

1924.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1924.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDED 30TH JUNE, 1924.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 30th August, 1924.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act 1915*, No. 2716, we have the honour to submit our Report in respect of the year ended 30th June, 1924.

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

	Railways.			St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—									
Earnings	11,847,413	18	2	67,352	10	3	11,914,766	8	5
Amount received in respect of the loss resulting from the working of certain lines of railway, and in respect of certain border railways, <i>vide</i> page 8	111,221	0	0	..	..	..	111,221	0	0
	11,958,634	18	2	67,352	10	3	12,025,987	8	5
WORKING EXPENSES	8,714,421	14	10	58,120	6	6	8,772,542	1	4
NET REVENUE	3,244,213	3	4	9,232	3	9	3,253,445	7	1
INTEREST CHARGES and EXPENSES				£	s.	d.			
				3,015,455	9	4			
PENSIONS and GRATUITIES				206,366	2	7			
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 7				3,297	0	0			
Repayment to Capital Account in respect of the North Geelong to Fyansford Line, <i>vide</i> page 7				675	0	0			
							3,225,793	11	11
SURPLUS, resulting from the operations of the year							£27,651	15	2
Less :—The amount of the losses on certain non-paying lines, as certified by the Auditor-General, for which credit was taken in the revenue accounts of the years 1917-18 (£45,062) and 1919-20 (£91,355) in accordance with the provisions of section 102 of the <i>Railways Act 1915</i> (No. 2716) but which has not been provided in the Annual Appropriation Acts and paid to the Commissioners; Amount now written off							136,417	0	0
DEFICIT, after writing off the amount of £136,417 in respect of previous years, as shown above							£108,765	4	10

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

	Year 1922-23.	Year 1923-24.	Increase. (+) Decrease. (-)
Gross Revenue—	£ s. d.	£ s. d.	£ s. d.
Railways—Earnings	11,234,549 16 1	11,847,413 18 2	+ 612,864 2 1
„ Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8	112,507 0 0	111,221 0 0	— 1,286 0 0
	11,347,056 16 1	11,958,634 18 2	+ 611,578 2 1
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	66,725 8 11	67,352 10 3	+ 627 1 4
Total	11,413,782 5 0	12,025,987 8 5	+ 612,205 3 5
Working Expenses—			
Railways	8,181,925 17 8	8,714,421 14 10	+ 532,495 17 2
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	52,205 11 3	58,120 6 6	+ 5,914 15 3
Total	8,234,131 8 11	8,772,542 1 4	+ 538,410 12 5
Net Revenue	3,179,650 16 1	3,253,445 7 1	+ 73,794 11 0
Interest Charges and Expenses	2,951,384 14 11	3,015,455 9 4	+ 64,070 14 5
Pensions and Gratuities	203,470 4 7	206,366 2 7	+ 2,895 18 0
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 7	3,938 0 0	3,297 0 0	— 641 0 0
Repayment to Capital Account in respect of the North Geelong to Fyansford line, <i>vide</i> page 7	675 0 0	675 0 0	
Total of Interest Charges and Expenses, Pensions and Gratuities, &c.	3,159,467 19 6	3,225,793 11 11	+ 66,325 12 5
Surplus, resulting from the operations of the year	20,182 16 7	27,651 15 2	+ 7,468 18 7
Less :—The amount of the losses on certain non-paying lines, as certified by the Auditor-General, for which credit was taken in the revenue accounts of the years 1917-18 (£45,062) and 1919-20 (£91,355) in accordance with the provisions of section 102 of the <i>Railways Act</i> 1915 (No. 2716) but which has not been provided in the Annual Appropriation Acts and paid to the Commissioners :			
Amount now written off .. .. .	.. .. .	136,417 0 0	
Deficit, after writing off the amount of £136,417, in respect of previous years, as shown above .. .. .	.. .. .	£108,765 4 10	— £128,948 1 5

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

	Year 1920-1921.	Year 1921-1922.	Year 1922-1923.	Year 1923-1924.
Average Mileage of Railways operated	4,217	4,284	4,197	4,360
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	3,237,161	2,960,964	2,901,822	2,979,702
" Suburban	4,320,632	5,644,757	6,459,973	6,956,059
Mixed	2,529,249	2,518,987	2,528,387	2,408,365
Goods (including Live Stock)	5,446,514	4,712,107	4,504,127	4,733,045
Total	15,533,556	15,856,815	16,394,239(a)	17,079,211(b)
Number of Passenger Journeys {Country	10,061,866	9,810,726	10,047,058	9,892,197
{Suburban	123,983,817	132,646,198	145,910,182	157,919,617
Tonnage of Goods	7,073,392	7,023,857	6,943,011	7,820,531
Tonnage of Live Stock	499,601	467,174	574,205	489,012
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 2,551,560	£ 2,672,474	£ 2,595,144	£ 2,716,599
" Suburban	1,846,564	2,142,346	2,399,481	2,613,615
Parcels, &c.	415,675	458,914	471,007	486,397
Horses, Carriages, and Dogs	28,795	33,189	37,228	37,999
Mails	54,664	69,697	59,908	59,549
	4,897,258	5,376,620	5,664,738	5,914,559
Goods, &c., Business.				
Goods	3,789,080	4,164,645	4,178,192	4,534,931
Live Stock	492,096	528,836	653,239	523,406
Minerals	130,100	121,575	121,771	146,180
	4,411,276	4,815,056	4,953,192	5,204,520
Other Services.				
Dining Car Services	25,809	26,048	24,915	24,192
Refreshment Services	258,315	267,998	283,201	320,669
Advertising	...	...	...	25,327
	284,124	294,046	308,116	370,488
Electrical Power	...	92,540	179,033	225,452
Rentals	85,756	103,744	117,671	119,300
Miscellaneous	115,369	109,076	124,305	124,310
Total	9,795,765	10,791,082	11,347,057	11,958,655
Per mile of Railway worked	2,312	2,514	2,641	2,737
Per traffic train mile	12s. 7 ³ / ₄ d.	13s. 7 ³ / ₄ d.	13s. 10 ¹ / ₄ d.	14s. 0 ³ / ₄ d.
WORKING EXPENSES.				
Transportation Branch	£ 2,246,445	£ 2,395,694	£ 2,399,867	£ 2,543,219
Way and Works Branch	1,576,857	1,708,539	1,761,951	1,861,587
Rolling-Stock Branch—Operating Expenses	2,139,800	1,793,643	1,607,737	1,638,163
" " Repairs and Renewals	1,068,362	1,217,902	1,265,108	1,331,104
" " Repayment to Capital Account in respect of Locomotives withdrawn from service	...	...	...	50,000
" " Payment into Rolling-Stock Replacement Fund	187,098	150,000	200,000	200,000
Electrical Engineering Branch	146,698	264,825	406,870	518,547
Miscellaneous Operations	237,346	241,284	261,767	312,879
General Expenses	159,174	174,553	191,371	199,697
Payment into Railway Accident and Fire Insurance Fund	73,969	80,225	84,159	38,916
Total Working Expenses	7,835,756	8,026,665	8,181,921(b)	8,714,422(b)
Per mile of Railway worked	1,849	1,874	1,904	1,995
Per traffic train mile	10s. 1 ⁰ / ₆ d.	10s. 1 ⁴ / ₉ d.	9s. 11 ⁷ / ₈ d.	10s. 2 ⁴ / ₆ d.
Percentage of Gross Revenue	79.99	74.38	72.11	72.87
Net Revenue	1,960,007	2,764,417	3,165,131	3,244,213
Per mile of Railway worked	463	645	737	742
Per traffic train mile	2s. 6 ² / ₈ d.	3s. 5 ⁸ / ₄ d.	3s. 10 ³ / ₃ d.	3s. 9 ⁵ / ₈ d.

(a) For details see Appendix No. 15.

(b) For details see Appendix No. 9.

Gross Revenue of the Railways.

The Gross Revenue of the Railways amounted to £11,958,635, which is £611,578 in excess of the record revenue earned in the preceding year, viz., £11,347,057, or equivalent to an increase of 5·39 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	21,855	·81	...	...
Suburban	214,164	8·93	..	...
Dining Car Services ... ..	...	...	423	1·7
Refreshment Services	37,468	13·23	...	...
Advertising	25,327	...	...	...
Parcels, &c.	13,357	2·83	...	...
Horses, Carriages, and Dogs	771	2·07	...	...
Mails ... ..	...	...	359	·60
Goods	356,739	8·54	...	...
Live Stock ... ..	...	...	129,823	19·87
Minerals	24,418	20·05	...	...
Electrical Power	46,419	25·93	...	...
Rentals	1,627	1·38	...	...
Miscellaneous	1,291	10·94	...	...
Amount paid to the Department in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8 ...	..	...	1,286	1·14
Total	743,469	...	131,891	
Net Increase		£611,578		

The outstanding features in connexion with the Revenue for the year were the substantial increases derived from goods and suburban passenger traffic, and the decrease in the live stock business.

The contributing factors are explained in our comments on page 12, under the heading "Analysis of Passenger, Goods, and Live Stock Traffic."

The Gross Revenue per traffic train mile was 14s. 0·04d., as compared with 13s. 10·11d. in the preceding year.

For comparative purposes, a statement is furnished hereunder showing the gross earnings per traffic train mile each year for the twelve years ended 30th June, 1924 :—

Year.	Revenue per traffic train mile.	
	s.	d.
1912-13	7	3·77
1913-14	7	4·81
1914-15	6	8·94
1915-16	8	3·03
1916-17	8	5·89
1917-18	9	7·58
1918-19	9	10·46
1919-20	10	11·40
1920-21	12	7·34
1921-22	13	7·33
1922-23	13	10·11
1923-24	14	0·04

Working Expenses of the Railways.

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

The percentage of Working Expenses to Gross Revenue was 72·87, by contrast with 72·11 in the preceding year, and 74·38 in 1921-22. The increase in 1923-24 by comparison with 1922-23 is more than accounted for by the increase in the average wage paid to the staff.

Reconciliation with Treasury Figures.

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

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

South Australian Border Railways Adjustment Account.

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

The adjustment in respect of the year ended 30th June, 1923, involved the payment to South Australia of the sum of £3,297, which has been charged to the Working Expenses of the year under review.

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

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

In accordance with the proposal to write off the cost of the line during the period in question, the sum of £2,699 in respect of the first four years had been charged to working expenses and credited to Capital Account, at 30th June, 1923, and a sum of £675 was similarly dealt with in 1923-24.

Percentage of Net Revenue to Capital Liability.

The Net Revenue, after providing for the payment of Working Expenses, Pensions and Gratuities, the adjustment with South Australia in connexion with the Border Railways, and the repayment to Capital Account in respect of the North Geelong to Fyansford Line, was equivalent to 4.54 per cent. of the total loan liability, as compared with 4.45 in 1922-23.

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

Provision is made in section 102 of the *Railways Act 1915* that any losses incurred in respect of the working of new lines of railway shall be notified in writing by the Commissioners to the Auditor-General, and, if certified by him, shall be provided by Parliament in the Annual Appropriation Act, and paid to the Commissioners.

In 1917 the Royal Commissioner, Mr. T. R. Johnson, who was appointed to inquire into the working of the Victorian Railways as a business undertaking, recommended that this provision, which was not being acted upon, should be put into operation. The Commissioners accordingly made a claim for £45,062 in respect of the

year 1917-18, but the Government made no provision for the payment of this amount, nor for the amount (£91,355) due in respect of the year 1919-20, although both were certified to by the Auditor-General.

The claim (£73,424) for the intervening year was, however, accepted, and in each year from 1920-21 onwards the Government has duly paid to the Commissioners the amount due in respect of this item under the section referred to.

On numerous occasions representations have been made to the Government in regard to the amounts due for the years 1917-18 and 1919-20, which were legally payable, and for which credit was taken in the accounts in accordance with the general practice of the Department.

Finally, however, advice was received from the Under-Treasurer that the amounts in question would not be paid, and we have, therefore, had no option but to write off the total amount of £136,417, for which credit had been taken.

The amounts appropriated by Parliament and paid to the Department under section 102 of the *Railways Act* 1915, for which credit is taken in the finances of the year under review, were as follows :—

	£	s.	d.
The loss incurred in connexion with the operation of certain non-paying lines (<i>vide</i> page 10) ...	107,924	0	0
The sum paid to South Australia in respect of the operation of certain border railways (as referred to on page 7) ...	3,297	0	0
The amount of the preference granted on goods of Australian manufacture ...	620	15	10
Total amount of the loss and increase of expenditure	111,841	15	10
<i>Deduct</i> —Amount not appropriated in 1923-24	2 221	0	0
Amount appropriated and paid ...	<u>£109,620</u>	<u>15</u>	<u>10</u>

Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £224 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, was £39,141.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £200,846 and £5,520 respectively, or a total of £206,366, as compared with £193,616 and £9,854 respectively, or a total of £203,470, in the preceding year.

At 30th June, 1924, the number of employees still in the Service entitled to either pension or compensation on retirement was 207. By contrast with the 30th June, 1923, this represents a decrease of 89, *vide* Appendix No. 20.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1923, was 65,129,990 9 2 and during the year the expenditure so charged (details of which are given in Appendix No. 21) was as follows :—

	£	s.	d.
Construction of New Lines and Surveys ...	391,888	3	2
Acquisition of the Deniliquin to Moama Railway ...	165,000	0	0
Electrification of Melbourne Suburban Lines ...	113,767	3	4
Additions and Improvements to—			
Way and Works ...	611,627	16	11
Rolling-stock ...	125,717	18	8
Total Increase in Expenditure on Capital Account	<u>1,408,001</u>	<u>2</u>	<u>1</u>
so that the total expenditure charged to Capital Account at 30th June, 1924, was	<u>£66,537,991</u>	<u>11</u>	<u>3</u>

Loan Funds.

At 30th June, 1923, the total liability in respect of Current Loans was £ 66,701,647 s. 2 d. 8
and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works	165,311	18	0
For Redemption purposes	17,228,820	19	8
	17,394,132	17	8
Less Amount redeemed	17,025,181	18	0
Net Increase for the year		368,950	19 8
so that the total liability, at 30th June, 1924, in respect of Current Loans was (<i>vide</i> Appendix No. 22)	£67,070,598	2	4
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1923, to	£64,658,064	5	6
and as this amount was increased during the year ended 30th June, 1924, by	165,311	18	0
the total proceeds of Loans at 30th June, 1924, were	£64,823,376	3	6
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	£203,639	1	8

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 22) amounted to	3,009,721	2	5
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	5,734	6	11
The debit for Interest Charges and Expenses for the year 1923-24 was therefore	£3,015,455	9	4
which represents an increase of £64,070 as compared with the debit for the previous year.			

Non-Interest Bearing Funds.

At 30th June, 1923, the amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was £ 3,943,103 s. 4 d. 0
and further moneys were provided during the year out of Consolidated Revenue and debited to Construction Works, as shown hereunder—

Expenditure under Division No. 91 of the Appropriation Act	7,072	15	11
Expenditure under "The Developmental Railways Account"	49,557	8	3
The total amount so provided as at 30th June, 1924 (<i>vide</i> Appendix No. 7), was therefore	£3,999,733	8	2

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
Dunkeld to Peshurst (dismantled) ...	15·87	£50,000
Canterbury Loop Line (dismantled) ...	0·20	160,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·84	
Lancefield to Kilmore (dismantled) ...	18·10	7,000
Fawkner Cemetery to Somerton ...	5·28	107,873
Geelong Race-course Line (dismantled) ...	1·96	53,217
Totals ...	47·96	5,317
Surveys for lines not constructed ...	...	383,407
Grand Total ...	...	399,662
		£783,069

Non-Paying Lines.

The operation of the following lines for the twelve months ended 29th February, 1924, after the payment of Working Expenses and Interest Charges, resulted in a loss of £107,924, for which in accordance with the provisions of Section 102 of Act No. 2716 credit has been taken in the Revenue Account.

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1924.
Bairnsdale to Orbest	£9,045
Beeac to Newtown	2,280
Benalla to Tatong	1,793
Cavendish to Toolondo	7,479
Chillingollah to Manangatang	1,348
Manangatang to (Bryden's Tank) Annuello	1,961
Colac to Crowes	13,058
Eltham to Hurstbridge	10,900
Ferntree Gully to Gembrook	13,087
Heywood to Mumbannar (Malanganee)	4,170
Linton to Skipton	3,349
Moe to Walhalla	7,652
Rushworth to Stanhope North (Girgarre)	885
Tallangatta to Cudgewa (Beetoomba)	11,750
Wangaratta to Whitfield	3,990
Nandaly to Kulwin	3,386
Piangil to Kooloonong	3,962
Morwell Brown Coal Railway	1,208
Alberton to Won Wron (Yarram)	2,354
Koo-wee-rup to McDonald's Track	1,163
Bittern to Red Hill	3,641
Malanganee to Border	280
Ouyen to Murrayville	4,380
Murrayville to Border	489
Sea Lake to Nandaly	457
Won Wron to Woodside	120
Noradjuha to Toolondo	1,949
Elmore to Cohuna	732
<i>Less Profits earned in previous years:—</i>	116,868
Sea Lake to Nandaly	457
Noradjuha to Toolondo	1,538
Chillingollah to Manangatang	1,348
Murrayville to Border	489
Elmore to Cohuna	732
Ouyen to Murrayville	4,380
	8,944
Total Loss during the Year ended 29/2/24 after deducting from the aggregate of the losses the profits earned in previous years on lines on which losses have been incurred in 1923/24	£107,924

Investigation leads us to believe that the losses sustained in the working of the Colac to Crowes and Moe to Walhalla lines can be materially reduced by the employment of more powerful engines, thus curtailing the train mileage. As mentioned on page 22, we accordingly propose to equip the stock in use on these lines with "Willison" couplers, rendering practicable the use of locomotives of the required type, and we are now negotiating for the construction of two "Garratt" engines, which will admit of an increase of approximately 100 per cent. in the permissible loads.

New Lines of Railways.

During the year 57 miles of new railways were opened for traffic, and the line from Echuca to Deniliquin, 44·33 miles in length, was taken over from the Deniliquin and Moama Railway Company, vide page 32. At 30th June, 185·75 miles were in course of construction. The details of the different lines are shown in Appendix No. 28.

Mileage of Railways and Tracks Open for Traffic.

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

	At 30th June.		Average for Year.	
	1923.	1924.	1922-23.	1923-24.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,333·40	4,434·69	4,296·87	4,369·42
Track Mileage	4,690·93	4,794·32	4,653·09	4,727·88
Sidings	935·72	942·24	920·11	938·5
Electric Tramways—				
Route Mileage	7·59	7·59	7·59	7·59
Track Mileage	14·98	14·98	14·98	14·98
Sidings	1·40	1·40	1·40	1·40

St. Kilda—Brighton Electric Tramway.

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

	Year 1922-23.	Year 1923-24.
Number of Passengers	5,750,912	5,709,684
	£	£
Gross Revenue	54,194	54,381
Working Expenses	42,598	45,497
Net Revenue	11,596	8,884
Interest Charges	8,893	8,937
Net Result	Profit £2,703	Loss £53

The increase in the Working Expenses was mainly due to the writing off of rolling-stock; increased maintenance of the tracks and of rolling-stock, as well as the payment of higher rates of wages to the staff.

	£
The Capital Expenditure at 30th June, 1924, on account of the construction of the line was	120,912
and of rolling-stock	69,589
or a total of	£190,501

Sandringham—Black Rock Electric Tramway.

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

	Year 1922-23.	Year 1923-24.
Number of Passengers	1,411,885	1,459,239
	£	£
Gross Revenue	12,531	12,971
Working Expenses	9,607	12,623
Net Revenue	2,924	348
Interest Charges	4,783	5,148
Net Result	Loss £1,859	Loss £4,800

The increase in the Working Expenses was mainly due to the writing off of rolling-stock; increased maintenance and improved drainage of tracks, as well the payment of higher rates of wages to the staff.

The Capital Expenditure at 30th June, 1924, on account of	£
the construction of the line was	72,763
and of rolling stock	21,627
or a total of	<u>£94,390</u>

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

The record passenger traffic of 1922-23 was eclipsed during the year under review, when the total number of passenger journeys was approximately 7 per cent. greater, with an accompanying increase in revenue of about 5 per cent.

A detailed comparative analysis of this traffic in respect of the last two financial years appears in Appendix No. 32, and is summarized hereunder:—

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1922-23.	Year 1923-24.	Year 1922-23.	Year 1923-24.	Year 1922-23.	Year 1923-24.
Total number of journeys	10,047,958	9,892,197	145,610,182	157,969,667	155,957,240	167,861,864
Revenue	£2,695,144	£2,716,999	£2,399,451	£2,613,615	£5,094,595	£5,330,614

We attribute the decline in the country passenger traffic to the increased use of road motor vehicles. The competition of licensed motor cars was a factor in the situation, but in our opinion the falling off in the railway business was mainly due to the large increase in the number of private persons owning motor cars and using them for journeys which previously would have been made by rail. The popularity of the motor as a means of transport can be gauged from the fact that the total number of motor vehicles registered in this State increased from 20,274 at 30th June, 1920, to 52,700 at 30th June, 1924, the latter figure being 16,027 in excess of that at 30th June, 1923, which is equivalent to an increase of approximately 43 per cent. for the year under review.

The only other feature inviting reference is the increase of £21,855 in the country passenger revenue despite the decrease in passenger journeys. This was principally ascribable to the volume of interstate traffic diverted to the railways during an interruption to shipping services.

The figures in respect of suburban passenger traffic for the preceding year were improved by approximately 8 per cent., which was mainly attributable to—

- (1) the additional traffic arising from electrification;
- (2) the visit of the British Special Service Squadron;
- (3) the cessation of tramway services in May last; and
- (4) the extra day in February, 1924 (Leap Year).

In Appendix No. 36 will be found a further statement showing the fluctuations in the passenger traffic, and the changes in relative order of importance during the past decade of the principal metropolitan and suburban stations, at which in 1913-14 the bookings were equivalent to more than 500,000 passenger journeys or which have since developed at least that volume of traffic.

Goods Traffic.

The goods tonnage was the greatest handled in the history of the Department. The revenue also exceeded that of any previous year.

The figures for the past two years compare as under:—

	1922-23.		1923-24.		Increase.	
	Tons.	Revenue.	Tons.	Revenue.	Tons.	Percentage.
Tonnage	6,943,011	£4,299,963	7,820,531	£4,681,120	877,520	12.6
Revenue					£381,157	8.9

whilst a detailed analysis of the goods traffic appears in Appendix No. 33.

The favorable harvest was responsible for approximately £104,000 of the additional receipts, the remainder of which was derived from practically all classes of traffic, with the notable exception of a decline of 19 per cent. in the revenue received from the transport of wool, due to the diminution of flocks and to lighter fleeces resulting from the dry conditions experienced in the autumn of 1923.

Live Stock Traffic.

In 1922-23 the sheep traffic was abnormal owing to the necessity to convey stock to suitable pastures in consequence of the unfavorable season, and the exceptionally heavy export trade. The number of sheep carried in 1923-24 was approximately 3,000,000 less than in the preceding year, which mainly accounts for the decrease of £129,823 in the total live stock revenue.

The Wheat Harvest.

The yield for the season just closed amounted to 37,795,704 bushels, which compares as under with that for the previous five years :—

Year.				No. of Bushels Produced.
1918-19	..	..	..	25,239,871
1919-20	..	..	..	14,858,380
1920-21	..	..	..	39,468,625
1921-22	..	..	..	43,867,596
1922-23	..	..	..	35,697,220
1923-24	..	..	..	37,795,704

During the year 10,316,955 bags of wheat were transported by rail from the producing districts, and the extent of this traffic each year since 1918-19 is shown hereunder :—

Year.				No. of Bags carried by Rail from Producing Districts.
1918-19	..	..	..	6,439,495
1919-20	..	..	..	4,854,737
1920-21	..	..	..	12,613,780
1921-22	..	..	..	12,720,251
1922-23	..	..	..	8,447,655
1923-24	..	..	..	10,316,955

There was a considerable increase in the quantity of wheat exported during the year, 6,057,968 bags being shipped, as compared with 2,650,054 bags in 1922-23.

At 30th June last 1,976,952 bags of wheat were stacked at the sea-board and in the country. The corresponding figures for the last four years were :—

	Number of Bags of Wheat Stacked at 30th June—			
	1921.	1922.	1923.	1924.
At or in the vicinity of Williamstown ..	690,080	303,949	598,120	262,842
At or in the vicinity of Geelong ..	1,101,017	256,225	568,614	71,482
At country stations ..	719,142	447,855	1,228,467	1,642,628
Totals ..	2,510,239	1,008,029	2,395,201	1,976,952

Appendix No. 37 contains particulars of the number of bags of wheat despatched from the principal wheat-loading stations in the State in each of the last six financial years.

Train Mileage, Train Loads, &c.

The total train mileage for the year was 17,408,383, which represented an increase of 701,095 miles over that of the previous year. In addition, the mileage of rail motor cars totalled 168,559.

Increases occurred in both the country passenger and the suburban electric passenger train mileages. On the other hand, there was a decrease in the suburban steam passenger train mileage, due to the fact that a steam service was still in operation on certain suburban lines for portion of 1922-23. The mixed train mileage also showed a decrease, principally due to the extended use of rail motors, vide page 15.

The goods train mileage exceeded that of the previous year by 247,041, an increase of approximately 5 per cent. The volume of business, however, as indicated by the gross ton mileage of goods trains, increased by about 6 per cent., and the handling of this additional loading with a decreased ratio of train mileage is evidence of efficiency in this section of the Department's activities.

In the subjoined statement particulars of the train and truck performances for the past six years are shown :—

—		1918-19	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.
Percentage of actual to authorized load over ruling grade	Mixed ..	72	74	69	70	71	71
	Goods ..	89	88	86	87	86	84
Average gross tonnage per traffic train mile	Passenger ..	194	197	196	197	204	209
	Mixed ..	202	202	193	200	204	204
Average goods and live stock tonnage per loaded truck mile	Goods ..	322	323	313	328	343	347
	..	7.4	7.8	8.7	8.7	8.3	8.7
Number of passengers carried per passenger and mixed train mile including rail motor mileage	Country ..	77.74	92.85	114.14	117.90	123.02	121.95
	Suburban ..	164.00	179.02	159.98	130.07	126.41	128.09

The lower percentage of actual to authorized loads for ruling grades in respect of goods trains was due to the necessity for maintaining a regular goods service with relatively light loading on certain routes where rail motor cars had been introduced.

The average gross tonnage of 347 tons per goods train mile is the highest figure yet obtained, and exceeds by 4 tons the previous record of 343 in respect of the year 1922-23.

The average tonnage of goods and live stock per loaded truck mile—8.7—represents an increase of 8 cwt. as compared with last year, and equals the previous highest records obtained in 1920-21 and 1921-22.

Improved Passenger Train Services.

The policy of keeping the country train schedules under constant review resulted in further substantial reductions in the over-all time occupied between certain terminals.

The following are typical examples :—

Trains.	Reduced Travelling Time.
	Minutes.
6.30 a.m. Melbourne to Port Fairy (Tuesdays excepted) ..	46
" " " (Tuesdays) ..	78
7.35 a.m. Melbourne to Tocumwal (Tuesdays and Fridays) ..	85
" " " (Mondays and Saturdays) ..	20
6.30 a.m. Melbourne to Tocumwal (Wednesdays and Thursdays) ..	25
3.20 p.m. Tocumwal to Melbourne (Mondays, Thursdays, and Fridays) ..	78
" " " (Tuesdays, Wednesdays, and Saturdays) ..	45
2.52 p.m. Albury to Melbourne (Fridays excepted) ..	30
7.25 a.m. Melbourne to Yarram ..	60
11.35 a.m. Yarram to Melbourne ..	120

The curtailment of travelling time in these and previous cases constitutes a marked improvement of much benefit to passengers. Close attention is being given to the various schedules, in order that we may introduce whatever further improvements are warranted and practicable from time to time.

Two modern sleeping cars were constructed and put into running on the Mildura line, and a "sleeper" is now attached to the train for the whole journey, instead of between Maryborough and Mildura only. These improvements have so increased the patronage that we have decided to build two additional sleeping cars for use on this line.

Petrol Rail Motors.

One of the disabilities suffered by residents along lines which carry only a comparatively light traffic during the major portion of the year has always been the time occupied in journeying by mixed trains. Such trains, carrying both passengers and goods, are an economical means of catering for the requirements of the districts which they serve, but the time occupied in shunting and other operations associated with goods work detracts from their convenience as a means of passenger transport.

The advent of petrol rail motor cars of a reliable type is helping materially to improve the situation in this respect, enabling the goods and passenger traffic to be separated by a comparatively cheap means, and providing a convenient and reasonably fast service for passengers.

During the year a noticeable advance was made in this direction, rail motor cars being placed in running on eight additional routes.

The following sections of line are now operated under this system :—

Line.	Date of commencement of service.
Redcliffs-Mildura-Merbein	26.6.22
Numurkah-Tocumwal-Cobram-Picola-Katamatite ..	28.5.23
Benalla-Yarrawonga	11.6.23
Elmore-Cohuna	3.7.23
Ouyen-Murrayville-Pinnaroo	23.7.23
Castlemaine-Maldon	29.10.23
Frankston Mornington	3.12.23
Echuca-Deniliquin	14.1.24
Toolamba-Echuca	28.4.24
Korong Vale-Annuello	12.5.24
Bairnsdale-Orbost	26.5.24

Arrangements have been made for the construction of a larger and more comfortable type of car, with a view to still further extensions. It is our intention to gradually improve by this means the facilities on lines upon which the volume and nature of the traffic justify such a course.

Timekeeping of Trains.

The timekeeping of country trains has been satisfactory throughout the year. There was a fractional retrogression in the percentage of country passenger trains on time, despite the revision of the schedules referred to on page 14, but an improvement of 2.41 per cent. was achieved in connexion with mixed trains.

The running of suburban electric trains was adversely affected by the extent and nature of the work of duplicating the tracks between North Melbourne and Spencer-street, which necessitated speed restrictions for the greater portion of the year. The additional tracks will remove a source of much congestion, and will undoubtedly result in a general improvement in timekeeping, as the traffic could not be handled satisfactorily with the insufficient facilities previously available.

In the following table the results of the last two years are contrasted :—

Twelve Months ended—	Percentage of Country Trains on Time.		Percentage of Suburban Electric Trains on Time.
	Passenger.	Mixed.	
30th June, 1923 ..	83.34	79.08	93.08
30th June, 1924 ..	83.21	81.49	87.59

Electrification of Suburban Lines.

The year under review is the first in which the suburban service was wholly operated by electric traction on the lines included in the original scheme.

The results have clearly demonstrated the high reliability of the system. There was an almost entire absence of serious interruption to the train services, notwithstanding the great mileage of electric trains operated under a diversity of conditions.

Apart from the experience gained in the ordinary movements of traffic as to the value of electrification, the flexibility and capacity of the electric service were prominently indicated by the manner in which the Department was able to cope with the special traffic arising from the visit of the British Special Service Squadron in March last. On the Port Melbourne Line trains capable of conveying 1,000 passengers were, when necessary, despatched at intervals of less than three minutes, and the phenomenal volume of traffic generally was handled with a facility and smoothness which could not have been achieved under steam conditions.

The high speed of the electric trains, together with the greater frequency of the service as compared with steam traction, has, in effect, brought the outlying districts closer to the city. It has thus given a considerable impetus to their development, as well as benefiting the inner suburbs.

The increase in traffic under electrification is so striking as to again demand reference, and will be appreciated from the following statement of the number of passenger journeys from certain important stations and lines within the suburban area for the past financial year, as compared with 1917-18 (the last year throughout which the suburban service was wholly operated by steam).

Stations or Sections.	1918.	1924.	Increase—1924 over 1918.	
			Outwards Passenger Journeys.	Percentage.
Metropolitan Stations — Spencer-street, Flinders-street, and Prince's-bridge ..	10,708,121	18,669,190	7,961,069	74·3
Junction Stations—Richmond, South Yarra, North Melbourne	3,985,032	5,804,419	1,819,387	45·6
St. Albans Line and Branches	1,080,570	1,967,413	886,843	82·0
Williamstown Line and Branches	8,954,616	12,927,673	3,973,057	44·3
Kensington-Broadmeadows Line	9,798,184	13,524,613	3,726,429	38·0
Colburg-Fawkner Line	2,892,441	7,352,065	4,459,624	154·1
Reservoir and North Carlton Lines	4,532,110	8,530,940	3,998,830	88·2
Dandenong Line	10,416,377	15,542,804	5,126,427	49·2
Mordialloc Line	2,745,003	6,115,933	3,370,930	122·8
Box Hill Line	11,780,409	16,744,488	4,964,079	42·1
Darling Line	517,840	2,103,411	1,585,571	306·1
Kew Line	734,983	1,362,173	627,190	85·3
Outer Circle Line	178,727	245,663	66,936	37·4
Heidelberg Line	7,108,022	12,993,591	5,885,569	82·8
Port Melbourne Line	1,529,225	2,615,733	1,086,508	71·0
Port Melbourne Line (Steamer)	24,811	63,142	38,331	154·4
St. Kilda Line	7,638,048	11,030,501	3,398,453	44·4
Sandringham Line	12,376,802	20,903,611	8,526,809	68·8
Increase in Six Years	97,001,321	158,503,363	61,502,042	63·4

To provide additional accommodation for the increasing traffic during peak traffic hours in the morning and evening, the lengthening of suburban station platforms to accommodate 7-car or 8-car trains is being steadily proceeded with.

The necessary alterations have been completed on the St. Kilda and the Sandringham-Essendon lines, and 7-car trains are now operating on these sections during peak hours.

The extension of the platforms between East Richmond and Box Hill is approaching completion, and 7-car trains will shortly be running on that line during periods of maximum traffic. It is anticipated that by the end of the current financial year similar provision will have been made on the Clifton Hill-Reservoir-Heidelberg-Eltham and the Williamstown-Dandenong-Frankston lines, where the work of lengthening the platforms is now in progress.

It is our intention to further lengthen suburban trains to eight cars as traffic warrants. By contrast with the position when the maximum train load consisted of six cars, this will increase the capacity of the system by approximately one-third without involving any appreciable addition to the operating costs.

With the existing electrical equipment it will be possible to operate 10-car trains which will provide a comparatively ready means of meeting the growth of suburban traffic for some time to come.

On the other hand, full advantage has been taken during the year of the facility afforded by electric traction to reduce running expenses by limiting the size of trains during non-rush hours.

The heavy responsibility devolving upon the Newport "A" Power House of supplying current for industrial purposes, as well as for railway requirements, was considerably relieved in October last, when the Newport "B" plant commenced generating power. This station, which is part of the State Electricity Commission's scheme, is at present being operated by this Department under arrangement with the Commission.

The position regarding the supply of bulk power was further improved in June last by the linking up of these power houses with the Yallourn scheme. By means of a frequency changer in the Commission's Yarraville Terminal Station, they can now be operated in conjunction with the Yallourn installation, and current exchanged as may be necessary to meet the exigencies of both railway and industrial services.

The total number of units generated at Newport "A" Power House during the year was 259,000,000, of which 115,000,000 were supplied to other than railway consumers. These sales yielded a revenue of £225,000.

The Automatic Sub-stations at Reservoir, Rosanna, Greensborough, Mitcham, and Springvale, which automatically come into operation when a supply of current is required for train running and shut down when that service has been fulfilled, have now been in use for some considerable time. Notwithstanding the intricate and complicated nature of the plant, these installations have worked in a highly satisfactory manner.

Two electric goods locomotives are now in use, but have so far been confined principally to shunting service in the Flinders-street yard, pending the wiring of goods sidings in the metropolitan yards and on the Sandringham and Oakleigh lines. The erection of the necessary overhead wiring has now been completed on the sidings on the Sandringham line, and the use of the electric locomotives for goods traffic on this route has already been introduced and will be extended as other sidings are equipped.

Practically all the parcels traffic within the metropolitan area is now being conducted by means of electric parcels coaches, the use of which will be extended to other lines as opportunity offers. This system has proved of great value, inasmuch as it has enabled the suburban passenger trains to be relieved almost entirely of parcels work, and, in addition to reducing congestion and obviating delay to both passenger and parcels services, has enabled the traffic to be handled in a much more satisfactory manner than was possible under previous conditions.

In the last Railway Loan Application Act funds were allotted towards the electrification of the lines between Ringwood and Lilydale, and Ringwood and Upper Ferntree Gully. The Parliamentary Standing Committee on Railways subsequently approved of the first section between Ringwood and Croydon being taken in hand, and the necessary construction arrangements have been made with a view to the running of electric trains on this route being commenced in December next. This will enable substantial economies in train operation to be effected by the abolition of the present local steam service between these stations. It is also expected to induce considerable additional traffic from the picturesque district, of which Croydon is the centre. The Committee now has under consideration the question of extending the electrification scheme to Lilydale and Upper Ferntree Gully.

The electrification of the line from Camberwell to Ashburton is also in hand, and will be completed in November next. A marked improvement will then be made in the service, which will provide more frequent trains and reduce the travelling time to and from the metropolis.

It is not at present proposed to electrify the line between East Camberwell and Deepdene; but in order to improve the service on this section, a rail motor car will be provided in the near future. The question of electrification will be further considered when the volume of traffic has sufficiently developed.

Metropolitan Terminal Facilities.

Under Act No. 3263 the Metropolitan Town Planning Commission was constituted to inquire into and report upon various matters relating to the metropolitan and suburban area, including street and road requirements generally; existing means of transportation; probable future requirements, and the regulation of traffic.

This Department is not represented upon the Commission, but, as in the course of its proceedings it became apparent that many phases of its investigations demanded that the railway situation should be taken into account, arrangements were made for two experienced railway officers to assist in an advisory, though informal, capacity upon matters affecting railway requirements. These officers attended a number of meetings of the Commission throughout the year.

The Department was also represented at a Conference convened by the Honorable the Minister of Public Works to consider the question of relieving congestion in the streets of Melbourne, particularly in the vicinity of Flinders-street Station. Broadly speaking, our attitude, as outlined by our representatives at the Conference, was that while we would do all within our power in the direction of regulating the traffic, the question of any congestion in the surrounding streets was primarily one for the municipality.

Except when the train service becomes disorganized in consequence of the late running of trains or on account of accident, no real disability is experienced in handling the traffic within the boundaries of the Flinders-street Station.

The growth of business at Flinders-street is not proportionate with the increase in the number of passengers using the suburban railways. The "through" routing of trains has already diverted an appreciable proportion of traffic to Spencer-street, which will be increased by the improved facilities afforded by the two new "island" platforms at the latter station. Electric traction has consequently created at Spencer-street a new metropolitan station for suburban traffic, whilst, in addition, the fact that journeys can be made from the northern to the southern suburbs and vice versa without changing trains at Flinders-street has made the latter a "wayside" instead of a terminal or changing station for a very large number of passengers.

With the introduction of longer trains, which clear the platforms every few minutes, and the system of "through" routing, it is considered that no radical alterations will be necessary at Flinders-street for some time to come.

Way and Works Branch.

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

The relaying of 37.8 miles of track with steel rails was undertaken and completed, as shown hereunder :—

Description of Rails.	Miles of Track Re-laid.
New 100 lbs.	10.7
New 80 lbs.	13.0
Serviceable 100 lbs. and 80 lbs.	5.8
Serviceable 75 lbs. and 60 lbs.	8.3
Total	37.8

This total includes 6.8 miles of track laid with heavier rails in order to release serviceable steel rails for the construction of new sidings, and for renewals.

The tracks were strengthened by 22,455 additional sleepers, 380,397 sleepers were renewed, and a total of 185 miles of fencing rebuilt.

Spencer-street Station and Terminal Accommodation.

Satisfactory progress was made with the scheme for the re-arrangement and extension of the Spencer-street station and yard. The first portion, comprising the erection of new suburban "island" platforms, equipped with the requisite station buildings, subways, and ramps was almost completed, and the whole of these facilities will shortly be available for the conduct of traffic. New brick signal boxes were erected at Franklin-street and Viaduct junction, and four tracks for suburban passenger traffic were constructed from Flinders-street Viaduct to Dudley-street.

The capacity of the passenger lines between North Melbourne and Essendon was considerably augmented during the year by the deviation of the Essendon trains to a new route along the eastern set of tracks in the North Melbourne Gravitation Yard. This track, known as the "Fly-over," enables Essendon trains to cross the Williamstown line between North Melbourne and Kensington on a high level, and when the new "island" platforms at Spencer-street and the additional set of tracks between Viaduct junction and Dudley-street are fully available, it will be practicable to conduct the passenger traffic between Flinders-street and Essendon independently of all other suburban trains.

These re-arrangements will relieve the difficulties experienced for some time past in dealing with the heavy suburban traffic, thus obviating the unavoidable congestion and delay which now take place between Spencer-street and North Melbourne at peak periods of the day, and which react upon a number of the south suburban services.

Tottenham Gravitation and Marshalling Yards.

The first section of these yards was completed some time ago, but cannot be fully availed of until an independent goods line is provided between Tottenham and the Melbourne Yard, and direct connexions are afforded with the North-Eastern and South-Western lines.

The question of undertaking the two former works was submitted about twelve months ago for reference to the Parliamentary Standing Committee on Railways, and it is desirable that the matter be finalized as early as possible.

New Chaff and Potato Depot.

Owing to the financial stringency which necessitated the curtailment of many works, very little progress was made with the construction of the new Chaff and Potato Dépôt at Cowper-street.

Funds, however, have now been made available to enable the work to be recommenced, and arrangements are being made accordingly.

Additional and Improved Accommodation.

Important works carried out during the year included the regrading of the track between Inglewood and Korong Vale and the reinforcement of additional bridges on the section between Bendigo and Korong Vale, to admit of the running of "C" class engines; the provision of refreshment room accommodation at Birchip; the re-arrangement of certain station yards, and the provision of subways at various locations in the suburban area.

The 15-ton electrically operated "Goliath" crane, which was provided in the Melbourne Yard to deal with heavy goods loading, proved entirely satisfactory. The loading and unloading of heavy consignments have been greatly facilitated, and the delays and congestion which were previously unavoidable have, to a large extent, been overcome. The improvements have been so marked that we have decided to install an additional crane of this type in the Melbourne Yard in the near future.

It is our aim to increase and improve the existing facilities throughout the State with a view to maintaining the most satisfactory transport service practicable.

The general programme of works adopted for 1923-24 was restricted and retarded by the direction of the Government to curtail the expenditure from capital funds.

Many additional works of an important nature are in contemplation, and it is essential that there be more continuity in the provision of capital funds in order that the railway system may be developed sufficiently to meet the growing requirements due to new settlement and increased production, and the heavy accession of traffic which will arise through the construction of the New South Wales Border Railways.

New Stations.

New stations were constructed at Dennis, Montmorency, and Watsonia, on the Clifton Hill-Eltham line.

A considerable portion of the expense incurred in the erection of the stations at Montmorency and Watsonia was contributed by the owners of adjacent land in

accordance with our practice of requiring local interests to defray, or to contribute towards, the cost of providing such additional facilities, if the circumstances do not justify their provision at the sole expense of the Department.

Dwelling Accommodation for Employees.

The policy was continued of gradually providing housing accommodation for employees at locations where private residences were not available, and during the year sixteen new houses of pre-cast concrete construction were erected.

Rolling-Stock Branch.

The whole of the rolling-stock in use and the machinery and equipment were maintained in good working order and repair, vide the certificate of the Chief Mechanical Engineer (Appendix No. 2). Inventories of the rolling-stock in existence at 30th June, 1924, appear in Appendices Nos. 16 and 26.

The conversion of the suburban lines to electrification rendered superfluous many of the locomotives previously used in that service. Some were sold, some were converted to other uses, e.g., shunting engines, or running on short cross-country lines, and some were written off and broken up. There still remain a number which are unsuitable for further effective service, and it is intended to repay to the Capital Account the amount representing their original cost, and break them up as opportunity offers. To this end the sum of £50,000 was repaid to the Capital Account during the year under review.

Forty-seven of the older types of locomotives were broken up during the year, and one was sold. In addition, one van was destroyed by accident, 237 of the older goods wagons, and 6 old-type workmen's sleepers were broken up, and 9 old wagons were removed from the Register. Twenty locomotives of various types were written down from the value represented by their full tractive power to that represented by their scrap materials.

New rolling-stock was constructed by the Department as follows:—

Locomotives—

“ C ” Class (tractive power, 36,138 lbs.), for goods work ..	6
Electric locomotives (tractive power, 26,000 lbs.), for suburban goods work	2
Petrol rail motors (chassis purchased under contract) ..	7
Steam crane	1
Total	16

Carriages—

Corridor vestibule cars (joint stock) for Adelaide express traffic	4
Sleeping cars	2
Sliding door cars for suburban electric service	53
Sliding door cars for special and holiday traffic	11
Trailers for petrol rail motors	8
Total	78

In addition 4 corridor vestibule cars and 2 bogie 50-ft. vans were built at Islington, South Australia, for use on express service.

Vans—

Bogie vans for country traffic	3
--	---

Trucks—

Coal hopper	30
Refrigerator	25
Open goods (bogie)	25
Open goods (4-wheeled)	106
Total	186

Superheater Locomotives.

The six "C" class locomotives constructed during the year were fitted with superheaters. In addition, one "A2," two "DD," and three "AA" saturated steam locomotives were equipped with similar apparatus. The total number of superheater locomotives in service at the close of the year under review was thereby increased to 204.

Consolidation Locomotives.

At 30th June, 1924, 31 consolidation locomotives were in service, of which 21 were "C" class and the balance "K" class. The utilization of these classes of locomotive continued to give satisfactory results.

New Locomotive Construction.

Ten locomotives of the "Mikado" type, with a 2-8-2 wheel arrangement, are being constructed, and will be known as the "N" class. Although similar in power and general design to the "K" class they will be so constructed as to permit of their being converted with a minimum of expense to the standard gauge of 4 ft. 8½ in. when the necessity arises.

Carriage Stock for Electrification Scheme.

Of the 55 composite suburban cars to which reference was made in our last Report, 53 were completed during the year. In pursuance of the policy of increasing the capacity of suburban passenger trains, the construction has been undertaken of an additional 33 cars of this type, which is also suitable for country excursion traffic.

Newport Workshops.

The new foundry was brought into use in October last, and has proved entirely satisfactory. Most of the consequential re-arrangements were effected during the year, resulting in considerable improvement in the working conditions and greater efficiency generally.

North Melbourne Car and Wagon Shops.

The installation of car and wagon wheel and journal turning lathes at these shops has enabled the car and wagon repair work to be co-ordinated.

The whole of the operations in connexion with car and wagon repairs are now carried out at North Melbourne obviating the necessity which previously existed for transporting the wheels between North Melbourne and Newport, and resulting in considerable savings in time and labour.

Fuel Conservation.

Interest in the fuel conservation movement was maintained throughout the year, and excellent results have attended the discussions which took place at the various meetings. Many of the ideas and suggestions put forward were adopted, and have been the means of effecting improvements in various phases of train operation.

In addition, the movement has a distinct educational value, and, by removing misunderstandings, leads to more harmonious working generally.

The coal consumption has undoubtedly been very favorably influenced in consequence of the awakened interest in fuel economy, and we feel confident that the prominence which has been given to the subject will result in still greater savings in the coming year.

Coaling of Engines.

Definite action in the direction of installing mechanical appliances for coaling locomotives was deferred in order that advantage might be taken of the experience gained by the officers sent to America to study the latest practice in that country.

It is expected that the detailed information which these officers obtained will be of much assistance in dealing with this subject.

Automatic Couplers.

During the year further consideration was given to the type of automatic coupler which would be most suitable for adoption on the Victorian system, having regard to the necessity for uniformity in Australian practice. In due course, for experimental purposes, electric trains will be fitted with the type of coupler proposed to be introduced.

It has been decided to equip the narrow-gauge stock on the Crowes and Walhalla lines with "Willison" couplers, which will permit of the use of more powerful locomotives as referred to under the heading of "Non-Paying Lines" on page 10.

Electro-Pneumatic Brakes.

Experiments were made with the electro-pneumatic brake, which is a comparatively recent development of braking apparatus for electric trains, designed to enable the motorman to maintain the maximum instantaneous control throughout 8 or 10-car trains.

The tests showed that in order to satisfactorily meet our requirements certain modifications in the electrical portion of the brake apparatus are desirable, and the necessary equipment is now being obtained from the manufacturers to enable further tests to be made.

Signal and Telegraph Branch.

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

Interlocking, Etc.

During the twelve months under notice interlocking appliances were installed at twenty new locations, involving the provision of 121 levers. The total number of interlocked places at 30th June last was 922—11,313 levers—or 80·45 per cent. of the total number of places with points in the main line.

Forty-three sets of staff, Annett, or tablet-locked gear were provided at 26 intermediate non-staff stations; three staff stations were fitted with plunger-locking gear, and eight electric staff sections, as well as one tablet section, were equipped and brought into use.

The installation of tracklocking at Baddaginnie and Springhurst was completed during the year, and good progress was made with similar work at Violet Town and Wangaratta.

Power Signalling, Etc.

The value and safety of the electrification system as a train-operating scheme has been considerably increased by the installation of automatic signalling with train stops. This method increases the train-carrying capacity of the lines by enabling the headway between the trains to be reduced to an extent that would not be practicable with manually-operated signals. It has now been installed on the following sections, viz. :—

	Train Headway Minutes.
(1) Flinders-street—Elsternwick	3
(2) Flinders-street—Essendon	3
(3) Flinders-street—Hawthorn	2
(4) Hawthorn—Camberwell	2½
(5) Camberwell—Canterbury	3
(6) Flinders-street—Caulfield ("through" lines non-stop trains) . .	2
(7) Flinders-street—Caulfield (local lines)	3
(8) Flinders-street—St. Kilda	3
(9) Flinders-street—Montague	3
(10) Prince's Bridge—Clifton Hill	2

Extensive alterations and installations in connexion with the signalling appliances have been necessary as a result of the re-arrangement of the Melbourne Yard, and have engaged the attention of the outside staff for the greater portion of the year. This work, which included the provision of power interlocking machines at Franklin-street and Viaduct junction, as well as the installation of automatic light signals for the new passenger tracks, is practically completed.

Automatic light signals were also provided between Franklin-street and North Melbourne and on the "Fly-over" tracks between North Melbourne and Kensington.

A signal-box and electro-mechanical interlocking machine operating light signals and points were brought into use at Camberwell; a new signal box and mechanical interlocking machine operating light signals were installed at Burnley; and Flinders-street "C" cabin was provided with light signals, train stops and lever locks, giving fouling protection for Nos. 1, 2, and 3 roads.

Telephones and Telegraphs.

During the year approximately 284 wire miles of metallic telephone service, with Morse telegraph superimposed, were provided, and about 97 wire miles of Morse lines converted to telephone.

Long-distance trunk line services were provided to connect Melbourne with Ballarat, Ararat, Stawell, and intermediate stations (temporarily via Geelong), as well as between Melbourne, Lilydale, Upper Ferntree Gully, and all intermediate stations. In addition, local telephone and inter-communication services, with modern switching arrangements for trunk lines, were fitted at Bendigo and Maryborough.

The Railways Automatic Exchange, located in the Head Offices, was thoroughly overhauled, and the Power Automatic Switchboard at Jolimont, which was installed in order to provide a self-contained medium of telephone communication between sections of the staff associated with the maintenance and operation of the electric train services, was enlarged to its full capacity of 64 lines.

The dictograph inter-communication system was introduced into several Branches at the Head Offices with very satisfactory results, particularly in relieving the pressure on the Automatic Telephone Exchange.

Modern telephone switchboards were fitted at :—

- The Superintendent's Office, Melbourne Yard ;
- The Newport Signal and Telegraph Workshops ;
- The District Engineer's Office, North Melbourne, and
- Geelong ;

and up-to-date telephone instruments were installed on the Geelong, Bendigo, Maryborough, Warragul, Traralgon, Maffra, Terang, and Mortlake lines.

The installation of selector telephones between Dandenong and Nyora, which are primarily required in connexion with train control, was almost completed, while, in order to secure greater economy and efficiency in Morse telegraph working, a commencement was made with the work of substituting caustic soda cells for Meidinger (copper sulphate) cells and of installing the necessary accumulators.

In connexion with the new lines of railway from Redcliffs to Werrimul, Annuello to Robinvale, Kerang to Goun Crossing, and Moama Junction towards Balranald, about 76 miles of new line were erected, whilst many of the existing lines were rebuilt or overhauled.

Electric Lighting of Stations, &c.

Sixty-five suburban stations were equipped with electric light during the year, their illumination thus being much improved. The installation of this method of lighting will be completed at all the more important stations in the metropolitan area within the next few months.

The policy of installing electric light at country stations where a supply of electricity can be obtained at reasonable cost was continued, and the following stations were so equipped during the year :—

Maryborough	Traralgon
Minyip	Warburton
Treutham	Warragul

In addition, electric lighting was provided in eighteen departmental residences, and at various refreshment rooms, trucking yards, engine sheds, and coal stages throughout the State.

Stores Branch.

The value of the stock of stores on hand at 30th June last, as per the certificate of the Acting Chief Storekeeper (*vide* Appendix No. 5) was £1,536,690, which is £245,975 less than the value at 30th June, 1923.

This reduction, together with that made in the year 1922-23, means that in two years the stock has been decreased from £2,059,293 to £1,536,690, or a reduction of over half a million pounds.

The difference in value of stock at 30th June, 1924, as compared with that at 30th June, 1923, is attributable to some extent to a variation in the method of dealing with the partly manufactured material on hand at 30th June, 1924, but the introduction of improved methods associated with the general stores re-organization was an important contributing factor.

Central Storehouse and Reclamation Depot at Spotswood.

Our proposals to establish a Central Storehouse and Reclamation Dépôt at Spotswood, to which reference was made in our last Report, were approved by the Parliamentary Standing Committee on Railways.

The work, which comprises the erection of an extensive store, with up-to-date office accommodation and the necessary yard facilities, was commenced in January last, and it is anticipated that it will be completed within the next twelve months.

When the necessary accommodation is available, this Storehouse will be utilized for all general bulk requirements, while the whole of the scrap from the various branches of the Service will be collected and forwarded to this centre, where it will be suitably stored, reclaimed, and disposed of. Certain reclamation activities have already been commenced with satisfactory results.

Improved Storehouse Methods.

Storehouses at various workshops, including the Newport Locomotive and Signal and Telegraph Workshops, have been so re-organized and fitted as to ensure almost a maximum of efficiency in storekeeping methods.

The existing system, which it is proposed to extend to other Storehouses during the coming year, provides for a monthly review of stocks and the classification of all items into sections and section units. This has the effect of regulating stocks, and facilitating the handling of material, while a further feature of the system, viz., stores delivery, under which requisitions are collected and materials delivered to the machines, eliminates the necessity for workmen to visit the Storehouse, and enables the work to be carried out with marked expedition.

Coal Supplies.

During the year 763,045 tons of coal were purchased. This quantity included 278,636 tons of slack coal, most of which was required for the Newport Power House.

The following statement gives particulars of the deliveries from various sources :—

	Obtained from—			Total.
	New South Wales.	State Mine.	Other Victorian Mines.	
	Tons.	Tons.	Tons.	Tons.
Large coal	268,231	273,681	2,497	484,409
Slack coal	120,094	156,150	2,392	278,636
Totals	328,325	429,831	4,889	763,045

Mining operations at the State Coal Mine were continued throughout the year practically without interruption. As a result, the output showed an increase, as compared with 1922-23, of 42,556 tons of screened coal and 23,392 tons of slack coal, or a total advance of 65,948 tons.

Fuel requirements at the Newport Power House necessitated the importation from New South Wales of 41,061 tons of slack coal more than during 1922-23, and the total supplies obtained from that State exceeded last year's figure by 72,960 tons.

The total coal consumption of the Department for the year was 760,763 tons, which involved an expenditure of £1,020,017, or an average of £1 6s. 9⁸d. per ton.

In 1913-14 the average cost of coal was 13s. 1³d. per ton, and the important bearing of the continued and increasing high price of this commodity on the Department's finances will be realized when it is stated that had this rate obtained during 1923-24 our operating expenses would have been reduced by £521,400.

Travelling Irregularities.

The number of travelling irregularities reported during 1923-24 is shown hereunder in comparison with the figures for the previous year :-

Detected by :-	Number of Irregularities detected during the Year ended 30th June—		Increase.	Decrease.
	1923.	1924.		
Special Checkers on Suburban Trains and Barriers ..	13,439	11,091	—	2,348
Special Checkers on Country Trains	3,932	2,184	—	848
Conductors on Country Trains	1,425	1,218	—	207
Station Staffs	2,033	2,827	794	—
Totals	19,929	17,320	794	3,403

The increase in the number of cases detected by the station officials was no doubt largely due to the special attention devoted to this phase of work, to which reference is made under the heading of "Ticket Collection" hereunder.

Offences of a trivial or technical character were, in accordance with the usual custom, dealt with departmentally, but in other cases offenders were prosecuted in the Police Courts. In the vast majority of instances the prosecutions were successful. This course of action is the best means available for safeguarding the revenue, although the deterrent effect is not as pronounced as we would desire.

Ticket Collection.

We are pleased to record a further decrease in the percentage of uncollected country tickets, which is particularly gratifying in view of the importance of this factor in relation to railway finances.

The percentage of uncollected country tickets, which was 8.2 in 1920-21, was reduced to 6.97 in the following year, to 4.08 last year, and to 3.08 in the year under review.

These excellent results have, without doubt, been the outcome of our appeals for the co-operation of the checking staff. The low percentage achieved during the past twelve months is a clear indication of the keen interest displayed by the employees concerned, and we are hopeful that with continued attention to this aspect of railway working still better results will be obtained in future.

Pilfering of Goods.

The sum of £23,898 was paid during the year in settlement of claims for goods and parcels lost, damaged, or pilfered, as compared with £23,236 in the previous twelve months.

During recent years success has attended our efforts to reduce pilfering, and the satisfactory results were more than maintained in 1923-24, the claims paid under this heading amounting to £1,105 by contrast with £1,391 last year.

The increase of £662 in the total amount involved in the settlement of claims was largely due to damage resulting from the use of inferior tarpaulins. This was attributable to the poor quality of canvas purchased as being the best available—during the war period, and to the necessity for observing the strictest economy in expenditure during the ensuing years. Arrangements have since been made to ensure the maintenance of an adequate supply of suitable tarpaulins.

Hereunder is shown the number of prosecutions and convictions for theft during each of the past three years, also the number of cases dealt with by the Board of Discipline :—

Year ended 30th June.	Employees.		Other than Employees.		Charges against Employees before the Board of Discipline.	
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted.	Employees Charged.	Employees Dismissed
1922	44	37	78	73	10	8
1923	30	26	97	81	6	4
1924	49	45	66	55	8	2

Ambulance Organization and Equipment.

The interest evinced by the staff in ambulance work was again very noticeable throughout the year, and 406 employees were successful in passing the tests entitling them to certificates of proficiency in "First Aid." This contrasts favorably with the average number of certificates obtained—approximately 300 per annum—during the preceding five years.

The Annual State Competitions were keenly contested, and success attended the contests which took place in Sydney between representatives of the various railway systems of the Commonwealth.

Practically the whole of the "First Aid" equipment in the State was overhauled, and the ambulance material at the various stations, dépôts, &c., was substantially increased.

The various sections of the State Coal Mine are fully equipped with ambulance boxes, &c., and 67 members of the Mine staff qualified in "First Aid" work during the year.

Early in 1923 the casualty room at the Newport Workshops was remodelled and equipped in a most up-to-date manner, and a qualified nursing sister placed in charge of the room in order to ensure that expert attention would be available in the case of minor casualties. Subsequently, assistance was provided by the appointment of an additional nurse, whose duties were divided between the Newport Workshops and the adjacent Signal and Telegraph Workshops, where a similar room was established.

Ambulance rooms are in use at the Newport Power House, Jolimont Workshops, Jolimont Yard, North Ballarat Workshops, and North Bendigo Workshops.

Refreshment Services.

The receipts from this branch of our activities amounted to £320,669, exceeding those of the previous year by £37,468.

Additional refreshment-room facilities were provided by the establishment of new rooms at Birchip and Prince's Bridge, while tea rooms were opened at Bairnsdale, Shelley, Warracknabeal, and Sea Lake. Alterations to the time table in December last, however, removed the necessity for maintaining the rooms at Dandenong, which were accordingly closed. Similar action was taken in respect of the room at Bittern on account of insufficient patronage.

The equipment in several of the more important rooms was modernized, and the quality of the service has induced increased business to such an extent that accommodation at the metropolitan rooms has been taxed to its utmost capacity. It appears to be generally recognised that a substantial improvement has been effected in the railway refreshment services since we assumed direct control.

In October last a Departmental Bakery was opened for the manufacture of raisin bread and other wholesome small goods, such as pies and scones, for which there is constant demand. This auxiliary service has yielded satisfactory financial results, whilst the increased demand for raisins and other dried fruits is appreciably assisting the industry.

In connexion with our campaign to promote the consumption of fruit, a kiosk was erected and equipped on the main concourse at the Flinders-street Station, and the business transacted has been very satisfactory.

Further reference to these features of our activities is made on page 30 under the heading of "Publicity to Assist the Primary Producer."

Dining Car Services.

The patronage accorded the dining cars attached to the Adelaide and Sydney express trains was satisfactory throughout the year, and the number of meals served on these trains increased by 3,580 in comparison with the previous twelve months.

As a result of the establishment of refreshment rooms at Birchip in January last, and the consequent withdrawal of the dining cars from the Mildura line trains, however, the total number of meals served during the year decreased by 7,434.

The net trading results for the year show a profit of £244.

Advertising.

Prior to 1st July, 1923, the right to exhibit advertisements on railway hoardings, &c., was leased to a private company, but as from that date the Department has conducted the whole of the railway advertising business, and the financial results have amply justified this change.

The system of advertising in railway carriages which, although new to Victoria, has been adopted in other States and in countries outside the Commonwealth, was also introduced, and promises to be a source of substantial profit. These advertisements, which are displayed in suburban carriages only, will not displace photographs of tourist resorts, as they are exhibited only in other available spaces.

The Staff.

At the close of the year the total staff employed was 27,619, comprising 19,057 permanent officers and employees, and 8,562 employees engaged in a supernumerary capacity.

330 youths were appointed to the permanent staff during the year in the grades of junior clerk, pupil engineer, apprentice, and lad porter. In addition, 412 adults were appointed in the grades of labourer, porter, and shunter to fill positions which had previously been occupied by supernumerary employees, and three adults were appointed to offices of a specialized character.

The total staff employed at 30th June, 1924, was 874 in excess of that at 30th June, 1923, due mainly to a large number of newly-appointed permanent employees being engaged in schools of instruction prior to replacing a corresponding number of supernumeraries in regular positions; the expansion of business generally; advertising and other new activities; the employment of a larger number of men on re-sleeping, re-ballasting, and re-laying of tracks, and the utilization of extra staff for relief purposes to minimize the accumulation of annual leave.

The number of officers and employees in each Branch at the close of the last two years is shown in the following statement:—

Branch.	At 30th June, 1923.			At 30th June, 1924.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	63	10	73	66	19	85
Transportation	6,475	1,599	8,074	6,677	1,852	8,529
Rolling Stock	7,093	1,935	9,028	6,783	2,135	8,918
Way and Works	3,763	2,084	5,847	3,448	2,666	6,114
Accountancy	203	16	219	221	17	238
Audit	148	35	183	160	30	190
Stores	205	83	288	228	139	367
Electrical Engineering ..	545	640	1,185	539	679	1,218
Traffic	77	—	77	74	6	80
Refreshment Services ..	55	520	575	58	598	656
Signal and Telegraph ..	823	375	1,196	863	421	1,284
Totals	19,450	7,295	26,745	19,057	8,562	27,619

The amounts disbursed in salaries and wages to the staff during each of the past three years were—

Year.	Total Salaries and Wages.
1921-22	£6,388,508
1922-23	6,293,720
1923-24	6,651,251

Departmental Board of Discipline.

The constitution of the Board of Discipline was, as mentioned in our Report for last year, substantially altered in April, 1923, under Act No. 3227. From that date it has consisted of a Chairman and two Members, all of whom are free to devote the whole of their time to the work. Previously, the Heads of the more important Branches were required to adjudicate upon the Board, to the detriment of their administrative functions.

As was anticipated, the alteration has afforded the desired relief to the Heads of Branches concerned, and has enabled the cases to be finalized more expeditiously than under former conditions.

Three hundred and forty-two cases were adjudicated on by the Board during the year.

Railways Classification Board.

The tentative nature of the Railways Classification Board, as constituted in 1919 under Act No. 3006, was removed in December last by Act No. 3326, which established the Board as a permanent tribunal for fixing the rates and salaries of all grades of officers up to a maximum of £500 per annum (instead of £400 as previously), and the rates of wage of all grades of employees other than those covered by Wages Board Determinations. Provision was also made in the amending Act for the issue of a Salaries and Wages Award annually.

The Board also determines the working conditions of the whole of the staff (except officers receiving over £500 per annum) in certain respects which were defined in Act No. 3006.

In February last the Board announced that it had fixed the basic wage at 13s. 11d. per day, representing an increase of 11d. per day. When an Award is made, this wage will, under the Act, operate as from 1st January, 1924, and as no good purpose would have been served by awaiting the actual issue of an Award, the authority of the Government was obtained to make the necessary adjustments in rates of pay forthwith.

The Board has been engaged during the year in reviewing the rates of pay of various grades and in determining questions arising from time to time in regard to interpretations of its various Awards.

Suggestions and Inventions.

It is pleasing to record a substantial increase in the number of suggestions and inventions submitted to the Betterment Board for investigation, 1,840 being received. Of these, 397 were adopted and 50 recommended for trial with a view to their ultimate acceptance.

These percentages were highly satisfactory, and the figures are evidence of the stimulus which the existence of the Board has given to the staff in the direction of evolving means of improving existing methods. They also indicate confidence in the Board as a medium for affording an impartial investigation into suggestions, and a feeling of assurance that any employees whose ideas are suitable for adoption will be adequately rewarded. Bonuses were awarded to a large number of successful suggestors.

Many of the accepted suggestions and inventions have resulted in substantial economies, while in other cases, although no monetary saving has been effected, they have been the means of securing increased efficiency, or a more satisfactory service to our patrons.

Educational Activities.

The system which was introduced in 1921-22 of placing Junior Clerks and Lad Porters in Instructional Classes before commencing duty at stations in the Transportation Branch was further continued. The majority of the lads appointed during the year have completed their period of training. The system was also extended to the adult Porters who commenced duty in the Department during the year.

The further experience of these classes has demonstrated their value to the Trainees and the Department.

The employees as a body continue to manifest interest in the activities of the Victorian Railways Institute, and there has been a marked increase in membership. The system of tuition by correspondence has been materially extended for the benefit of employees residing in country districts, and the educational facilities afforded through the Institute have continued to prove most beneficial. Modern and well-equipped Institute buildings were erected during the year at Bendigo and Benalla, the buildings being provided by the Department, after the employees had by local effort raised sufficient funds for their equipment. We appreciate the interest taken in the country branches, not only by the employees but by business people generally.

In pursuance of a mutual arrangement between the Council of the Working Men's College and the Department, the practice of sending railway apprentices in the metropolitan workshops to the Working Men's College for their Third Year Technical Course was discontinued. The whole of the three years' theoretical training of apprentices is now undertaken at the Railway Technical College at Newport.

Advantage was taken during the year of the opportunity afforded under the amended University Act of nominating a railway employee for a "Free Place" at the Melbourne University. An apprentice electrical fitter was selected to undergo the course for the Degree of Bachelor of Electrical Engineering, with the object of enabling him to graduate to the professional staff of the Department.

"The Victorian Railways System at Work."

The exhibition of the film "The Victorian Railways System at Work" was continued throughout the year in Melbourne and various country centres, while special screenings were given at a number of public and other schools. Many eulogistic references to the film and its purpose have been made by representatives of the public, and the picture has everywhere been received with appreciation and enthusiasm.

In addition to the copy forwarded to the British Empire Exhibition, and that purchased by the South African Railways Administration, a copy was obtained by the British Special Service Squadron, while another is being exhibited on the railway systems and in the universities throughout the North American continent.

Visit of Officers to America.

In our last Report we mentioned that Messrs. J. M. Ashworth, A. R. Stamp, and E. Dillon had been deputed to visit America in order to acquire knowledge and experience of railway methods in operation there.

These officers returned in April last, after an extensive tour of the principal railway systems in the United States of America and Canada.

We are satisfied that their observations of railway practice in these countries, the data obtained by them, and the enlargement of their experience, will prove advantageous in the solution of many problems affecting the railway system in this State.

The policy of granting leave of absence to employees to enable them to visit other countries in order to gain personal knowledge of modern railway operation was continued.

At 30th June last five members of the staff were absent from Australia under this system, and others are making similar arrangements.

"Reso" and "Better Farming" Trains.

The objects of running the Victorian National Resources Development Trains, more familiarly known as "Reso" trains, were explained in our last Report.

The value of these tours has been apparent to those who have participated, and three were organized during the year, viz., to the Western, Mildura, and Gippsland districts, that to Mildura being arranged at the request and with the assistance of residents of the Western District. As in previous cases, the tour in each instance extended over a period of one week.

The ready response to the proposals for the running of "Reso" trains; the interest which they have aroused, and the suggestions that further trips should be undertaken have been a great encouragement to pursue this system of educational tours, and the running of a train from the Riverina to the Wimmera District is now being organized.

Arrangements are now nearing completion for the equipment of the first "Better Farming" train, an itinerary having been decided upon, to suit the plans of the Agricultural Department and the convenience of the farmers in Gippsland, for the running of such a train through that province.

The object is to give lectures and demonstrations of up-to-date farming methods by experts, the organization of the train being jointly arranged by the Agricultural and Railways Departments.

It has been proved in other countries that the running of similar trains has resulted in increased production, following upon the demonstration of improved methods, and the exhibition of thoroughbred stock on the train, by comparison with scrub stock gathered from the localities visited. We are confident that the running of a series of "Better Farming" trains to various districts will be of great advantage to the primary producer, and have a direct beneficial influence upon the traffic and financial results of the railways.

Attached to the train will be a Domestic Science car, in which will be given lectures and demonstrations in regard to various phases of domestic economy, and baby health welfare.

Publicity to Assist the Primary Producer.

The publicity which we have given to the desirability of stimulating and increasing the local consumption of dried and other fruits is a matter of general knowledge, the propaganda being principally conducted by means of special pamphlets drawing attention to the virtues of various types of fruit as an article of diet, and by pictorial posters which, together with pictorial tourist posters, are reproduced in black and white at the back of this Report.

At the outset our entry into this sphere of action was not appreciated, and our motives are not yet completely understood.

The experience of other countries has demonstrated that much can be done to assist the primary producer, and thus lead to increased production and settlement, by encouraging the home demand for fruits which are not only palatable, but have a highly nutritive value.

We felt, and the results have proved, that there was a wide scope in Victoria in this direction, and it is beyond question that our publicity work in conjunction with the State Rivers and Water Supply Commission has been of immense assistance to the producing interests.

The connexion with our functions as railway administrators should be obvious; because anything which assists to increase production and settlement is more or less a direct means of improving the volume of traffic upon the railways. This applies not merely in respect of the primary products alone, but also as regards the general traffic consequential on greater prosperity and increased settlement on the land.

Road Competition.

For some years past the railways in Victoria, as in other parts of the world, have been increasingly subjected to a comparatively new form of competition, viz., that of road motor vehicles engaged in the transportation of goods and passengers.

We fully appreciate that this form of transport offers certain advantages of such a character that motor competition must be regarded as a permanent factor to be taken into account in the administration of the railways. The "door to door" service, the lesser amount of handling, and the absence of cartage charges at each end of the journey, all tend to encourage consignors to use road transport instead of rail, especially for short hauls.

One of the features of this form of competition which makes it difficult to combat is that the motor vehicles, generally speaking, carry only those classes of goods which on account of their value, are subject to the higher freight rates under the railway schedules. Goods of this class, upon which the Department relies to cover the low freight rates operating in respect of less valuable commodities, are diverted from the railways, while the lower and less payable traffic is retained.

The obvious fact in regard to this competition is that it is not being carried on under reasonable and equal conditions, inasmuch as the road vehicles are not called upon to contribute adequately to the cost of maintaining the roads over which they pass, and which, owing to the heavy loads they are called upon to bear, are subjected to very rapid depreciation, which has had the effect of radically increasing maintenance costs.

One of the most anomalous features of the situation is that the railways, in order to assist development, carry at exceedingly low and specially reduced freight rates, metal and other materials required for road-making purposes, which are used to construct the very roads over which the motor competition is borne. Thus the railways are actually contributing, through the low freight rates, towards the construction of roads which are used without restriction by commercial motor vehicles for competitive purposes.

We consider that this question, which we are aware is under the notice of the Government, should form the subject of early legislation with a view to equalizing the conditions under which we are now called upon to compete and to compelling the proprietors of commercial motor vehicles not only to contribute adequately to the maintenance of the roads, but to submit to regulation as to the publication of schedules of rates and the classes of goods to be carried.

In the meantime the development of the motor traffic is being closely watched, and we have from time to time taken such steps as have been practicable to conserve the interests of the Department, and thereby of the community generally.

A noticeable feature of the situation during the year under review was the establishment of numerous motor-bus services in the suburban area. In relation to this form of competition, the point presents itself with much force that, under existing conditions, the interests of the general public may be detrimentally affected by unrestricted competition as between varying modes of transport, including competition as between trams and trains— with both of which the interests of the public are identified as owners—as well as between these means of conveyance and motor buses.

It is beyond question that the public should be provided with convenient and up-to-date means of transport, but we are strongly of opinion that there is an imperative need for regulation, in order to ensure that extravagant competition is not carried on to the benefit of a limited section, and to the detriment of the majority of taxpayers. We have already communicated our views on this subject to the Honorable the Minister.

New South Wales Border Railways.

Under the agreement entered into between the Governments of Victoria and New South Wales on the 14th September, 1922, and ratified by the *Border Railways Act* 1922, Act No. 3194, this State is empowered to construct and operate four lines of railway into the Riverina, linking up with the existing Victorian system, as follows: - -

- (1) from a point about 7 miles north of Echna on the Deniliquin—Moama line to Balranald, a distance of approximately 120 miles;
- (2) from Gonn Crossing to Stony Crossing on the Wakool River, a distance of about 44 miles, and connecting with a new Victorian line of about 17 miles from Kerang;
- (3) from Euston, in a north-easterly direction for about 30 miles, linking up with a new line of 21 miles from Annuello; and
- (4) from Gol Gol to a point 20 miles north, a short line of about 3 miles from Mildura providing the necessary connexion with the Victorian system.

Work on the first of these lines has been commenced by the Chief Engineer for Railway Construction.

By having opened up the natural means of access to the nearest port—Melbourne—the districts served by these railways will for the first time enjoy the advantages which they should derive by virtue of their geographical location.

The step is one which should confer far-reaching benefits upon the States of Victoria and New South Wales through the consequential development of the rich Riverina province. A valuable addition to settlement and production may be regarded as assured, providing in its turn new and rich markets for Australian manufacturers.

Deniliquin and Moama Railway.

This railway, which is about 44 miles in length, connects with the Victorian system at Echuca, and has been operated, since its construction in 1876, by the Deniliquin and Moama Railway Company.

In pursuance of the Border Railways Agreement, it was acquired on 1st December last by the New South Wales Government for transfer to this Department, and since that date has been operated as part of the Victorian Railways system.

"Through" rates and fares were introduced, and the transport facilities improved generally by the substitution of rail motor cars and goods trains for the mixed service previously utilized for all classes of traffic.

Level Crossings.

In our last Report we outlined a programme of works which had been decided upon to improve the conditions at a number of level crossings, involving an expenditure of approximately £50,000 during the financial year.

In pursuance of this programme, pedestrian subways were provided at—

Moodie-street, Caulfield,
Carnegie, and
Chelsea ;

while interlocked gates and wickets were installed at—

Moorabbin,	Edithvale,
Cheltenham,	Aspendale,
Parkdale,	Chelsea.

In addition, crib wickets, designed to induce pedestrians to look both ways before crossing the line, were erected at a number of foot crossings, and warning signs and fencing so altered as to make the crossings as prominent as possible to road users.

An automatic device known as a "Wig-wag" was introduced at certain unattended vehicular crossings. This apparatus, which is placed in a conspicuous position, is automatically brought into action when oncoming trains approach within a certain distance of the crossing, and provides road users with an efficient warning by swinging a red disc during the daytime, and a red light at night, in addition to sounding a loud gong.

Thirteen sites, mostly in the country, were selected at which to erect this device, and the work of installation will be completed as early as possible.

Practically the whole of the amount allotted for the improvement of level crossings was expended. A committee of expert officers has been appointed to carefully investigate the conditions at all level crossings and as a result of its enquiries such improvements as are found to be necessary will be carried out from time to time.

While there is an obligation upon the Department in respect of level crossings, which the steps outlined above show that we fully realize, there is likewise an obligation upon the users of open level crossings to exercise reasonable care, which involves no greater demand upon them and, indeed, less—than is called for in crossing a city street, with its diversified and elastic forms of traffic.

Failure to exercise ordinary care is the prime factor towards practically all level crossing accidents. In an endeavour to bring this home to the public, we continued during the year our "Cross Crossings Cautiously" campaign, by propaganda consisting mainly of the exhibition of posters, and the use of "stickers" attached to departmental letters, and distributed by other means.

Apart from the alterations referred to above, two important works in connexion with level crossings were decided upon. One involves the regrading of the line at Clifton Hill, and the provision of a bridge at Queen's-parade, in lieu of the existing level crossing. These improvements will obviate the existing congestion of roadway and tramway traffic at this point. The cost of the work is being borne by this Department, the Melbourne and Metropolitan Tramways Board, and the Northcote City Council.

The other comprises the abolition of the level crossing at Epsom-road on the Flemington Racecourse Line and the substitution of a vehicular subway. Traffic at this crossing is exceptionally heavy on Flemington race days, as well as during the currency of the Royal Agricultural Show, and these alterations will enable traffic to be conducted uninterruptedly. The various bodies concerned—the Melbourne and Metropolitan Tramways Board, the Victoria Racing Club, the Royal Agricultural Society of Victoria, and the Melbourne and Essendon City Councils—are co-operating with the Department in defraying the cost of the work, which is now proceeding.

Acknowledgment of Services of Staff.

We have pleasure in again placing on record our appreciation of the excellent services rendered by the staff.

The letters which we frequently receive from all classes of railway users bear eloquent testimony to the efforts which have been made to give good service, as do the favorable comments almost universally conveyed to us by representative patrons of the Department in the course of our tours of inspection of the system.

We have every reason to be gratified at the splendid response which has been made to our appeals for co-operation and assistance with a view to giving the citizens of the State efficient service.

State Coal Mine.

The operation of the State Coal Mine, after payment of working expenses and interest charges and allowing for a total contribution of £35,050 to the Sinking and Depreciation Funds, resulted in a net loss of £31,670 for the year. In pursuance of the policy under which we agreed to pay a sufficient price for coal to enable the mine to be worked without loss, this deficiency has been made good by the payment of a subsidy of £35,625, which represented the estimated loss when the accounts for the year were closed.

The output of coal increased by 65,504 tons, as compared with 1922-23, largely due to the fact that there was very little suspension of work on account of strikes, breakdowns, &c., only 27 days being lost through these causes.

The total amount of coal extracted from the mine amounted to 489,630 tons. Of this quantity, 429,563 tons were supplied to this Department, 34,496 tons to other Government Departments, and 4,804 tons to the general public. The balance is accounted for by colliery consumption, sales to miners, &c.

Owing to a reduction of 7 per cent. in the average thickness of the coal seam, the cost of extraction was 7.3d. per ton greater than last year.

Work was provided for an average number of 1,596 employees, or 30 more than in 1922-23. Their wages amounted to £446,786, or an average net earning per shift of £r 5s. 10.2d., after deducting the cost of explosives.

The additions to the Power House, to which reference was made in our last Report, were duly installed during the year, and the electrical power now available is ample for requirements.

Changes in the Personnel of the Commissioners.

Mr. C. Miscamble relinquished his position as Commissioner on 28th July last to accept office as Commissioner of Railways, Tasmania.

Mr. Miscamble was a highly valued colleague, whose loss we deplore, but at the same time we appreciate the compliment paid both to him and to the Victorian Railways Service by his appointment.

The vacancy has been filled by the appointment of Mr. T. B. Molomby, formerly General Superintendent of Transportation, who entered upon his new duties on 1st instant.

Appendices.

The balance-sheet for the year and various accounts and statements, as well as other information, diagrams and maps, are embodied in the Appendices, a list of which is given on page 34.

We have the honour to be, Sir,

Your obedient servants,

HAROLD W. CLAPP, Chairman,	} Victorian Railways Commissioners.
W. M. SHANNON,	
T. B. MOLOMBY,	

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APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary	Mr. E. C. EYERS.
Chief Mechanical Engineer	" A. E. SMITH.
Chief Engineer of Way and Works	" E. H. BALLARD.
General Superintendent of Transportation ..	" T. B. MOLOMBY.
Chief Electrical Engineer	" H. P. COLWELL.
Chief Accountant	" T. F. BRENNAN.
General Passenger and Freight Agent	" W. E. KEAST.
Chief Storekeeper	" C. W. J. COLEMAN.
Superintendent of Refreshment Services ...	" C. J. HARRIS.
Chief Engineer of Signals and Telegraphs ...	" F. M. CALCUTT.
Auditor of Receipts	" G. K. LOW.

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, ETC.

I hereby certify that, during the year 1923-24, the whole of the rolling-stock machinery, etc., under my control was maintained in good working order and repair.

A. E. SMITH,
Chief Mechanical Engineer

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that, during the year 1923-24, the whole of the permanent way, stations, buildings, and other works under my control were maintained in good working order and repair.

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

APPENDIX No. 4.

CERTIFICATE RESPECTING ELECTRICAL EQUIPMENT.

I hereby certify that, during the year 1923-24, the whole of the electrical plant and equipment under my control was maintained in good working order and repair.

H. P. COLWELL,
Chief Electrical Engineer.

APPENDIX No. 5.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1924, was £1,536,690.

W. D. MORGAN,
Acting Chief Storekeeper.

APPENDIX No. 6.

CERTIFICATE RESPECTING SIGNALLING, APPLIANCES, ETC.

I hereby certify that, during the year 1923-24, the whole of the signalling, interlocking, and safe working appliances and other works under my control were maintained in good working order and repair.

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

<i>Dr.</i>	GENERAL BALANCE-SHEET AT						
	Reference Appendix No.	£	s.	d.	£	s.	d.
Face value of Bonds and Stock allocated to the Railways	22	...			67,070,598	2	4
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	490,591	11	9			
Developmental Railways Account	49,557	8	3	3,999,783	8	2
Advance from Consolidated Revenue for materials in course of manufacture, &c.			292,391	5	6
Advance from Treasurer's Advance pending Loan provision...			4,721	19	11
Advances to Railways Stores Suspense Account from Public Account and Consolidated Revenue			225,000	0	0
Special Funds			115,841	3	9
Sundry Creditors			559,046	15	11
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue			115,277	15	3
Net Revenue for the year after providing for working expenses and payment of £260,000 into the Rolling Stock Replacement Fund	3,253,445	7	1			
<i>Less</i> Interest Charges and Expenses, Pensions and Gratuities, Border Railways Adjustment, Repayment to Capital Account in respect of the North Geelong to Eyangford Line	3,225,793	11	11			
		27,651	15	2			
<i>Less</i> amount credited to Revenue previous years, but not paid, and now written off	136,417	0	0	108,765	4	10
Total			£72,401,375	15	8

This Statement is correct subject to explanations which will be given in my annual report.

J. A. NORRIS,
Auditor-General.

	Reference						
	Appendix No.	£	s.	d.	£	s.	d.
Way, Works, Buildings, and Equip- ment, at cost	14	53,576,989	19	4			
Rolling Stock, at cost	14	12,327,361	4	1			
		65,903,451	3	5			
Surveys for proposed Railways, at cost ...	...	399,719	7	10			
					66,303,161	11	3
Piers transferred to Harbor Trust, at cost ...	...	279,830	0	0			
Less Repaid to Capital Account ... ..	...	45,960	0	0			
					234,830	0	0
Discount and Floating charges on Loans— Deduct Premiums ... ..	...	2,701,150	13	4			
	...	453,928	14	6			
					2,247,221	18	10
Stores and Materials on hand	31	1,536,689	15	9			
“ “ in transit ... ..	...	2,671	17	4			
		1,539,361	13	1			
Less amount at credit of Stores Deprecia- tion Account	31	22	12	8			
		1,539,339	0	5			
Materials on hand, Railway Construction Branch ... ..	...	22,194	12	0			
					1,561,533	13	2
Materials on hand, Electrification Capital Stock ... ..	...	...			95,269	1	7
Materials on hand, Power Signalling Capital Stock ... ..	...	...			49,010	14	0
Materials in course of Manufacture ... ..	...	...			135,888	14	1
Stores and equipment on hand at Re- freshment Rooms ... ..	...	...			46,592	11	5
Cash at credit of Railways Stores Suspense Account	31	193,179	16	10			
Cash in hands of Agent-General, London, and in transit	31	37,092	12	5			
					230,272	9	3
Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines ... ..	...	...			9,884	12	7
Cash at credit of Special Funds:—							
Rolling Stock Replacement Fund	26	17,384	1	0			
Trust Fund—Surplus Railway Land Railway Accident and Fire In- surance Fund ... ..	...	3,056	9	4			
	19	98,857	17	10			
Railway Loans Repayment Fund ... ..	...	99,025	6	1			
Railways Sinking Fund ... ..	...	1,599	4	11			
					217,922	19	2
Cash and Securities at credit of the following Accounts:—							
Sundry Repayments to Treasury ... ..	...	164,219	18	6			
Preliminary Deposits ... ..	...	5,045	6	9			
Trust Funds—Cash and Securities ... ..	...	194,332	19	1			
					363,598	4	4
Sundry Debtors:—							
Working Expenses Account ... ..	...	22,328	4	5			
Stores Suspense Account—Sales of Stores and Materials ... ..	...	9,465	17	5			
Revenue Account ... ..	...	96,908	1	9			
					128,702	3	7
Balance of unexpended Loan moneys ... ..	...	...			648,811	16	10
Balance—Deficit ... ..	...	...			198,765	4	10
Total ... ..	...	...			£ 72,401,375	15	8

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 8.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1923 AND 1924.

<i>Dr.</i>		RAILWAYS.				<i>Cr.</i>	
Working Expenses.	See Abstract.	Year ended 30th June—		Earnings.	See Appendix.	Year ended 30th June—	
		1923.	1924.			1923.	1924.
		£	£			£	£
To Maintenance of Way and Works ..	A	1,761,951	1,861,887	By Passengers	10	5,094,595	5,330,614
„ Rolling Stock—				„ Parcels	10	473,007	486,397
General Superintendence, &c. ..	B	64,403	72,292	„ Horses, Carriages and			
Maintenance of Rolling Stock ..	C	1,468,108	1,581,104	Dogs	10	37,228	37,999
Locomotive Power	D	1,489,349	1,516,047	„ Mails	10	59,908	59,540
Examination and Lubrication of				Total Coaching .. ..	..	5,664,738	5,914,559
Coaching and Goods Vehicles	E	53,981	49,824				
Transportation and Traffic ..	F	2,399,867	2,513,229	„ Goods and Live Stock ..	10	4,953,192	5,204,526
Electrical Engineering Branch ..	G	406,870	538,547	„ Electrical Power	10	179,033	225,452
Miscellaneous Operations	H	261,767	312,879	„ Rents and Miscellaneous	10	241,078	243,610
General Charges	I	191,371	199,697	„ Dining Car and Refresh-			
Contribution to the Railway Acci-				ment Rooms Services	10	308,116	343,161
dent and Fire Insurance Fund		84,259	38,916	„ Advertising	10	..	25,327
		£ 8,181,926	8,714,422				
„ Pensions and Gratuities		263,470	266,366				
„ Border Railways Adjustment ..		3,938	3,297				
„ Repayment to Capital Account ..		675	675				
		£ 8,390,009	8,924,760				
„ Balance Net Earnings		2,957,048	3,033,875				
Grand Total	£	11,347,057	11,958,635	Grand Total	£	11,347,057	11,958,635

APPENDIX No. 9.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1923 AND 1921.

	Year ended 30th June--			Year ended 30th June--	
	1923.	1921.		1923.	1921.
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence	163,213	157,918	General Superintendence	166,236	177,973
Stationery, Printing, and Advertising	8,324	10,533	Stationery, Printing, and Advertising	51,376	66,898
Stores Expenses	13,859	10,995	Stores Expenses	5,993	6,166
Maintenance and Renewal of the Permanent Way	763,199	662,583	Station Yard and Signal Service		
Fences, Gates, Cattle Guards, Broadways, Crossings, Signs, &c. ..	69,259	66,159	Salaries, Wages, &c., of Staff ..	1,572,271	1,654,381
Slips and Flood Repairs	581	6,450	Fuel and Light	43,673	34,934
Bridges, Culverts, and Drains ..	85,976	90,541	Uniforms for Staff	16,680	17,726
Signals and Interlocking	109,118	119,795	Other Supplies	55,659	58,467
Telegraph and Telephone Lines and Instruments	23,197	19,069	Other Expenses	9,003	9,973
Piers and Wharfs	2,283	29,484	Gatekeeping	40,440	44,888
Weighbridges, Scales, Lifting Cranes, &c.	18,588	25,979	Guards and Conductors		
Buildings, Platforms, and Fixtures ..	185,265	208,842	Wages and Expenses	250,790	262,070
Stock Yards	9,361	9,828	Uniforms	4,250	5,408
Water Supply	14,069	18,637	Cleaning, Iceing, &c., of Carriages ..	74,348	78,105
Machinery, Tools, and Supplies ..	52,447	56,738	Supplies, &c., for Carriages	11,565	12,475
Injuries to Employees or others ..	4,897	3,434	Light for Carriages	35,071	34,334
Special Maintenance and Betterment's Expenditure	235,411	24,509	Repairs and Renewals of Tarponbins and Lashings	53,142	67,826
Other Expenses	696	1,522	Operation of Grain Elevators and Grain Conveyors		
	1,761,951	1,861,887	Operation of Coal Shipping Plants ..		
			Injuries to Persons	5,120	5,508
Average Miles of Single Track Open, including Sidings	5,590	5,683	Loss and Damage to Property and Goods	Cr. 450	Cr. 402
			Compensation, Personal		
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence	11,997	43,485	Other Expenses	4,820	5,899
Stationery, Printing, and Advertising	3,846	3,553		2,999,867	2,543,229
Stores Expenses	18,560	23,254	C.—ELECTRICAL ENGINEERING BRANCH.		
	64,403	72,292	General Superintendence	14,370	14,101
C.—MAINTENANCE OF ROLLING STOCK.					
Locomotives	669,666	610,712	Main Power Station	302,971	462,629
Coaching Stock	405,252	510,834	Inspection, Cleaning, and Lubrication of, and Supplies for Electrical Equipment of Cars and Electric Locomotives	12,635	12,537
Goods Stock	393,190	379,558	Maintenance and Electrical Equipment of Rolling Stock	20,483	40,000
Repayment to Capital Account in respect of Locomotives retired from service		50,000	Transmission, Distribution Systems, and Sub-Stations Expenditure ..	68,577	92,200
	1,468,108	1,581,104	Other Operations (Credit)	Cr. 12,166	Cr. 22,013
D.—LOCOMOTIVE POWER.					
Superintendence	46,407	47,865		406,870	528,547
Running Sheds, Labour and Supplies	112,312	105,210	H.—MISCELLANEOUS OPERATIONS.		
Drivers and Firemen	691,334	625,838	Binding Car Service	24,656	24,330
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.	670,591	673,948	Refreshment Rooms Service	237,111	268,620
Water	28,282	29,371	Advertising		10,920
Oil, Tallow, Waste, and other running supplies	26,982	23,616		261,767	312,879
Other Expenses	1,419	7,776	I.—GENERAL CHARGES.		
Injuries to Employees or others ..	2,022	1,925	Commissioners' and Secretary's Offices	34,018	35,546
	1,489,349	1,516,947	Chief Accountant's and Auditor of Receipts' Branches	110,098	111,230
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES					
	53,681	49,824	Legal and Medical Expenses	9,547	10,142
			Stationery, Printing, and Advertising	6,754	9,069
			Sundry other General Charges	31,044	33,776
				191,371	190,697
			Contribution to the Railway Accident and Fire Insurance Fund	84,259	38,016
			Grand Total	8,181,926	8,714,422
			Pensions and Gratuities to the Staff	293,470	296,366
			Border Railways Adjustment	3,938	3,297
			Repayment to Capital Account	675	675

APPENDIX No. 10.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1923 AND 1924 (EXCLUSIVE OF ELECTRIC TRAMWAYS).

Particulars.	Year ended 30th June—							
	1923.				1924.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
			4,297				4,760	
	Train Mileage—				Train Mileage—			
	Passenger—				Passenger—			
	Country		4,166,015		Country		4,183,881	
	Suburban		8,459,303		Suburban		6,956,000	
	Goods		5,708,821		Goods		5,936,228	
	Total		16,334,239		Total		17,076,211	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers	Journeys.	£	s	d.	Journeys.	£	s	d.
Second Class Passengers	1,553,044	823,784	11 1	47 46	1,466,226	821,041	18 8	47 15
Season Tickets—	5,385,484	1,652,612	308 0	55 21	6,344,394	1,667,130	264 9	55 6 1
First Class	1,280,170	185,784	14 6	10 70	1,211,192	183,732	41 7	11 41
Second Class	718,119	31,780	7 5	1 83	758,118	34,651	7 8	1 95
Workmen's Weekly Tickets—Second Class	191,296	1,184	3	97	29,328	512	1	93
Total Country	10,017,058	2,605,114	6 12 8	155 26	9,862,197	2,716,960	627 4	155 85
SUBURBAN								
First Class Passengers	40,567,553	866,102	1,215 6	32 18	44,549,662	947,316	1,613 7	32 68
Second Class Passengers	11,270,098	828,826	1,062 9	30 59	11,814,667	946,912	4,415 8	31 20
Season Tickets—	26,665,698	301,972	1,771 5	11 45	28,181,101	330,317	1,916 3	13 40
First Class	18,681,588	166,589	914 6	6 93	18,815,981	191,534	983 1	6 78
Second Class	11,325,610	155,962	764 5	5 79	12,364,834	171,886	842 6	5 98
Workmen's Weekly Tickets—Second Class								
Total Suburban	115,610,182	2,993,451	11,762 0	89 15	127,960,667	2,613,615	12,811 8	90 17
Total Passenger	155,957,240	5,098,565	1,187 6	115 07	167,801,864	5,330,614	1,220 1	111 81
Parcels		475,067	119 1	10 68		485,207	111 3	10 48
Horses, Carriages, &c.		37,228	8 7	81		37,999	8 7	82
Mails		59,908	13 9	1 55		59,510	13 6	1 28
Total Parcels, &c.		572,143	142 7	12 85		583,015	133 6	12 56
Total Coaching		5,664,738	1,318 3	127 95		5,914,559	1,353 7	127 42
GOODS								
General Merchandise	Tons.	£	s	d.	Tons.	£	s	d.
Wool	6,408,075	4,000,983	931 2	166 47	5,738,054	1,101,472	330 1	165 86
Live Stock	76,295	177,297	41 2	7 97	62,938	144,223	32 8	5 79
Minerals—	574,265	653,229	132 0	27 18	489,012	524,406	119 8	24 15
Coal, Coke, and Shale	457,206	129,928	28 1	5 03	509,092	115,482	36 3	5 88
Other than Coal, Coke and, Shale	1,245	843	2	91	1,458,517	287,948	65 9	11 53
Total Goods	7,517,210	4,953,192	1,152 7	206 00	8,209,513	5,204,526	1,191 2	210 31
Electrical Power		179,033	41 7			223,452	51 7	
Rents		117,673	27 4			119,300	27 3	
Miscellaneous		121,903	29 0			124,310	28 4	
Total Power, Rents, and Miscellaneous		418,609	98 0			467,062	107 4	
Dining Cars		21,915	5 8			24,492	5 6	
Refreshment Rooms		289,201	65 9			320,669	73 4	
Advertising						25,227	5 8	
Total Dining Cars, Refreshment Rooms, and Advertising		308,116	71 7			370,388	84 8	
Total Earnings		11,217,057	2,649 7	169 11		11,958,665	2,797 1	168 64
WORKING EXPENSES.								
	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.
WORKING EXPENSES.								
Maintenance of Way and Works	£	%	s	d.	£	%	s	d.
Rolling Stock—	1,761,951	15 57	119 0	25 79	1,861,887	15 57	146 2	26 18
General Superintendence, &c.	84,403	77	15 0	31	72,492	60	16 5	1 91
Maintenance of Rolling Stock	1,468,198	12 91	311 7	21 49	1,581,104	13 22	361 9	24 22
Locomotive Power	1,489,740	13 12	316 5	21 80	1,516,017	12 98	17 0	21 50
Examination and Lubrication of Coaching and Goods Vehicles	53,981	48	12 6	79	49,821	42	11 4	70
Transportation and Traffic	2,369,837	21 15	538 5	55 15	2,344,224	21 57	582 1	55 74
Electrical Engineering Branch	106,870	9 56	91 7	5 99	536,547	4 50	123 3	7 37
Miscellaneous Operations	261,767	2 31	60 9	3 83	312,879	2 62	71 6	4 41
General Charges	191,371	1 69	11 3	2 81	166,697	1 47	45 7	2 80
Pensions and Gratuities	203,470	1 79	17 5	2 98	166,296	1 45	17 2	2 99
Contribution to the Railway Accident and Fire Insurance Fund	84,256	7 4	19 0	1 23	85,346	7 2	8 0	7 65
Border Railways Adjustment	3,928	3 4	9	0 0	3,297	2 8	8	0 5
Repayment to Capital Account	675	6 0	2	61	675	6 0	1	91
Total Working Expenses	8,390,009	73 91	1,932 5	122 82	8,924,760	74 63	2,042 7	125 41
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—				
73 91				74 63				
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
Divisions of Expenditure.	Year ended 30th June—							
	1923.	1924.						
Maintenance of Way and Works	21 09	20 86						
Rolling Stock—								
General Superintendence, &c.	77	81						
Maintenance of Rolling Stock	17 5	17 71						
Locomotive Power	17 75	16 99						
Examination and Lubrication of Coaching and Goods Vehicles	64	56						
Transportation and Traffic	28 61	28 59						
Electrical Engineering Branch	4 85	6 03						
Miscellaneous Operations	3 12	3 50						
General Charges	2 28	2 24						
Pensions and Gratuities	2 43	2 31						
Contribution to the Railway Accident and Fire Insurance Fund	1 00	1 44						
Border Railways Adjustment	95	94						
Repayment to Capital Account	91	91						
	100 00	100 00						

APPENDIX No. 11.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1909, TO 30TH JUNE, 1924.

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.
1909-10	3,491	3,441	43,142,520	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7 7/11
1910-11	3,523	3,505	44,121,767	12,524	547	1,345	12,069	554	12,972,723	93,795,806	4,967,627	2,458,532	2,457,678	4,896,210	1,397	7 6/58
1911-12	3,622	3,543	45,856,573	12,655	623	1,352	14,292	634	13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7 6/53
1912-13	3,647	3,639	47,568,536	13,043	668	1,399	15,868	676	14,234,530	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7 3/77
1913-14	3,835	3,747	49,629,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,816,088	2,957,543	2,603,415	5,560,958	1,484	7 4/81
1914-15	3,875	3,848	52,337,475	13,506	791	1,496	18,268	874	15,303,209	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,341	6 8/94
1915-16	4,100	3,955	54,600,928	13,317	808	1,584	18,913	865	15,826,538	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8 3/05
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	16,022,040	108,341,540	5,902,602	3,018,460	2,934,259	5,952,719	1,450	8 5/89
1917-18	4,152	4,139	56,655,910	13,643	817	1,641	19,380	912	16,626,371	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	17,031,653	111,904,786	6,515,470	3,474,488	2,957,789	6,432,277	1,547	9 10/46
1919-20	4,214	4,194	58,445,846	13,869	788	1,693	19,532	910	17,022,465	134,012,162	7,770,694	4,503,850	3,721,122	8,224,972	1,961	10 11/40
1920-21	4,267	4,237	59,972,628	14,055	790	1,748	19,579	913	17,533,556	134,045,683	7,572,093	5,584,487	4,411,276	9,795,763	2,312	12 7/34
1921-22	4,322	4,284	62,961,395	14,568	799	1,782	19,694	921	17,856,815	142,456,924	7,491,231	5,976,026	4,815,056	10,791,082	2,519	13 7/33
1922-23	4,333	4,297	64,854,594	14,868	802	1,852	19,749	924	18,394,239	155,957,240	7,817,216	6,193,865	4,953,192	11,547,057	2,641	13 10/11
1923-24	4,435	4,369	66,253,102	14,939	777	1,929	19,751	943	17,079,211	167,861,864	8,313,543	6,734,109	5,204,526	11,958,635	2,737	14 0/04

Exclusive of Electric Tramways.

APPENDIX No. II—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1st JULY, 1909, TO 30th JUNE, 1924.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING MISCELLANEOUS OPERATIONS)				EXPENDITURE: WAY AND WORKS BRANCH (INCLUDING SIGNAL AND TELEGRAPH BRANCH)				EXPENDITURE: ROLLING-STOCK BRANCH				GENERAL EXPENSES.		RAILWAY ACCIDENT AND FIRE INSURANCE FUND.	
	Amount.	Per Traffic Train Mile.	Percent. of Gross Revenue.	Per Average Mile open.	Amount.	Per Traffic Train Mile.	Percent. of Gross Revenue.	Per Average Mile open.	Amount.	Per Traffic Train Mile.	Percent. of Gross Revenue.	Per Average Mile open.	Amount.	Per Traffic Train Mile.	Amount.	Per Traffic Train Mile.
1909-10	684,394	1/2 0/3	15.40	187	1/1 2/0	14.49	1.267	1/10 8/6	59,818	0/11 2/3	1.355	1.355	2,175,219	0/11 9/9	2,119	2.119
1910-11	766,784	1/2 1/9	15.66	229	1/2 2/8	16.11	1.546	0/9 7/8	65,987	0/11 2/2	1.355	1.355	2,913,386	0/11 6/9	1,887	1.887
1911-12	901,024	1 3/63	16.22	252	1/3 5/0	17.12	1.614	0/9 5/0	74,237	0/11 2/9	1.422	1.422	3,314,495	0/0 8/8	0.999	0.999
1912-13	947,868	1/3 9/8	16.21	256	1 3/68	17.87	1.737	0/9 2/9	80,937	0/11 3/7	1.355	1.355	2,205+	0/0 8/8	1.700	1.700
1913-14	1,066,738	1/5 0/3	19.13	350	1/2 9/1	18.85	1.805	0/10 7/1	85,968	0/11 3/7	1.355	1.355	2,1805	0/0 4/5	0.550	0.550
1914-15	1,009,026	1/5 2/4	18.29	288	1/0 2/7	21.46	2.098	0/11 1/5	92,996	0/11 4/6	1.380	1.380	25,805	0/0 4/0	0.550	0.550
1915-16	1,127,568	1 7/57	19.76	332	1 5/33	21.30	2.098	0/11 6/7	95,380	0/11 6/0	1.375	1.375	28,526	0/0 5/0	0.550	0.550
1916-17	1,137,703	1 7/47	19.11	226	1 3/87	18.58	1.854	0/11 4/7	95,997	0/11 6/4	1.361	1.361	39,767	0/0 8/8	0.677	0.677
1917-18	1,225,479	1/9 5/8	18.67	353	1 0/48	18.99	1.827	0/11 4/7	105,911	0/11 7/8	1.361	1.361	32,586	0/0 5/7	0.550	0.550
1918-19	1,257,685	1/11 1/6	19.57	209	1 4/02	18.33	1.826	1/0 8/2	100,094	0/11 8/4	1.356	1.356	33,794	0/0 5/9	0.449	0.449
1919-20	1,820,588	2/5 0/9	22.13	301	1/8 1/6	18.55	1.722	1/1 5/60	104,012	0/11 0/8	1.351	1.351	40,668	0/0 6/5	0.449	0.449
1920-21	2,487,789	3 1/4 7	25.35	372	2 0/36	16.10	1.539	1 7/10	119,174	0 2/4 6	1.622	1.622	46,698	0/11 1/4	0.776	0.776
1921-22	2,656,978	3 3/3 0/1	24.44	399	2 1/8 6	15.88	1.575	1 8/70	124,553	0/12 0/2	1.622	1.622	50,225	0/11 2/1	0.774	0.774
1922-23	2,661,684	3/2 0/6	23.46	410	2/1 7/9	15.53	1,607,733	1 11/51	101,771	0/12 0/1	1.609	1.609	40,820	0/11 2/1	0.774	0.774
1923-24	2,856,108	3/4 1/3	23.88	426	2/2 1/6	15.57	1,638,163	1/11 0/2	109,097	0/12 0/0	1.677	1.677	53,547	0/12 0/5	0.322	0.322

* Includes Special Payment into Fund, year 1909-10, £75,000; year 1910-11, £66,905; year 1911-12, £55,400; year 1912-13, £56,027; year 1913-14, £50,000; year 1914-15, £50,000.

† Includes payment into Rolling Stock Replacement Fund, year 1909-10, £170,000; year 1910-11, £50,000; year 1911-12, £50,000; year 1912-13, £50,000; year 1913-14, £50,000; year 1914-15, £50,000; year 1915-16, £50,000; year 1916-17, £50,000; year 1917-18, £50,000; year 1918-19, £50,000; year 1919-20, £50,000; year 1920-21, £50,000; year 1921-22, £50,000; year 1922-23, £50,000; year 1923-24, £50,000.

Exclusive of Electric Tramways.

APPENDIX No. 11—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1st JULY, 1909, TO 30th JUNE, 1924.

Year.	TOTAL WORKING EXPENSES.			NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.						Balance of Net Revenue (including Revenue of the Electric Tramways) after Payment of Working Expenses.	Total Capital Expended on Lines Open Including Rolling-Stock.	Percentage of Profit to Total Capital Invested.	NET EXPENSES FOR CHARITABLE AND PENSIONABLE BENEFITS.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	Adjustments— Borrowings and Capital Account.	DEFICIT SURPLUS.
	Amount.	Per Mile Weight.	Per Train Mile.	Per Train Mile.	Per Train Mile.	Per Train Mile.	Per Train Mile.	Per Train Mile.								
£	£	s.	d.	£	s.	d.	£	s.	d.	£	£	£	£	£	£	£
1909-10	3,711,845	788	4/7.59	61.22	1,732,618	503	2/11.51	4.50	4.19	1,734,343	42,356,163	4.99†	1,172,617	106,330*	...	135,097†
1910-11	2,996,673	854	4.35	61.10	1,984,537	543	2/11.23	4.32	4.48	1,997,370	43,375,047	4.40†	1,516,764	127,831†	...	282,975†
1911-12	3,310,484	934	4.42	63.43	1,908,483	559	2/9.10	4.16	4.32	1,910,212	45,436,626	4.33†	1,313,102	131,319*	...	265,791†
1912-13	3,347,957	955	4/10.62	66.80	1,728,485	475	2/5.14	3.63	3.81	1,729,366	46,715,440	3.70†	1,593,020	112,336*	...	212,250†
1913-14	3,552,643	1,002	4/11.93	67.48	1,808,315	483	2/4.88	3.64	3.76	1,807,981	49,034,811	3.69†	1,677,167	112,857*	...	177,757†
1914-15	4,114,973	1,069	5.4.54	79.73	1,946,100	272	1.4.41	1.20	2.00	1,948,809	51,406,892	2.24†	1,767,807	123,438*	...	842,436†
1915-16	3,997,412	1,011	5.9.39	72.07	1,707,731	432	2.5.64	3.13	3.15	1,710,487	54,391,352	3.14†	1,927,107	124,332*	...	537,922†
1916-17	4,154,010	1,012	5/11.10	69.78	1,798,679	438	4/6.79	3.22	3.25	1,806,096	55,680,341	3.24†	2,012,477	134,416*	...	537,767†
1917-18	4,451,062	1,073	6.6.10	67.83	2,111,167	510	3.1.18	3.73	3.76	2,119,428	56,563,081	3.75†	2,126,967	129,160*	...	136,918†
1918-19	4,279,661	1,029	6.6.82	60.53	2,152,614	518	3.3.64	3.75	3.81	2,167,414	57,441,683	3.77†	2,164,902	131,588*	...	165,597†
1919-20	6,932,021	1,418	8/0.38	75.35	2,192,021	523	2.11.02	3.71	3.75	2,203,401	58,367,371	3.74†	2,213,021	152,932*	...	112,893†
1920-21	7,835,756	1,849	10.1.06	79.94	1,966,007	463	2/5.75	3.27	3.32	1,943,429	60,255,042	3.73†	2,400,674	182,336*	...	165,655†
1921-22	8,026,665	1,874	10.1.49	71.38	2,764,447	645	3/3.84	4.59	4.32	2,769,842	61,026,392	4.31†	2,589,816	194,381*	...	19,109†
1922-23	8,181,926	1,904	9/11.78	72.11	3,165,111	717	3/10.33	4.88	4.74	3,170,651	63,190,862	4.88†	2,951,335	203,470*	...	203,383†
1923-24	8,714,122	1,995	10.2.16	72.87	3,224,213	712	3/9.58	4.90	4.84	3,233,445	66,344,671	4.89†	3,035,455	206,366*	...	108,765†

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

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

‡ The deficit of 208,765 is the result of writing off to 1923-24 the amount of £136,417 for which credit was taken in previous years on account of the losses on non-paying lines, but which was not paid.

APPENDIX No. 12.

STATEMENT OF THE TOTAL AMOUNT PAID FOR SALARIES AND WAGES (EXCLUSIVE OF TRAVELLING AND INCIDENTAL EXPENSES) IN THE VARIOUS BRANCHES OF THE RAILWAYS DURING THE YEARS ENDED 30TH JUNE, 1923 AND 1924.

Branches.	Year ended 30th June—	
	1923.	1924.
Way and Works Branch	£1,401,677*	£1,410,477
Rolling Stock Branch	2,145,909	2,247,410
Transportation and Traffic Branches	1,931,044	2,033,956
Electrical Engineer's Branch	279,921	316,698
Other Branches	536,069	613,319*
Totals	£6,293,720	£6,657,251

* In last year's Annual Report an amount of £236,992, which represented the Salaries and Wages paid in the Signal and Telegraph Branch, was shown against the Way and Works Branch. The amount paid in the Signal and Telegraph Branch is now included in the total of "Other Branches."

† This amount includes £12,385 paid to 437 employees engaged in Refreshment Rooms.

APPENDIX No. 13.

STATEMENT OF ALL STAFF EMPLOYED ON THE RAILWAYS OF VICTORIA IN JUNE, 1924, AS COMPARED WITH JUNE, 1923.

Branch.	Year ended 30th June -					
	1923.			1924.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Commissioners' and Secretary's Office	62	11	73	64	21	85
Chief Accountant's	260	19	279	218	20	238
Traffic Audit	144	39	183	159	31	190
Stores	97	191	288	108	259	367
Permanent Way	379	5,468	5,847	391	5,723	6,114
Signalling	84	866	950	77	892	969
Locomotive	403	8,625	9,028	422	8,496	8,918
Traffic	2,498	5,653	8,151	2,449	6,160	8,609
Electrical	122	1,962	2,084	143	1,975	2,118
General	48	773	821	61	850	911
Total	4,037	22,708	26,745	4,992	23,527	27,619

CONSTRUCTION BRANCH.

YEAR ENDED 30TH JUNE.

1923.			1924.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
22	568	590	21	797	818

AVERAGE NUMBER OF MEN EMPLOYED (EXCLUSIVE OF CONSTRUCTION BRANCH) DURING THE YEARS ENDED 30TH JUNE, 1923 AND 1924.

How Employed.	1923.		1924.	
	No. of Men	Value	No. of Men	Value
On Working Expenses	24,733*	£2,708	25,798	£2,647
On Capital	2,025	£1,647	1,647	£1,647
Totals	26,758	£4,355	27,445	£4,294

* In last year's Annual Report these figures were understated by 406, which represented the number engaged in Refreshment Rooms.

APPENDIX No. 14.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1924.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s. d.
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	5,064,728	6 9
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	720,762	14 5
* Bendigo Cattle-yards Branch	0.89	0.89	732	702	1 " 61	...	...
Moama to Deniliquin	44.33	44.33	...	...	...	166,170	16 3
Moama to Balranald	138,582	19 11
Lancefield Junction to Lancefield	14.50	14.50	1,675	1,022	1 " 40	67,018	6 8
Lancefield to Killmore	18.10	18.10	1,734	1,160	1 " 40	107,873	7 2
† Killmore Junction to Bendigo (Cattle Siding)	67.82	67.82	1,450	526	1 " 50	403,641	8 9
Carlsruhe to Daylesford	0.38	22.55	2,469	1,791	1 " 50	178,261	12 7
Daylesford Junction to North Creswick	23.11	23.11	2,292	1,429	1 " 40	182,589	12 5
Kyneton (Redesdale Junction) to Redesdale	16.25	16.25	1,636	973	1 " 50	99,437	9 9
Castlemaine to Dunolly	0.38	46.84	948	579	1 " 40	429,370	13 5
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway)	0.28	32.73	33.01	943	611	181,868	13 11
St. Arnaud to Donald	23.86	23.86	868	374	1 " 50	119,661	17 8
Donald to Birchip	32.30	32.30	394	330	1 " 100	105,749	17 11
Birchip to Cronomby (Woomelang)	26.45	26.45	351	260	1 " 73	82,169	2 10
Woomelang to Mildura	110.13	110.13	334	138	1 " 75	378,929	1 9
Mildura to White Cliffs and Yelta	6.92	6.92	186	126	1 " 75	71,821	7 11
Merbein to Abbotsford	2,165	5 6
Werrimull to the Hut	6,613	1 4
Red Cliffs to Millewa North	35.40	35.40	226	138	1 " 100	145,094	1 1
Dunolly to Inglewood	24.24	24.24	794	457	1 " 50	95,240	2 1
Ouyen to Kow Plains	56.39	56.39	351	137	1 " 60	141,838	2 0
Kow Plains to Murrayville	11.44	11.44	218	146	1 " 75	31,583	16 2
Murrayville to South Australian Border	12.53	12.53	351	192	1 " 80	58	17 4
South Australian Border to Pinnaroo (3.55 mls.)	2 6	1
Castlemaine (Maldon Junction) to Maldon	10.24	10.24	1,177	890	1 in 40	62,131	10 3
Maldon (Launceston Junction) to Shelbourne	9.89	9.89	1,126	649	1 " 50	68,436	10 6
Maryborough to Ballarat	0.26	41.73	1,525	732	1 " 40	299,819	5 8
Wanbra Junction to Ballarat Race-course	2.10	2.10	1,508	1,466	1 " 50	7,485	3 4
Pisgah Junction to Wanbra	13.74	13.74	1,533	1,341	1 " 60	73,269	13 5
Maryborough to Avoca	14.93	14.93	885	721	1 " 40	65,607	12 11
Avoca to Ararat	39.04	39.04	1,215	761	1 " 50	174,414	17 6
Crowland to Navarre	22.87	22.87	885	720	1 " 66	66,479	15 10
Bendigo to Inglewood	0.80	28.13	28.93	779	443	218,948	18 0
Inglewood to Charlton	42.82	42.82	639	422	1 " 50	272,975	1 6
Charlton to Wycheproof	16.48	16.48	521	356	1 " 50	100,836	15 0
Wycheproof to Sea Lake	47.89	47.89	337	172	1 " 94	89,400	13 9
Sea Lake towards Pier Millan (Nandaly)	17.68	17.68	265	172	1 " 68	43,731	7 10
Nandaly to Kulwin	19.68	19.68	256	148	1 " 60	77,660	15 9
Wedderburn Junction to Wedderburn	4.86	4.86	660	554	1 " 50	17,949	7 2
Korong Vale to Boort	17.86	17.86	459	296	1 " 50	89,777	18 1
Boort to Quambatook	21.96	21.96	419	287	1 " 75	56,393	7 7
Quambatook to Ultima	30.31	30.31	371	256	1 " 100	56,503	6 11
Ultima to Chillingollah	20.14	20.14	263	164	1 " 60	35,369	4 7
Chillingollah to Manangatang	18.59	18.59	245	169	1 " 75	39,250	1 2
Manangatang to Annuello (Bryden's Tank)	14.19	14.19	200	172	1 " 75	68,953	11 3
Annuello to Robinvale	19.50	19.50	250	173	1 " 75	81,524	10 4
Easton Bridge over River Murray	13,473	6 10
Eaglehawk to Kerang	72.99	72.99	742	255	1 in 70	356,782	11 1
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill)	35.16	35.16	286	225	1 " 100	173,658	18 8
Kerang to Gonn	85,982	5 8
Gonn Crossing Bridge over River Murray	8,086	1 4
Swan Hill to Piangil	27.39	27.39	291	216	1 in 75	72,010	8 5
Piangil to Kooloomong (Pine Tank)	15.87	15.87	243	199	1 " 75	71,641	16 6
Elmore to Cohuna	57.09	57.09	438	264	1 " 100	145,531	5 0
Footscray to Williamstown (including cost of piers at Williamstown)	5.50	0.37	5.87	66	8	597,352	15 2
* Newport to Braybrook Junction	4.29	4.29	110	48	1 " 92	29,102	3 10
Newport to Geelong (including cost of Geelong Pier)	3.99	34.52	38.51	111	11	1,393,644	15 4
* Williamstown Race-course Branch	0.69	0.69	21	10	1 " 95	...	...
Geelong to Colac	1.26	48.98	50.24	469	10	426,715	5 0
Colac to Alvie	9.65	9.65	518	402	53,663	1 9
† Geelong Race-course Branch	1.96	1.96	43	10	1 " 50	5,470	18 9
Colac to Camperdown	28.11	28.11	569	405	1 " 50	158,660	10 1
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	0.90	41.81	42.71	550	13	386,392	6 1
Warrnambool to Koroit	9.36	9.36	245	19	1 " 50	89,853	16 1
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy)	11.34	11.34	208	11	1 " 60	106,514	12 5
Geelong (Queenscliff Junction) to Queenscliff	20.72	20.72	264	10	1 " 50	117,262	14 10
Carried forward ...	116.70	1563.78	1680.48	...	...	...	15,223,151	7 8

* Trains run only as required for traffic.

† Sea lines closed for traffic.

‡ Dismantled 28th May, 1902.

APPENDIX No. 14—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest	Lowest		Total.	Average per Mile.	
	Miles.	Miles.	Miles.	Feet	Feet		£	s.	d.
Brought forward	116'70	1553'78	1670'48	...	...	...	15,223,151	7	8
Mount Moriac to Wensleydale	...	10'92	10'92	752	361	1 " 50	39,259	2	6
Birregurra to Forrest	...	19'85	19'85	579	363	1 " 50	147,882	15	9
Irrewarra to Beac...	...	8'70	8'70	432	390	1 " 66	47,543	16	10
Beac to Newtown	...	34'95	34'95	443	388	1 " 50	115,975	16	7
Colac to Beech Forest	0'21	29'45	29'66	1,748	225	1 " 30	79,130	2	8
Beech Forest to Crowes	...	14'11	14'11	1,846	1,336	1 " 30	44,575	5	5
Camperdown (Curdie's River Junction) to Timboon	...	12'32	12'32	673	52	1 " 40	116,740	15	8
Terang to Mortlake	...	12'16	12'16	447	411	1 " 60	58,078	3	1
North Geelong to Ballarat	41'66	11'37	53'03	1,725	47	1 " 52	1,971,701	14	9
North Geelong Loop Line	...	0'22	0'22	53	46	1 " 57	...	...	...
North Geelong to Eynsford	...	2'93	2'93	212	56	1 " 50	12,915	15	3
Ballarat to Ararat	4'34	52'65	57'00	1,517	960	1 " 50	487,179	13	6
Ararat to Stawell	...	18'85	18'85	1,086	761	1 " 100	197,549	1	4
Stawell to Horsham	1'16	52'26	53'42	761	423	1 " 100	...	...	...
Stawell to Grampsians	...	15'84	15'84	815	621	1 " 30	402,259	15	7
Horsham to Dimboola	0'36	21'10	21'46	477	361	1 " 50	118,509	15	7
Dimboola to Serviceton (including cost of 1'16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)	1'35	61'87	63'22	631	315	1 " 50	450,924	3	1
Braybrook Junction to Darwin	0'15	21'50	21'65	465	119	1 " 50	281,145	7	5
Parwan to Gordon	...	27'46	27'46	1,877	341	1 " 48	362,104	4	0
Gordon to Warranheip	...	12'87	12'87	1,940	1,707	1 " 50	131,123	9	8
Bungaree Junction to Race-course Reserve	...	1'53	1'53	1,884	1,848	1 " 50	3,332	4	2
Gheringhap to Maroona	...	99'76	99'76	9'8	193	1 " 100	443,961	9	1
Lal Lal Race-course Branch	...	2'00	2'00	1,539	1,512	1 " 112	11,420	12	4
Ballarat East to Buninyong	...	6'84	6'84	1,626	1,136	1 " 40	66,276	2	10
Ballarat Cattle-yards Branch	...	2'92	2'92	1,523	1,446	1 " 60	12,911	6	10
Ballarat (Linton Junction) to Seardsdale	...	13'12	13'12	1,516	1,157	1 " 50	60,528	13	10
Seardsdale to Linton	0'19	7'78	7'97	1,189	1,022	1 " 40	78,436	18	8
Linton to Skipton	...	12'75	12'75	1,383	944	1 " 37	57,004	17	10
Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1'14	1'14	1,297	1,256	1 " 50	3,680	9	1
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1'28	64'78	66'06	1,028	572	1 " 50	399,227	9	1
Hamilton to Portland (including cost of sidings to piers at Portland)	0'24	53'58	53'82	606	11	1 " 40	317,946	0	2
Dunkeld to Koroit	...	48'99	48'99	814	207	1 " 60	171,640	5	6
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	...	18'10	18'10	727	590	1 " 60	77,638	4	7
Hamilton (Coleraine Junction) to Coleraine	...	23'01	23'01	668	301	1 " 40	143,095	7	11
Hamilton to Cavendish	...	14'26	14'26	794	577	1 " 50	47,975	15	8
Cavendish to Toolondo	...	43'74	43'74	864	558	1 " 40	200,412	7	6
Branxholme to Casterton	...	32'09	32'09	572	149	1 " 40	182,684	4	2
Heywood to Mumbannar	...	38'51	38'51	412	85	1 " 50	141,273	3	8
Mumbannar to South Australian Border	...	5'65	5'65	223	209	1 " 100	14,481	13	6
South Australian Border to Mount Gambier (11'67 miles)	...	...	...	...	...	...	47,252	7	6
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9'77	9'77	487	455	1 " 47	44,893	15	11
Rupanyup to Marnoo	...	15'33	15'33	494	450	1 " 100	33,775	6	10
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31'20	31'20	464	360	1 " 66	159,362	11	7
Warracknabeal to Beulah	...	21'92	21'92	559	288	1 " 80	60,011	13	8
Beulah to Hopetoun	...	16'01	16'01	290	258	1 " 100	39,247	8	3
Hopetoun to Patchewollock	...	...	...	...	...	...	20,106	6	5
Hotsham to Noradjuha	...	19'95	19'95	488	395	1 " 50	88,559	7	1
Noradjuha to Toolondo	...	11'24	11'24	560	475	1 " 100	29,528	18	7
Natimuk (East Natimuk) to Garaoke	...	28'64	28'64	624	394	1 " 50	69,791	0	5
Dimboola to Jeparit	...	21'59	21'59	387	268	1 " 75	52,375	2	5
Jeparit to Albacutya (Rainbow)	...	18'47	18'47	388	263	1 " 75	36,956	12	3
Jeparit to Lorquon	...	13'68	13'68	395	271	1 " 100	33,390	3	2
Lorquon to Yanac-a-Yanac	...	18'38	18'38	473	355	1 " 75	47,425	14	7
Rainbow to Nyro	...	10'50	10'50	294	237	1 " 75	27,402	14	11
Essendon Junction to Essendon	5'60	...	5'60	148	14	1 " 67	...	...	...
Flemington Race-course Branch	1'50	...	1'50	70	42	1 " 66	218,649	18	9
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61'27	110'72	181'99	1,147	105	1 " 50	2,452,431	17	2
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1'94	...	1'94	538	312	1 " 75	62,361	7	11
North Melbourne to Coburg	5'07	...	5'07	202	13	1 " 50	227,141	19	10
Coburg to Somerton	...	7'16	7'16	530	202	1 " 50	73,893	1	0
Royal Park (Junction) to Chilton Hill	2'21	0'18	2'39	136	103	1 " 50	165,293	14	10
Fitzroy Branch	...	0'89	0'89	119	85	1 " 79	76,984	12	6
Fitzroy (Whittlesea Junction) to Whittlesea	4'67	17'39	22'06	639	119	1 " 50	296,975	7	0
Northcote Loop Line	0'15	...	0'15	128	119	1 " 70	8,703	4	7
Tallaroek to Yea	...	23'69	23'69	698	488	1 " 40	164,275	3	4
Yea to Mansfield and Alexandra-road	...	55'82	55'82	1,304	557	1 " 40	345,435	14	0
Alexandra-road to Alexandra	...	4'32	4'32	922	716	1 " 30	29,393	19	0
Carried forward	250'05	2982'95	3233'00	...	...	...	27,671,287	16	7

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

APPENDIX No. 14—continued.

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

Lines.	Length of lines opened for traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient	Cost, exclusive of Rolling-stock.	
	Double and-over.	Singles.	Total.	Height.	Lowest		Total.	Average Per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£ s. d.	£
Brought forward	250'03	2982'95	3233'00	...	...	...	27,671,287 16 7	...
Mangalore to Shepparton ...	0'29	44'96	45'25	499	372	1 in 100	302,056 12 1	6,675
Shepparton to Numarkah ...	2'14	18'51	20'65	376	348	1 in 200	93,805 4 5	4,376
Numarkah to Colram ...	0'20	21'47	21'67	375	355	1 in 163	90,189 9 10	4,162
Murchison East to Rushworth ...	...	12'81	12'81	476	391	1 in 80	68,960 3 9	5,383
Rushworth to Colinaud bin ...	0'53	12'20	12'87	510	363	1 in 50	39,956 13 2	3,105
Rushworth to Stanhope North ...	...	13'62	13'62	516	347	1 in 50	50,007 9 0	3,677
Toolamba to Tatura ...	...	6'83	6'83	385	371	1 in 108	30,616 18 7	4,483
Tatura to Echuca ...	...	34'07	34'07	377	320	1 in 122	162,218 0 9	4,761
Shepparton to Dookie ...	...	14'84	14'84	500	372	1 in 100	55,262 8 5	3,724
Dookie to Katamatite ...	...	17'02	17'02	490	383	1 in 69	41,468 10 4	2,436
Numarkah to Nathalia ...	...	13'70	13'70	356	333	1 in 330	52,728 15 4	3,824
Nathalia to Picola ...	...	6'75	6'75	335	323	1 in 264	14,040 9 1	2,080
Strathmerton towards Downswal ...	...	8'20	8'20	390	358	1 in 330	21,934 12 11	2,675
Strathmerton to Toomswal Extension ...	...	2'07	2'07	372	365	1 in 93	18,499 10 6	8,937
Benalla to St. James ...	...	20'33	20'33	583	450	1 in 75	80,360 16 3	3,982
St. James to Yarrawonga ...	...	19'80	19'80	514	414	1 in 50	98,613 5 3	4,965
Benalla to Tatong ...	...	18'00	18'00	760	556	1 in 60	50,845 8 11	2,825
Wangaratta to Whitehill ...	...	30'49	30'49	811	481	1 in 80	43,739 9 5	1,435
Wangaratta (Beechworth Junction) to Beechworth ...	...	22'26	22'26	1,831	502	1 in 30	166,090 0 4	7,461
Beechworth to Yackandandah ...	...	12'84	12'84	1,912	981	1 in 30	97,449 5 9	7,589
Everton to Myrtleford ...	...	16'56	16'56	989	581	1 in 40	80,356 10 9	4,883
Myrtleford to Bright ...	...	18'54	18'54	1,004	688	1 in 50	112,756 6 6	6,084
Springhurst to Wahgunyah ...	...	13'51	13'51	623	454	1 in 50	76,130 8 3	5,457
Wodonga to Tallangatta ...	...	15'71	15'71	726	530	1 in 40	103,107 2 1	7,511
Tallangatta to Colgewa ...	...	42'33	42'33	2,580	625	1 in 30	302,542 7 5	6,911
Spencer Street to Flinders Street ...	0'76	...	0'76	33	17	1 in 40	27,843 4 9	366,349
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne) ...	16'62	...	16'62	33	9	1 in 66	2,820,434 18 2	170,243
Prince's Bridge to Colingwood ...	2'22	...	2'22	85	23	1 in 61	202,020 2 8	91,000
Colingwood to Heidelberg ...	2'97	...	2'97	196	68	1 in 50	256,133 7 3	46,655
Heidelberg to Eltham ...	...	8'35	8'35	303	110	1 in 40	73,751 18 6	8,833
Eltham to Hurst's Bridge ...	...	6'64	6'64	248	116	1 in 50	45,749 14 3	6,850
Brighton Beach to Sandringham ...	2'20	...	2'20	58	20	1 in 97	83,137 3 2	37,790
South Yarra to Oakleigh ...	7'05	...	7'05	184	22	1 in 54	659,557 15 0	93,554
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's, mine and Hornes Oak to Yallourn) ...	11'89	108'73	120'67	513	8	1 in 50	1,296,848 9 5	10,747
Sale to Stratford (Junction) ...	...	8'97	8'97	64	33	1 in 66	46,648 2 11	5,195
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	1'26	10'10	10'36	249	72	1 in 50	298,552 14 4	28,986
Canfield to Frankston ...	12'80	0'02	19'88	166	10	1 in 50	324,423 7 0	16,319
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18'90	18'90	317	10	1 in 50	114,589 4 11	6,024
Mornington Junction to Mornington ...	...	7'62	7'62	194	60	1 in 50	69,272 18 7	9,932
Gittiem to Red Hill ...	...	9'91	9'91	631	43	1 in 30	76,790 15 7	7,749
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 ...	1'63	113'05	117'22	546	10	1 in 40	1,039,269 4 10	8,022
Koo-wee-rup to McDonald's Track ...	...	30'55	30'55	988	22	1 in 50	302,898 1 2	9,915
Neora to Woolamai ...	...	15'47	15'47	410	58	1 in 30	87,694 4 9	5,656
Woolamai to Powell's Coal Field (including sidings, Wonthaggi) ...	...	13'87	13'87	233	14	1 in 60	140,443 8 2	10,126
Korumburra to Coal Creek ...	...	0'89	0'89	733	630	1 in 30	5,741 7 11	6,451
Korumburra (Strozzecki Junction) to Strozzecki (Junction with Coal Creek Line) ...	...	2'22	2'22	765	573	1 in 30	11,572 0 4	5,143
Korumburra (Jamburra Junction) to Jamburra ...	...	3'74	3'74	796	619	1 in 30	20,806 7 4	5,563
Jamburra to Oatridge ...	...	7'40	7'40	649	539	1 in 40	27,915 8 11	11,631
* Welshpool to Welshpool Jetty ...	...	3'25	3'25	57	6	1 in 100	3,199 19 2	981
Alberion to Won Wron ...	...	12'05	12'05	213	33	1 in 60	100,464 4 7	8,357
Won Wron to Woodside ...	...	9'68	9'68	326	139	1 in 40	50,872 10 7	5,255
Warragul to Neerim South ...	...	13'48	13'48	681	349	1 in 40	122,765 2 5	9,349
Neerim South to Tooringa River (Neerim South to Noojee) ...	...	14'01	14'01	1,415	676	1 in 30	132,533 0 10	9,460
Moe (Junction) to Thorpdale ...	...	10'67	10'67	798	219	1 in 40	118,932 2 9	11,146
Moe to Wadhalla ...	...	26'06	26'06	1,123	174	1 in 50	114,446 11 9	4,392
Morwell to North Minto ...	...	20'17	20'17	781	184	1 in 50	154,365 8 3	7,653
Traralgon to Heyfield ...	...	22'06	22'06	262	97	1 in 50	125,791 4 4	5,702
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0'52	49'30	49'82	206	9	1 in 50	508,173 4 6	6,186
Bairnsdale to Orbost (including cost of Snowy River Bridge) ...	...	60'34	60'34	423	23	1 in 50	412,610 5 10	7,347
Maffra to Briagolong ...	...	11'70	11'70	238	109	1 in 50	62,690 3 0	5,317
Burnley to Waverley Road ...	...	5'23	5'23	111	33	1 in 60	177,817 13 9	34,000
Bawthorn to Lilydale ...	11'22	8'20	19'72	484	41	1 in 40	704,391 19 6	35,720
Lilydale to Healeville ...	0'26	15'11	15'37	351	230	1 in 40	226,059 11 2	14,708
Carried forward	330'95	4100'91	4431'86	...	...	...	41,171,362 11 5	...

† See Note closed for traffic

‡ Including portion dismantled.

* 2-ft. 6-in. gauge.

APPENDIX No. 14—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water mark		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest	Lowest		Total.		Average Per Mile.
	Miles.	Miles.	Miles.	Fect.	Feet.	Feet.	£	s. d.	£
Brought forward	330 95	4100 91	4431 86	...	...	...	41,171,361	11 5	...
Hawthorn (Kew Junction) to Kew ... ..	...	0 96	0 96	119	41	1 in 40	76,606	1 0	79,798
Ringwood to Upper Ferntree Gully ... ..	...	7 44	7 44	436	314	1 " 40	84,604	13 1	11,372
Ferntree Gully to Gembrook ... ..	...	18 22	18 22	1,057	412	1 " 30	65,803	7 0	3,612
Lilydale to Warburton ... ..	...	23 97	23 97	738	289	1 " 37½	142,862	4 4	5,960
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5 18	...	5 18	59	7	1 " 21½	120,912	7 10	23,342
Sandringham to Black Rock Electric Street Railway	2 22	19	2 41	112	41	1 " 18½	72,762	18 3	30,192
Total mileage of lines constructed §	338 35	4,151 69	4,490 04	...	...	...	41,714,914	2 11	...
Less mileage closed for traffic at 30th June, 1923 :									
Dunkeld to Peshurst (dis-									
mantled 19th February, 1898) 15 57									
Lancefield to Killmore (dis-									
mantled) 18 10									
Fawcner Cemetery to Somer-									
ton 5 22									
Oakleigh to Fairfield Park—									
Fairfield Park to Deepdene 3 34									
Ashburton to Oakleigh 0 20									
Canterbury Loop Line									
(dismantled) 0 21									
Burley to Waverley Road—									
Darling to Waverley Road ... 0 69									
Geelong Race-course Line									
(dismantled 28th May, 1909) 1 96									
Total mileage open for traffic at 30th June, 1924	338 15	4,104 13	4,442 28						
Works, Melbourne to Essendon Junction ... ..	...	...	...	...	...	...	2,323,271	3 3	...
Railway Offices, Spencer Street ... ..	...	...	...	...	...	...	234,481	9 2	...
Sheds and Workshops, Williamstown ... ..	...	...	...	...	...	...	154,029	0 1	...
Sheds and Workshops, Newport (including cost of machinery and equipment) ... ..	...	...	...	...	...	...	940,829	0 7	...
Sheds and Workshops, Country Depôts (including cost of machinery) ... ..	...	...	...	...	...	...	30,477	2 6	...
Workshops, Bendigo (including cost of machinery) ... ..	...	...	...	...	...	...	168,509	7 3	...
Workshops, Ballarat (including cost of machinery) ... ..	...	...	...	...	...	...	164,492	10 8	...
General Construction Account (Capital Expenditure common to all lines) ... ..	...	...	...	...	...	...	1,564,881	5 4	...
Rolling-stock, Broad-gauge ... ..	...	...	...	...	...	...	12,107,155	9 1	...
Rolling-stock, Narrow-gauge ... ..	...	...	...	...	...	...	109,520	5 8	...
Rolling-stock, Electric Tramway ... ..	...	...	...	...	...	...	91,214	6 3	...
McKeen Motor Cars ... ..	...	...	...	...	...	...	15,078	0 8	...
Steam Motor Car (Great Western type) ... ..	...	...	...	...	...	...	4,197	2 5	...
Electrification Melbourne Suburban Lines ... ..	...	...	...	...	...	...	6,495,032	17 7	...
Stores Advance Account ... ..	...	...	...	...	...	...	1,030,000	0 0	...
Total and Average Cost (all charges) ... ..	...	...	...	...	...	...	67,163,281	3 5	...

¶ 2-ft. 6-in. gauge. § Gauge of lines constructed—miles 5-ft. 3-in., 149 84; miles 2-ft. 6-in., 121 90. || 4ft. 8½-in. gauge, 2 41 miles.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 29.

APPENDIX No. 15.

STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

	Year ended 30th June --			Year ended 30th June--	
	1923.	1924.		1923.	1924.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light		
Country—Ordinary ..	2,761,106	2,822,632	426,196	424,781	
Assistant ..	103,750	111,998	228,380	193,070	
Light ..	36,966	45,072	9,209	9,639	
	2,901,822	2,979,702	Water	650	69
Suburban—Steam ..	632,616	281,093	Loco.—Coal	313,049	320,172
Electric ..	5,827,887	6,675,006	Casualty and Doubling ..	3,466	4,539
	6,459,903	6,956,099	Total	990,950	961,270
Total	9,361,725	9,935,801	Shunting	2,301,263	2,600,392
MIXED—			TOTAL LOCOMOTIVE MILEAGE ..	13,948,565	13,965,867
Ordinary	2,520,287	2,404,461	VEHICLE MILEAGE.		
Assistant	6,170	2,023	PASSENGER—		
Light	1,930	1,881	Country	27,964,186	27,549,573
Total	2,528,387	2,408,365	Suburban—Steam ..	3,654,491	1,308,180
GOODS—			Electric	28,839,926	34,152,033
Ordinary	3,952,813	4,246,345	Total	32,494,417	35,460,213
Assistant	204,000	155,552	Goods—		
Light	347,314	333,148	Loaded	101,012,618	105,693,225
Total	4,504,127	4,735,045	Empty	39,078,213	37,570,435
TOTAL TRAFFIC TRAIN MILES ..	†16,394,239	†17,079,211	Total	140,090,831	143,263,660
RAIL MOTOR SERVICE (Not included in above ..	*29,012	*168,559	TOTAL VEHICLE MILEAGE ..	200,549,434	206,273,446
			Gross Ton Mileage--		
			Passenger Trains (Electric Trains excepted)	705,410,290	643,506,681
			Mixed Trains	514,777,377	491,336,489
			Goods Trains	1,676,519,145	1,785,837,663
			Total	2,896,706,812	2,920,680,833

NOTE.— † These totals do not include departmental mileage.

* Commenced at various dates during the two year.

APPENDIX No. 16.

STATEMENT SHOWING LOCOMOTIVES, STEAM CRANES, RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, GOODS STOCK, AND SERVICE STOCK ON THE BOOKS AT 30th JUNE, 1921.

Vehicles.	3' 6" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
LOCOMOTIVES.									
Steam	728	15,685,759	21,456	17	204,152	12,009	745	15,889,911	21,329
Electric	2	52,000	26,000	..	..	..	2	52,000	26,000
Total	730	..	..	17	..	..	747	..	..
STEAM CRANES	15	..	..	..	..	..	15	..	..
RAIL MOTOR PASSENGER VEHICLES.									
Steam	1	6,144	6,144	..	..	..	1	6,144	6,144
Petrol	12	9,600	800	..	..	..	12	9,600	800
Petrol (Gang)	1	..	..	..	..	..	1	..	..
Total	14	..	..	..	..	..	14	..	..
Vehicles.	3' 6" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
STEAM COACHING STOCK.									
Passenger Cars :-		No.	No.		No.	No.		No.	No.
1st Class	316	17,850	56	..	..	..	316	17,850	56
2nd Class	523	30,095	58	49	1,481	30	572	31,576	55
Composite	232	11,866	51	..	..	..	232	11,866	51
Sleeping Cars:-									
1st Class	17	340	20	..	..	..	17	340	20
2nd Class .. .. .	..	..	..	..	..	..	..	..	..
Sleeping and Dining	2	48	24	..	..	..	2	48	24
Special Cars	6	138	23	..	..	..	6	138	23
Parlor Cars	2	66	33	..	..	..	2	66	33
Dining Cars	4	150	37	..	..	..	4	150	37
Mail Vans	3	..	..	..	..	..	3	..	..
Luggage Vans	648	..	..	6	..	..	654	..	..
Carriage Trucks	8	..	..	..	..	..	8	..	..
Horse Boxes	69	..	..	..	..	..	69	..	..
Hearses	4	..	..	..	..	..	4	..	..
Motor Passenger Vehicles	(Included in Rail Motor Passenger Vehicles.)								
Brake Vans	(Included in Luggage Vans.)								
Other Vehicles	5	..	..	..	..	..	5	..	..
Total	1,839	..	..	55	..	..	1,894	..	..
ELECTRIC COACHING STOCK.									
Passenger Cars :-									
1st Class	356	30,768	86	..	..	..	356	30,768	86
2nd Class	354	28,464	80	..	..	..	354	28,464	80
Composite	53	4,982	94	..	..	..	53	4,982	94
Parcels Vans	3	..	..	..	..	..	3	..	..
Total	766	..	..	..	..	..	766	..	..
ELECTRIC TRAMWAY STOCK.									
Single Bogie Cars	16	730	46	..	..	..	16	730	46
Double Bogie Cars	20	1,040	52	..	..	..	20	1,040	52
Total	36	..	..	..	..	..	36	..	..

APPENDIX No. 16—*continued.*STATEMENT SHOWING LOCOMOTIVES, STEAM CRANES, ETC. *continued.*

Vehicles.	5' 3" Gauge.			2' 6" Gauge.			Total.				
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.			
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.		
GOODS.											
Box Goods Waggon	96	tons.	1,317	13.7	2	tons.	20	10	98	1,337	13.6
Open Goods Waggon	15,118	213,000	14.1	211	2,110	10	15,329	215,110	14.0	14.0	
Cattle Waggon	700	7,000	10.0	15	150	10	715	7,150	10.0	10.0	
Sheep Waggon	1,174	11,342	9.7	..	..	..	1,174	11,342	9.7	9.7
Coal Waggon	331	4,543	13.7	..	..	..	331	4,543	13.7	13.7
Louvro Waggon	991	12,616	12.7	14	140	10	1,005	12,756	12.7	12.7	
Refrigerator Waggon	417	5,682	13.6	..	..	..	417	5,682	13.6	13.6
Powder Vans	24	120	5.0	..	..	..	24	120	5.0	5.0
Flat Waggon	142	2,738	19.3	..	..	..	142	2,738	19.3	19.3
Bolster Waggon	..	..	..	..	..	..	..	..	..	..
Brake Vans	..	(Included in Coaching Stock.)			..	..	..	..	..	..
Other Vehicles	..	..	..	..	..	..	..	..	..	..
Total	18,993	..	..	242	..	..	19,235	..	..	..
SERVICE STOCK.											
Casualty or Break Down Vans	42	..	..	..	..	..	42	..	..	..
Water Trucks	209	..	..	1	..	..	210	..	..	..
Loco. Coal Trucks	..	(Included in Coal Waggon.)			..	..	..	..	..	..
Ballast Waggon	161	..	..	..	..	..	161	..	..	..
Gas Vehicles	6	..	..	..	..	..	6	..	..	..
Workmen's Sleeping Cars	201	..	..	..	..	..	201	..	..	..
Store Vans	3	..	..	..	..	..	3	..	..	..
Cranes (not Locomotives on Trucks)	13	..	..	..	..	..	13	..	..	..
Plough Vans	1	..	..	..	..	..	1	..	..	..
Motor Inspection Cars	1	..	..	..	..	..	1	..	..	..
Pay Cars	..	..	..	..	..	..	..	..	..	..
Other Vehicles	91	..	..	..	..	..	91	..	..	..
Total	728	..	..	1	..	..	729	..	..	..

APPENDIX No. 17.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1914, TO 30th JUNE, 1924

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.
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	610		
1919-20	32	4	8	170	000	338	..	33	4	35	4	129	1	4	10	15	8	7	3	22	38	451		
1920-21	18	..	3	187	000	133	2	46	2	76	5	206	2	3	10	14	16	18	1	29	41	397		
1921-22	10	1	10	134	000	070	1	35	4	49	9	142	..	2	12	12	19	7	3	16	58	406		
1922-23	5	6	6	134	000	032	1	33	2	34	7	116	1	2	11	11	20	10	3	21	51	372		
1923-24	3	4	8	112	000	017	..	29	2	30	8	146	3	2	19	15	18	2	2	13	51	362		
Totals	257	30	67	1,609	000	198	12	352	33	503	32	1,654	11	27	91	140	169	68	34	178	469	4,818		

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

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APPENDIX No. 18.

STATISTICAL STATEMENT.

Particulars.	Year 1923.	Year 1924.
Average Mileage of Railways open for Traffic	4,297	4,369
PASSENGER TRAFFIC.		
Passenger Train Mileage	4,166,015	4,183,884*
Passenger Earnings	£2,695,144	£2,716,999
Number of Passengers Carried	145,910,182	157,969,667
Number of Passengers Carried One Mile	516,074,973	530,776,912
Average Miles each Passenger was carried	51.36	53.65
Average Number of Passengers per Car Mile	18.45	19.27
Average Earnings from Each Passenger	5s. 4.38d.	5s. 5.91d.
Average Earnings per Passenger Mile	1.25d.	1.22d.
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried	2,359	2,284
Number of Passengers Carried One Mile	121,173	122,553
Passenger Train Mileage	31,066	34,099
Passenger Earnings	£11,762.01	£12,811.84
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers	123.88	126.86
Average Number of Cars	6.71	6.26
Average Earnings from Passengers	12s. 11.23d.	12s. 11.85d.
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	5,768,321	5,939,228
Goods Earnings	£4,953,192	£5,204,526
Number of Tons Carried	7,517,216	8,309,543
Number of Tons Carried One Mile	673,904,218	745,300,516
Average Haul per Ton of Goods	89.65	89.69
Average Tonnage per Loaded Truck	8.3	8.7
Average Train Load (Tons)	145	154
Average Earnings per Ton	13s. 2.14d.	12s. 6.32d.
Average Earnings per Ton Mile	1.76d.	1.68d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	343	347
Average Number of Vehicles per Train—Loaded	17.08	18.51
Average Number of Vehicles per Train—Empty	6.78	6.77
<i>Per Average Mile of Road Open.</i>		
Number of Tons Carried (Paying Traffic)	1,749	1,902
Number of Tons Carried One Mile (Paying Traffic)	156,831	170,588
Goods Train Mileage	1,342	1,359
Goods Earnings	£1,153	£1,191
<i>Per Goods Train Mile.</i>		
Average Earnings	17s. 2.09d.	17s. 6.31d.

* Exclusive of Rail Motor Mileage.

APPENDIX No. 19

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1924.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1923	95,737 9 0	By Expenditure for the year ended 30th June, 1924—	
„ Payment to Fund during the year ended 30th June, 1924, included in the Working Expenses of the Year	39,140 11 4	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	1,605 18 3
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	3,988 15 9
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b) ... ..	...
		(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	11,468 13 9
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	2,148 10 10
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	16,647 10 3
		(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.	2,160 16 8
		„ Balance at 30th June, 1924	96,857 17 10
	£134,878 3 4		£134,878 3 4

APPENDIX No. 20.

NUMBER OF STAFF IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1924, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1923, ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1923.	At 30th June, 1924.
Secretary's	2	2
Accountancy and Audit of Receipts	14	12
Refreshment Services	1	1
Rolling-Stock	101	67
Stores	3	1
Transportation and Traffic	113	87
Way and Works	53	30
Signal and Telegraph	9	7
TOTAL	296	207

APPENDIX No. 21.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30th JUNE, 1924.

	Construction Branch Vote.			Loan Application Acts, &c.			Total			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
SURVEYS AND CONSTRUCTION OF NEW LINES.												
Alberton to Wren	17	0	0	6,720	10	7	6,737	10	7			
Annuello to Bambang	1,422	19	0	59,597	1	6	61,029	0	6			
Colac to Alvie	410	0	0	4,843	15	11	5,253	15	11			
Hopetoun to Patchewollock	452	7	10	69,653	18	7	70,106	6	5			
Kerang to Gonn Crossing	984	5	8	65,411	3	1	66,395	8	9			
Koo-wee-rup to McDonnell's Track	32	13	5	Cr. 806	13	2	Cr. 773	19	9			
Morwell Brown Coal Railway	23	0	0	Cr. 936	19	4	Cr. 913	19	4			
Red Cliffs to Millewa North	778	0	0	Cr. 5,699	2	9	Cr. 4,921	2	9			
Werrinull to the Hut	166	0	0	6,437	1	4	6,603	1	4			
Wren Wren to Woodsdale	210	0	0	4,681	10	11	4,891	10	11			
NEW SOUTH WALES BORDER LINES AND BRIDGES.												
Merbin to Abbotsford	76	0	0	2,089	5	6	2,165	5	6			
Mosman to Barranah	1,509	10	0	136,973	9	11	138,582	19	11			
Bridge over the River Murray at Euston	475	0	0	12,998	6	13	13,473	6	10			
Bridge over the River Murray at Gonn	416	0	0	7,670	1	4	8,086	1	4			
Surveys				15,171	17	0	15,171	17	0			
Totals	7,072	15	11	384,815	7	3	391,839	3	2	391,838	3	2
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.												
Loan Application Acts, &c.												
£ s. d.												
Additional 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							70,815	18	0			
Additional and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn tables, water supply, coaling plants, and other works, including the purchase of land							10,588	6	1			
Additional and improvements to signalling, interlocking, and other safety appliances for traffic working, including the purchase of land							20,530	1	11			
Additional and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast							21,822	11	10			
Additional and improvements to level crossings, cattle pits and stops, including the purchase of land							679	16	0			
Additional and improved dwelling accommodation for employees, including the purchase of land							26,681	14	4			
Additional cars for repair gangs, &c., and shelters for gang cars, &c.							1,217	7	7			
Additional telegraph and telephone lines (including instruments)							14,124	4	7			
Additional electric lighting							14,657	1	6			
Additional accommodation, plant and equipment at refreshment rooms							7,231	19	7			
Bridges—including additions and improvements and strengthening, including the purchase of land							22,237	12	0			
Provision of plant and equipment, including motor vehicles, &c.							11,840	7	10			
Aspendale—Provision of pedestrian subway, interlocked gates and wickets, and re-arrangement of station buildings, &c.							4,238	17	3			
Ballarat North—Provision of truck repair shops, and trackwork at locomotive depot							2,712	1	5			
Benalla—Accommodation for the Victorian Railways Institute							2,423	6	7			
Bendigo—Accommodation for the Victorian Railways Institute							5,087	3	11			
Birchip—Provision of refreshment room accommodation							3,797	6	4			
Buruley—Provision of delta crossing at down end of station on the Buruley to Dalling line, in lieu of the existing crossover							2,260	8	9			
Chelsea—Provision of subway, interlocked gates, and re-arrangement of station buildings, &c.							5,902	8	5			
Cressy and Maroocha line—Water supply works, including the purchase of land							3,116	7	5			
Dandenong—Towards improved station, yard and other accommodation, including the provision of bridges, pedestrian subway, closing of level crossing, diversion of roads, and the purchase of land							2,186	14	9			
Horslam—Re-arrangement of the station yard, and improved locomotive facilities, including the purchase of land							2,162	6	0			
Inglewood and Korong Vale (between)—Regrading the line							10,943	16	2			
Kyneton—Additional refreshment room accommodation and cantilever verandah							12,529	10	10			
Melbourne—Provision of new shipping shed and accommodation in connexion therewith							7,610	0	3			
Melbourne (Flinders-street Yard)—Provision of garage accommodation for departmental motor vehicles and accommodation for the Overhead Superintendent							9,481	16	10			
Melbourne (Spencer street)—Substitution of electric for hydraulic lifts at the General Offices							4,166	10	5			
Melbourne and Footscray (between)—Purchase of land and other preliminary work in connexion with proposed locomotive depot							10,778	18	2			
Carried forward							311,954	14	9	391,838	3	2

APPENDIX No. 21—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1924—*continued.*

	Loan Application Acts, &c.		Total Amount.	
	£	s. d.	£	s. d.
Brought forward	311,964	14 9	301,888	3 2
<i>ADDITIONS AND IMPROVEMENTS ON EXISTING LINES—continued.</i>				
Melbourne Suburban Lines—Installation of power signalling	Cr.	29,815 15 10		
Melbourne Yard—Re-arrangement and extension of the passenger and goods yards, &c., including the purchase of land	153,264	6 1		
Merbein—Additional terminal facilities	2,985	0 8		
Mysia and Quambatook (between)—Regrading the line	3,168	16 10		
Newport Workshops—Additions and extensions of shops, &c.	26,008	14 0		
Newport and North Melbourne Rolling Stock Branch Workshops—Equipment for the electrical operation of plant, including sub-station buildings	3,010	15 11		
North Melbourne—Way and Works Branch Workshops—Equipment for the electrical operation of plant, including sub-station buildings	8,066	5 5		
Sandringham to Black Rock Electric Street Railway—Additional buildings and equipment at Sandringham sub-station	7,664	4 11		
Spotswood and Newport (between)—Provision of store, office yard accommodation, &c., for the Chief Storekeeper, including purchase of land	19,500	16 8		
Traralgon—Towards the re-arrangement of station, provision of locomotive depot, including the purchase of land	2,716	17 9		
Upper Ferntree Gully—Re-arrangement of the station yard	5,589	12 9		
Various—Additions and improvements to power-house, sub-stations, overhead equipment, &c., in connexion with the electrical operation of the Melbourne Suburban lines	91,747	8 0		
Various—Provision of plant, &c., necessary to afford a supply of electric power in bulk to various consumers	7,222	2 8		
Various—Towards the purchase of goodwill, hoardings, &c., from the Railway and General Advertising Company	6,000	0 0		
Westgarth and Fairfield (between)—Provision of a new station	3,007	19 9		
Workshops Machinery—				
Newport Workshops	£	17,824 14 9		
Newport Signal Shops		2,830 15 0		
North Melbourne Car and Wagon Shops		3,027 16 7		
Jolimont Workshops		5,561 0 7		
Ballarat Workshops		174 6 8		
Bendigo Workshops		183 8 10		
		31,602 1 5		
		656,604 1 7		
Less credits on account of sales of land, materials, &c., and abolition of structures originally charged to Capital	Cr.	44,976 4 8	611,627	16 11
<i>TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING STOCK, BUT INCLUDING THE ELECTRICAL EQUIPMENT THEREOF</i>				
		113,767 3 4	113,767	3 4
Cost of acquisition of the Deildipin and Meander Railway		165,000 0 0	165,000	0 0
<i>ROLLING STOCK</i>				
Carriage stock		108,435 17 4		
Locomotives	Cr.	34,069 5 10		
Trucks		51,953 0 3		
St. Kilda to Brighton Electric Street Railway		292 17 11		
Sandringham to Black Rock Electric Street Railway	Cr.	954 11 0		
		125,717 18 8	125,717	18 8
Net Expenditure charged to Capital Account for the year			£1,408,001	2 1

Accountancy Branch,
27th August, 1924

APPENDIX No. 22.

STATEMENT OF LOANS AT 30TH JUNE, 1924, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1923-24.

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.	
53 Viet. No. 1032 ...	3 1/2	...	...	...	82,687	10	0	354	7	6	83,041	17	6	1st October, 1923	...	London
52 Viet. No. 989 ...	3 1/2	...	...	...	69,174	9	8	296	9	10	69,470	19	6	...	1st October, 1923	London
54 Viet. No. 1196 ...	3 1/2	2,279,397	3	5	79,778	18	0	342	1	9	80,120	19	9	1st January, 1921	1st January, 1926	London
55 Viet. No. 1217 ...	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
62 Viet. No. 1562 ...	3	700,000	0	0	21,000	0	0	105	0	0	21,105	0	0	1st January, 1929	1st January, 1949	London
62 Viet. No. 1560 ...	3	3,080,389	7	4	92,411	13	7	435	3	5	92,846	17	0	1st January, 1929	1st January, 1949	Melbourne
62 Viet. No. 1560 ...	3 1/2	3,718,478	14	3	130,146	15	1	545	5	6	130,692	0	7	1st October, 1929	1st October, 1949	London
62 Viet. No. 1560 ...	4	965,681	4	0	38,627	4	11	144	17	0	38,772	1	11	...	...	...
62 Viet. No. 1560 ...	5	10,307,722	9	9	331,624	7	10	978	6	2	332,602	14	0	...	...	...
62 Viet. No. 1560 ...	5 1/2	2,850,400	0	0	156,772	0	0	426	4	5	157,198	4	5	...	...	...
62 Viet. No. 1560 ...	6 1/2	...	...	...	43,261	14	3	103	9	6	43,365	3	9	...	...	...
60 Viet. No. 1468 ...	3	1,130,372	18	0	33,911	3	9	...	...	...	33,911	3	9	...	...	...
62 Viet. No. 1564 ...	3	24,426	18	10	732	16	2	...	...	...	732	16	2	...	30th September, 1917	Melbourne
63 Viet. No. 1623 ...	3	257,701	0	0	7,731	0	7	...	...	...	7,731	0	7	...	...	...
64 Viet. No. 1659 ...	3	500,000	0	0	15,000	0	0	...	...	...	15,000	0	0	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753 ...	3	313,438	14	4	9,403	3	3	...	...	...	9,403	3	3	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. 1901 ...	3	36,890	2	3	1,106	14	0	...	...	...	1,106	14	0	1st January, 1934	1st January, 1954	Melbourne
5 Edw. VII. No. 1990 ...	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	100,256	15	4	7	14	0	...	...	...	7	14	0	...	...	...
	3 1/2	1,984,532	16	0	69,458	13	0	...	...	...	69,458	13	0	...	...	...
	4	1,226,427	18	10	59,251	2	7	...	...	...	59,251	2	7	30th September, 1917	24th October, 1946	Melbourne
	4 1/4	542,200	0	0	23,043	10	0	...	...	...	23,043	10	0	...	...	...
	4 1/2	141,414	0	0	6,130	16	8	...	...	...	6,130	16	8	...	...	...
	4 3/4	64,515	0	0	3,583	7	11	...	...	...	3,583	7	11	...	...	...
	4 1/2	200,000	0	0	12,067	12	11	...	...	...	12,067	12	11	...	...	...
	5	9,170,415	16	8	132,671	17	4	...	...	...	132,671	17	4	...	...	...
6 Edw. VII. No. 2026 ...	5 1/2	572,763	5	1	14,319	1	7	28	14	3	14,347	15	10	...	...	...
	5 1/4	1,513,908	12	4	51,998	12	4	...	...	...	51,998	12	4	...	...	...
	5 3/4	109,091	16	9	6,000	1	0	16	7	1	6,016	8	1	...	...	...
	5 1/2	2,087,833	9	7	374,689	3	1	...	...	...	374,689	3	1	...	...	...
	5 3/4	2,176,443	0	0	181,142	16	11	...	...	...	181,142	16	11	...	...	...
	6	241,948	0	0	...	...	...	...	...	...	...	...	...	...	...	...
	6 1/4	...	...	...	4,669	14	3	...	...	...	4,669	14	3	...	...	...

6 Edw. VII. No. 2041	...	...	3 1/2	260,039	17	0	15,540	15	9	...	15,540	15	9	30th September, 1917	1st October, 1930	Melbourne
			4	213,100	0	0	10,170	1	7	...	10,170	1	7			
			4 1/2	24,700	0	0	1,049	15	0	...	1,049	15	0			
			4 3/4	4,000	0	0	190	0	0	...	190	0	0			
7 Edw. VII. No. 2116	...	...	3 1/2	150,000	0	0	5,250	0	0	...	5,250	0	0	30th September, 1917	1st January, 1929	Melbourne
7 Edw. VII. No. 2167	...	...	3 3/4	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	...	...	3 1/2	144,676	12	6	5,063	16	7	...	5,063	16	7	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2308	...	...	4	353,052	15	8	14,122	2	3	...	14,122	2	3	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323	...	...	3 1/2	442,900	0	0	15,501	10	0	...	15,501	10	0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428	...	...	4	2,000,000	0	0	80,000	0	0	297 7 8	80,297	7	8	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	...	...	3 1/2	16,456	12	6	3,940	4	10	...	3,940	4	10	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429	...	...	4	166	2	1	6	12	11	...	6	12	11			
4 Geo. V. No. 2480/2531	...	...	4 1/2	2,250,000	0	0	101,250	0	0	337 9 10	101,587	9	10			
4 Geo. V. No. 2480	...	...	5 1/2	1,034,700	0	0	36,908	10	0	478 19 10	37,387	9	10			
4 Geo. V. No. 2481	...	...	3 3/4	93,545	9	11	3,274	1	10	...	3,274	1	10			
4 Geo. V. No. 2481	...	...	4	379,886	19	5	15,358	17	1	...	15,358	17	1			
4 Geo. V. No. 2481	...	...	4 1/2	575,000	0	0	27,144	15	5	...	27,144	15	5			
4 Geo. V. No. 2481	...	...	4 3/4	...	...	...	53	0	6	...	53	0	6			
4 Geo. V. No. 2530	...	...	5	284,700	0	0	14,235	0	0	42 14 2	14,277	14	2			
4 Geo. V. No. 2530	...	...	5 1/2	2,215,300	0	0	121,841	10	0	...	121,841	10	0			
4 Geo. V. No. 2531	...	...	3	22,300	0	0	669	0	0	...	669	0	0			
4 Geo. V. No. 2531	...	...	4	3,000	0	0	120	0	0	...	120	0	0			
4 Geo. V. No. 2531	...	...	4 1/2	2,103,000	0	0	99,279	1	1	...	99,279	1	1			
5 Geo. V. No. 2794	...	...	3	206,851	4	2	6,205	10	9	...	6,205	10	9			
5 Geo. V. No. 2794	...	...	3 1/2	13	17	3	0	9	8	...	0	9	8			
5 Geo. V. No. 2794	...	...	4	893	19	3	35	15	2	...	35	15	2			
5 Geo. V. No. 2794	...	...	4 3/4	25,000	0	0	1,187	10	0	...	1,187	10	0			
5 Geo. V. No. 2794	...	...	5 1/4	100,000	0	0	5,250	0	0	...	5,250	0	0			
5 Geo. V. No. 2794	...	...	5 1/2	1,109,480	19	4	61,021	9	1	110 19 0	61,132	8	1			
Geo. V. No. 2968	...	...	5 1/4	150,000	0	0	7,875	0	0	...	7,875	0	0			
Geo. V. No. 3012	...	...	3	8,913	2	7	267	7	11	...	267	7	11			
Geo. V. No. 3012	...	...	3 1/2	1,273	12	10	44	11	6	...	44	11	6			
Geo. V. No. 3012	...	...	4	71,026	14	0	2,841	1	4	...	2,841	1	4			
Geo. V. No. 3012	...	...	4 1/4	86,260	0	0	3,666	1	0	...	3,666	1	0			
Geo. V. No. 3012	...	...	5	6,314	11	9	674	9	7	...	674	9	7			
Geo. V. No. 3012	...	...	5 1/4	83,000	0	0	4,357	10	0	...	4,357	10	0			
Geo. V. No. 3012	...	...	5 1/2	...	...	...	326	5	0	...	326	5	0			
Geo. V. No. 3012	...	...	5 3/4	55,000	0	0	3,162	10	0	...	3,162	10	0			
Geo. V. No. 3012	...	...	6 1/4	...	...	...	1,406	5	0	...	1,406	5	0			
Geo. V. No. 3063	...	...	3	31,748	6	4	941	11	6	...	941	11	6			
Geo. V. No. 3063	...	...	3 1/2	661	7	7	23	3	0	...	23	3	0			
Geo. V. No. 3063	...	...	4	1,486	7	5	59	9	1	...	59	9	1			
Geo. V. No. 3063	...	...	4 1/2	100,000	0	0	4,250	0	0	...	4,250	0	0			
Geo. V. No. 3063	...	...	4 3/4	20,000	0	0	950	0	0	...	950	0	0			
Geo. V. No. 3063	...	...	5	22,812	0	10	3,640	12	0	...	3,640	12	0			

APPENDIX No. 22—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1924, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1923-24—continued.

Act.	Rate of Interest per cent.	Principal.		Interest Charges.		Expenses in connexion with Payment of Interest.		Total Interest Charges and Expenses.		Date Redeemable.		Where Redeemable.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	Earliest.	Latest.	
Geo. V. No. 3063	5 ¹ / ₄	241,705	0 0	13,293	15 6	...	...	13,293	15 6			
Geo. V. No. 3063	5 ¹ / ₄	300,000	0 0	20,910	18 6	...	...	20,910	18 6			
Geo. V. No. 3063	6	250	0 0	4,297	4 5	...	...	4,297	4 5			
Geo. V. No. 3063	6 ¹ / ₄	94,590	0 0	49,225	2 6	...	...	49,225	2 6			
Geo. V. No. 3189	5 ¹ / ₂	78,500	0 0	3,925	0 0	...	...	3,925	0 0			
Geo. V. No. 3189	5 ¹ / ₂	105,840	0 0	5,821	4 0	...	...	5,821	4 0			
Geo. V. No. 3233	5 ¹ / ₂	1,004,770	0 0	45,238	10 0	290 10 0	...	45,529	0 0			
Geo. V. No. 3298	5	165,000	0 0	2,750	0 0	...	...	2,750	0 0			
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures ... ..	...	1,000	0 0	...	...	...	...	...	...
Total amount of current loans at 30th June, 1924	...	67,070,598	2 4	3,008,579	19 4	5,734 6 11	...	3,014,314	6 3			
Add—Interest on amounts charged to Public Account Advances Account, &c. ... ..	...	...	...	1,396	12 3	...	...	1,396	12 3			
				3,009,976	11 7	5,734 6 11	...	3,015,710	18 6			
Less—Amount paid by the South Australian Railways as Interest on Capital Account Border Railways ... ..	...	...	...	...	...	...	...	...	...
Interest Paid by the Commonwealth Government on Transferred Railways properties ... ..	...	...	...	255	9 2	...	...	255	9 2			
				3,009,721	2 5	5,734 6 11	...	3,015,455	9 4			
Less Discount and Expenses on the Sale of Debentures ... ..	...	2,701,150	13 4	...	...	...	...	...	...
Deduct Net Premiums on Debentures ... ..	...	453,928	14 6	...	...	...	...	...	...
Total Net Proceeds of Current Loans at 30th June, 1924 ... ..	...	64,823,376	3 6	...	...	...	...	...	...

APPENDIX No. 23.

DETAILED STATEMENT OF COST OF GENERATING ELECTRIC CURRENT AT
THE NEWPORT POWER HOUSE, ("A") STATION.

	Year 1922-23.	Year 1923-24.
	£	£
Operating costs	307,832	402,766
Freight on Wonthaggi, &c., coal carried by the Department for which the cost incurred is included in the operating costs of other Branches—mainly the Transportation and Rolling Stock Branches	48,413	57,435
Interest on Total Capital Cost of the Power House	67,347	70,179
Total	423,592	530,380
Number of Units generated—	No.	No.
For Departmental Purposes—		
Traction and Train Lighting	112,678,486	132,035,661
Railway Electric Tramways	1,956,769	2,108,060
Power Signalling	535,308	578,784
Railway Workshops	3,437,253	4,258,762
Lighting of Stations, Yards, &c.	1,576,599	2,817,250
Total—Departmental Services	120,184,415	141,798,517
For bulk supplies to the City Council, Melbourne Electric Supply Coy., and to Industrial Establishments	101,590,583	116,695,115
Total—All Services	221,774,998	258,493,632
Average cost per unit generated	Pence. 458	Pence. 492

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

APPENDIX No. 24.

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

	Year 1922-23.	Year 1923-24.
Average Mileage of Railway Worked	5·18	5·18
Car Mileage	504,098	523,950
Number of Passengers carried	5,750,912	5,709,684
Average Fare paid per Passenger	2·22d	2·23d.
GROSS REVENUE—		
Passengers	£53,388	£52,984
Parcels	4	5
Miscellaneous	802	1,392
TOTAL GROSS REVENUE	£54,194	£54,381
Per Passenger Car Mile	25·80d.	24·91d.
Per Mile of Single Track	£5,231	£5,249
ORDINARY WORKING EXPENSES—		
Transportation Account	£19,391	£20,435
Way and Works Account	7,726	8,415
Rolling Stock Account	5,836	8,948
Power Account	8,223	5,919
General Expenditure	1,016	1,599
Payment into Railway Accident and Fire Insurance Fund	406	181
TOTAL WORKING EXPENSES	£42,593	£45,197
Per cent. of Gross Revenue	78·60	83·66
Per Passenger Car Mile	20·28d.	20·84d.
Per Mile of Single Track	£4,112	£4,392
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£11,596	£8,884
INTEREST ON THE TOTAL CAPITAL COST	£8,893	£8,937
NET PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	<i>Profit</i> £2,703	<i>Loss</i> £53

APPENDIX No. 25.

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

	Year 1923-23.	Year 1923-24.
Average Mileage of Railway Worked	2'41	2'41
Car Mileage	125,274	126,436
Number of Passengers carried	1,411,885	1,459,239
Average Fare Paid per Passenger	2'08d.	2'05d.
GROSS REVENUE—		
Passengers	£12,273	£12,490
Parcels .. .. .	..	..
Miscellaneous	258	481
TOTAL GROSS REVENUE	£12,531	£12,971
Per Passenger Car Mile	24'01d.	24'62d.
Per Mile of Single Track	£2,712	£2,868
ORDINARY WORKING EXPENSES—		
Transportation Account	£4,041	£4,157
Way and Works Account	1,320	3,261
Rolling Stock Account	2,430	2,953
Power Account	1,450	1,815
General Expenditure	270	394
Payment into Railway Accident and Fire Insurance Fund	94	43
TOTAL WORKING EXPENSES	£9,607	£12,623
Per cent of Gross Revenue	76'67	97'32
Per Passenger Car Mile	18'41d.	23'96d.
Per Mile of Single Track	£2,079	£2,732
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£2,924	£348
INTEREST ON THE TOTAL CAPITAL COST	£4,783	£5,148
LOSS, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ...	£1,859	£4,800

APPENDIX No. 26.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1924.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1924.	In existence at 30th June, 1924.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus
					£	£
Locomotives (tractive power)	16,108,190 lbs.	15,561,126 lbs. (a)	547,064 lbs.	...	177,795	...
Carriage Stock (floor area)	661,038 sq. ft.	606,577 sq. ft. (b)	...	35,539 sq. ft.	...	177,695
Van Stock (floor area)	169,991 sq. ft.	170,128 sq. ft. (c)	...	137 sq. ft.	...	479
Sundry Stock (floor area)	31,627 sq. ft.	32,788 sq. ft. (d)	...	1,161 sq. ft.	...	5,032
Truck Stock (carrying capacity)	161,830 tons	160,822 tons (e) ¶	1,008 tons	...	19,152	...
					196,947	180,206
						£16,741
						17,384

¶ Equivalent tonnage capacity is included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Stock under construction, but not completed at 30th June, 1924.

(a) 9 locomotives have been written down to the tractive power represented by their value as scrap materials, and 2 to one-half tractive power.

(b) 358 vehicles have been written down to internal floor area represented by their value as scrap materials, and 24 vehicles have been written down to half area. Only 60 per cent. of internal floor area of 34 cars included on account of these vehicles being owned jointly with the South Australian Railways.

(c) 1 vehicle has been written down to internal floor area represented by its value as scrap materials, also the van compartments of 61 combined cars and vans. 45 vehicles have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 6 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.

(d) 131 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half area.

(e) 894 "I," 70 "N," 110 "K," 86 "H," 16 "Q," and 5 water trucks (total 1,141) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo" (break down) trucks to half tonnage capacity.

A. E. SMITH,

Chief Mechanical Engineer.

APPENDIX No. 27.

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

REVENUE.

The Revenue of the Railways was	£11,958,634 18 2
And of the St. Kilda and Brighton Electric Tramway	£54,381 6 11
And of the Sandringham and Black Rock Tramway	12,971 3 4
	67,352 10 3
Making a total of	£12,025,987 8 5
That total includes the net amount of accounts due but unpaid at 30th June, 1924, which amount is not included in the Treasury figures because it was not received on that date, and which, in order to agree with the Treasury, must be deducted, viz.	96,957 15 10
	£11,929,029 12 7
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1923, which were paid in 1923-24, and therefore included in the Treasury figures, and which therefore require to be added, viz.	102,165 1 9
	£12,031,194 14 4

WORKING EXPENSES.

The Working Expenses of the Railways amounted to	£8,714,421 14 10
And of the Electric Tramways to	58,120 6 6
	£8,772,542 1 4
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, 1924, which will be debited by the Treasury in the year or years in which they are paid	£6,563 19 3
(2) Amounts paid in 1923-24 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 1923-24, but not in the Railway Working Expenses	8,389 10 7
	14,953 10 3
	£8,757,588 11 1

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

(1) Amount of wages and accounts unpaid at 30th June, 1923, paid and charged by the Treasury in the year 1923-24, but debited by the Railways in previous years	£17,793 8 9
(2) Amount of expenditure incurred, and defrayed from the Vote of 1923-24, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1924, and not charged to the Railway Working Expenses	19,765 9 9
(3) Amount paid to the State of South Australia in respect of the Border Railways adjustment	3,297 0 0
(4) Amount repaid to capital account in respect of the North Geelong and Fyansford Line	675 0 0
(5) Amount of Interest paid on advances to Railways Stores Suspense Account from Public Account —Advances Account	7,000 0 0
	48,580 18 6
	£8,806,119 9 7

APPENDIX No. 27—*continued.*RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES, ETC.—*continued.*

The Working Expenses as shown by the Treasury are :—			
Division 89, subdivision 1 of the Appropriation Act 1922-23	...	...	£8,471,951 4 2
Division 89, subdivision 2 (Rolling Stock Replacement Fund)	...	...	200,000 0 0
Division 89, subdivision 2 (Railway Accident and Fire Insurance Fund)	...	...	39,140 14 4
Division 89, subdivision 2—(To repay to Capital Account, in respect of locomotives retired from service)	...	...	50,000 0 0
Division 89, subdivision 3—To provide for portion of expenditure temporarily charged to Public Account	...	...	25,000 0 0
Division 89, subdivision 4—Amount paid to the State of South Australia account adjustment Border Railways	...	...	3,297 0 0
Division 89, subdivision 5—Repayment to Capital Account, in connexion with the North Geelong and Pyansford Line	...	...	675 0 0
Division 89, subdivision 6—Interest on Advance from Public Account—Advance Account to Railway Stores Suspense Account	...	...	7,000 0 0
Division 89, subdivision 7—Salary of the Chairman of the Board of Discipline from 27/4/23 to 30/6/23	...	...	555 11 1
Act No. 2814/3011 (Commissioners' Salaries)	...	...	8,500 0 0
			£8,806,119 9 7

APPENDIX No. 28.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1924.

Section.	Miles.	Date opened.
Redcliffs to Millewa North	35'40	11.4.24
Anniello to Robinvale	19'50	5.6.24
North Melbourne to Kensington	2'10	20.1.24
Total	57'00	...

NOTE.—In addition, the line from Echuca to Deniliquin, comprising 44'33 miles, was taken over as from 1.12.23.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1924.

Section.	Miles	
Hopetoun to Patchewollock	28'00	} Authorized by Border Railway Act 1922.
Werrimul to the Hut	15'25	
Kerang to Gonn Crossing	16'50	
Moama to Balranald	120'00	
Merbein to Abbotsford	6'00	
Total	185'75	

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1924.

Line.	Miles	
Gonn Crossing to Stony Crossing	38'00	} Authorized by Border Railway Act 1922.
Euston to Bennee and beyond	30'00	
Mildara to the Murray	2'00	
Extension from Gol Gol	20'00	
Goroke to Maree	9'00	
Kanagulk to Edenhope	37'75	
Kooloonong to West Narrung	7'00	
Bowser to Peechelua	11'00	
Marnoo to Wallaloo	6'50	
Black Rock to Benmaris Electric Street Tramway	2'20	
Total	163'45	

APPENDIX No. 29.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June,								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1922-23.	5' 3" gauge ...	3'30	6'57	2'5	316'11	3883'15	4211'63	4568'95	926'16	5495'11
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	316'32	4004'71	4333'40	4690'93	935'72	5626'65
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
	Grand Total	3'30	6'57	2'5	323'71	4004'91	4340'99	4705'91	937'12	5643'03
Year 1923-24.	5' 3" gauge ...	3'30	6'57	2'5	318'21	3982'34	4312'92	4672'34	932'68	5605'02
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	318'42	4103'90	4434'69	4794'32	942'24	5736'56
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	..	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
	Grand Total	3'30	6'57	2'5	325'81	4104'10	4442'28	4809'30	943'64	5752'94
		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 1922-23.	5' 3" gauge ...	3'30	6'57	2'5	314'8	3847'93	4175'10	4531'11	910'55	5441'66
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	315'01	3969'49	4296'87	4653'09	920'11	5573'20
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
	Grand Total	3'30	6'57	2'5	322'40	3969'69	4304'46	4668'07	921'51	5589'58
Year 1923-24.	5' 3" gauge ...	3'30	6'57	2'5	317'04	3918'24	4247'65	4605'90	928'94	5534'84
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	317'25	4039'80	4369'42	4727'88	938'50	5666'38
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
	Grand Total	3'30	6'57	2'5	324'64	4040'00	4377'01	4742'86	939'90	5682'76

APPENDIX No. 30.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1924, 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, 1924.	Amount Repaid to 30th June, 1924.	Balance Outstanding at 30th June, 1924.		
				Amount.		
2268	£ 200,000	Year 1910-11 ...	£ 98,518 11 5	Year 1910-11 ...	£ 50,000	Nil
		" 1911-12 ...	99,244 4 10	" 1911-12 ...	50,000	
		" 1912-13 ...	2,237 3 9	" 1912-13 ...	50,000	
				" 1914-15 ...	25,000	
				" 1915-16 ...	25,000	
			200,000 0 0		200,000	
2432	200,000	Year 1912-13 ...	£ 82,457 17 0	Year 1914-15 ...	£ 25,000	Nil
		" 1913-14 ...	117,542 3 0	" 1915-16 ...	25,000	
				" 1916-17 ...	50,000	
				" 1917-18 ...	25,000	
				" 1918-19 ...	25,000	
				" 1919-20 ...	25,000	
				" 1920-21 ...	25,000	
			200,000 0 0		200,000	
2550	200,000	Year 1913-14 ...	£ 19,632 15 7	Year 1914-15 ...	£ 25,000	Nil
		" 1914-15 ...	180,367 4 5	" 1915-16 ...	25,000	
				" 1916-17 ...	25,000	
				" 1917-18 ...	25,000	
				" 1918-19 ...	25,000	
				" 1919-20 ...	25,000	
				" 1920-21 ...	25,000	
			200,000 0 0		200,000	
2585	150,000	Year 1914-15 ...	£ 7,837 18 4	Year 1915-16 ...	£ 25,000	Nil
		" 1915-16 ...	73,333 2 11	" 1916-17 ...	25,000	
		" 1916-17 ...	10,039 17 2	" 1921-22 ...	25,000	
		" 1917-18 ...	1,705 18 2	" 1922-23 ...	50,000	
		" 1918-19 ...	22,595 17 11	" 1923-24 ...	25,000	
		" 1919-20 ...	17,301 6 9			
		" 1920-21 ...	17,185 18 9			
			150,000 0 0		150,000	
	750,000	750,000 0 0	750,000	Nil		

APPENDIX No. 31.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1924.						<i>Cr.</i>
	£	s.	d.		£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)	559,440	16	2	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ... ..	...		50,000 0 0
„ Advances from Loan Funds	855,000	0	0	„ Cash in Treasury	193,179	16	10
„ Advances from Consolidated Revenue	50,000	0	0	„ Cash with Agent-General in London and in Transit	37,092	12	5
„ „ Public Account	175,000	0	0				230,272 9 3
„ Liability for Stores held on account of the Rolling Stock Branch and charged to Loan Funds	22,245	5	11	„ Stores and Materials on hand at 30th June, 1924	1,558,884	8	6
„ Sundry Outstanding Accounts at 30th June, 1924	177,448	3	0	Less Amount at Credit of Stores Depreciation Account	22	12	8
							1,558,861 15 10
							£1,839,134 5 1
	£1,839,134	5	1				£1,839,134 5 1

APPENDIX No. 32.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1923 AND 1924.

	Year ended 30th June, 1923.						Year ended 30th June, 1924.					
	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 ...	1,553,049	6,385,484	7,938,533	823,784	1,652,612	2,476,396	1,466,225	6,384,394	7,850,619	821,941	1,667,130	2,489,071
Periodical Tickets ...	1,289,170	718,149	2,007,319	185,784	31,780	217,564	1,244,102	738,148	1,982,250	193,732	33,654	227,386
Workmen's Weekly Tickets ...	...	101,206	101,206	...	1,184	1,184	...	59,328	59,328	...	542	542
Total ...	2,842,219	7,204,839	10,047,058	1,009,568	1,685,576	2,695,144	2,710,327	7,181,870	9,892,197	1,015,673	1,701,326	2,716,999
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	39,848,184	48,480,039	88,328,223	831,333	802,459	1,633,792	43,710,255	53,047,893	96,758,148	911,112	880,269	1,791,381
Race and Special Picnic Tickets ...	719,174	790,059	1,509,233	34,769	26,367	61,136	809,407	766,804	1,576,211	36,204	26,673	62,877
Periodical Tickets ...	26,665,698	18,081,388	44,747,086	361,972	186,589	548,561	28,484,493	18,845,981	47,330,474	390,937	196,534	587,471
Workmen's Weekly Tickets ...	...	11,325,640	11,325,640	...	155,962	155,962	...	12,304,834	12,304,834	...	171,886	171,886
Total ...	67,233,056	78,677,126	145,910,182	1,228,074	1,171,377	2,399,451	73,004,155	84,965,512	157,969,667	1,338,233	1,275,362	2,613,615
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	70,075,275	85,881,965	155,957,240	2,237,642	2,856,953	5,094,595	75,714,482	92,147,382	167,861,864	2,353,926	2,976,688	5,330,614
ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY ...	...	...	5,750,912	...	...	53,388	...	...	5,709,684	...	...	52,984
SANDRINGHAM AND BLACK ROCK ELECTRIC TRAMWAY ...	...	...	1,411,885	...	...	12,273	...	...	1,459,239	...	...	12,490

APPENDIX No. 33.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDED 30TH JUNE, 1923, AND 30TH JUNE, 1924.

Class of Goods.	Year ended 30th June, 1923.		Year ended 30th June, 1924.	
	Tons carried.	Revenue £	Tons carried	Revenue £
	2nd Class	124,903	299,882	124,969	318,984
1st Class	155,745	320,809	132,827	281,858
"C" Class	103,551	178,188	134,373	249,757
"B" Class	191,934	217,909	194,873	229,165
"A" Class	231,737	235,241	241,349	261,878
Miscellaneous	367,263	191,207	352,093	182,412
Fish	5,027	7,847	4,608	7,721
Fruit	138,043	135,965	128,042	137,418
Butter	49,933	53,684	33,656	53,127
Other Dairy Produce	40,742	48,490	38,202	48,490
Wine	5,236	8,051	5,471	7,597
Wool	76,295	177,207	62,938	143,223
Flour, Bran, Sharps, and Pollard	314,985	136,041	353,159	151,550
Wheat	866,096	461,512	1,077,858	563,049
All other Agricultural Produce	522,093	291,219	535,420	286,639
Hay, Straw, and Chaff	376,214	157,508	362,622	148,201
Fertilizers	263,321	86,977	281,666	94,410
Minerals (including Coal, Coke, Ores, &c.)	458,641	121,771	561,065	146,189
Firewood	614,080	223,882	740,159	271,566
Timber	425,421	217,228	482,068	242,251
Stone, Gravel, and Sand	1,162,317	223,168	1,457,574	287,236
All other Goods	449,434	455,672	515,539	488,659
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	70,505	...	79,640
Total Tonnage of Goods carried, and Total Revenue derived therefrom	6,943,011	4,299,963	7,820,531	4,681,120
Live Stock	574,205	653,229	489,012	523,406
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	7,517,216	4,953,192	8,309,543	5,204,526

Number of Live Stock.

	Year ended 30th June, 1923.	Year ended 30th June, 1924.
Calves	57,406	45,885
Cattle	420,082	455,514
Horses	43,995	45,310
Pigs	326,707	379,887
Sheep	8,535,753	5,733,780

APPENDIX No. 34.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1924.

Year ended 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1905	44,301†	39,750	67,210	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,190†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
1911	253,882	328,125†	397,826†	979,833†
1912	355,959	445,796†	914,634†	1,716,389†
1913	397,915	‡544,606†	816,785†	1,759,306†
1914	481,459	‡770,406†	816,222†	2,068,087†
1915	535,610	‡1,452,826†	726,209†	2,714,645†
1916	360,678	‡1,429,008†	504,341†	2,294,027†
1917	153,501	‡806,671†	264,869†	1,225,041†
1918	134,161	‡597,194†	125,272†	856,627†
1919	135,167	‡707,740†	94,586†	937,493†
1920	242,916	‡531,598†	126,981†	901,495†
1921	306,205	‡1,057,104†	168,988†	1,532,297†
1922	277,551	‡2,311,387†	411,673†	3,000,611†
1923	286,942	‡1,455,082†	181,174†	1,923,198†
1924	556,888	‡725,395†	125,718†	1,408,001†
Total ...	4,955,071	14,105,489	6,260,729	25,321,289

† Includes Electric Tramways.

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

Year 1912-13	...	...	...	£27,976
" 1913-14	...	...	...	151,618
" 1914-15	...	...	...	751,980
" 1915-16	...	...	...	690,483
" 1916-17	...	...	...	532,102
" 1917-18	...	...	...	290,038
" 1918-19	...	...	...	479,464
" 1919-20	...	...	...	389,773
" 1920-21	...	...	...	572,737
" 1921-22	...	...	...	1,610,670
" 1922-23	...	...	...	773,314
" 1923-24	...	...	...	113,767

APPENDIX No. 35.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
1854—Sept. 15	Flinders Street	Port Melbourne		20.1.53	
1857—May 15	Flinders Street	St. Kilda		19.3.56	
1859—Feb. 8	Prince's Bridge	Richmond		43	
" Dec. 12	Richmond	Cremorne		43	
" " 19	Windsor	North Brighton	16.62	42	
1860—Sept. 24	Richmond	Pic-nic Station		41	
" Dec. 21	Cremorne	Windsor		41	
1861—April 13	Pic-nic Station	Hawthorn		41	
" Dec. 21	North Brighton	Brighton Beach		127	
1857—June 25	Williamstown Junction	Geelong	38.51	8.2.53	
1859—Jan. 17	Footscray	Williamstown Pier	5.87	8.2.53	
" Feb. 10	Melbourne	Sunbury	23.95	35	
1860—Oct. 21	Essendon Junction	Essendon	3.50	85	
1861—July 8	Sunbury	Woodend	24.70	35	
1862—April 11	North Geelong Junction	Ballarat	53.03	35	
" " 25	Woodend	Kyneton	8.32	35	
" Oct. 21	Kyneton	Bendigo	43.92	35	
1864—Sept. 19	Bendigo	Echuca	55.13	35	
1867—Nov. 30	Newmarket Junction	Race-course	1.50	126	
1872—April 18	Essendon	Schoolhouse-lane	54.00	148	
" Aug. 26	Schoolhouse-lane	Seymour	2.29	148	
" Nov. 20	Seymour	Longwood	23.38	148	
1873—March 20	Longwood	Violet Town	20.54	148	
" Aug. 18	Violet Town	Benalla	16.14	148	
" Oct. 28	Benalla	Wangaratta	24.04	148	
" Nov. 21	Wangaratta	Wodonga	41.60	148	
1874—July 7	Castlemaine	Maryborough	33.02	415	
" " 7	Ballarat	Creswick	11.05	415	
" Aug. 11	Ballarat	Beaufort	28.65	415	
" Oct. 6	Maryborough	Dunolly	13.82	415	
" Nov. 16	Creswick	Clunes	11.19	415	
1875—Feb. 2	Clunes	Maryborough	19.49	415	
" April 7	Beaufort	Ararat	28.64	415	
" July 7	Beechworth Junction	Everton	12.05	475	
1876—Feb. 15	Ararat	Scallan's Hill	17.85	475	
" April 14	Scallan's Hill	Stawell	1.00	475	
" Sept. 19	Bendigo	Bridgewater	24.49	475	
" " 30	Everton	Beechworth	10.21	475	
" Oct. 21	Maryborough	Avoca	14.93	475	
" Nov. 18	Bridgewater	Inglewood	4.44	475	
" " 25	Geelong	Winchelsea	25.64	475	
1877—March 13	Winchelsea	Birregurra	12.79	475	
" April 24	Ararat	Dunkeld	47.02	475	
" June 1	Sale	Morwell	39.10	475	
" July 27	Birregurra	Colac	11.81	475	
" Oct. 8	Oakleigh	Bunyip	38.77	475	
" " 29	Dunkeld	Hamilton	19.04	475	
" Dec. 1	Moe	Morwell	8.76	475	
" " 19	Hamilton	Portland North	52.82	475	
" " 19	Portland North	Portland Pier	1.00	475	
1878—Feb. 1	Race-course Junction	Geelong Race-course	1.96	580	
" March 1	Moe	Bunyip	31.59	475	
" Sept. 3	Dunolly	Bealiba	12.16	580	
" Dec. 17	Stawell	Murtoa	35.44	580	
" " 23	Bealiba	St. Arnaud	20.85	580	
1879—Jan. 29	Springhurst	Wahgunyah	13.95	580	
" Feb. 5	Murtoa	Horsham	18.00	580	
" April 2	South Yarra	Oakleigh	7.05	604	
" May 7	Warrenheip	Gordons	12.87	580	
" " 21	Geelong	Queenscliff	20.72	580	
1880—Jan. 13	Mangalore	Shepparton	45.25	603	
" " 13	Toolamba	Tatura	6.83	636	
" Feb. 16	Carlsruhe	Trentham	10.82	606	
" March 17	Trentham	Daylesford (including extension)	11.75	606	
1881—June 7	Lancefield Junction	Lancefield	14.50	660	
" Aug. 11	Waubra Junction	Ballarat Race-course	2.10	682	
" Sept. 1	Shepparton	Numurkah	20.75	682	
" Dec. 19	Caulfield	Mordialloc	9.86	682	
1882—Jan. 26	St. Arnaud	Cope Cope	16.33	682	
" April 3	Hawthorn	Camberwell	2.09	682	
" " 15	Inglewood	Korong Vale	20.20	682	
" " 22	Cope Cope	Donald	7.53	682	
" July 1	Horsham	Dimboola	21.46	682	
" Aug. 1	Mordialloc	Frankston	10.02	682	
" Dec. 1	Camberwell	Lilydale	17.65	682	
" " 15	Eaglehawk	Raywood	13.42	682	
1883—April 20	Korong Vale	Charlton	22.62	682	
		Carried forward	6,372.35		

* Trains run only as required for traffic.
† Discontinued 28th May, 1900.

APPENDIX No. 35—continued.

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

Date of opening.	From—	To	Length in Miles.	Authorization Act.
				Number.
		Brought forward ..	1,372.35	
1883—June 14	Wodonga	River Murray ...	1.94	682
" " 21	Raywood	Motiamo	22.44	682
" July 2	Korong Vale	Boort	17.86	682
" " 2	Colac	Camperdown	28.11	682
" Aug. 1	Ballarat	Seardsdale	13.12	682
" Sept. 1	Benalla	St. James	20.33	682
" Oct. 1	Charlton	Wycheproof	16.40	682
" Nov. 13	Traralgon	Hexfield	22.06	682
" " 16	Tallaroek	Yea	23.69	682
" Dec. 17	Everton	Myrtleford	16.56	682
1884—Feb. 12	Mitiamo	Pyramid Hill	12.59	682
" " 15	Branxholme	Henty	23.19	682
" April 2	Braybrook Junction	Melton	15.65	682
" June 16	Castlemaine	Maldon	10.24	682
" Sept. 1	Henty	Casterton	8.90	682
" " 9	North Melbourne	Coburg	5.07	682
" Oct. 25	Pyramid Hill	Kerang	24.54	682
1885—April 6	Race-course Junction	*Williamstown Race-course	0.69	860, 889, 962 & 1381
" " 10	Morwell	Boolarra	12.11	682
" Sept. 8	Boolarra	Darlinghula	4.44	682
1886—Jan. 1	Lal Lal Station	*Lal Lal Race-course	2.00	821 and 1381
" " 7	Darlinghula	North Melbourne	3.62	682
" April 1	Melton	Parwan	6.00	682
" May 6	St. James	Yarrawonga	19.86	821 and 1381
" " 12	Murtoa	Warracknabeal	31.20	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction	*Ballarat Cattle-yards	2.92	821 " 1381
" Dec. 22	Gordon	Ballan	7.38	821 " 1381
1887—Jan. 19	Dimboola	Serviceeton	63.22	821 " 1381
" " 19	North Creswick	Rocky Lead	12.65	821 " 1381
" Feb. 16	Parwan	Bacchus Marsh	2.54	821 " 1381
" March 21	Hexfield	Maffra	10.92	821 " 1381
" April 18	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	Rupanyap	9.77	821 " 1381
" Aug. 19	Tatura	Echuca	34.07	821 " 1381
" " 25	Horsham	Noratjaha	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	0.66	821 " 1381
1888—May 8	Royal Park Junction	Clifton Hill	2.39	821 " 1381
" " 8	Nicholson street	Fitzroy	0.89	821 " 1381
" " 8	Clifton Hill	Collingwood	0.90	821 " 1381
" " 8	Clifton Hill	Alphington	2.35	682
" " 8	Alphington	Heidelberg	2.24	821 and 1381
" " 8	Moe Junction	Thorpdale	10.67	821 " 1381
" " 8	Sale Junction	Stratford Junction	8.97	821 " 1381
" " 8	Stratford	Bairnsdale	12.79	821 " 1381
" " 15	Lilydale	Yarra Flats	7.35	821 " 1381
" Oct. 1	Namurkah	Nathalia	13.79	821 " 1381
" " 1	Namurkah	Cubram	21.67	821 " 1381
" " 1	Shepparton	Doonack	14.84	821 " 1381
" " 1	Kilmore Junction	Kilmore	9.51	821 " 1381
" " 1	Bendigo	Heathcote	27.64	821 " 1381
" " 1	Piscatah Junction	Warbra	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	25.01	821 " 1381
1889—March 1	Yarra Flats	Healesville	8.02	821 " 1381
" Aug. 7	Maffra	Bringoloug	11.79	821 " 1381
" " 7	Irrewarra	Beac	8.70	821 " 1381
" Sept. 10	Mornington Junction	Mornington	7.67	821 " 1381
" " 10	Mornington Junction	Hastings	8.09	821 " 1381
" " 10	Wodonga	Ilion lae	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	10.58	821 " 1381
" Dec. 7	Heathcote	Tombotac	10.56	821 " 1381
" " 4	Bacchus Marsh	Ballan	17.54	821 " 1381
" " 4	Ringwood	Upper Fern Tree Gully	7.44	821 " 1381
" Dec. 17	Hastings	Stony Point	5.88	821 " 1381
" " 23	Preston Reservoir	Whittlesea	17.28	821 " 1381
1890—Feb. 4	Terang	Mortlake	12.16	821 " 1381
		Carried forward ..	2,337.79	

* Trains run only as required for traffic.

† Including portion since dismantled.

APPENDIX No. 35—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorisation Act.	
				Number.	
		Brought forward...	2,337.79		
1890—Feb. 4	Terang	Warrnambool ...	28.84	821 and	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	Rokely ...	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-lanc	Bolga ...	6.61	821 "	1381
" Aug. 22	Kilmore	Tooborac ...	20.11	821 "	1381
" " 22	Dunkeld	†Koroit ...	48.99	821 "	1381
" " 22	Hamilton	Penshurst ...	18.10	821 "	1381
" Sept. 1	Murchison East	Rushworth ...	12.81	821 "	1381
" " 16	Cathkin	Alexandra Road ...	4.41	821 "	1381
" Oct. 10	Scarsdale	Linton ...	7.97	821 "	1381
" " 17	Myrtleford	Bright ...	18.54	821 "	1381
" Nov. 10	Cathkin	Merton ...	15.47	821 "	1381
" " 11	Tooradin	Loch ...	23.53	821 "	1381
" " 18	Ararat	Avoca ...	39.04	821 "	1381
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale ...	16.25	821 "	1381
" March 24	Fairfield Park	†Riversdale (including ‡Canterbury loopline)	4.99	821 "	1381
" " 24	Maldon (Lanecoort Junction) ...	Shelbourne ...	9.89	821 "	1381
" May 7	Merton	Maindauple ...	13.88	821 "	1381
" June 2	Loch	Korumburra ...	9.89	821 "	1381
" " 5	Birregurra	Forrest ...	19.85	821 "	1381
" July 23	Beechworth	Yaekandandah ...	12.84	821 "	1381
" " 24	Bolga	Tallaungatta ...	5.03	821 "	1381
" Oct. 6	Maindauple	Mansfield ...	8.64	821 "	1381
" Nov. 21	Spencer Street	§Flinders St. (Viaduct ...	0.76	821 "	1187
" Dec. 17	Korumburra	Leongatha ...	9.20	821 "	1381
1892—Jan. 13	Leongatha	Port Albert ...	58.75	821 "	1381
" March 18	Rokeby	Neerim South ...	5.37	1030 "	1300
" April 5	Curdie's River Junction	Tinuboon ...	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 ...	28.64	1292	
" Aug. 7	Boort	Quambatook ...	21.96	1312	
1895—March 8	Wycheproof	Sea Lake ...	47.89	1383	
1896—Feb. 5	Jumbunna	Outtrim ...	2.40	1371 and	1420
" Dec. 15	Nathalia	Picola ...	6.75	1293	
1899—March 14	Wangaratta	¶Whitfield ...	30.49	1492	
" Sept. 18	Birehip	Wnomelang ...	26.45	1550	
" Nov. 2	Jeparit	Rainbow ...	18.47	1558	
1900—March 1	Quambatook	Ultima ...	30.31	1555	
" Dec. 18	Upper Fern Tree Gully	¶Gembrook ...	18.22	1549	
" " 26	Bungaree	*Race-course ...	1.53	1682	
1901—Oct. 21	Melbourne	Collingwood ...	2.22	1590	
" Nov. 13	Lilydale	Warburton ...	23.97	1589	
1902—March 1	Colac	¶Beech Forest ...	29.66	1594 and	1760
" June 5	Heidelberg	Eltham ...	8.35	1299	
1903—Jan. 15	Woomelang	Hattah ...	68.79	1679	
" May 25	Hattah	Nowingi ...	11.94	1679	
" Sept. 30	Nowingi	Yatpool ...	16.19	1679	
" Oct. 27	Yatpool	Mildura ...	13.23	1679	
" Dec. 21	North Geelong Loop Line	* ...	0.22	1884	
1904—Jan. 1	Burrumbet Race-course Junction ...	†Burrumbet Race-course ...	1.14	1879	
" Feb. 7	Springvale Cemetery Line	* ...	1.60	1763	
" Dec. 5	Northcote Loop Lane	* ...	0.13	1904	
1905—Feb. 28	Strathmerton	Towards Tocumwal ...	8.20	1958	
" June 26	Welshpool	¶Welshpool Jetty ...	3.23	1911	
" " 26	Stawell	*Grampians ...	15.84		
1906—May 7	St. Kilda	†Park Street, Middle Brighton ...	4.07	1956 and	1973
" Dec. 22	Park Street, Middle Brighton ...	†Brighton Beach ...	1.06	2035	
1908—July 9	Strathmerton	Tocumwal Extension ...	2.07	2078	
1909—June 15	Rupanyup	Marnoo ...	15.33	2124	
		Carried forward ...	3,463.11		

* 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. 35—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act
				Number.
		Brought forward ...	3,463 11	
1909—July 1	Ultima ...	Chillingollah ...	20'14	2144
" Oct. 28	Alexandra Road ...	Alexandra ...	4'32	2104
1910—May 3	Moe ...	¶Walhalla ...	26'06	1691 and 2180
" " 9	Nyora ...	Woolamai ...	15'56	2125
" " 9	Woolambi ...	Powlett Coal Field ...	13'87	2221
" July 4	Mildura ...	White Cliffs ...	6'92	1679
" Dec. 1	Beac ...	Cressy ...	10'95	2178
1911—June 20	Beech Forest ...	¶Crowee ...	14'11	2149
" Sept. 25	Cressy ...	Newtown ...	24'00	2178
1912—June 25	Ouyen ...	Kow Plains ...	56'39	2179
" " 25	Kow Plains ...	Murrayville ...	11'44	2290
" " 25	Eltham ...	Hurst's Bridge ...	6'64	2217
" Sept. 24	Noradjuha ...	Toolondo ...	11'24	2222
" Dec. 10	Jeparit ...	Lorquon ...	13'68	2224
1913—May 17	St. Kilda and Brighton Electric Tramway†		'05	
" Aug. 8	Gheringhap ...	Maroona ...	99'76	2220
1914—Jan. 28	Chillingollah ...	Manangatang ...	18'59	2418
" May 28	Crowland ...	Navarre ...	22'87	2351
" June 26	Rainbow ...	Nypo (towards) ...	10'59	2441
" " 29	Sea Lake ...	Pier-Millan (towards) ...	17'68	2419
" " 30	Beulah ...	Tatong ...	18'00	2349
" Aug. 26	Rushworth ...	Colbmallin ...	12'87	2350
1915—May 27	Swan Hill ...	Piangil ...	27'39	2417
" July 29	Murrayville ...	St'h Australian Border ...	12'53	2424
" Nov. 1	Hamilton ...	Cavendish ...	14'26	2434
" " 10	Elmore ...	Cohuna ...	57'09	2433
1916—Jan. 17	Linton ...	Skipton ...	12'75	2442
" April 10	Bairnsdale ...	Orbost ...	60'24	2223
" June 13	Tallangatta ...	Shelley ...	22'86	2414
" " 20	Heywood ...	Dartmoor ...	35'71	2424
" " 27	Lorquon ...	Yanac a-yanac ...	18'38	2547
1917—March 27	Neerim South ...	Nayook ...	8'02	2504
" May 15	Rushworth ...	Girgarre (Stanhope North) ...	13 62	2754
" Nov. 28	Dartmoor ...	Mumbannar ...	12'80	2424
" " 28	Mumbannar ...	St'h Australian Border ...	5'65	2424
" Dec. 17	Toolondo ...	Kanaguk ...	10'55	2502
1918—Sept. 9	North Geelong ...	Eyansford ...	2'93	2879
1919—March 10	Saudrigham ...	¶Black Rock ...	2'41	2556
" April 10	Shelley ...	Beetonba ...	9'73	2414
" " 28	Nayook ...	Noojee ...	5'99	2504
" May 28	Nandaly ...	Mittyack ...	11'07	2765
" June 16	Kanaguk ...	Balmoral ...	8'16	2502
1920—March 24	Piangil ...	Kooloonong (Pine Tank) ...	15'87	2978
" June 16	Mittyack ...	Kulwin ...	8'61	2765
" Nov. 19	Cavendish ...	Balmoral ...	25'03	2502
1921—Feb. 8	Alberton ...	Yarrau ...	3'62	2542
" March 8	Manangatang ...	Annuello ...	14'19	2979
" May 5	Beetomba ...	Cudgewa ...	9'74	2414
" Dec. 12	Bittern ...	Red Hill ...	9'91	2769
" " 16	Yarrau ...	Won Wron ...	8'48	2542
1922—Jan. 11	Herne's Oak (Morwell Brown Coal Railway) ...	Yallourn ...	2'45	3084
" June 29	Koo Wee Rup ...	Strezlecki (McDonald's Track) ...	30'55	2555
1923—June 21	Colac ...	Alvie ...	9'65	3164
" " 22	Won Wron ...	Woodside ...	9'68	3152
1923—Dec. 1	Moanna ...	Deniliquin ...	44'33	3194
1924—Jan. 20	North Melbourne ...	Kensington ...	2 10	
" April 11	Bodeliffs ...	Millewa North ...	35'40	3174
" June 5	Annuello ...	Robinvale ...	19'50	3194
		Total mileage ...	4,490'04	

Less mileage closed for Traffic at 30th June, 1923—	Miles.
Dunkeld to Penhurst (Dismantled February, 1898) ...	15'87
Lancefield to Kilmore (Dismantled September, 1917) ...	18'10
Fawkner Cemetery to Somerton ...	5'22
Oakleigh to Fairfield Park—	
Fairfield Park to Deepdene ...	3'34
Ashburton to Oakleigh ...	2'37
Canterbury Loop Line (Dismantled) ...	0'21
Burnley to Waverley Road—	5'92
Darling to Waverley Road ...	0'69
Geelong Race-course Line (Dismantled May, 1909) ...	1'96
	47'76

Total mileage open for Traffic at 30th June, 1924 ... 4,442'28

* 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 Mines are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 29

APPENDIX No. 36—*continued.*STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC, ETC.—*continued.*

Number of Passenger Journeys—in Thousands.

Name of Station.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1913-14.	1923-24.
Richmond	2,870,	2,706,	2,418,	1,545,	1,443,	1,509,	1,839,	1,876,	1,999,	2,281,	2,324,	3	15
South Yarra	2,132,	2,039,	1,916,	1,758,	1,614,	1,699,	2,030,	1,981,	1,923,	2,078,	2,226,	10	16
Prabran	1,643,	1,505,	1,429,	1,303,	1,169,	1,231,	1,597,	1,751,	1,856,	1,961,	2,034,	18	21
Windsor	1,483,	1,445,	1,375,	1,293,	1,105,	1,249,	1,658,	1,866,	2,020,	2,136,	2,125,	24	18
Balaclava	1,516,	1,498,	1,450,	1,405,	1,402,	1,490,	1,997,	2,290,	2,518,	2,695,	2,772,	22	8
Ripponlea	752,	859,	830,	822,	807,	866,	1,078,	1,193,	1,310,	1,427,	1,434,	52	40
Elsternwick	2,413,	2,502,	2,494,	2,588,	2,662,	2,906,	3,566,	3,690,	3,848,	3,922,	3,639,	8	4
Garden Vale	481,	613,	706,	841,	901,	1,007,	1,242,	1,360,	1,458,	1,585,	1,703,	66	32
North Brighton	1,108,	1,109,	1,058,	1,048,	1,105,	1,167,	1,393,	1,431,	1,525,	1,631,	1,793,	36	29
Middle Brighton	1,022,	1,034,	990,	962,	988,	981,	1,217,	1,263,	1,321,	1,395,	1,469,	40	39
Brighton Beach	444,	441,	422,	423,	452,	481,	571,	597,	653,	725,	766,	69	68
Hampton	551,	595,	643,	679,	700,	731,	935,	997,	1,089,	1,180,	1,255,	62	48
Sandringham	925,	937,	940,	937,	987,	1,078,	1,406,	1,574,	1,769,	1,890,	1,907,	44	25

APPENDIX No. 37.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1924,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

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

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

Stations.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.	Year ended 30th June, 1924.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong .. ..	..	..	..	33,293	..	..
Elmore	45,519	..	..	72,862	44,309	48,054
Rochester	35,423	..	..	71,688	36,104	31,607
Echuca .. ..	..	..	..	41,964	..	..
Mathoura .. ..	..	..	..	..	..	72,138
Gulpha .. ..	..	..	..	..	..	49,484
Deniliquin .. ..	..	..	..	..	..	52,052
Shelbourne .. ..	..	..	41,881	51,872	35,610	..
St. Arnaud .. ..	..	..	..	48,370	53,414	..
Sutherland	50,966	48,313	93,623	101,310	80,463	52,640
Swanwater	42,405	32,776	71,943	81,810	57,674	40,652
Cope Cope	59,273	..	68,869	142,285	65,149	74,110
Donald	57,332	..	50,708	76,450	56,826	77,979
Litchfield	67,901	37,725	120,516	133,550	119,843	108,505
Massey .. ..	..	..	47,716	46,356	41,475	54,577
Watchem	46,195	..	96,097	118,106	79,310	82,608
Morton Pains .. ..	..	..	46,638	46,543	..	38,049
Birchip .. ..	..	..	..	51,520	..	59,426
Kinnabulla .. ..	..	..	48,041	51,618	31,352	57,382
Curyo .. ..	..	..	..	48,518	..	55,539
Watchupga	37,123	..	48,711	82,121	62,784	72,113
Woomelang .. ..	..	..	57,980	80,022	63,393	105,098
Lascelles .. ..	..	..	38,114	49,649	39,033	53,651
Gama .. ..	..	..	..	..	..	31,836
Turriff .. ..	..	..	41,280	..	..	..
Speed .. ..	..	..	63,234	51,870	45,758	58,708
Tempy .. ..	..	..	68,524	47,052	35,824	45,606
Nunga .. ..	..	..	55,577	30,749	..	..
Ouyen .. ..	..	..	49,379	48,478	..	37,106
Kiamal .. ..	..	..	66,111	..	..	34,189
Carwarp .. ..	..	..	45,763	..	..	35,918
Galah	38,407	..	85,487	38,852	34,427	51,638
Walpeup	55,267	..	148,171	73,236	59,727	52,198
Torrta .. ..	..	..	65,934	30,195	..	42,116
Underbool	40,800	..	136,889	75,712	64,297	84,930
Linga .. ..	..	..	72,720	43,972	34,861	44,197
Boinka .. ..	..	..	60,436	31,769	..	33,600
Tutye .. ..	..	..	57,056	31,085	32,691	36,121
Cowangie	32,846	..	108,483	39,624	55,432	67,046
Danyo .. ..	..	..	48,843	27,481	..	34,823
Murrayville	39,042	..	103,882	52,301	47,917	72,232
Carina .. ..	..	..	66,062	38,887	36,091	40,970
Panitya .. ..	..	..	48,988	36,041	32,705	44,367
Korong Vale .. ..	..	..	30,158	..	..	..
Wychitella .. ..	..	..	54,077	49,634	..	35,962
Buckrabanyule	30,325	..	45,017	46,813	..	..
Barrakee .. ..	..	..	69,684	73,276	46,259	..
Charlton	136,794	..	53,254	231,681	71,062	32,429
Teddywaddy .. ..	..	..	55,569	47,374	..	..
Glenloth	34,419	..	60,604	62,849	36,676	33,490
Wycheproof	49,290	..	41,742	135,632	57,503	50,218
Dumosa	36,358	..	62,903	73,765	52,695	55,119

APPENDIX No. 37—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1924,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.	Year ended 30th June, 1924.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Nullawil	34,950	..	57,099	62,658	53,474	55,512
Culgoa	44,474	..	59,213	83,825	47,622	59,259
Berriwillock	55,784	..	98,799	114,769	49,644	93,448
Boigbeat .. ..	..	..	..	32,295	..	33,979
Sea Lake	35,244	..	62,861	92,785	48,985	71,857
Ninda .. ..	..	..	..	..	..	30,271
Nyarrin .. ..	..	..	37,510	..	..	35,129
Nandaly .. ..	..	..	37,319	..	..	..
Pier Millan .. ..	..	..	32,994	..	..	..
Mittyack .. ..	..	..	32,937	..	..	35,438
Kulwin .. ..	..	..	..	..	..	33,303
Wedderburn .. ..	..	..	65,990	60,224	54,692	..
Borong .. ..	..	..	50,645	42,637	..	..
Boort	48,585	..	76,002	73,202	47,631	54,401
Barraport	85,482	..	105,814	113,015	60,052	78,926
Gredgwin .. ..	..	..	35,574	41,582	..	..
Oakvale .. ..	..	..	..	39,993	..	..
Quambatook	76,166	..	123,354	125,553	72,126	99,816
Cannie	36,286	..	70,227	70,607	32,874	53,034
Lalbert	56,942	..	71,659	69,576	..	69,571
Meatian	48,913	..	76,643	78,286	54,114	65,437
Ultima .. ..	..	..	96,113	104,666	38,477	63,181
Gowan .. ..	..	..	38,403	37,319	..	56,854
Waitchie	30,149	..	56,377	55,545	..	42,692
Chillingollah .. ..	..	..	69,772	44,009	..	53,854
Chinkapook .. ..	..	..	84,973	58,160	..	71,436
Cocamba .. ..	..	..	50,623	..	..	..
Manangatang .. ..	..	..	81,846	39,097	..	61,131
Bolton .. ..	..	..	..	..	..	40,754
Raywood	30,123	..	39,328	45,089	35,523	..
Tandarra	37,416	..	39,709	66,586	37,953	..
Dingee	36,737	..	49,600	43,065	..	30,780
Prairie	34,571	..	52,271	60,619	31,610	37,715
Mitiamo .. ..	..	..	41,831	57,867	..	..
Mologa .. ..	..	..	..	45,163	..	..
Pyramid .. ..	..	..	..	37,613	..	..
Kerang .. ..	..	..	..	32,907	..	..
Lake Boga .. ..	..	..	..	34,016	..	33,547
Swan Hill .. ..	..	..	..	63,026	..	45,118
Pira .. ..	..	..	..	..	..	42,426
Nyah .. ..	..	..	37,950	..	..	45,250
Miralie .. ..	..	..	39,397	..	..	36,465
Piangil .. ..	..	..	37,784	54,154	..	40,800
Natya .. ..	..	..	..	..	..	36,572
Kooloonong .. ..	..	..	..	..	..	62,090
Hunter .. ..	..	..	..	37,354	..	..
Warragamba .. ..	..	..	..	43,100	..	..
McCull .. ..	..	..	..	30,721	..	..
Kotta .. ..	..	..	36,254	43,822	..	..
Glenorchy .. ..	..	..	..	..	32,765	..
Lubeck	61,236	..	81,026	64,101	32,313	71,114
Murtoa .. ..	..	..	..	..	..	48,028
Jung	139,257	..	131,962	247,347	96,921	176,981
Dooen	92,222	..	128,761	125,429	83,234	135,330
Dahlen .. ..	..	..	..	42,864	35,423	41,460
Pimpinio	71,638	..	104,155	122,674	86,939	68,304
Wail	110,991	35,906	143,729	145,955	101,551	83,325
Dimboola .. ..	..	47,182	..	99,761	35,425	38,412
Gerang Gerang	52,869	..	94,875	63,939	76,523	48,767
Kiata	54,475	..	60,187	55,185	53,035	50,667
Salisbury .. ..	..	..	..	..	46,896	..
Nhill .. ..	..	..	..	..	39,833	..
Tarranginnie	45,959	..	..	53,005	51,139	..
Miram	35,555	..	55,578	70,682	32,780	47,206

APPENDIX No. 37—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30th JUNE, 1924,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.	Year ended 30th June, 1924.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Kaniva	33,649	..	56,636	77,081	35,570	45,826
Lillimur .. ..	..	42,949	49,092	60,379	82,314	65,080
Serviceton .. ..	..	..	34,609	45,584	67,715	..
Lismore .. ..	..	..	34,841	..	..	..
Westmere .. ..	..	..	43,676	58,555	46,955	86,160
Mininera .. ..	..	..	..	33,479	30,414	..
Tatooon .. ..	..	..	..	..	30,636	..
Willaura	37,715	..	40,963	76,812	53,702	64,145
Jackson .. ..	..	..	40,062	48,194	43,685	37,070
Rupanyup .. ..	..	..	..	73,330	..	46,629
Burrum	49,146	..	70,647	84,912	81,196	71,942
Banyena	55,221	..	102,459	120,327	79,447	41,951
Marnoo	61,220	..	122,705	128,547	75,425	104,331
Coromby	61,274	..	77,855	89,784	38,758	70,593
Minyip	192,333	59,522	208,424	176,769	206,399	180,291
Nullan	54,792	..	64,681	84,611	83,015	46,563
Sheephills	113,999	..	176,624	199,697	94,590	115,284
Mellis .. ..	..	..	47,580	48,268	39,676	..
Warracknabeal .. ..	..	..	..	88,938	54,702	97,045
Lah	34,705	31,829	84,771	142,536	111,689	101,980
Brim	81,164	..	119,298	162,401	52,473	144,763
Galaquil	46,562	..	61,937	76,982	74,852	49,669
Beulah	82,585	..	110,369	182,214	101,462	174,256
Roschery	34,210	..	45,937	62,659	58,025	66,100
Goyura .. ..	..	..	..	..	..	31,003
Hopetoun	54,392	..	99,022	116,926	99,909	143,328
Remlaw	31,774	..	34,794	31,320	..	..
Vectis	37,004	..	43,038	54,204	36,791	41,446
Natimuk .. ..	..	..	..	128,704	54,604	54,508
Goroke .. ..	..	..	..	34,228	40,134	..
Arkona	39,916	..	42,541	56,180	39,781	..
Antwerp	68,509	..	106,210	105,509	76,501	46,268
Tarranyurk	61,485	..	75,495	104,414	81,508	96,458
Jeparit	31,845	..	59,055	68,302	71,238	61,023
Elliam	36,808	..	60,805	72,619	66,381	44,943
Pullut .. ..	..	..	50,397	50,089	..	66,630
Rainbow	32,929	..	..	64,895	43,076	110,269
Detpa	42,370	..	71,712	64,834	36,233	88,777
Lorquon	52,176	..	78,378	104,994	81,624	60,760
Netherby	32,610	..	68,451	62,548	49,566	64,011
Yaapeet	30,702	..	63,017	57,911	54,411	72,272
Albacutya .. ..	..	..	33,659	37,540	37,408	45,479
Yanae	37,296	..	93,637	87,527	53,345	62,228
Wangaratta .. ..	..	..	..	32,731	..	..
Bowser .. ..	..	..	..	33,049	..	..
Congupna .. ..	..	..	37,170	32,480	..	35,812
Tallygaroopna .. ..	..	..	64,408	95,360	33,659	34,639
Wunghnu .. ..	..	..	..	60,956	..	50,002
Numurkah .. ..	..	..	..	51,988	..	41,905
Katunga .. ..	..	35,330	48,097	78,831	30,969	56,257
Strathmerton .. ..	..	..	44,883	43,873	..	..
Cobram .. ..	..	..	..	37,005	..	..
Colbirabbin	36,571	..	69,900	67,563	47,596	67,014
Merrigum .. ..	..	..	30,389	31,347	..	..
Kyabram .. ..	..	..	..	59,346	..	..
Pine Lodge .. ..	..	..	64,146	47,256	36,729	36,040
Cosgrove .. ..	..	..	64,366	40,700	42,429	41,422
Dookie .. ..	..	..	32,460	..	..	..
Yabba North .. ..	..	..	47,624	38,414	..	33,839
Youanmite .. ..	..	..	40,816	41,890	..	34,162
Katamatite .. ..	..	..	98,371	92,655	35,025	68,324
Waia	58,828	..	44,038	86,773	34,572	74,251
Nathalia .. ..	..	..	..	61,140	..	44,809
Picola	39,949	..	77,688	87,780	35,102	83,014

APPENDIX No. 37—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1924,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.	Year ended 30th June, 1924.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goorambat ..	..	..	..	43,006	32,444	..
Devenish ..	..	..	54,603	43,556	40,768	42,976
St. James ..	..	..	58,737	63,834	43,152	47,562
Tungamah ..	..	..	66,066	42,711	43,204	39,590
Telford ..	..	..	88,077	53,973	43,063	63,410
Yarrawonga ..	87,123	..	221,180	167,808	59,169	178,878
Rntherglen ..	..	..	..	..	..	30,203
Wahgunyah ..	..	..	..	41,731	..	..
Country Wheat						
Dépôts ..	..	2,676,373	1,492,243	..	..	..
Other Stations ..	2,396,924	1,806,832	1,851,298	1,628,505	2,338,341	1,801,643
TOTALS ..	6,439,495	4,854,737	12,613,780	12,720,251	8,447,655	10,316,955

APPENDIX No 38.

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.	
MELBOURNE—Spencer - street, Country	1,871,584	716,451	9 4	162,491 8 7	3,512 14 4	786,822	957,800	1,156,569 15 7	1,276	132	15	105	777	478	74	2,576	6,530 7 7	2,125,742 0 1						
Spencer - street, Suburban	2,755,995	80,186	4 8																					
MELBOURNE—Tourist Bureau, Country	352,150	277,236	3 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	277,585 16 2
Tourist Bureau, Suburban	5,870	349 13 2																						
MELBOURNE—Flinders - street, Country	802,449	162,654	7 1	77,141 2 5	118 12 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	508,350 6 0
Flinders - street, Suburban	13,552,977	268,436 3 11																						
MELBOURNE—Prince's - bridge, Country	171,427	22,011 12 11		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,590 5 1
Prince's - bridge, Suburban	2,352,905	38,578 12 2																						
Total—Country	3,287,610	1,178,353 12 4	239,632 11 0	3,631 6 11	786,822	957,800	1,156,569 15 7	1,276	132	15	105	777	478	74	2,576	6,530 7 7	2,972,268 7 4							
Total—Suburban	18,666,847	387,550 13 11																						
MELBOURNE-LEHUCA LINE.																								
North Melbourne	1,253,447	10,618 8 5	1,555 5 6	13 3 2	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18,186 17 1
Aiden-street	..	..	..	..	..	..	29,057	155,841	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,763 3 6
Middle Footscray	456,147	6,149 7 2	..	..	0 1 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,189 11 10
West Footscray	650,199	8,702 10 10	1,041 4 11	22 18 10	..	..	195,982	53,413	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	29,855 6 2
Tottenham	88,395	1,128 0 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,130 2 8
Smiths	322,998	15,159 13 5	2,021 5 9	6 11 10	..	..	22,136	42,361	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	31,031 4 11
Alton	115,097	2,506 8 4	..	..	10 19 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	38,275 18 10
St Albans	101,350	2,307 6 4	..	..	62 5 10	..	..	54,438	1,067	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,829 3 8
Sydenham	8,850	405 8 7	105 1 0	4 3 6	..	..	5,515	1,830	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,794 16 6
Digger's Rest	10,857	615 18 9	84 19 0	0 8 5	..	..	8,999	1,456	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,401 16 4
Sundora	40,558	3,423 1 7	640 0 1	40 14 4	..	..	5,229	6,056	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,307 4 1
*McKay's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	22 14 11
Lancefield Junction	7,248	794 1 9	145 0 5	14 8 9	..	..	1,404	519	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,897 1 7
Riddell	7,281	975 13 6	35 13 6	5 19 7	..	..	1,946	588	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,004 14 6
Gisborne	13,730	1,907 6 7	182 15 8	11 17 5	..	..	2,429	4,270	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,888 15 8
Macedon	20,156	3,282 7 1	671 18 4	14 19 11	..	..	796	3,454	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,395 9 11
Woodend	31,378	5,198 13 7	438 0 4	97 17 9	..	..	4,118	4,290	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,307 13 2
Carlsruhe	2,802	248 3 9	17 4 8	3 11 9	..	..	118	144	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	429 9 1
Kyneton	49,669	10,277 12 9	1,241 12 5	232 19 7	..	..	11,748	11,660	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19,862 3 9
Redesdale Junction	1,179	124 1 8	36 19 0	0 11 8	..	..	26	36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	191 19 7
Mainsbury	8,341	1,547 7 11	259 4 0	5 4 11	..	..	858	592	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,694 16 11

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
SHELBOURNE LINE.																	
Muckleford	403	14 11 2	6 16 9	..	1,919	155	545 19 10	..	..	..	..	..	..	..	..	567 7 9
Maldon	12,449	2,374 16 10	235 10 8	15 8 0	1,559	1,835	1,137 15 3	2	4	23	3	2	4	14	3	3,867 6 11	
Polwart	2	0 2 0	..	..	11	..	28 17 5	..	..	..	..	..	..	..	..	28 10 5
Shelbourne	255	99 4 5	24 4 8	0 6 2	5,373	1,600	3,250 17 9	1	..	13	..	..	..	7	..	3,459 1 3
CASTLEMAINE-MARYBOROUGH LINE.																	
Campbell	2,817	177 8 3	71 13 1	0 5 9	728	352	587 1 11	..	1	..	..	..	..	..	..	2 16 3
Guildford	6,908	486 16 9	45 14 1	0 19 8	626	478	521 0 1	..	1	..	..	..	..	5	..	1,057 15 1
Strawgway	998	153 14 1	11 10 6	0 2 9	969	36	424 1 9	..	..	..	..	..	..	..	..	529 9 1
Newstead	6,728	1,336 12 10	145 7 6	92 11 6	7,215	2,074	4,677 11 5	17	90	72	89	17	44	26	17	6,905 4 3	
Joyce's Creek	905	102 5 4	22 4 0	2 7 2	1,415	169	798 7 4	..	..	..	..	1	..	8	..	925 3 10
Moolort	1,942	247 4 9	23 16 4	0 17 1	4,162	445	2,337 3 5	1	3	50	..	7	6	18	..	2,909 10 7	
State Rivers and Water Supply Siding .. .. .	..	..	..	..	21,231	..	10,022 14 2	..	..	..	..	..	..	..	..	10,022 14 2
Charisbrook	4,892	1,066 18 1	67 3 5	8 17 2	12,960	1,944	4,728 7 6	10	20	121	67	5	20	26	..	8,753 18 5	
Maryborough	46,000	14,988 3 8	1,315 3 7	67 3 2	9,653	13,901	8,668 10 10	26	14	65	..	25	35	24	19	373 8 8	
MARYBOROUGH-MILDURA LINE.																	
Simson	318	9 18 4	..	..	..	..	..	..	..	..	..	..	..	..	..	9 18 4
Havelock	854	32 11 3	12 17 6	..	3,019	21	1,478 1 0	..	..	..	..	..	..	..	..	1 10 6
Bef Bet	1,975	291 14 2	24 16 4	0 12 4	3,198	351	1,947 2 11	..	3	..	..	..	..	2	1	2,268 11 3
Dunolly	8,263	2,218 2 10	200 10 4	5 17 1	31,577	1,750	10,516 3 11	8	19	63	5	0	1	169	..	13,328 9 3	
Goldaborong	1,372	169 18 6	18 19 4	0 0 8	6,507	235	4,097 7 8	..	..	..	..	..	..	..	..	4,284 6 2
Bealiba	3,899	1,402 15 9	98 11 0	2 15 7	34,795	1,334	13,564 12 9	2	3	48	4	2	1	33	1	15,806 18 1	
Maffesciou's Siding .. .. .	..	..	..	..	3,373	29	1,753 10 5	..	..	..	..	..	..	..	..	1,753 10 5
Emu	1,806	380 13 4	38 14 10	24 2 9	12,649	608	7,019 13 1	3	1	1	..	4	1	13	..	7,484 18 6	
Carapooce	1,068	290 13 9	27 11 9	20 6 7	9,586	397	5,470 12 4	1	..	..	..	1	1	1	..	5,816 13 4
St. Arnaud	20,429	9,655 11 7	709 12 8	138 15 11	18,473	17,982	13,829 14 9	34	45	148	5	39	22	61	1	25,470 14 9	
Sutherland	591	169 15 2	9 13 7	0 6 2	4,796	697	2,325 6 4	..	..	50	..	1	..	..	..	2,795 16 4
Swanwater	157	27 3 4	3 14 7	..	3,354	382	1,877 18 1	..	..	..	..	..	..	..	..	1,808 16 0
Cape Cape	1,842	617 14 3	39 11 9	2 18 1	7,282	1,302	5,137 8 9	6	1	52	..	10	2	16	..	6,079 3 11	
Donald	14,153	7,036 15 6	586 12 2	157 17 2	17,151	19,650	13,389 7 4	45	75	171	3	23	16	318	1	22,810 7 10	
Lake Buloke	6	2 8 6	..	..	389	53	268 0 1	..	..	..	..	..	..	..	..	270 17 7
Litchfield	1,912	278 10 8	16 12 10	0 2 8	10,108	1,732	6,962 16 5	..	4	22	..	..	..	..	..	7,364 7 10
Massey	792	139 13 5	5 7 11	..	4,749	406	3,206 6 6	..	..	..	..	..	..	..	..	3,249 7 10
Waterloo	4,188	1,412 0 2	121 18 1	36 12 9	7,561	3,307	4,766 4 19	31	32	174	..	24	9	29	..	7,618 17 6	
Morton Plains	246	89 14 8	2 15 0	..	3,243	434	2,364 16 11	1	..	36	..	3	..	5	..	2,639 8 4	
Birchip	8,732	4,517 2 8	437 15 11	93 1 3	9,548	8,868	7,815 16 9	16	41	273	8	6	13	11	..	14,478 4 0	
Karyrie	190	85 9 3	0 18 3	28 14 5	821	121	621 2 11	..	..	14	..	..	..	..	..	1,014 7 5
Kinnabulla	718	149 15 3	7 4 11	2 0 6	5,872	805	3,758 14 11	3	..	84	..	2	4	5	..	767 14 7	
Curyo	1,927	468 16 2	27 12 9	0 19 1	5,853	763	3,759 6 11	7	24	33	..	6	..	14	..	4,136 5 0	
Watchuppa	1,202	350 18 4	30 16 0	50 11 7	7,125	1,052	5,364 17 1	6	..	31	..	4	..	10	..	4,605 15 5	
Woomelang	6,033	2,513 19 3	174 1 10	38 18 7	10,649	19,754	7,185 10 5	13	14	45	3	17	12	24	..	6,945 15 5	
Jascelles	3,780	1,474 15 0	58 3 3	35 9 6	5,984	1,546	4,884 8 11	9	2	61	..	9	1	3	..	10,269 13 10	
Gama	241	73 7 7	20 1 5	..	3,677	376	2,800 7 6	..	..	..	..	..	..	2	..	6,540 3 4
Torpey's Siding .. .. .	..	..	..	..	1,166	127	843 13 10	..	..	..	..	..	..	..	..	2,893 16 6

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.								£ s. d.		£ s. d.	
DUNKOLLY-INGLEWOOD LINE.																	
Palnwick	17	3 14 7	..	..	1,085	12	359 10 3	..	..	..	..	..	..	..	..	..	363 4 10
Laurie	19	2 1 9	0 6 0	..	2,677	14	1,340 19 1	..	..	..	..	..	..	..	..	..	1,343 6 10
Tarangulla	1,144	256 3 11	58 0 9	2 11 8	3,366	633	2,180 10 7	1	..	..	2	..	..	..	..	7 7 9	2,504 14 8
Llanelli	402	50 15 0	11 1 5	0 6 11	4,198	527	2,403 10 9	..	..	..	..	..	..	..	..	..	2,564 14 1
Arnold	364	46 18 6	14 14 10	0 9 8	3,680	285	2,033 4 6	2	..	46	..	3	..	17	..	169 16 0	2,285 3 6
Bullahul	54	4 12 10	0 1 7	..	101	56	78 4 8	..	..	..	..	..	..	..	..	..	82 19 1
MURRAYVILLE LINE.																	
Tiega	145	51 3 9	1 7 9	..	1,814	208	1,461 14 2	..	..	..	..	..	..	2	..	..	1,514 5 8
Galah	757	146 15 10	16 18 1	3 13 5	5,672	1,057	4,551 17 5	2	3	..	..	2	2	9	..	20 15 8	4,740 0 5
Wolpeup	2,706	1,014 17 1	02 12 5	8 6 7	6,394	2,115	5,119 0 11	14	6	17	5	17	14	13	7	253 12 6	6,488 9 8
Torrha	525	158 13 9	22 1 7	0 2 0	5,191	652	3,895 1 2	2	2	..	1	..	3	..	..	3 10 3	4,079 9 6
Underbool	2,707	1,350 15 5	113 10 7	3 6 10	11,213	2,327	9,871 9 10	..	5	..	2	15	3	22	..	100 6 0	11,239 8 8
Linga	617	166 5 0	22 11 3	0 15 2	5,060	1,529	4,224 3 6	1	1	1	..	6	2	1	..	23 0 10	4,437 4 9
Botinka	1,167	226 1 0	35 4 8	2 7 9	4,181	867	3,480 17 6	2	2	..	1	3	2	..	..	8 3 9	3,756 14 8
Tutye	963	211 6 1	30 3 5	0 8 1	3,876	766	3,153 1 7	1	..	5	4	3	..	1	..	78 5 6	3,473 4 8
Cowangie	1,706	776 11 0	94 1 9	26 15 2	6,630	1,804	5,960 17 7	3	8	4	2	5	3	6	..	168 15 1	7,027 0 7
*Water Tanks	1	0 1 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 1 5
Dunyo	160	34 9 3	13 14 8	..	6,515	649	5,349 2 11	..	1	..	..	..	..	1	..	2 16 9	5,400 3 7
Murrayville	3,246	1,584 10 10	153 0 7	12 14 9	8,062	2,988	7,348 14 6	12	5	10	1	9	5	24	..	187 2 6	9,286 3 2
MURRAYVILLE-PINNAROO LINE.																	
Carina	146	22 12 7	3 1 7	0 2 0	5,743	696	4,369 4 3	..	..	..	..	..	..	..	..	..	4,395 1 2
Paninya	213	37 18 2	3 9 5	2 12 7	4,706	932	4,117 4 3	..	2	1	..	..	..	3	..	3 5 3	4,164 9 8
REDCLIFFS-WERRIMULL LINE.																	
Thurle	7	0 8 0	..	..	1,014	25	238 8 2	..	..	..	..	..	..	..	..	..	238 16 2
Benebook	20	2 3 0	0 0 9	..	4,002	157	772 13 7	..	..	..	..	..	..	..	..	..	774 17 4
Pirba	15	1 17 7	0 4 4	..	470	76	89 1 7	..	..	..	..	..	..	..	..	..	91 3 6
Merrinee	80	14 5 3	0 10 5	..	2,371	2,584	317 0 6	..	..	..	..	1	..	..	..	..	531 16 2
*Kurawinna	3	6 12 11	0 5 2	..	26	183	15 1 0	..	..	..	..	..	1	..	..	..	15 19 10
*Werrimull	94	32 1 8	1 6 10	0 11 7	3,377	1,935	891 5 4	..	..	..	..	4	..	..	..	..	925 5 5
BENDIGO-SEA LAKE LINE.																	
California Gully	1,965	139 10 10	..	..	1,644	8,636	1,121 9 1	..	..	..	..	..	..	..	..	..	1,260 19 11
Eaglehawk	6,762	1,202 3 8	212 9 11	16 10 6	5,025	4,096	2,373 1 11	1	2	..	..	1	1	..	..	3 8 0	4,001 14 0
Morang	2,318	260 19 6	57 15 5	6 11 3	1,074	1,078	868 9 4	..	3	..	..	..	..	5	..	9 8 0	1,203 3 6
Leichardt	932	110 15 8	9 6 4	..	951	326	541 9 7	1	2	30	..	..	2	5	..	55 0 4	716 11 11
Dobby	988	134 16 1	8 12 10	0 1 1	4,552	470	2,310 5 1	..	1	54	..	3	2	10	..	66 19 0	2,529 14 1
Bridgewater	5,983	1,102 18 4	76 19 10	32 15 3	24,630	14,967	13,439 17 11	11	134	194	11	23	48	51	..	1,022 6 0	17,674 14 4
Inglewood	9,437	2,751 18 2	253 19 4	29 6 0	2,401	2,397	1,972 8 0	8	1	..	5	9	6	23	..	111 11 9	5,119 4 0
Kortzing	608	107 3 0	10 10 1	0 2 1	3,212	185	1,077 9 8	1	..	29	..	..	..	1	..	106 7 0	1,302 0 10
Ghaulbyn	782	143 3 11	7 8 4	0 2 9	3,373	130	1,324 14 1	1	..	5	..	..	2	..	..	20 12 0	1,696 1 1
Wodderburn Junction	2,421	884 9 2	60 17 11	6 5 11	1,557	87	520 5 4	4	..	2	..	2	0	6	..	16 2 0	1,497 1 1

Korong Vale	8,377	1,013 7 7	116 9 7	29 14 7	3,459	1,538	2,400 12 1	8	37	31	..	4	18	13	6	264 1 7	4,724 5 5	
Wychitella	732	196 2 9	15 16 10	8 2 7	3,485	701	2,928 16 1	5	10	29	..	..	..	15	..	238 10 3	2,787 3 6
Duckrabyule	868	279 14 9	28 15 7	0 17 3	3,662	933	2,061 7 2	2	..	31	..	..	..	37	..	231 2 9	2,599 17 6
Barrakee	433	118 15 1	12 11 5	..	2,559	2,559	1,278 18 2	1	..	19	..	..	..	2	..	130 17 9	1,841 2 5
Charlton	7,631	3,114 15 6	363 0 1	41 10 2	10,957	7,572	8,522 6 8	13	20	132	..	16	16	28	..	963 0 11	13,004 13 4	
Teddywaddy	372	78 13 9	4 8 8	0 5 6	2,430	380	1,739 7 5	1	..	0	1	..	..	2	..	51 9 4	1,874 4 8
Glenloch	1,041	378 0 7	31 13 1	3 6 4	4,069	4,269	3,041 14 10	9	17	36	9	..	..	4	..	458 11 3	3,013 7 1
Fairview	21	10 15 2	0 5 11	..	222	50	145 2 8	..	..	..	..	..	..	..	..	..	156 3 9
Wycheproof	6,310	2,074 6 10	309 15 1	20 9 3	8,780	10,618	6,892 10 4	8	64	223	..	13	12	50	..	1,737 3 0	11,504 4 6	
Dumosa	931	150 19 8	17 3 4	0 8 3	5,315	1,050	4,241 16 1	..	1	132	..	2	4	6	..	1,002 17 2	5,398 18 6	
Nhillawil	2,162	593 9 9	46 11 11	12 10 5	5,843	4,556	3,837 8 2	9	24	98	..	19	9	34	..	1,017 4 8	5,507 4 11	
Warne	77	57 11 1	5 13 1	..	3,146	316	2,181 9 5	1	..	10	..	1	2	2	..	92 5 0	2,337 1 7	
Culgoon	3,671	1,195 3 1	71 0 8	8 16 11	6,741	4,424	4,774 3 6	11	25	79	3	6	5	2	..	874 16 6	6,837 0 8	
Ferrisillock	2,815	988 15 9	54 16 5	2 5 10	10,074	4,037	7,269 11 10	..	..	56	..	..	2	17	..	471 17 5	8,727 7 3
Bojbeart	132	82 16 7	2 10 10	2 6 11	3,713	471	2,722 5 6	..	..	9	..	..	2	4	..	70 1 6	2,830 1 4
Sea Lake	5,065	2,469 6 10	344 2 5	36 11 5	8,499	4,340	6,376 6 1	17	17	77	2	23	8	22	..	812 13 5	10,639 0 5	
NANDALY LINE.																		
Nnda	112	33 4 10	2 4 10	..	3,067	360	2,293 18 1	..	..	..	..	1	1	..	..	..	2,329 7 9
Nyarrin	794	119 17 9	6 8 6	0 0 8	4,005	349	2,959 1 8	..	2	1	..	1	1	..	..	16 13 6	3,037 2 1
Nandaly	1,631	382 16 4	30 16 4	0 2 0	3,948	989	3,136 6 5	3	6	11	1	2	1	3	..	115 10 9	3,665 11 10	
NANDALY-KULWIN LINE.																		
Piar Millan	216	107 9 2	6 10 8	0 4 2	2,754	662	2,144 8 9	3	..	..	..	1	2	..	..	10 6 0	2,208 18 9
Mitayack	277	181 6 11	8 13 2	..	3,692	379	2,820 1 10	1	..	..	..	..	2	3	..	1 15 0	3,011 16 11
Leitpar	97	86 2 5	0 8 7	..	2,170	359	1,790 7 10	..	..	..	..	1	1	..	..	..	1,786 18 10
Kulwin	357	232 16 5	22 2 11	0 9 8	3,645	1,146	2,312 12 4	1	..	..	..	6	1	..	..	2 4 6	3,079 5 10
WEDDERBURN LINE.																		
Wedderburn	1,895	732 14 1	10 1 18 4	4 16 11	12,469	2,647	7,459 8 10	7	1	30	3	7	2	29	..	134 1 3	3,434 19 5	
KORONG VALE—CHILLINGOLLAH LINE.																		
Borong	1,651	233 11 6	24 5 1	6 16 9	3,224	2,061	2,240 7 5	8	4	60	2	4	18	..	..	247 17 8	2,752 18 5
Mysta	1,175	294 19 11	32 3 8	0 9 0	654	654	1,543 5 2	2	20	76	..	5	1	9	..	476 3 11	2,347 1 8	
Boort	7,219	2,772 16 10	370 2 7	80 17 0	8,469	8,034	7,000 3 6	30	58	186	13	37	17	71	3	1,433 14 10	11,837 14 9	
Barraport	1,518	236 10 9	14 6 6	0 11 1	1,424	1,424	5,672 9 4	3	..	60	..	3	1	14	..	365 8 6	6,289 5 5	
Gridgwin	1,546	214 18 11	15 2 5	0 6 8	2,148	329	1,547 14 11	2	..	21	3	..	1	8	..	294 8 1	2,072 11 0	
Oakvale	342	78 13 11	4 6 2	..	1,888	406	1,061 14 6	..	1	6	..	..	..	..	..	31 19 6	1,175 19 1
Quadratook	4,696	1,673 12 1	151 8 0	16 6 4	10,315	3,495	7,199 4 11	15	30	147	4	10	12	37	..	1,270 3 0	10,319 14 4	
Carnie	686	124 18 6	11 14 7	..	5,340	725	3,208 3 3	1	..	27	..	4	4	12	..	184 12 3	3,529 8 7	
Leibert	2,353	327 16 10	62 10 11	9 18 3	8,338	1,814	5,853 16 0	10	20	123	2	12	17	39	..	1,603 2 8	7,757 4 8	
Mestlan	931	272 0 9	24 4 11	0 9 11	7,542	1,182	5,543 19 1	..	..	30	..	3	..	..	..	258 16 10	6,099 11 6
Ultima	3,845	1,350 6 3	114 5 1	44 19 2	9,317	3,782	6,827 7 5	10	10	77	..	20	..	39	..	715 16 2	9,632 8 1	
Cowan	14	1 16 8	3 2 6	..	7,374	567	5,247 14 4	..	..	..	..	..	4	1	..	..	5,252 13 6
Waitchie	1,590	464 12 1	35 18 7	4 3 4	16,898	1,591	12,860 9 2	3	..	9	..	6	..	12	..	69 19 3	13,441 2 5	
Chillingollah	1,643	594 5 6	62 14 10	14 11 3	6,561	1,229	4,962 19 8	..	7	..	..	5	..	3	..	30 6 3	5,674 17 6
MANANGATANG LINE.																		
Chinkapook	1,314	599 7 7	42 8 11	18 18 5	6,573	1,819	4,975 7 8	1	2	27	2	13	7	11	..	238 11 8	5,874 14 3	
Coramba	311	158 18 0	17 12 11	0 2 1	2,842	414	2,274 2 3	..	..	..	..	2	3	2	..	..	2,450 15 3
Manangatang	2,017	1,443 18 7	71 3 0	17 5 1	6,312	4,250	5,077 7 3	4	3	2	1	14	18	10	..	53 4 1	6,662 18 0	
ANNUELLO LINE.																		
Bolton	152	107 1 0	6 5 5	..	7,698	1,257	5,618 14 6	..	..	..	..	2	3	..	..	..	5,732 0 11
Koimbo	13	9 15 7	1 5 0	..	1,154	390	883 1 8	..	..	..	..	1	..	..	..	..	899 2 3
Annuello	1,108	1,182 17 3	41 11 7	0 17 10	1,621	9,825	1,426 14 10	7	13	11	..	10	9	4	..	339 17 2	2,991 18 8	
ANNUELLO—ROBINVALE LINE.																		
*Marrooy .. .. .	..	..	..	..	39	47	33 19 5	..	..	..	..	..	..	..	..	..	33 19 5
*Danner	4	0 6 8	..	..	97	454	101 19 0	..	..	..	..	1	..	..	..	..	102 6 2
*Robinvale	19	12 18 1	3 6 8	..	96	161	84 13 0	..	..	..	..	1	..	..	..	..	102 17 9

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CABRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		
SWAN HILL LINE.																		
Myer's Flat	642	18 10 2	3 12 0	0 1 1	3	..	12 9 6	..	..	..	..	..	..	..	..	..	..	35 2 3
Woodvale	339	40 0 1	2 14 3	0 2 1	373	..	253 11 5	..	..	..	..	..	..	..	..	..	..	296 7 10
Sebastian	1,158	140 5 2	13 5 3	0 8 6	3,082	337	1,147 16 9	..	..	8	1	..	..	..	..	..	..	1,330 19 10
Raywood	2,943	514 11 0	67 3 0	14 7 0	7,363	1,190	3,229 3 2	13	24	112	..	11	8	39	..	..	..	4,120 12 4
Tandarra	2,648	451 1 4	32 0 3	20 5 4	9,220	2,648	2,186 16 9	2	1	83	0	4	4	28	..	..	..	2,806 3 0
Blance	3,752	777 8 3	45 7 11	1 8 2	3,309	2,300	2,234 5 4	22	125	144	14	22	58	96	..	..	..	3,868 7 3
Prabic	2,956	574 0 7	37 8 11	5 4 6	1,431	3,273	3,144 1 4	2	..	142	..	3	5	62	..	..	..	4,117 18 0
Milbino	4,995	1,178 4 8	92 16 5	11 8 5	3,508	2,509	2,826 3 7	12	191	156	5	21	37	102	..	..	..	5,210 3 0
Nolana	2,205	444 19 4	29 7 5	0 16 0	2,881	582	1,848 15 4	4	..	56	..	6	4	25	..	..	..	2,506 3 0
Pyramid	6,126	1,926 19 7	209 16 8	17 1 4	3,606	3,123	2,964 7 3	56	169	146	30	27	23	98	..	..	..	6,862 11 1
Mincha	988	279 9 5	24 7 5	1 8 2	983	1,041	899 19 1	3	..	57	..	10	32	..	..	..	..	1,739 8 7
Macerna	2,530	859 6 9	73 8 7	12 5 5	1,109	1,849	1,879 1 2	7	264	54	..	23	23	..	..	..	..	3,724 15 6
Trangwel	664	226 5 16	23 1 4	1 18 1	845	279	444 15 2	9	29	43	..	10	29	..	..	..	..	1,461 17 6
South Kerang	43	9 13 5	3 10 4	..	51	47	37 18 0	..	..	..	..	4	..	..	..	..	..	51 2 7
Kerang	20,699	11,567 3 1	1,046 2 11	166 9 1	19,569	21,062	19,288 1 10	40	582	671	119	58	158	126	..	..	..	40,977 1 3
Barley	227	19 15 7	8 8 7	0 1 1	552	109	500 18 8	1	..	19	..	..	..	29	..	..	..	639 8 3
Lake Charm	2,831	245 12 2	32 5 1	8 11 9	2,027	1,078	1,776 10 1	2	..	61	..	..	..	7	..	..	..	3,064 3 4
Mystic Park	2,887	474 5 1	35 4 6	41 16 8	4,124	929	3,029 7 6	4	..	28	..	..	..	13	..	..	..	3,845 9 7
Treson	2,915	743 4 1	57 14 5	1 16 11	3,759	2,409	4,019 14 0	1	..	1	..	..	..	..	..	..	..	4,825 9 8
Lake Home	6,787	1,699 3 0	119 19 1	6 14 9	4,355	3,869	3,577 11 0	4	..	57	..	1	6	..	..	..	..	5,899 9 4
Swan Hill	24,497	13,014 5 4	1,187 19 9	217 14 10	9,491	24,351	9,983 19 11	130	557	439	08	62	79	138	..	..	..	33,281 11 1
SWAN HILL—PIANGUL LINE.																		
Woodmen	2,501	414 5 0	25 1 8	8 18 1	2,509	4,081	3,073 9 11	..	..	..	..	..	..	..	..	..	..	3,519 14 8
Pira	457	41 11 8	6 1 1	3 13 9	4,314	713	2,936 13 0	1	..	5	..	..	..	..	..	..	..	3,052 4 9
Nyah	5,189	2,190 16 10	188 9 9	10 14 2	7,474	10,437	8,913 12 6	8	..	18	..	12	9	..	..	..	..	11,526 17 11
Miralle	980	251 0 9	18 14 5	5 17 7	4,076	785	2,819 11 4	..	..	..	..	..	..	6	..	..	..	3,987 15 1
Piangul	4,039	1,580 19 19	110 9 7	43 1 0	4,526	3,651	3,419 4 6	17	48	48	..	18	18	38	..	..	..	6,993 5 0
PIANGUL—KOOLOONONG LINE.																		
Coonimut	169	8 10 7	1 7 9	..	2,282	124	1,083 14 5	..	..	..	..	..	..	..	..	..	..	1,094 4 9
Natya	401	68 9 5	13 4 1	0 2 1	5,240	1,134	3,461 13 11	..	..	..	..	..	..	..	..	..	..	3,543 11 6
Kooloonong	1,308	899 4 9	39 2 5	0 16 6	5,407	2,491	4,315 7 2	6	104	20	..	22	11	..	..	..	..	6,190 15 6
COHUNA LINE.																		
Hunter	544	97 17 7	5 2 9	1 15 11	2,564	718	1,437 3 0	..	..	16	..	..	1	6	..	..	..	1,589 9 11
Warangamba	531	146 18 8	12 0 0	0 1 5	2,663	320	1,758 3 8	..	..	55	..	..	..	..	..	..	..	2,239 8 3
McColl	214	21 13 8	0 6 7	..	1,676	530	1,085 12 2	..	..	118	1	..	..	10	..	..	..	1,547 1 8
Lockington	2,819	835 17 11	56 5 7	0 6 3	2,703	5,430	2,541 1 2	7	102	166	19	7	16	79	..	..	..	4,514 0 4
Kotta	760	244 7 6	10 10 3	0 4 2	3,820	941	2,565 11 11	9	..	58	1	..	3	26	..	..	..	3,228 17 7
Kyemery	255	57 4 2	5 1 2	0 5 10	1,627	329	1,114 9 10	..	..	18	..	..	1	3	..	..	..	1,376 10 10
Paloo	898	292 5 7	12 16 6	1 9 5	1,222	539	899 0 9	..	..	22	..	..	..	16	..	..	..	1,430 16 7
Torrumbary Weir Siding	..	..	..	..	5	868	2 3 10	..	..	..	..	..	..	..	..	..	..	2 3 10
Gumbower	2,829	1,153 6 0	115 5 0	15 18 2	1,748	1,728	3,096 15 2	11	45	40	6	8	22	26	..	..	..	4,961 16 8
Letchville	2,934	875 1 7	65 2 6	9 0 9	2,147	6,473	1,886 6 6	..	..	72	15	56	..	4	..	..	..	3,648 1 10
Keely	462	213 17 7	8 4 3	0 7 7	74	102	244 18 3	..	..	..	..	..	..	..	..	..	..	467 8 1
Cohuna	3,523	1,953 14 11	163 19 2	16 6 10	2,720	15,094	4,498 13 8	17	3	74	42	10	21	33	..	..	..	8,222 8 0

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue	Revenue.	Tons	Tons	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				£ s. d.				£ s. d.	
CROWES LINE.																	
Tulloch	151	11 7 11	..	..	..	..	..	..	..	..	..	..	..	..	..	11 7 11
Coram	343	17 7 0	0 4 6	..	..	..	1 3 1	..	..	..	..	..	..	..	..	18 14 7
Barongarook	881	60 16 0	8 8 4	..	2,555	154	780 10 9	..	..	..	..	..	..	..	..	847 15 1
*Watson and Kacey's Siding	10	0 10 0	..	..	..	..	..	..	..	..	..	..	..	..	..	9 10 0
Kawarren	1,659	137 2 11	2 14 10	..	5,829	838	2,066 12 0	..	..	..	..	..	..	..	..	2,208 9 9
Hitt's Siding .. .. .	..	..	..	..	104	..	14 7 10	..	..	..	..	..	..	..	..	14 7 10
Lovat	572	60 14 3	1 11 10	..	1,931	46	323 13 2	..	..	..	..	..	..	..	..	2,835 6 10
Geddirand	2,984	362 8 3	23 7 0	1 1 8	4,933	533	2,938 7 9	4	11	19	..	3	1	6	7	55 4 2	
Banool	331	44 1 9	2 14 2	..	499	18	113 18 10	..	..	..	..	..	..	..	..	160 14 9
Wimba	572	59 0 19	2 10 7	..	312	45	225 10 1	..	..	..	..	..	..	..	..	287 1 6
McDevitt	99	10 12 2	6 18 4	..	133	4	78 16 6	..	..	..	..	..	..	..	..	80 2 0
Dimmont	310	19 6 11	0 11 3	..	597	7	183 1 2	..	..	..	..	..	..	..	..	232 19 4
Ditchley	90	20 8 1	1 3 7	..	..	9	0 1 10	..	..	..	..	..	..	..	..	21 13 6
Beach Forrest	9,458	1,558 9 11	284 17 9	1 13 7	5,946	1,787	4,002 11 3	6	23	9	12	13	60	17	1	83 10 8	
Buchanan	4	0 4 3	..	..	..	..	..	..	..	..	..	..	..	..	..	5,829 3 2
Ferguson	1,185	55 19 0	5 5 2	0 1 4	2,726	1,876	2,023 5 4	..	..	..	..	..	..	..	..	0 4 3
Weapornah	1,765	75 1 7	2 17 6	0 4 2	246	111	179 3 9	1	..	..	..	..	..	..	..	2,084 10 10
Pile Siding .. .. .	..	..	..	..	125	101	119 11 9	..	..	..	..	..	..	..	..	282 2 19
Kineaid	1,221	71 19 3	1 13 3	0 2 10	4,166	164	3,761 17 8	3	..	..	..	..	..	..	..	119 11 9
Wylangta	3,165	321 2 8	35 16 1	0 4 2	6,715	477	5,131 19 9	2	..	..	..	..	..	..	..	3,836 8 3
Pettit's Siding	13	0 10 9	0 9 3	0 2 9	1,174	193	999 7 6	..	..	..	..	..	..	..	..	13 19 6
Stalker	2,110	237 11 9	3 13 3	0 4 10	2,515	87	2,353 2 5	..	..	..	..	..	..	..	..	997 9 6
Macknoth's Siding	29	0 10 1	2 15 3	..	3,639	56	2,847 18 5	..	..	..	..	..	..	..	..	2,494 12 3
Laver's Hill	2,325	412 19 8	52 18 1	1 2 10	343	651	538 9 3	9	33	37	45	15	22	17	..	2,831 3 9	
Crowes	684	132 9 5	37 5 9	1 8 7	1,857	286	1,407 3 8	7	2	2	9	5	3	2	2	1,236 6 3	
ALVIE LINE.																	
Cororoake	1,099	85 18 2	17 2 5	0 8 3	6,177	5,128	4,750 19 8	..	..	..	..	..	..	..	..	4,854 8 6
Corrugac	1,004	57 18 1	2 3 9	..	6,756	2,317	3,903 8 2	..	..	..	..	..	..	..	..	3,963 10 0
Alvie	2,109	178 14 6	13 10 0	13 1 0	2,677	2,127	1,967 5 7	..	..	..	..	..	..	..	..	2,172 11 1
TIMBOON LINE.																	
Naroghid	93	18 6 6	0 11 6	1 18 2	49	166	25 7 1	..	..	..	..	..	..	..	..	46 3 3
Cobden	3,173	610 17 11	172 9 8	1 12 11	5,199	4,739	3,828 6 11	7	10	5	25	4	35	5	9	83 7 5	
Elingamite	119	21 13 7	1 11 7	..	3,643	53	575 5 9	..	..	..	..	..	..	..	..	598 10 11
Glenfyne	352	46 17 6	4 2 6	..	4,932	218	961 18 6	..	..	..	..	..	..	..	..	1,012 18 6
Curdie	3,870	453 2 3	26 17 0	0 15 2	11,000	1,040	6,622 9 5	..	..	..	..	..	..	..	..	7,097 3 10
Timboon	4,015	744 2 2	76 3 9	1 10 5	3,395	1,662	1,115 5 10	1	27	2	35	11	59	5	3	106 14 0	
MORTLAKE LINE.																	
Mortlak	5,904	1,954 11 0	230 14 4	98 11 2	1,792	5,568	3,320 5 11	11	27	115	3	16	3	15	..	869 13 11	

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CABRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.	£ s. d.											£ s. d.	£ s. d.
PORTLAND LINE.																	
Ripon .. .. .	..	..	..	..	4,071	27	1,519 16 6	..	..	..	..	..	..	..	..	1,519 16 6
Laugi Logan	751	184 10 3	9 18 4	2 9 2	949	1,078	687 17 11	1	..	..	1	..	..	..	4 19 0	840 3 8
New Laugi Logan Siding .. ..	..	..	..	..	..	6,515	..	..	..	..	..	..	..	..	..	7 7 8
South Laugi Logan	56	7 7 8	..	..	..	5,438	..	..	..	..	..	..	..	..	..	15,991 0 8
Country Roads Board .. ..	..	..	..	..	51,213	362	15,901 0 8	..	..	..	..	..	..	..	..	1,654 10 6
Maroum	2,932	536 7 3	43 18 7	47 17 2	1,042	647	917 19 10	4	7	10	1	..	2	20	108 7 8	684 19 1	
Calvert Siding	154	7 5 1	..	..	1,182	84	677 14 0	..	..	..	..	16	..	..	..	8,801 11 4
Willaura	4,643	1,720 10 7	222 12 9	26 1 8	8,043	2,673	5,895 17 9	17	41	163	..	12	68	2	1,026 8 7	1,233 11 2	
Stavely	820	177 19 1	10 3 4	0 11 0	874	406	696 9 1	3	..	77	1	1	..	..	..	4,068 10 0
Glen Thompson	3,477	1,142 12 8	121 0 2	78 7 9	2,632	1,539	1,809 19 10	5	21	147	..	5	57	..	837 9 7	4,277 8 9	
Dunkeld	5,944	1,465 10 7	87 9 2	87 8 6	666	1,263	1,643 19 11	9	24	131	..	6	11	84	..	936 12 6	
Moutajup .. .. .	..	64 17 10	8 5 9	1 0 4	954	683	872 8 7	..	..	..	3	..	..	..	..	681 9 3
Strathkellar	608	66 12 10	9 16 5	..	641	1,928	595 12 3	..	..	1	..	1	..	..	..	3,086 11 6
Hamilton	43,123	17,633 7 6	1,884 14 6	316 18 3	17,572	21,504	15,924 16 3	76	165	545	7	56	168	379	4	39,446 3 0	
Bronxholme	5,158	1,236 15 6	84 2 9	28 0 1	1,060	1,306	1,157 3 8	5	33	37	1	5	8	37	..	2,915 17 2	
Condah	3,142	949 4 4	49 16 11	9 1 7	726	1,015	1,320 19 4	4	1	81	66	3	2	46	2	3,084 16 9	
Myamyn	1,347	166 1 8	6 11 11	0 2 0	254	314	158 10 9	..	..	..	..	..	..	..	..	331 6 4
Miltown	952	140 3 0	11 0 6	..	2,025	179	1,261 1 10	..	..	..	..	..	..	..	..	1,425 13 0
Heywood	8,040	1,841 0 10	175 1 8	13 3 6	4,498	1,872	2,797 17 2	6	15	26	2	2	5	46	..	5,006 11 1	
Heathmere	215	19 0 11	1 5 11	..	434	57	272 16 4	..	..	..	..	..	..	2	..	293 3 2
Gorne	581	82 3 10	2 10 4	..	1,542	165	1,108 6 11	..	..	..	..	..	..	..	..	1,143 1 1
Portland North	1,912	426 15 4	17 15 11	0 15 0	1,154	119	879 13 1	3	14	11	19	..	10	25	..	298 15 9	
Portland	9,239	4,639 12 6	790 4 9	16 14 2	6,261	6,100	8,696 3 8	6	6	..	..	8	13	203	..	14,151 15 3
COGERAINE LINE.																	
Bochara	21	5 10 5	..	..	85	32	56 1 11	..	..	..	..	..	..	..	..	41 12 4
Wannon	633	92 1 5	28 2 7	0 6 3	130	136	272 12 8	..	..	..	..	..	..	..	..	405 9 5
Crittjark	72	8 18 6	0 13 0	..	98	10	75 15 5	..	..	..	..	..	..	..	..	85 6 11
Coleraine	5,295	2,264 11 10	170 6 5	53 0 4	3,391	4,552	4,913 1 3	34	779	13,944	3,084	42	22	1,451	..	2,004 15 5	
CASTERTON LINE.																	
Mackie	47	1 16 1	..	..	286	616	547 4 2	6	57	108	..	1	..	..	..	1 16 1
Grassdale	981	277 8 8	11 0 5	0 10 5	1,391	2,957	2,545 16 0	8	1	57	57	7	2	9	..	2,068 1 9	
Merino	5,314	1,496 18 3	150 19 9	12 10 2	1,294	406	883 11 7	2	89	10	20	..	1	1	..	5,065 13 0	
Henty	749	212 12 9	22 4 10	0 10 1	110	439	267 13 2	..	..	..	..	..	..	..	..	1,047 12 7
Sandford	2,735	458 11 5	28 13 2	29 11 1	533	284	710 17 10	13	204	247	1	4	9	23	1	3,693 19 9	
Casterton	8,845	4,086 2 8	370 16 0	184 12 2	5,397	5,302	7,846 18 11	13	..	5	76	17	3	16	1	4,921 13 3	
MT. GAMBIER BORDER LINE.																	
Sinclair .. .. .	..	..	..	..	1,033	69	359 14 0	..	..	..	..	..	..	..	..	359 14 0
Lyons	306	50 10 2	2 3 6	0 4 10	990	95	426 12 3	..	..	2	1	..	..	..	..	400 15 3
Greenwald	1,320	104 13 10	4 9 4	0 9 8	1,825	202	776 0 2	..	..	1	2	1	..	..	..	905 15 4
Winnap	1,748	333 2 1	7 18 6	0 4 2	1,294	406	883 11 7	..	..	7	5	..	..	..	..	1,292 4 10
Dartmoor	1,525	318 3 0	31 5 7	0 8 0	640	459	643 7 8	2	7	16	..	..	3	7	..	1,127 18 0
Marp	150	26 18 11	0 1 6	0 17 8	7	33	32 8 8	..	..	..	..	..	..	..	..	60 4 7
Puralka	367	153 16 10	3 5 10	3 2 7	235	124	549 16 4	..	..	1	1	..	..	..	..	5 19 4
Rennick	1,204	357 18 9	0 6 11	11 19 9	27	51	32 9 7	2	1	4	..	3	2	17	..	414 10 4	

GRANDJANS DIST.

Van's Creek	189						1,480	13 9					1,480	13 9
Grandjans	9,649						1,440	8 1					1,440	8 1
MARSH DIST.														
Jackson	97						3,701	7 10					3,701	7 10
Kajangup	12,950						16,134	6 1					12,950	6 10
Barren	668						3,120	9 3					668	14 0
Barryna	1,342						2,222	4 9					1,342	6 6
Maroo	4,644						6,450	2 5					4,644	7 6
HORTON DIST.														
Cowumb	8,621						4,753	14 11					8,621	7 7
Minyip	16,531						12,400	2 8					16,531	19 0
Nulbar	4,230						2,478	15 11					4,230	8 1
Sheep Hills	2,607						16,069	0 5					2,607	17 2
Maths...	116						1,369	1 5					116	5 9
Warracknabai	29,226						22,336	6 7					29,226	7 1
Lali	5,077						3,691	1 7					5,077	7 0
Irwin	901						16,212	16 4					901	5 3
Gilgup	704						4,265	8 11					704	7 2
Beulah	6,012						9,470	6 30					6,012	5 3
Reserbry	467						3,571	6 3					467	7 7
Goyara	1,001						3,226	12 11					1,001	16 5
Hopetown	17,572						10,605	15 8					17,572	18 9
GOKO DIST.														
Bonhau	1,724						850	11 0					1,724	3 3
Veolis	3,651						1,875	11 1					3,651	4 4
Quatong	2,290						1,217	16 5					2,290	18 2
East Natlanak	3,777						2,733	19 5					3,777	2 1
Neerank	2,664						2,374	2 14					2,664	7 4
Aryeles	268						1,544	15 5					268	8 8
Mhre	894						1,013	14 2					894	10 0
Naroung	1,110						165	5 2					1,110	7 4
Gymbesen	1,258						408	8 7					1,258	1 0
Goroke	2,862						1,297	15 7					2,862	11 0
EAST NATLANAK-PAQUIGOS DIST.														
Noradjeh	1,214						1,436	0 11					1,214	3 0
Jahmaka	947						568	7 2					947	5 10
Pocondo	1,955						2,115	18 2					1,955	13 31
Johrius	244						90	8 8					244	9 9
Konank	128						871	7 9					128	6 8
Palbroni	2,871						2,593	15 1					2,871	6 8
Taplefield	266						2,428	1 7					266	5 9
Nasev	193						1,415	0 5					193	15 5
Gatum	446						1,172	9 7					446	17 3
Leaugam	63						2,216	6 9					63	16 0
Coverdash	2,336						109	0 0					2,336	5 0
Kyup...	51						101	19 1					51	5 0
Kapawala	135						4	8 7					135	1 1
RAINBOW DIST.														
Alkoni	1,011						1,595	1 5					1,011	3 3
Aniwerp	1,875						4,031	0 17					1,875	5 10
Hartynak	858						6,449	1 5					858	8 5
Jecart	8,163						6,448	16 1					8,163	1 1
Film	190						3,246	15 1					190	3 11
Fulbut	176						1,987	17 10					176	5 11
Rainbow	8,866						17,632	10 9					8,866	13 0

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

STATIONS.	PASSENGERS		PARCELS.	HORSES, CARRIAGES AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
WALLAN-BENDIGO LINE. <i>continued.</i>																	
High Camp	118	191 13 7	14 19 2	0 6 3	881	156	374 11 6	1	5	90	..	1	..	72	..	363 5 11	794 16 5
Pyalong	1,162	213 6 8	38 12 5	0 9 7	23,109	898	5,197 2 9	5	6	45	..	3	..	20	..	159 1 6	8,518 12 11
Tooburn	1,328	371 2 4	35 3 4	1 9 8	1,752	614	900 8 4	1	8	73	..	2	..	45	..	264 78 4	1,572 15 0
McIvor Siding .. .. .	..	..	..	..	25,635	395	12,879 12 1	..	..	..	..	..	..	..	..	..	12,679 12 1
Arzyle	2,010	469 3 9	89 15 2	0 16 8	1,312	759	1,916 6 7	..	..	..	..	..	..	..	..	1 18 7	2,471 14 9
Heathcote	3,199	1,164 7 1	192 13 9	28 14 11	10,952	1,163	4,714 4 11	11	35	86	..	17	15	97	..	378 4 4	6,890 2 0
Berrin	320	197 13 3	3 9 7	0 11 1	719	129	3,649 14 4	9	16	28	..	3	..	3	..	163 10 11	629 19 2
Knowsley	1,411	256 7 7	17 11 11	0 19 5	3,817	542	1,380 6 3	2	1	86	..	3	..	73	..	159 5 3	1,817 4 5
Ingham .. .. .	..	..	..	..	11,784	15	3,359 10 19	..	..	..	..	..	..	..	..	..	3,359 10 19
Axedale	1,119	163 0 0	29 16 7	18 9 4	1,126	287	1,212 0 19	8	20	9	..	3	13	23	..	49 8 1	1,513 15 7
Londra	267	19 0 1	1 11 7	..	613	292	499 6 30	..	1	..	..	..	..	..	..	1 10 6	1,112 12 23
MANSFIELD LINE.																	
Trarwool	312	61 4 10	25 14 4	0 15 9	804	126	313 1 2	2	3	..	..	6	..	..	..	34 19 1	1,214 15 2
Granite	116	34 18 1	9 16 5	0 2 1	..	..	1 1 10	..	..	..	..	..	..	..	..	..	67 1 5
Kerrisdale	831	122 12 9	26 10 6	..	848	284	468 8 7	..	12	8	..	2	..	..	..	74 3 10	694 4 3
Homewood	489	121 11 4	14 10 6	..	630	189	357 11 3	..	41	82	..	1	..	76	..	187 11 8	884 18 11
Yea	10,235	3,218 6 6	315 11 9	28 3 8	4,721	1,819	4,364 17 4	18	96	139	..	39	49	99	..	1,097 4 6	5,024 3 9
Cheviot	372	39 13 3	13 1 6	..	1,709	518	1,899 1 0	..	..	..	..	..	..	..	..	..	1,971 1 7
Molesworth	965	39 13 3	13 1 6	..	1,709	518	1,899 1 0	..	..	..	..	..	..	..	..	..	1,971 1 7
Catbain	1,351	125 11 10	36 19 0	0 17 3	1,111	298	768 18 9	..	25	..	..	1	..	..	..	421 4 7	1,898 6 3
Yarek	2,872	391 8 0	68 13 10	1 7 11	647	589	524 19 11	..	21	38	..	3	..	18	..	297 4 3	4,354 10 11
Kaumba	193	194 13 5	29 14 9	..	229	193	271 2 19	..	2	30	..	1	..	11	..	182 6 0	642 6 2
Merton	1,188	271 2 0	17 9 10	..	1,099	504	811 17 1	..	4	16	..	2	..	..	..	123 4 9	1,292 2 7
Woodfield	496	115 13 0	39 2 2	0 6 10	249	93	256 7 5	1	14	34	..	1	..	6	..	261 17 11	654 7 4
Bonnie Doon	2,327	455 10 6	16 9 11	7 9 8	499	589	691 2 9	1	53	79	..	1	..	46	..	751 18 0	1,822 10 16
Maldrumple	778	190 9 11	15 3 7	..	114	146	279 12 4	..	12	13	..	..	..	1	..	152 19 0	629 4 10
Mansfield	5,148	2,056 3 10	199 3 2	15 7 5	2,661	1,332	1,287 4 1	5	287	371	..	13	..	67	..	1,129 14 7	10,707 15 1
ALEXANDRA LINE.																	
Koridla	231	91 6 5	8 8 2	0 6 10	181	100	294 4 1	..	..	11	..	1	..	18	..	75 0 6	147 1 6
Alexandra	1,292	819 17 10	193 17 1	13 9 0	13,323	9,760	9,416 6 9	12	129	63	..	20	29	18	..	1,238 19 5	11,664 1 1
SEYMOUR TOULMAGE LINE.																	
Faluk	2,193	426 13 1	36 18 1	31 8 2	1,384	291	1,614 16 8	1	17	12	..	10	..	29	..	907 9 1	2,359 5 7
Nagarbie	10,426	2,728 9 1	231 8 10	96 19 6	13,453	2,853	7,739 9 13	39	159	353	..	41	107	28	..	1,801 10 5	12,198 8 16
Warring	1,610	135 5 5	63 4 3	110 1 0	2,131	684	1,193 2 2	30	..	71	..	31	13	34	..	254 12 0	2,964 4 10
*Noorilim .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	75 0 11
Murehison East	7,594	2,154 13 7	108 14 10	74 18 10	1,374	291	1,222 6 9	33	159	177	..	25	..	161	..	1,687 9 7	3,597 12 7
Aradia	2,321	523 12 4	35 19 4	9 8 8	3,922	1,328	2,899 2 1	6	18	62	..	11	14	39	..	391 7 4	3,969 9 7
Toulamba	5,964	1,393 15 3	67 8 6	139 12 11	3,374	1,398	2,389 9 1	76	32	83	..	61	25	32	..	793 7 9	4,661 12 9
Nooroopta	8,624	3,069 16 2	226 7 0	59 13 9	21,957	15,590	13,361 6 10	12	21	47	..	18	21	27	..	455 17 5	19,394 3 6
Shepparton	33,323	12,725 11 0	1,234 4 5	114 16 2	20,478	33,345	18,989 16 11	96	161	219	..	39	59	251	..	2,514 4 2	35,898 6 9
Gungahpa	791	214 4 0	29 5 5	0 14 7	3,336	2,400	1,848 12 6	..	19	19	..	4	..	9	..	219 16 3	2,342 3 9
Tullygaroopna	4,551	773 11 2	15 9 11	0 19 6	4,363	1,376	2,567 15 9	4	16	13	..	2	..	16	..	283 2 1	3,666 18 7

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.					
	Outwards.				Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				Outwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				Revenue.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.						
	£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.	
TATONG LINE.																					
Kam	40	7 0 5	0 10 5	0 0 9	3,295	32	1,617	17 0	1	13	..	..	3	1	..	..	79	10 1	1,704	18 8
Lima	338	92 14 7	29 12 11	..	1,608	449	693	18 2	4	66	20	3	4	3	0	2	463	10 5	1,260	16 1	
MaHum	10	0 17 0	1 5 8	0 0 8	2	19	11	15 1	..	..	..	..	..	..	..	..	1	0 3	14	19 8
Tatong	512	143 11 2	25 3 5	0 2 1	4,492	608	1,924	17 0	..	1	0	14	4	..	5	..	79	11 5	2,172	5 1	
WHITFIELD LINE.																					
Targoota	14	1 15 3	..	..	..	10	..	..	..	..	..	..	..	..	..	..	..	..	1	15 3
Lacey	5	0 6 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0	6 4
Onley	432	31 11 7	2 15 7	0 1 9	183	204	79	7 2	..	..	..	..	..	1	..	..	..	..	104	16 1
Skchan	208	13 0 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	0 19
Docker	776	66 12 8	5 19 0	0 0 8	780	235	391	17 4	..	..	..	..	..	..	3	..	..	..	464	9 8
Hyne	429	37 5 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	37	5 11
Moyhu	3,203	458 7 3	28 13 11	1 1 1	1,360	2,054	1,390	5 1	6	17	63	9	3	11	24	5	110	10 9	1,989	7 1	
Angleside	390	37 9 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	37	9 10
Claremont	138	16 15 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16	15 7
Dwyer	63	6 13 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0	13 6
Kdi	1,448	915 4 6	12 4 8	0 14 10	1,557	159	400	1 8	..	5	3	..	1	3	18	..	17	0 11	745	14 11	
Hyem	90	12 9 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12	9 5
King Valley	579	85 12 9	5 15 6	0 1 1	203	84	133	1 4	..	..	..	..	..	..	..	..	..	..	224	10 8
Jarrott	249	37 13 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	37	13 9
Peiper	469	73 5 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	73	5 6
Whitfield	3,132	566 3 5	49 6 3	1 1 7	791	679	527	4 6	8	9	14	31	..	3	12	4	166	6 0	1,310	1 9	
YACKANDANDAH LINE.																					
Londigan	1,205	96 17 11	24 0 4	1 1 3	946	283	295	1 2	..	..	..	..	..	1	..	..	5	4 2	422	4 10
Tarrawingee	966	142 13 4	11 7 4	11 0 4	854	360	586	16 3	1	..	..	..	1	..	..	..	1	1 9	752	19 0
Everton	2,969	378 14 10	25 7 4	0 13 3	2,269	401	1,098	8 6	1	14	11	..	1	1	9	..	141	15 6	1,842	19 5	
Barmutha	474	20 2 11	0 8 0	0 1 1	3	2	12	18 4	..	..	..	..	..	..	..	..	..	..	23	19 4
Beechworth	6,928	5,680 15 5	336 16 10	4 19 4	1,998	5,615	1,836	14 8	2	4	5	11	3	6	44	4	29	8 4	6,119	14 3	
Woorangee	207	13 19 9	3 17 5	..	397	37	290	13 0	..	..	..	..	..	..	..	..	..	..	1	6 4
Yackandandah	2,972	867 6 0	82 17 3	1 10 6	518	1,157	633	14 2	4	17	4	25	2	7	4	3	188	16 10	1,714	4 9	
BRIGHT LINE.																					
Brookfield	317	35 13 10	3 12 8	..	210	147	123	8 6	..	..	..	..	..	..	..	..	..	..	162	14 6
Bowman	1,591	490 18 11	49 5 5	4 19 7	897	855	656	10 8	6	21	38	12	1	6	10	2	177	15 1	1,370	7 8	
Gapsted	759	193 8 2	13 3 6	0 1 2	105	228	122	11 8	..	..	..	..	1	..	..	..	11	8 6	340	19 0
Myrtleford	5,014	1,690 3 1	197 5 4	6 13 2	1,254	2,433	1,833	19 5	16	58	37	28	9	21	9	8	525	10 5	3,663	11 5	
Ovens	879	224 7 2	9 9 0	0 11 8	299	173	273	13 2	..	..	..	..	1	..	..	..	..	..	508	1 0
Eurobin	744	245 6 9	16 9 10	0 7 8	265	320	476	9 0	..	..	..	..	..	..	..	..	..	..	743	15 9
Porepunkah	1,315	544 18 4	44 13 3	0 17 11	101	523	252	10 3	1	1	1	6	1	6	8	4	8	17 0	831	18 9	
Bright	4,511	2,351 12 7	151 17 3	1 11 5	255	1,793	711	18 7	1	..	3	34	3	5	19	10	180	14 3	3,397	14 1	

МАГНИТНІ ЛІСТІ

Main data table with multiple columns containing numerical values and names of locations or individuals.

(ІНШІ ЛІСТІ)

Secondary data table with multiple columns containing numerical values and names.

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

STATIONS.	PASSENGERS.		PARCELS.		HOUSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.				TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.			Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Horses, Cattle, Sheep, Pigs.	Horses, Cattle, Sheep, Pigs.	Revenue.	Revenue.	Revenue.		Revenue.	
STONY POINT LINE.															
Chen, Hanfly	1,537,530	35,697 11 1	339 13 4	1,053 4 3	4 2 11	778	61,946	1,053 4 3	..	..	..	..	..	31,063 11 1
Orange	634,317	12,000 4 2	295 16 9	..	..	..	..	..	..	..	..	..	..	12,204 19 5
McKinnon	1,043,622	3,781 5 2	78 7 3	..	..	..	..	..	..	..	..	..	..	3,864 18 4
Leitchfield	471,591	5,250 13 0	138 15 3	1,328	27,440	..	..	405 8 3	..	..	..	..	..	5,338 6 4
Mooreblain	173,073	3,601 13 0	31 1 5	1,328	27,440	..	..	405 8 3	..	..	..	..	..	4,193 8 4
Hiltsford	181,803	3,718 1 5	31 1 5	2,111	26,030	..	..	569 14 2	..	..	..	..	..	3,749 11 5
Cheerham	179,875	3,198 6 11	121 0 3	2,111	26,030	..	..	569 14 2	..	..	..	..	..	3,749 11 5
Monreux	665,846	14,061 6 11	162 7 0	1,019	26,360	..	..	378 0 4	..	..	..	..	..	20,469 11 7
Pyckdale	610,753	10,351 0 6	488 10 2	746	12,598	..	..	267 0 6	..	..	..	..	..	9,524 6 5
Meridale	181,758	3,321 0 6	488 10 2	210	13,462	..	..	114 6 2	..	..	..	..	..	19,929 15 0
Belthysale	250,880	2,615 11 0	177 11 6	210	13,462	..	..	114 6 2	..	..	..	..	..	5,843 7 0
Cheson	373,406	15,915 7 10	521 4 11	734	18,425	..	..	348 18 5	..	..	..	..	..	18,104 13 10
Boosey's Sidling	604,405	4,221 6 8	326 15 5	14,833	48,825	..	..	260 0 8	..	..	..	..	..	2,090 4 10
Carron	309,401	1,401 19 3	314 12 0	4,629	14,833	..	..	231 2 4	..	..	..	..	..	6,314 2 0
Branksdon	165,021	11,400 18 4	866 12 0	21,266	40,510	..	..	405 10 3	..	..	..	..	..	12,453 2 10
Leuchscarrin	2,091	433 13 4	104 17 3	1,589	18,760	..	..	164 2 7	..	..	..	..	..	12,747 7 8
Buxton	4,044	144 4 0	132 6 5	467	3,254	..	..	216 2 0	..	..	..	..	..	485 6 0
Somerbylle	2,136	148 4 0	132 6 5	3,881	3,254	..	..	216 2 0	..	..	..	..	..	816 6 0
Thornhill	2,495	237 9 1	132 6 5	3,881	3,254	..	..	216 2 0	..	..	..	..	..	3,271 11 5
Hastings	4,309	306 9 11	132 6 5	3,153	3,254	..	..	216 2 0	..	..	..	..	..	3,271 11 5
Hiltsford	4,309	306 9 11	132 6 5	3,153	3,254	..	..	216 2 0	..	..	..	..	..	3,271 11 5
Crab Potat	2,320	332 4 0	132 6 5	1,438	1,063	..	..	1,170 4 6	..	..	..	..	..	2,924 8 2
Stony Point	6,376	1,311 7 10	373 8 10	713	1,859	..	..	532 13 1	..	..	..	..	..	6,061 1 5
MORNINGTON LINE.															
Mossyburn	2,171	225 10 6	86 4 8	23,516	418	..	..	3,072 2 8	..	..	..	..	..	4,502 2 3
Mornington	2,154	4,835 1 2	960 18 9	623	7,374	..	..	453 17 4	..	..	..	..	..	5,390 9 9
RED HILL LINE.															
Belouring	234	45 7 1	38 9 4	61	880	..	..	43 1 2	..	..	..	..	..	127 2 5
Morrisdale	232	17 12 9	142 13 9	183	1,017	..	..	64 1 2	..	..	..	..	..	587 8 10
Red Hill	565	152 4 2	132 6 9	3,759	7,222	..	..	1,437 17 11	..	..	..	..	..	1,730 5 5
ALBERTON LINE.															
Lynnhurst	3,836	539 0 2	1,321 12 2	16,842	4,854	..	..	1,270 6 10	..	..	..	..	..	5,337 13 2
Greenbourn	16,223	1,268 4 1	3,928 5 9	10,477	4,876	..	..	2,177 0 4	..	..	..	..	..	20,841 2 7
Clyde	12,245	704 13 5	2,058 13 11	1,594	3,365	..	..	313 5 2	..	..	..	..	..	13,752 9 7
Torlacha	4,466	622 4 9	459 9 13	1,067	7,311	..	..	338 14 3	..	..	..	..	..	5,812 1 10
Palnure	3,032	467 13 7	134 4 11	1,220	4,724	..	..	262 4 9	..	..	..	..	..	3,198 4 4
Acocwoerap	10,439	3,063 3 7	573 10 3	18,159	8,787	..	..	7,295 6 7	..	..	..	..	..	11,176 12 3
Woolmarrat	6,988	335 17 11	738 3 1	191	370	..	..	173 16 5	..	..	..	..	..	2,369 7 1
Callernade	2,419	481 13 10	2,917 6 2	111	1,251	..	..	249 4 11	..	..	..	..	..	3,670 7 11

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
OUTRIM LINE.																	
Jumbuna	2,272	194 5 0	44 3 7	0 15 2	15,871	2,163	4,849 17 3	1	2	1	8	2	3	5	..	36 14 10	5,125 15 10
Outtrim North	1,035	36 1 3	..	..	759	..	227 14 10	..	..	..	..	..	..	..	..	..	263 16 1
Outtrim	867	71 3 9	23 3 1	0 9 0	13,069	429	3,821 1 0	..	2	..	83	..	..	..	..	318 18 9	4,234 15 7
PORT WELSHPOOL LINE.																	
Port Welshpool	5,887	165 12 1	105 4 6	..	457	328	1,093 10 1	..	..	..	..	..	..	..	..	..	1,364 6 8
PORT ALBERT LINE.																	
Port Albert	1,042	198 18 6	61 2 10	0 6 3	310	316	624 1 5	..	..	..	..	..	1	..	..	..	884 9 0
NEERIM SOUTH LINE.																	
Lillico	346	10 11 10	40 10 8	0 6 3	288	340	121 17 0	1	..	..	..	3	1	..	..	0 12 0	173 17 9
Bain Bain	1,300	114 0 10	56 13 7	0 5 6	800	3,613	409 17 3	..	..	..	2	1	1	..	..	1 14 4	382 11 6
Dravington	204	15 3 8	0 3 3	0 2 1	16	67	8 0 6	..	..	..	..	..	..	..	..	..	23 9 6
Hokoby	1,550	133 6 5	12 11 11	0 11 9	6,631	663	2,657 19 6	..	1	..	36	..	1	..	..	138 7 1	2,042 16 8
Crossover	536	95 0 7	2 8 1	0 2 1	2,296	218	934 3 9	..	..	..	..	1	..	..	..	..	1,031 14 6
Neerim South	3,437	716 14 9	54 13 11	1 3 4	18,748	1,960	3,178 1 3	6	98	4	11	5	38	16	14	340 19 0	4,291 12 3
NOOJEE LINE.																	
Neerim	1,943	331 11 1	24 0 9	0 2 9	3,245	1,035	1,747 15 11	1	..	..	9	5	12	4	4	94 2 4	2,167 12 10
Nayook	2,143	464 18 11	28 2 10	0 10 3	1,276	835	883 15 11	3	11	2	18	10	18	6	1	178 9 0	1,555 16 11
Noojee	3,987	1,235 11 2	63 18 8	2 4 3	32,628	4,511	19,761 17 0	3	6	..	13	13	..	1	..	89 8 5	21,143 19 6
THORNDALE LINE.																	
David	38	1 12 4	0 4 2	..	..	24	0 0 10	..	..	..	..	..	..	..	..	..	1 17 4
Coalville	821	71 14 3	7 9 11	0 6 10	655	168	493 14 11	..	..	..	..	..	1	..	..	..	573 5 11
Narrauan	1,178	198 4 8	48 14 2	1 4 10	869	398	536 16 6	3	2	3	..	2	2	3	..	33 12 0	816 12 2
Thorndale	1,869	426 7 2	75 4 11	1 8 4	2,693	1,668	1,743 3 0	3	10	13	34	7	4	16	15	305 12 3	2,551 15 8
WALHALLA LINE.																	
Gooding	65	1 17 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 17 2
Goid	1,862	247 10 11	19 6 11	0 19 5	6,426	333	3,244 9 6	..	..	..	..	..	..	..	..	..	3,512 6 5
Moondarra	758	98 12 11	14 5 6	0 0 8	857	153	508 5 4	1	3	..	1	..	..	..	..	6 3 9	627 8 2
Watson	382	72 19 3	3 14 11	0 2 9	88	68	79 8 2	..	..	1	..	..	..	..	..	..	136 5 1
Collins' Siding .. .. .	..	..	..	..	1,892	134	1,106 7 4	..	..	..	..	..	..	..	..	..	..
Erica	2,964	611 17 6	48 8 10	0 15 6	4,601	938	2,498 16 8	..	3	..	..	..	..	..	..	..	3,106 7 4
Knoth's Siding	421	87 8 2	10 5 8	0 6 8	167	196	119 14 7	..	..	..	17	9	13	3	..	33 9 3	3,135 7 9
Fullwood's Siding .. .. .	..	..	..	..	4,208	81	2,779 15 9	..	..	..	1	..	..	..	..	5 4 0	222 19 1
O'Shea and Bennett's Siding .. .. .	..	..	..	..	5,626	319	3,269 1 11	..	..	..	..	..	..	..	..	..	2,779 15 9
Platina	617	87 14 10	8 15 3	..	4,171	1,984	2,513 0 5	..	..	..	..	..	..	..	..	..	3,269 1 11
Thomson	175	2 18 0	..	..	..	..	..	..	..	..	..	..	..	..	..	0 4 11	2,609 15 5
Walhalla	3,386	548 2 8	48 8 0	0 6 10	74	796	232 11 10	..	..	2	..	..	34	6	..	2 15 4	852 4 8

NORTH MURDOO LINE.																	
Hazelwood	142	11 2 4	1 1 1	..	51	91	66 17 11	..	..	..	..	..	..	..	..	..	79 1 4
Yinnar	2,844	320 9 8	74 0 6	1 18 0	802	2,157	708 7 5	..	..	..	..	..	..	..	..	..	1,544 8 9
Boofarra	4,127	864 6 3	93 9 5	7 4 8	1,166	1,897	986 18 8	2	14	8	39	3	13	..	..	2,286 11 4	
Darkinulla	739	80 14 5	11 1 0	6 0 8	818	70	191 9 6	6	26	11	127	3	17	..	..	884 12 6	
North Murdoo	6,417	1,720 11 9	144 7 0	3 10 4	1,957	3,948	1,820 12 7	4	181	80	30	6	34	25	3	1,417 19 5	5,176 1 1
TRARALGON-STRAEFORD LINE.																	
Gleangarry	4,173	538 19 11	48 13 6	3 13 8	2,167	861	1,299 13 9	1	25	8	..	3	2	..	..	190 15 6	2,081 16 4
Toongabbie	3,084	429 6 3	47 10 2	8 0 11	5,261	449	1,934 2 6	4	2	8	..	4	2	..	..	71 0 3	2,510 9 1
Cowwarr	5,388	1,148 0 2	59 3 0	19 1 6	10,971	940	2,522 10 4	11	68	28	38	16	17	18	..	743 5 1	4,492 0 1
Dawson	324	63 5 8	3 3 1	..	558	52	266 7 4	..	..	..	..	..	..	..	..	..	332 18 1
Heyfield	9,247	2,982 3 6	296 12 9	57 6 4	13,908	8,325	7,022 9 5	10	195	47	75	13	12	12	59	1,690 16 4	11,959 8 4
Tinamba	4,308	1,548 9 9	99 19 9	35 7 10	3,941	2,656	2,742 11 4	23	234	61	129	17	62	20	38	2,520 17 2	6,947 5 10
Maffra	17,685	3,668 15 0	1,781 15 4	73 0 6	7,898	44,090	9,222 6 1	15	108	110	21	21	110	..	..	1,365 12 5	18,109 9 4
Powerscourt .. .. .	..	..	..	..	13,578	55	338 4 10	..	..	..	..	..	..	..	..	..	988 4 10
BRIARGOLONG LINE.																	
Bonsdale	817	231 15 11	29 2 10	9 0 4	3,859	521	790 18 6	3	64	1	28	3	12	3	..	540 19 11	1,610 17 6
Bushy Park	72	10 7 1	1 4 7	..	3,177	129	801 8 0	..	..	..	..	1	..	..	..	..	842 19 8
Briargolong	1,128	259 17 4	59 6 2	6 10 4	7,104	666	2,519 9 0	..	12	1	17	..	2	..	..	216 3 6	3,055 6 4
HEALESVILLE LINE.																	
East Richmond	735,513	8,309 4 9	217 18 4	1 10 0	..	..	..	..	..	..	..	..	..	..	..	..	8,528 15 1
Burnley	876,592	10,483 10 3	270 1 6	2 0 5	12,359	148,397	4,498 10 0	..	..	..	..	..	..	..	..	..	13,354 11 2
Hawthorn	1,293,553	18,566 1 5	229 17 9	4 15 9	765	18,391	1,265 12 11	..	..	..	..	..	..	..	..	..	29,096 7 10
Glenferrie	2,048,935	23,078 0 1	680 16 7	3 13 6	..	..	..	..	..	..	..	..	..	..	..	..	33,762 10 2
Auburn	1,662,132	23,870 11 2	363 19 4	11 8 3	..	..	..	..	..	..	..	..	..	..	..	..	26,247 9 2
Camberwell	2,157,916	28,445 18 11	518 11 9	7 7 6	822	56,074	1,557 12 7	..	..	..	..	..	..	..	..	..	49,519 10 9
East Camberwell	1,109,156	29,236 6 4	93 11 1	1 14 6	..	..	..	..	..	..	..	..	..	..	..	..	29,331 11 11
Canterbury	1,884,276	30,973 7 10	461 14 5	9 2 7	..	..	..	..	..	..	..	..	..	..	..	..	35,544 4 10
Surrey Hills	1,238,149	21,575 15 2	243 10 4	3 15 11	622	40,165	711 7 9	..	..	..	..	..	..	..	..	..	25,536 7 2
Mont Albert	696,281	14,676 10 5	79 3 6	1 9 5	..	..	..	..	..	..	..	..	..	..	..	..	13,748 3 4
Box Hill	1,368,207	30,665 8 6	713 4 4	28 6 6	8,987	56,953	5,209 18 10	10	131	1	..	8	70	10	37	680 1 4	37,362 19 6
Blackburn	392,759	9,021 16 3	210 8 4	0 11 6	5,510	18,118	3,483 19 4	..	..	..	..	..	..	..	..	..	12,719 17 6
Traralgon	188,493	4,109 1 8	179 6 8	0 15 3	..	..	..	..	..	..	..	..	..	..	..	..	4,271 5 11
Mitochond	314,374	8,141 16 4	292 1 1	0 7 2	5,689	12,233	2,746 11 8	..	..	..	..	..	..	..	..	..	11,121 18 3
Ringwood	438,638	12,762 2 11	508 6 11	4 3 4	2,935	30,822	1,707 4 8	..	..	..	..	..	..	..	..	..	15,937 15 1
Croydon	298,886	8,291 12 6	512 13 2	2 17 9	1,603	11,622	898 3 8	..	..	..	..	..	..	..	..	..	9,627 7 4
Mooroolbark	8,362	427 6 4	385 7 6	6 5 6	..	..	..	..	..	..	..	..	..	..	..	..	1,151 16 9
Cave Hill Siding .. .. .	..	..	..	..	29,147	426	6,156 6 3	..	..	..	..	..	..	..	..	..	6,156 6 3
Blwyde	63,954	4,363 8 10	867 13 10	37 4 7	884	12,034	441 17 7	26	136	54	4	16	199	91	2	486 19 11	6,194 1 0
Black's Siding .. .. .	..	..	..	..	56,745	..	10,210 4 4	..	..	..	..	..	..	..	..	..	10,210 4 4
Coldstream	2,688	227 17 7	326 1 0	2 1 8	561	2,139	139 5 7	..	..	..	..	..	..	..	..	..	717 11 10
Yerbuig	2,864	310 14 6	1,973 18 4	4 19 6	54	1,255	61 1 3	..	..	..	..	..	..	..	..	..	2,683 7 6
Yarra Glen	13,245	1,396 7 6	846 3 3	27 5 10	7,704	3,794	2,103 5 2	9	47	30	1	40	86	20	1	256 11 8	4,989 12 3
Tarravarra	1,142	129 11 10	88 12 6	2 14 0	197	108	75 7 11	..	..	..	..	..	..	..	..	..	297 6 3
Healesville	38,642	7,109 18 11	457 19 9	29 17 1	14,580	27,827	5,479 8 5	14	7	2	..	18	9	48	..	81 9 3	13,143 13 5
GLEN HUS LINE.																	
Hovington	89,544	1,278 3 7	4 14 8	..	..	..	..	..	..	..	..	..	..	..	..	..	1,282 14 3
Kooyong	263,129	4,308 8 1	22 10 5	..	..	..	..	..	..	..	..	..	..	..	..	..	4,330 18 4
Tooroonga	659,819	10,384 7 4	65 19 7	9 16 2	..	..	..	..	..	..	..	..	..	..	..	..	10,964 16 6
Gardiner	439,659	7,482 13 9	129 1 4	..	..	..	..	..	..	..	..	..	..	..	..	..	7,811 15 1
Glen Iris	264,092	6,718 17 2	34 16 6	0 1 4	..	..	..	..	..	..	..	..	..	..	..	..	6,753 15 0
Darling	394,968	5,691 16 0	37 9 7	..	265	18,551	151 8 7	..	..	..	..	..	..	..	..	..	5,879 5 2
KEW LINE.																	
Barker	329,929	5,092 5 6	33 14 11	0 2 8	..	..	..	..	..	..	..	..	..	..	..	..	5,126 3 1
Kew	1,632,244	13,942 19 0	355 6 7	7 3 11	336	49,271	367 18 1	..	9	..	..	..	..	..	..	15 12 9	46,829 0 4

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

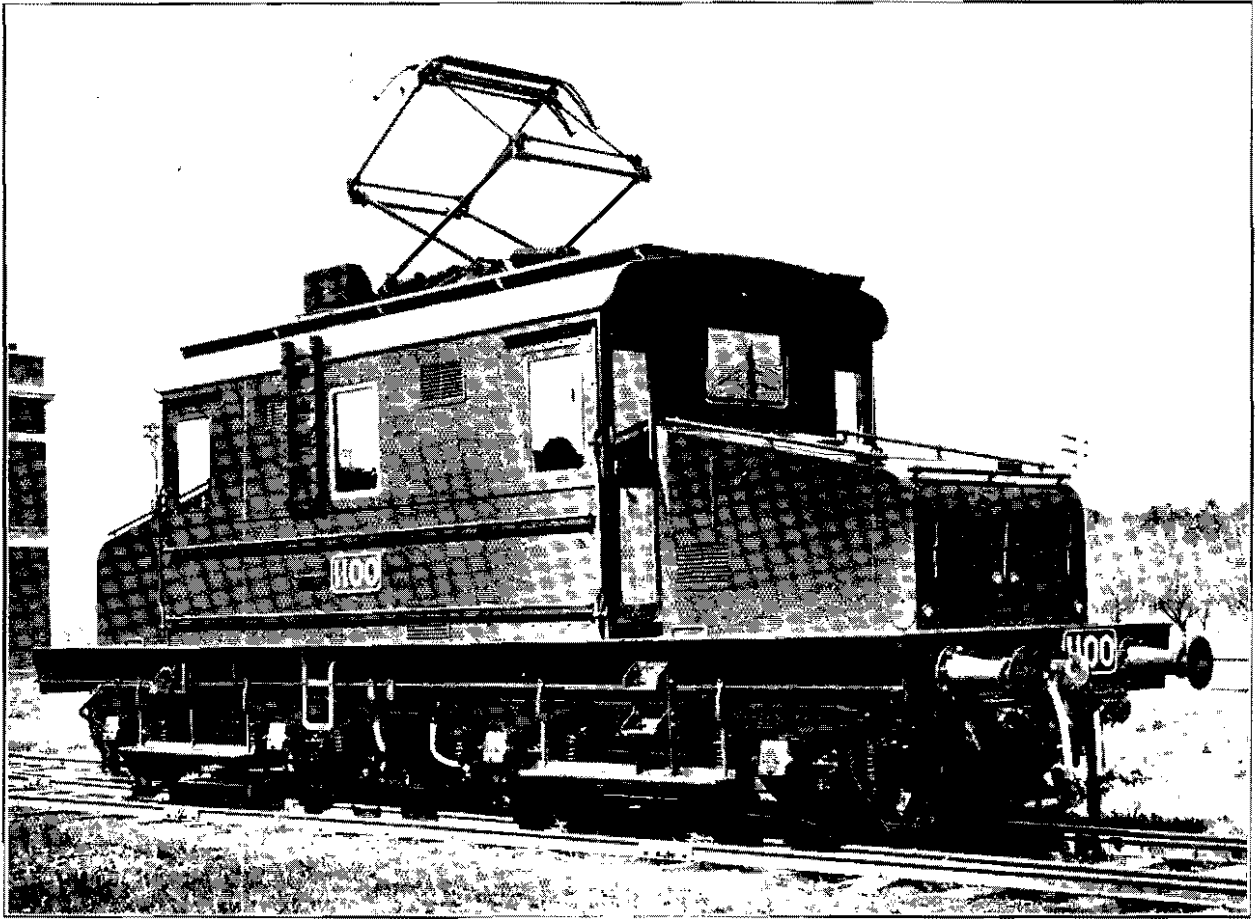
STATIONS	PASSENGERS.		PARCELS.	HORSES, CARTRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number 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.	
OUTER CIRCLE LINE.																	
Riversdale	40,079	806 18 6	..	..	77	38,789	301 7 5	..	..	..	..	..	..	..	..	1,108 5 11
Golf Links	17,397	270 15 8	..	..	..	..	..	..	..	..	..	..	..	..	..	270 15 8
Hartwell	9,868	207 2 5	..	..	..	..	..	..	..	..	..	..	..	..	..	207 2 5
Burwood	48,612	837 3 8	15 1 5	..	728	14,285	369 18 10	..	..	..	..	..	..	..	..	1,442 3 11
Ashburton	37,649	723 0 7	0 3 7	..	28	3,816	8 4 1	..	..	..	..	..	..	..	..	731 8 3
Shenley	36,306	898 14 4	..	..	..	..	..	..	..	..	..	..	..	..	..	898 14 4
Roystead	13,839	251 16 3	0 0 0	..	..	..	..	..	..	..	..	..	..	..	..	251 16 3
Deepdene	21,923	371 12 6	251 8 4	..	..	9,661	..	..	..	..	..	..	..	..	..	623 9 10
FRENDSBURG GULLY LINE.																	
Bayswater	90,287	3,026 18 6	301 9 1	85 19 4	338	7,600	215 6 0	5	1	..	..	3	6	11	..	1,115 5 5
Boronja	10,561	1,494 11 9	139 6 1	0 0 8	..	..	0 1 11	..	..	..	..	..	..	..	..	1,504 6 5
Lower Ferntree Gully	29,061	1,737 19 11	764 8 9	19 13 4	428	2,343	108 2 11	..	..	..	..	..	..	..	..	2,659 4 17
Herron's Siding .. .. .	..	..	..	..	27,988	..	1,813 19 1	..	..	..	..	..	..	..	..	4,813 19 1
Upper Ferntree Gully	71,848	3,368 11 30	190 5 6	21 10 2	17,771	4,672	2,631 13 7	3	18	1	..	8	20	13	..	8,294 0 8	
GEMSBROOK LINE.																	
Upwey	13,331	364 9 3	32 1 4	2 11 6	2	155	8 0 11	..	..	..	..	..	..	..	..	1,027 11 6
Belgrave	26,592	1,818 6 2	154 18 7	5 3 5	733	4,361	239 18 11	..	..	..	..	..	..	..	..	2,218 7 1
Selby	3,342	243 17 11	15 19 6	2 2 10	3	198	3 16 4	..	..	..	..	..	..	..	..	265 17 7
Arna	2,697	149 7 12	78 10 3	0 14 2	636	1,985	268 14 7	..	..	..	..	..	..	..	..	437 6 2
Clematis	3,117	300 7 11	39 18 5	0 13 1	351	2,417	136 18 0	..	..	..	..	..	..	..	..	482 19 6
Emerald	8,113	818 16 8	226 12 7	3 5 19	1,125	1,339	695 18 7	3	6	2	..	13	12	..	..	1,778 15 4
Nobelin's Siding .. .. .	..	..	53 11 11	..	55	..	122 2 9	..	..	..	..	..	..	..	..	156 14 8
Wright .. .. .	..	30 16 8	..	..	..	..	..	..	..	..	..	..	..	..	..	40 16 6
Cockatoo	5,318	659 15 11	76 12 0	4 3 6	3,138	727	1,660 15 1	..	..	..	..	..	..	..	..	1,863 8 1
Gembrook	6,511	966 7 8	89 4 1	2 8 19	15,093	2,621	7,419 5 1	1	1	1	..	17	7	..	..	6,512 17 1
WARBURTON LINE.																	
Mount Evelyn	15,126	1,422 14 11	298 11 8	5 9 5	3,316	2,392	1,623 5 8	..	..	..	..	1	4	..	..	2,879 0 8
Wandin	9,756	942 17 4	365 17 9	1 16 6	5,191	2,206	1,384 7 2	..	..	..	..	1	3	..	..	2,699 3 10
Seaville	6,919	527 9 9	168 4 2	2 7 7	2,193	4,635	336 0 11	..	..	..	..	24	30	..	..	1,179 13 2
Kilbarr	911	98 5 2	19 2 0	0 9 7	1,168	224	230 17 9	..	..	..	..	..	..	..	..	463 2 3
Wood Yallock	5,047	505 11 8	126 8 1	1 9 16	6,461	880	1,799 17 6	..	..	..	..	..	..	..	..	2,636 15 4
Jauching Place	5,467	899 14 8	542 1 0	1 19 11	1,989	1,307	626 14 7	..	..	..	..	2	9	..	..	2,087 15 4
Yarra Junction	18,011	2,916 7 3	183 12 3	16 14 4	70,809	6,467	22,995 17 8	5	2	..	..	11	17	..	..	26,045 9 3
Briarlea .. .. .	..	..	..	..	440	5,787	..	..	..	..	..	..	..	..	..	1,942 5 6
West Warburton	1,150	322 16 0	141 8 1	0 19 3	1,698	824	592 12 10	..	..	..	..	..	..	..	..	1,255 4 11
Milgrove	5,185	492 17 4	36 11 9	0 19 6	3,956	1,335	1,367 6 5	..	..	..	..	..	..	..	..	1,920 12 9
Warburton	21,878	4,289 11 10	285 2 9	4 10 11	427	7,722	348 19 0	22	15	..	..	31	28	..	..	5,234 17 8
La La Extension .. .. .	..	..	..	..	13,571	..	10,588 9 1	..	..	..	..	..	..	..	..	16,288 9 1

HEIDELBERG EXTRA LINE.															
Jolimont	284,908	2,431 10 5	17 10 0	0 7 8	..	..	..	..	..	..	..	..	..	..	2,979 17 1
West Richmond ..	959,414	9,886 1 0	167 17 6	2 6 0	..	..	..	..	..	..	..	..	..	..	10,356 0 6
North Richmond ..	1,005,597	12,267 14 3	615 17 9	3 8 8	..	..	..	..	..	..	..	..	..	..	12,916 18 8
Collingwood	809,114	9,172 11 8	478 14 9	1 1 7	..	..	..	..	..	..	..	..	..	..	9,630 8 0
Victoria Park .. .	1,280,835	15,170 5 2	1,282 9 10	2 13 9	24,171	88,761	8,818 12 9	..	..	..	..	..	..	..	25,860 4 6
Clifton Hill	2,493,687	23,129 12 2	894 4 10	2 6 5	..	..	..	..	..	..	..	..	..	..	24,027 3 5
Westgarth	1,061,370	13,162 7 3	109 7 2	9 17 10	..	..	..	..	..	..	..	..	..	..	13,263 8 3
*Dennis	231,027	3,141 11 2	19 9 6	0 16 16	..	..	..	..	..	..	..	..	..	..	3,452 16 2
Fairfield Park .. .	1,828,123	27,001 0 8	222 0 6	6 4 2	316	23,935	142 15 10	..	..	..	..	..	..	..	27,703 1 2
Alphington	623,084	9,261 14 4	57 3 11	0 16 6	27,037	11,356	6,715 2 6	..	..	..	..	..	..	..	11,004 17 3
Dunbin	333,891	6,459 9 11	25 3 7	4 5 4	..	..	..	..	..	..	..	..	..	..	6,459 12 10
Tranbon	1,143,529	22,367 7 9	160 17 0	1 4 8	160	11,842	137 2 10	..	..	..	..	..	..	..	22,609 10 3
Heidelberg	747,543	16,160 1 0	112 13 5	11 17 11	1,365	14,332	636 5 1	1	29	..	..	..	..	..	17,067 11 2
Rosanna	73,678	1,515 16 8	5 6 11	1 15 8	..	..	..	..	..	..	..	..	..	..	1,522 19 6
Macleod	64,791	1,319 9 2	16 8 10	0 2 1	..	..	..	..	..	..	..	..	..	..	1,343 1 1
Mont Park .. .. .	..	..	..	..	50	2,415	122 12 4	..	..	..	..	..	..	..	128 2 10
*Watsonia	284	5 17 7	..	..	..	..	..	..	..	..	..	..	..	..	5 17 7
Greensborough ..	204,111	5,264 16 5	76 1 2	0 12 0	365	2,291	127 1 3	1	7	..	..	..	..	..	5,185 15 11
*Montmorency ..	38,619	979 11 0	4 15 9	..	..	..	..	..	..	..	..	..	..	..	975 6 9
Mitnam	183,577	5,492 17 1	32 1 0	0 12 19	88	2,911	71 15 10	3	2	..	..	..	..	..	5,602 5 2
EXTRAM-HERSCHBRUG LINE.															
Diamond Creek .. .	14,906	1,528 5 0	121 7 11	1 9 4	240	1,698	124 15 9	1	..	..	..	..	..	..	1,778 9 0
Wattle Glen	6,745	359 17 9	0 10 6	0 5 8	..	..	0 2 9	..	..	..	..	..	..	..	340 16 8
Huon-bridge	30,525	1,942 11 1	158 3 3	4 1 1	11,117	2,132	2,136 13 1	..	..	..	..	..	..	..	1,936 13 9
PORT MELBOURNE LINE.															
Montague	125,931	1,690 9 10	87 17 3	0 17 7	..	..	..	..	..	..	..	..	..	..	1,779 4 8
North Port	849,418	9,569 0 10	193 9 1	2 6 4	..	..	0 2 4	..	..	..	..	..	..	..	9,674 18 7
Graham	897,317	9,422 15 11	103 18 1	2 7 11	..	..	..	..	..	..	..	..	..	..	9,529 1 11
Port Melbourne ..	152,949	6,615 18 1	197 19 1	0 9 8	154,558	275,272	17,573 2 0	8	1	..	..	..	..	..	19,313 14 5
ST. KILDA LINE.															
South Melbourne ..	1,111,345	13,134 4 6	174 7 8	1 8 8	..	3	..	..	..	..	..	..	..	..	13,919 2 10
Albert Park	2,628,795	28,686 9 11	356 0 1	2 4 4	..	11	..	..	..	..	..	..	..	..	29,045 0 4
Middle Park	2,586,096	26,799 11 10	105 19 0	1 3 3	..	1	..	..	..	..	..	..	..	..	26,906 14 1
St. Kilda	4,680,265	38,871 14 2	603 11 3	4 17 8	59	22,373	128 14 9	..	..	..	..	..	..	..	39,698 17 11
BRIGHTON-SANDRINGHAM LINE.															
Richmond	2,324,932	36,872 16 5	2,285 0 10	8 15 0	..	1	0 4 8	..	..	..	..	..	..	..	39,167 16 11
South Yarra	2,226,049	31,865 9 6	1,885 12 3	5 10 8	..	6	..	..	..	..	..	..	..	..	33,256 12 5
Prahran	2,034,590	28,108 3 9	2,142 7 3	2 2 8	..	..	..	..	..	..	..	..	..	..	30,318 3 0
Windsor	2,135,178	29,191 5 5	740 4 11	2 19 7	1,739	66,254	1,737 6 6	..	..	..	..	..	..	..	31,671 16 5
Hamclava	2,772,546	38,768 1 10	404 5 8	3 16 7	..	..	..	..	..	..	..	..	..	..	39,176 4 1
Ripponlea	1,434,005	22,743 5 1	292 14 1	3 13 3	..	..	..	..	..	..	..	..	..	..	23,039 12 5
Elsternwick	3,639,632	64,158 9 4	578 9 1	4 1 10	747	59,274	676 6 4	..	..	..	..	..	..	..	66,419 6 7
Garden Vale	1,798,936	31,540 10 7	178 19 10	2 2 11	..	29	12 0 0	..	..	..	..	..	..	..	31,738 13 4
North Brighton ..	1,793,832	34,880 8 1	377 17 10	5 5 8	499	45,018	846 16 6	..	..	..	..	..	..	..	36,110 8 1
Middle Brighton ..	1,469,597	29,727 0 9	272 1 8	1 9 0	679	26,815	405 13 2	..	..	..	..	..	..	..	30,406 4 7
Brighton Beach ..	766,963	16,354 5 8	71 12 0	0 10 11	..	..	..	..	..	..	..	..	..	..	13,428 8 7
Hampson	1,255,922	27,274 2 3	235 2 2	1 3 8	..	..	..	..	..	..	..	..	..	..	27,519 8 1
Sandringham	1,907,770	46,488 1 4	454 16 10	8 11 4	314	32,971	546 13 0	..	..	..	..	..	..	..	47,496 2 6

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.			Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.		Pigs.	Revenue.
VARIOUS.																	
Traffic derived from Donington and Meakin Stations	832	914 2 0	189 4 1	5,367	74 17 9	2,486	9,773 16 3	23	867	1,577	2	49	192	317	..	13,598 15 11	26,532 16 0
Traffic derived from South Australian Stations	58,746	99,825 18 3	11,968 15 1	55,706	641 1 3	43,226	67,823 8 2	..	..	..	..	..	..	..	..	32,982 12 7	213,541 15 6
Traffic derived from New South Wales Stations	144,021	192,479 19 5	16,545 7 2	306,406	1,775 9 3	161,089	483,092 7 9	..	..	..	..	..	..	..	..	458 1 2	209,851 4 10
Traffic derived from Queensland Stations	4,904	4,157 4 3	239 14 5	11,868	9 5 10	4,219	9,802 6 2	..	..	..	..	..	..	..	..	..	14,319 19 8
Traffic derived from Comberwartha Stations	..	186 5 2	0 14 11	20	..	1,651	56 7 7	..	..	..	..	..	..	..	..	..	243 7 8
Traffic derived from West Australian Stations	7,932	9,219 14 5	291 5 4	4	1 4 6	8	14 2 2	..	..	..	..	..	..	..	..	..	9,433 6 5
Steamer Cook and Son to New South Wales, South Australia, &c.	62,142	1,267 6 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,267 6 9
Thomas Cook and Son to New South Wales, South Australia, &c.	1,405	1,987 10 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,987 10 5
Totals	167,861,864	5,419,068 12 11	490,112 12 1	7,829,531	36,081 2 11	7,829,531	4,767,765 14 4	10,314	37,407	64,795	11,438	9,803	38,232	49,516	8,482	540,346 4 9	11,247,474 7 0
Less unalloyed Credit Notes, &c.	32,171	79,454 14 6	5,715 17 2	..	982 0 3	..	86,645 6 6	..	..	..	..	..	..	..	..	17,139 17 10	187,037 16 3
Mails	..	..	480,396 14 11	7,829,531	37,069 2 8	7,829,531	4,681,120 7 10	10,314	37,407	64,795	11,438	9,803	38,232	49,516	8,482	523,406 6 11	11,959,586 10 9
Telegraph	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	59,548 13 8
Power	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,701 18 2
Rentals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	223,451 18 3
Miscellaneous	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	119,399 19 5
Dining Car Service	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,588 19 0 1/2
Refreshment Rooms Service	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24,491 11 8
*Advertising	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	320,069 5 2 1/2
GRAND TOTALS, RAILWAYS	167,861,864	5,339,613 18 5	486,396 14 11	7,829,531	37,069 2 8	7,829,531	4,681,120 7 10	10,314	37,407	64,795	11,438	9,803	38,232	49,516	8,482	523,406 6 11	11,847,413 18 2
St. Kilda and Brighton Electric Tramway	5,700,654	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	54,381 6 11
Southdown and Black Rock Electric Tramway	1,459,239	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,971 3 4 1/2
GRAND TOTALS	175,020,787	5,339,613 18 5	486,396 14 11	7,829,531	37,069 2 8	7,829,531	4,681,120 7 10	10,314	37,407	64,795	11,438	9,803	38,232	49,516	8,482	523,406 6 11	11,914,766 8 5 1/2

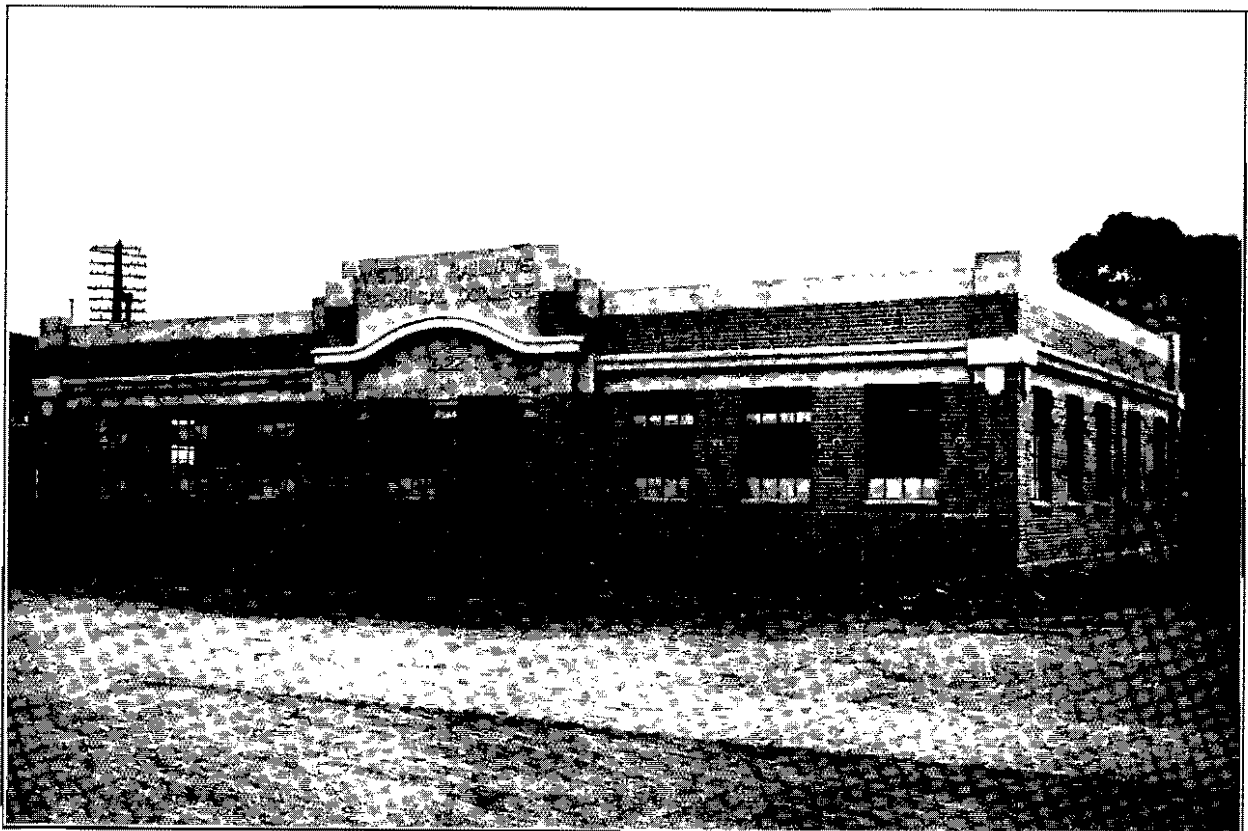
* Stations open for only portion of the Year.



ELECTRIC LOCOMOTIVE.

Weight	...	...	59 tons.
Rated Tractive Power	...	...	21,840 lbs.
Rating Capacity, 113 per cent.	...	...	load up, 1 in 50 grade, 305 tons
Rating Capacity ("DD" Locomotive)	...	...	load up, 1 in 50 grade, 270 tons.
Hourly Rating Horse Power	...	...	760.
Maximum Speed	...	...	40 miles per hour.

(See page 17.)

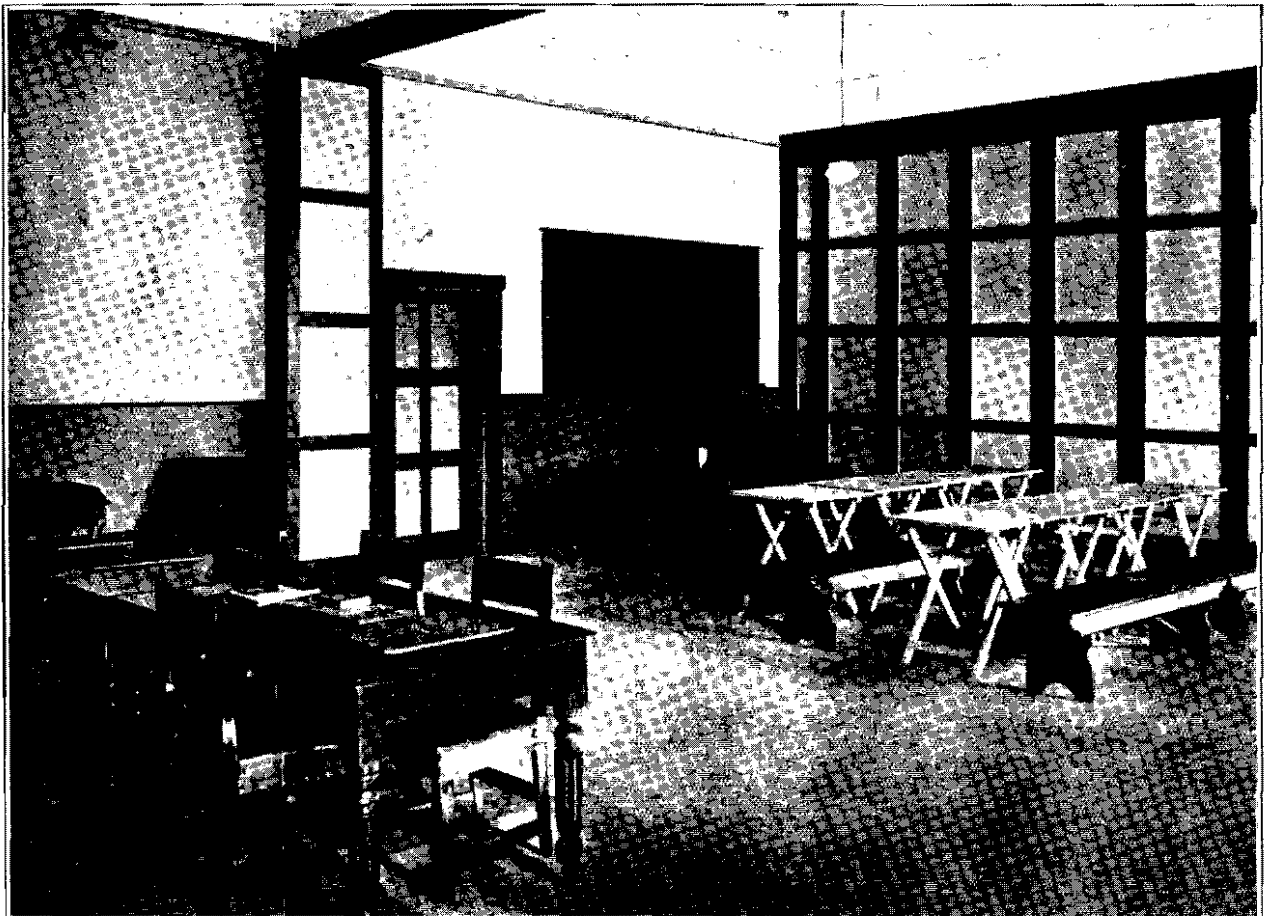


VICTORIAN RAILWAYS TECHNICAL COLLEGE, NEWPORT.

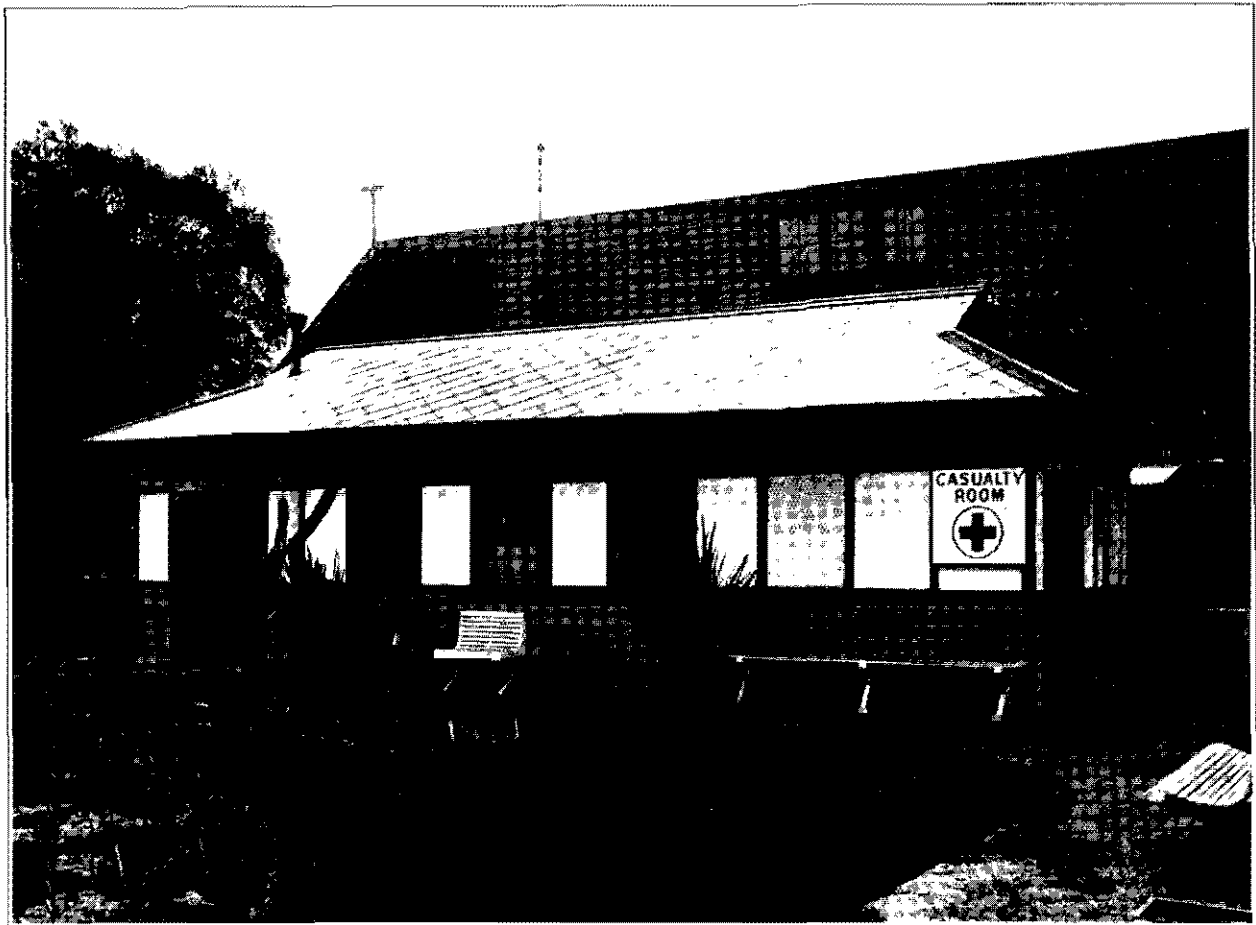
(See page 29.)



VICTORIAN RAILWAYS INSTITUTE BUILDING, BENDIGO.
(See page 29.)



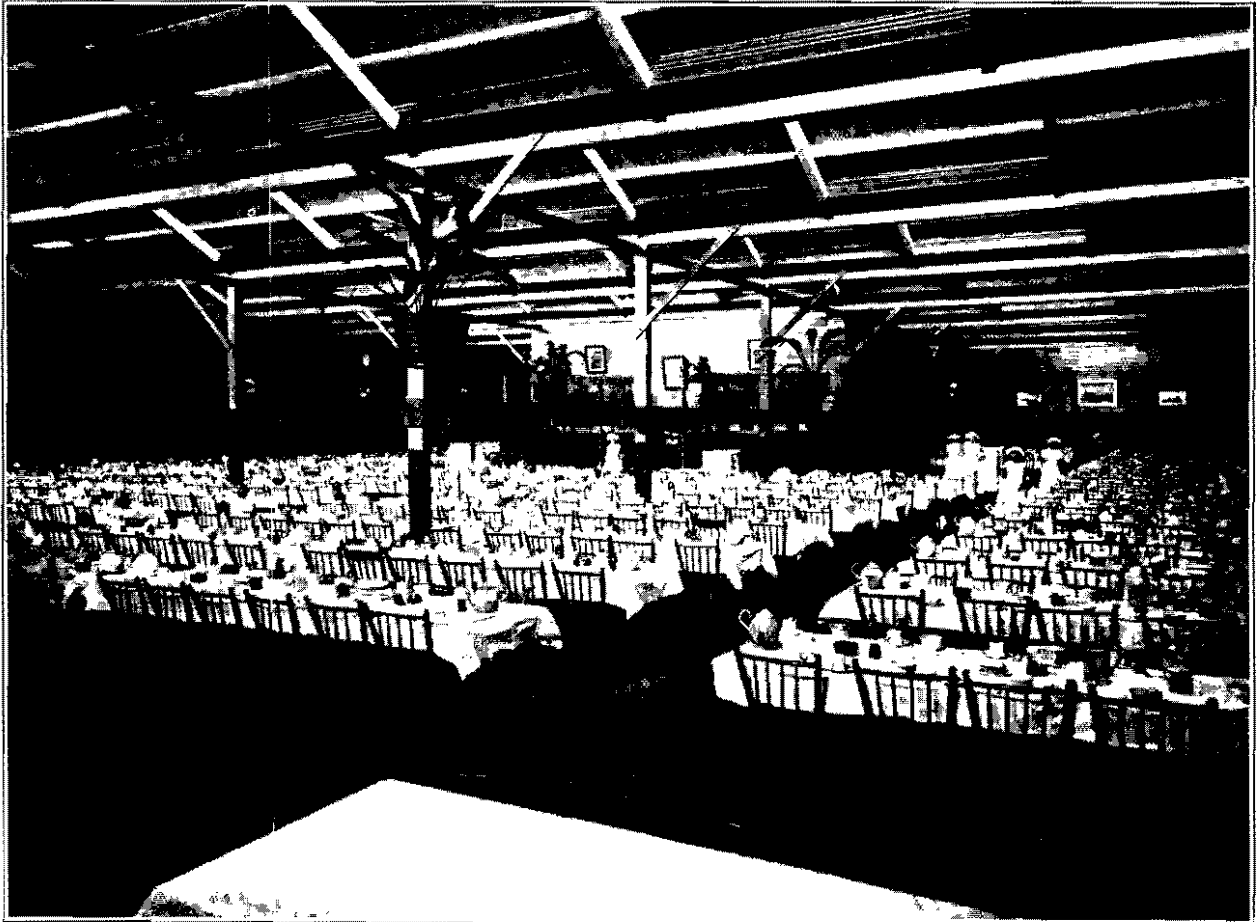
CLASS AND READING ROOMS, VICTORIAN RAILWAYS INSTITUTE, BENDIGO.
(See page 29.)



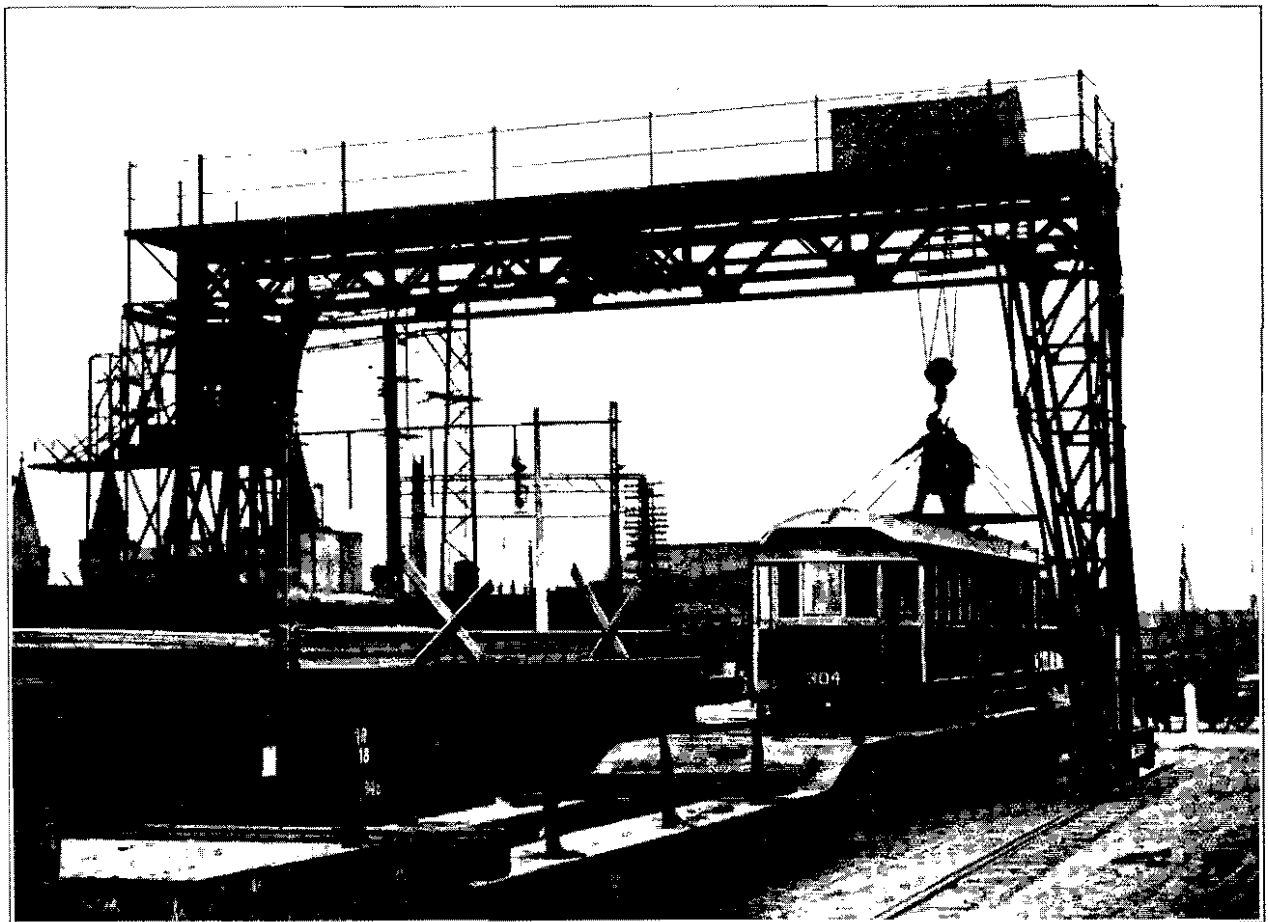
CASUALTY ROOM, NEWPORT WORKSHOPS.
(See page 26.)



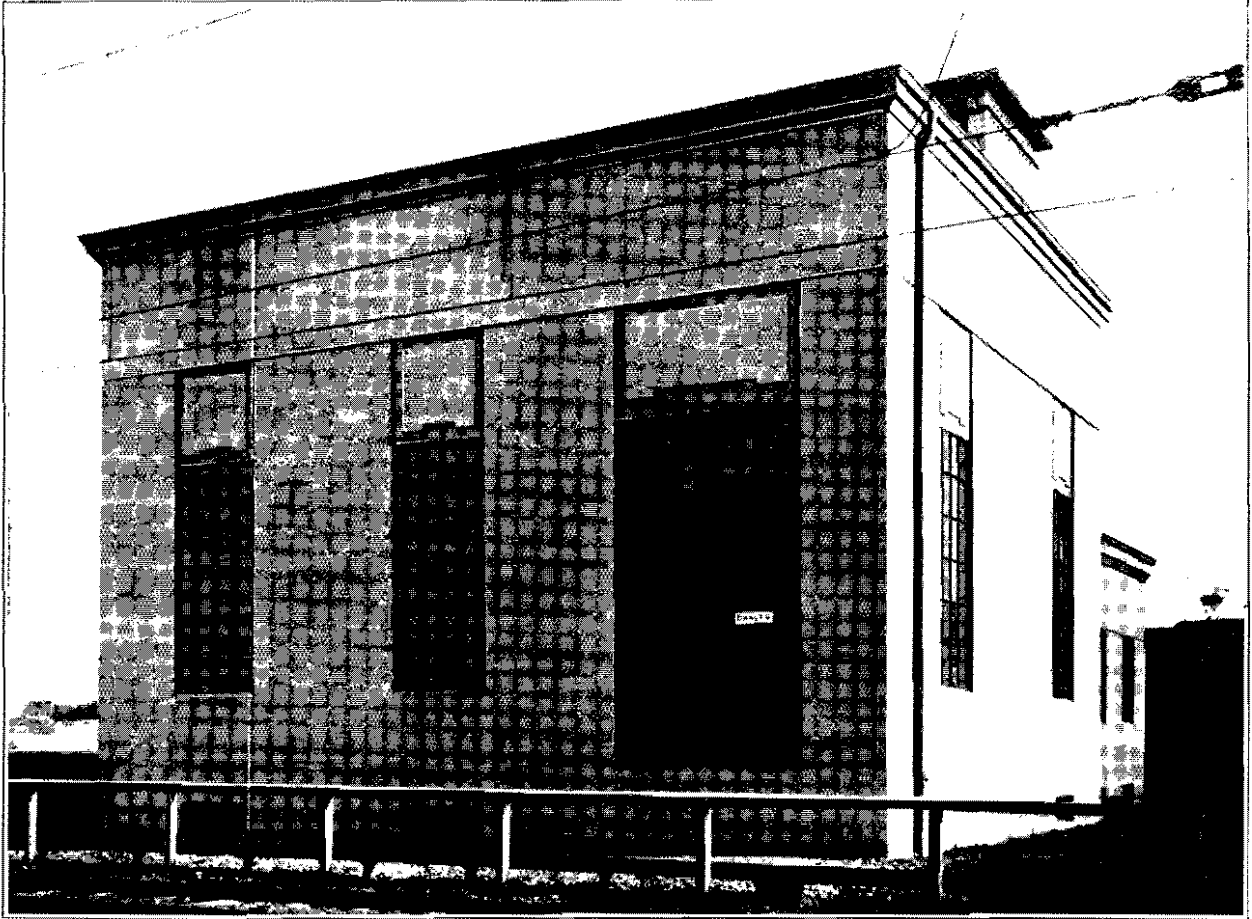
CASUALTY ROOM, NEWPORT WORKSHOPS. (INTERIOR VIEW.)
(See page 26.)



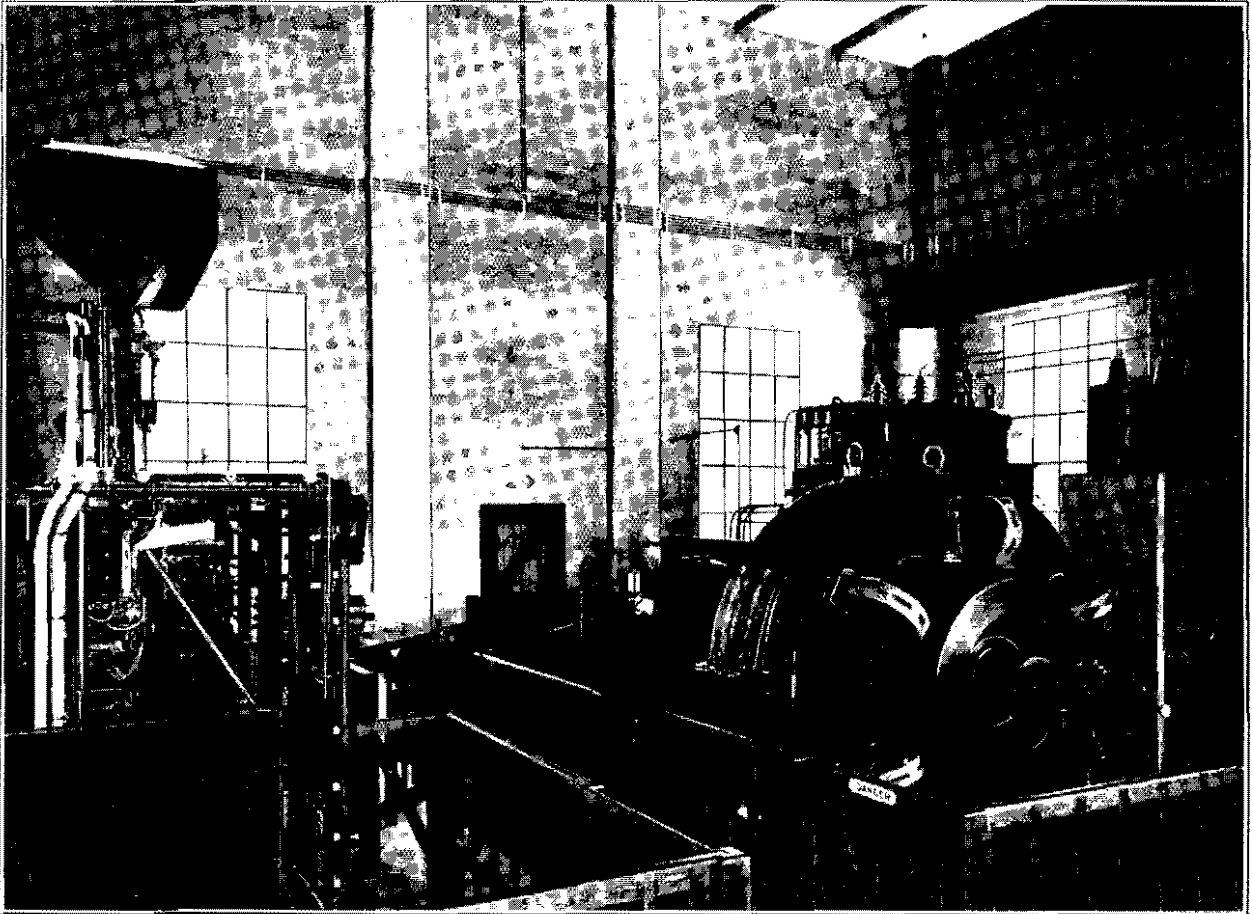
DINING ROOM FOR EMPLOYEES, NEWPORT WORKSHOPS.
Seating Capacity 1,200.



15-TON "GOLIATH" CRANE, MELBOURNE YARD.
(See page 19)



AUTOMATIC SUB-STATION.
(See page 17.)



AUTOMATIC SUB-STATION. (INTERIOR VIEW.)
(See page 17.)



PICTORIAL POSTERS
 ISSUED BY THE
VICTORIAN RAILWAYS COMMISSIONERS

From 30-9-22
 To 30-6-24



**FOR WINTER SPORTS
M-BUFFALO**
For full particulars apply -
Govt. Tourist Bureau Melbourne

EAT MORE FRUIT

"For Your Health's Sake"
TAKE SOME HOME TODAY

WATTLE TIME

Nature's Gift to us all
Thoughtless stripping
is wanton destruction
**Cut Little and
Cut Carefully**

Where to go - by Train

ZOO

*is the place
to find me!*
**COME BY FAST ELECTRIC TRAINS
TO ROYAL PARK**

**THE BEST THING
ON THE TABLE**
"More please!"

**RAISIN
BREAD**
RICH IN ALL THE ELEMENTS
OF GOOD HEALTH & ENERGY

Autumn in the Hills

TRAVEL IN COMFORT - BY TRAIN
TO OUR NEAREST HOLIDAY RESORTS
WHERE TO GO - AND HOW TO GET THERE

HEATH TIME NOW

TRAVEL BY FAST AND
COMFORTABLE TRAINS
FULL INFORMATION AT
GOVT. TOURIST BUREAU
PHONE - CENTRAL 2888

CITRUS FRUITS

KEEP FIT - EAT MORE FRUIT

DIAGRAM N° 1 AVERAGE MILEAGE OPERATED

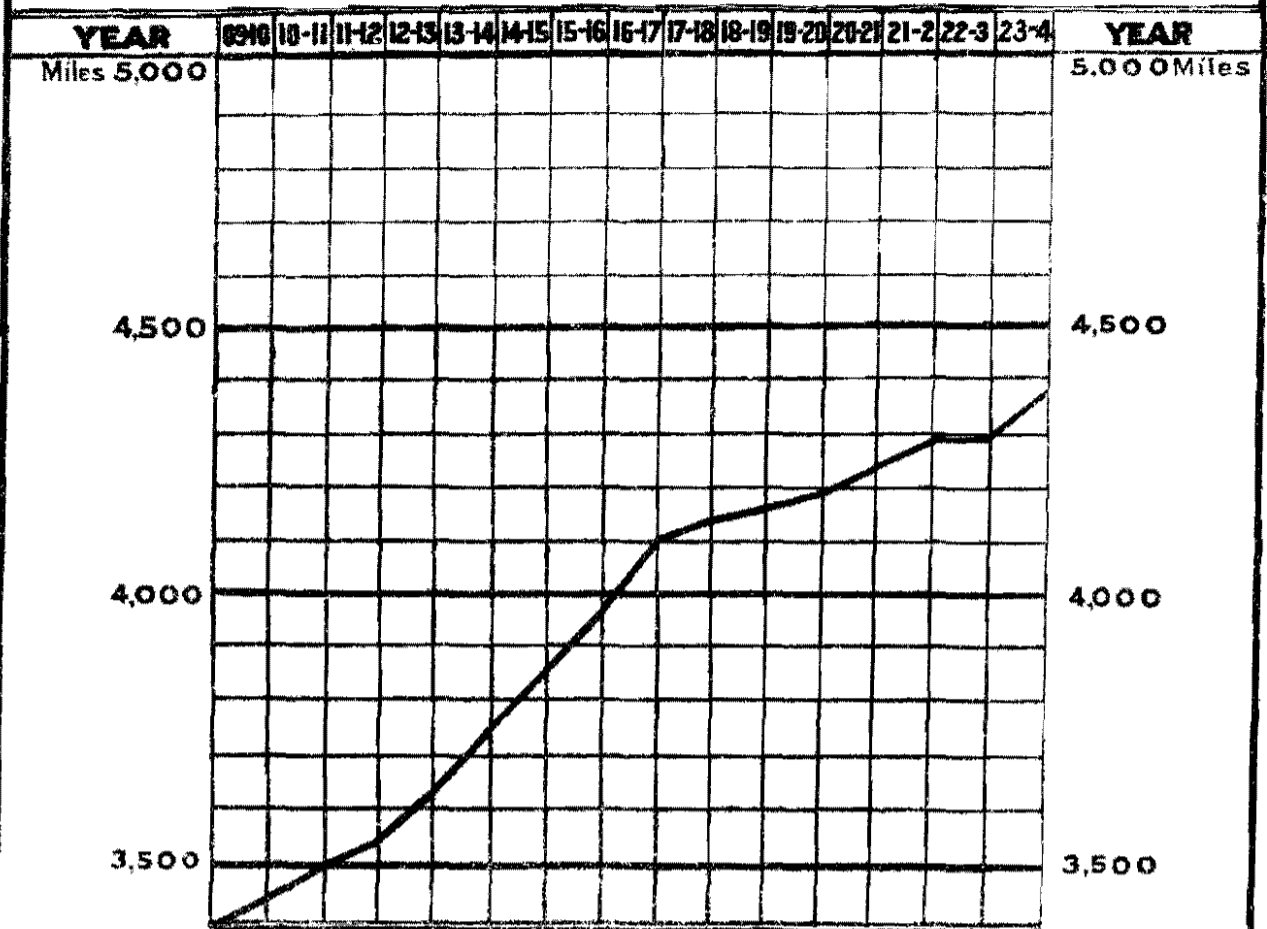


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

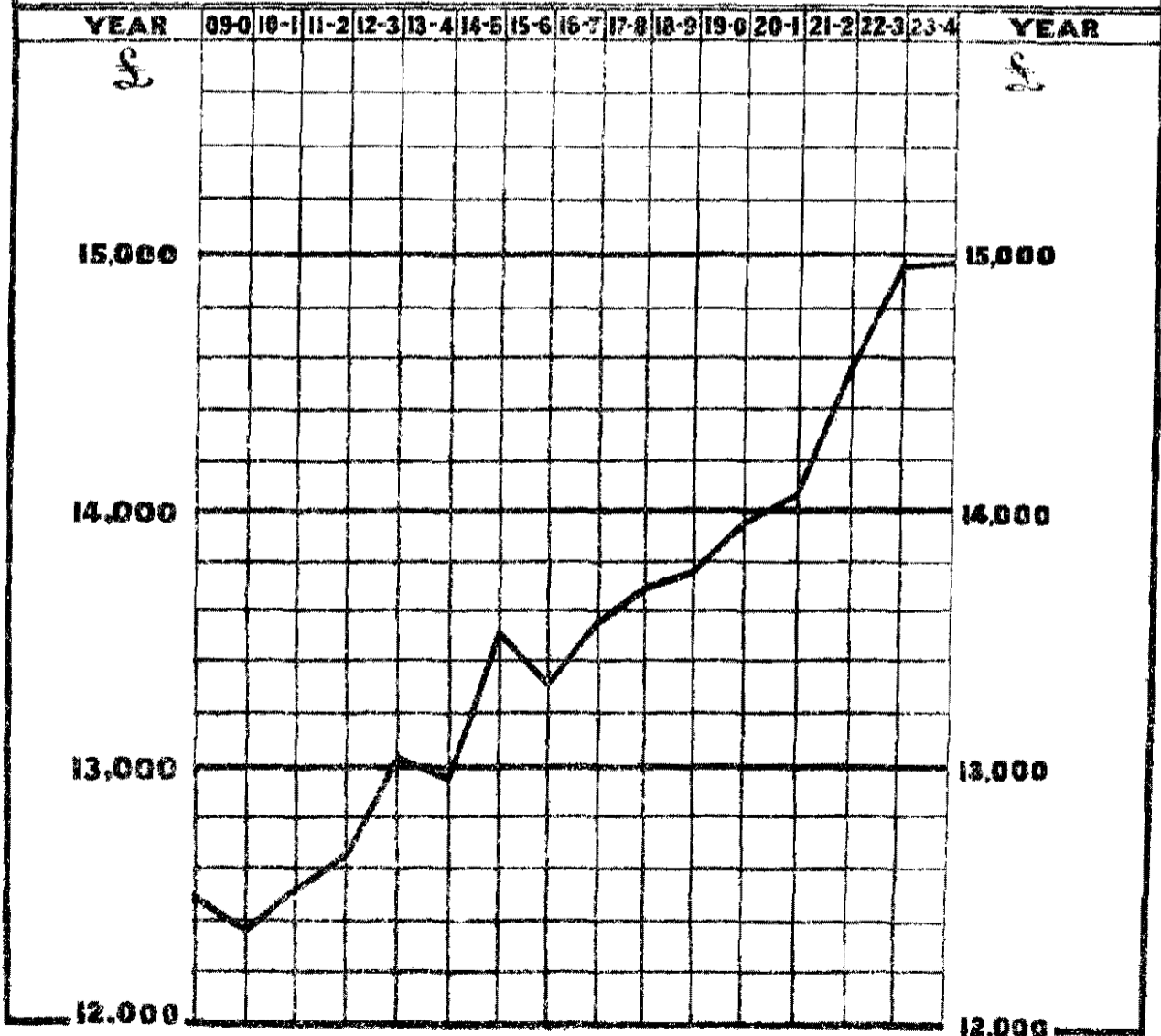


DIAGRAM N° 3

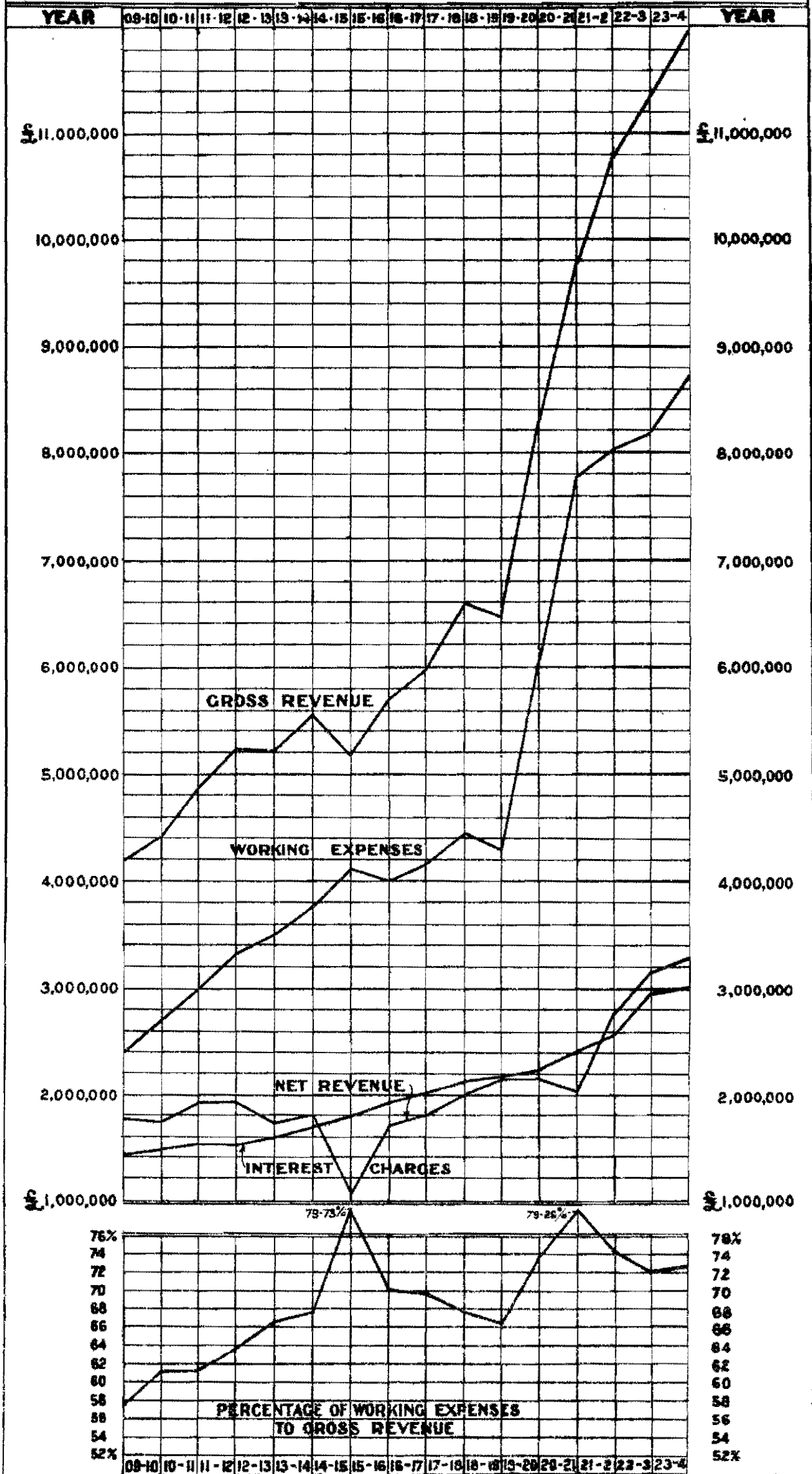


DIAGRAM N° 4

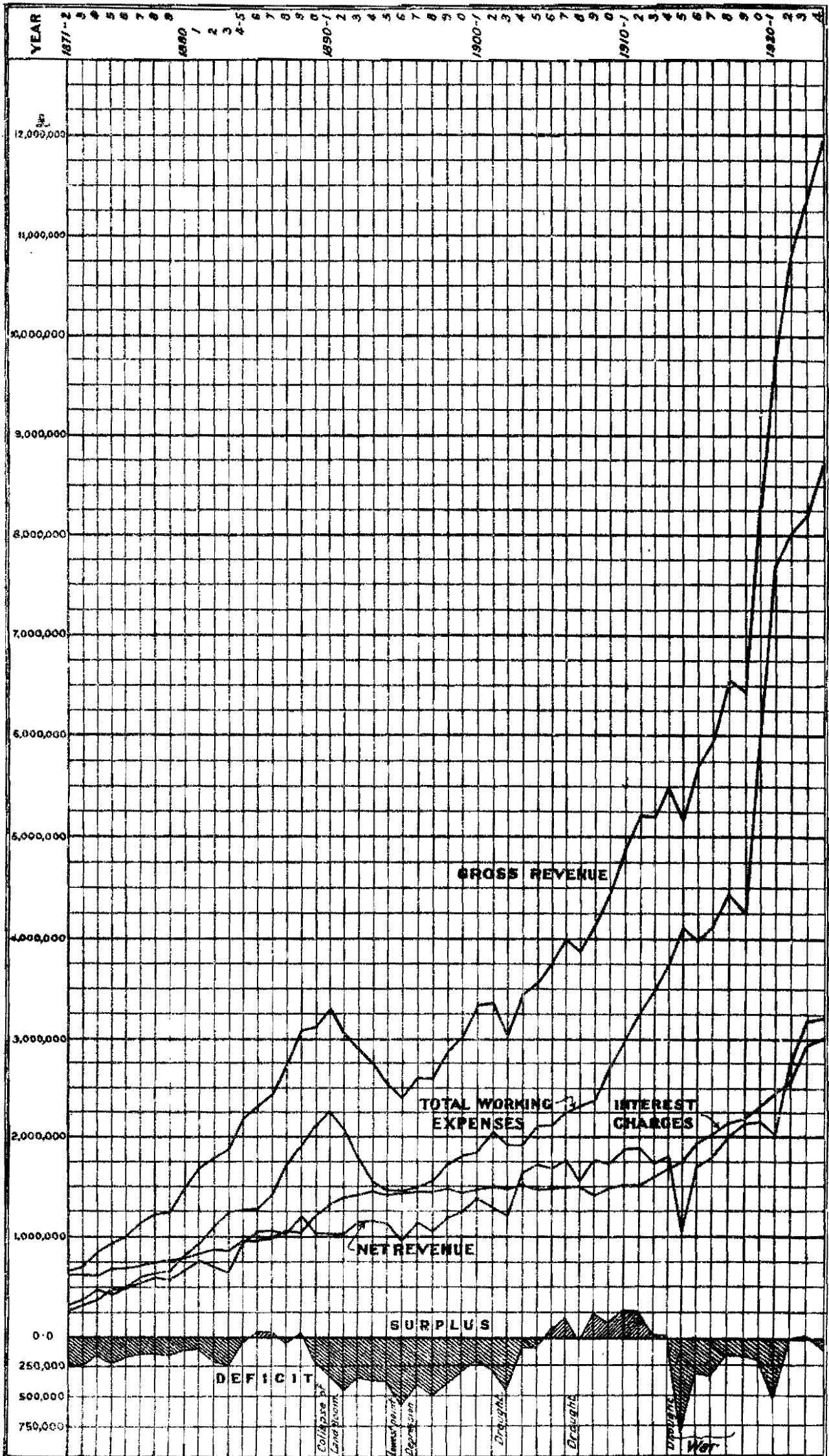
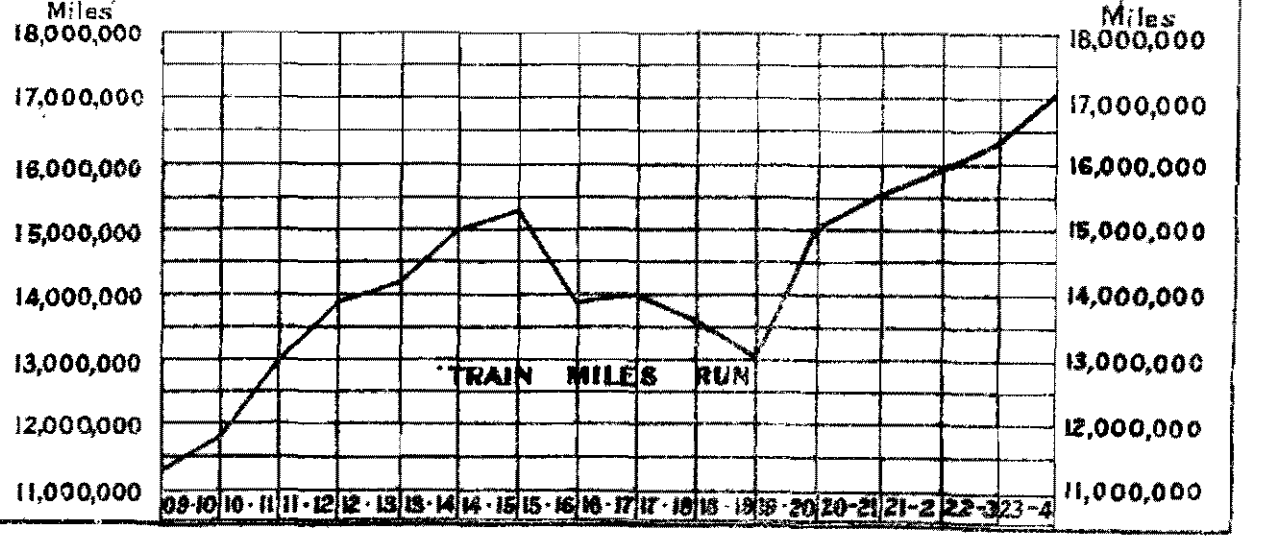
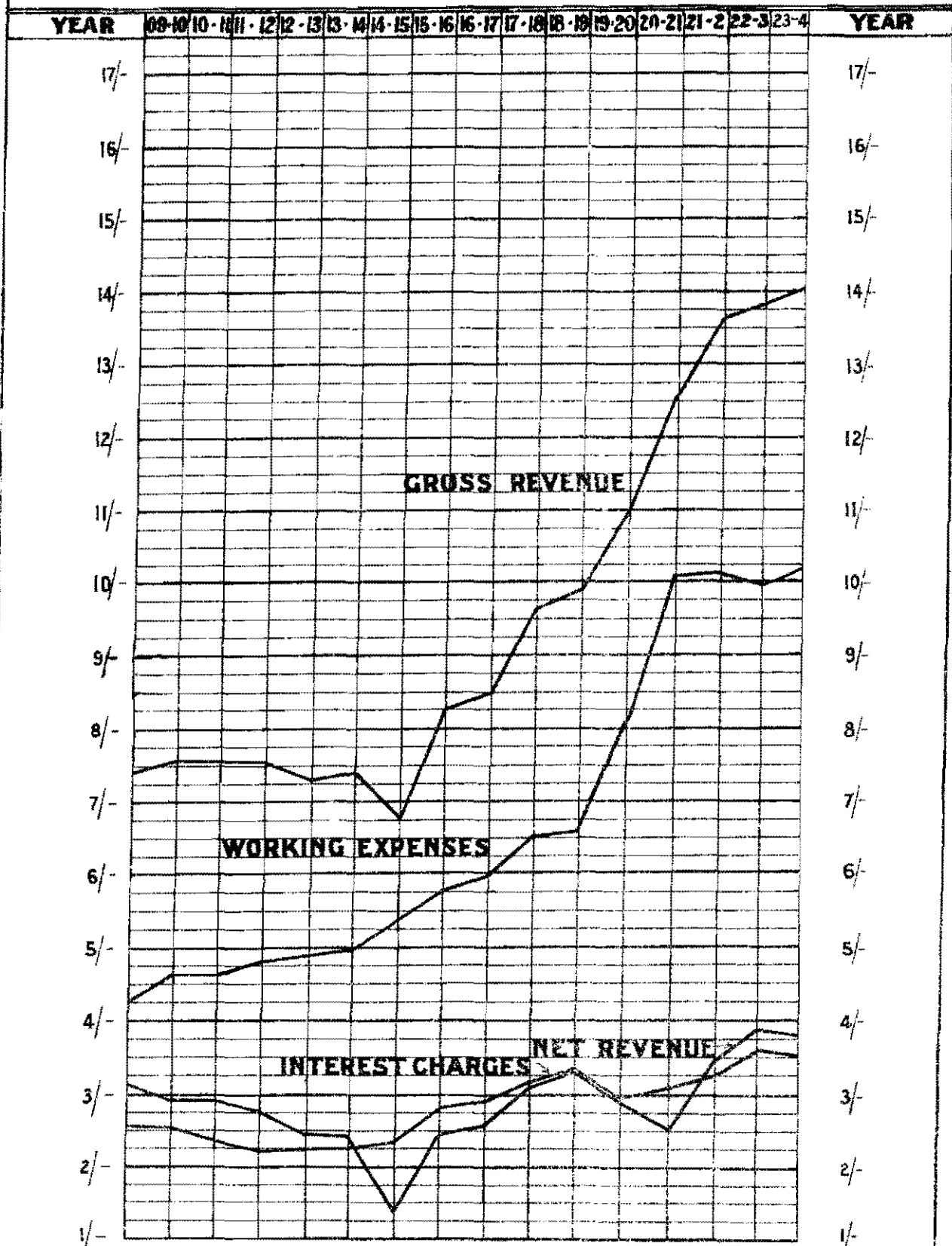


DIAGRAM N° 6

PER TRAIN MILE RUN





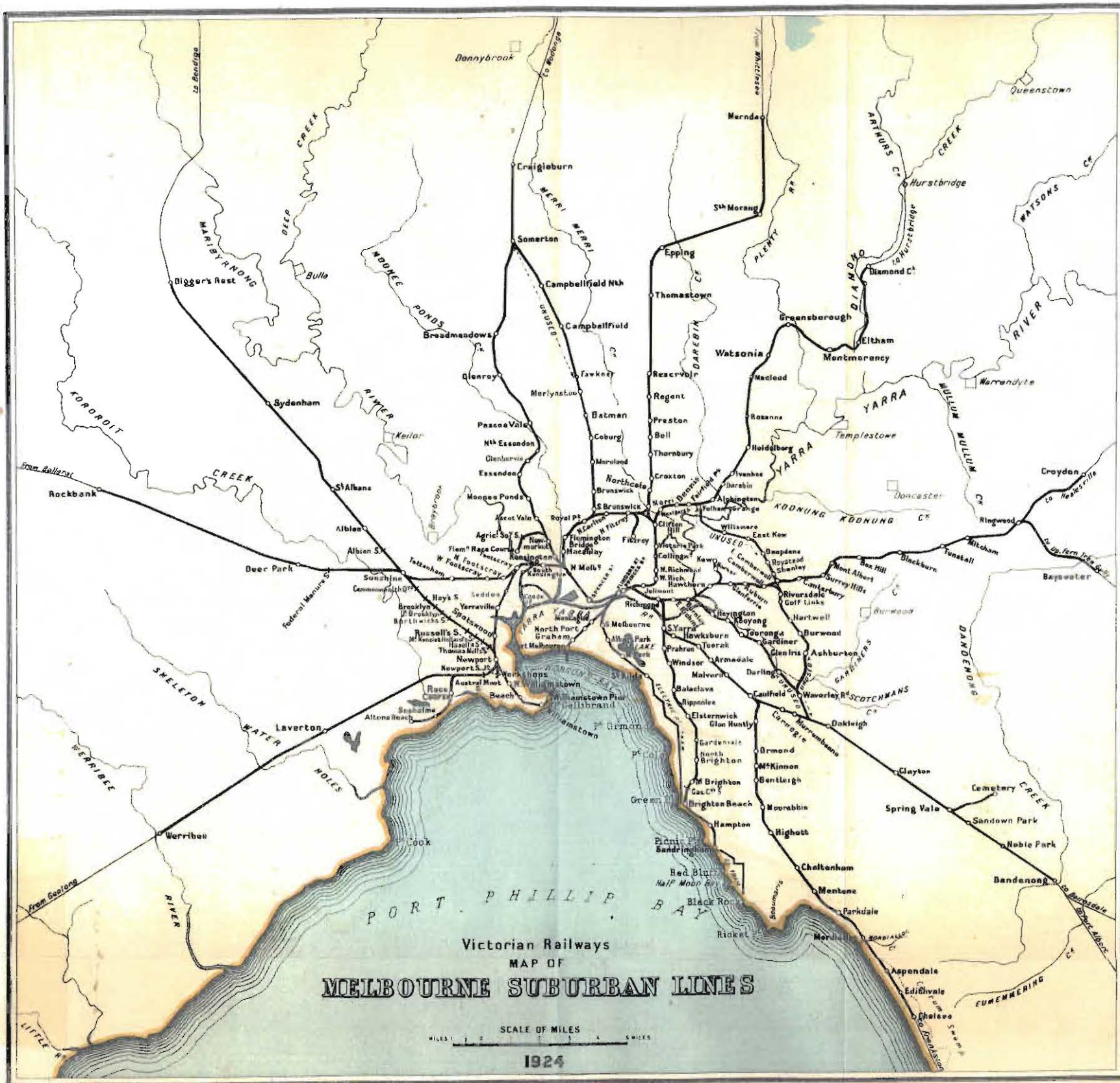
N E W S O U T H W A L E S

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

MAP
OF
VICTORIA
Showing Victorian Government Railways
(in Red)
1924
SCALE OF MILES

BASS STRAIT

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



Victorian Railways
 MAP OF
MELBOURNE SUBURBAN LINES

SCALE OF MILES

MILES 1 2 3 4 5

1924



Railway Map
OF
AUSTRALIA
1924
Showing through connections
between West Australia and Queensland
(In Red)
SCALE OF MILES

Distances between Capital Cities via Trans-Australian Railway.

Fremantle to Kalgoorlie (W.A.)	387 Miles.	Adelaide (S.A.) to Melbourne (V.)	483 Miles.
Kalgoorlie (W.A.) to Port Augusta (S.A.)	1,051 "	Melbourne (V.) to Sydney (N.S.W.)	688 "
Port Augusta to Adelaide (S.A.)	259 "	Sydney (N.S.W.) to Brisbane (Q.)	715 "
Total Distance—Fremantle to Brisbane		3,483 Miles.	

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