

1913.
—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1913.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDING 30TH JUNE, 1913.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 27th September, 1913.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 59 of the *Railways Act* 1890, No. 1135, we have the honor to submit, for the information of Parliament, our Report in respect of the year ending 30th June, 1913.

The financial results of the working of the Railways during the period under review were as follows:—

	£	s.	d.
GROSS REVENUE	5,205,442	5	9
WORKING EXPENSES	3,476,956	17	11
NET REVENUE	1,728,485	7	10
NET REVENUE OF ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY	1,021	7	0
TOTAL NET REVENUE	1,729,506	14	10
INTEREST CHARGES and EXPENSES	1,595,019	15	7
PENSIONS and GRATUITIES	112,236	13	8
	1,707,256	9	3
SURPLUS	22,250	5	7

Comparison of the Financial Results with those of the Preceding Year.

	Year 1911-12.	Year 1912-13.	Increase (+) or Decrease. (-)
	£ s. d.	£ s. d.	£ s. d.
Gross Revenue	5,218,967 6 3	5,205,442 5 9	- 13,525 0 6
Working Expenses	3,310,484 8 1*	3,476,956 17 11*	+ 166,472 9 10
Net Revenue	1,908,482 18 2	1,728,485 7 10	- 179,997 10 4
Net Revenue of St. Kilda and Brighton Electric Street Railway	1,729 6 0	1,021 7 0	- 707 19 0
Total Net Revenue	1,910,212 4 2	1,729,506 14 10	- 180,705 9 4
Interest Charges and Expenses ..	1,513,101 17 6	1,595,019 15 7	+ 81,917 18 1
Pensions and Gratuities	131,319 0 6	112,236 13 8	- 19,082 6 10
Total Interest Charges and Pensions and Gratuities	1,644,420 18 0	1,707,256 9 3	+ 62,835 11 3
Surplus	265,791 6 2	22,250 5 7	- 243,541 0 7

* Including the following Special Payments :—

	Year 1911-12.	Year 1912-13.
Into Railway Accident and Fire Insurance Fund	£25,400	£26,027
Into Rolling-Stock Replacement Fund	50,000	50,000
Towards Special Renewals for the purpose of releasing serviceable rails for the construction of new lines ..	50,000	50,000

Comparison of the Results of Working with those of the Three Preceding Years.

	Year 1909-1910.	Year 1910-1911.	Year 1911-1912.	Year 1912-1913.
*Average Mileage of Railways worked	3,441	3,505	3,543	3,639
*TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,297,247	2,429,335	2,679,590	3,184,804
" Suburban	3,301,666	3,470,697	3,633,144	3,779,461
Mixed	2,514,406	2,642,628	2,772,676	2,628,556
Goods (including Live Stock)	3,592,293	4,430,063	4,750,965	4,641,729
Total	11,705,612	12,972,723	13,836,375	14,234,550
Number of Passenger Journeys	85,280,235	93,795,806	104,234,732	111,513,908
Tonnage of Goods	4,120,195	4,586,904	4,886,001	4,738,984
Tonnage of Live Stock	348,245	380,723	411,684	411,420
*GROSS REVENUE.				
Coaching Traffic.				
Passenger—Country	£ 1,089,603	£ 1,217,097	£ 1,347,774	£ 1,387,785
" Suburban	783,178	846,619	959,367	1,040,774
Dining Car Service	11,603	12,624	14,221	15,575
Parcels, &c.	175,110	191,114	207,307	218,450
Horses, Carriages, and Dogs	16,514	18,885	21,398	21,340
Mails	66,554	68,516	74,426	78,239
	2,142,562	2,354,855	2,624,493	2,762,163
Goods Traffic.				
Goods	1,915,911	2,095,263	2,085,488	1,948,593
Live Stock	258,665	289,384	320,831	307,870
Minerals	47,805	73,031	100,663	96,175
	2,222,381	2,457,678	2,506,982	2,352,638
Rentals	64,447	68,417	71,437	72,268
Miscellaneous	14,473	15,260	16,055	18,373
Total	4,443,863	4,896,210	5,218,967	5,205,442
Per mile of Railway worked	1,291	1,397	1,473	1,430
Per traffic train-mile	7s. 7 ¹¹ d.	7s. 6 ⁵ 8d.	7s. 6 ⁵ 3d.	7s. 3 ⁷ 7d.
*WORKING EXPENSES.				
Transportation Branch	£ 684,394	£ 766,784	£ 901,024	£ 947,868
Way and Works Branch	643,912	803,658	893,350	930,366
Rolling-Stock Branch—Operating Expenses	696,477	756,802	842,438	914,709
" Repairs and Renewals	359,725	407,056	497,940	501,023
" Payment into Rolling-Stock Replacement Fund	170,000	100,000	50,000	50,000
General Expenses	59,818	65,987	74,237	80,937
Payment into Railway Accident and Fire Insurance Fund	97,219(a)	91,386(a)	51,495(a)	52,054 (a)
Total	2,711,545(b)	2,991,673(b)	3,310,484(b)	3,476,957 (b)
Per mile of Railway worked	788	854	934	955
Per traffic train-mile	4s. 7 ⁵ 9d.	4s. 7 ³ 5d.	4s. 9 ⁴ 2d.	4s. 10 ⁶ 2d.
Percentage of Gross Revenue	61 ¹ 02	61 ¹ 10	63 ¹ 43	66 ⁷ 79
*NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
	£ 1,732,318	£ 1,904,537	£ 1,908,483	£ 1,728,485
Per mile of Railway worked	503	543	539	475
Per traffic train-mile	2s. 11 ⁵ 2d.	2s. 11 ² 3d.	2s. 9 ¹ 1d.	2s. 5 ¹ 5d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY				
	£ 2,025	£ 3,033	£ 1,729	£ 1,021
TOTAL NET REVENUE	1,734,343	1,907,570	1,910,212	1,729,506
INTEREST CHARGES AND EXPENSES	1,472,916	1,516,764	1,513,102	1,595,029
PENSIONS AND GRATUITIES	106,330	107,831	131,319	112,236
Total Interest Charges and Pensions and Gratuities	1,579,246	1,624,595	1,644,421	1,707,265
SURPLUS	155,097	282,975	265,791	22,250

* Exclusive of St. Kilda and Brighton Electric Street Railway.

(a) Includes Special Payment, in year 1909-10, £75,000; in year 1910-11, £66,905; in year 1911-12, £25,400; and in year 1912-13, £26,027. —(b) For details see Appendix No. 21.

Gross Revenue.

The Gross Revenue was £13,525 (or equivalent to 0·3 per cent.) less than that of the preceding year, which had constituted a record, and the Gross Revenue per traffic train mile was 7s. 3·77d., by comparison with 7s. 6·53d.

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

				Increase.		Decrease.		Net Decrease.	
				Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
				£		£		£	
Passengers—									
Country	...	...	...	40,011	2·97	...	...	...	...
Suburban	...	...	...	81,407	8·49	...	...	...	...
Total	...	...	...	121,418	5·26				
Dining Car Service	...	...	...	1,354	9·52	...	...	...	...
Parcels, &c.	...	...	...	11,143	5·38	...	...	...	...
Horses, Carriages, and Dogs	...	...	...	...	...	58	*27	...	...
Mails	...	...	...	3,813	5·12	...	...	...	...
Goods	...	...	...	...	...	136,895	6·56	...	...
Live Stock	...	...	...	...	...	12,961	4·04	...	...
Minerals	...	...	...	...	...	4,488	4·46	...	...
Rentals	...	...	...	831	1·16	...	...	...	...
Miscellaneous	...	...	...	2,318	14·44	...	...	...	...
Total	...	...	...	140,877	...	154,402	...	13,525	0·3

The passenger business, both in the country and in the suburbs, continued to expand in a satisfactory manner, but on the other hand there was an appreciable falling off in the goods traffic, and the increases and decreases in the revenue obtained from the carriage of the different classes of goods were as indicated in the following statement:—

Class of Goods.				Increase.		Decrease.	
				£		£	
Wool	...	...	...	...	...	41,483	
Wheat	...	...	...	...	...	16,290	
Agricultural Produce other than Wheat	...	...	...	2,838	...	...	
Firewood and Timber	...	...	...	...	...	38,925	
Butter and other Dairy Produce	...	...	...	...	...	11,250	
Fertilizers A.	...	...	...	5,059	...	...	
Stone, Gravel, and Sand	...	...	...	7,272	...	...	
Fish, Fruit, and Wine	...	...	...	1,719	...	...	
Class "A," "B," "C," 1, and 2	...	...	...	...	...	22,018	
Miscellaneous	...	...	...	...	...	6,501	
All other Goods	...	...	...	...	...	13,909	
Haulage, Storage, Demurrage, &c.	...	...	...	...	...	3,407	
Total	...	...	...	16,888		153,783	
Net decrease	...	...	...	£136,895			

Working Expenses.

The Working Expenses are contrasted in detail with those of the preceding year in Appendix No. 21.

The percentage of Working Expenses to Gross Revenue was 66·79, as compared with 63·43 in the year 1911-12.

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

					Increase.
					£
Transportation Branch	...	...	...	...	46,844
Way and Works Branch	...	...	...	...	37,016
Rolling-stock Branch—					
Operating Expenses	...	...	...	...	72,271
Repairs and Renewals	...	...	...	...	3,083
General Expenses	...	...	...	...	6,700
Payment into Railway Accident and Fire Insurance Fund...					559
Total	...	...	...	£	166,473

and was due to—

- (a) The additional train mileage, viz., 398,175 miles, which was in a considerable measure occasioned by the provision, in accordance with the directions of the Government, of at least one passenger train daily to and from Melbourne and every town with a population of at least 2,000 inhabitants ;
- (b) The increased scale of payment and the improved working conditions provided for the staff ;
- (c) The increased wages paid to certain supernumerary artisans in accordance with new or amended Wages Board Determinations ;
- (d) The operation and maintenance of the new lines of railway from Noradjuha to Toolondo and Jeparit to Lorquon, and of the lines from Cressy to Newtown, Ouyen to Cowangie and Murrayville, and Eltham to Hurstbridge, which were open for only a portion of the preceding year ;
- (e) The increased price of coal, oil, materials and other stores ; and
- (f) The maintenance of additional locomotive and other rolling-stock.

Net Revenue.

The Net Revenue after the payment of Working Expenses and of Pensions and Gratuities was equivalent to 3·56 per cent. of the total liability in respect of current loans allocated to the railways.

Decrease in Surplus.

The factors contributing to the diminution in the Surplus, as compared with the preceding year, may be briefly stated thus :—

				£	£
Surplus for year 1911-12	...	...	...	...	265,791
Year 1912-13—					
Decrease in Revenue	...	...	...	13,525	
Decrease in Net Revenue, St. Kilda and Brighton Electric Street Railway	...	...	...	708	
Increase in Working Expenses	...	...	...	166,473	
Increase in Interest Charges and Expenses	...	...	...	81,918	
				262,624	
Less Decrease in Pensions and Gratuities	...	...	...	19,083	243,541
Surplus for year 1912-13	...	...	...	...	£22,250

Broadly speaking, the comparatively unfavorable result is due to the concessions in freight charges, which were made in January, 1912; to the improved train facilities which have been provided in a greater proportion than the increase in traffic; to the higher cost of materials, &c.; to the increased interest charges ; and to the very appreciable concessions which have been made to the staff.

The payment of increased wages and of higher prices for materials, &c., is not limited to this State, as conditions of a like character have been, and are, operative in the other States, and in different parts of the world, and these factors are exercising, and will continue to exercise, a material influence on the financial results achieved by the Railways.

The occasion is therefore opportune to direct attention to the obligations of the current year and to the necessities of the future. The development of business during the past few years has been so marked that it will be essential to continue to incur heavy expenditure at a number of stations in order to increase the accommodation and so provide facilities for the efficient and economical handling of the growing traffic. The renewal and duplication of the Flinders-street Viaduct; the regrading and duplication of the line from South Yarra to Caulfield; the regrading of the line from Richmond to East Camberwell; the provision of a new and larger Shipping shed at Montague; the re-arrangement and enlargement of the stations at Ararat, Benalla, Bendigo, Castlemaine, Colac, Geelong, Korong Vale, and Warragul; the provision of a new Locomotive depôt at Geelong; the remodelling and practically the reconstruction of Spencer-street station, and the electrification of the suburban lines may be instanced as some of the principal works which are in progress, or which will require to be undertaken in the near future.

These works will not only entail much capital outlay, but will also involve a considerable contribution from the Working Expenses, and it is probable that both Interest Charges and Working Expenses will for some time progress in greater ratio than any increase which can reasonably be anticipated in the revenue, and this aspect will have to be borne strongly in mind in the consideration of any question involving further concessions, in the way of either fares and freights or improved train services.

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

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

	£	s.	d.
For decrease in the revenue due to the carriage of Victorian Coal at reduced rates ...	9,563	19	1
For increase in the working expenses owing to the purchase of Victorian Coal other than from the State Coal Mine at prices fixed by the Government	1,938	17	7
	£11,502	16	8

Railway Accident and Fire Insurance Fund.

A special payment of £26,111 (including £84 in respect of the revenue of the St. Kilda and Brighton Electric Street Railway) was credited to the Fund, and debited against the Working Expenses for the year, in addition to the usual statutory contribution of 10s. for every £100 of Gross Revenue. The total amount credited to the Fund during the year, including a contribution of £168 in respect of the revenue of the St. Kilda and Brighton Electric Street Railway, was £52,223, *vide* Appendix No. 10.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-officers and ex-employés or to their dependent relatives) were £104,098 and £8,138 respectively, or a total of £112,236, as compared with £106,358 and £24,961 respectively, or a total of £131,319, in the preceding year.

The decrease in the amount of the gratuities was due to the restoration in the year 1911-12 (*vide* Act No. 2329) to the enginemen and others who participated in the Strike in 1903, of full pension and compensation rights up to the date of retirement, in accordance with the practice in vogue prior to that year, and which necessitated payments of increased gratuities to certain of these employes, and to the dependent relatives of others who left the service subsequent to 1903, and consequential payments to certain ex-officers and ex-employés or to their dependent relatives whose gratuities had only been computed in respect of the period up till 3rd March, 1903.

Capital Expenditure.

£ s. d.

The total expenditure charged to Capital Account at 30th June, 1912, was 45,897,163 6 0

and during the year under review the expenditure so charged was as follows (for further details see Appendix No. 6):—

Construction of New Lines—				£	s.	d.
White Cliffs—Yelta	...	...	...	1	7	0
Ouyen—Kow Plains (Cowangie)	...	...	...	10,525	15	11
Kow Plains (Cowangie)—Murrayville	...	...	...	5,216	13	8
Crowland—Navarre	...	...	...	25,992	6	7
Sea Lake—Pier Millan	...	...	...	12	10	9
Ultima—Chillingollah	...	...	...	446	15	8
Chillingollah—Manaugatang	...	...	...	11,539	18	1
Swan Hill—Piangil	...	...	...	15	15	3
Ehnore—Cohuna	...	...	...	13	10	3
Becac—Newtown	...	...	...	3,346	9	6
Beech Forest—Crowe's	...	...	...	1,373	15	5
Gheringhap—Maroona	...	...	...	149,917	8	1
Linton—Skipton	...	...	...	1	16	0
Hamilton—Cavendish	...	...	...	12	1	0
Rupanyup—Marnoo	...	...	...	46	2	0
Noradjuha—Toolondo	...	...	...	8,100	19	8
Jeparit—Lorquon	...	...	...	14,314	1	11
Rainbow—Nypo	...	...	...	10	9	1
Rushworth—Colbinabbin	...	...	...	8,160	18	9
Benalla—Tatong	...	...	...	5,019	2	8
Tallangatta—Cudgewa	...	...	...	201	11	11
Eltham—Hurst's Bridge	...	...	...	5,090	19	4
Woolamai—Powlett Coal Fields (Wonthaggi)	...	...	...	12,930	17	4
Moe—Walhalla	...	...	...	1,875	12	1
Bairnsdale—Orbost	...	...	...	118,968	16	10
				383,135	14	9
Surveys	...	...	...	14,779	7	3

Total Increase in Capital Expenditure to Construction of New Lines and Surveys	...	...	...	397,915	2	0
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Additions and Improvements to Existing Lines, and to Rolling-stock—

Way and Works	...	...	£544,605	19	7
Rolling-stock	...	...	816,784	16	5

Total Increase in Capital Expenditure for Additions and Improvements to Existing Lines and to Rolling-stock	...	...	...	1,361,390	16	0
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Total Increase in Expenditure on Capital Account

£1,759,305 18 0

so that the total expenditure charged to Capital Account at 30th June, 1913, was £47,656,469 4 0

Loan Funds.

The total liability in respect of Current Loans allocated to the Railways, at 30th June, 1912, was £ 44,149,951 4 9 and during the year under review the additional amount allocated was as follows :—

	£	s.	d.	£	s.	d.
Additional Loans raised for or transferred to the debit of the Railways by the Treasury.	For Construction Works—					
	Act 1753 (3 per cent.) ...	1,574	13	2		
	Act 2041 (3½ per cent.) ...	15,496	9	9		
	Act 2161 (3 per cent.) ...	91,454	8	6		
	Act 2308 (4 per cent.) ...	49,781	13	9		
	Act 2323 (3½ per cent.) ...	732,693	13	8		
	Act 2429 (3 per cent.) ...	5,400	0	0		
	Act 2429 (3½ per cent.) ...	350,130	17	3		
	Act 2429 (3¾ per cent.) ...	10,000	0	0		
					1,256,531	16 1
	For Repayment of Advance pending issue of Securities—					
	Act 2026 (3½ per cent.) ...			50,000	0	0
					1,306,531	16 1
	Less Amount redeemed from Revenue—					
	Act 1451 (3¼ per cent.) ...	6,638	19	9		
	Act 2308 (4 per cent.) ...	150	0	0		
				6,788	19	9
					1,299,742	16 4
	Less Advances Repaid by Act 2026 ...			50,000	0	0
Net Increase for the year ...	...	...	...		£1,249,742	16 4
so that the total liability in respect of Current Loans allocated to the Railways at 30th June, 1913, was (<i>vide</i> Appendix No. 7)						
					£45,399,694	1 1
The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1912, to						
					£42,760,685	17 3
and as this amount was increased during the year ending 30th June, 1913, by						
					1,232,487	14 9
the total proceeds of Loans allocated to the Railways at 30th June, 1913, was						
					£43,993,173	12 0
The difference for the year between the increase in the proceeds of the Loans allocated to the Railways and the increase in the total amount of Current Loans allocated, which represents the Net Discount and Expenses for the year in raising Loans for Construction Works, was ...						
					£17,255	1 7

Interest Account.

	£	s.	d.
The Interest on Current Loans allocated to the Railways (<i>vide</i> Appendix No. 7) amounted during the year to ...	1,583,484	17	4
And in addition the Railways were debited with—			
Expenses incurred by the Treasury in connexion with Payment of Interest, amounting to ...	£4,449	5	3
Interest on Temporary Advances pend- ing Loan Moneys being raised ...	7,085	13	0
	<u>11,534</u>	<u>18</u>	<u>3</u>
so that the debit for Interest and Expenses for the year 1912-13 was ...	£1,595,019	15	7

This amount represents an increase of **£81,918** in the interest charges and expenses as compared with the debit for the previous year.

Non-Interest Bearing Funds.

The amount provided out of Consolidated Revenue for the Construction, Equipment, Stores, &c., of the Railways, and on which interest is not charged, was at 30th June, 1912 ...	£3,881,719	14	0
and further moneys (expended under Vote 161) were provided during the year out of Consolidated Funds and debited to Construction Works, to the extent of ...	2,357	2	9
whilst the amounts provided during the year out of the Consolidated Revenue for the Redemption of Loan Moneys allocated to the Railways aggregated ...	5,788	19	9
The total amount so provided as at 30th June, 1913 (<i>vide</i> Appendix No. 5), was therefore ...	£3,890,865	16	6

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
Dunkeld to 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	7,000
Lancefield to Kilmore ...	18·10	117,207
Fawkner Cemetery to Somerton ...	5·28	53,217
Geelong Race-course Line (dismantled) ...	1·96	5,317
Totals ...	<u>47·96 miles</u>	<u>£392,741</u>
Surveys of lines not constructed ...	...	<u>£374,064</u>
Grand Total ...	...	<u>£766,805</u>

The interest upon this capital, which is wholly non-reproductive, would, on the basis of the average rate of interest charged for the year, amount to **£26,915**.

St. Kilda and Brighton Electric Street Railway.

In order to admit of the provision of an adequate service for the growing traffic on this line, the section between St. Kilda and the Elwood Power House has been duplicated, and a five-minute service has since been in operation over that section during the busy hours of the day with a ten-minute service thence to Brighton Beach. Arrangements have also been made for the construction of extra crossing loops between the Power House and the Brighton Beach Terminus, so as to enable a five-minute service to be provided over the whole of the line during the busy portions of the day.

The results of operating the line, by contrast with those of the preceding year, are shown in detail in Appendix No. 22.

The Capital Expenditure at 30th June, 1913, on account of					
the construction of the line was	...	...	...	...	£65,944
and for Rolling-stock	...	...	...	...	£22,189
or a total of					£88,133

The increase for the year amounted to £27,543, and is mainly represented by the cost of the duplication of the line between St. Kilda and the Power House (£20,364) and by the cost of new rolling stock to provide the additional services (£5,796).

The Gross Revenue was £16,829, or an increase of £1,817 over that earned during the preceding year.

The Working Expenses, which include £1,846 incurred upon the renewal of the track in connexion with the duplication of the line from St. Kilda to the Power House, and additional expenditure due to the increased wages paid to the staff and the extra car mileage, amounted to £15,808—an increase of £2,525 as compared with the year 1911-12.

The Net Revenue was, therefore, £1,021—a decrease of £708 as compared with the preceding year, and £2,072 less than the interest on the capital invested.

The car mileage was 413,939 miles—an increase of 46,633 miles—and the number of passengers carried was 1,916,618, or an increase of 241,700 as compared with the preceding year.

New Lines Opened for Traffic.

The lines of which particulars are shown hereunder were opened for traffic during the year:—

Line.	Miles.	Date Opened for Traffic.
Noradjuha to Toolondo	11'24	24.9.12
Jeparit to Lorquon	13'68	10.12.12

New Lines Under Construction, or Authorized.

The following new lines, all of 5 feet 3 inches gauge, were in course of construction at 30th June, 1913:—

Line.	Miles.
White Cliffs to Yelta	9'75
Gheringhap to Maroona	100'75
Bairnsdale to Orbost	60'00
Crowland to Navarre	23'00
Benalla to Tatong	18'25
Rushworth to Colbinabbin	12'00
Chillingollah to Manangatang	18'50
Total	242'25

The construction of the following authorized lines, of 5 feet 3 inches gauge had not been commenced at 30th June, 1913:—

Line.	Miles.
Tallangatta to Cudgewa	42½
Swan Hill to Piangil	27½
Sea Lake towards Pier Millan	17¾
Heywood to Mumbunna	39½
Elmore to Cohuna	57½
Hamilton to Cavendish	15¾
Rainbow towards Nypo	10¾
Linton to Skipton	12¾
Total	224

Mileage of Railways and Tracks Open for Traffic.

The route mileage open for traffic at the end of the year, and the average mileage open during the year, together with similar information in respect of the mileage of the main tracks, and of sidings, as compared with the year 1911-12, were as shown hereunder:—

	Year 1911-12.	Year 1912-13.
	Miles.	Miles.
Route Mileage	3622·36*	3647·28†
" average during year	3543·31	3638·56
Main Tracks	3962·66*	3989·58†
" average during year	3883·61	3979·85
Sidings	651·58*	679·86†
St. Kilda and Brighton Electric Street Railway—		
Main track	5·13*	7·84†
Sidings	·83*	·83†

* At 30th June, 1912. † At 30th June, 1913.

Concessions to the Staff.

In consequence of the increase in the cost of living and of the gradual betterment in the conditions of employment generally it has been necessary to make appreciable concessions to the staff during the past few years, both by the adoption of a higher scale of wages for many grades and by other improvements in the

working conditions, and the influence which such concessions have had upon the working expenses is indicated in the following statement relating to the period since the year 1909-10, inclusive:—

	Year ending 30th June.				Total for four years.
	1910.	1911.	1912.	1913.	
	£	£	£	£	£
Increases in salary and wage under Regulation 54, which became operative on 1st June, 1911, represented an addition to the Working Expenses of	...	6,900	100,300	106,300	213,500
and under Regulation 56, which became operative as from 1st October, 1912, a further addition of	...	...	...	25,650	25,650
	...	6,900	100,300	131,950	239,150
Other concessions in respect of travelling time, overtime, &c., under Regulation 54 represented additions to the extent of	...	1,600	19,000	19,000	39,600
and under Regulation 56 of	...	...	...	5,100	5,100
The total increase in expenditure under these Regulations was therefore ...	...	8,500	119,300	156,050	283,850
Other concessions included—					
Payment for Sunday duty on a more liberal basis	...	...	4,970	7,450	12,420
Extension of eight hours principle to all enginemen and to additional signalmen and shunters	4,200	16,100	16,800	16,800	53,900
Increase in wage of casual labourers in Goods Sheds	...	2,250	4,500	4,500	11,250
Increase in wage of Supernumerary artisans and others owing to new and amended Wages Board Determinations ...	1,310	2,450	15,300	18,100	37,160
Privilege of half fares to and from work ...	6,000	6,000	6,000	6,000	24,000
and the total addition to the Working Expenses owing to increases in pay and concessions was therefore approximately	11,510	35,300	166,870	208,900	422,580

The amount of £208,900 represents the actual additional expenditure in the year ending 30th June, 1913, due to concessions which became operative not only in that but also in the preceding three years, or, in other words, the working expenses in the year 1912-13 would have been £208,900 less had the same conditions and wages been in effect as in the year 1908-9.

This statement does not take into consideration the additional amount—approximately £72,000 per annum—involved in the further concessions which became operative as from 1st July, 1913; nor ordinary divisional increments which would have been granted irrespective of the alterations in the classification.

The remuneration of the staff generally and the conditions under which they are at present employed are undoubtedly better than at any period in the history of the department, and the bulk of the advances in pay and other improvements which have been made under Regulations 54 and 56 and which will be made under the Regulation now in process of evolution has been and will be of benefit to the wages staff.

It is our desire that the staff be granted reasonable rates of pay, having regard to all the surrounding circumstances, and that the salaries and wages should neither be inflated in times of unusual prosperity nor subjected to deduction in periods of depression or of financial stringency. This viewpoint has been kept in the foreground in connexion with the compilation and revision of the different Regulations, and we feel that as soon as the revised scale of wages, which is now in course of

preparation, has been brought into complete operation, together with other contemplated concessions, all reasonable demands for higher remuneration and betterment of conditions will have been satisfied, and that so long as existing conditions prevail there will not be justification for any material or general increase in the rates of pay.

Electrification of the Melbourne Suburban Railways.

Mr. Charles H. Merz, who had been instructed by the Government to review the Report which he submitted in 1908, in respect of the electrification of the Suburban railways, visited Melbourne in September last, and as a result of the further investigation we supported his recommendation that the electrification of the Suburban railways be proceeded with, and, after consideration of the alternative tenders which were obtained in respect of the alternating current and direct current systems, concurred in the view expressed by him that the direct current system was the more advantageous to adopt.

Approval for the conversion was subsequently given by Parliament, and Mr. Merz was commissioned to supervise the carrying out of the work, and contracts as under, involving an aggregate expenditure of approximately £1,250,000, were immediately entered into for the portions of the scheme specified, viz. :—

Name of Firm or Company.		Contract.
Parsons and Company, England	...	Four 10,000 K.W. generating sets, with necessary auxiliaries.
Babcock and Wilcox, England	...	The complete power station buildings (except for the second boiler house, coal store, &c.), and the boiler equipment for one boiler house.
Siemens Brothers, England	...	Sub-station equipment to the extent of 60,000 K.W. capacity.
The General Electric Company of New York and England		Electrical equipment for 400 motor coaches and 400 trailer coaches.

Mr. Merz has since been engaged in dealing with the detailed designs and drawings in respect of these contracts, and reports that the contract work is in hand and is proceeding satisfactorily.

In order to deal with the specifications for other portions of the scheme, such as the switch gear, the condensing plant, the transmission cables, and the overhead contact lines, Mr. Merz has been supplied with a great deal of detailed information, including plans and sections of the lines. Considerable attention has also been devoted, both by the Department and by Mr. Merz, to the designs for the construction of the underframes and bogies of the motor coaches, and the arrangement of the Westinghouse brake and the alterations in the bodies of the coaches to provide for the driving equipment; whilst the location of the twelve sub-stations has been determined, and plans for some of them have been forwarded to Mr. Merz.

The arrangements in connexion with the scheme are proceeding satisfactorily, and it is confidently expected that, as originally anticipated, the first line, viz., from Sandringham to Broadmeadows, will be electrically operated about the middle of 1915, and that the conversion of the remaining lines will be carried out in quick succession, and completed during the early portion of 1917.

Electrical Engineering Branch.

In accordance with a recommendation of Mr. Merz, we decided to establish a new branch, known as the Electrical Engineering Branch, in order to deal with the electrical portion of the work of converting the suburban lines from steam to electric traction, and subsequently with the production of electrical energy for the running of trains; and Mr. W. Stone, who previously occupied the position of Electrical and Lighting Engineer in the Telegraph Branch, and who last year visited Great Britain, America, and Europe to make certain investigations in connexion with the electrification scheme, was placed in control of the Branch with the title of Chief Electrical Engineer as from 1st May, 1913.

In addition to constructional and technical matters in connexion with the electrification scheme, Mr. Stone has control of—

- (1) The Electric Light and Pintsch Gas Works at Spencer-street ;
- (2) The construction, installation, and maintenance of all electric light and power circuits and apparatus supplied with current from the Electric Light Works at Spencer-street ; and
- (3) The working and maintenance of the power-plant, rolling-stock, car sheds, workshops and overhead equipment of the St. Kilda and Brighton Electric Street Railway.

Abolition of Competitive Rates.

In pursuance of the policy of the Government to facilitate the development of the outer ports, the competitive rates which had existed for many years between Melbourne and the Eastern and Western coastal districts, and which had incidentally exerted an influence on the rates between Melbourne and certain inland portions of the State, were abolished as from 1st January, 1913. At the same time it was decided to abolish the Class 3 rate, which was the highest of the schedules, in order to obviate the imposition of unduly high rates in the areas affected ; and to compute the charges in respect of the traffic of the North-Western District by the shorter route, *via* Bacchus Marsh, instead of, as formerly, by the longer route *via* North Geelong.

By the adoption of the scheme, which involved an estimated loss of over £7,000 per annum, the general mileage scales of rates are now uniformly operative, practically throughout the State.

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

The work of duplicating and regrading the tracks between South Yarra and Caulfield for the purpose of improving the facilities for the handling of suburban, country, and special traffic was actively proceeded with. Satisfactory progress was made with the earthworks between Hawksburn and Armadale and Malvern and Caulfield, whilst the main Up and Down tracks were lowered to their permanent level between Armadale and Malvern. New station buildings were erected on the Down platform at Armadale, and on the island platform at Malvern, and a commencement was made with the erection of new structures at Hawksburn and Toorak.

Overhead bridges for street traffic were substituted for the level crossings at Wattletree Road and Glenferrie Road, and a commencement was made with the construction of bridges to replace the level crossings at Cromwell Road, Williams Road, and Malvern Road. The bridges at High Street and Kooyong Road were duplicated, and good progress was made with the widening of the bridges at Dandenong Road and Smith Road, and with the erection of a bridge to provide an under crossing for vehicular traffic at Finlayson Street.

Gravitation Shunting Yard near North Melbourne.

Satisfactory progress was made with the construction of the Gravitation Shunting Yard near North Melbourne, and which will relieve the congestion in the Melbourne Goods Yard caused by the great expansion of goods traffic during recent years, and the scheme was sufficiently advanced to admit of the Western, North-Western, and Northern Sections being brought into operation with good results in the last busy season.

The construction of the bridge over the Bendigo and Williamstown lines to connect with the North-Eastern Section is well in hand, and it is anticipated that the whole scheme will be completed in readiness for the next busy season.

Duplication of the Flinders-street Viaduct.

Operations in connexion with the duplication of the Viaduct between Flinders Street and Spencer Street were proceeded with as expeditiously as possible. The whole of the sub-structure from Market Street to Wharf Road, including the enlargement of the existing brick piers, and the foundations and brick-work below the street level in the section from Wharf Road to Spencer Street, were completed, as well as about four-fifths of the brickwork above the street level in the latter section.

Contracts were let for the manufacture and delivery of the steel work for the superstructure, and some of the material was supplied and placed in position.

Establishment of Workshops at Ballarat and Bendigo.

In pursuance of the policy of decentralisation, arrangements were made for the establishment of Workshops at Ballarat and Bendigo for the manufacture and repair of locomotives and other rolling-stock.

The necessary land has been acquired, and the preparation of the sites is in hand, whilst plans for the buildings and specifications for the machinery and equipment are in progress.

It is anticipated that when these shops are in operation it will be possible to abolish the partial night-shift now being worked at the Newport Workshops, and eventually to discontinue the practice which has necessarily been in vogue for the past few years of having a considerable number of trucks manufactured by contract.

Country Passenger Train Services.

In conformity with the direction of the Government that at least one purely passenger train daily be run to and from Melbourne and every country town with a population of at least 2,000 inhabitants, a daily passenger service was established between Melbourne and the different towns accommodated by the train service on the following lines:—

Ararat to Hamilton,
Ballarat to Horsham,
Ballarat to Maryborough,
Bendigo to Kerang,
Maryborough to Mildura,
Murtoa to Warracknabeal,
Sale to Bairnsdale,
Woodend to Daylesford.

The provision of these purely passenger trains necessitated the running of a goods train on each section to deal with the goods business previously accommodated by the mixed trains.

The revenue derived from the running of these trains has not so far been commensurate with the outlay involved, but it is hoped that the acceleration in speed and the comfort and convenience provided for passengers will encourage traffic, and so justify the increased expenditure.

Improvement in Rolling Stock.

For many years there was an absence of any definite principle governing the types of rolling-stock, but of late an endeavour has been made to standardise the locomotive, carriage, truck and van stock, and at present the construction of new stock is limited to a minimum number of types of such design as experience has demonstrated is best suited for the requirements of the different services.

The standard types of locomotive are now limited to three classes, viz., the "A2" class for heavy passenger and express traffic, the "DDE" class for heavy suburban service, and the "DD" class which, although of large tractive power and suitable for goods, mixed, and passenger traffic on all lines, can be utilized on light country lines laid with 60-lb. rails. In anticipation of a reduction in the number of suburban locomotives, when the scheme of electrification is completed, the "DDE" engines have been so designed as to be readily convertible into tender locomotives of the "DD" class. All of these three classes are of similar design, 6-wheels coupled, with Belpaire fire-boxes and outside cylinders, and of tractive power to suit the different services, and they have been so designed as to admit of uniformity of manufacture of many of the parts with a view to simplicity in construction, economy in maintenance and repairs, and the use of a minimum number of patterns and duplicate parts. During the period from 1st January, 1911, to 30th June, 1913, 44 engines of the "A2" class, 60 of the "DD" class, and 25 of the "DDE" class, were constructed.

There were 244 engines of the three classes mentioned at 30th June, 1913, and this constituted about 36 per cent. of the total stock in existence at that date.

Since 1903, 148 obsolete locomotives of small tractive power have been broken up, sold, &c., and eight classes have thus been removed from the Register, whilst the demolition of old locomotives in several other classes is practically completed.

The standard carriages consist of 71-foot corridor cars for express and the more important country line traffic, of 58-foot corridor cars for other country lines, and of "Tait" cars for suburban lines; and since January, 1911, fifty 58-foot cars, 130 "Tait" cars, 2 sleeping cars, 1 State car, and 4 narrow-gauge cars, have been constructed, and the equivalent of 44 new bogie cars for suburban running has been provided by the lengthening of existing stock, whilst no less than 134 of the old type of fixed-wheel-base cars have been permanently withdrawn from passenger traffic.

The provision of the additional carriage stock has added materially to the comfort of passengers, both on the country and suburban lines, and whilst improved carriages have been in running for some years past on all the main lines, special attention has of late been devoted to the provision of more commodious accommodation on branch lines, and by means of the 58-foot corridor vestibule cars, and of the earlier type of corridor cars previously utilised on the more important branch lines, it has been possible to place corridor cars on the following sections:—

Bendigo to Korong Vale, Wycheproof, and Chillingollah,	Murtoa to Hopetoun,
Bendigo to Swan Hill,	Melbourne to Port Fairy,
Bendigo to Echuca,	Geelong to Ballarat,
Maryborough to Mildura,	Benalla to Yarrawonga,
Ballarat to Castlemaine,	Wangaratta to Bright,
Ballarat to Dimboola,	Wodonga to Tallangatta,
Ararat to Portland,	Melbourne to Numurkah and Cobram,
	Melbourne to Port Albert,

as well as on other less important lines.

Further improvements have been effected by the substitution of Pintsch Gas for oil lighting on several additional branch lines, and by a large increase in the stock of footwarmers for use in winter, whilst the Inter-State Express and a few other trains have been provided with ice boxes and ice coils, which enable a plentiful supply of iced drinking water to be maintained for passengers.

The work of improving the rolling-stock on the suburban passenger trains has steadily progressed, and the lines to Essendon, Sandringham, Dandenong, Frankston, Ringwood, Kew, Heidelberg, Reservoir, and Williamstown respectively have now been almost wholly equipped, either with the standard "Tait" car or with the earlier type of bogie car.

The types of truck stock have also been standardized, and for general goods traffic open steel trucks with a capacity of 15 tons are being manufactured, and 3,718 of these trucks have been constructed since January, 1911.

The additions which have been made in the rolling-stock are reflected by the following comparative statement:—

	At 30th June, 1903.	At 31st Dec- ember, 1910.	At 30th June, 1913.	Increase at 30th June, 1913, over 30th June, 1903.	Increase at 30th June, 1913, over 31st December, 1910.
				Per cent.	Per cent.
No. of Locomotives ...	553	537	668	20·7	24·3
No. of Carriages (Bogie) ...	585	771	958	63·7	24·2
" " (Fixed-wheel base)	611	575	441	(decrease 27·8)	(decrease 23·3)
No. of Vans and Sundry Vehicles	440	502	676	53·6	34·6
No. of Trucks ...	9,814	11,723	15,868	61·6	35·3

In addition, the capacity of the suburban rolling-stock was increased by the lengthening of bogie cars so as to provide the equivalent of 44 new cars up to 31st December, 1910, and an additional 44 cars up to 30th June, 1913.

The full extent of the improvement, however, is not indicated by the foregoing figures, because of the greater tractive power of the new locomotives and the greater capacity of the other rolling stock. For example, the tractive power of locomotives increased during the ten years from 6,400,267 lbs. to 10,971,102 lbs., or by 71·4 per cent., and the carrying capacity of trucks from 93,295 tons to 190,099 tons, or by 103·7 per cent.

The average tractive power of the locomotives and the average carrying capacity of the trucks in existence at 30th June, 1913, were 17,738 lbs. and 12·2 tons respectively, as compared with 13,155 lbs. and 9·5 tons at 30th June, 1903. The average internal floor area of carriages and of van and sundry stock was increased during the same period from 272 and 184 square feet respectively to 353 and 238 square feet.

Supply of Steel Rails.

Contracts were entered into during the year for the supply of 3,300 tons of 100-lb., 21,034 tons of 80-lb., and 2,100 tons of 60-lb. steel rails, together with the requisite fastenings.

The 100-lb. and 80-lb. rails were required for the purpose of releasing lighter rails for the construction of new lines, for relaying and renewals generally, and for reserve stock. The 60-lb. rails were required principally for the manufacture of points and crossings.

Way and Works Branch.

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

The expenditure on the Maintenance and Renewals of Way and Works by contrast with that of each of the four preceding years was as shown hereunder :

	Year 1908-9.	Year 1909-10.	Year 1910-11.	Year 1911-12.	Year 1912-13
	£	£	£	£	£
Expenditure ...	625,602	643,912	803,658	893,350	930,366
Per mile of railway (average mileage) ...	184	187	229	252	256
Per mile of main track (open for traffic) ...	168	171	209	230	234

The policy of relaying light lines with heavier rails was continued, and during the year 207·8 miles of track were relaid with steel rails as follows :—

Description of Rails.	Miles of track relaid.
New 100 lb. ...	7·0
New 80 lb. ...	118·6
Serviceable 100 lb. and 80 lb. ...	1·8
Serviceable 75 lb., 66 lb., and 60 lb., released from other lines by the substitution of heavier rails ...	80·4
Total ...	207·8

The tracks were also strengthened by 9,180 additional sleepers, whilst 282,508 sleepers were renewed and 262 miles of fencing were rebuilt.

Twenty-four additional places were interlocked and 367 interlocking levers installed, making a total in use at 30th June, 1913, of 8,651 levers at 694 places and the proportion of interlocked places 72·22 per cent. Ninety-four sets of staff, tablet or Annett's Lock gear, were provided at 33 intermediate non-staff stations, and 130 sets of plunger locking gear at 56 staff stations.

The installation of improved safe working systems on the suburban lines was proceeded with as expeditiously as possible. The lines from East Richmond to Camberwell, Franklin-street Junction to Newmarket and to South Kensington, Flinders-street to Graham, and the main lines in Castlemaine Yard were track-locked, in addition to isolated sections in the Ballarat, Geelong and Kyneton yards, which it was considered desirable to so equip. Similar work is in hand between Newmarket and Essendon, and at Jolimont Junction on the Hawthorn, Oakleigh, and Brighton lines.

Twenty-two sections were equipped with electric staff and 85 sections were tracked-locked.

The station yards at Elsternwick, Hamilton, Mitcham, Ouyen, Wallan, Warburton, Woomelang, Williamstown, and Yarraville were re-arranged and enlarged, in order to admit of the efficient and economical conduct of business or for crossing purposes, and similar work is in hand at Benalla, Castlemaine, Cowie, Glenorchy, Guildford, Lilydale, Langi Logan, and Korong Vale.

New station buildings were erected at Croydon, Macedon, North Williamstown, Newport, Penshurst, Glenrowan, Sheep Hills, Spotswood, Sydenham and Westgarth, and are in course of erection at Albert Park, Dookie, Elaine, Riddell, Oakleigh, Heidelberg and Sunshine, whilst the station yards at the last-named three stations will be re-arranged and extended at the same time.

The duplication of the line from Westgarth to Alphington and the regrading of the line at South Geelong, including the substitution of an overhead bridge for the level crossing at Moorabool-street, were completed.

During the last few years the work of extending the passenger platforms, which is of considerable importance in the time keeping of trains, has been continued on different lines, and the whole of the platforms at the main suburban stations have now been lengthened to the standard of 425 feet, and the platforms on the North-Eastern, Goulburn Valley, Bendigo, North-Western, Eastern, Port Fairy, and South-Eastern lines have been extended as much as is considered necessary according to the length of the trains running on the respective lines.

The platforms on the lines between—

Castlemaine and Mildura,
Bendigo and Echuca,
Bendigo and Wycheproof,
Croydon and Healesville,
Eaglehawk and Swan Hill, and
Korong Vale and Ultima

will be similarly extended in the near future.

In order to admit of the use of heavier and more powerful engines, a number of bridges were strengthened on several lines, especially on the North-Eastern, North Western, and Western lines, and the construction of the new double track bridge over the River Yarra at Hawthorn and the renewal and strengthening of the bridge over the Maribyrnong River at Footscray are well in hand.

Rolling-Stock Branch.

The whole of the rolling-stock in use, and the machinery and tools, were maintained in good working order and repair—*vide* the certificate of the Chief Mechanical Engineer in Appendix No. 2.—and inventories of the rolling-stock in existence at 30th June, 1913, based on numbers and capacity respectively, are embodied in Appendices Nos. 8 and 9.

In addition to the removal from the register of the rolling-stock which was scrapped during the year (Appendix No. 8), three workmen's sleeping cars and 30 old trucks were written down to the internal floor area and tonnage capacity respectively represented by their value as scrap material.

In pursuance of the programme of construction of locomotives to meet the continued expansion of traffic, the manufacture of locomotives and the assembling of parts made by contractors were proceeded with at the Newport workshops, and 45 new locomotives were turned out during the year.

In April, 1912, a contract was placed with Messrs. Walkers Ltd., Queensland, for the supply of 20 locomotives of the "DD" class, to be delivered by April, 1913. Owing chiefly to the late arrival from England and America of certain materials

which the Department undertook to supply, the stipulated times for delivery have been exceeded, but it is anticipated that the contract will be completed about the end of September.

In May, 1912, the tender of the Austral Otis Engineering Company was accepted for the supply of 20 "DD" class locomotives, to be followed by a contract for a further 20 locomotives of similar type, but in October, 1912, the Company signified its inability to proceed with the contract, and fresh tenders under similar conditions were thereupon invited, with the result that Messrs. Thompson & Co., of Castlemaine, secured the contract, under which 20 locomotives are to be delivered by the end of December, 1914.

Contracts to the value of £35,000 were let during the year to a number of Victorian firms for the supply of parts of rolling-stock; and also for the manufacture of 500 15-ton open goods trucks, of which 349 were delivered by 30th June, 1913.

The construction of new rolling-stock was actively proceeded with during the year in order to meet the necessities of both the passenger and goods business, and reached large dimensions, as indicated by the following statement, which also shows the anticipated output for the year 1913-14 :—

Description.	Output during 1912-13.		Anticipated Output during 1913-14.	
	At Newport.	By Contractors.	At Newport.	By Contractors.
LOCOMOTIVES.				
"A2" class, for heavy passenger service	25	..	30	..
"DD" class, for passenger and goods service	4	..	18	20
"DDE" class, for suburban service	15	..	..	..
Narrow-gauge	1	..	1	..
Wreckage crane	..	..	1	..
Steam rail motor car (Great Western Railway Company type)	1*	..	..	..
Total	46†	..	50†	20
CARRIAGE STOCK.				
Corridor vestibule cars (58 feet) for country services ..	13	..	50	..
Narrow-gauge cars	4	..	..	..
Sliding-door suburban cars	92	..	32	..
Equivalent number of suburban cars represented by compartments added to existing cars	15	..	12	..
Electric cars	1	3	..	5
Total	125	3	94	5
VAN AND SUNDRY STOCK.				
Passenger vans	..	..	15	..
Goods vans	30	..	60	..
Narrow-gauge van	1	..	..	..
Horse-boxes	..	..	12	..
Total	31	..	87	..
TRUCK STOCK.				
Fifteen-ton open goods trucks	474	716	641	651
Refrigerator trucks	50	..	..	..
Combination bogie trucks for rails and sleepers and ballast hoppers	34	..	6	..
Narrow-gauge trucks	15	..	33	..
Louvre trucks	87	..	100	..
Sheep trucks	100	..	75	..
Bogie open goods trucks (26 tons capacity)	57	..	..	..
Bogie boiler trucks	10	..	..	..
Cattle trucks	50	..	..	..
Bogie flat trucks	10	..	15	..
Water trucks	20	..	30	..
Total	907	716	900	651

* Car body and underframe made at Newport, and engine, boiler, &c., imported from England.

† Including those assembled at Newport from parts made by contract.

The two McKeen gasoline rail motor cars have been utilized between Maryborough and St. Arnaud, and between Hamilton and Warrnambool, and have given satisfactory service within the limit of their capacity. The experience which has been gained, however, is sufficient to confirm the view expressed by us when the subject of their purchase was under consideration, that the total cost of running and maintenance would be higher than that involved in the case of a light locomotive and train, capable of at least equally satisfactory service.

The Great-Western steam car has also been running a few months, but not for a sufficient period to enable a definite opinion to be expressed as to its comparative value.

The new workshops store and extension to the tarpaulin shop at Newport were completed, and the new truck construction and repair shop, the extension to the wheel shop, new forge and spring shop, and template store were approaching completion at 30th June.

In accordance with the established policy of decentralization, the amount of repair work has been considerably augmented at Ararat, Ballarat, Ballarat East, Benalla, Bendigo, Colac, Korumburra, Maryborough, Seymour, Stawell, Traralgon, and Wonthaggi. At Geelong, however, the additional work proposed cannot be undertaken until the new engine shed and other accommodation about to be taken in hand are completed.

Stores Branch.

The value of the Stock of Stores at 30th June, 1913, as per the certificate of the Chief Storekeeper (*vide* Appendix No. 4) was £849,462, being an increase of £202,459 as compared with the value of the Stock of Stores at 1st July, 1903, and an increase of £206,395 as compared with the value as at 1st July, 1912.

Dining Car and Laundry Services.

The patronage of the Dining Car Service continued to increase, and the revenue derived on each of the lines on which the service is provided is contrasted hereunder with the figures of the previous year:—

				Year 1911-12.	Year 1912-13.	Increase 1912-13.
				£	£	£
Sydney Express	...	...	...	7,916	8,808	892
Adelaide Express	...	...	...	5,249	5,611	362
Mildura Line	...	...	...	1,056	1,156	100
Total	...	...	...	14,221	15,575	1,354

The Departmental Laundry continued to yield satisfactory results, and the expense involved in its provision has been amply justified.

Ambulance Organisation and Equipment.

A careful re-organisation of the system of furnishing "First Aid" relief to passengers in the event of an accident has been made and perfected during recent years, and the equipment which has been provided at the different stations, and in the vans of trains is as follows:—

Stretchers	...	...	...	1,176
Hand Litters	...	...	...	10
Ambulance Boxes	...	...	...	605
Medical Chests	...	...	...	67
Fire Extinguishers	...	...	...	670

The training of the staff in ambulance work has also been continued as far as possible, and 2,826 officers and employes now hold certificates issued by the St. John Ambulance Association, whilst between 3,000 and 4,000 other officers and employes have acquired a valuable knowledge of First Aid work.

Forty-five Ambulance Corps are in existence at the principal railway centres of the State, and the annual competitions for prizes offered by the Department for both team and individual First Aid work have proved an interesting and effective means of stimulating interest amongst the staff.

Employment of Conductors on Country Passenger Trains.

The extension of the system of employing conductors on country passenger trains has proved satisfactory alike to the Department and to the travelling public. The system has facilitated the running of the trains, and has rendered it possible to maintain greater efficiency in the checking of tickets and the detection of fraud, and thus tends to prevent irregularities, whilst there is no doubt that the additional attention devoted to the requirements of passengers is generally appreciated.

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

In view of the conversion of the railways from steam to electric traction and of the facilities which will thus be afforded for the adoption of some system of automatic signalling, it was considered that the interests of the State would be best served by an investigation of the different systems in operation in Great Britain, Europe, and America by responsible departmental experts who are thoroughly conversant with local conditions, and it was accordingly arranged that the Chairman of Commissioners, Mr. W. F. Fitzpatrick, C.M.G. ; the Engineer of Signals, Mr. F. M. Calcutt ; and the Superintendent of Goods Train Service, Mr. E. C. Blazey, should visit those countries and personally investigate the different systems in vogue and then confer with Mr. Merz on the subject. Messrs. Calcutt and Blazey sailed from Melbourne on 11th March, and Mr. Fitzpatrick on 8th April, 1913.

We feel convinced that the knowledge and experience which the Chairman and these two officers will acquire, not only in respect of automatic signalling and safe working installations, but also in connexion with railway operations generally, will be of material benefit to the State, and we trust that it will be possible to periodically send officers in responsible positions to Europe and America, in order to gain experience and acquire a first-hand knowledge of the evolution of railway problems and methods.

Acknowledgment of Services of Staff.

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

Appendices.

The Balance-sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, as well as statistical and other information, statistical diagrams, and maps, are embodied in the Appendices, a list of which is given on page 24.

We have the honor to be, Sir,

Your obedient Servants,

C. E. NORMAN,	} Victorian Railways Commissioners
L. McCLELLAND,	

A P P E N D I C E S.

Number.	Page.	
1	25	List of Heads of Branches.
2	25	Certificate of the Chief Mechanical Engineer.
3	25	Certificate of the Chief Engineer of Way and Works.
4	25	Certificate of the Chief Storekeeper.
5	26	General Balance-Sheet.
6	28	Statement of Expenditure charged to Capital Account.
7	30	Statement of Loans allocated to the Railways and of Interest Charges and Expenses.
8	32	Inventory of Rolling-Stock. Numbers.
9	34	Inventory of Rolling-Stock. Capacity, &c.
10	35	Railway Accident and Fire Insurance Fund.
11	36	Statement showing Funds advanced from the Public Account.
12	37	Railway Stores Suspense Account.
13	38	Comparative Analysis of Passenger Traffic and Revenue.
14	39	Comparative Analysis of Goods and Live Stock Traffic and Revenue.
15	40	General Comparative Statement for Fifteen Years.
16	43	Statement of Expenditure charged to Capital Account for Twenty Years.
17	44	Statement showing Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line; also the Cost of Rolling-Stock, Workshops, General Offices, &c.
18	47	Statement showing Date of Opening, Length, and Authority for Construction of each Line.
19	51	Statement of Number of Officers and Employés entitled to Pension or Compensation.
20	52	Return of Persons Killed or Injured.
21	53	Detailed Statement of Working Expenses for Years 1911-12 and 1912-13.
22	56	Detailed Statement of Results of Working of the St. Kilda and Brighton Electric Street Railway for Years 1911-12 and 1912-13.
23	57	Mileage of Railways and Tracks
24	58	Return of Traffic at each Station.
		Statistical Diagrams.
		Map of the Victorian Railways.
		„ Melbourne Suburban Lines.
		„ showing through Railway connexions.

APPENDIX No. 1.

HEADS OF BRANCHES.

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

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING-STOCK, MACHINERY, AND TOOLS.

I hereby certify that the whole of the rolling-stock in use on the Victorian Railways, and also the machinery and tools of the Rolling-Stock Branch, were, during the year 1912-13, maintained in good working order and repair.

W. M. SHANNON,

Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, piers, wharfs, and other works on the Victorian Railways were, during the year 1912-13, maintained in good working condition and repair.

J. H. FRASER,

Chief Engineer of Way and Works.

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1913, was £819,461 17s. 9d.

GEO. H. SUTTON,

Chief Storekeeper.

APPENDIX

Dr.

GENERAL BALANCE-SHEET AT

	Reference.	£	s.	d.	£	s.	d.
	Appendix.						
To face value of Bonds and Stock allocated to the Railways	7	45,399,694	1	1			
Less Discounts and Floating Charges £1,860,449 3 7	7						
Less Premiums 453,928 14 6	7						
	...	1,406,520	9	1			
Net Proceeds	7				43,993,173	12	0
„ 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 ...	...	350,988	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 ...	...	441,821	8	4			
					3,890,865	16	6
„ Advances from Public Account (to be recouped) Acts Nos. 2268 and 2432 ...	11	...			132,457	17	0
„ Special Funds	...	...			57,270	4	7
„ Sundry Creditors	...	...			993,746	3	7
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue	...	...			36	7	4
„ Surplus	...	...			22,250	5	7
Total	...	...			49,089,800	6	7

Audited and found correct,

F. H. BRUFORD,

Auditor-General.

No. 5.

30TH JUNE, 1913.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix.						
By Cost of Way, Works, Buildings, and Equipment	17	38,520,618	3	4			
„ Cost of Rolling-Stock	17	8,761,787	4	5			
		47,282,405	7	9			
„ Cost of Surveys for proposed Railways ...	...	374,063	16	3	47,656,469	4	0
„ Advances from Public Account —Balance of Expenditure carried forward ...	11	...			132,457	17	0
„ Stores and Materials on hand ...	12	849,461	17	9			
Less amount at credit of Stores Depreciation Account	12	18,583	12	10	830,878	4	11
„ Balance at credit of Railway Stores Suspense Account	12	73,353	3	2			
„ Balance in hands of Agent-General, London and in transit	12	188,852	12	11	262,205	16	1
„ Balance at credit of Special Funds :—							
Rolling-Stock Replacement Fund ...	9	54,518	19	1			
Railway Accident and Fire Insurance Fund	10	2,751	5	6			
Railway Loans Repayment Fund ...	...	840	2	11			
Trust Fund—Surplus Railway Land ...	...	48	11	0	58,158	18	6
„ Balance at credit of the following Accounts :—							
Sundry Repayments to Treasury ...	...	21,873	1	6			
Preliminary Deposits	...	2,550	2	11			
Bills Receivable... ..	...	2,504	3	10			
Trust Funds—Cash and Securities ...	...	82,999	9	1	109,926	17	4
„ Sundry Debtors	...	...			17,453	3	2
„ Net Revenue for the Year after payment of Working Expenses	...	1,729,506	14	10			
Less Interest Charges and Expenses in connexion therewith and Pensions and Gratuities	...	1,707,256	9	3	22,250	5	7
Total	...	...			49,089,800	6	7

JOHN W. HACKER,
Chief Accountant.

APPENDIX No. 6.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1913.

	Loan Application Acts, &c.	Construction Branch Vote.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.				
Benalla to Tatong	4,971 2 8	48 0 0	5,019 2 8	
Rushworth to Colbinabbin	8,061 18 9	99 0 0	8,160 18 9	
Moe to Walhalla	1,854 12 1	21 0 0	1,875 12 1	
Rupanyup to Marnoo	21 2 0	25 0 0	46 2 0	
Ultima to Chillingollah	418 15 8	28 0 0	446 15 8	
Ouyen to Kow Plains	10,414 15 11	111 0 0	10,525 15 11	
Crowland to Navarre	25,920 6 7	72 0 0	25,992 6 7	
Beech Forest to Crowe's	1,244 15 5	129 0 0	1,373 15 5	
Beeac to Newtown	3,292 9 6	54 0 0	3,346 9 6	
Woolamai to Powlett Coalfield (including sidings and accommodation at Wonthaggi for loading and weighing coal, and marshalling and despatching trains from the State Coal Mine)	12,859 17 4	71 0 0	12,930 17 4	
Gheringhap to Maroona	149,395 8 1	522 0 0	149,917 8 1	
Bairnsdale to Orbest	118,131 14 1	837 2 9	118,968 16 10	
Eltham to Hurst's Bridge	5,032 19 4	58 0 0	5,090 19 4	
Noradjuha to Tuolondo	8,010 19 8	90 0 0	8,100 19 8	
Jeparit to Lorguon	14,216 1 11	98 0 0	14,314 1 11	
Kow Plains to Murrayville	5,131 13 8	85 0 0	5,216 13 8	
Chillingollah to Manangatang	11,530 18 1	9 0 0	11,539 18 1	
*Rainbow towards Nypo	10 9 1	...	10 9 1	
*Tallangatta to Cudgewa	201 11 11	...	201 11 11	
*Swan Hill to Piangil	15 15 3	...	15 15 3	
*Sea Lake towards Pier-Millan	12 10 9	...	12 10 9	
*Linton to Skipton	1 16 0	...	1 16 0	
*Elmore to Cohuna	13 10 3	...	13 10 3	
*Hamilton to Cavendish	12 1 0	...	12 1 0	
*Merbein to Yelta	1 7 0	...	1 7 0	
Surveys	14,779 7 3	...	14,779 7 3	
Totals	395,557 19 3	2,357 2 9	397,915 2 0	397,915 2 0
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.				
Provision of new, and additions and improvements at existing stations, offices, yards, docks, piers, and works, including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c.	79,322 8 0	...	79,322 8 0	
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, &c.	13,439 17 5	...	13,439 17 5	
Bridges, including additions and improvements and strengthening	13,964 10 5	...	13,964 10 5	
Relaying various lines with heavier rails (cost of increase in weight only)	26,387 9 0	...	26,387 9 0	
Additional sleepers and ballast for strengthening various lines	9,911 5 3	...	9,911 5 3	
Level crossings—additions and improvements, including cattle-pits and stops	1,010 19 4	...	1,010 19 4	
Additional cars for repair gangs, &c., and shelters for gang cars, &c.	1,385 14 5	...	1,385 14 5	
Additional and improved dwelling accommodation for employés	22,766 19 0	...	22,766 19 0	
Additional electric lighting, power, &c.	11,060 12 9	...	11,060 12 9	
Additional Pintsch gas plant	2,212 15 3	...	2,212 15 3	
Melbourne—Additional accommodation and facilities for, and in connexion with, goods traffic	1,095 17 4	...	1,095 17 4	
Melbourne—Towards new station and other improved accommodation at Flinders-street	1,878 6 9	...	1,878 6 9	
Melbourne (Spencer-street)—Additional accommodation at the General Offices	9,188 19 10	...	9,188 19 10	
Heidelberg—Island platform, with new station buildings, subway, diversion of Studley-road, and additions to tracks, signals, and interlocking	10,816 12 4	...	10,816 12 4	
Armada—Regrading line and works in connexion therewith	2,299 13 4	...	2,299 13 4	
New Goods Train Sorting Yard, near North Melbourne, and works in connexion therewith (including £935 10s. 8d. for electric lighting, and £937 2s. 10d. for telephone inter-communication)	44,286 15 8	...	44,286 15 8	
Yarraville—Provision of additional siding and goods yard accommodation	1,004 4 10	...	1,004 4 10	
Towards sewerage of Melbourne Yard	1,915 1 10	...	1,915 1 10	
Additional Marion steam shovel	2,916 12 2	...	2,916 12 2	
Signalling, interlocking, and other safety appliances for traffic working	17,262 16 3	...	17,262 16 3	
Wodonga—Improved stock-loading facilities, including additions to tracks, paving yards, &c.	3,678 15 9	...	3,678 15 9	
Newport Workshops—Towards additions and extensions to shops, sidings, and other works	9,909 17 1	...	9,909 17 1	
Protection from fire of railway buildings and other property	681 13 10	...	681 13 10	
Carried forward	288,197 17 10	...	288,197 17 10	

* Preliminary Expenses.

APPENDIX No. 6—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1913—continued.

	Loan Application Acts, &c.	Construction Branch Vote.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	395,557 19 3	2,357 2 9	397,915 2 0	397,915 2 0
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— continued.	288,397 17 10	...	288,397 17 10	
Irrewarra—Improved station, yard, and other accommodation ...	1,915 5 6	...	1,915 5 6	
Additional telegraph and telephone lines (including instruments) ...	5,549 6 8	...	5,549 6 8	
Ouyen—Improved station, yard, and other accom- modation ...	6,774 5 1	...	6,774 5 1	
Geelong—Extension of sidings, &c. ...	1,001 10 0	...	1,001 10 0	
Melbourne—Towards enlargement and equipment of Way and Works' Shops ...	5,577 2 2	...	5,577 2 2	
Woomelang—Improvement and extension of the yard, including engine shed, coal stage, ashpit, tracks, signals, and interlocking, &c. ...	7,233 9 4	...	7,233 9 4	
Lilydale—Towards improved station, yard, and other accommodation, including engine shed ...	6,224 19 9	...	6,224 19 9	
Sunshine—Island platform, new station buildings, and other accommodation ...	3,969 3 11	...	3,969 3 11	
Additional sidings and works in connexion therewith Melbourne (Flinders-street)—Towards duplication of viaduct ...	3,670 2 6	...	3,670 2 6	
Hamilton—Improved station, yard, and other accom- modation ...	20,443 2 3	...	20,443 2 3	
Walla—Improved yard and other accommodation ...	4,469 2 6	...	4,469 2 6	
Warburton—Engine shed, including tracks, water supply, and other works ...	12,182 3 1	...	12,182 3 1	
Spotswood—New station buildings and platform ...	3,346 9 11	...	3,346 9 11	
North Williamstown—New station buildings ...	2,792 11 3	...	2,792 11 3	
South Yarra to Caulfield—Towards duplication and regrading of lines ...	1,330 9 7	...	1,330 9 7	
Benalla—Towards increased siding accommodation ...	69,144 16 4	...	69,144 16 4	
Additional accommodation and machinery for exten- sion of repairs to rolling-stock, plant and tools at various country stations ...	1,587 0 6	...	1,587 0 6	
Heidelberg Line.—Duplication of line from West- garth to Alphington ...	13,753 3 5	...	13,753 3 5	
St. Kilda to Brighton Electric Street Railway— Duplication of the line from St. Kilda to the power house ...	8,663 18 7	...	8,663 18 7	
St. Kilda to Brighton Electric Street Railway— Improvement of power plant ...	20,364 5 6	...	20,364 5 6	
South Geelong—Regrading line and substituting over- head bridge for level crossing at Moorabool-street ...	1,198 9 8	...	1,198 9 8	
Ballarat—Towards construction of locomotive work- shops and tracks in connexion therewith ...	5,123 1 3	...	5,123 1 3	
Bendigo—Towards construction of locomotive work- shops and tracks in connexion therewith ...	3,370 1 2	...	3,370 1 2	
Harcourt—Additional siding accommodation, and improved shelter for fruit ...	2,111 6 7	...	2,111 6 7	
Williamstown—Improved yard and other accommoda- tion ...	1,809 11 6	...	1,809 11 6	
Workshops Machinery— Newport Workshops ...	2,707 0 10	...	2,707 0 10	
Newport Signal Shops ...	£4,425 18 11			
Stationery Branch ...	1,596 7 2			
North Melbourne Speed Recorder Shop ...	272 14 7			
Melbourne Truck Shop ...	282 4 4			
	1,305 18 11			
	7,883 3 11	...	7,883 3 11	
Sundry other expenditures ...	8,755 14 9	...	8,755 14 9	
	521,348 15 4	...	521,348 15 4	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ...	...	...	Or. 4,718 14 6	516,630 0 10
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES ...	27,975 18 9	...	27,975 18 9	27,975 18 9
ROLLING-STOCK.				
Locomotives ...	295,776 13 4	...	295,776 13 4	
Carriage stock ...	158,818 0 10	...	158,818 0 10	
McKeen motor cars ...	5,507 15 2	...	5,507 15 2	
Steam rail motor car (Great Western Type) ...	3,885 4 9	...	3,885 4 9	
Van and sundry stock ...	18,052 15 11	...	18,052 15 11	
Truck stock ...	328,440 9 0	...	328,440 9 0	
St. Kilda to Brighton Electric Street Railway ...	5,795 17 7	...	5,795 17 7	
Other equipment ...	507 19 10	...	507 19 10	
	816,784 16 5	...	816,784 16 5	816,784 16 5
Total Expenditure charged to Capital Account for the year ...	...	...	...	1,759,305 18 0

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1913, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Earliest.	Latest.	
47 Viet. No. 760 ...	...	3,758,788	0	3	150,351	10	5	572	1	6	150,923	11	11	1st October, 1913	1st October, 1922	London
48 Viet. No. 805 ...	...	3,251,172	4	3	130,046	17	9	484	5	3	130,531	3	0	1st October, 1919	...	London
49 Viet. No. 845 ...	...	4,610,110	6	11	184,404	8	3	688	1	2	185,092	9	5	1st October, 1920	...	London
56 Viet. No. 1296 ...	...	464,672	1	0	18,586	17	8	...	...	...	18,586	17	8	1st July, 1913	1st April, 1923	Melbourne
53 Viet. No. 1032 ...	...	3,150,000	0	0	110,250	0	0	472	10	0	110,722	10	0	1st October, 1923	...	London
52 Viet. No. 989 ...	...	4,914,615	13	0	172,011	10	11	734	19	0	172,746	9	11	...	1st October, 1923	London
54 Viet. No. 1196 ...	...	1,666,666	13	4	58,333	6	8	250	0	0	58,583	6	8	1st January, 1921	1st January, 1926	London
55 Viet. No. 1217 ...	...	700,000	0	0	21,000	0	0	105	0	0	21,105	0	0	1st January, 1921	1st January, 1926	London
62 Viet. No. 1562 ...	...	6,638	19	9	215	15	4	...	...	...	215	15	4	1st January, 1929	(redeemed)	London
60 Viet. No. 1451 ...	...	3,080,389	7	4	92,411	13	7	435	16	8	92,847	10	3	...	1st January, 1949	...
62 Viet. No. 1560 ...	...	1,130,372	18	0	33,911	3	9	...	...	...	33,911	3	9	1st January, 1929	...	Melbourne
60 Viet. No. 1468 ...	...	24,426	18	10	732	16	2	...	...	...	732	16	2	...	30th September, 1917	Melbourne
62 Viet. No. 1564 ...	...	257,701	0	0	7,731	0	7	...	...	...	7,731	0	7	...	...	Melbourne
63 Viet. No. 1623 ...	...	500,000	0	0	15,000	0	0	...	...	...	15,000	0	0	1st July, 1921	1st July, 1930	Melbourne
64 Viet. No. 1659 ...	...	313,438	14	4	9,356	0	0	...	...	...	9,356	0	0	1st January, 1923	1st January, 1932	Melbourne
1 Edw. VII. No. 1753 No. 1560 ...	...	3,718,478	14	3	130,146	15	1	556	11	8	130,703	6	9	1st October, 1929	1st October, 1949	London
4 Edw. VII. No. 1901 Treasury Bonds Act 1982	...	36,890	2	3	1,106	14	0	...	...	...	1,106	14	0	1st January, 1915	1st April, 1922	Melbourne
5 Edw. VII. No. 1990	...	5,797,513	14	8	202,912	19	7	...	...	...	202,912	19	7	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026	...	258,966	13	10	9,063	16	8	...	...	...	9,063	16	8	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2041	...	2,083,032	16	0	71,451	18	10	...	...	...	71,451	18	10	30th September, 1917	1st October, 1930	Melbourne
7 Edw. VII. No. 2116	...	251,776	14	10	7,633	12	5	...	...	...	7,633	12	5	30th September, 1917	1st January, 1929	Melbourne
7 Edw. VII. No. 2167	...	150,000	0	0	5,250	0	0	...	...	...	5,250	0	0	1st October, 1929	1st October, 1949	London
9 Edw. VII. No. 2161	...	1,000,000	0	0	35,000	0	0	150	0	0	35,150	0	0	1st October, 1929	...	Melbourne
9 Edw. VII. No. 2163	...	253,633	14	3	5,460	16	1	...	...	...	5,460	16	1	30th September, 1917	...	Melbourne
1 Geo. V. No. 2286 ...	...	275,000	0	0	9,625	0	0	...	...	...	9,625	0	0	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2308 ...	...	1,307,155	0	10	45,750	8	6	...	...	...	45,750	8	6	30th September, 1917	1st June, 1922	Melbourne
2 Geo. V. No. 2323 ...	...	328,511	15	8	12,354	15	11	...	...	...	12,354	15	11	1st June, 1931	...	Melbourne
	...	1,650,000	0	0	38,975	8	11	...	...	...	38,975	8	11	30th September, 1917	1st October, 1946	Melbourne

APPENDIX No. 8.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1913.—NUMBERS.

LOCOMOTIVES.

Class Letter	...	...	A	A ¹	B	C	D	Dn	Dne	E	Ee	F	F	H	J	M	O	P	R	T	V	W	X	RY	Y	Combined Shunting Engines and Steam Cranes, Coal-ing and Wreckage Cranes.	Rail Motor Cars.	Unclasi-fied.	Narrow-Gauge.	Total.
Rating, as per Load Table	...	...	% 80	% 85	% 53	% 33	% 70	% 100	% 113	% 75	% 80	% 55	% 53	% 40	% 40	% 65	% 70	% 60	% 80	% 128	% 65	% 70	% 70	% 113	% 113	...	...	% 53	% 80	...
In existence, as per Register of Rolling-stock, at 30th June, 1913	...	...	10	15	20	65	4	2	20	121	58	67	9	7	14	1	22	20	5	64	19	16	13	15	25	31	6	3	12	668

Note.—The Dn Class locomotive is taken as a standard and is therefore rated at 100%.

CARRIAGE, VAN, AND SUNDRY STOCK.

CARRIAGE STOCK.

Carriages.										Carriages and Vans combined.																												
Class Letter	..	1st Class.										2nd Class.										BDSE																
		Composites.				2nd Class.			1st Class.			Composites.				2nd Class.																						
		Vestib. Corridr.	Vestib. Express	Vestib. Corridr.	Corridr.	Vestib. Express	Vestib. Corridr.	Corridr.	Sliding Door Sub'n.	Sliding Door Sub'n.	Sliding Door Sub'n.	1st Class, 2nd Class, and Van, combd.	6 wheels.	6 wheels.	4 wheels.	6 wheels.	4 wheels.	6 wheels.	Sliding Door Sub'n.	2nd Class and Mail Sorters.	Mail Sorters																	
AV	AB	AW	A	N	6 wheels.	Sliding door sub'n.	Corridr.	AL	—	Pas. & Dining.	Dining & Sleep- ing.	Dining.	Parlor & Obser- vation.	Special.	Corridr.	Vestib. Express	Vestib. Corridr.	6 wheels.	4 wheels.	6 wheels.	Y	AC	XZ	ABCXYZ	Y/Z	BC	BCP	2nd Class	Vestib 2nd Class and Mail Sorters.									
In existence as per Register of Rolling- stock at 30th June, 1913	..	36	32	8	121	79	..	..	10	1	1	1	3	2	7	59	16	22	68	35	1	(2)	B	Bv	BE	BW	Y	AC	XZ	1	5	12	44	4	32	18	2	10
Joint Stock	..	..	6	..	..	..	..	..	..	8	..	..	..	..	..	..	6	..	..	..	..	(3)	(1)	..	33	20	..	132	113	36	119	1	..	..	..	..	..	

CARRIAGE STOCK continued.

Class Letter	...	..	...	Narrow-Gauge.			Mail Vans.			Luggage Vans.					Horse Boxes.				Dynamograph Car.		Total.			
				Carriages.		2nd Class Carriages and Vans Combined.	Sorting.	Bulk.	Sorting.	C	6 wheels.	4 wheels.	CV	Vestibule.	Express.	Narrow Gauge.	Hospital Cars, 6 wheels.	Hearse Cars, 4 wheels.	F	6 wheels.	Workers' Sleeping Cars.	W	WW	
				2nd Class.	1st and 2nd Class.																			6 wheels.
...	...	..	...	NB	NAB	NBC	CDS	D	DS	C	Z	(4)	CV	CE	NC	—	J	F	FF	4 whls, 16 whls.	W	WW	—	Total.
In existence, as per Register of Rolling-stock at 30th June, 1913	...	...	...	14	4	7	2	1	1	46	374	3	7	21	2	457	2	4	6	51	6	3	1	212
Joint Stock	...	...	...	...	...	...	...	1	2	...	...	...	...	4	...	7	...	...	...	...	...	...	...	
						1,399									464								212	

(1) Includes one 70-ft. Corridor Car with no vestibule. — (2) Includes 1 Holiday Car. — (3) Includes 100 Holiday Cars. — (4) "State Cars, Nos. 1, 2, 3, 4." "Victoria," "York," and "Inspection." — (5) Holiday Vans. Note.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.

APPENDIX No. 9.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1913.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1913.	In existence at 30th June, 1913 (a).	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	...	10,971,102 lbs. (b)	397,635 lbs.	...	£ 79,527	£ ...
Carriage Stock (floor area) ..	467,922 sq. ft.	457,278 sq. ft. (c)	10,644 sq. ft.	...	39,383	...
Van Stock (floor area) ...	114,896 sq. ft.	118,378 sq. ft. (d)	...	3,482 sq. ft.	...	8,705
Sundry Stock (floor area) ...	20,751 sq. ft.	21,349 sq. ft. (e)	...	598 sq. ft.	...	1,196
Truck Stock (carrying capacity) ...	185,873 tons	190,099 tons (f)	...	4,226 tons	...	54,938
					118,910	64,839

Excess of cost of making good Deficiency over Value of Surplus

Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1913, available for replacement of Rolling-Stock ... £54,071

(a) Equivalent tractive power is included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Locomotives under construction, but not completed at 30th June, 1913.

(b) 80 locomotives have been written down to the tractive power represented by their value as scrap materials.

(c) 118 vehicles have been written down to internal floor area represented by their value as scrap materials.

(d) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and 244 vehicles have been written down to half area. Only 60 per cent. of internal floor area of 18 cars and 50 per cent. of 2 sleeping cars included on account of these vehicles being owned jointly with the South Australian Railways.

(e) 117 vehicles have been written down to internal floor area represented by their value as scrap materials, and van compartments of 57 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.

(f) 315 "I," 146 "N," 67 "K," 26 "H," 16 "TH," and 16 "Q" trucks have been written down to tonnage represented by their value as scrap materials.

W. M. SHANNON,
Chief Mechanical Engineer.

APPENDIX No. 10.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT 7 EDWARD VII. No. 2119—AT 30TH JUNE, 1913.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1912	27,853 11 7	By Expenditure for the year ending 30th June, 1913 (Section No. 6)— Clause—	
" Payment to Fund during the year ending 30th June, 1913 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Clause 2, Section 5, of Act No. 2119) included in the Working Expenses of the Year	26,111 7 2	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employes of the Commissioners	3,295 9 3
" Special Payment to Fund included in the Working Expenses of the Year	26,111 7 1	(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employes of the Commissioners	49,445 16 1
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation shall be paid to persons referred to in Clause (b)	9,282 10 10
		(d) Amount paid as compensation to employes of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employes	4,669 19 3
		(e) Amount expended in consequence of any loss or damage by fire to buildings, plant, stores, or properties of the Commissioners	393 18 2
		(f) Amount paid as compensation for loss or damage to goods, parcels, &c.	9,937 2 9
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employes burning off within railway boundaries, &c.	300 4 0
		" Balance at 30th June, 1913	2,751 5 6
	80,076 5 10		80,076 5 10

APPENDIX No. II.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1913, FROM THE PUBLIC ACCOUNT UNDER THE PROVISIONS OF THE RAILWAYS ADVANCES ACTS 1910 AND 1912, FOR THE PURPOSE OF SUBSTITUTING HEAVY RAILS FOR LIGHT RAILS ON VARIOUS LINES

Act No.	Amount Authorized.	How repayable.	Expenditure to 30th June, 1913.	Amount repaid to 30th June, 1913.	Balance outstanding at 30th June, 1913.
2268	£ 200,000	In four annual instalments of such amounts as the Governor in Council may determine	£ s. d. Year 1910-11 ... 98,518 11 5 " 1911-12 ... 99,244 4 10 " 1912-13 .. 2,237 3 9 200,000 0 0	£ Year 1910-11 ... 50,000 " 1911-12 ... 50,000 " 1912-13 ... 50,000 150,000	£ s. d. 50,000 0 0
2432	200,000	In four annual instalments of such amounts as the Governor in Council may determine, the first instalment to be made on 1st July, 1913	Year 1912-13 ... 82,457 17 0	Nil	82,457 17 0
	400,000		282,457 17 0	150,000	132,457 17 0

37

Cr.

Dr.		Cr.	
RAILWAY STORES SUSPENSE ACCOUNT AT 30th JUNE, 1913.			
£	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 ...	405,000 0 0	" Cash in Treasury ...	73,153 3 2
" Sundry Outstanding Accounts at 30th June, 1913 ...	178,643 4 10	" Cash with Agent-General in London and in Transit ...	188,852 12 11
		" Stores and Materials on hand at 30th June, 1913 ...	262,205 16 1
		Less Amount at Credit of Stores Depreciation Account ...	849,461 17 9
			18,583 12 10
			830,878 4 11
			£1,143,084 1 0

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR ENDING 30TH JUNE, 1912 AND 1913.

Class of Traffic.	Year ending 30th June, 1912				Year ending 30th June, 1913.			
	Number of Journeys.		Revenue.		Number of Journeys.		Revenue.	
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.	
COUNTRY—								
Single and Return Tickets ...	1,216,924	5,265,580	6,482,504	£	1,278,439	5,538,092	6,816,531	£
Periodical Tickets ...	1,043,366	545,566	1,588,932	105,521	1,085,756	607,974	1,693,730	22,953
Total ...	2,260,290	5,811,146	8,071,436	486,382	2,364,195	6,146,066	8,510,261	884,593
METROPOLITAN (within 20 miles of Melbourne)—								
Single and Return Tickets ...	23,366,882	27,459,139	50,826,021	350,268	25,137,986	29,636,538	54,774,524	379,628
Race and Special Picnic Tickets ...	633,521	594,053	1,227,574	19,621	644,226	600,180	1,244,406	20,259
Periodical Tickets ...	24,281,124	12,511,140	36,792,264	184,041	26,077,504	13,361,047	39,438,551	202,067
Do. (Free Building Tickets) ...	621,032	148,740	769,772	...	444,416	17,340	461,756	...
Weekly Workmen's Tickets ...	...	6,547,665	6,547,665	...	...	7,084,410	7,084,410	...
Total ...	48,902,559	47,260,737	96,163,296	553,930	52,304,132	50,699,515	103,003,647	601,954
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	51,162,849	53,071,883	104,234,732	1,040,312	54,668,327	56,845,581	111,513,908	1,105,146
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...	...	...	1,674,918	...	...	...	1,916,618	...
								16,765

APPENDIX No. 14.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING JUNE, 1912 AND 1913.

Kind of Goods.	Year ending 30th June, 1912.		Year ending 30th June, 1913.	
	Tons carried.	Revenue. £	Tons carried.	Revenue £
2nd Class (Clauses 2 and 3, 1912) ...	76,685	155,438	75,357	150,541
1st Class ...	98,447	34,376	98,249	131,362
" C " Class ...	98,814	108,439	99,142	103,989
" B " Class ...	164,479	133,125	152,149	121,442
" A " Class ...	129,921	93,108	136,862	95,134
Miscellaneous ...	232,401	53,782	194,203	47,281
Fish ...	3,396	4,348	3,489	4,698
Fruit ...	51,695	32,393	60,169	32,811
Butter ...	33,230	32,593	28,996	27,191
Other Dairy Produce ...	32,893	29,247	27,328	23,399
Wine ...	5,782	4,650	5,297	5,601
Wool ...	100,368	139,491	77,635	98,008
Flour, Bran, Sharps, and Pollard ...	208,125	74,569	207,159	71,366
Wheat ...	640,607	267,842	609,795	251,552
All other Agricultural Produce ...	266,281	96,617	287,761	101,791
Hay, Straw, and Chaff ...	289,028	77,608	302,082	78,475
Fertilizers ...	142,645	35,865	167,286	40,924
Minerals (including Coal, Coke, Ores, &c.) ...	409,348	100,663	390,114	96,175
Firewood ...	570,849	137,345	484,336	115,111
Timber ...	323,028	106,831	275,220	90,138
Stone, Gravel, and Sand ...	528,150	56,357	607,866	63,629
All other Goods ...	479,829	281,516	448,489	267,607
Haulage, Storage, Demurrage, Quayage, Hire of Tarps Unloading, and Weighing ...	...	29,948	...	26,541
Total Tonnage of Goods carried, and Total Revenue derived therefrom ...	4,886,001	2,186,151	4,738,984	2,044,768
Live Stock ...	411,684	320,831	411,420	307,871
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ...	5,297,685	2,506,982	5,150,404	2,352,639

Numbers of Live Stock—

	Year ending 30th June, 1912.		Year ending 30th June, 1913.	
Calves ...	24,533	...	43,568	...
Cattle ...	292,386	...	327,649	...
Horses ...	50,698	...	45,810	...
Pigs ...	338,172	...	283,198	...
Sheep ...	5,887,469	...	5,497,968	...

APPENDIX No. 15.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1898, TO 30TH JUNE, 1913.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open during the Year.	COST OF CONSTRUCTION.			ROLLING-STOCK.				Total Train Miles Run.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.			Per Average Mile open.	Per Train Mile run.
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.	From Passenger, &c., and Live Stock Traffic.				From Goods Traffic.	Total.			
£	£	Number.	Number.	Number.	Number.	Number.	£	£	s. d.								
1898-9	3,143	3,122	39,056,451	12,430	519	1,094	9,026	499	9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729*	920	5 11 00	
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162*	950	5 11 83	
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797*	1,034	6 0 39	
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5 11 62	
1902-03	3,385	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5 11 09	
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7 5 96	
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7 11 28	
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	3 0 79	
1906-07	3,396	3,395	41,533,136	12,230	497	1,233	10,625	494	10,035,914	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7 11 96	
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7 5 53	
1908-09	3,410	3,397	42,486,323	12,459	503	1,272	11,009	522	11,290,578	81,020,620	4,166,786	2,110,947	2,067,177	4,178,124	1,230	7 4 81	
1909-10	3,491	3,441	43,142,329	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7 7 11	
1910-11	3,523	3,505	44,121,767	12,524	547	1,345	12,069	554	12,972,723	93,795,806	4,967,627	2,438,532	2,457,678	4,896,210	1,397	7 6 58	
1911-12	3,622	3,543	45,836,573	12,655	623	1,352	14,292	634	13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7 6 53	
1912-13	3,647	3,639	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7 3 77	

* The estimated value of services performed for the State for which no payment was received, in each of the years 1898-9 to 1899-1900, viz., £20,000; in 1900-1901, £31,000; in 1901-1902, £34,000; in 1902-1903, £61,160; is not included in the Gross Revenue.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 15—continued.
GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1898, TO 30TH JUNE, 1913.

Year.	EXPENDITURE : TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).				EXPENDITURE : WAY AND WORKS BRANCH.				EXPENDITURE : ROLLING-STOCK BRANCH.				GENERAL EXPENSES.				RAILWAY ACCIDENT AND FIRE INSURANCE FUND.	
	Per Cent. of Gross Revenue.		Per Train Mile run.		Per Average Mile open.		Per Train Mile run.		Per Cent. of Gross Revenue.		Repairs and Renewals.		Per Train Mile run.		Per Cent. of Gross Revenue.		Amount.	Per Train Mile Run.
	Amount.	Per Train Mile run.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
1898-9 ...	550,365	1 1'60	479,292	154	0/11'84	16'68	398,807	0/9'85	13'87	228,615	0 5'65	7'96	51,862	0 1'28	1'80			
1899-00 ...	571,770	1 1'57	496,959	156	0/11'80	16'43	432,850	0/10'28	14'31	241,129	0 5'73	7'97	51,093	0 1'35	1'89			
1900-01 ...	616,945	1 1'38	506,988	157	0/11'00	15'19	520,527	0 11'29	15'60	262,818	0 5'70	7'87	56,018	0 1'21	1'68			
1901-02 ...	671,588	1 2'28	490,438	150	0/10'43	14'56	576,921	1/0'27	17'13	268,513	0 5'71	7'98	43,385	0 0'93	1'29			
1902-03 ...	592,897	1 1'83	437,840	131	0/10'21	14'37	521,090	1 0'16	17'10	241,625	0 5'55	7'93	42,498	0 0'99	1'40			
1903-04 ...	586,015	1 3'33	448,959	133	0/11'75	13'06	455,543	0/11'92	13'25	263,987	0 6'91	7'68	47,807	0 1'25	1'39			
1904-05 ...	562,370	1 2'96	502,022	148	1/1'35	14'01	488,240	1/0'99	13'63	274,931	0/7'31	7'67	43,575	0/1'16	1'22			
1905-06 ...	588,123	1 3'03	572,297	169	1/2'62	15'11	481,483	1 0'30	12'71	306,842	0 7'84	8'10	50,278	0 1'29	1'33			
1906-07 ...	593,248	1 2'19	589,452	174	1/2'10	14'69	521,083	1/0'46	12'99	323,858	0/7'74	8'07	49,032	0/1'17	1'22			
1907-08 ...	612,719	1 2'16	648,589	191	1/2'99	16'75	573,990	1/1'27	14'82	382,477	0/8'84	9'88	52,455	0 1'22	1'35	15,667	0/0'36	0'40
1908-09 ...	641,431	1 1'64	625,602	184	1/1'30	14'97	620,669	1/1'19	14'86	572,766	0/7'92	8'92	58,108	0/1'24	1'39	*90,863	0/1'93	2'18
1909-10 ...	684,394	1 2'03	643,912	187	1/1'20	14'49	606,477	1/2'28	15'67	529,725	0/10'86	11'92	59,818	0/1'23	1'35	*97,219	0/1'99	2'19
1910-11 ...	766,784	1 2'19	803,658	229	1/2'87	16'41	756,802	1/2'00	15'46	507,056	0/9'38	10'35	65,987	0/1'22	1'35	*91,386	0 1'69	1'87
1911-12 ...	901,024	1 3'63	893,350	252	1/3'49	17'12	842,438	1/2'62	16'14	547,040	0/9'50	10'50	74,237	0/1'29	1'42	*51,495	0/0'89	*99
1912-13 ...	917,868	1 3'98	930,366	256	1 3'69	17'87	914,709	1/3'42	17'57	551,023	0 9'79	10'59	80,937	0/1'36	1'55	*52,054	0/0'88	1'00

* Includes Special Payment into Fund, year 1908-9 £69,972, year 1909-10, £75,000, year 1910-11, £66,905, year 1911-12, £25,400, and year 1912-13, £26,027.
† Includes payment into Rolling Stock Replacement Fund, year 1900-10, £170,000, year 1910-11, £100,000, year 1911-12, £50,000, and year 1912-13, £50,000.
‡ Stores Branch Expenses have been apportioned to the other Branches as follows :—Year 1901-2, £12,214 18s. 6d.; 1902-3, £11,958 19s. 4d.; 1903-4, £12,318 1s. 1d.; 1904-5, £11,901 1s. 5d.; 1905-6, £13,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.; 1908-9, £16,058 2s. 2d.; 1909-10, £17,078 17s. 5d.; 1910-11, £19,991 8s. 9d.; 1911-12, £22,892 6s. 7d.; 1912-13, £26,278 9s. 2d.
Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 15—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1898, TO 30TH JUNE, 1913.

Year.	TOTAL WORKING EXPENSES.			NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.						SPECIAL EXPENDITURES AND CHARGES PAID OUT OF THE YEAR'S RAILWAY REVENUE.		Balance of Net Revenue after Payment of Working Expenses and Charges.		Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EX-PENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITY, &C.	DEFICIT SURPLUS.	AMOUNT PAID FOR PENSIONS AND GRATUITY NOT INCLUDED IN FOREGOING.
	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	Per Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	Per Mile of Net Revenue after Payment of Working Expenses and Charges.						
£	s.	d.	£	£	s.	d.	£	£	£	£	£	£	£	£	£	£	£	£	
1898-9	...	1,708,941	547	1,164,788	373	2/4/78	2/98	3/13	7,500	1,157,288	2/96	3/11	1,472,090	...	314,802	...	81,284		
1899-00	...	1,799,801	565	1,225,361	385	2/5/10	3/09	3/25	7,500	1,217,861	3/07	3/23	1,430,448	...	212,587	...	95,239		
1900-01	...	1,963,206	608	1,374,501	426	2/5/81	3/42	3/62	21,500	1,353,001	3/37	3/56	1,644,809	...	111,808	...	90,443		
1901-02	...	2,050,875	628	1,316,968	403	2/4/00	3/24	3/43	21,500	1,293,468	3/19	3/37	1,492,695	...	197,227	...	93,744		
1902-03	...	1,835,950	550	1,210,908	363	2/4/25	2/96	3/11	102,630	1,108,278	2/70	2/84	1,473,532	...	365,254	...	93,507		
1903-04	...	1,802,311	535	1,635,830	485	3/6/80	3/97	4/15	119,556	1,516,274	3/68	3/84	1,515,755	...	...	...	100,536		
1904-05	...	1,871,138	553	1,711,128	506	3/9/51	4/15	4/34	248,485	1,462,643	3/54	3/71	1,461,994	...	...	...	102,656		
1905-06	...	1,999,223	589	1,788,596	527	3/9/71	4/32	4/51	117,542	1,671,362	4/03	4/22	1,472,397	...	...	...	99,637		
1906-07	...	2,076,673	612	1,935,968	570	3/10/30	4/66	4/88	165,749	1,762,417	4/24	4/44	1,483,284	...	...	...	110,881		
1907-08	...	2,285,897	673	1,587,471	468	3/0/69	3/79	3/98	47,058	1,556,488	3/66	3/85	1,483,807	...	...	...	103,064		
1908-09	...	2,400,439	709	1,768,685	521	3/1/59	4/16	4/35	...	1,770,551	4/16	4/35	1,430,093	...	...	...	...		
1909-10	...	2,711,545	788	1,732,318	503	2/11/52	4/02	4/19	...	1,734,343	4/02	4/20	1,472,916	...	...	...	...		
1910-11	...	2,991,673	854	1,904,537	543	2/11/25	4/32	4/48	...	1,907,570	4/32	4/49	1,516,764	...	...	...	...		
1911-12	...	3,310,484	934	1,908,483	539	2/9/11	4/16	4/32	...	1,910,212	4/16	4/33	1,513,102	...	...	...	...		
1912-13	...	3,476,957	955	1,728,485	475	2/5/15	3/63	3/81	...	1,729,506	3/61	3/81	1,595,020	...	...	...	...		

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

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

APPENDIX No. 16.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1913.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1894	210,202	44,365	31,624	286,191
1895	104,877	38,153	30,613	173,643
1896	25,892	153,219	6,834	185,945
1897	24,186	127,214	69,851	221,251
1898	12,551	177,512	82,839	272,902
1899	112,436	206,318	135,393	454,147*
1900	190,626	290,656	121,086	602,368*
1901	203,077	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	Cr. 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
1911	253,882	328,125†	397,826†	979,833†
1912	355,959	445,796†	914,634†	1,716,389†
1913	397,915	544,606†	816,785†	1,759,306†
Total ...	2,780,436	3,779,154	3,634,508	10,194,098

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

† Includes St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 17.

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, 1913.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.		
Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£		
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100·89 ¹	...	100·89	1,902	18	1 in 50	4,880,560	5	9	48,375
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2·06 ¹	53·07	55·13	758	314	1 " 52	704,540	14	5	12,577
* Bendigo Cattle-yards Branch ...	...	0·89	0·89	732	707	1 " 61	...	...	...	...
Lancefield Junction to Lancefield ...	...	14·50	14·50	1,075	1,072	1 " 40	65,810	10	8	4,539
† Lancefield to Kilmore ...	...	18·10	18·10	1,734	1,160	1 " 40	117,002	2	4	6,464
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67·82	67·82	1,450	526	1 " 50	394,503	8	5	5,817
Carlsruhe to Daylesford ...	0·38	22·17	22·55	2,469	1,791	1 " 50	177,316	7	1	7,863
Daylesford Junction to North Creswick ...	...	23·11	23·11	2,292	1,429	1 " 40	182,098	17	8	7,880
Kyneton (Redesdale Junction) to Redesdale ...	...	16·25	16·25	1,636	973	1 " 50	89,956	12	7	5,536
Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	1 " 40	409,846	4	2	8,750
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	0·28	32·03	32·01	943	611	1 " 50	176,254	19	11	5,339
St. Arnaud to Donald ...	...	23·86	23·86	868	374	1 " 50	112,133	13	9	4,700
Donald to Birehip ...	...	32·70	32·70	394	330	1 " 100	81,744	16	6	2,531
Birehip to Cronomby (Woomelang) ...	...	26·43	26·43	351	260	1 " 75	55,643	6	7	2,104
Woomelang to Mildura ...	...	110·15	110·15	334	128	1 " 75	278,062	18	6	2,524
Mildura to White Cliffs ...	...	6·92	6·92	186	126	1 " 75	17,218	16	3	2,488
White Cliffs to Yelta ...	...	...	...	...	...	...	4	9	6	In progress
Dunolly to Inglewood ...	...	24·24	24·24	794	457	1 in 50	95,926	5	3	3,957
Ouyen to Kow Plains ...	...	56·39	56·39	351	137	1 " 60	127,983	17	1	2,270
Kow Plains to Murrayville ...	...	11·48	11·48	218	146	1 " 75	28,764	2	1	2,506
Castlemaine (Maldon Junction) to Maldon ...	...	10·24	10·24	1,177	890	1 " 40	62,176	7	11	6,072
Maldon (Laanecoorie Junction) to Shepparton ...	...	9·89	9·89	1,126	649	1 " 50	68,499	13	11	6,926
Maryborough to Ballarat ...	0·26	41·47	41·73	1,535	732	1 " 40	295,555	2	4	7,083
Waubra Junction to Ballarat Race-course ...	...	2·10	2·10	1,508	1,466	1 " 50	7,485	3	4	3,564
Pisgah Junction to Waubra ...	...	13·74	13·74	1,533	1,341	1 " 60	72,662	14	7	5,288
Maryborough to Avoca ...	...	14·93	14·93	885	721	1 " 40	64,644	5	9	4,330
Avoca to Ararat ...	...	39·04	39·04	1,215	763	1 " 50	174,265	15	0	4,464
Crowland to Navarre ...	...	...	...	...	...	...	26,028	12	11	In progress
Bendigo to Inglewood ...	0·80	28·13	28·93	779	443	1 in 70	191,115	16	5	6,606
Inglewood to Charlton ...	...	42·82	42·82	639	422	1 " 50	193,425	16	3	4,517
Charlton to Wycheproof ...	...	16·48	16·48	521	356	1 " 50	89,458	18	1	5,428
Wycheproof to Sea Lake ...	...	47·89	47·89	357	172	1 " 94	76,406	13	2	1,595
Sea Lake to Pier Millan ...	...	...	...	...	...	...	12	10	9	In progress
Wedderburn Junction to Wedderburn ...	...	4·86	4·86	660	554	1 in 50	18,655	8	0	3,839
Korong Vale to Boort ...	...	17·86	17·86	459	296	1 " 50	76,237	0	0	4,269
Boort to Quambatook ...	...	21·96	21·96	419	287	1 " 75	46,896	2	9	2,136
Quambatook to Ultima ...	...	30·31	30·31	371	256	1 " 100	49,716	12	9	1,640
Ultima to Chillingollah ...	...	20·14	20·14	263	164	1 " 60	30,539	1	6	1,516
Chillingollah to Manangatang ...	...	...	...	...	...	...	11,539	18	1	In progress
Eaglehawk to Kerang ...	...	72·99	72·99	742	255	1 in 70	314,166	4	10	4,304
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35·16	35·16	286	225	1 " 100	163,504	1	8	4,650
Swan Hill to Piangil ...	...	...	...	...	...	...	15	15	3	In progress
Elmore to Cohuna ...	...	...	...	...	...	...	13	10	3	In progress
Footscray to Williamstown (including cost of piers at Williamstown) ...	5·50	0·37	5·87	66	8	1 in 100	549,106	17	1	93,545
* Newport to Braybrook Junction ...	...	4·29	4·29	110	48	1 " 92	27,098	18	9	6,317
Newport to Geelong (including cost of Geelong Pier) ...	2·90	35·61	38·51	113	11	1 " 81	1,227,683	6	4	31,318
* Williamstown Race-course Branch ...	...	0·69	0·69	21	10	1 " 95	...	...	...	...
Geelong to Colac ...	1·13	49·11	50·24	469	10	1 " 50	393,947	9	1	7,547
† Geelong Race-course Branch ...	...	1·96	1·96	43	10	1 " 50	155,387	10	8	5,528
Colac to Camperdown ...	...	28·11	28·11	569	405	1 " 50	...	...	...	...
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0·90	41·81	42·71	550	13	1 " 50	372,421	8	3	8,720
Warrnambool to Koroit ...	...	9·36	9·36	245	19	1 " 50	87,595	17	9	9,359
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11·34	11·34	208	11	1 " 60	100,477	19	1	8,860
Geelong (Queenscliff Junction) to Queenscliff ...	...	20·72	20·72	264	10	1 " 50	114,032	12	1	5,504
* Mount Moriac to Wensleydale ...	...	10·92	10·92	752	361	1 " 50	39,259	2	6	3,595
Birregurra to Forrest ...	...	19·85	19·85	579	363	1 " 40	147,426	13	1	7,427
Irrewarra to Beacac ...	...	8·70	8·70	432	390	1 " 66	47,362	8	0	5,444
Beacac to Newtown ...	...	35·85	35·85	443	388	1 " 50	98,720	2	10	2,754
† Colac to Beech Forest ...	...	29·66	29·66	1,748	225	1 " 30	76,094	3	3	2,566
† Beech Forest to Crowe's ...	...	14·24	14·24	1,826	1,356	1 " 30	40,276	14	7	2,828
Camperdown (Curdie's River Junction) to Timboon ...	...	22·32	22·32	673	52	1 " 40	113,514	10	3	5,086
Terang to Mortlake ...	...	12·16	12·16	447	414	1 " 60	56,862	6	11	4,676
North Geelong to Ballarat ...	41·45	11·76	53·21	1,725	47	1 " 52	1,919,379	3	11	36,072
* North Geelong Loop Line ...	...	0·22	0·22	53	46	1 " 57	...	...	...	...
Ballarat to Ararat ...	4·33	52·84	57·17	1,517	960	1 " 50	440,316	9	4	7,702
Ararat to Stawell ...	...	18·85	18·85	1,086	761	1 " 100	185,525	6	1	9,842
Stawell to Horsham ...	1·18	52·26	53·44	761	423	1 " 100	373,197	4	1	5,387
* Stawell to Grampians ...	...	15·84	15·84	815	621	1 " 30	122,411	7	9	5,704
Horsham to Dimboola ...	2·36	21·10	21·46	477	361	1 " 50	...	...	...	...
Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway) ...	1·45	61·81	63·26	631	315	1 " 50	420,566	11	5	6,792
Carried forward ...	164·15	1648·71	1812·86	...	...	...	17,145,857	17	1	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Discontinued 28th May, 1909.

§ 2 ft. 6 in. gauge.

APPENDIX No. 17—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.	Feet.	£ s. d.	£	
Brought forward ...	164'15	1,648'71	1,812'86	...	...	...	17,145,857 17 1	...	
Braybrook Junction to Parwan ...	...	21'65	21'65	466	119	1 in 50	269,785 6 7	12,461	
Parwan to Gordon ...	...	27'46	27'46	1,877	341	1 in 48	354,537 1 0	12,911	
Gordon to Warrenheip ...	0'09	12'78	12'87	1,940	1,707	1 in 50	129,739 19 8	10,081	
* Bungaree Junction to Race-course Reserve ...	...	1'53	1'53	1,884	1,848	1 in 50	3,331 3 6	2,177	
Gheringhap to Maroona ...	...	...	...	...	...	...	389,939 10 10	In progress	
* Lal Lal Race-course Branch ...	...	2'00	2'00	1,539	1,532	1 in 112	11,420 12 4	5,710	
Ballarat East to Buninyong ...	...	6'84	6'84	1,626	1,436	1 in 40	66,175 8 4	9,675	
* Ballarat Cattle-yards Branch ...	...	2'92	2'92	1,523	1,446	1 in 60	12,911 6 10	4,422	
Ballarat (Linton Junction) to Seardsdale ...	...	13'12	13'12	1,516	1,157	1 in 50	60,157 10 4	4,585	
Seardsdale to Linton ...	...	7'97	7'97	1,189	1,022	1 in 40	77,917 2 1	9,776	
Linton to Skipton ...	...	...	...	...	...	...	1 16 0	...	
* Burrumbeet Race-course Junction to Burrumbeet Race-course ...	...	1'14	1'14	1,297	1,256	1 in 50	3,611 10 5	3,168	
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) ...	...	66'06	66'06	1,028	572	1 in 50	352,429 13 3	5,335	
Hamilton to Portland (including cost of sidings to piers at Portland) ...	...	53'82	53'82	606	11	1 in 40	296,271 0 6	5,505	
† Dunkeld to Koroit ...	...	48'99	48'99	834	207	1 in 60	170,855 18 10	3,488	
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ...	...	18'10	18'10	727	590	1 in 60	77,405 11 11	4,277	
Hamilton (Coleraine Junction) to Coleraine ...	...	23'01	23'01	668	301	1 in 40	110,930 19 9	4,821	
Hamilton to Cavendish ...	...	...	...	...	...	...	12 1 0	In progress	
Braxholme to Casterton ...	...	32'09	32'09	572	149	1 in 40	178,822 0 11	5,573	
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	9'77	9'77	487	455	1 in 147	45,103 14 6	4,617	
Rupanyup to Marnoo ...	...	15'38	15'38	494	450	1 in 100	28,193 8 10	1,833	
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	31'20	31'20	464	360	1 in 66	155,561 19 11	4,986	
Warracknabeal to Beulah ...	...	21'92	21'92	359	288	1 in 80	57,206 8 8	2,610	
Beulah to Hopetoun ...	...	16'01	16'01	290	248	1 in 100	35,141 16 8	2,195	
Horsham to Noradjuha ...	...	19'95	19'95	488	395	1 in 50	80,357 15 5	4,028	
Noradjuha to Toolondo ...	...	11'24	11'24	560	475	1 in 100	26,179 1 3	2,329	
Natimuk (East Natimuk) to Goroke ...	...	28'32	28'32	624	394	1 in 50	68,216 18 0	2,409	
Dimboola to Jeparit ...	...	21'59	21'59	387	268	1 in 75	48,539 12 10	2,248	
Jeparit to Albacutya (Rainbow) ...	...	18'47	18'47	388	263	1 in 75	34,011 9 9	1,841	
Jeparit to Loxton ...	...	13'68	13'68	395	271	1 in 100	30,594 7 11	2,236	
Rainbow to Nypo ...	...	...	...	...	...	...	10 9 1	In progress	
* Essendon Junction to Essendon ...	3'50	...	3'50	148	14	1 in 57	201,380 6 0	40,276	
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ...	1'50	...	1'50	70	42	1 in 96	...	...	
Wodonga to River Murray (including portion of cost of Bridge over River Murray) ...	61'12	120'87	181'99	1,147	105	1 in 50	2,332,328 4 6	12,816	
North Melbourne to Coburg ...	1'94	...	1'94	538	312	1 in 75	50,528 12 3	26,046	
† Coburg to Somerton ...	5'07	...	5'07	202	13	1 in 50	244,464 9 5	42,301	
Royal Park (Junction) to Clifton Hill ...	...	7'16	7'16	530	202	1 in 50	71,822 5 0	10,031	
Fitzroy Branch ...	0'07	0'88	0'95	119	85	1 in 79	157,537 1 6	65,915	
Fitzroy (Whittlesea Junction) to Whittlesea ...	4'67	17'39	22'06	639	119	1 in 50	76,927 17 5	80,977	
Northcote Loop Line ...	0'13	...	0'13	128	119	1 in 70	282,035 13 6	12,785	
Tallaroek to Yea ...	...	23'69	23'69	698	488	1 in 40	8,651 2 6	66,547	
Yea to Mansfield and Alexandra-road ...	...	55'82	55'82	1,304	557	1 in 40	158,275 17 5	6,681	
Alexandra-road to Alexandra ...	...	4'32	4'32	922	716	1 in 30	339,305 18 2	6,079	
Mangalore to Shepparton ...	0'29	44'96	45'25	499	372	1 in 100	26,787 16 1	6,201	
Shepparton to Numurkah ...	2'16	18'60	20'76	376	348	1 in 100	29,827 5 0	6,184	
Numurkah to Cobram ...	0'20	21'45	21'65	376	355	1 in 165	87,555 17 4	4,218	
Murchison East to Rushworth ...	...	12'87	12'87	476	391	1 in 80	84,835 9 4	3,918	
Rushworth to Colbinabbin ...	...	...	...	...	...	...	69,990 17 8	5,438	
Toolamba to Tatura ...	...	6'83	6'83	385	371	1 in 108	8,263 12 1	In progress	
Tatura to Echuca ...	...	34'07	34'07	377	320	1 in 122	28,674 13 7	4,198	
Shepparton to Dookie ...	...	14'84	14'84	500	372	1 in 100	156,439 0 9	4,592	
Dookie to Katamatite ...	...	17'02	17'02	490	383	1 in 69	54,188 9 2	3,652	
Numurkah to Nathalia ...	...	13'79	13'79	356	335	1 in 330	39,986 3 11	2,349	
Nathalia to Picola ...	...	6'75	6'75	335	325	1 in 264	52,073 7 10	3,776	
Strathmerton towards Tocumwal ...	...	8'20	8'20	390	358	1 in 330	13,801 11 2	2,045	
Strathmerton to Tocumwal Extension ...	...	2'07	2'07	372	365	1 in 92	17,078 12 7	2,083	
Benalla to St. James ...	...	20'33	20'33	583	450	1 in 75	13,151 7 7	6,353	
Benalla to Tatong ...	...	...	...	...	...	...	79,405 10 9	3,906	
St. James to Yarrowonga ...	...	19'86	19'86	514	414	1 in 50	5,679 10 8	In progress	
Wangaratta to Whitfield ...	...	30'49	30'49	811	481	1 in 80	97,575 10 8	4,913	
Wangaratta (Beechworth Junction) to Beechworth ...	...	22'26	22'26	1,831	502	1 in 30	39,327 13 0	1,290	
Beechworth to Yackandandah ...	...	12'84	12'84	1,912	981	1 in 30	165,079 14 11	7,416	
Everton to Myrtleford ...	...	16'56	16'56	989	581	1 in 40	96,035 13 11	7,550	
Myrtleford to Bright ...	...	18'54	18'54	1,004	688	1 in 50	77,375 9 0	4,672	
Springhurst to Wahgunyah ...	...	13'95	13'95	623	454	1 in 50	112,159 0 5	6,050	
Wodonga to Tullangatta ...	...	25'71	25'71	726	530	1 in 40	75,447 15 11	5,408	
Tallangatta to Cudgewa ...	...	...	...	...	...	...	189,762 6 1	7,381	
Spencer Street to Flinders Street ...	0'76	...	0'76	33	17	1 in 40	201 11 11	In progress	
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne) ...	16'33	...	16'33	53	9	1 in 66	167,308 19 3	220,143	
Prince's Bridge to Collingwood ...	2'22	...	2'22	85	23	1 in 62	2,561,716 16 7	156,872	
Collingwood to Heidelberg ...	2'92	2'57	5'49	196	68	1 in 50	200,027 9 3	90,102	
Carried forward ...	269'40	2,810'52	3,079'92	...	...	...	29,250,895 8 3	43,051	

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

APPENDIX No. 17—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.	Feet.	£	s.	d.	£
Brought forward	269'40	2,810'52	3,079'92	...	...	...	29,250,895	8	3	
Heidelberg to Eltham	...	8'35	8'35	303	110	1 in 40	59,155	12	2	7,085
Eltham to Hurst's Bridge	...	6'64	6'64	248	116	1 " 50	41,693	8	1	6,279
Brighton Beach to Sandringham	2'20	...	2'20	58	20	1 " 97	79,910	6	5	36,323
South Yarra to Oakleigh	7'05	...	7'05	184	22	1 " 50	431,029	9	2	61,139
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine)	11'76	106'46	118'22	513	8	1 " 50	1,138,774	17	9	9,633
Sale to Stratford (Junction)	...	8'97	8'97	64	33	1 " 66	42,835	0	9	4,775
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0'20	10'10	10'30	249	72	1 " 50	297,464	6	3	28,880
‡ Caulfield to Frankston	19'65	0'23	19'88	166	10	1 " 50	254,169	8	9	12,785
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18'85	18'85	327	10	1 " 50	109,152	11	5	5,791
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 " 50	67,694	7	9	8,826
Frankston Cemetery Line	...	...	...	...	...	...	330	16	11	
Spring Vale Cemetery Line	...	1'60	1'60	231	145	1 in 50	9,278	16	6	5,799
Dandenong (Great Southern Junction) to Port Albert	0'17	117'11	117'28	746	10	1 " 40	996,538	19	11	8,497
Nyora to Woolamai	...	16'79	16'79	410	58	1 " 50	56,759	10	2	3,381
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13'75	13'75	233	14	1 " 60	105,434	14	9	7,668
Korumburra to Coal Creek	...	0'89	0'89	735	630	1 " 30	5 761	7	11	6,473
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2'25	2'25	765	573	1 " 30	11,533	5	7	5,126
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,671	15	5	5,527
Jumbunna to Outtrim	...	2'40	2'40	649	539	1 " 40	28,330	4	3	11,804
¶ Welshpool to Welshpool Jetty	...	3'23	3'23	57	6	1 " 100	2,943	0	10	911
Warragul to Neerim South	...	13'49	13'49	681	349	1 " 40	124,315	5	10	9,215
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 " 40	116,314	6	9	10,901
¶ Moe to Walhalla	...	26'06	26'06	1,323	174	1 " 30	105,645	4	2	4,054
Morwell to North Mireeo	...	20'16	20'16	784	184	1 " 40	152,762	9	4	7,577
Traralgon to Heyfield	...	22'06	22'06	262	93	1 " 50	123,030	0	11	5,577
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 " 50	282,803	7	8	5,676
Bairnsdale to Orbost	...	...	...	...	...	...	138,103	17	4	In progress.
Maffra to Briagolong	...	11'79	11'79	238	109	1 in 50	61,557	13	9	5,221
Burnley to Waverley Road	...	5'23	5'23	111	33	1 " 60	172,459	14	8	32,975
Hawthorn to Lilydale	11'82	8'20	20'02	484	41	1 " 40	409,870	3	4	20,473
Lilydale to Healesville	0'26	15'71	15'37	351	230	1 " 40	220,166	8	11	14,324
Hawthorn (Kew Junction) to Kew	...	0'96	0'96	119	41	1 " 40	76,075	8	10	79,245
Ringwood to Upper Ferntree Gully	...	7'44	7'44	436	314	1 " 40	68,570	4	3	9,216
¶ Ferntree Gully to Gembrook	...	18'22	18'22	1,057	412	1 " 30	60,153	14	1	3,302
Lilydale to Warburton	...	23'97	23'97	738	289	1 " 37½	123,984	7	0	5,172
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach	2'68	2'48	5'16	59	7	1 " 21½	65,943	17	4	12,780
Total mileage of lines constructed	325'71	3,374'69	3,700'40	...	...	...	35,312,113	14	0	
Less mileage closed for traffic at 30th June, 1913.										
	Double.	Single.	Total.							
Dunkeld to Penshurst (dismantled 19th February, 1898)	...	15'87	15'87							
Lancefield to Kilmore	...	18'10	18'10							
Fawkner Cemetery to Somerton	...	5'28	5'28							
Oakleigh to Fairfield Park—Fairfield Park to Deepdene	...	3'34	3'34							
Ashburton to Oakleigh	0'20	2'17	2'37							
Canterbury Loop Line (dismantled)	...	0'20	0'20							
Burnley to Waverley Road—Darling to Waverley Road	...	0'84	0'84							
Geelong Race-course Line (dismantled 28th May, 1909)	...	1'96	1'96							
Total mileage open for traffic at 30th June, 1913	0'20	47'76	47'96							
Works, Melbourne to Essendon Junction	325'51	3,326'93	3,652'44				1,872,863	17	6	
Railway Offices, Spencer Street	...	...	...				187,504	2	6	
Sheds and Workshops, Williamstown	...	...	...				154,054	10	9	
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	...	...	...				502,704	10	11	
Sheds and Workshops, Country Depôts (including cost of machinery)	...	...	...				25,551	14	3	
Workshops, Bendigo	...	...	...				2,111	6	7	
Workshops, Ballarat	...	...	...				3,370	1	2	
General Construction Account (Capital Expenditure common to all lines)	...	...	...				434,368	6	11	
Rolling-stock, Broad-gauge	...	...	...				8,646,004	19	7	
Rolling-stock, Narrow-gauge	...	...	...				74,196	18	5	
Rolling-stock, Electric Street Railway	...	...	...				22,188	18	3	
McKeen Motor Cars	...	...	...				15,511	3	5	
Steam Motor Car (Great Western type)	...	...	...				3,885	4	9	
Electrification Melbourne Suburban Lines	...	...	...				27,975	18	9	
Grand Total	325'51	3,326'93	3,652'44	...	...	...	47,282,405	7	9	

† See lines closed for traffic.

‡ Including portion dismantled.

§ Gauge of lines constructed—miles 5 ft. 3 in., 35° 34'.

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 shown above, but are included in the mileage of sidings as shown in Appendix No. 23.

APPENDIX No. 18.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
1854—Sept. 13	Flinders Street	Port Melbourne	16·33	Hobson's Bay Lines	20,153
1857—May 13	Flinders Street	St. Kilda			19,356
1859—Feb. 8	Prince's Bridge	Richmond			43
" Dec. 12	Richmond	Cremorne			43
" " 19	Windsor	North Brighton			42
1860—Sept. 24	Richmond	Pic-nic Station			43
" Dec. 22	Cremorne	Windsor ...			43
1861—April 13	Pic-nic Station	Hawthorn...			43
" Dec. 21	North Brighton	Brighton Beach			127
1857—June 17	Williamstown Junction	Geelong ...	38·51		36
1859—Jan. 17	Footscray	Williamstown Pier	5·87		150
" Feb. 10	Melbourne	Sunbury ...	23·95		36
1860—Oct. 21	Essendon Junction	Essendon ...	3·50		331
1861—July 8	Sunbury	Woodend ...	24·70		36
1862—April 11	North Geelong Junction	Ballarat ...	53·21		36
" " 25	Woodend	Kyneton ...	8·32		36
" Oct. 21	Kyneton	Bendigo ...	43·90		36
1864—Sept. 19	Bendigo	Echuca ...	55·13		36
1867—Nov. 30	Newmarket Junction	* Race-course ...	1·50		331
1872—April 18	Essendon	Schoolhouse-lane ...	54·00		331
" Aug. 26	Schoolhouse-lane	Seymour ...	2·29		331
" Nov. 20	Seymour	Longwood ...	23·39		331
1873—March 20	Longwood	Violet Town ...	20·54		331
" Aug. 18	Violet Town	Benalla ...	16·14		331
" Oct. 28	Benalla	Wangaratta ...	24·04		331
" Nov. 21	Wangaratta	Wodonga ...	41·60		331
1874—July 7	Castlemaine	Maryborough ...	33·02		415
" " 7	Ballarat	Creswick ...	11·05		415
" Aug. 11	Ballarat	Beaufort ...	28·74		415
" Oct. 6	Maryborough	Dunolly ...	13·81		415
" Nov. 16	Creswick	Clunes ...	11·19		415
1875—Feb. 2	Clunes	Maryborough ...	19·49		415
" April 7	Beaufort	Ararat ...	28·64		415
" July 7	Beechworth Junction	Everton ...	12·05		475
1876—Feb. 15	Ararat	Scallan's Hill ...	17·85		475
" April 14	Scallan's Hill	Stawell ...	1·00		475
" Sept. 19	Bendigo	Bridgewater ...	24·49		475
" " 30	Everton	Beechworth ...	10·21		475
" Oct. 21	Maryborough	Avoca ...	14·92		475
" Nov. 18	Bridgewater	Inglewood ...	4·44		475
" " 25	Geelong	Winchelsea ...	25·64		475
1877—March 13	Winchelsea	Birregurra ...	12·79		475
" April 24	Ararat	Dunkeld ...	47·02		475
" June 1	Salé	Morwell ...	39·10		475
" July 27	Birregurra	Colac ...	11·81		475
" Oct. 8	Oakleigh	Bunyip ...	38·77		475
" " 29	Dunkeld	Hamilton ...	19·05		475
" Dec. 1	Moe	Morwell ...	8·76		475
" " 19	Hamilton	Portland North ...	52·81		475
" " 19	Portland North	Portland Pier ...	1·00		475
1878—Feb. 1	Race-course Junction	+Geelong Race-course	1·96		580
" March 1	Moe	Bunyip ...	31·59		475
" Sept. 3	Dunolly	Bealiba ...	12·16		580
" Dec. 17	Stawell	Murtoa ...	35·49		580
" " 23	Bealiba	St. Arnaud ...	20·85		580
1879—Jan. 29	Springhurst	Wahgunyah ...	13·95		580
" Feb. 5	Murtoa	Horsham ...	18·00		580
" April 2	South Yarra	Oakleigh ...	7·05		604
" May 7	Warrenheip	Gordons ...	12·86		580
" " 21	Geelong	Queenscliff ...	20·71		580
1880—Jan. 13	Mangalore	Shepparton ...	45·24		603
" Feb. 13	Toolamba	Tatura ...	6·83		636
" Feb. 16	Carlsruhe	Trentham ...	10·82		606
" March 17	Trentham	{Daylesford (includ- ing extension)}	11·73		606 671
Carried forward			1193·81		

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

APPENDIX No. 18—continued.

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

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

* Trains run only as required for traffic.

APPENDIX No. 18 *continued*STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE
DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—*continued*.

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

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2ft. 6in. gauge.

APPENDIX No. 18—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ...	3299.78		
1903—Jan. 15	Woomelang ..	Hattah ...	68.79		1679
" May 25	Hattah ...	Nowingi ...	11.94		1679
" Sept. 30	Nowingi ...	Yatpool ...	16.19		1679
" Oct. 27	Yatpool ...	Mildura ...	13.23		1679
" Dec. 21	North Geelong Loop Line	* ...	0.22		1884
1904—Jan. 1	Burrumbeet Race-course	* Burrumbeet Race-course	1.14		1879
" Feb. 7	Springvale Cemetery Line	* ...	1.60		1763
" Dec. 5	Northcote Loop Line ...	...	0.13		1904
1905—Feb. 28	Strathmerton ...	Towards Tocumwal ...	8.20		1958
" June 26	Welshpool ...	* Welshpool Jetty ...	3.23		1911
	Stawell ...	* Grampians ...	15.84		
1906—May 7	St. Kilda ...	† Park Street, Middle Brighton	4.07	1956 and 1973	
" Dec. 22	Park Street, Middle Brighton ...	† Brighton Beach ...	1.06		2035
1908—July 9	Strathmerton ...	Tocumwal Extension	2.07		2078
1909—June 15	Rupanyup ...	Marnoo ...	15.38		2124
" July 1	Ultima ...	Chillingollah ...	20.14		2144
" Oct. 28	Alexandra Road ...	Alexandra ...	4.32		2104
1910—May 3	Moe ...	* Walhalla ...	26.06	1691 and 2180	
" " 9	Nyora ...	Woolamai ...	16.79		2125
" " 9	Woolamai ...	Powlett Coal Field ...	13.75		2221
" July 4	Mildura ...	White Cliffs ...	6.92		1679
" Dec. 1	Beeac ...	Cressy ...	11.36		2178
1911—June 20	Beech Forest ...	* Crowes ...	14.24		2149
" Sept. 25	Cressy ...	Newtown ...	24.49		2178
1912—June 25	Ouyen ...	Kow Plains ...	56.39		2179
" " 25	Kow Plains ...	Murrayville ...	11.48		2290
" " 25	Eltham ...	Hurst's Bridge ...	6.64		2217
1912—Sept. 24	Noradjuha ...	Toolondo ...	11.24		2222
" Dec. 10	Jeparit ...	Lorquon ...	13.68		2224
1913—May 17	St. Kilda and Brighton Electric Street Railway	...	.03		
Total mileage ...			3700.40		
Less mileage closed for Traffic at 30th June, 1913—					
Dunkeld to Peshurst (Dismantled), 19th February, 1898 ...			15.87		
Lancefield to Kilmore ...			18.10		
Fawkner Cemetery to Somerton ...			5.28		
Oakleigh to Fairfield Park—					
Fairfield Park to Deepdene ...			3.34		
Ashburton to Oakleigh ...			2.37		
Canterbury Loop Line (Dismantled) ...			0.20		
Burnley to Waverley Road—					
Darling to Waverley Road ...			5.91		
Geelong Race-course Line (Dismantled 28th May, 1909) ...			1.96		
			47.96		
Total mileage open for Traffic at 30th June, 1913 ...			3,652.44		

* Trains run only as required for traffic.

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

‡ 2ft. 6in. gauge.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened or traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 23.

APPENDIX No. 19.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYÉES IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1912, COMPARED WITH THE NUMBER AT 30TH JUNE, 1913, ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch.	At 30th June, 1912.	At 30th June, 1913.	Decrease.
Secretary's	10	10	...
Rolling Stock	563	535	28
Way and Works	389	374	15
Transportation and Traffic ...	547	527	20
Chief Electrical Engineer's ...	...	3	...
Accountancy and Audit of Receipts	31	30	1
Telegraph and Stationery ...	22	18*	1
Stores	16	14	2
Total ...	1,578	1,511	67

* Three transferred to Chief Electrical Engineer's Branch.

APPENDIX No. 20.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1903, TILL 30th JUNE, 1913.

Year.	Passengers.		Number of Passengers Killed and Injured per Million carried beyond their own Control.		Employés while in the Execution of their Duty.						Employés proceeding to or from Duty within the Railway Boundary.			Persons Killed or Injured at Crossings.			Trespassers.			Miscellaneous.			Total.			
	Through causes beyond their own Control.		Solely through their own Action or Negligence.		Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.		Persons Killed or Injured at Crossings.			Trespassers.			Miscellaneous.									
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.						
1903-4	..	..	34	1	17	1	173	·000	·626	..	43	3	105	2	140	1	..	6	4	10	7	3	18	27	541	
1904-5	..	..	8	..	9	4	156	·000	·134	..	35	3	96	2	118	..	2	5	7	9	9	2	6	25	446	
1905-6 <i>a</i>	..	..	162	..	17	5	122	·000	2·498	..	43	4	101	4	161	..	2	10	8	24	6	1	8	48	630	
1906-7	..	..	14	1	17	5	148	·000	·199	..	32	1	112	7	140	1	2	8	16	12	3	11	14	46	498	
1907-8 <i>b</i>	..	..	45	434	..	33	2	170	·600	5·793	..	29	4	112	2	151	..	..	6	11	17	7	3	23	79	970
1908-9	..	..	9	..	19	5	136	·000	·111	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451	
1909-10	..	..	11	..	5	2	96	·000	·129	..	7	..	38	6	167	..	4	4	3	8	7	1	15	21	353	
1910-11 <i>c</i>	..	..	10	526	..	..	8	99	·06	5·6·8	..	31	..	20	5	128	..	1	7	12	19	7	..	5	49	829
1911-12	..	..	13	..	1	9	116	·000	·124	..	44	..	12	23	134	3	11	9	13	19	11	4	7	67	362	
1912-13 <i>d</i>	..	..	2	441	..	3	5	128	·001	3·953	1	15	1	10	4	90	..	..	10	12	13	12	..	12	36	723
Totals	..	..	57	1,652	2	121	46	1,344	·006	1·841	1	291	18	707	63	1,300	6	22	70	95	153	88	27	123	443	5,863

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

a Including Belgrave accident.

b Including Sunshine accident.

c Including Richmond accident.

d Including West Melbourne accident.

APPENDIX No. 21.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1912-13 COMPARED WITH
THE YEAR 1911-12, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC
STREET RAILWAY.

	1911-12	1912-13.
TRANSPORTATION BRANCH.		
General Superintendence and Staff	£54,354	£58,619
Stationery, Printing, and Advertising	30,130	31,876
Stores Expenses	2,471	2,935
STATION, YARD, AND SIGNAL SERVICE		
Salaries, Wages, and Expenses of Staff	£613,950	£640,698
Fuel	2,325	1,007
Light	18,085	18,496
Uniforms	4,493	4,272
Other Supplies	24,836	26,467
Sanitary and Other Expenses	5,737	6,389
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£669,416	£697,329
Guards and Conductors—Wages and Expenses	£106,378	£115 96
„ „ Uniforms and Supplies	2,166	2,008
Gatekeeping	20,982	22,493
Loss and Damage to Property and Goods	Cr. 667	Cr. 1,576
Other Expenses	2,695	3,998
Dining Car Service	13,099	14,920
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£901,024	£947,868
Percentage of Gross Revenue	17.26	18.21
Per Traffic Train Mile	15.63d	15.98d
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£40,067	£44,775
Stationery, Printing, and Advertising	5,368	5,653
Stores Expenses	4,798	6,080
	£50,233	£56,508
MAINTENANCE OF WAY—		
Superintendence and Staff	£17,313	£18,741
General Labour	308,727	327,260
Track Materials	133,366	138,486
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	42,142	44,347
Tools and Supplies	13,788	13,972
Flood Claims	Cr. 77	..
Other Expenses	..	..
TOTAL COST OF MAINTENANCE OF WAY	£515,259	£542,806
Per Mile of Railway worked	£146	£149
„ „ Track .. (exclusive of Sidings)	£133	£136

APPENDIX No. 21—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1912-13, ETC.—continued.

	1911-12.	191-13.
WAY AND WORKS BRANCH—continued.		
MAINTENANCE OF WORKS—		
Superintendence and Staff	£13,441	£15,285
Bridges, Culverts, and Drains	66,116	61,340
Piers and Wharfs	7,282	8,354
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	11,799	11,631
Buildings, Platforms, and Fixtures	107,169	107,269
Stock Yards	11,393	11,237
Water Supply	12,708	13,044
Signals and Interlocking	53,971	50,054
Telegraph Lines	26,488	33,064
Machinery, Tools, and Supplies	14,649	16,945
Other Expenses	244	303
Gardens, Plantations, &c.	2,598	2,526
TOTAL COST OF MAINTENANCE OF WORKS	£327,858	£331,052
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£893,350	£930,366
Percentage of Gross Revenue	17·12	17·87
Per Mile of Railway worked	£252	£256
Per Traffic Train Mile	15·49d.	15·69d.
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£17,307	£17,769
Stationery, Printing, and Advertising	4,358	4,194
Stores Expenses	7,660	7,158
LOCOMOTIVE WORKING—		
Superintendence and Staff	£17,526	£19,033
Running Sheds { Staff	48,718	51,121
Supplies	3,836	3,580
Drivers and Firemen	329,888	347,541
Coal, Wood, and Kindlers for Locomotives	283,198	314,085
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	26,713	28,439
Water for Locomotives and Running Sheds	19,751	19,336
Oil, Tallow, Waste, and other Running Supplies for Locomotives	15,255	15,536
Other Expenses	98	113
McKen Motor Cars	514	1,784
TOTAL COST OF LOCOMOTIVE WORKING	£745,497	£800,568
Locomotive Miles Run	16,755,264	17,066,519
Per Locomotive Mile	10·67d.	11·26d.
Per Traffic Train Mile	12·93d.	13·50d.
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£46,063	£60,355
Supplies	1,896	2,383
Lubricants	1,752	2,126
Light	16,736	19,114
Ice	1,169	1,042
Other Expenses	..	..
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£67,616	£85,020
Per 1,000 Car Miles	94·21d.	123·37d.
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£842,438	£914,709

APPENDIX No. 21—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1912-13, ETC.—*continued.*

	1911-12.	1912-13.
ROLLING STOCK BRANCH—<i>continued.</i>		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
Superintendence and Staff	£13,553	£13,952
Repairs and Renewals of Locomotives	168,733	184,977
" " Passenger Cars and Vans	112,287	122,600
" " Trucks	110,145	94,206
" " Covers	26,436	19,656
" " Machinery and Tools	17,270	16,529
Power, Heat, Light, &c., for Shops	44,660	46,421
Sundry Charges	4,701	2,058
Other Expenses	155	136
McKeen Motor Cars	..	488
Payment into Rolling-stock Replacement Fund	50,000	50,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..	£547,940	£551,023
Per Traffic Train Mile	9·50 <i>d.</i>	9·29 <i>d.</i>
TOTAL EXPENSES OF ROLLING STOCK BRANCH ..	£1,390,378	£1,465,732
Percentage of Gross Revenue	26·64	28·16
Per Traffic Train Mile	24·12 <i>d.</i>	24·71 <i>d.</i>
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£15,860	£17,494
" " Chief Accountant's Office	20,441	23,179
" " Auditor of Receipts' Office	20,916	23,778
Estate Office	1,679	1,442
General Office Expenses	1,785	2,133
Flinders-street Station Buildings General Expenses	1,389	1,466
Legal and Medical Expenses	5,160	5,109
Stationery, Printing, and Advertising (General)	3,405	2,932
Other General Expenses	3,502	3,404
TOTAL GENERAL EXPENSES ..	£74,237	£80,937
Percentage of Gross Revenue	1·42	1·55
Per Traffic Train Mile	1·23 <i>d.</i>	1·36 <i>d.</i>
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£51,495†	£52,054†
Percentage of Gross Revenue	·99	1·00
Per Traffic Train Mile	·89 <i>d.</i>	·88 <i>d.</i>
TOTAL WORKING EXPENSES ..	£3,310,484	£3,476,957
Percentage of Gross Revenue	63·43	66·79
Per Traffic Train Mile	57·42 <i>d.</i>	58·62 <i>d.</i>
Per Mile of Railway Worked	£934	£955

† Includes Special Payment—Year 1911-12, £25,400, and year 1912-13, £26,027.

APPENDIX No. 22.

RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1912-13, COMPARED WITH THE YEAR 1911-12.

	1911-12.	1912-13.
Average Mileage of Railway Worked	5.13	5.13
Car Mileage	367,306	413,939
Number of Passengers carried	1,674,918	1,916,618
Average Fare paid per Passenger	2.13d	2.09d.
GROSS REVENUE—		
Passengers	£14,926	£16,765
Parcels	1	1
Rentals	...	...
Miscellaneous	85	63
TOTAL GROSS REVENUE	£15,012	£16,829
Per Passenger Car Mile	9.81d.	9.76d.
Per Mile of Single Track	£2,926	£3,088
ORDINARY WORKING EXPENSES—		
Transportation Account	£4,781	£6,108
Way and Works Account	1,321	3,443
Rolling Stock Account	2,379	2,895
Power Account	4,263	2,719
General Expenditure	464	475
Payment into Railway Accident and Fire Insurance Fund	75	168*
TOTAL WORKING EXPENSES	£13,283	£15,808
Per cent. of Gross Revenue	88.48	93.93
Per Passenger Car Mile	8.68d.	9.17d.
Per Mile of Single Track	£2,589	£2,901
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£1,729	£1,021
INTEREST ON THE TOTAL CAPITAL COST	£2,078	£1,093
NET LOSS, INCLUSIVE OF INTEREST	Loss, £349	Loss, £2,072

* Includes Special Payment of £84.

APPENDIX No. 23.

MILEAGE OF RAILWAYS AND TRACKS.

Mileage open for Traffic at 30th June.										
	Railways.						Tracks.			
	Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.	
Year 1912	5' 3" gauge ...	3'15	2'22	2'43	313'03	3179'63	3500'46	3840'76	644'33	4485'09
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	7'25	129'15
	Total ...	3'15	2'22	2'43	313'03	3301'53	3622'36	3962'66	651'58	4614'24
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'43	313'03	3306'66	3627'49	3967'79	652'41	4620'20
Year 1913	5' 3" gauge ...	3'15	2'22	2'43	315'03	3202'55	3525'38	3867'68	671'73	4539'41
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	8'13	130'03
	Total ...	3'15	2'22	2'43	315'03	3324'45	3647'28	3989'58	679'86	4669'44
	Electric Street Railway, 5' 3" gauge ...	...	...	...	2'68	2'48	5'16	7'84	'83	8'67
	Grand Total ...	3'15	2'22	2'43	317'71	3326'93	3652'44	3997'42	680'69	4678'11
Average Mileage open for Traffic during the Year.										
	Railways.						Tracks.			
	Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.	
Year 1911-12	5' 3" gauge ...	3'15	2'22	2'43	313'03	3100'58	3421'41	3761'71	630'30	4392'01
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	6'94	128'84
	Total ...	3'15	2'22	2'43	313'03	3222'48	3543'31	3883'61	637'24	4520'85
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'43	313'03	3227'61	3548'44	3888'74	638'07	4526'81
Year 1912-13	5' 3" gauge ...	3'15	2'22	2'43	314'02	3194'84	3516'66	3857'95	654'45	4512'40
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	7'32	130'22
	Total ...	3'15	2'22	2'43	314'02	3316'74	3638'56	3979'85	661'77	4641'62
	Electric Street Railway, 5' 3" gauge ...	...	...	...	'32	4'81	5'13	5'45	'83	6'28
	Grand Total ...	3'15	2'22	2'43	314'34	3321'55	3643'69	3985'30	662'60	4647'90

The mileage of Sidings as shown does not include 61.71 miles of Sidings which are not owned by the Department. The cost of maintenance of about 6 miles of these Sidings is defrayed by the Department, whilst the cost of maintenance of a further 15.72 miles is repaid to the Department.

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.		RENTALS, MISCELLANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUDING PASSENGERS).		
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.			Inwards.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.			Revenue.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		£	s. d.
BALLARAT-LEWISVILLE LINE—continued.																	
Scarsdale ..	9,300	505 1 6	27 10 11	61 8 3	1 17 11	1 9 8	..	..	379	92 18 1	477	182 4 3	10 6 0	2 19 2	895 4 9		
Newtown ..	18,656	1,045 2 6	41 0 0	57 16 10	7 9 7	7 5 6	..	..	919	363 5 6	1,091	483 12 1	2 4 3	0 18 0	2,027 1 4		
Berringa ..	3,453	292 1 5	1 19 6	22 0 8	6 6 9	7 3 9	..	..	705	182 17 11	444	241 7 8	4 8 3	0 18 0	760 3 10		
Wakarusa ..	3,298	339 16 10	11 4 10	28 19 9	23 1 3	3 14 3	..	..	907	367 15 7	568	204 16 8	11 8 6	0 18 0	1,095 14 9		
Rehwood ..	3,575	424 14 9	14 6 10	28 19 9	2 17 9	4 1 0	..	..	4,016	1,924 13 8	1,185	526 15 10	52 7 4	15 6 8	3,063 18 3		
Wendell ..	900	135 2 7	2 8 8	20 17 8	2 17 9	0 17 9	..	..	4,016	2,271 13 9	896	359 2 2	7 6 9	0 18 0	2,818 15 10		
Cressy ..	10,256	1,829 3 11	74 9 8	285 2 8	41 0 9	41 4 9	..	..	6,075	2,353 7 7	9,247	2,712 16 9	355 2 2	1 168 7 4	7,915 17 8		
Barbina ..	885	28 3 11	10 3 5	15 15 6	1 15 0	0 4 0	..	..	4,440	2,353 7 7	9,247	2,712 16 9	9 13 6	2 6 3	827 14 7		
Beattie ..	8,072	1,001 2 6	80 11 3	222 19 9	24 1 11	31 12 0	..	..	3,146	1,527 16 9	4,647	1,752 1 5	728 4 8	106 19 8	5,570 19 11		
Ondit ..	769	27 4 7	25 16 11	35 15 10	8 14 9	8 19 3	..	..	1,143	530 5 3	780	182 15 3	25 12 5	36 18 2	903 17 11		
LINTON LINE.																	
Happy Valley ..	456	41 11 4	138 5 10	0 6 5	22 7 8	0 3 0	..	..	6,434	3,063 14 7	2,994	1,510 19 3	308 2 1	153 19 11	42 10 5		
Linton ..	11,966	1,255 11 8	..	357 19 9	..	20 19 6	..	..	..	..	..	..	..	..	6,847 18 0		
PORTLAND LINE.																	
Ripon ..	..	..	..	..	..	2 4 6	..	..	1,588	681 17 2	87	4 7 0	..	..	4 7 0		
Lancel Logan ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,284 10 9		
*New Lancel Logan ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Gold Mines Co.'s ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Siding ..	5,980	997 10 3	58 7 11	216 2 5	26 4 5	8 16 6	..	..	182	3,794 6 8	6,111	2,932 8 7	591 3 0	73 15 9	47 0 3		
Maroon ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,099 5 3		
Calvert Siding ..	8,099	1,722 5 3	148 9 9	390 6 5	13 4 6	32 16 6	..	..	2,526	1,144 6 1	3,789	2,932 8 8	1,245 13 2	80 19 1	11,322 11 9		
Willaura ..	1,228	43 11 11	5 17 3	22 10 3	8 1 0	0 7 6	..	..	8,631	4,602 12 2	3,769	2,911 10 2	1,245 13 2	15 17 6	1,655 13 5		
Staveland ..	6,209	910 1 13	73 1 0	186 14 5	6 6 6	14 4 9	..	..	2,660	1,305 13 6	467	196 15 0	1,020 16 10	97 19 9	3,759 8 7		
Glen Thompson ..	8,407	1,130 12 10	59 19 6	171 18 1	20 13 0	18 15 9	..	..	5,696	2,385 1 2	1,291	1,022 1 0	2,103 0 1	96 0 4	6,559 14 6		
Dunkeld ..	293	11 6 9	2 14 1	16 17 4	0 9 0	0 13 6	..	..	1,751	1,732 4 2	1,496	1,172 4 9	6 2 4	..	842 0 7		
Northburn ..	496	24 6 0	2 1 11	16 17 4	0 9 0	0 13 6	..	..	1,274	1,676 18 5	361	113 11 4	..	..	1,448 12 9		
Strathkellar ..	44,559	10,952 9 1	42 5 5	127 10 0	5 11 6	8 16 6	..	..	12,242	8,181 1 7	15,201	11,129 1 4	3,319 4 6	560 3 7	37,386 9 7		
Hamilton ..	8,387	1,011 7 6	42 5 5	127 10 0	5 11 6	8 16 6	..	..	992	846 6 2	1,145	719 9 8	1,162 7 9	63 0 4	4,033 10 10		
Bransholme ..	4,543	568 0 7	28 6 5	112 9 2	4 8 9	8 16 6	..	..	905	836 9 1	664	518 6 1	882 17 9	359 4 11	3,023 10 10		
Cundah ..	1,698	138 10 10	7 6 8	29 14 5	0 3 0	0 2 9	..	..	265	57 5 6	130	155 7 2	..	..	387 15 1		
Milltown ..	1,271	108 9 1	7 6 8	29 14 5	0 3 0	0 2 9	..	..	265	57 5 6	130	155 7 2	..	..	387 15 1		
Heywood ..	7,155	904 6 10	64 15 6	238 3 1	10 16 0	6 9 0	..	..	4,753	1,880 7 2	1,391	907 6 2	218 16 4	151 17 0	4,392 13 11		
Gosau ..	1,551	15 5 6	0 16 2	6 12 6	..	0 3 0	..	..	1,439	584 5 10	92	39 12 9	..	..	646 17 5		
Portland North ..	1,692	180 4 7	786 9 3	447 12 3	16 8 6	33 9 10	..	..	5,542	4,782 12 8	3,258	2,004 14 5	51 8 11	73 16 11	189 4 7		
Portland ..	7,513	1,967 17 7	..	..	..	..	..	..	..	..	..	..	..	..	10,198 1 3		
COLERNAINE LINE.																	
Bochara ..	32	3 14 11	0 0 3	0 4 0	0 3 9	0 7 6	..	..	90	60 4 10	4	0 19 4	..	..	77 4 8		
Wanoo ..	1,246	89 3 8	6 4 4	47 11 6	..	..	..	..	2,011	1,071 4 0	242	130 5 6	12 12 0	4 1 6	1,396 14 8		
Gettler ..	199	16 16 5	0 5 7	4 14 10	..	..	..	..	10	1 15 3	37	21 2 8	..	..	50 14 4		
Coleraine ..	7,053	1,592 0 5	124 19 8	379 13 1	43 3 6	27 0 0	..	..	5,449	4,254 6 6	3,212	3,396 10 9	1,771 5 0	84 8 5	11,759 2 3		
CASTERTON LINE.																	
Matifa ..	8	0 5 6	5 10 7	0 3 6	14 9 6	1 2 0	..	..	325	421 1 5	244	230 0 6	572 14 11	94 0 3	10 7 6		
Grassdale ..	1,500	244 3 11	5 10 7	30 7 7	14 9 6	1 2 0	..	..	831	1,032 1 5	1,275	1,319 14 9	32 15 6	1 3	1,553 12 2		
Marino ..	4,935	757 9 10	51 17 0	173 9 0	38 3 9	32 6 3	..	..	729	502 19 1	1,275	1,319 14 9	919 14 2	4 446	4,446 2 3		
Henly ..	1,047	189 11 9	23 7 2	29 1 10	0 11 0	0 9 6	..	..	643	502 19 1	1,275	1,319 14 9	573 12 10	1 3	1,551 12 2		
Sandford ..	4,458	445 16 3	16 4 6	51 11 4	12 12 3	6 5 6	..	..	5,593	445 16 3	4,886	2,373 12 11	778 1 3	1 3	3,478 1 1		
Casterton ..	8,041	2,564 2 8	185 2 7	551 7 11	60 9 0	107 0 3	..	..	5,593	5,243 1 11	4,886	5,411 19 7	2,173 12 11	111 5 4	14,407 3 5		

GRAMPIANS LINE.									
Fran's Creek	...	...	...	...	...	...	...	...	518 19 8
Grampians	...	...	...	...	...	...	...	...	507 5 7
MARNOO LINE.									
Jackson	28	3 4 7	...	...	...	...	...	...	87 5 6
Rupanyup	4,309	888 0 0 0	...	...	...	...	...	...	9,686 13 9
Burram	182	0 12 10	...	...	...	...	...	...	220 0 0
Banyena	696	47 4 4	...	...	...	...	...	...	2,325 1 10
Marnoo	1,626	258 8 10	...	...	...	...	...	...	5,095 13 8
LOFFETON LINE.									
Coromby	1,372	45 7 1	...	...	...	...	...	...	1,516 11 4
Minyip	8,856	1,499 15 6	...	...	...	...	...	...	12,550 9 6
Nullan	1,077	36 1 5	...	...	...	...	...	...	876 15 9
Sheepbills	3,864	530 10 6	...	...	...	...	...	...	5,323 11 2
Mellis	58	2 8 0	...	...	...	...	...	...	216 3 1
Waracknabeal	17,380	4,292 17 1	...	...	...	...	...	...	29,438 4 10
Lah.	1,528	63 18 9	...	...	...	...	...	...	731 5 4
Brim	4,725	439 6 2	...	...	...	...	...	...	4,204 18 7
Galacuil	1,140	73 16 9	...	...	...	...	...	...	1,291 8 3
Beulah	5,554	1,119 4 8	...	...	...	...	...	...	8,994 13 9
Rosebery	1,748	125 3 6	...	...	...	...	...	...	2,353 15 11
Goyra	447	2 11 10	...	...	...	...	...	...	606 17 9
Hopetoun	6,979	1,859 15 8	...	...	...	...	...	...	9,816 15 9
NORADATHA LINE.									
Remlaw	172	4 18 3	...	...	...	...	...	...	749 19 9
Veddis	914	36 4 4	...	...	...	...	...	...	1,719 2 8
Quantong	2,546	134 10 11	...	...	...	...	...	...	1,176 19 3
East Natimuk	533	27 4 1	...	...	...	...	...	...	113 0 9
Noradatha	2,233	252 8 0	...	...	...	...	...	...	3,148 10 7
TOOLONGO LINE.									
Jalumba	564	47 9 4	...	...	...	...	...	...	623 18 3
Tooolongo	1,219	187 12 9	...	...	...	...	...	...	2,109 13 7
GOKORE LINE.									
Natimuk	7,158	771 8 5	...	...	...	...	...	...	9,013 1 5
Arapiies	326	25 17 2	...	...	...	...	...	...	296 13 5
Mitre Lake	1,110	86 13 8	...	...	...	...	...	...	1,349 17 0
Nurcoung Sliding	254	21 0 5	...	...	...	...	...	...	249 17 11
Gymboven	1,154	116 11 9	...	...	...	...	...	...	1,062 19 4
Goroke	2,376	730 6 5	...	...	...	...	...	...	5,641 7 6
RAINBOW LINE.									
Arkona	204	10 12 2	...	...	...	...	...	...	652 15 8
Antwerp	1,979	102 13 8	...	...	...	...	...	...	2,436 15 10
Tarravure	480	21 14 5	...	...	...	...	...	...	1,814 17 9
Jeparit	7,183	988 16 4	...	...	...	...	...	...	8,995 9 0
Ellam	371	25 17 5	...	...	...	...	...	...	943 1 7
Pullut	407	24 16 9	...	...	...	...	...	...	1,346 15 4
Rainbow	5,150	1,751 8 8	...	...	...	...	...	...	16,577 7 1
LOKQON LINE.									
Detja	50	1 13 8	...	...	...	...	...	...	1,214 15 7
Lorqon	447	26 16 7	...	...	...	...	...	...	3,606 17 1
MELBOURNE-GEE									
LONG LINE.									
Laverton	13,451	203 19 6	...	...	...	...	...	...	2,865 12 6
Werribee	65,767	3,062 16 11	...	...	...	...	...	...	15,991 12 4
Manor	...	...	...	...	...	...	...	...	3 12 0
Little River	15,678	1,026 7 11	...	...	...	...	...	...	4,867 14 9

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.		RENTALS.		MISCELLANEOUS.		GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).			
	Number of Passenger Journeys.	Outwards.	Inwards.	Outwards.	Inwards.	Outwards.	Inwards.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Outwards.		Inwards.		Outwards.	Inwards.				
													Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Revenue.
BEECH FOREST LINE.— <i>continued.</i>																						
Ditchley ..	30	3 13 6	0 1 6	132 4 1	2 6 0	4 15 9	..	..	85 14 5	..	..	4,896	2,893 5 1	34 19 9	65 3 4	98 1 2	38 14 9					
Beech Forest ..	6,366	862 2 1	116 9 2	132 4 1	0 4 6	0 1 6	..	..	7 0 0	..	..	3,562	2,075 12 2	103 3 4	4 8 6	0 17 0	5,336 1 10					
Buchanan ..	1,257	39 19 1	1 13 6	15 1 0	0 1 3	0 1 6	..	..	0 4 0	..	..	1,287	2,075 12 2	45 11 10	..	0 17 0	2,243 12 1					
Ferguson ..	911	43 8 5	0 13 3	31 3 1	0 3 0	0 0 6	..	..	0 10 8	..	..	4,741	2,087 18 9	62 13 1	2 16 0	2 4 0	706 14 5					
Weapornah ..	1,565	66 11 4	3 1 2	20 3 11	0 2 3	0 3 9	..	..	6 3 4	..	..	4,338	2,278 0 8	166 6 0	..	2 8 0	2,241 19 4					
Kincaid Siding ..	3,873	190 5 11	3 1 2	46 16 9	0 8 0	0 6 6	..	..	0 14 8	..	..	1,061	439 9 4	31 13 5	..	..	2,693 7 10					
Wyalunga ..	1,004	69 10 10	1 8 0	28 0 0	0 8 0	0 6 6	..	..	6 15 5	..	..	1,547	613 14 3	71 100 0 9	3 0 6	471 17 5						
*Smith's Siding ..	2,798	310 4 1	24 16 11	70 15 3	1 12 6	3 6 6	..	..	7 1 6	..	..	817	751 7 8	457 454 18 0	55 4 5	823 4 3	1,769 11 5					
Laver's Hill ..	1,231	163 11 9	5 12 9	48 3 5	0 9 6	0 7 0	..	..	7 1 6	..	..	718	465 19 1	254 263 11 4	28 4 0	1,044 16 4						
Crowe's ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
TIMBOON LINE.																						
Naragidd ..	39	2 12 0	0 0 3	3 12 11	0 18 3	11 16 6	..	..	16 2 9	..	..	23	14 5 10	17 1 11	44 9 9	17 3 3	54 4 8					
Cobden ..	2,348	230 5 9	87 15 0	157 11 2	0 9 9	0 2 6	..	..	14 0 5	..	..	2,317	1,300 10 1	1,956	..	3 4 6	3,517 11 4					
Elginville Siding ..	..	..	..	..	..	..	..	..	12 13 5	..	..	4,494	472 16 4	5 0 1	..	..	481 2 5					
Glenlyne ..	358	41 8 6	3 8 6	6 13 1	..	..	..	..	0 1 0	..	..	953	164 2 7	57 10 3	..	..	285 18 10					
Brucknell ..	..	..	0 1 11	3 17 4	..	..	..	..	..	..	..	1,130	164 14 11	65 1 6	..	..	223 16 8					
*Southern Cross Lime Co.'s Siding ..	..	..	..	..	..	..	..	..	..	..	..	7	3,147 5 9	8 11 3	..	..	8 11 3					
Curdie ..	2,163	355 5 4	4 10 1	14 16 8	0 7 0	3 6 3	..	..	4 6 0	..	..	7,263	805 10 11	565 4 2	0 4 4	14 2 6	3,736 7 0					
Timboon ..	..	..	48 7 1	155 12 5	..	..	..	..	12 6 0	..	..	3,433	..	612 2 6	35 0 10	..	2,042 0 9					
MORTLAKE LINE.																						
Mortlake ..	6,494	1,643 15 5	144 7 10	365 11 11	137 1 3	98 18 3	..	..	69 7 7	0 2 6	..	3,216	2,438 16 8	4,790	985 1 11	94 9 1	9,600 17 9					
KORORO—HAMILTON LINE.																						
Warrong ..	120	13 10 8	0 4 5	1 5 3	..	0 1 6	..	..	1 2 1	..	..	18	2 0 3	14 18 3	2 7 9	3 6 6	38 16 8					
Woodthorpe ..	323	31 6 1	0 2 9	5 19 4	0 4 0	7 12 3	..	..	8 11 9	..	..	613	73 4 2	37 5 4	3 18 6	4 12 6	165 7 8					
Hawkesdale ..	2,851	405 15 2	23 10 3	110 8 6	0 4 0	2 7 3	..	..	9 1 6	..	..	1,134	389 19 0	378 7 1	3 18 6	7 5 5	2,529 8 10					
Minhamite ..	603	83 8 8	6 0 11	29 12 1	0 10 6	2 7 3	..	..	9 6 0	..	..	1,305	149 15 7	61 11 2	1 0 0	37 4 10	650 17 0					
Purdeet ..	559	78 13 6	3 13 10	15 18 10	2 2 6	4 0 6	..	..	10 18 10	..	..	183	144 4 4	50 0 8	5 0 2	314 13 2	314 13 2					
Penshurst ..	7,803	1,153 6 3	87 6 9	273 16 2	37 14 3	77 9 9	..	..	95 1 9	..	..	1,471	1,448 2 3	1,702 10 5	1,802 15 3	108 18 2	6,787 1 1					
Tabor ..	439	27 12 3	1 6 3	6 13 9	..	0 5 6	..	..	11 1 7	..	..	459	268 10 3	83 5 10	..	..	398 15 7					
Yatchaw ..	678	36 5 7	1 14 10	9 17 0	..	..	..	..	13 12 11	..	..	854	449 1 1	53 1 8	55 12 6	0 10 0	619 15 7					
MELBOURNE—WODONGA LINE.																						
Kensington ..	1,511,679	10,091 7 11	145 14 3	392 5 0	7 1 9	1 12 0	..	..	2 10 0	0 7 6	..	26,420	3,937 5 0	38,190 11 8	100 5 9	58 11 4	52,947 12 2					
Newmarket ..	1,822,187	13,672 9 11	189 16 3	359 9 1	2,513 1 11	1,384 16 4	..	..	107 2 11	5 13 0	..	11,819	1,997 16 7	25,361 17 2	16,854 3 1	176,397 15 4	238,844 1 7					
Newmarket Show ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
Ground ..	2,587,323	21,075 8 7	0 19 11	21 1 4	3 14 8	233 3 3	..	..	0 10 10	0 17 6	..	51	139 12 2	218 3 1	349 11 4	454 13 10	1,421 10 5					
Ascot Vale ..	..	..	199 11 10	362 2 6	24 5 3	3 6 6	..	..	6 1 2	0 17 6	..	..	..	..	..	..	21,671 13 4					
Moonee Ponds ..	1,974,493	18,379 2 9	334 11 1	605 9 7	17 11 9	41 8 1	..	..	3 11 6	0 7 6	..	..	3 15 0	3 15 0	..	..	19,389 12 3					

KATAMATITE LINE.																																		
	376	15	3	3	5	17	4	19	12	7	..	3	0	6	..	4	10	3	..	1,328	6	11	433	138	5	7	..	1,514	18	5				
Pipe Lodge	1,417	192	9	11	18	7	7	59	17	7	0	15	3	10	3	0	12	6	..	7,432	706	2	6	..	0	4	0	..	706	19	0			
Larocok	3,984	973	18	7	96	10	10	283	11	1	8	7	0	13	6	6	15	7	0	3,468	8	5	..	377	0	1	217	17	9	170	16	4		
Casgrove	80	4	2	2	0	0	6	0	5	4	0	1	0	13	6	6	12	8	0	1,432	16	10	1,970	1,722	8	1	295	17	10	157	16	0		
Doobie	460	30	13	2	8	5	3	32	5	4	0	1	6	0	6	0	13	6	0	507	3	8	392	248	3	0	63	6	5	15	4	8		
Xabba South	2	37	12	9	7	17	2	37	12	9	0	1	6	2	10	4	13	16	0	1,130	2,900	15	3	392	248	3	0	63	6	5	15	4	8	
Xabba North	1,002	397	11	5	41	19	9	126	8	9	8	10	3	7	18	3	31	15	7	2,841	1,311	13	2	1,688	251	6	4	428	15	0	113	17	3	
Xyannamite																				383	2,841	1,311	13	2	1,688	251	6	4	428	15	0	113	17	3
Katamatite																				3,473	9	9	1,688	1,146	8	11								
TOCUKWAU LINE.																																		
	178	1	5	5	0	7	6	0	13	11	..	..	0	2	9	..	3	10	0	637	260	10	1	46	11	16	2	..	281	14	10	..		
Mywee	5,132	2,288	8	2	85	14	1	405	15	10	48	4	9	26	12	9	62	1	6	3,724	4,436	10	7	5,106	6,319	8	9	7,108	17	10	2,551	0	8	
Boyle's Siding																																		
Tooukwal																																		
PICOLA LINE.																																		
	1,508	79	11	4	11	0	7	45	13	9	5	6	9	0	9	0	6	7	4	2,608	1,219	5	6	487	313	13	9	487	16	9	48	12	9	
Waala	6,149	1,385	13	7	119	9	10	294	14	9	17	5	6	12	6	9	44	16	8	2,878	3,352	19	8	2,878	3,083	17	3	975	19	7	266	0	2	
Nat Jetta	28	40	11	2	115	9	8	110	12	0	0	9	0	15	10	3	0	12	0	..	..	..	..	1,045	8	9	578	10	6	32	17	10		

[illegible]

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.		RENTALS.		MISCEL-LEANOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).	
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.			Revenue.		Tons.		Revenue.	Outwards.		
	Number of Passenger Journeys.	Revenue.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		£	s. d.	Tons.	Revenue.		£		s. d.
PORT MELBOURNE LINE.																			
Montague ..	340,277	2,341 16 10	39 18 6	43 14 2	2 13 3	0 2 6	..	..	1 0 0	..	..	..	..	..	..	..	..	2,429 2 9	
North Port ..	764,040	5,447 3 5	72 8 4	70 13 3	1 9 0	0 2 3	..	..	1 0 0	..	..	..	..	..	..	..	..	5,592 16 6	
Graham ..	825,143	5,736 3 9	87 11 8	129 7 3	2 9 6	0 2 3	..	..	1 12 0	..	..	..	..	..	..	..	..	5,959 17 11	
Port Melbourne ..	390,119	3,830 6 8	181 10 10	349 5 2	9 10 9	0 9 0	..	..	632 16 2	151,608	31,951 7 4	208,837	61,000 5 6	17 10 2	646 19 10	..	..	98,898 7 5	
ST. KILDA LINE.																			
South Melbourne ..	1,224,934	8,765 10 4	465 14 6	259 8 7	3 13 3	0 8 9	..	..	138 19 4	..	0 5 0	..	0 5 0	..	..	..	..	9,634 7 8	
Albert Park ..	2,656,192	18,990 14 3	382 16 11	1,089 4 9	4 8 9	0 15 0	..	..	49 11 0	..	0 5 0	..	0 5 0	..	..	..	..	20,518 8 0	
Middle Park ..	1,906,702	14,367 9 10	269 6 7	309 19 9	3 7 3	0 11 0	..	..	10 4 10	..	0 6 0	..	0 6 0	..	..	..	..	14,861 6 9	
St. Kilda ..	2,641,403	22,713 10 7	345 3 4	554 16 3	8 0 7	0 11 0	..	..	177 12 0	176	55 19 0	28,058	4,089 15 10	..	..	..	..	27,945 13 7	
BRIGHTON AND SANDRINGHAM LINE.																			
Richmond ..	2,934,511	27,566 7 6	1,331 5 8	804 5 10	25 7 2	5 13 3	..	..	2 17 0	..	0 10 0	..	0 10 0	..	..	..	..	29,736 6 5	
South Yarra ..	2,150,818	20,531 10 3	1,507 17 8	808 12 2	19 3 0	7 17 9	..	..	125 15 9	..	0 12 11	..	0 12 11	..	..	..	..	22,214 12 0	
Prahran ..	1,690,357	15,085 19 1	764 3 10	977 18 5	11 6 6	9 10 9	..	..	23 3 4	..	0 12 6	..	0 12 6	..	..	..	..	17,605 15 11	
Windsor ..	1,529,326	13,964 19 9	764 3 10	422 17 6	7 8 6	2 6 0	..	..	180 17 7	2,143	875 3 2	56,463	12,828 8 2	..	..	..	..	20,045 11 9	
Balaclava ..	1,394,872	12,389 3 9	257 2 4	588 13 9	5 19 0	2 6 0	..	..	27 3 4	..	0 5 0	..	0 5 0	..	..	..	..	13,270 13 2	
Riponlea ..	576,516	5,755 6 11	125 12 2	97 18 9	7 0 6	2 13 6	..	..	..	..	0 7 6	..	0 7 6	..	..	..	..	5,986 6 10	
Elsternwick ..	2,317,670	24,055 19 4	401 18 4	748 9 5	12 12 9	2 13 6	..	..	83 0 0	298	156 18 6	32,629	4,683 10 5	0 16 9	2 13 6	..	..	30,149 0 0	
— Building Tickets (Free)	3,120						..	..	1 5 0	..	0 2 6	..	0 2 6	..	..	..	..	4,355 0 5	
Garden Vale ..	379,806	4,225 11 1	47 12 1	78 19 3	1 7 6	0 3 0	..	..	..	..	..	..	..	..	..	..	..	..	
— Building Tickets (Free)	6,060						..	..	32 11 9	542	153 10 2	17,714	3,193 7 7	..	2 9 3	..	..	16,839 10 1	
Brighton ..	1,063,782	12,788 6 3	265 16 11	393 14 3	8 1 3	1 12 0	..	..	..	..	0 9 11	..	0 9 11	..	..	..	..	..	
— Building Tickets (Free)	720						..	..	5 6 7	218	45 12 5	10,291	1,918 5 2	..	..	..	..	14,831 0 6	
Middle Brighton ..	977,349	12,366 10 11	175 12 2	313 0 9	4 13 0	1 14 6	..	..	..	..	0 5 0	..	0 5 0	..	..	..	..	..	
— Building Tickets (Free)	720						..	..	104 7 8	..	0 6 3	..	0 6 3	..	..	..	..	6,065 3 7	
Brighton Beach ..	402,996	5,766 4 9	63 1 0	128 15 11	2 7 0	0 1 0	..	..	..	..	..	..	..	..	..	..	..	..	
— Building Tickets (Free)	720						..	..	31 8 2	..	0 6 3	..	0 6 3	..	..	..	..	7,254 12 4	
Hampton ..	470,362	6,337 0 1	88 0 5	193 11 10	3 4 10	1 0 9	..	..	..	..	..	..	..	..	..	..	..	..	
— Building Tickets (Free)	51,000						..	..	101 10 7	267	126 5 10	14,007	2,724 13 6	..	0 11 0	..	..	1,022 4 3	
Sandringham ..	831,943	13,963 16 7	240 6 9	453 11 0	8 13 6	2 13 0	..	..	..	..	..	..	..	..	..	..	..	..	
— Building Tickets (Free)	41,340						..	..	..	..	..	..	..	..	..	..	..	..	
Traffic derived from Denliquin and Moara Stations ..	2,420	1,579 0 9	195 14 10	553 15 8	113 3 6	118 7 1	..	..	..	6,832	7,487 10 8	5,119	7,092 14 5	13,949 3 11	1,264 9 8	..	..	32,805 12 6	
Traffic derived from South Australian Stations ..	45,561	52,065 8 2	3,887 3 4	8,848 11 11	70 12 1	481 1 8	..	..	..	4,364	4,381 3 9	13,555	9,937 8 11	16,081 5 0	494 16 2	..	..	97,237 12 9	

Traffic derived from	117,228	67,212	5	4	4,349	18	8	6,386	5	9	1,028	11	7	964	13	9	..	..	10,722	16,076	2	0	52,544	52,576	18	7	218	12	6	428	14	5	149,242	2	7			
New South Wales	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Stations	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Traffic derived from	3,287	2,863	18	8	59	3	7	241	6	0	..	..	..	0	11	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Queensland Stations	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Government Tourist	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Bureau	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Steamer	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Cook and	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Traffic	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Trains to New South	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Wales, South Aus-	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
tralia, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Telegraph	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Mails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Driving Cars	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Trams	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
St. Kilda and Brigh-	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
ton Electric Street	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Railway	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Total	113,430,526	2,445,324	0	10	218,450	18	0	218,450	18	0	21,339	19	3	21,339	19	3	98,753	1	8	72,268	4	10	13,496	19	2	4,738,984	2,044,767	15	6	307,870	11	8	307,870	11	8	7,814,700	15	5
Less Parcels, Horses, Carriages, and Dogs, Goods, and Live Stock Traffic Revenue shown as Outwards and repeated as Inwards	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Gross Revenue, Victorian Railways	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Gross Revenue, St. Kilda and Brighton Electric Street Railway	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Total Gross Revenue	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

• Stations open for only portion of the year.

DIAGRAM N° 1 **AVERAGE MILEAGE WORKED**

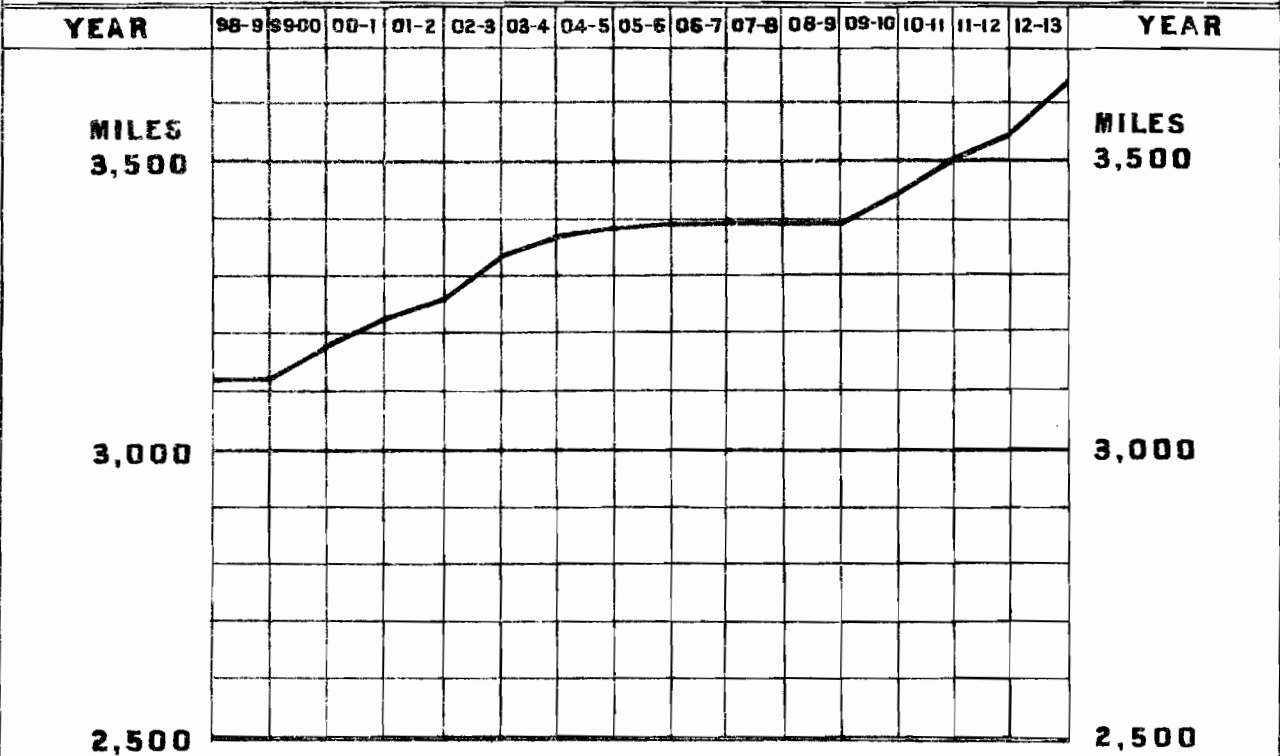


DIAGRAM N° 2 **AVERAGE COST OF CONSTRUCTION PER MILE**

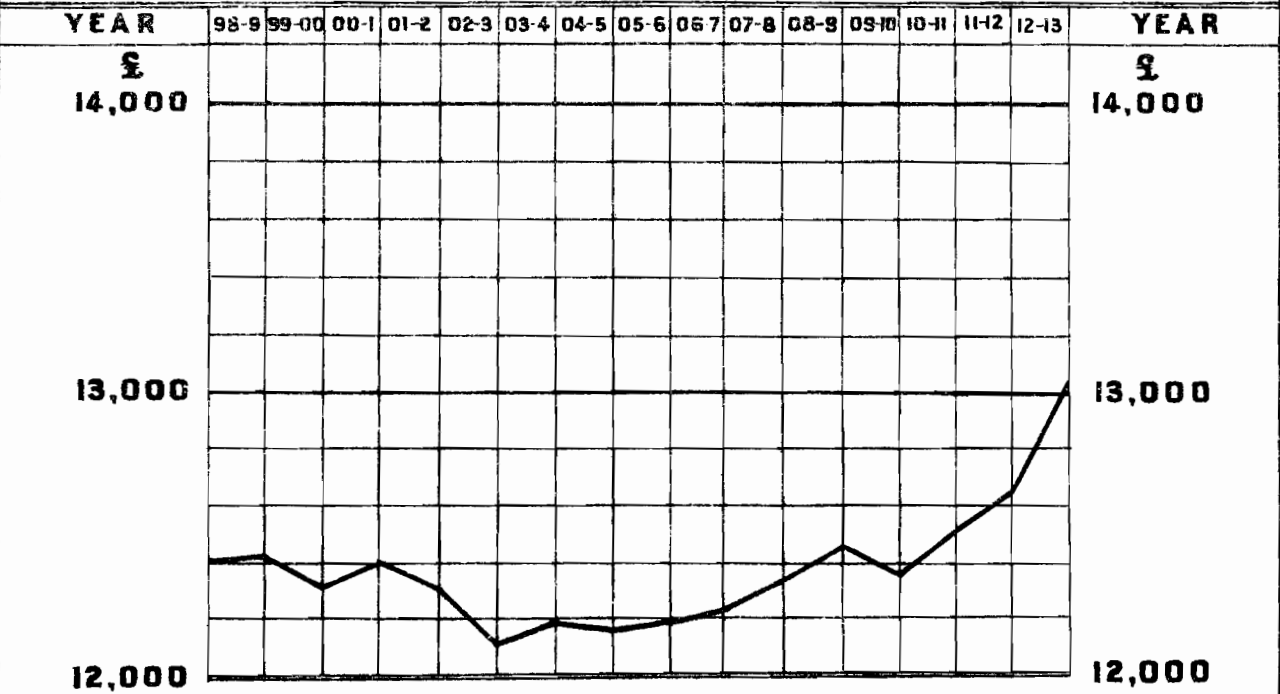
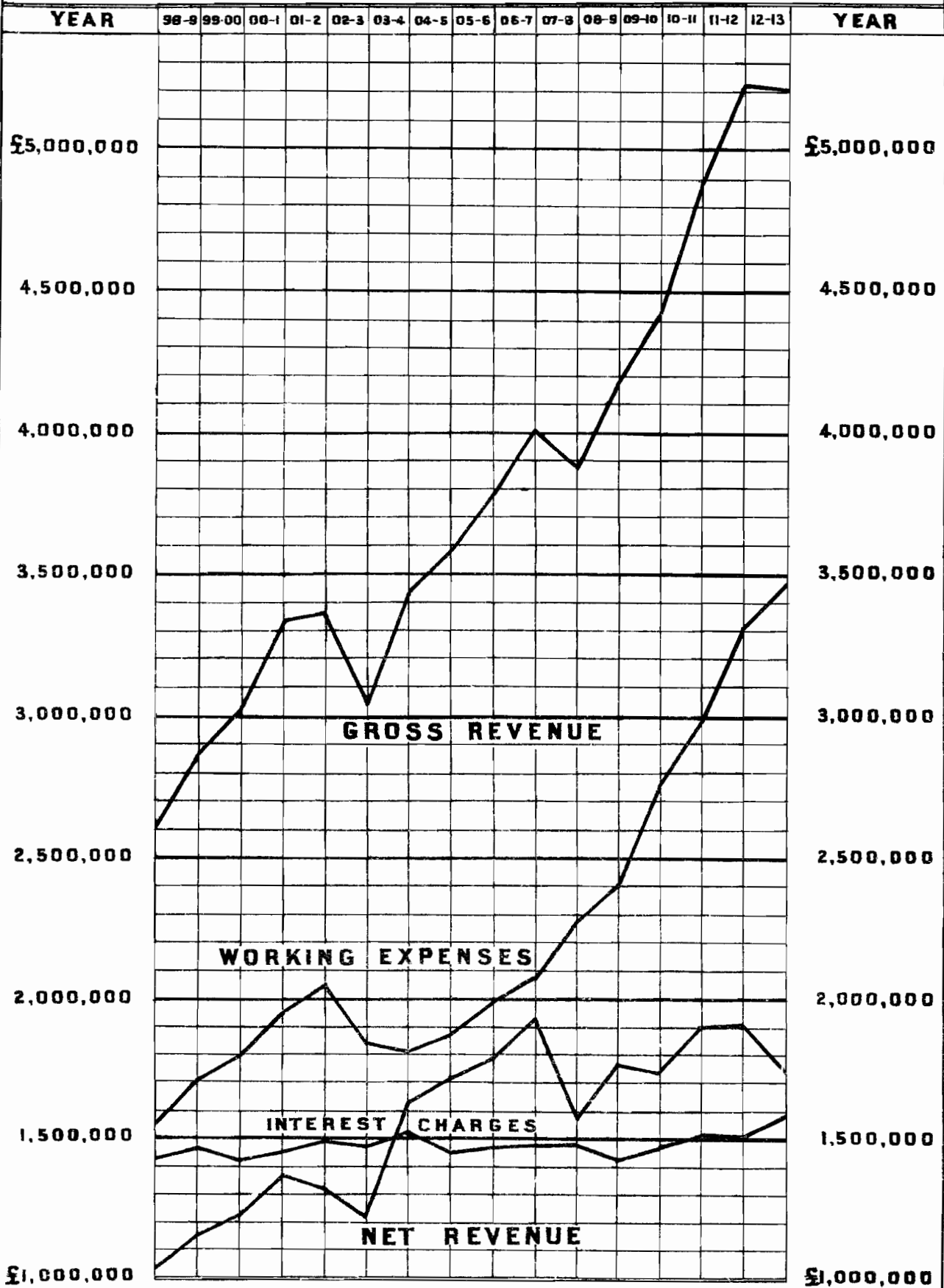


DIAGRAM N° 3



PERCENTAGE OF WORKING EXPENSES TO GROSS REVENUE

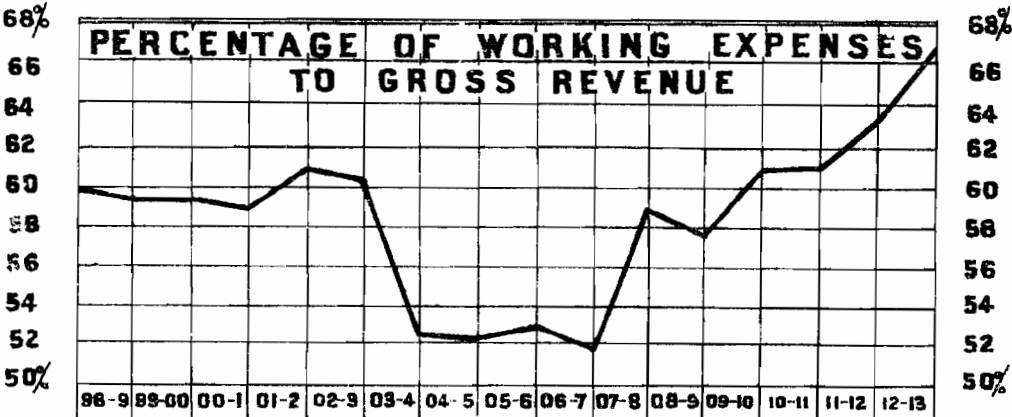


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

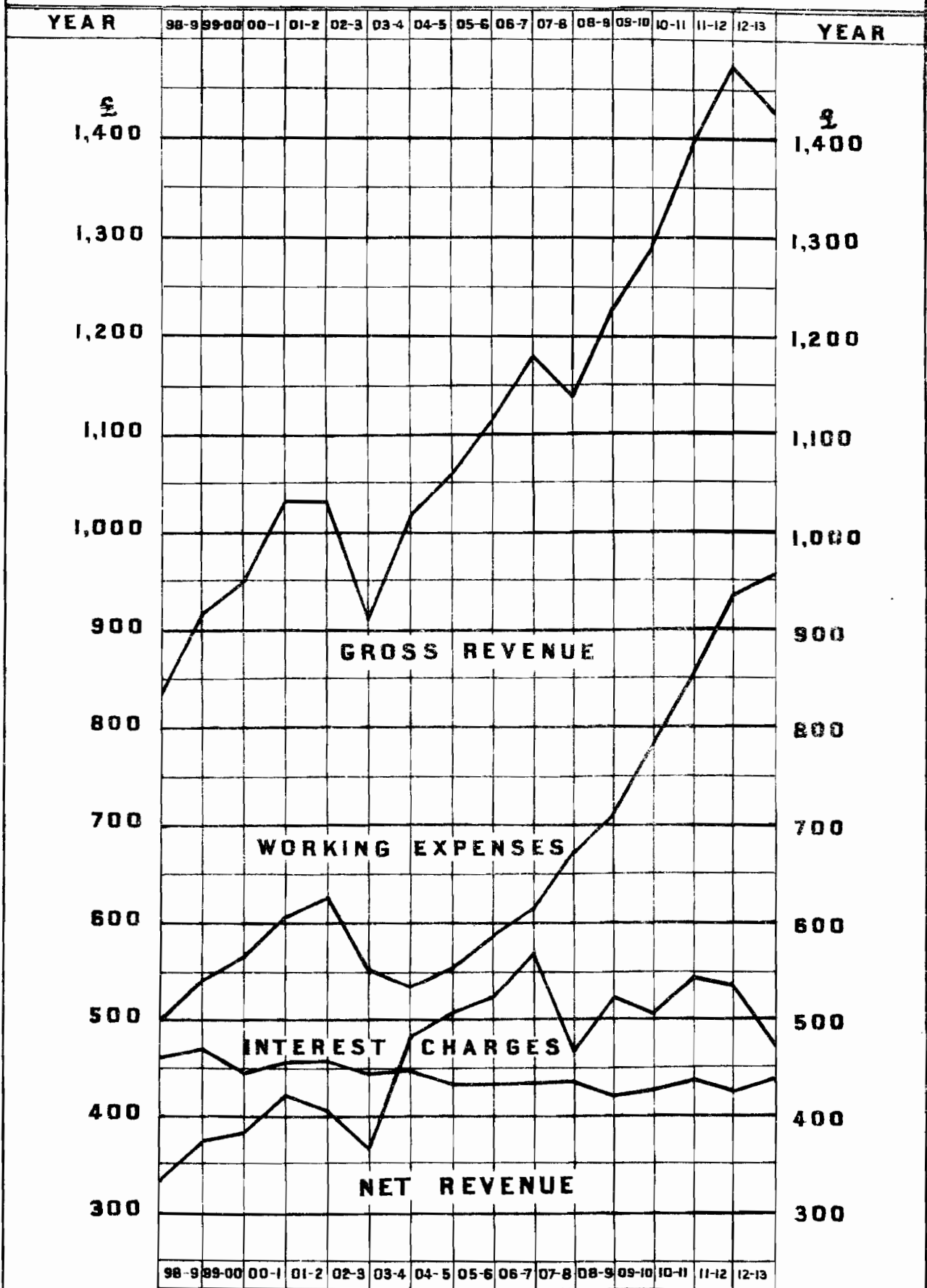


DIAGRAM N° 5

PER TRAIN MILE RUN

