

1914.

VICTORIA

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1914.

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

By Authority:

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

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

To the Honorable the Minister of Railways.

SIR,

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

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

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

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

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

* Including the following Special Payments :—

	Year 1912-13.	Year 1913-14.
To Railway Accident and Fire Insurance Fund (in addition to Statutory contribution)	£16,111	—
To Rolling-Stock Replacement Fund	50,000	£50,000
Towards Special Renewals for the purpose of releasing serviceable rails for the construction of new lines ..	50,000	—

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

	Year 1910-1911.	Year 1911-1912.	Year 1912-1913.	Year 1913-1914.
Average Mileage of Railways operated ...	3,505	3,543	3,639	3,747
TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	2,429,335	2,679,590	3,184,804	3,567,211
" Suburban ...	3,470,697	3,633,144	3,779,461	3,959,171
Mixed ...	2,642,628	2,772,676	2,628,556	2,516,974
Goods (including Live Stock) ...	4,430,063	4,750,965	4,641,729	4,985,293
Total ...	12,972,723	13,836,375	14,234,550	15,028,649
Number of Passenger Journeys ...	93,795,806	104,234,732	111,513,908	116,611,448
Tonnage of Goods ...	4,586,904	4,886,001	4,738,984	5,345,966
Tonnage of Live Stock ...	380,723	411,684	411,420	470,122
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country ...	£ 1,217,097	£ 1,347,774	£ 1,387,785	£ 1,423,938
" Suburban ...	846,619	959,367	1,040,774	1,096,887
Dining Car Service ...	12,624	14,221	15,575	13,608
Parcels, &c. ...	191,114	207,307	218,450	232,577
Horses, Carriages, and Dogs ...	18,885	21,398	21,340	21,923
Mails ...	68,516	74,426	78,239	79,772
	2,354,855	2,624,493	2,762,163	2,868,705
Goods, &c., Business.				
Goods ...	2,095,263	2,085,488	1,948,593	2,171,789
Live Stock ...	289,384	320,831	307,870	343,289
Minerals ...	73,031	100,663	96,175	88,337
	2,457,678	2,506,982	2,352,638	2,603,415
Rentals ...	68,417	71,437	72,268	73,040
Miscellaneous ...	15,260	16,055	18,373	15,798
Total ...	4,896,210	5,218,967	5,205,442	5,560,958
Per mile of Railway worked ...	1,397	1,473	1,430	1,484
Per traffic train-mile ...	7s. 6'58d.	7s. 6'53d.	7s. 3'77d.	7s. 4'81d.
WORKING EXPENSES.				
Transportation Branch ...	£ 766,784	£ 901,024	£ 947,868	£ 1,066,738
Way and Works Branch ...	803,658	893,350	930,366	935,652
Rolling-Stock Branch—Operating Expenses ...	756,802	842,438	914,709	1,003,621
" Repairs and Renewals ...	407,056	497,940	501,023	582,859
" Payment into Rolling-Stock Replacement Fund ...	100,000	50,000	50,000	50,000
General Expenses ...	65,987	74,237	80,937	85,968
Payment into Railway Accident and Fire Insurance Fund ...	91,386(a)	51,495(a)	52,054(a)	27,805
Total ...	2,991,673	3,310,484	3,476,957(b)	3,752,643(b)
Per mile of Railway worked ...	854	934	955	1,001
Per traffic train-mile ...	4s. 7'35d.	4s. 9'42d.	4s. 10'62d.	4s. 11'93d.
Percentage of Gross Revenue ...	61'10	63'43	66'79	67'48
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
	£ 1,904,537	£ 1,908,483	£ 1,728,485	£ 1,808,315
Per mile of Railway worked ...	543	539	475	483
Per traffic train-mile ...	2s. 11'23d.	2s. 9'11d.	2s. 5'15d.	2s. 4'88d.

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

Gross Revenue of the Railways.

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

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

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

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

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

Working Expenses of the Railways.

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

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

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

And was due to—

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

Percentage of Net Revenue to Capital Liability.

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

Decrease in Surplus.

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

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

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

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

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

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

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

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

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

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

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

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

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

Railway Accident and Fire Insurance Fund.

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

Pensions and Gratuities.

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

Capital Expenditure.

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

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

Loan Funds.

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

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

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

Interest Account.

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

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

Non-Interest Bearing Funds.

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

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

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

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

St. Kilda and Brighton Electric Street Railway.

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

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

The increase in the working expenses was due to—

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

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

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

Reconciliation with Treasury Figures.

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

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

New Lines of Railways.

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

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

Mileage of Railways and Tracks Open for Traffic.

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

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

* At 30th June, 1913.

† At 30th June, 1914.

Country Passenger Train Service.

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

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

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

Electrification of the Suburban Railways System.

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

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

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

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

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

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

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

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

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

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

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

Newport Workshops.

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

Workshops at Ballarat and Bendigo.

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

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

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

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

Duplication of the Flinders-street Viaduct.

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

Way and Works Branch.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Rolling Stock Branch.

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

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

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

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

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

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

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

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

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

Stores Branch.

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

Dining Car and Laundry Services.

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

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

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

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

Ambulance Organization and Equipment.

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

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

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

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

Ticket Checking and Irregularities.

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

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

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

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

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

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

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

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

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

Staff.

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

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

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

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

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

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

Acknowledgment of Services of Staff.

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

State Coal Mine.

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

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

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

State Brick Works.

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

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

Appendices.

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

We have the honour to be, Sir,

Your obedient Servants,

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

A P P E N D I C E S.

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		„ Melbourne Suburban Lines.
		„ showing through Railway connexions.

APPENDIX No. 1.

HEADS OF BRANCHES.

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

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, AND TOOLS.

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

W. M. SHANNON,
Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

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

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

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

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

GEO. H. SUTTON,
Chief Storekeeper.

APPENDIX

<i>Dr.</i>				GENERAL BALANCE-SHEET AT			
				Reference.	£	s.	d.
				Appendix.			
To face value of Bonds and Stock allocated to the Railways				8	48,121,467	13	3
Less Discounts and Floating Charges £2,123,548 0 7				8			
Less Premiums 453,928 14 6				8			
				...	1,669,619	6	1
Net Proceeds				8			46,451,848 7 2
„ CONTRIBUTIONS FROM REVENUE FOR CAPITAL PURPOSES:—							
Proceeds of Sale of State Lands ...				...	2,825,740	6	1
Consolidated Revenue provided for Redemption of State Loans ...				...	352,488	19	9
Surplus Revenue				...	250,696	2	4
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines ...				...	21,619	0	0
Consolidated Revenue provided under Appropriations and Votes ...				...	444,407	8	4
							3,894,951 16 6
„ Advances from Public Account (to be recouped)				12	...		269,632 15 7
„ Special Funds				...	...		67,612 9 9
„ Sundry Creditors				...	...		703,036 16 9
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue				...	...		2,300 12 4
„ Surplus				...	...		17,756 10 7
Total				...	...		51,407,139 8 8

Audited and found correct,

F. H. BRUFORD,

Auditor-General.

No. 5.

30TH JUNE, 1914.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix.						
By Cost of Way, Works, Buildings, and Equipment	18	39,757,155	7	3			
„ Cost of Rolling-Stock	18	9,577,714	3	8			
		49,334,869	10	11			
„ Cost of Surveys for proposed Railways ...	...	389,686	12	11	49,724,556	3	10
„ Advances from Public Account —Balance of Expenditure carried forward ...	12	...			269,632	15	7
„ Stores and Materials on hand ...	13	909,191	18	8			
Less amount at credit of Stores Depreciation Account	13	14,208	14	4	894,983	4	4
„ Balance at credit of Railway Stores Suspense Account	13	189,378	9	8			
„ Balance in hands of Agent-General, London and in transit	13	40,655	0	5	230,033	10	1
„ Balance in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			57,883	4	8
„ Balance at credit of Special Funds:—							
Rolling Stock Replacement Fund ...	10	67,252	8	4			
Railway Accident and Fire Insurance Fund	11	360	1	5			
Trust Fund—Surplus Railway Land ...	...	1	0	0	67,613	9	9
„ Balance at credit of the following Accounts:—							
Sundry Repayments to Treasury ...	...	29,300	10	0			
Preliminary Deposits	...	4,574	18	5			
Bills Receivable... ..	...	1,730	2	1			
Trust Funds—Cash and Securities ...	...	80,221	13	0	106,827	3	6
„ Sundry Debtors	...	...			37,853	6	4
„ Net Revenue for the Year after payment of Working Expenses	...	1,807,981	5	4			
Less Interest Charges and Expenses in connexion therewith and Pensions and Gratuities	...	1,790,224	14	9	17,756	19	7
Total	...	...			51,407,139	8	8

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 6.

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

REVENUE.

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

WORKING EXPENSES.

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

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

(1) Amount of wages and accounts unpaid at 30th June, 1914, which will be debited by the Treasury in the year or years in which they are paid	...	...	2,497	1	6
(2) Amounts paid in 1913-14 by public bodies in respect of works carried out for them by the Railway Department in previous years, which amounts were credited in the Treasury figures for 1913-14, but not in the Railway Working Expenses	...	...	2,155	16	8
(3) Amount paid in respect of a siding to be constructed in 1914-15	...	...	50	0	0
			£4,702	18	2
			£3,768,789	16	0

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

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

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

APPENDIX No. 7.

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

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

* Preliminary Expenses

APPENDIX No. 7—continued.

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

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

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

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

APPENDIX No. 8.

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

Act.	Rate of Interest per cent.	Principal.	Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Earliest.	Latest.	
47 Viet. No. 760 ...	4	3,758,788 0 3	...	483 12	3 130,530 10 0	...	...	...	...	...	...	...	...	...
48 Viet. No. 805 ...	4	3,251,172 4 3	130,046 17 9	686 13	6 185,091 1 9	...	...	...	...	...	...	...	...	London
49 Viet. No. 845 ...	4	4,610,110 6 11	184,404 8 3	...	...	...	...	...	...	...	...	...	...	London
55 Viet. No. 1296 ...	4	464,572 1 0	18,586 17 8	...	...	...	...	...	...	...	...	...	...	Melbourne
53 Viet. No. 1032 ...	3½	3,150,000 0 0	110,250 0 0	472 10	0 110,722 10 0	...	...	...	...	...	...	...	...	London
52 Viet. No. 989 ...	3½	4,914,615 13 0	172,011 10 11	732 16	4 172,744 7 3	...	...	...	...	...	...	...	...	London
54 Viet. No. 1196 ...	3½	1,666,666 13 4	58,333 6 8	250 0	0 58,583 6 8	...	...	...	...	...	...	...	...	London
55 Viet. No. 1217 ...	3	700,000 0 0	21,000 0 0	105 0	0 21,105 0 0	...	...	...	...	...	...	...	...	London
62 Viet. No. 1562 ...	3	3,080,389 7 4	92,411 13 7	435 16	8 92,847 10 3	...	...	...	...	...	...	...	...	London
62 Viet. No. 1560 ...	3½	3,718,478 14 3	130,146 15 1	556 11	8 130,703 6 9	...	...	...	...	...	...	...	...	Melbourne
62 Viet. No. 1560 ...	4	970,981 4 0	19,379 16 9	72 0	9 19,451 17 6	...	...	...	...	...	...	...	...	London
60 Viet. No. 1468 ...	3	1,130,372 18 0	33,911 3 9	...	...	...	...	...	...	...	...	...	...	...
62 Viet. No. 1564 ...	3	24,426 18 10	732 16 2	...	...	...	...	...	...	...	...	...	...	...
63 Viet. No. 1623 ...	3	257,701 0 0	7,731 0 7	...	...	...	...	...	...	...	...	...	...	Melbourne
64 Viet. No. 1659 ...	3	500,000 0 0	15,000 0 0	...	...	...	...	...	...	...	...	...	...	Melbourne
1 Edw. VII. No. 1753 ...	3	313,438 14 4	9,399 10 9	...	...	...	...	...	...	...	...	...	...	Melbourne
4 Edw. VII. No. 1901 ...	3	36,890 2 3	1,106 14 0	...	...	...	...	...	...	...	...	...	...	Melbourne
Treasury Bonds Act 1982	3	5,797,513 14 8	202,912 19 7	...	...	...	...	...	...	...	...	...	...	Melbourne
5 Edw. VII. No. 1990 ...	3½	258,966 13 10	9,063 16 8	...	...	...	...	...	...	...	...	...	...	Melbourne
...	3½	2,084,532 16 0	72,907 3 7	...	...	...	...	...	...	...	...	...	...	Melbourne
...	3½	3,048,108 18 9	141,242 2 1	...	...	...	...	...	...	...	...	...	...	Melbourne
6 Edw. VII. No. 2026 ...	3½	410,520 15 2	11,659 0 7	535 0	0 141,777 2 1	...	...	...	...	...	...	...	...	Melbourne
...	3½	310,445 0 0	416 9 8	...	...	...	...	...	...	...	...	...	...	Melbourne
6 Edw. VII. No. 2041 ...	3½	150,000 0 0	5,250 0 0	...	...	...	...	...	...	...	...	...	...	Melbourne
7 Edw. VII. No. 2116 ...	3½	1,000,000 0 0	35,000 0 0	150 0	0 35,150 0 0	...	...	...	...	...	...	...	...	Melbourne
7 Edw. VII. No. 2167 ...	3½	298,757 2 11	8,091 5 5	...	...	...	...	...	...	...	...	...	...	London
9 Edw. VII. No. 2161 ...	3½	275,000 0 0	9,625 0 0	...	...	...	...	...	...	...	...	...	...	Melbourne
9 Edw. VII. No. 2163 ...	3½	1,307,155 0 10	45,750 8 6	...	...	...	...	...	...	...	...	...	...	Melbourne
1 Geo. V. No. 2286 ...	4	350,517 15 8	13,467 17 3	...	...	...	...	...	...	...	...	...	...	Melbourne
1 Geo. V. No. 2308 ...	3½	1,650,000 0 0	57,750 0 0	...	...	...	...	...	...	...	...	...	...	Melbourne
2 Geo. V. No. 2323 ...	4	2,000,000 0 0	30,000 0 0	112 10	0 30,112 10 0	...	...	...	...	...	...	...	...	Melbourne
3 Geo. V. No. 2428 ...	4	...	...	...	...	...	...	...	...	...	...	...	...	London

APPENDIX No. 10.

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

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

Excess of cost of making good Deficiency over Value of Surplus
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1914, available for replacement of Rolling-Stock ... £66,512
(a) { Equivalent tractive power is included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Locomotives under construction, but not completed at 30th June, 1914.
(b) 78 locomotives have been written down to the tractive power represented by their value as scrap materials, and 242 vehicles have been written down to half area. Only 60 per cent. of internal floor area of 18 cars and 50 per cent. of 2 sleeping cars included on account of these vehicles being owned jointly with the South Australian Railways.
(c) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and van compartments of 57 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.
(d) 137 vehicles have been written down to internal floor area represented by their value as scrap materials.
(e) 527 "I," 110 "N," 56 "K," 24 "H," 16 "TH," and 16 "Q" trucks have been written down to tonnage represented by their value as scrap materials.

W. M. SHANNON,
Chief Mechanical Engineer.

APPENDIX No. 11.

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

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

APPENDIX No. 12.

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

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

APPENDIX No. 13.

Dr.				RAILWAY STORES SUSPENSE ACCOUNT AT 30th JUNE, 1914.				Cr.					
				£	s.	d.					£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)				...	...	...	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3)				...	...	...
" Advances from Loan Funds				...	...	...	" Cash in Treasury				...	...	...
" Sundry Outstanding Accounts at 30th June, 1914				...	...	...	" Cash with Agent-General in London and in Transit				...	...	...
				559,440	16	2					189,378	9	8
				505,000	0	0					40,655	0	5
				110,575	18	3					230,033	10	1
							" Stores and Materials on hand at 30th June, 1914				...	...	...
							Less Amount at Credit of Stores Depreciation Account				...	...	...
											909,191	18	8
											14,208	14	4
											894,983	4	4
											£1,175,016	14	5

APPENDIX No. 15.

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

Class of Goods.	Year ending 30th June, 1913.		Year ending 30th June, 1914.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
2nd Class	75,357	150,541	80,076	159,141
1st Class	98,249	31,362	102,791	143,551
"C" Class	99,142	103,989	101,514	109,127
"B" Class	152,149	121,442	161,591	128,499
"A" Class	136,862	95,134	163,288	111,384
Miscellaneous	194,203	47,281	222,420	50,117
Fish	3,489	4,698	3,866	5,456
Fruit	60,169	32,811	65,979	37,816
Butter	28,996	27,191	29,580	29,731
Other Dairy Produce	27,328	23,399	29,653	24,190
Wine	5,297	5,601	4,426	3,752
Wool	77,635	98,008	80,526	118,498
Flour, Bran, Sharps, and Pollard	207,159	71,366	230,194	74,583
Wheat	609,795	251,552	812,219	338,501
All other Agricultural Produce	287,761	101,791	361,155	127,457
Hay, Straw, and Chaff	302,082	78,475	304,544	75,623
Fertilizers	167,286	40,924	191,089	45,776
Minerals (including Coal, Coke, Ores, &c.)	390,114	96,175	373,200	88,337
Firewood	484,336	115,113	502,566	117,945
Timber	275,220	90,138	313,881	97,583
Stone, Gravel, and Sand	607,866	63,629	674,644	65,137
All other Goods	448,489	267,607	536,764	280,856
Haulage, Storage, Demurrage, Quayage, Hire of Tarp., Unloading, and Weighing	...	26,541	...	26,866
Total Tonnage of Goods carried, and Total Revenue derived therefrom	4,738,984	2,044,768	5,345,966	2,260,126
Live Stock	411,420	307,871	470,122	343,289
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	5,150,404	2,352,639	5,816,088	2,603,415

Numbers of Live Stock—

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

APPENDIX No. 16.

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

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.					Total Train Miles Run.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				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 Traffic.				From Goods and Live Stock Traffic.	Total.				
£	Number.	Number.	Number.	Number.	Number.	£	£	£	£	£	s. d.							
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,553,252	3,025,162*	950	5/11.83		
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797*	1,034	6/0.39		
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5/11.62		
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5/11.09		
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7/5.96		
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11.28		
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8/0.79		
1906-07	3,396	3,395	41,533,136	12,230	497	1,233	10,625	494	10,035,914	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11.96		
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7/5.53		
1908-09	3,410	3,397	42,486,323	12,459	503	1,272	11,009	522	11,290,578	81,020,620	4,166,786	2,110,947	2,067,177	4,178,124	1,230	7/4.81		
1909-10	3,491	3,441	43,142,329	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7/7.11		
1910-11	3,523	3,505	44,121,767	12,524	547	1,345	12,069	554	12,972,723	93,795,806	4,967,627	2,438,532	2,457,678	4,896,210	1,397	7/6.58		
1911-12	3,622	3,543	45,836,573	12,655	623	1,352	14,292	634	13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7/6.53		
1912-13	3,647	3,639	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7/3.77		
1913-14	3,835	3,747	49,629,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,816,088	2,957,543	2,603,415	5,560,958	1,484	7/4.81		

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

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 16—continued.
GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1899, TO 30TH JUNE, 1914.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).				EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.				RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			
	WORKING.				REPAIRS AND RENEWALS.				GENERAL EXPENSES.							
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.	
1899-00 ...	571,770	1/1'57	18'89	496,959	156	0/11'80	16'43	432,850	0/10'28	14'31	241,129	0'5'73	7'97	57,093	0/1'35	1'89
1900-01 ...	616,945	1/1'38	18'48	506,988	157	0/11'00	15'19	520,527	0/11'29	15'40	262,818	0'5'70	7'87	56,018	0/1'21	1'68
1901-02 ...	671,588	1/2'28	19'94	490,438	150	0/10'43	14'56	576,921	1/0'27	17'13	268,543	0'5'71	7'98	74,385	0'0'93	1'29
1902-03 ...	592,897	1/1'83	19'46	437,840	131	0/10'21	14'37	521,090	1/0'16	17'10	241,625	0'5'65	7'93	74,248	0'0'99	1'40
1903-04 ...	586,015	1/3'33	17'04	448,959	133	0/11'75	13'06	455,543	0/11'92	17'11	263,987	0'6'91	7'68	74,780	0/1'25	1'39
1904-05 ...	562,370	1/2'96	15'70	502,022	148	1/1'35	14'01	488,240	1/0'99	13'63	274,931	0/7'31	7'67	74,357	0/1'16	1'22
1905-06 ...	588,123	1/3'03	15'53	572,297	169	1/2'62	15'11	481,483	1/0'30	12'71	306,842	0'7'84	8'10	75,027	0/1'29	1'33
1906-07 ...	593,248	1/2'19	14'78	589,452	174	1/2'10	14'69	521,083	1/0'46	12'99	323,858	0/7'74	8'07	74,902	0/1'17	1'22
1907-08 ...	612,719	1/2'16	15'82	648,589	191	1/2'99	16'75	573,990	1/1'27	14'82	382,477	0'8'84	9'88	75,245	0/1'22	1'35
1908-09 ...	641,431	1/1'64	15'35	625,602	184	1/1'30	14'97	620,669	1/1'19	14'86	372,766	0/7'92	8'92	75,108	0/1'24	1'39
1909-10 ...	684,394	1/2'03	15'40	643,912	187	1/1'20	14'49	696,477	1/2'28	15'67	529,725	0/10'86	11'92	75,818	0/1'23	1'35
1910-11 ...	766,784	1/2'19	15'66	803,658	229	1/2'87	16'41	756,802	1/2'00	15'46	507,056	0/9'38	10'35	76,987	0/1'22	1'35
1911-12 ...	901,024	1/3'63	17'26	893,350	252	1/3'49	17'12	842,438	1/2'62	16'14	547,940	0/9'50	10'50	74,237	0/1'29	1'42
1912-13 ...	947,868	1/3'98	18'21	930,366	256	1/3'69	17'87	914,709	1/3'42	17'57	551,023	0/9'29	10'59	78,937	0/1'36	1'55
1913-14 ...	1,066,738	1/5'03	19'18	935,652	250	1/2'94	16'82	1,003,621	1/4'03	18'05	632,859	0/10'11	11'38	78,968	0/1'37	1'55

* 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, year 1912-13, £50,000, and year 1913-14, £50,000.
‡ Stores Branch Expenses have been apportioned to the other Branches as follows:—Year 1901-2, £12,214 18s. 6d.; 1902-3, £11,958 19s. 4d.; 1903-4, £12,318 1s. 1d.; 1904-5, £11,901 1s. 5d.; 1905-6, £13,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.; 1908-9, £16,058 2s. 2d.; 1909-10, £17,078 17s. 5d.; 1910-11, £19,991 8s. 9d.; 1911-12, £22,892 6s. 7d.; 1912-13, £26,278 9s. 2d.; 1913-14, £29,602 4s. 2d.
Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 16—continued.

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

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.						SPECIAL EXPENDITURES AND CHARGES PAID OUT OF THE YEAR'S REVENUE.	Balance of Net Revenue after Payment of Working Expenses and Special Expenditures and Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	DEFICIT, SURPLUS.	AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN FOREGOING
	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.									
£	s.	d.	£	£	£	s.	d.	£	£	£	£	£	£	£	£	£	£	£
1899-00	...	...	...	...	1,225,361	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	...	...	...	...	1,374,501	426	2/5/81	3/42	3/62	21,500	1,353,001	3/37	3/56	1,464,809	...	111,808	...	90,443
1901-02	...	...	...	...	1,316,968	403	2/4/00	3/24	3/43	21,500	1,295,468	3/19	3/37	1,492,695	...	197,227	...	93,744
1902-03	...	...	...	...	1,210,908	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	...	...	...	...	1,635,830	485	3/6/80	3/97	4/15	119,556	1,516,274	3/68	3/84	1,515,755	...	519	...	100,536
1904-05	...	...	...	...	1,711,128	506	3/9/51	4/15	4/34	248,485	1,462,643	3/54	3/71	1,461,994	...	649	...	102,656
1905-06	...	...	...	...	1,788,596	527	3/9/71	4/32	4/51	117,542	1,671,362	4/03	4/22	1,472,397	...	198,965	...	99,637
1906-07	...	...	...	...	1,935,968	570	3/10/30	4/66	4/88	165,749	1,762,417	4/24	4/44	1,483,284	...	279,133	...	110,881
1907-08	...	...	...	...	1,587,471	468	3/0/69	3/79	3/98	47,058	1,536,488	3/66	3/85	1,483,807	...	52,681	...	103,064
1908-09	...	...	...	...	1,768,685	521	3/1/59	4/16	4/35	...	1,770,551	4/16	4/35	1,430,093	105,415*	235,043	...	...
1909-10	...	...	...	...	1,732,318	503	2/11/52	4/02	4/19	...	1,734,343	4/02	4/20	1,472,916	106,330*	155,097	...	...
1910-11	...	...	...	...	1,904,537	543	2/11/23	4/32	4/48	...	1,907,570	4/32	4/49	1,516,764	107,831*	282,975	...	...
1911-12	...	...	...	...	1,908,483	539	2/9/11	4/16	4/32	...	1,910,212	4/16	3/31	1,513,102	131,319*	265,791	...	...
1912-13	...	...	...	...	1,728,485	475	2/5/15	3/63	3/81	...	1,729,506	3/64	3/81	1,595,020	112,236*	22,250	...	...
1913-14	...	...	...	...	1,808,315	483	2/4/88	3/64	3/76	...	1,807,981	3/64	3/76	1,677,369	112,855	17,757	...	...

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

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

APPENDIX No. 17.

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

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

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

† Includes St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 18.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1914.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£ s. d.	£	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100·89	...	100·89	1,902	18	1 in 50	4,911,877 19 0	48,685	
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2·06	53·07	55·13	758	314	1 " 52	708,971 1 6	12,656	
* Bendigo Cattle-yards Branch ...	...	0·89	0·89	732	707	1 " 61			
Lancefield Junction to Lancefield ...	...	14·50	14·50	1,675	1,072	1 " 40	65,973 17 0	4,550	
† Lancefield to Kilmore ...	...	18·10	18·10	1,734	1,160	1 " 40	117,002 2 4	6,464	
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67·82	67·82	1,450	526	1 " 50	401,087 18 9	5,914	
Carlsruhe to Daylesford ...	0·38	22·17	22·55	2,469	1,791	1 " 50	177,475 12 11	7,870	
Daylesford Junction to North Creswick ...	...	23·11	23·11	2,292	1,429	1 " 40	182,204 3 8	7,884	
Kyneton (Redesdale Junction) to Redesdale ...	...	16·25	16·25	1,636	973	1 " 50	90,253 19 8	5,554	
Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	1 " 40	413,239 17 8	8,822	
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...	0·28	32·73	33·01	943	611	1 " 50	176,489 0 9	5,347	
St. Arnaud to Donald ...	...	23·86	23·86	868	374	1 " 50	112,673 4 0	4,722	
Donald to Birchip ...	...	32·30	32·30	394	330	1 " 100	82,310 8 1	2,548	
Birchip to Cronomby (Woomelang) ...	...	26·45	26·45	351	260	1 " 75	58,722 7 11	2,220	
Woomelang to Mildura ...	...	110·15	110·15	334	128	1 " 75	283,208 15 10	2,571	
Mildura to White Cliffs ...	...	6·92	6·92	186	126	1 " 75	17,267 17 1	2,495	
White Cliffs to Yelta ...	...	...	...	...	...	...	4 9 6	In progress	
Dunolly to Inglewood ...	...	24·24	24·24	794	457	1 in 50	95,986 7 8	3,960	
Ouyen to Kow Plains ...	...	56·39	56·39	351	137	1 " 60	130,922 13 9	2,322	
Kow Plains to Murrayville ...	...	11·48	11·48	218	146	1 " 75	29,736 18 11	2,590	
Castlemaine (Maldon Junction) to Maldon ...	...	10·24	10·24	1,177	890	1 " 40	62,218 1 5	6,076	
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9·89	9·89	1,126	649	1 " 50	68,506 9 0	6,927	
Maryborough to Ballarat ...	0·26	41·47	41·73	1,525	732	1 " 40	296,314 1 5	7,101	
Waubra Junction to Ballarat Race-course ...	...	2·10	2·10	1,508	1,466	1 " 50	7,485 3 4	3,564	
Pisgah Junction to Waubra ...	...	13·74	13·74	1,533	1,341	1 " 60	72,713 3 5	5,292	
Maryborough to Avoca ...	...	14·93	14·93	885	721	1 " 40	64,644 5 9	4,330	
Avoca to Ararat ...	...	39·04	39·04	1,215	763	1 " 50	174,378 11 3	4,467	
Crowland to Navarre ...	...	22·87	22·87	885	720	1 " 66	60,025 10 9	2,625	
Bendigo to Inglewood ...	0·80	28·13	28·93	779	443	1 " 70	197,985 15 9	6,844	
Inglewood to Charlton ...	...	42·82	42·82	639	422	1 " 50	219,812 5 0	5,133	
Charlton to Wycheproof ...	...	16·48	16·48	521	356	1 " 50	89,850 5 5	5,452	
Wycheproof to Sea Lake ...	...	47·89	47·89	357	172	1 " 94	80,592 8 10	1,683	
Sea Lake to Pier Millan ...	...	17·68	17·68	265	172	1 " 66	39,019 1 5	2,207	
Wedderburn Junction to Wedderburn ...	...	4·86	4·86	660	554	1 " 50	18,655 12 9	3,839	
Korong Vale to Boort ...	...	17·86	17·86	459	296	1 " 50	76,749 7 10	4,297	
Boort to Quambatook ...	...	21·96	21·96	419	287	1 " 75	47,367 4 3	2,157	
Quambatook to Ultima ...	...	30·31	30·31	371	256	1 " 100	51,516 11 5	1,700	
Ultima to Chillingollah ...	...	20·14	20·14	263	164	1 " 60	31,149 11 6	1,547	
Chillingollah to Manangatang ...	...	18·59	18·59	245	169	1 " 75	36,007 14 7	1,937	
Eaglehawk to Kerang ...	...	72·99	72·99	742	255	1 " 70	337,973 8 8	4,630	
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35·16	35·16	286	225	1 " 100	163,687 18 1	4,656	
Swan Hill to Piangil ...	...	...	...	...	...	...	17,475 5 7	In progress	
Elmore to Cohuna ...	...	...	...	...	...	...	21,003 8 0	In progress	
Footscray to Williamstown (including cost of piers at Williamstown) ...	5·50	0·37	5·87	66	8	1 in 100	552,760 16 1	94,167	
* Newport to Braybrook Junction ...	...	4·29	4·29	110	48	1 " 92	27,538 18 8	6,419	
Newport to Geelong (including cost of Geelong Pier) ...	2·90	35·61	38·51	113	11	1 " 81	1,244,865 9 5	31,757	
* 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	400,045 14 3	7,664	
† Geelong Race-course Branch ...	...	1·96	1·96	43	10	1 " 50	156,201 8 5	5,557	
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	376,761 0 3	8,821	
Warrnambool to Koroit ...	...	9·36	9·36	245	19	1 " 50	87,711 2 9	9,371	
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11·34	11·34	208	11	1 " 60	100,586 5 3	8,870	
Geelong (Queenscliff Junction) to Queenscliff ...	...	20·72	20·72	264	10	1 " 50	115,671 14 5	5,583	
* Mount Moriac to Wensleydale ...	...	10·92	10·92	752	361	1 " 50	39,259 2 6	3,595	
Birregurra to Forrest ...	...	19·85	19·85	579	363	1 " 40	147,524 4 11	7,432	
Irrewarra to Beacac ...	...	8·70	8·70	432	390	1 " 66	47,443 13 0	5,453	
Beacac to Newtown ...	...	35·85	35·85	443	388	1 " 50	104,578 0 1	2,917	
† Colac to Beech Forest ...	...	29·66	29·66	1,748	225	1 " 30	77,447 7 5	2,611	
† Beech Forest to Crowe's ...	...	14·24	14·24	1,826	1,356	1 " 30	42,820 16 6	3,007	
Camperdown (Curdie's River Junction) to Timboon ...	...	22·32	22·32	673	52	1 " 40	114,181 13 9	5,116	
Terang to Mortlake ...	...	12·16	12·16	447	414	1 " 60	57,015 15 10	4,689	
North Geelong to Ballarat ...	41·45	11·76	53·21	1,725	47	1 " 52	1,923,486 4 4	36,149	
* North Geelong Loop Line ...	...	0·22	0·22	53	46	1 " 57	...	...	
Ballarat to Ararat ...	4·33	52·84	57·17	1,517	960	1 " 50	441,861 7 2	7,729	
Ararat to Stawell ...	...	18·85	18·85	1,086	761	1 " 100	189,064 15 3	10,030	
Stawell to Horsham ...	1·18	52·26	53·44	761	423	1 " 100	377,043 5 6	5,442	
* Stawell to Grampians ...	...	15·84	15·84	815	621	1 " 30			
Horsham to Dimboola ...	0·36	21·10	21·46	477	361	1 " 50	123,801 4 10	5,769	
Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway) ...	1·35	61·87	63·22	631	315	1 " 50	430,735 15 1	6,813	
Carried forward ...	164·15	1707·85	1872·00	...	...	...	17,468,945 17 1	...	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 28th May, 1909.

¶ 2ft. 6in. gauge.

APPENDIX No. 18—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£ s. d.	£
Brought forward ...	164.15	1,707.85	1,872.00	...	...	...	17,468,945 17 1	...
Braybrook Junction to Parwan ...	...	21.65	21.65	466	119	1 in 50	270,493 11 0	12,494
Parwan to Gordon ...	...	27.46	27.46	1,877	341	1 " 48	355,425 9 3	12,943
Gordon to Warrenheip ...	...	12.78	12.87	1,940	1,707	1 " 50	129,739 19 8	10,081
* Bungaree Junction to Race-course Reserve ...	...	1.53	1.53	1,884	1,848	1 " 50	3,331 3 6	2,177
Gheringhap to Maroona ...	...	99.76	99.76	978	193	1 " 100	408,410 13 5	4,094
* Lal Lal Race-course Branch ...	...	2.00	2.00	1,539	1,532	1 " 112	11,420 12 4	5,710
Ballarat East to Buninyong ...	...	6.84	6.84	1,626	1,436	1 " 40	66,100 4 2	9,664
* Ballarat Cattle-yards Branch ...	...	2.92	2.92	1,523	1,446	1 " 60	12,911 6 10	4,422
Ballarat (Linton Junction) to Scarsdale ...	...	13.12	13.12	1,516	1,157	1 " 50	60,258 14 2	4,593
Scarsdale to Linton ...	...	7.97	7.97	1,189	1,022	1 " 40	78,009 8 11	9,788
Linton to Skipton ...	...	...	...	...	...	...	653 10 11	In progress
* Burrumbeet Race-course Junction to Burrumbeet Race-course ...	...	1.14	1.14	1,297	1,256	1 in 50	3,611 10 5	3,168
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) ...	...	66.06	66.06	1,028	572	1 " 50	364,609 14 6	5,519
Hamilton to Portland (including cost of sidings to piers at Portland) ...	...	53.82	53.82	606	11	1 " 40	296,696 0 10	5,513
† Dunkeld to Koroit ...	...	48.99	48.99	834	207	1 " 60	170,945 0 6	3,489
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ...	...	18.10	18.10	727	590	1 " 60	77,462 14 11	4,280
Hamilton (Coleraine Junction) to Coleraine ...	...	23.01	23.01	668	301	1 " 40	110,972 3 3	4,823
Hamilton to Cavendish ...	...	...	...	...	...	...	1,860 14 1	In progress
Cavendish to Toolondo ...	...	...	...	...	...	...	94 3 2	In progress
Bransholme to Casterton ...	...	32.09	32.09	572	149	1 in 40	180,112 2 2	5,613
Heywood to Mumbamar ...	...	...	...	...	...	...	35,258 12 6	In progress
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	9.77	9.77	487	455	1 " 147	45,103 14 6	4,617
Rupanyup to Marnoo ...	...	15.38	15.38	494	450	1 " 100	29,107 5 7	1,893
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	31.20	31.20	464	360	1 " 66	156,322 2 4	5,010
Warracknabeal to Beulah ...	...	21.92	21.92	359	288	1 " 80	58,591 13 0	2,673
Beulah to Hopetoun ...	...	16.01	16.01	290	258	1 " 100	37,099 18 4	2,317
Horsham to Noradjuha ...	...	19.95	19.95	488	395	1 " 50	81,065 15 8	4,063
Noradjuha to Toolondo ...	...	11.24	11.24	560	475	1 " 100	26,739 17 8	2,379
Natimuk (East Natimuk) to Goroke ...	...	28.32	28.32	624	394	1 " 50	68,376 19 10	2,414
Dimboola to Jeparit ...	...	21.59	21.59	387	268	1 " 75	50,029 1 6	2,317
Jeparit to Albacutya (Rainbow) ...	...	18.47	18.47	388	263	1 " 75	34,275 2 1	1,856
Jeparit to Loxton ...	...	13.68	13.68	395	271	1 " 100	31,488 8 6	2,302
Rainbow to Nypo ...	...	10.59	10.59	294	237	1 " 75	25,501 8 1	2,408
* Essendon Junction to Essendon ...	3.50	...	3.50	148	14	1 " 67	203,801 8 10	40,760
* Flemington Race-course Branch ...	1.50	...	1.50	70	42	1 " 96	...	...
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ...	61.12	120.87	181.99	1,147	105	1 " 50	2,352,854 12 1	12,928
Wodonga to River Murray (including portion of cost of Bridge over River Murray) ...	1.94	...	1.94	538	312	1 " 75	50,813 10 11	26,193
North Melbourne to Coburg ...	5.07	...	5.07	202	13	1 " 50	215,581 7 3	42,521
† Coburg to Somerton ...	...	7.16	7.16	530	202	1 " 50	71,822 5 0	10,031
Royal Park (Junction) to Clifton Hill ...	2.28	0.11	2.39	136	103	1 " 50	158,725 12 9	66,413
Fitzroy Branch ...	0.07	0.88	0.95	119	85	1 " 79	76,804 13 5	80,847
Fitzroy (Whittlesea Junction) to Whittlesea ...	4.67	17.39	22.06	639	119	1 " 50	284,007 16 1	12,874
Northcote Loop Line ...	0.13	...	0.13	128	119	1 " 70	8,682 0 0	66,785
Tallaroak to Yea ...	...	23.69	23.69	698	488	1 " 40	163,675 0 2	6,909
Yea to Mansfield and Alexandra-road ...	...	55.82	55.82	1,304	557	1 " 40	344,522 11 11	6,172
Alexandra-road to Alexandra ...	...	4.32	4.32	922	716	1 " 30	26,836 11 11	6,212
Mangalore to Shepparton ...	0.29	44.96	45.25	499	372	1 " 100	283,885 6 3	6,274
Shepparton to Numurkah ...	2.16	18.60	20.76	376	348	1 " 206	87,993 10 7	4,239
Numurkah to Cobram ...	0.20	21.45	21.65	376	355	1 " 165	85,021 16 5	3,927
Murchison East to Rushworth ...	...	12.87	12.87	476	391	1 " 80	70,536 14 8	5,481
Rushworth to Colbinabbin ...	...	...	...	...	...	...	31,524 19 5	In progress
Toolamba to Tatura ...	...	6.83	6.83	385	371	1 in 108	29,128 11 8	4,265
Tatura to Kchuca ...	...	34.07	34.07	377	320	1 " 122	157,069 2 7	4,610
Shepparton to Dookie ...	...	14.84	14.84	500	372	1 " 100	55,255 13 2	3,723
Dookie to Katamatite ...	...	17.02	17.02	490	383	1 " 69	40,663 17 8	2,389
Numurkah to Nathalia ...	...	13.79	13.79	356	335	1 " 330	52,073 13 1	3,776
Nathalia to Picola ...	...	6.75	6.75	335	325	1 " 264	13,801 11 2	2,045
Strathmerton towards Tocumwal ...	...	8.20	8.20	390	358	1 " 330	17,087 9 1	2,084
Strathmerton to Tocumwal Extension ...	...	2.07	2.07	372	365	1 " 92	13,484 6 9	6,514
Benalla to St. James ...	...	20.33	20.33	583	450	1 " 75	80,576 9 4	3,963
St. James to Yarrawonga ...	...	19.86	19.86	514	414	1 " 50	98,078 7 10	4,938
Benalla to Tatong ...	...	18.08	18.08	760	556	1 " 60	44,111 4 9	2,440
¶ Wangaratta to Whitfield ...	...	30.49	30.49	811	481	1 " 80	39,688 6 2	1,302
Wangaratta (Beechworth Junc.) to Beechworth ...	...	22.26	22.26	1,831	502	1 " 30	165,277 17 3	7,425
Beechworth to Yackandandah ...	...	12.84	12.84	1,912	981	1 " 30	96,937 13 4	7,550
Everton to Myrtleford ...	...	16.56	16.56	989	581	1 " 40	77,534 1 10	4,682
Myrtleford to Bright ...	...	18.54	18.54	1,004	688	1 " 50	112,332 12 5	6,059
Springhurst to Wahgunyah ...	...	13.95	13.95	623	454	1 " 50	75,470 14 4	5,410
Wodonga to Tallangatta ...	...	25.71	25.71	726	530	1 " 40	190,485 6 10	7,409
Tallangatta to Cudgewa ...	...	...	...	...	...	...	26,047 15 11	In progress
Spencer Street to Flinders Street ...	0.76	...	0.76	33	17	1 in 40	193,558 4 10	254,682
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridgeto Chapel Street, and pier at Port Melbourne) ...	16.33	...	16.33	53	9	1 " 66	2,589,655 8 11	158,583
Prince's Bridge to Collingwood ...	2.22	...	2.22	85	23	1 " 62	200,156 8 2	90,160
Collingwood to Heidelberg ...	2.92	2.57	5.49	196	68	1 " 50	242,397 10 7	44,153
Carried forward ...	269.40	2,998.09	3,267.49	...	...	...	29,878,987 0 0	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion dismantled.

¶ 4 ft. 6 in. gauge.

APPENDIX No. 18—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest	Lowest.		Total.		Average Per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Brought forward ...	269'40	2,998'09	3,267'49	...	...	...	29,878,987	0 0	...
Heidelberg to Eltham ...	...	8'35	8'35	303	110	1 in 40	60,058	15 9	7,193
Eltham to Hurst's Bridge ...	...	6'64	6'64	248	116	1 " 50	42,258	14 10	6,364
Brighton Beach to Sandringham ...	2'20	...	2'20	58	20	1 " 97	80,546	1 10	36,612
South Yarra to Oakleigh ...	7'05	...	7'05	184	22	1 " 50	489,238	19 11	69,396
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine) ...	11'76	106'46	118'22	513	8	1 " 50	1,154,322	2 9	9,764
Sale to Stratford (Junction) ...	...	8'97	8'97	64	33	1 " 66	42,850	14 0	4,777
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	0'20	10'10	10'30	249	72	1 " 50	297,556	19 0	28,889
† Caulfield to Frankston ...	19'65	0'23	19'88	166	10	1 " 50	261,588	7 5	13,158
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18'85	18'85	327	10	1 " 50	109,259	6 0	5,796
Mornington Junction to Mornington ...	...	7'67	7'67	194	60	1 " 50	67,867	1 9	8,848
Frankston Cemetery Line ...	...	...	...	...	...	...	330	16 11	...
Spring Vale Cemetery Line ...	...	1'60	1'60	231	145	1 in 50	9,278	16 6	5,799
Dandenong (Great Southern Junction) to Port Albert ...	0'17	117'11	117'28	746	10	1 " 40	1,005,255	3 8	8,571
Nyora to Woolamai ...	...	16'79	16'79	410	58	1 " 50	61,963	11 4	3,691
Woolamai to Powlett Coal Field (including sidings, Wonthaggi) ...	...	13'75	13'75	233	14	1 " 60	109,811	4 7	7,986
Korumburra to Coal Creek ...	...	0'89	0'89	735	630	1 " 30	5,761	7 11	6,473
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line) ...	...	2'25	2'25	765	573	1 " 30	11,533	5 7	5,126
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,695	12 9	5,534
Jumbunna to Outtrim ...	...	2'40	2'40	649	539	1 " 40	28,330	4 3	11,804
¶ Welshpool to Welshpool Jetty ...	...	3'23	3'23	57	6	1 " 100	2,943	0 10	911
Warragul to Neerim South ...	...	13'49	13'49	681	349	1 " 40	124,403	7 6	9,222
Neerim South to Tooronga River ...	...	...	...	...	...	...	19	17 0	In progress
Moe (Junction) to Thorpdale ...	...	10'67	10'67	798	219	1 " 40	116,359	15 7	10,905
¶ Moe to Walhalla ...	...	26'06	26'06	1,323	174	1 " 30	106,447	15 3	4,085
Morwell to North Mirboo ...	...	20'16	20'16	784	184	1 " 40	152,896	18 8	7,584
Traralgon to Heyfield ...	...	22'06	22'06	262	93	1 " 50	124,002	0 5	5,621
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0'52	49'30	49'82	296	9	1 " 50	284,217	11 4	5,705
Bairnsdale to Orbost ...	...	...	...	...	...	...	278,375	8 3	In progress
Maffra to Briagolong ...	...	11'79	11'79	238	109	1 in 50	61,733	9 0	5,236
Burnley to Waverley Road ...	...	5'23	5'23	111	33	1 " 60	172,32	8 9	33,027
Hawthorn to Lilydale ...	11'82	8'20	20'02	484	41	1 " 40	421,484	13 4	21,053
Lilydale to Healesville ...	0'26	15'11	15'37	351	230	1 " 40	220,685	18 9	14,358
Hawthorn (Kew Junction) to Kew ...	...	0'96	0'96	119	41	1 " 40	76,329	2 8	79,509
Ringwood to Upper Ferntree Gully ...	...	7'44	7'44	436	314	1 " 40	68,686	6 7	9,232
¶ Ferntree Gully to Gembrook ...	...	18'22	18'22	1,057	412	1 " 30	60,308	18 2	3,310
Lilydale to Warburton ...	...	23'97	23'97	738	289	1 " 37½	126,196	10 11	5,265
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach ...	2'68	2'48	5'16	59	7	1 " 21½	69,892	5 9	13,545
Total mileage of lines constructed §	325'71	3,562'26	3,887'97	...	...	...	36,205,209	13 6	...
Less mileage closed for traffic at 30th June, 1914.									
Double. Single. Total.									
Dunkeld to Peshurst (dismantled 19th February, 1898) ...	...	15'87	15'87	...	...	...	...	...	...
Lancefield to Kilmore ...	...	18'10	18'10	...	...	...	...	...	...
Fawkner Cemetery to Somerton ...	...	5'28	5'28	...	...	...	...	...	...
Oakleigh to Fairfield Park—Fairfield Park to Deepdene ...	...	3'34	3'34	...	...	...	...	...	...
Ashburton to Oakleigh ...	0'20	2'17	2'37	...	...	...	...	...	...
Canterbury Loop Line (dismantled) ...	...	0'20	0'20	...	...	...	...	...	...
Burnley to Waverley Road—Darling to Waverley Road ...	...	0'84	0'84	...	...	...	...	...	...
Geelong Race-course Line (dismantled 28th May 1909) ...	...	1'96	1'96	...	...	...	...	...	...
Total mileage open for traffic at 30th June, 1914 ...	0'20	47'76	47'96	...	...	...	...	...	...
Works, Melbourne to Essendon Junction ...	325'51	3,514'50	3,840'01	...	...	...	1,914,356	14 7	...
Railway Offices, Spencer Street ...	...	...	...	...	...	...	192,155	18 1	...
Sheds and Workshops, Williamstown ...	...	...	...	...	...	...	154,054	10 9	...
Sheds and Workshops, Newport (including cost of Machinery and Equipment) ...	...	...	...	...	...	...	531,428	6 1	...
Sheds and Workshops, Country Depôts (including cost of machinery) ...	...	...	...	...	...	...	27,274	19 4	...
Workshops, Bendigo ...	...	...	...	...	...	...	16,582	12 1	...
Workshops, Ballarat ...	...	...	...	...	...	...	18,262	3 7	...
(General Construction Account (Capital Expenditure common to all lines) ...	...	...	...	...	...	...	518,236	19 8	...
Rolling-stock, Broad-gauge ...	...	...	...	...	...	...	9,447,597	14 5	...
Rolling-stock, Narrow-gauge ...	...	...	...	...	...	...	85,043	11 5	...
Rolling-stock, Electric Street Railway ...	...	...	...	...	...	...	25,601	14 9	...
McKeen Motor Cars ...	...	...	...	...	...	...	15,078	0 8	...
Steam Motor Car (Great Western type) ...	...	...	...	...	...	...	4,393	2 5	...
Electrification Melbourne Suburban Lines ...	...	...	...	...	...	...	179,593	9 7	...
Grand Total ...	325'51	3,514'50	3,840'01	...	...	...	49,334,869	10 11	...

† See lines closed for traffic.

‡ Including portion dismantled, miles 2ft. 6in., 12'90.

§ Gauge of lines constructed—miles 5ft. 3in., 3,718'11; 2ft. 6in. gauge.

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

APPENDIX No. 19.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act	
				Number.	
1854—Sept. 13	Flinders Street ...	Port Melbourne	16.33	Hobson's Bay Lines	20.1.53
1857—May 13	Flinders Street ...	St. Kilda			19.3.56
1859—Feb. 8	Prince's Bridge ...	Richmond			43
" Dec. 12	Richmond ...	Cremorne			43
" " 19	Windsor ...	North Brighton			42
1860—Sept. 24	Richmond ...	Pic-nic Station			43
" Dec. 22	Cremorne ...	Windsor ...			43
1861—April 13	Pic-nic Station ...	Hawthorn...			43
" Dec. 21	North Brighton ...	Brighton Beach			127
1857—June 17	Williamstown Junction	Geelong ...	38.51		36
1859—Jan. 17	Footscray ...	Williamstown Pier	5.87		150
" Feb. 10	Melbourne ...	Sunbury ...	23.95		36
1860—Oct. 21	Essendon Junction ...	Essendon ...	3.50		331
1861—July 8	Sunbury ...	Woodend ...	24.70		36
1862—April 11	North Geelong Junction	Ballarat ...	53.21		36
" " 25	Woodend ...	Kyneton ...	8.32		36
" Oct. 21	Kyneton ...	Bendigo ...	43.90		36
1864—Sept. 19	Bendigo ...	Echuca ...	55.13		36
1867—Nov. 30	Newmarket Junction ...	*Race-course	1.50		331
1872—April 18	Essendon ...	Schoolhouse-lane	54.00		331
" Aug. 26	Schoolhouse-lane	Seymour ...	2.29		331
" Nov. 20	Seymour ...	Longwood ...	23.39		331
1873—March 20	Longwood ...	Violet Town	20.54		331
" Aug. 18	Violet Town ...	Benalla ...	16.14		331
" Oct. 28	Benalla ...	Wangaratta ...	24.04		331
" Nov. 21	Wangaratta ...	Wodonga ...	41.60		331
1874—July 7	Castlemaine ...	Maryborough	33.02		415
" " 7	Ballarat ...	Creswick ...	11.05		415
" Aug. 11	Ballarat ...	Beaufort ...	28.74		415
" Oct. 6	Maryborough	Dunolly ...	13.81		415
" Nov. 16	Creswick ...	Clunes ...	11.19		415
1875—Feb. 2	Clunes ...	Maryborough	19.49		415
" April 7	Beaufort ...	Ararat ...	28.64		415
" July 7	Beechworth Junction	Everton ...	12.05		475
1876—Feb. 15	Ararat ...	Scallan's Hill	17.85		475
" April 14	Scallan's Hill	Stawell ...	1.00		475
" Sept. 19	Bendigo ...	Bridgewater	24.49		475
" " 30	Everton ...	Beechworth	10.21		475
" Oct. 21	Maryborough	Avoca ...	14.92		475
" Nov. 18	Bridgewater ...	Inglewood ...	4.44		475
" " 25	Geelong ...	Winchelsea	25.64		475
1877—March 13	Winchelsea ...	Birregurra	12.79		475
" April 24	Ararat ...	Dunkeld ...	47.02		475
" June 1	Sale ...	Morwell ...	39.10		475
" July 27	Birregurra ...	Colac ...	11.81		475
" Oct. 8	Oakleigh ...	Bunyip ...	38.77		475
" " 29	Dunkeld ...	Hamilton ...	19.05		475
" Dec. 1	Moe ...	Morwell ...	8.76		475
" " 19	Hamilton ...	Portland North	52.81		475
" " 19	Portland North	Portland Pier	1.00		475
1878—Feb. 1	Race-course Junction ...	†Geelong Race-course	1.96		580
" March 1	Moe ...	Bunyip ...	31.59		475
" Sept. 3	Dunolly ...	Bealiba ...	12.16		580
" Dec. 17	Stawell ...	Murtoa ...	35.49		580
" " 23	Bealiba ...	St. Arnaud ...	20.85		580
1879—Jan. 29	Springhurst ...	Wahgunyah	13.95		580
" Feb. 5	Murtoa ...	Horsham ...	18.00		580
" April 2	South Yarra ...	Oakleigh ...	7.05		604
" May 7	Warrenheip ...	Gordons ...	12.86		580
" " 21	Geelong ...	Queenscliff	20.71		580
1880—Jan. 13	Mangalore ...	Shepparton	45.24		603
" " 13	Toolamba ...	Tatura ...	6.83		636
" Feb. 16	Carlsruhe ...	Trentham	10.82		606
" March 17	Trentham ...	{Daylesford (includ- ing extension)}	11.75		606 671
Carried forward			1193.81		

* Trains run only as required for traffic.

† Discontinued 28th May, 1909.

APPENDIX No. 19—continued.

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

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

* Trains run only as required for traffic.

APPENDIX No. 19—*continued.*STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE
DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—*continued.*

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

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2ft. 6in. gauge.

APPENDIX No. 19—continued.

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

Date of Opening.		From—	To—	Length in Miles.	Authorization Act.	
					Number.	
			Brought forward ...	3299'78		
1903—Jan.	15	Woomelang	Hattah ...	68'79		1679
" May	25	Hattah ...	Nowingi ...	11'94		1679
" Sept.	30	Nowingi ...	Yatpool ...	16'19		1679
" Oct.	27	Yatpool ...	Mildura ...	13'23		1679
" Dec.	21	North Geelong Loop Line	* ...	0'22		1884
1904—Jan.	1	Burrumbeet Race-course Junction	* Burrumbeet Race-course	1'14		1879
" Feb.	7	Springvale Cemetery Line	* ...	1'60		1763
" Dec.	5	Northcote Loop Line ...		0'13		1904
1905—Feb.	28	Strathmerton ...	† Towards Tocumwal ...	8'20		1958
" June	26	Welshpool ...	† Welshpool Jetty ...	3'23		1911
		Stawell ...	* Grampians ...	15'84		
1906—May	7	St. Kilda ...	† Park Street, Middle Brighton	4'07	1956 and 1973	
" Dec.	22	Park Street, Middle Brighton	† Brighton Beach	1'06		2035
1908—July	9	Strathmerton ...	† Tocumwal Extension	2'07		2078
1909—June	15	Rupanyup ...	Marnoo ...	15'38		2124
" July	1	Ultima ...	Chillingollah ...	20'14		2144
" Oct.	28	Alexandra Road ...	Alexandra ...	4'32		2104
1910—May	3	Moe ...	† Walhalla ...	26'06	1691 and 2180	
" "	9	Nyora ...	Woolamai ...	16'79		2125
" "	9	Woolamai ...	Powlett Coal Field ...	13'75		2221
" July	4	Mildura ...	White Cliffs ...	6'92		1679
" Dec.	1	Beeac ...	Cressy ...	11'36		2178
1911—June	20	Beech Forest ...	† Crowes ...	14'24		2149
" Sept.	25	Cressy ...	Newtown ...	24'49		2178
1912—June	25	Ouyen ...	Kow Plains ...	56'39		2179
" "	25	Kow Plains ...	Murrayville ...	11'48		2290
" "	25	Eltham ...	Hurst's Bridge ...	6'64		2217
1912—Sept.	24	Noradjuha ...	Toolondo ...	11'24		2222
" Dec.	10	Jeparit ...	Lorquon ...	13'68		2224
1913—May	17	St. Kilda and Brighton Electric Street Railway	...	0'03		
" Aug.	8	Gheringhap ...	Maroona ...	99'76		2220
1914—Jan.	28	Chillingollah ...	Manangatang ...	18'59		2418
" May	28	Crowland ...	Navarre ...	22'87		2351
" June	26	Rainbow ...	Nypo (towards) ...	10'59		2441
" "	29	Sea Lake ...	Pier-Millan (towards) ...	17'68		2419
" "	30	Benalla ...	Tatong ...	18'08		2349
Total mileage ...				3887'97		
Less mileage closed for Traffic at 30th June, 1914—				Miles.		
Dunkeld to Penshurst (Dismantled), 19th February, 1898				15'87		
Lancefield to Kilmore				18'10		
Fawkner Cemetery to Somerton				5'28		
Oakleigh to Fairfield Park—						
Fairfield Park to Deepdene				3'34		
Ashburton to Oakleigh				2'37		
Canterbury Loop Line (Dismantled)				0'20		
Burnley to Waverley Road—				5'91		
Darling to Waverley Road				0'84		
Geelong Race-course Line (Dismantled 28th May, 1909)				1'96		
				47'96		
Total mileage open for Traffic at 30th June, 1914				3840'01		

* Trains run only as required for traffic.

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

‡ 2ft. 6in. gauge.

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

APPENDIX No. 20.

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

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

APPENDIX No. 21.

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

Year.	Passengers.			Employees while in the Execution of their Duty.										Persons Killed or Injured at Crossings.			Trespassers.		Miscellaneous.		Total.																
	Through causes beyond their own Control.			Through Contributory Negligence.			Solely through their own Action or Negligence.			Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.			Through causes beyond their own Control.			Through Contributory Negligence.			Solely through their own Action or Negligence.			Employees proceeding to or from Duty within the Railway Boundary.			Persons Killed or Injured at Crossings.			Killed. Injured.			Killed. Injured.			Killed. Injured.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				
1904-5	..	..	8	..	9	4	156	..	35	3	96	2	118	..	2	5	7	9	9	2	6	25	446														
1905-6 ^a	..	..	162	..	17	5	122	..	43	4	101	4	161	..	2	10	8	24	6	1	8	48	630														
1906-7	..	..	14	1	17	5	148	..	32	1	112	7	140	1	2	8	16	12	3	11	14	46	498														
1907-8 ^b	..	..	45	434	33	2	170	..	29	4	112	2	151	..	..	6	11	17	7	3	23	79	970														
1908-9	..	..	9	..	19	5	136	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451														
1909-10	..	..	11	..	5	2	96	..	7	..	38	6	107	..	4	4	3	8	7	1	15	21	353														
1910-11 ^c	..	..	10	526	..	8	99	..	31	..	20	5	128	..	1	7	12	19	7	..	5	49	849														
1911-12	..	..	13	..	1	9	116	..	44	..	12	23	134	3	11	9	13	19	11	4	7	67	362														
1912-13 ^d	..	..	2	441	3	5	128	1	15	1	10	4	90	..	..	10	12	13	12	..	12	36	723														
1913-14	..	..	33	..	2	8	197	..	61	7	49	4	93	2	1	8	7	12	13	3	17	45	473														
Totals ..	57	1,651	1	106	53	1,368	..	..	2	309	22	651	65	1,313	7	23	72	98	155	94	27	122	461	5,735													

This Return only includes casualties in connexion with Train Working and the movement of Rolling-Stock.
^a Including Belgrave accident. ^b Including Sunshine accident. ^c Including Richmond accident. ^d Including West Melbourne accident.

APPENDIX No. 22.

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

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

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

	1912-13.	1913-14.
WAY AND WORKS BRANCH—<i>continued.</i>		
MAINTENANCE OF WORKS—		
Superintendence and Staff	£15,285	£17,513
Bridges, Culverts, and Drains	61,340	63,475
Piers and Wharfs	8,354	Cr. 478
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	11,631	11,361
Buildings, Platforms, and Fixtures	107,269	125,291
Stock Yards	11,237	10,135
Water Supply	13,044	15,559
Signals and Interlocking	50,054	50,090
Telegraph Lines	33,064	35,315
Machinery, Tools, and Supplies	16,945	21,019
Other Expenses	303	780
Gardens, Plantations, &c.	2,526	3,496
TOTAL COST OF MAINTENANCE OF WORKS	£331,052	£353,556
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£930,366	£935,652
Percentage of Gross Revenue	17·87	16·82
Per Mile of Railway worked	£256	£250
Per Traffic Train Mile	15·69 <i>d.</i>	14·94 <i>d.</i>
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£17,769	£20,216
Stationery, Printing, and Advertising	4,194	5,592
Stores Expenses	7,158	7,743
LOCOMOTIVE WORKING—		
Superintendence and Staff	£19,033	£19,932
Running Sheds { Staff	51,121	61,919
Supplies	3,580	4,454
Drivers and Firemen	347,541	373,172
Coal, Wood, and Kindlers for Locomotives	314,085	340,104
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	28,439	30,474
Water for Locomotives and Running Sheds	19,336	22,401
Oil, Tallow, Waste, and other Running Supplies for Locomotives	15,536	17,305
Other Expenses	113	108
McKeen Motor Cars	1,784	1,830
TOTAL COST OF LOCOMOTIVE WORKING	£800,568	£871,699
Locomotive Miles Run	17,066,519	18,097,078
Per Locomotive Mile.. .. .	11·26 <i>d.</i>	11·56 <i>d.</i>
Per Traffic Train Mile	13·50 <i>d.</i>	13·92 <i>d.</i>
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£60,355	£70,383
Supplies	2,383	2,502
Lubricants	2,126	2,385
Light	19,114	22,079
Ice	1,042	1,022
Other Expenses	..	..
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£85,020	£98,371
Per 1,000 Car Miles.. .. .	123·37 <i>d.</i>	131·91 <i>d.</i>
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£914,709	£1,003,621

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

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

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

APPENDIX No. 23.

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

						1912-13.	1913-14.
Average Mileage of Railway Worked	...	...	...	...	...	5·13	5·16
Car Mileage	...	...	...	...	...	413,939	541,449
Number of Passengers carried	...	...	...	...	...	1,916,618	2,390,949
Average Fare paid per Passenger	...	...	...	...	...	2·09d.	2·05d.
GROSS REVENUE—							
Passengers	...	...	...	...	...	£16,765	£20,460
Parcels	...	...	...	...	...	1	1
Rentals	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	63	55
TOTAL GROSS REVENUE	...	...	...	...	...	£16,829	£20,516
Per Passenger Car Mile	...	...	...	...	...	9·76d.	9·09d.
Per Mile of Single Track	...	...	...	...	...	£3,088	£2,617
ORDINARY WORKING EXPENSES—							
Transportation Account	...	...	...	...	...	£6,108	£8,283
Way and Works Account	...	...	...	...	...	3,443	4,250
Rolling Stock Account	...	...	...	...	...	2,895	3,990
Power Account	...	...	...	...	...	2,719	3,710
General Expenditure	...	...	...	...	...	475	515
Payment into Railway Accident and Fire Insurance Fund	...	...	...	...	...	168*	102
TOTAL WORKING EXPENSES	...	...	...	...	...	£15,808	£20,850
Per cent. of Gross Revenue	...	...	...	...	...	93·93	101·63
Per Passenger Car Mile	...	...	...	...	...	9·17d.	9·24d.
Per Mile of Single Track	...	...	...	...	...	£2,901	£2,659
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	...	...	...	...	...	£1,021	Loss, £334
INTEREST ON THE TOTAL CAPITAL COST	...	...	...	...	...	£3,093	£3,333
NET LOSS, INCLUSIVE OF INTEREST	...	...	...	...	...	Loss, £2,072	Loss, £3,667

* Includes Special Payment of £84.

APPENDIX No. 24.

MILEAGE OF RAILWAYS AND TRACKS.

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

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

APPENDIX No. 25.

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

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

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1914.

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

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

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

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

APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

DAYLESTON LINE.									
Tythen ..	1,613	138	3 7	11 11 0	32 1 7	9 12 3	0 16 3	5 10 0	737
Fern Hill ..	2,948	270 1 0	33 19 5	33 19 5	68 11 7	0 3 6	0 9 11	43 5 10	2340 12 3
Trentham ..	10,555	1,012 17 1	99 4 7	202 5 0	202 5 0	4 4 3	3 16 0	3 2 2	4 9 0
Lymville ..	8,357	178 1 11	12 13 4	45 8 9	45 8 9	0 7 3	0 6 0	57 7 0 8	11 9 7
Bellarto ..	4,724	251 2 0	12 10 0	42 8 9	42 8 9	0 15 9	0 8 6	8 8 0	8 8 0
Musk ..	2,608	69 14 4	8 6 0	13 18 2	13 18 2	0 15 9	0 8 6	7 5 9	5 16 6
Daylesford ..	33,087	4,335 16 11	357 15 7	670 14 7	670 14 7	18 5 0	16 10 0	184 17 6	202 1 10
Woodburn ..	186	3 15 2	3 6 8	0 9 11	0 9 11	..	..	..	..
Sailor Falls ..	1,044	37 4 3	3 6 8	7 1 7	7 1 7	..	..	..	..
Wendat ..	2,656	146 11 9	25 4 6	23 3 7	23 3 7	0 6 6	0 4 6	..	..
Wongah ..	1,395	69 2 10	2 14 7	6 3 7	6 3 7	0 1 0	0 1 6	..	..
Rowlyn ..	2,499	122 5 11	8 13 5	17 14 6	17 14 6	0 1 0	0 1 6	..	..
Norlyn ..	4,442	346 0 2	20 17 5	76 4 10	76 4 10	0 19 4	0 18 6	..	..
Kilkeson ..	4,804	334 17 6	22 17 11	68 11 4	68 11 4	1 9 0	2 3 0	..	..
Alford ..	12,952	786 9 8	53 2 5	113 16 8	113 16 8	0 18 6	2 3 0	..	..
Broomfield ..	3,466	139 4 0	0 0 0	8 15 2	8 15 2	0 3 0	..	..	..
REPSDALE LINE.									
Edgewcombe ..	174	4 12 1	1 5 1	0 7 1	0 7 1	..	..	..	..
Green Hill ..	1,442	12 12 0	3 0 7	6 1 11	6 1 11	..	..	..	..
East Metcalf ..	408	19 0 10	6 5 7	11 1 11	11 1 11	0 0 6	..	..	..
Emerton ..	114	4 15 0	0 3 8	0 11 4	0 11 4	..	..	..	..
Barford ..	527	31 14 10	7 0 9	22 1 10	22 1 10	0 1 3	2 1 0	..	..
Restdale ..	1,308	182 11 0	41 1 6	80 11 5	80 11 5	0 11 0	0 5 6	..	..
SHELBORNE LINE.									
Muckeleford ..	761	28 13 9	7 4 2	8 5 6	8 5 6	0 5 6	0 2 0	..	..
Maldon ..	22,988	2,085 16 0	196 3 11	382 5 0	382 5 0	29 19 9	12 7 6	..	..
Bradford ..	1	0 0 8	2 3 3	0 2 5	0 2 5	0 3 0	0 3 0	..	..
Shelbourne ..	414	98 12 9	11 18 6	45 18 1	45 18 1	0 3 0	0 3 0	..	..
CASTLEMAINE-BOROUGH LINE.									
Campbell ..	6,066	130 4 6	21 16 11	30 3 2	30 3 2	0 3 0	3 0 3	..	..
Guildford ..	6,333	323 9 5	23 5 11	53 13 4	53 13 4	0 7 0	0 14 0	..	..
Stranway ..	2,855	107 14 6	7 13 4	9 8 8	9 8 8	0 9 6	0 1 0	..	..
Newstead ..	9,906	888 9 9	142 15 3	162 5 8	162 5 8	0 1 0	24 7 0	..	..
Joyce's Creek ..	1,307	97 3 11	6 3 10	20 9 4	20 9 4	0 2 0	0 7 6	..	..
Moorosi ..	1,092	176 9 8	29 12 11	37 4 6	37 4 6	2 3 6	0 9 6	..	..
Carisbrook ..	4,822	577 10 5	50 11 8	71 12 0	71 12 0	2 18 3	38 11 3	..	..
Maryborough ..	57,804	10,421 0 2	938 11 11	1,191 1 5	1,191 1 5	52 2 9	69 15 2	..	..
MARYBOROUGH-MIL-PURA LINE.									
Nelson ..	2,076	50 17 1	..	0 2 7	0 2 7	..	..	..	..
Mavelock ..	3,072	74 6 9	5 1 9	12 11 6	12 11 6	..	..	..	..
Red Bell ..	5,518	195 0 10	29 1 5	45 13 2	45 13 2	0 7 6	0 10 0	..	..
Dunolly ..	12,296	1,623 15 4	127 12 11	261 13 0	261 13 0	4 15 0	6 10 6	..	..
Goldsbrough ..	1,800	74 2 11	16 2 5	21 18 2	21 18 2	0 6 0	4 6 6	..	..
Bealiba ..	7,356	984 17 4	81 15 5	214 10 9	214 10 9	0 19 9	0 15 0	..	..
Maffescioni's Siding ..	..	..	..	..	..	..	..	..	..
Enn ..	3,988	329 6 10	27 15 9	51 8 3	51 8 3	0 18 9	0 10 0	..	..
Carapooce ..	1,355	152 2 0	30 14 4	16 15 10	16 15 10	0 10 6	0 7 0	..	..
St. Arnaud ..	19,047	3,347 6 5	450 8 4	910 16 2	910 16 2	46 18 9	114 16 0	..	..
Sutherland ..	691	87 4 9	3 14 0	16 12 11	16 12 11	..	..	..	..
Swanwater ..	313	18 10 2	0 6 2	9 12 4	9 12 4	..	..	..	..
Cope Cope ..	2,292	442 3 8	20 13 7	7 18 5	7 18 5	7 18 6	1 3 9	..	..
Donald ..	10,158	3,167 2 7	296 4 1	567 17 4	567 17 4	61 19 0	66 19 0	..	..
Lake Buloke ..	48	5 19 5	0 0 6	0 13 10	0 13 10	0 3 0	0 3 0	..	..
Leitchfield ..	1,455	84 18 4	8 8 9	46 19 7	46 19 7	0 6 9	0 11 9	..	..

MARYBOROUGH-MIL-PURA LINE.

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE. GRAPH, AND DINING CARS.		RENTALS.		MISCELLANEOUS.		GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS)	
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.			
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Tons.		Tons.		Revenue.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
MARYBOROUGH—MIL- DURA LINE—contd.																				
Massey ..	472	30 10 4	3 1 9	13 6 5	0 1 0	0 4 6	..	..	12 2 0	..	1,508	700 15 4	..	..	246	..	117 16 10	..	967 18 2	
Watchem ..	4,787	951 19 6	48 10 3	178 16 9	28 5 9	16 8 9	..	..	38 9 0	..	3,338	2,002 12 1	..	..	2,961	..	1,634 7 3	..	7,233 3 4	
Merton Plains ..	298	22 14 11	2 5 3	20 16 7	7 4 6	45 16 9	..	..	1 3 8	..	1,171	598 18 8	..	..	2,061	..	131 4 6	..	903 10 11	
Birchip ..	8,475	2,357 10 6	202 16 4	421 12 8	48 0 3	0 2 6	..	..	47 0 4	..	4,409	2,778 18 3	..	..	5,625	..	4,582 11 3	..	13,213 5 11	
Kerrilo ..	57	7 5 1	0 9 11	0 2 9	0 0 0	0 2 6	..	..	0 5 0	..	943	243 13 3	..	..	108	..	64 2 4	..	318 0 10	
Kinabulla ..	517	55 16 2	4 9 10	23 10 7	2 15 0	0 5 0	..	..	14 19 0	..	2,513	1,021 13 7	..	..	347	..	161 18 7	..	1,295 3 5	
Curvo ..	1,266	197 13 6	43 2 1	43 2 1	2 10 9	1 18 9	..	..	10 8 8	..	7,443	1,821 9 3	..	..	519	..	277 16 6	..	1,560 11 3	
Wachunga ..	918	119 8 2	5 18 8	44 18 2	0 8 0	0 18 3	..	..	17 15 0	..	2,340	1,286 1 5	..	..	681	..	455 16 1	..	2,025 5 9	
Woomelang ..	6,454	1,916 7 6	121 15 1	221 7 5	20 8 0	20 16 0	..	..	181 16 4	..	4,764	2,736 10 2	..	..	2,170	..	2,677 9 10	..	8,275 0 8	
Isacelles ..	2,496	605 9 2	35 10 8	78 6 0	6 2 9	13 13 3	..	..	12 14 4	..	2,536	1,342 16 2	..	..	1,104	..	1,587 12 5	..	3,475 14 9	
Gannit ..	240	16 11 6	1 2 4	44 13 3	0 11 0	0 15 0	..	..	14 8 2	..	854	427 3 4	..	..	449	..	246 12 8	..	736 13 5	
Turill ..	781	87 1 4	11 0 5	44 13 3	1 4 0	0 15 3	..	..	10 10 2	..	1,341	743 12 10	..	..	811	..	471 1 4	..	1,396 2 3	
Speed ..	1,523	325 14 7	11 1 5	52 16 9	1 4 0	0 15 3	..	..	20 13 2	..	1,511	751 4 4	..	..	880	..	758 0 10	..	2,085 5 3	
Tempy ..	972	114 1 8	6 8 3	67 17 8	0 7 9	0 15 3	..	..	49 11 2	..	1,254	632 12 11	..	..	852	..	633 2 1	..	1,533 0 11	
Austral ..	16	1 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Siding ..	157	32 15 7	0 4 11	3 8 10	..	..	..	..	1 8 4	..	740	379 1 8	..	..	367	..	10 7 2	..	11 8 8	
Nunga ..	8,265	3,051 3 11	200 14 4	351 0 1	7 11 3	14 15 0	..	..	151 13 5	..	3,187	1,778 4 9	..	..	4,831	..	3,625 14 3	..	11,655 0 1	
Ouyen ..	..	..	..	..	..	..	..	..	..	..	185	108 6 11	..	..	..	..	120 0 3	..	228 7 3	
Kia ..	..	..	..	..	..	..	..	..	..	..	3,331	213 13 3	..	..	35	..	72 5 5	..	676 4 0	
Itahah ..	570	192 17 4	31 2 6	9 16 2	1 15 0	0 12 0	..	..	19 17 3	..	..	2 19 10	..	..	13	..	5 19 8	..	45 1 0	
Nowingi ..	60	5 18 10	8 4 9	1 16 2	0 0 6	0 4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	
Carwarp Siding ..	940	71 2 12	3 6 1	34 3 2	0 0 0	1 19 6	..	..	20 19 0	..	224	36 7 8	..	..	2,999	..	521 19 2	..	712 9 9	
Yatepool ..	731	40 6 11	3 6 1	29 2 2	0 0 0	3 5 0	..	..	..	..	987	97 12 5	..	..	1,065	..	314 11 0	..	600 4 5	
Irymple ..	2,263	1,424 16 10	64 16 2	130 11 1	10 8 0	5 9 6	..	..	121 16 9	..	6,209	10,323 6 11	..	..	5,462	..	4,404 1 5	..	16,515 19 5	
Mildura ..	10,764	8,583 14 10	737 19 0	1,428 0 9	54 13 6	171 10 1	..	..	103 4 11	..	7,737	11,188 15 8	..	..	16,226	..	21,863 13 6	..	45,877 9 1	
MILDURA—WHITE CLIFFS LINE.																				
Merbein ..	4,202	116 9 4	11 10 10	80 1 2	..	0 7 0	..	..	2 0 0	..	1,148	1,519 14 4	..	..	2,060	..	3,100 18 9	..	4,606 11 9	
MARYBOROUGH— ARARAT LINE.																				
Adelaide Lead ..	946	38 10 3	3 7 6	1 14 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bung Bong ..	485	22 5 4	3 9 6	10 17 10	0 1 0	0 1 6	..	..	..	..	816	285 12 3	..	..	49	..	31 0 5	..	43 11 11	
Homebush ..	2,068	120 15 7	6 8 8	31 5 1	0 5 0	0 4 0	..	..	..	..	776	211 8 9	..	..	222	..	155 12 1	..	536 18 1	
Arco ..	6,185	1,197 12 6	113 8 10	291 19 2	28 13 0	5 3 0	..	..	17 19 0	..	9,151	4,165 12 3	..	..	2,866	..	2,601 13 3	..	8,706 19 11	
Amphitheatre ..	2,040	177 2 0	57 15 5	61 1 1	0 11 0	0 15 6	..	..	20 4 5	..	4,482	1,429 1 3	..	..	725	..	578 11 1	..	2,336 9 0	
Elmhurst ..	1,880	386 13 8	45 14 5	103 9 5	4 13 0	4 8 3	..	..	24 17 3	..	2,800	1,429 9 0	..	..	884	..	843 10 10	..	2,988 7 0	
Eversley ..	118	9 18 2	0 0 9	13 1 3	0 0 0	0 0 6	..	..	0 11 7	..	2,168	406 19 5	..	..	130	..	92 9 1	..	3,527 12 1	
Ben Nevis ..	1,495	258 11 9	21 13 6	80 13 10	0 15 9	0 13 6	..	..	14 19 0	..	3,277	980 4 0	..	..	3,277	..	955 27 5	..	2,413 12 1	
Dunneworthy ..	71	6 5 2	0 16 0	10 19 10	..	0 5 6	..	..	0 15 4	..	2,135	339 1 6	..	..	274	..	207 17 5	..	600 8 4	
Warra Yadin ..	60	3 3 2	..	2 19 8	..	..	..	..	0 12 6	..	176	102 8 6	..	..	72	..	44 9 9	..	133 13 3	

NAVARRINE LINE.									
•Crowlands ..	110	8 11 7	0 4 3	2 15 5	..	..	..	709	206 3 3
•Joel ..	74	4 4 7	0 0 9	0 10 5	..	..	..	769	445 11 5
•Landsborough ..	113	8 8 9	0 0 6	1 12 4	..	..	..	641	340 5 5
•Tulkara ..	13	2 6 4	0 2 1	..	17 7 9	..	..	2,483	1,468 6 8
•Navarre ..	13	1 17 2	0 12 10	3 1 1	..	..	..	1,193	730 2 1
BALLARAT—MARYBOROUGH LINE.									
Waarba Junction ..	2,592	76 12 8	4 6 0	4 6 11	0 1 0	10 12 0	..	..	84
Sulky ..	2,098	63 2 2	0 8 7	7 7 5	18 10 10	..	..	20	21
Bald Hills ..	3,382	73 15 10	1 1 5	3 12 11	0 2 0	..	..	..	1 17 6
North Creswick ..	52,001	1,979 1 4	41 4 0	190 1 6	6 10 6	0 4 3	..	469	952 10 7
Tourneville ..	18,146	826 15 10	41 4 0	52 0 2	1 11 0	0 1 3	..	44	232 3 7
Clunes ..	1,460	110 9 11	7 14 10	14 18 11	0 19 0	0 11 9	..	357	166 1 8
Clunes ..	13,290	1,574 2 8	154 12 7	258 12 5	8 0 3	14 7 9	..	3,582	1,501 17 0
Taitok ..	17,721	1,125 1 2	276 16 7	208 0 0	2 3 6	20 1 9	..	3,199	1,920 13 9
Daisy ..	305	10 16 9	4 9 9	1 8 9	..	..	..	..	0 1 0
WAURBA LINE.									
Pisgah ..	246	8 9 8	0 6 8	1 8 1	0 1 0	6 5 9	..	6	0 14 1
Midas ..	2,187	47 8 1	1 11 4	3 1 11	26 15 9	1 17 8	..	..	45 4 0
Blowhard ..	5,821	259 9 11	13 10 3	40 3 4	0 12 6	2 8 1	..	1,043	419 2 10
North Learmonth ..	7,142	375 0 10	20 10 3	90 13 0	0 12 6	22 6 11	..	1,082	435 16 9
Addington ..	2,473	58 16 4	0 1 3	..	..	0 2 6	..	..	4 16 9
Waurba ..	6,740	157 16 0	13 1 1	25 1 3	0 2 6	8 8 0	..	1,148	54 0 11
		648 5 11	69 17 5	137 6 2	9 19 3	88 13 10	..	1,744	880 12 0
DUNOLAN—LEGGE-WOOD LINE.									
Painawick ..	29	3 1 6	0 1 0	..	1 8 6	10 4 0	..	810	173 10 2
Leuro ..	50	1 11 5	0 15 11	..	..	2 3 0	..	1,739	414 10 7
Ternaculla ..	3,258	527 11 2	47 2 1	114 0 9	..	0 10 0	..	7,623	885 14 2
Ellanally ..	894	67 7 8	7 1 6	37 16 0	1 4 0	0 16 8	0 0 0	505	412 2 6
Arnold ..	667	30 0 9	7 1 6	23 14 3	0 1 9	1 3 0	..	3,379	181 4 0
Bullbul ..	131	4 13 7	0 13 1	..	..	0 7 7	..	621	30 4 0
MURRAYVILLE LINE.									
Tinga ..	67	14 2 4	0 11 6	18 9 1	0 3 0	1 6 0	..	513	301 17 4
Galah ..	281	27 10 1	2 19 4	35 19 7	0 1 6	26 16 2	..	2,018	456 8 11
Walpeup ..	1,484	281 11 1	40 14 3	108 0 1	0 18 6	30 5 0	..	2,605	1,328 14 7
Nyang ..	436	47 14 10	2 19 6	44 19 0	0 3 9	0 13 4	..	1,760	463 19 1
Underpool ..	828	277 19 9	16 14 1	127 2 4	1 0 0	28 9 5	..	1,778	1,703 11 1
Unga ..	546	93 3 0	7 11 8	82 13 1	0 11 9	29 7 4	..	982	685 5 11
Wanka ..	460	167 3 4	12 4 4	120 11 9	0 5 9	37 1 8	..	731	249 14 7
Tuke ..	494	162 14 0	5 0 1	103 19 10	0 2 0	29 4 7	..	703	844 1 2
Gawange ..	523	97 12 1	3 16 8	83 9 11	0 12 6	60 3 2	..	571	335 11 5
Danyo ..	108	18 4 6	0 18 6	14 6 11	0 15 0	4 12 0	..	981	619 1 6
Murrayville ..	1,084	540 18 7	66 9 10	115 10 3	0 15 0	42 9 10	0 14 0	4,651	2,231 11 4
BENDIGO—ECHUCA LINE.									
White Hills Siding ..	2,572	82 14 7	5 1 10	10 13 11	0 4 0	1 3 8	..	2,529	55 1 2
Epsom ..	1,468	72 6 10	3 8 10	9 17 1	4 1 6	0 2 11	..	1,246	274 17 7
Huntly ..							..	244	197 6 6

350 1 3

476 8 10

432 5 11

1,538 15 3

875 12 8

24 0 0

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KORONG VALE—CHIL-
LINGOLAH LINE.

Bornum	1,705	194	3	8	28	9	7	55	1	10	17	6	6	4	6	..	..	2	15	0	..	3,370	1,603	11	7	641	529	18	4	369	8	129	18	4	3,010	9	0	
Mysha	1,651	304	3	0	26	4	5	78	11	10	1	3	0	0	6	..	..	41	7	4	..	2,800	1,514	13	6	628	506	6	7	329	18	11	160	1	6	2,930	7	10
Boort	5,134	1,397	6	4	137	13	1	317	5	1	16	18	0	32	0	6	0	1	7	..	4,197	3,349	10	8	4,210	3,757	17	0	1,613	0	2	108	17	4	10,833	19	3	
Barraoput	1,018	129	14	0	5	7	6	15	5	4	0	8	0	0	5	3	..	..	11	..	7,797	3,462	18	3	7,982	603	16	1	1	3	..	1	0	4,275	6	5		
Gradvain	1,092	113	16	10	4	2	6	31	1	1	0	1	0	0	5	3	..	..	4	..	2,345	1,184	14	3	285	144	4	1	326	12	11	1	2	..	1,838	0	6	
Oskavle	461	67	1	1	2	15	0	22	1	1	..	..	..	1	10	6	..	..	..	3,176	1,628	13	0	135	101	5	1	0	12	6	1	1	6	1,539	10	6		
Quambatouk	4,129	1,969	19	5	120	17	11	239	16	1	20	10	9	13	8	6	..	..	2	..	6,951	4,068	4	8	3,216	3,309	17	8	947	18	4	36	16	5	9,888	3	9	
Gannie	7,743	88	18	10	4	11	3	45	2	10	0	3	6	0	6	6	..	..	2	..	4,199	2,200	4	4	400	179	13	9	137	15	4	4	14	6	2,666	1	9	
Labriet	1,926	369	7	0	47	13	2	83	5	1	4	14	3	7	6	0	..	..	10	..	3,923	2,011	10	11	1,343	1,257	0	6	742	14	11	25	8	7	4,391	1	3	
Madan	693	115	17	9	10	6	3	51	12	4	0	3	9	0	9	9	..	..	8	..	4,327	2,382	5	10	3,273	384	18	11	493	6	8	6	10	9	2,964	12	5	
Utama	3,118	845	0	1	68	6	1	189	13	7	5	0	0	14	7	0	..	..	0	..	3,174	2,173	14	1	2,373	2612	19	0	..	..	..	164	2	7	6,691	17	5	
Gowan	63	14	8	1	0	0	6	2	6	2	0	1	0	0	6	6	..	..	0	..	495	279	3	0	264	122	4	3	..	..	..	..	..	418	18	5		
Wairangi	561	196	3	2	14	4	8	74	13	3	8	4	0	13	6	1	..	..	8	..	2,658	1,465	13	8	889	767	16	7	120	12	8	3	6	0	2,691	6	9	
Wairangoli	1,969	770	7	3	47	18	9	206	14	8	6	17	6	11	14	6	..	..	0	..	2,283	1,025	13	4	4,728	3,478	16	7	139	9	9	34	16	9	3,559	7	3	

CHILLINGOLAH—
MANANGATANG LINE.

[illegible]

SWAN HILL LINE.

[illegible]

MELBOURNE SERVICE-
TON LINE.

Federal Manure Stilling	6,590	150 16	11	40	1	30 15	6	2 17	6	1 10	9	6	10 10	6,339	1,580	3	5	10,184	1,208	5	8	...	...	...	3	4	2,797
Deer Park	249	1	108	7	1	69 17	1	25 15	7	20 5	10	5	52 6	6,507	1,015	10	5	654	216	17	0	...	...	...	3	4	574
Rockbank	6,117	1,200 14	8	142 19	3	104 15	2	43 17	10 1/2	54 15	6 1/2	5	37 2	10,173	2,043	13	9	3,430	848	16	4	...	...	...	226	8	1,926
Melton	22,812	...	...	...	...	...	...	...	...	...	...	...	...	0	...	...	...	...	...	...	...	...	...	...	...	...	5,070
Slaughterton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	271	2	7	375	...	...	...	...	...	...	...	...	338
...	3,312	210 15	7	31 10	9	42 12	5	3 3	6	6	6	2	2 6	1,630	1,512	16	3	1,130	235	5	8	...	...	...	...	...	338
Porvian	33,495	3,104 8	0	1,473 14	10	627	1	282	0	304 13	4	0	432	7,081	2,914	12	10	5,945	2,325	13	2	...	...	...	...	...	2,084
Bacchin Marsh	33,495	3,104 8	0	1,473 14	10	627	1	282	0	304 13	4	0	432	13,228	2,914	12	10	5,945	2,325	13	2	...	...	...	...	...	12,814
...	790	41	2	4	3	13 19	9	3 11	0	2 10	6	3	6 11	5,902	1,284	13	11	475	143	0	5	...	...	...	...	...	8
Rovley	1,477	101	2	2	6	13 11	7	3 11	0	2 10	6	3	6 11	...	...	...	...	...	...	...	...	...	...	...	...	...	9
Ingliston	...	...	...	...	...	...	...	...	...	...	...	...	...	...	115	4	0	96	...	...	...	...	...	...	...	...	10
...	11,353	1,348	0	181	33	9	220	5	35 11	1	42	3	56 2	4,987	1,416	17	9	1,737	938	0	7	...	...	...	...	...	14,494
Ballan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
Bradshaw	1,168	49	3	2	8	0	1	4	4	5	3	3	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Handelton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	10,977	930	4	70 13	2	115	9	10	0	9	3	0	17 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.		RENTALS.	MISCELLANEOUS.	GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).	
	Number of Passenger Journeys.	Revenue.	Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.			
			Revenue.	Inwards.	Revenue.	Inwards.	Revenue.	Inwards.	Revenue.	Tons.	Revenue.	Inwards.	Revenue.	Revenue.		
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
MELBOURNE-SERVICE-TON LINE—contd.																
Milbrook ..	4,465	225 17 1	9 10 0	24 5 1	4 0 2	0 5 3	..	3 10 6	..	..	1,038 1 5	3,340	1,038 1 5	3,340	1,520 7 2	
Wallace ..	8,977	493 4 9	54 4 11	101 5 2	2 5 3	51 9 0	..	6 17 10	..	..	5,503	18,298	5,503	18,298	3,685 1 11	
Wangaroo ..	9,290	621 16 3	25 4 3	74 16 4	12 19 0	53 9 0	..	90 8 0	..	..	1,292	18,298	1,292	18,298	8,555 3 5	
Dunstons ..	11,594	831 16 1	15 13 0	32 14 9	1 2 0	0 5 0	..	22 8 6	..	..	3,078	18,298	3,078	18,298	1,910 12 7	
Warrenheip ..	13,759	336 18 6	15 13 0	29 12 11	5 4 3	0 4 3	..	54 9 7	..	..	540	18,298	540	18,298	1,697 11 2	
Ballarat East ..	34,101	3,041 11 3	402 19 7	855 15 3	8 7 0	5 12 6	..	279 10 2	..	..	43,418	15,312	43,418	15,312	21,290 10 11	
Ballarat ..	326,674	48,129 19 11	6,610 0 5	5,319 9 11	615 16 11	848 13 0	..	1508 7 10	..	..	32,826 9 5	102,180	32,826 9 5	102,180	137,497 1 14	
North Ballarat ..	404 14 1	..	..	..	..	..	..	1 14 6	..	..	..	..	..	..	414 18 6	
Wendouree ..	2,031	43 0 1	2 7 5	0 11 5	..	0 3 0	..	1 14 6	..	..	..	..	..	..	47 0 5	
Dowling ..	236	11 0 2	0 10 10	0 6 10	..	0 1 6	..	..	..	..	..	..	..	..	19 14 4	
Wendouree ..	3,659	197 9 9	10 8 9	42 12 10	21 4 0	7 10 6	..	24 5 10	..	..	3,701	18,298	3,701	18,298	2,035 18 4	
Burumbet ..	5,683	319 7 8	25 8 7	101 11 6	60 5 3	144 8 9	..	45 18 0	..	..	1,732	18,298	1,732	18,298	4,187 10 2	
Travalla ..	4,081	423 12 8	41 19 11	55 18 10	2 10 3	..	..	26 17 0	..	..	734	18,298	734	18,298	1,369 3 1	
Beaufort ..	15,561	2,456 17 2	143 3 5	420 18 5	33 15 9	26 5 3	..	23 7 0	..	..	3,905	18,298	3,905	18,298	9,478 19 10	
Middle Creek ..	2,898	263 3 9	17 18 1	46 13 5	0 11 0	1 1 6	..	14 6 6	..	..	1,837 18 3	7,718	1,837 18 3	7,718	1,536 16 11	
Buagor ..	5,297	622 12 0	43 9 10	129 2 2	3 5 6	10 9 9	..	29 7 0	..	..	2,009 7 5	836	2,009 7 5	836	3,348 2 11	
Doble ..	1,967	118 11 1	13 7 4	26 11 0	0 2 3	0 1 0	..	59 7 0	..	..	412 6 5	180	412 6 5	180	706 19 2	
Ararat ..	51,349	11,492 4 1	678 9 0	1,297 12 1	99 5 3	126 6 3	..	614 14 5	..	..	2,928 14 9	13,359	2,928 14 9	13,359	29,186 15 9	
Ararat ..	1,346	67 18 2	8 9 0	9 10 9	0 2 6	0 3 0	..	3 12 0	..	..	296 0 0	61	296 0 0	61	440 6 7	
Ararat ..	4,492	420 9 3	31 8 9	80 5 2	4 10 0	8 1 9	..	3 16 0	..	..	1,022 0 3	953	1,022 0 3	953	2,988 14 3	
Great Western ..	31,364	6,260 7 2	606 6 5	999 13 0	121 7 9	122 5 9	..	166 8 8	..	..	7,940 16 7	13,426	7,940 16 7	13,426	27,352 16 3	
Deep Lead ..	4,112	528 10 4	48 11 6	129 15 8	10 17 3	13 8 0	..	8 7 11	..	..	3,293 13 8	1,17	3,293 13 8	1,17	5,493 10 4	
Glendora ..	5,857	722 14 5	7 12 1	33 17 0	0 6 0	0 15 0	..	43 9 4	..	..	974 1 1	3,647	974 1 1	3,647	1,263 14 8	
Lubeck ..	5,278	687 7 0	34 1 6	111 17 6	3 4 0	5 2 3	..	35 8 1	..	..	4,240 13 6	1,541	4,240 13 6	1,541	6,524 3 1	
Hopfield ..	22,157	4,245 14 9	108 3 11	413 6 2	28 19 9	26 8 6	..	115 11 4	..	..	5,599 18 9	7,124	5,599 18 9	7,124	16,665 10 11	
Murtoa ..	5,277	482 6 6	28 4 7	100 12 4	9 2 6	2 14 9	..	84 8 7	..	..	4,707 15 2	3,455	4,707 15 2	3,455	7,076 16 4	
Jung ..	1,941	237 4 8	17 10 11	57 17 0	0 5 0	0 10 6	..	133 8 9	..	..	3,190 3 3	3,883	3,190 3 3	3,883	6,137 7 10	
Horsham ..	35,998	8,577 3 7	691 12 9	1,156 11 1	160 9 1	340 13 10	..	190 19 1	..	..	13,593 3 3	26,343	13,593 3 3	26,343	45,201 1 11	
Dahlen Siding ..	4,794	314 6 7	21 18 10	57 5 5	0 2 9	0 10 3	..	2 2 0	..	..	782 1 4	138	782 1 4	138	3,704 17 1	
Wail ..	1,695	84 14 9	7 13 6	32 1 1	0 7 0	0 10 9	..	49 17 2	..	..	2,609 11 4	531	2,609 11 4	531	4,183 8 4	
Dimboola ..	16,972	3,422 13 6	183 2 8	442 5 6	33 7 11	37 12 3	..	30 7 6	..	..	3,581 17 11	818	3,581 17 11	818	13,249 0 2	
Gerang ..	1,569	72 19 8	9 3 8	43 16 3	2 11 6	1 5 0	..	40 8 10	..	..	2,192 1 10	307	2,192 1 10	307	3,675 13 7	
Kiata ..	1,108	117 15 8	4 18 2	30 3 11	1 5 6	0 1 3	..	43 5 10	..	..	1,067 11 6	521	1,067 11 6	521	1,757 16 6	
Salisbury ..	506	30 16 4	1 12 6	8 2 5	..	0 1 3	..	36 3 1	..	..	1,241 12 6	287	1,241 12 6	287	1,470 11 6	
Nhill ..	13,403	3,552 14 7	272 16 0	725 9 10	30 4 9	51 4 3	..	118 8 8	..	..	9,497 18 3	19,090	9,497 18 3	19,090	24,336 11 1	
Tarrangun ..	263	8 16 6	1 15 9	11 8 8	1 1 0	0 14 6	..	10 13 0	..	..	665 0 9	246	665 0 9	246	814 17 9	
Diapur ..	1,921	148 3 3	8 5 9	46 9 9	0 10 10	3 7 3	..	50 6 2	..	..	3,134 10 9	1,035	3,134 10 9	1,035	4,190 0 7	
Miram ..	1,714	111 17 2	7 0 8	60 0 9	6 10 10	0 10 9	..	144 19 2	..	..	1,386 1 9	797	1,386 1 9	797	2,380 9 4	
Kaniva ..	5,165	1,110 13 0	69 7 4	199 17 3	5 5 6	10 15 11	..	51 9 6	..	..	1,623 0 10	1,991	1,623 0 10	1,991	3,253 9 11	
Lillimur ..	853	67 2 7	7 16 3	68 10 3	0 12 0	0 4 0	..	21 2 6	..	..	1,880 18 0	779	1,880 18 0	779	2,573 3 1	
Leoor ..	..	..	..	..	..	..	..	12 14 0	..	..	..	..	..	..	12 14 0	
Sever ..	7,435	1,574 12 5	29 2 2	84 7 10	20 8 9	20 16 0	..	465 1 10	..	..	1,379 6 0	831	1,379 6 0	831	4,361 13 5	
DUNIKYONG LINE.																
Eureka ..	1,833	25 5 5	..	0 1 4	..	..	..	..	..	..	733 4 1	3,476	733 4 1	3,476	2,891 16 0	
Selkirk Siding ..	..	..	..	..	..	..	..	..	..	..	2,481 14 1	15	2,481 14 1	15	2,485 8 3	

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.		RENTALS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Number of Passenger Journeys.	Outwards.	Revenue.	Inwards.	Revenue.	Outwards.	Revenue.	Inwards.	Revenue.	Tons.	Revenue.	Outwards.	Inwards.	Revenue.	Inwards.		
£ s. s.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
CASTERTON LINE.																	
Makite ..	26	2 12 4	0 1 0	36 15 5	1 1 9	2 1 8	..	..	9 16 0	..	..	0 5 10	208 2 5	416 0 1	17 9 5	12 15 2	
Grassdale ..	1,449	251 7 2	5 13 6	181 6 8	39 2 9	19 1 0	..	..	13 13 7	..	..	1,184 11 9	1,282	652 19 11	51 11 6	1,342 3 8	
Morro ..	5,128	836 0 9	11 6 5	28 9 0	0 17 0	0 9 6	..	..	60 7 8	..	..	269 11 5	329	459 2 1	24 17 4	4,246 14 4	
Henty ..	1,136	206 13 5	53 15 2	53 15 2	8 16 6	0 9 6	..	..	12 18 7	..	..	373 5 2	245	1,888 10 6	47 7 3	1,463 12 4	
Sandford ..	4,320	436 18 7	24 7 6	568 1 6	98 19 3	81 1 4	..	..	27 17 0	..	..	5,346 16 7	4,508	39 6 9	77 7 5	3,130 14 3	
Casterton ..	8,331	2,652 14 3	197 18 10	568 1 6	98 19 3	81 1 4	..	..	126 16 7	0 9 3	5,861	5,097 7 2	..	..	..	15,186 18 11	
GRAMPIANS LINE.																	
Fyan's Creek	..	..	..	..	..	..	..	..	..	..	..	10 15 1	..	..	..	903 10 7	
Grampians ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	38 3 10	
MARNOO LINE.																	
Jackson ..	40	6 5 3	84 11 8	0 1 0	249 15 11	7 5 3	..	..	62 14 7	..	..	20 0 5	2,531 6 10	747 8 9	138 7 8	83 10 1	
Rupanyup ..	4,315	981 1 3	0 6 1	6 8 11	0 2 0	0 1 0	..	..	..	..	..	249 11 8	4,359	0 15 9	4 15 6	10,209 14 6	
Burrua ..	177	7 4 4	3 14 9	37 12 10	3 13 0	0 3 6	..	..	8 15 0	..	..	427 15 7	727	2 0 9	4 15 6	531 5 7	
Banyena ..	625	32 19 3	29 0 9	105 19 8	9 1 3	11 17 9	..	..	50 9 1	..	..	1,949 0 3	844	167 5 8	44 1 8	2,906 17 4	
Marnoo ..	1,704	294 16 10	..	..	..	..	..	..	..	..	..	..	2,955	..	..	8,125 10 0	
HOPESTON LINE.																	
Coromby ..	1,044	34 15 9	3 9 2	14 10 11	78 16 0	12 10 9	..	..	31 3 10	0 1 0	4,447	246	2,221 10 3	30 15 10	2 7 9	2,469 17 2	
Minyip ..	9,271	1,690 0 5	137 12 1	383 0 7	7 7 5	0 2 3	..	..	99 8 8	0 1 6	11,571	4,561	6,193 19 1	605 6 0	62 7 10	13,799 19 1	
Nudan ..	808	32 6 7	2 14 8	7 7 5	3 15 9	9 1 3	..	..	17 16 3	..	2,674	4,512	1,315 10 5	..	..	1,552 16 3	
Sheep Hills ..	3,482	518 11 10	31 5 6	84 15 0	..	..	..	..	52 13 11	0 1 6	9,753	1,731	5,237 9 0	648 9 4	28 18 11	8,010 16 3	
Mellis ..	66	1 16 8	0 0 6	2 13 10	..	..	..	..	10 7 0	..	464	98	239 6 1	..	..	294 3 9	
Warracknabeal	16,766	4,260 4 8	867 16 8	822 7 3	65 11 3	106 13 0	..	..	134 3 3	0 4 11	21,444	17,510	11,556 18 4	1,879 3 3	132 3 11	31,119 19 5	
Lah ..	1,247	310 6 5	3 10 6	17 3 3	..	..	..	..	22 13 3	..	4,084	460	1,606 10 11	189 9 4	0 7 6	2,083 1 0	
Brim ..	3,511	313 18 1	18 12 6	81 19 4	1 1 3	1 3 0	..	..	40 7 4	..	5,741	1,376	2,845 5 0	598 7 6	0 2 8	4,963 8 1	
Gaboolil ..	1,030	61 4 0	4 5 9	23 11 11	0 4 0	3 14 4	..	..	24 5 6	..	2,820	583	1,257 14 2	1 6 0	15 14 3	1,710 12 9	
Redbah ..	5,803	1,075 9 11	84 8 9	231 12 0	8 13 0	12 15 7	..	..	37 19 5	0 2 6	5,008	2,520	2,446 3 3	1,002 16 10	100 2 7	7,667 2 6	
Rosebery ..	1,372	121 12 4	10 1 5	46 10 1	6 6 9	0 4 3	..	..	26 7 4	..	2,467	1,047	1,066 2 10	259 11 8	1 2 6	2,234 17 11	
Goyura ..	721	65 11 3	2 8 8	11 12 8	7 14 6	0 10 9	..	..	6 17 10	..	889	170	408 8 9	681 9 11	2 11 9	601 18 9	
Hopetoun ..	5,194	1,312 15 3	73 18 9	260 3 2	14 15 6	7 17 6	..	..	35 11 7	..	5,491	3,435	2,968 14 5	..	33 18 6	9,003 15 0	
NORADJURA LINE.																	
Redlaw ..	117	3 9 8	0 0 10	0 1 6	..	..	..	..	2 8 4	..	2,640	216	1,371 9 6	..	..	1,493 3 11	
Vedra ..	890	37 15 6	0 6 0	12 6 4	..	0 2 6	..	..	11 14 2	..	2,473	343	961 7 10	10 17 8	12 19 0	1,218 18 6	
Quamtong ..	2,579	132 7 11	7 13 2	30 10 2	0 8 0	0 5 6	..	..	0 9 11	..	1,380	396	957 13 6	..	..	1,462 7 3	
East Naitimuk ..	776	36 2 1	0 3 1	1 6 8	0 2 6	0 0 6	..	..	23 0 1	..	..	12	..	..	..	76 14 2	
Noradajura ..	1,498	100 12 10	18 7 4	70 14 11	0 17 9	0 17 0	..	..	16 19 4	..	4,127	1,153	1,797 6 8	13 2 0	4 0 3	3,083 0 9	
TOOLONGO LINE.																	
Jalumba ..	908	81 17 6	2 10 6	10 19 11	0 11 6	10 11 6	..	..	14 4 3	..	1,327	192	792 15 10	..	7 14 3	1,055 2 11	
Toolongo ..	1,735	319 8 11	12 4 5	57 5 11	0 17 0	10 11 6	..	..	14 7 8	..	2,459	767	2,034 9 4	3 15 11	11 13 5	3,692 2 3	

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE. GRAPHS, AND DINING CARS.		RENTALS.		MISCEL- LANEOUS.		GOODS.				LIVE STOCK.				TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.		Inwards.		
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		
	Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	
GEELONG PORT FAIRY LINE—continued.																					
Parmure ..	4,126	431 10 11	20 9 9	59 6 0	5 6 9	7 19 6	..	..	13 8 5	..	3,284	928 19 9	558	305 0 6	2 8 3	6 8 6	1,780 18 4	4	0	11	
Cudgce ..	2,490	196 3 10	10 14 3	26 8 1	10 12 3	0 18 0	..	..	20 16 8	..	210	111 14 1	271	134 11 8	..	39 12 10	551 11 8	8	0	11	
Allansford..	5,547	644 10 10	33 1 0	81 3 3	100 14 0	27 3 6	..	..	27 8 6	..	1,255	838 11 3	1,405	895 11 8	114 10 9	96 13 11	2,859 8 8	8	0	11	
Warrnambool	54,342	10,951 11 9	931 13 0	1,614 13 8	313 15 5	247 16 0	..	..	717 9 6	..	46,994	12,740 8 9	54,350	12,888 11 4	2,507 15 11	552 15 11	43,523 11 10	10	0	11	
Mills Siding	..	..	..	..	..	..	..	..	..	..	..	..	19	1 1 11	..	..	1 1 11	11	0	11	
Western District Co-operative Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Dennington ..	4,567	87 2 9	21 4 0	22 17 6	0 1 0	0 5 6	..	..	29 1 9	..	8,123	1,646 17 3	9,196	2,544 0 11	1 2 3	2 1 3	0 11 0	0	0	11	
Illoura ..	7,260	472 9 9	12 16 2	36 11 1	19 17 0	0 0 6	..	..	61 7 11	..	5,075	2,789 19 1	1,884	831 15 4	15 8 0	16 8 0	4,354 14 2	2	0	11	
Koroit ..	25,448	2,966 18 5	142 19 7	322 1 7	134 7 9	54 3 2	..	..	162 14 9	..	6,339	3,867 7 8	3,711	1,703 13 10	1,496 4 8	156 6 11	11,006 18 4	10	0	11	
Cressley ..	433	14 17 5	0 3 6	3 10 3	..	0 0 6	..	..	18 13 9	..	4,415	2,438 0 2	1,246	738 16 0	..	..	3,214 1 7	7	0	11	
Kirkcald ..	434	15 18 3	0 2 9	4 16 2	..	..	..	..	27 2 7	..	147	70 8 7	83	18 11 8	..	..	145 10 0	0	0	11	
Moynce ..	295	11 13 3	0 4 7	4 14 1	..	0 8 9	..	..	..	..	261	84 5 11	76	23 3 2	..	0 11 6	124 13 5	5	0	11	
Reedbrook ..	193	9 7 3	83 2 2	2 7 0	..	0 8 0	..	..	3 18 6	..	4,314	2,702 16 11	3,292	1,631 11 2	304 17 11	63 6 3	7,453 2 1	1	0	11	
Port Fairy ..	9,607	1,942 8 10	384 13 5	369 18 2	3 11 0	11 2 2	..	..	38 13 3	..	0 3 0	..	..	..	..	..	..	..	..	..	
GEELONG-BALLARAT LINE.																					
Moorabool ..	2,259	134 10 6	38 6 3	28 11 4	1 0 3	1 5 0	..	..	3 0 0	..	1,366	320 12 2	567	119 7 3	2 14 6	10 1 0	659 8 3	3	0	11	
Gheringhap ..	13,970	253 4 1	45 17 7	24 3 9	1 7 6	0 17 6	..	..	30 12 5	..	1,508	316 7 1	2,388	211 11 7	1 14 0	50 3 9	907 19 3	3	0	11	
Bannockburn ..	12,176	1,022 17 8	211 6 10	162 0 5	3 3 2	7 19 4	..	..	14 12 10	..	5,800	1,219 5 5	2,168	682 1 4	84 15 4	34 10 11	3,492 13 3	3	0	11	
Leithbridge ..	9,048	683 17 4	35 0 6	166 3 3	1 5 3	1 6 9	..	..	56 18 3	..	7,756	1,119 17 6	1,256	310 15 4	8 1 10	11 13 5	2,344 19 8	8	0	11	
Quarry Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Meredith ..	15,140	1,227 18 5	152 12 6	196 13 6	6 13 5	14 5 8	..	..	78 8 7	..	10,370	1,421 3 10	39	5 3 2	249 9 4	96 14 8	1,426 7 0	0	0	11	
Ebaine ..	7,978	647 8 2	58 0 1	116 3 0	1 9 3	6 10 11	..	..	19 5 8	..	8,310	1,321 12 8	1,255	600 13 6	20 17 1	22 10 1	3,945 8 0	0	0	11	
Liguita Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Lal Lal Racecourse ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Lal Lal ..	5,944	319 6 0	34 16 5	43 3 9	3 5 9	61 19 7	..	..	33 13 8	..	348	46 4 2	..	..	..	..	..	..	..	..	
Yendon ..	6,278	330 4 9	34 6 6	38 12 7	1 1 0	1 12 9	..	..	27 5 6	..	3,884	895 4 1	789	188 17 9	..	55 11 9	1,035 18 7	7	0	11	
Navigator ..	3,378	97 4 1	1 6 9	4 18 2	0 1 6	0 3 6	..	..	5 3 0	..	963	327 14 1	364	143 8 8	16 16 9	33 18 6	995 0 7	0	0	11	
GHERINGHAP-MAROONA LINE.																					
Murghoboluc ..	96	8 4 8	0 0 6	2 2 10	0 15 0	0 2 3	..	..	9 12 4	..	..	..	20	9 5 3	..	..	29 7 10	10	0	11	
Inverleigh ..	1,439	160 8 5	22 14 7	49 15 10	..	1 1 6	..	..	29 17 0	..	2,359	748 13 9	836	355 16 3	2 17 6	2 16 0	1,374 15 10	9	0	11	
Doroq ..	50	6 11 1	0 2 4	2 12 6	..	0 0 6	..	..	7 17 6	..	385	129 1 0	157	55 10 10	..	..	206 13 9	9	0	11	
Wingcol ..	477	93 11 3	8 7 11	29 17 0	35 15 8	0 15 0	..	..	24 0 6	..	126	27 15 4	123	47 13 6	151 1 10	39 8 4	458 6 4	4	0	11	
Poorneet ..	286	44 5 4	0 7 4	1 18 6	..	2 4 0	..	..	9 0 0	..	747	260 14 6	71	29 8 7	..	..	351 12 0	0	0	11	
Strathvean ..	136	20 5 8	1 13 9	2 19 11	..	..	..	..	11 15 8	..	2,637	796 9 1	474	101 11 8	..	..	934 15 9	9	0	11	
Berrybank ..	929	173 18 10	11 7 5	55 10 10	1 5 9	0 12 6	..	..	31 19 2	..	6,786	2,428 17 10	1,835	599 17 2	60 13 7	14 3 10	3,878 6 11	10	0	11	
Gnaarkeet ..	105	25 11 4	2 7 10	5 19 1	0 7 0	..	..	..	6 13 4	..	2,936	1,039 8 7	504	140 17 6	..	..	1,221 4 8	8	0	11	
Lismore ..	2,423	594 18 4	36 13 9	166 8 1	3 8 0	12 16 6	..	..	36 3 11	..	5,483	2,165 17 5	2,677	1,452 6 10	289 3 2	43 5 9	4,801 1 9	9	0	11	
Dorrinalum ..	1,533	367 8 6	23 19 11	71 1 8	9 42 9	19 19 9	..	..	47 19 11	..	959	612 10 1	1,820	1,034 4 1	1,151 7 7	34 2 10	3,372 7 1	10	0	11	
Vite Vite ..	79	11 1 2	0 14 1	5 2 11	0 4 0	0 7 6	..	..	5 19 0	..	819	256 9 9	435	163 5 7	..	..	443 4 0	0	0	11	
Pura Pura ..	274	92 1 11	3 17 11	10 7 9	6 10 6	1 7 6	..	..	26 6 3	..	338	348 11 11	192	124 0 7	185 13 0	71 7 6	870 4 10	0	0	11	
Norlin Nerlin ..	427	132 12 10	9 11 8	35 18 4	13 9 6	20 3 9	..	..	6 18 8	..	1,503	992 13 10	839	581 14 0	15 16 6	32 3 8	1,841 2 9	0	0	11	

GREENSHIP- MAROONA LINE—con- tinued.									
Westmore ..	1,700	520 14 7	33 16 9	135 16 3	3 5 0	4 12 3	..	9,638	4,381 2 11
Mihobera ..	513	192 5 10	16 5 10	11 15 1	0 4 9	6 16 6	..	7,387	3,369 7 5
Tullyoon ..	717	146 10 4	..	59 14 3	0 7 9	0 6 6	..	3,407	1,415 13 8
QUEENSCLOIFF LINE.									
South Geelong ..	21,731	1,370 4 10	298 17 1	130 4 0	5 0 7	2 5 6	..	1,080	408 6 7
Cheeston Salt Stang ..	..	..	..	..	..	..	..	7,090	2,870 8 11
Moodah ..	950	30 11 2	4 17 11	1 14 2	..	..	..	328	63 11 11
Leopold ..	874	46 14 4	2 12 5	3 3 3	0 6 6	0 0 6	..	378	128 6 7
*Carriwils ..	171	10 11 4	5 3 4	1 10 2	0 2 6	0 4 0	..	212	38 17 7
Scarborough ..	183	12 1 4	..	..	0 2 6	0 2 6	..	480	42 13 6
Drysdale ..	8,250	402 3 4	80 6 1	90 19 7	4 7 6	0 2 6	0 2 6	1,806	578 14 1
Manamora ..	1,314	72 7 2	0 2 2	7 1 4	0 3 2	0 2 0	..	342	79 10 7
Marquis ..	1,086	94 4 11	78 2 5	10 2 7	56 17 0	13 4 9	..	15	6 8 0
Queenscliff ..	12,231	1,868 6 11	197 2 10	457 8 11	3 7 0	4 8 3	..	3,505	1,166 4 1
WENSLEYDALE LINE.									
Layard ..	..	..	..	0 0 6	..	..	..	856	128 13 8
Giering ..	..	..	..	0 1 0	..	..	..	2,283	342 9 3
Wombete ..	..	..	..	0 9 7	..	..	..	3,057	445 5 4
Wensleydale ..	..	..	..	0 12 6	..	..	..	2,038	303 4 6
FOREST LINE.									
Whoorel ..	122	3 11 8	0 11 11	5 4 4	0 3 0	1 8 6	..	1,212	369 7 10
Dean Marsh ..	3,033	608 18 5	87 7 11	273 9 3	1 7 9	0 5 6	..	2,233	708 0 4
Pennyroyal ..	599	23 2 3	13 3 11	24 4 9	0 6 0	0 5 6	..	1,123	231 16 5
Murron ..	737	26 5 0	6 13 7	57 5 1	13 7 0	2 9 3	..	1,035	236 15 2
Barwon ..	1,097	78 10 1	70 16 4	47 13 5	0 9 6	0 19 0	..	7,248	304 3 5
Garagandee ..	367	13 16 7	..	9 7 8	1 15 6	..	..	452	219 12 11
Yaugher ..	157	12 4 7	..	2 2 6	..	..	..	67	20 8 2
Forrest ..	2,706	618 10 0	55 14 0	194 11 4	2 8 6	1 13 0	1 0 0	12,260	4,868 17 3
BEECH FOREST LINE.									
Tulloch ..	114	3 13 9	0 1 2	0 16 7	..	0 0 6	..	..	0 1 2
Coram ..	856	19 8 5	1 15 2	10 8 5	..	..	..	600	106 16 0
Barongrook ..	1,085	31 9 5	1 7 11	29 17 3	..	0 5 3	..	3,574	860 5 11
Kawron ..	1,035	54 0 9	3 18 3	18 4 8	..	0 3 8	..	2,285	553 10 11
Leopold ..	3,019	53 13 11	10 0 6	69 18 2	0 12 0	0 5 3	..	1,134	390 5 5
Gallbraith ..	3,458	235 17 9	1 15 7	9 11 11	..	..	..	389	91 10 7
Wandol ..	500	32 12 0	1 5 10	3 7 3	..	0 1 9	..	6	13 11 2
Winda ..	576	38 0 5	0 12 0	3 2 7	..	0 6 6	..	4	13 14 4
MacDevitt ..	364	25 14 7	1 1 5	6 9 3	..	..	..	267	9 9 6
Donnet ..	352	19 10 0	..	..	..	..	..	..	0 12 5
Pyrite Bros., Siding ..	..	..	..	..	..	..	..	..	0 12 5
Beech Forest ..	1,666	18 4 11	0 2 0	..	..	..	..	..	0 12 5
Buchanan ..	8,560	974 14 1	130 18 5	134 7 2	1 15 9	1 3 0	4 10 0	5,192	2,883 8 1
Wickham ..	..	..	..	..	..	..	..	..	16 5 0
Wickham ..	1,870	56 15 7	4 0 5	22 14 6	0 0 6	0 3 0	..	6,215	3,477 6 3
Wickham ..	1,291	64 16 2	1 13 1	13 19 7	0 0 6	0 3 9	..	1,699	745 10 9
Kincaid Siding ..	3,112	96 8 3	1 12 6	19 10 3	0 0 6	0 0 6	..	5,266	2,609 2 4
Wickham ..	3,972	207 0 7	3 13 3	47 16 2	0 8 6	1 1 2	..	4,412	2,255 7 2
Stirling's Siding ..	..	..	..	..	..	..	..	1,558	630 11 11
Stirling ..	1,651	128 4 4	4 8 3	39 8 2	0 1 6	0 3 6	..	2,447	1,077 14 8
Lavers Hill ..	2,854	337 12 4	17 1 11	80 12 9	0 19 6	0 17 0	..	601	470 10 9
Crowe's ..	1,132	125 6 2	8 3 8	55 10 6	0 17 0	0 10 0	..	630	507 12 8
TIMBOON LINE.									
Naroghid ..	82	4 17 7	0 3 7	3 5 11	..	..	..	34	11 8 8
Cadden ..	2,353	202 12 10	85 12 1	175 2 1	4 8 9	30 0 7	..	3,091	1,518 10 10
Ellengowan Siding ..	..	..	..	..	..	..	..	4,242	464 19 7

7,820 3 2

3,927 7 9

2,261 18 1

6,247 18 10

2,034 0 10

40 12 9

243 13 1

99 11 3

12 10 9

2,642 12 1

888 0 4

289 6 4

4,204 9

137 5 4

351 14 1

455 9 11

342 12 9

439 13 3

2,291 7 6

419 6 7

529 17 3

2,930 12 4

299 5 10

118 8 5

6,571 12 6

3 16 1

22 2 1

186 6 0

1,088 5 3

681 8 5

1,013 11 10

160 2 3

79 1 9

46 10 4

132 9 1

0 12 5

34 12 5

5,506 13 7

3,817 10 2

898 19 1

2,795 9 3

2,715 6 7

661 11 3

1,416 7 8

1,542 11 7

1,114 19 4

43 8 3

3,862 17 8

165 0 7

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.		MISCELLANEOUS.		GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).			
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.		Inwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	Revenue.				
																			£	s.	d.
ALEXANDRA LINE.																					
Rhodes ..	382	56 9 11	6 17 4	17 1 0	300 2 2	0 2 0	9 5 9	..	..	1 2 0	193	172 1 0	90	70 13 5	436 14 11	13 7 7	337 14 9				
Alexandra ..	3,521	1,139 9 4	97 16 3	300 2 2	17 11 8	0 2 0	..	..	78 16 1	0 6 3	9,964	3,933 5 11	2,046	2,368 7 7		132 19 1	10,534 18 0				
SEYMOUR-COBHAM LINE.																					
Tablak ..	3,852	277 2 2	23 7 0	37 8 5	16 17 3	8 11 3	..	..	13 11 11	0 1 6	2,887	1,102 9 2	402	198 7 1	108 16 2	38 18 7	1,825 9 0				
Nagambic ..	13,863	1,708 15 6	166 16 3	396 16 6	10 0 6	17 7 0	..	..	56 11 7	..	9,593	3,579 16 1	2,253	1,372 5 6	506 6 3	67 13 6	7,990 10 2				
Wairangi ..	2,258	383 18 6	34 2 8	72 14 6	2 10 9	2 13 9	..	..	42 11 0	..	7,777	2,867 11 9	836	300 18 0	156 14 9	19 6 10	3,883 2 6				
Murchison East ..	7,683	1,251 11 2	165 18 11	104 1 2	37 6 1	46 10 3	..	..	80 12 10	0 2 6	2,489	1,164 1 1	689	316 18 11	873 6 4	268 8 9	4,308 18 0				
Arcadia ..	3,781	479 4 3	77 13 4	83 6 3	8 2 0	5 2 0	..	..	69 8 2	..	18,554	6,589 19 3	777	480 19 4	599 1 2	552 5 11	8,945 1 8				
Toolamba ..	8,923	1,160 9 1	34 10 10	73 12 0	10 14 9	15 5 3	..	..	127 16 8	0 2 6	6,613	2,701 3 11	958	339 11 2	643 17 3	216 6 2	5,523 3 10				
*Goulburn Valley In-	7,993	1,433 12 10	113 9 1	235 18 6	46 6 6	45 5 3	..	..	31 0 10	..	11,246	6,328 14 9	6,249	3,292 9 4	606 13 7	93 17 11	12,197 11 1				
dustry Coy's Siding																					
Shepparton ..	34,635	6,596 13 8	807 10 5	1,043 16 3	101 13 3	119 3 11	..	..	398 15 1	0 13 9	9,683	3,615 0 4	16,327	11,674 19 2	2,023 11 4	1,485 6 9	470 8 6				
Conangara ..	998	99 17 11	6 9 5	13 4 1	4 2 6	0 12 3	..	..	1 12 6	..	2,739	1,185 16 7	253	106 1 1	194 4 9	7 15 4	29,867 3 11				
Tullygoopna ..	4,436	558 18 6	54 3 6	93 11 7	15 9 10	0 12 3	..	..	42 9 7	..	10,890	4,629 10 6	3,022	1,031 11 4	278 11 10	36 15 7	6,741 14 6				
Wungah ..	4,212	498 1 11	59 14 4	59 17 0	0 14 0	0 9 6	..	..	27 12 10	..	8,174	3,634 14 4	871	614 1 2	477 3 10	119 2 8	5,472 11 7				
Nunurkah ..	15,933	3,054 0 5	290 16 5	446 14 7	36 1 8	20 1 9	..	..	42 12 6	0 0 1	5,101	3,174 5 7	4,693	4,096 6 4	805 17 5	281 1 8	12,247 18 5				
Katunga ..	1,310	230 16 1	19 11 6	42 12 1	1 7 6	0 7 6	..	..	18 2 0	..	5,304	2,467 10 3	495	380 8 2	218 17 1	12 12 6	3,392 4 8				
Strathmoreton ..	4,215	549 13 5	38 13 3	140 1 4	1 10 6	1 14 0	..	..	22 10 10	..	4,097	2,060 19 2	1,004	866 8 10	352 9 5	14 19 8	4,249 0 5				
Yarroweysah ..	1,030	183 14 5	10 3 2	36 9 9	0 4 6	2 8 6	..	..	18 6 0	..	2,317	1,135 2 10	222	182 11 5	182 19 6	5 0 3	1,757 2 4				
Cobham ..	5,701	2,134 8 4	151 0 8	508 19 3	23 1 3	23 13 10	..	..	122 10 9	..	8,939	5,402 4 4	3,697	3,001 2 6	2,157 11 6	396 3 8	15,920 16 1				
RUSHWORTH LINE.																					
Murchison ..	2,029	113 16 4	22 5 4	124 6 8	0 7 0	10 1 9	..	..	14 16 0	..	2,012	958 7 3	1,498	1,174 3 9	..	0 6 4	2,420 10 5				
Hammond ..	677	45 1 10	6 17 8	0 2 0	..	0 4 0	..	..	1 15 0	..	3,402	1,189 9 6	7	6 5 7	..	1 15 9	1,197 12 1				
Waranga ..	5,587	1,254 1 11	135 9 9	338 18 5	5 9 0	2 7 3	..	..	44 8 0	0 3 0	23,146	9,112 0 4	5,995	3,077 4 10	824 10 10	26 3 9	1,463 14 8				
Rushworth ..																		15,420 17 1			
COLBINABBIN LINE.																					
*Wanaka ..	..	..	..	..	..	..	..	..	..	..	1,197	643 7 5	104	20 5 2	..	..	683 12 7				
*Colbinabbin ..	..	..	..	..	..	..	..	..	..	..	3,792	2,136 16 1	397	108 6 0	..	..	2,215 2 1				
TOOLAMBA-FOURCA LINE.																					
Tatura ..	9,781	1,701 12 5	154 15 11	313 5 9	41 16 3	37 2 6	..	..	93 5 9	0 1 6	4,668	2,204 19 5	4,118	2,594 18 8	950 14 0	348 9 11	8,531 2 1				
Byrneside ..	1,001	170 18 7	9 5 5	19 9 2	14 9 4	5 13 9	..	..	13 14 0	..	846	450 14 11	194	132 10 5	169 17 9	39 7 5	1,026 0 9				
Merriquin ..	4,094	630 12 0	40 17 9	97 17 3	18 11 9	9 1 6	..	..	59 6 6	0 0 9	7,657	4,102 13 8	2,106	1,393 4 2	509 8 9	108 16 10	6,970 10 11				
Kyabram ..	13,290	2,577 12 7	223 17 5	496 8 11	44 13 4	38 14 4	..	..	64 5 8	0 1 9	10,076	5,782 12 7	6,700	5,470 10 3	1,600 14 3	478 2 11	16,778 14 0				
Tongala ..	4,951	780 7 4	52 10 8	160 11 9	23 1 11	8 9 3	..	..	81 0 0	..	3,913	1,371 5 5	2,287	1,616 12 11	479 9 2	197 0 5	4,769 13 5				
Koyuga ..	1,046	83 5 5	6 19 8	27 13 10	1 9 0	0 5 6	..	..	13 12 4	..	2,597	932 17 1	330	142 18 3	317 5 9	12 16 6	1,339 3 4				

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

[illegible]

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.		RENTALS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC (EXCLUSIVE OF INWARDS PASSENGERS).	
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.			
	Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
MELBOURNE—BAIRNSDALE LINE—contd.																		
Gafield Building	3,900																	
Tickets (Free) ..	437,011	5,138 14 8	68 16 3	125 17 6	2 13 7 1/2	1 0 3	..	..	16 11 2	..	..	..	..	..	..	..	5,352 14 8 1/2	
Tickets (Building)	1,140																	
Murumbidgee ..	355,946	4,220 10 11	63 13 5	130 7 4	1 10 9	0 14 9	..	..	43 4 4	..	..	..	..	..	..	..	5,610 10 5	
Tickets (Free) ..	8,720																	
Oakleigh ..	872,941	12,670 11 5	427 7 5	440 11 1	115 2 7	33 1 9	..	..	137 6 10	1 5 6	7,838	954 18 10	19,428	2,938 17 4	27 12 0	40 0 4	17,786 13 1	
Tickets (Free) ..	11,760																	
Clayton ..	70,900	1,196 8 6	321 1 4	134 11 2	3 12 0	6 15 9	..	..	1 10 0	..	431	91 3 4	4,632	614 2 9	5 3 1	3 1 2	2,397 9 1	
Tickets (Free) ..	780																	
Spring Vale	109,506	1,955 3 7	333 7 3	177 15 11	9 4 9	15 13 9	..	..	18 13 10	0 2 6	625	104 13 9	7,342	1,031 13 11	9 5 8	30 15 4	3,726 14 3	
Spring Vale Cemetery																	70 11 0	
Sandown Park Race-course	459																	
Noble Park ..	29,164	16 1 1	20 12 2	16 14 9	0 6 8	245 13 0	..	..	2 17 6	..	..	..	..	..	..	..	264 18 3	
Dandenong ..	235,080	8,064 11 0	1,211 19 5	745 10 1	151 15 9	78 7 5	..	..	288 11 5	0 6 3	6,382	1,816 7 2	13,670	3,076 13 6	2,356 13 6	480 18 4		
Hallam ..	3,796																19,388 0 11	
Narre Warren ..	9,446	457 11 2	645 18 11	144 15 11	6 15 0	12 5 9	..	..	15 7 5	..	1,313	430 1 1	2,232	161 4 4	3 11 9	918 11 4		
Berwick ..	17,782	1,163 15 10	402 16 3	252 18 11	44 2 0	18 10 8	..	..	1 12 0	0 0 9	20,995	2,189 4 7	1,896	596 0 9	62 5 9	2,403 5 2		
Hargreave's Siding																	4,998 4 4	
Beaconsfield ..	11,270	742 4 6	160 16 0	298 7 9	2 12 3	4 14 6	..	..	3 14 0	0 3 3	2,112	203 13 4	2,212	703 17 0	11 14 3	205 5 4		
Other ..	394 11 0																2,249 13 7	
Pakenham ..	13,172	638 18 9	336 14 6	13 18 2	4 16 9	3 13 8	..	..	3 13 9	0 1 3	1,259	350 18 6	913	303 8 10	60 0 5	1,785 14 9		
Nar-Nar-Goon ..	8,028	700 19 1	296 5 11	160 8 0	5 14 3	3 18 9	..	..	27 13 2	0 1 3	3,188	1,526 12 2	3,357	1,358 16 9	499 17 7	6,257 13 1		
Tynong ..	5,549	492 1 8	119 10 1	190 6 4	0 7 6	1 0 9	..	..	49 13 2	..	6,399	1,608 8 7	1,827	606 16 9	138 9 9	3,685 6 10		
Garfield ..	9,346	852 6 6	126 6 11	172 18 1	9 6 9	22 14 9	..	..	6 11 1	..	5,162	1,313 1 0	1,134	445 9 1	3 11 2	2,559 4 4		
Jefferson's Siding																	3,438 9 11	
Bunyip ..	11,825	1,102 4 5	127 2 6	297 14 1	14 2 0	11 8 0	..	..	11 6 3	..	193	26 13 3	8	778 10 11	126 18 1	38 15 11		
Longwarry ..	11,160	727 10 0	80 7 11	133 16 0	1 19 6	13 2 3	..	..	33 5 10	..	7,683	2,234 14 2	2,543	1,272 4 3	17 8 9	3,179 12 4		
Drouin ..	19,151	1,813 9 5	417 10 8	341 14 2	20 14 5	13 2 3	..	..	69 17 10	0 0 3	6,165	1,501 12 9	946	487 19 5	108 10 3	3,220 8 7		
Warragul ..	41,470	4,563 10 6	751 15 6	587 19 3	46 17 2	35 0 6	..	..	123 4 4	0 0 3	3,703	1,640 3 0	4,908	2,281 18 11	214 11 10	7,140 4 3		
Nilma ..	6,156	229 0 7	53 14 9	186 7 10	0 3 0	0 6 9	..	..	722 13 7	0 14 0	3,549	1,670 8 0	7,801	3,598 15 1	955 14 9	13,625 10 8		
Darum ..	5,554	365 10 11	53 14 9	118 13 2	0 18 0	6 0 6	..	..	7 13 0	0 0 3	1,930	478 5 7	1,881	375 3 11	5 18 3	1,192 7 11		
Trafalgar ..	12,265	1,133 17 8	587 13 4	179 13 2	5 6 3	2 19 3	..	..	22 7 6	..	769	422 16 6	2,409	463 2 0	311 13 2	184 9 8		
Moe ..	16,591	1,893 17 8	530 1 7	306 13 4	6 6 9	52 16 3	..	..	70 8 5	..	2,017	961 6 5	8,188	1,888 14 6	363 4 0	3,421 6 2		
Morwell ..	17,792	2,367 14 4	901 5 3	205 14 2	27 14 3	30 10 0	..	..	165 1 3	0 4 6	7,571	3,061 3 11	5,902	2,345 6 7	774 11 5	5,251 5 6		
Traralgon ..	29,988	4,440 12 2	394 0 1	590 5 5	83 6 3	58 2 9	..	..	74 19 10	..	875	574 8 9	1,977	1,201 6 11	143 18 9	9,283 14 10		
Loy Yang ..	1,823	122 1 3	1 10 3	8 9 11	0 6 6	94 7 0	..	..	280 14 11	1 2 9	2,223	1,133 15 8	2,475	1,999 14 3	270 17 7	7,659 5 9		
Reedsdale ..	10,453	1,224 0 11	9 4 10	24 8 1	2 10 3	4 8 3	..	..	1 16 0	..	3,335	78 16 2	20	4,079 2 2	2,412 13 11	14,709 7 6		
Kilman ..	8,454	274 11 1	13 7 6	203 18 5	30 14 9	8 7 5	..	..	12 4 0	..	550	274 19 1	149	64 2 4	539 12 3	129 16 7		
Fulham ..	602						..	..	47 6 11	..	880	578 3 6	1,068	902 12 0	765 19 8	1,205 14 2		
Sale ..	29,610	6,180 3 1	475 7 10	1,001 9 7	124 6 8	191 4 0 1/2	..	..	5 9 2	..	6,092	2,235 8 0	1,052	534 7 3	32 12 6	3,862 4 6		
Montgomery ..	21						..	..	186 1 10	..	25	30 14 4	64	43 4 4	183 4 5	3,909 9 9		
Stratford ..	11,766	1,534 3 3	98 4 11	205 17 4	19 2 9	20 11 0	..	..	63 8 8	9 5 8	1,199	740 11 11	2,578	1,168 8 7	807 15 3	29 7 10		

MELBOURNE-
BARNSDALE LINE—
continued.

Munro ..	3,222	186 16 11	6 4 11	22 13 10	0 10 0	0 10 0	8 0 1	1,708	357 0 4	156	81 13 4	..	4 3 0	667 12 5
Fletcher's Siding ..	4,434	456 6 10	10 1 8	66 1 4	0 14 6	1 3 6	8 11 9	1,071	127 13 2	36	9 18 0	..	..	137 11 2
Fernbank ..	10,280	1,023 8 2	49 14 9	123 17 0	39 0 6	24 19 6	13 2 7	1,733	971 1 8	456	357 15 11	145 0 0	12 7 0	2,029 3 2
Lindenow ..	2,617	272 6 0	12 13 5	31 18 1	0 2 0	0 11 6	12 19 6	2,307	1,788 7 4	1,120	794 10 0	401 18 3	34 7 1	4,313 15 11
Hillsdale ..	24,182	8,784 8 7	545 16 7	1,220 8 3	109 6 6	148 10 2	70 14 4	7,068	7,004 9 4	13,144	155 19 0	524 13 6	27 12 4	2,255 1 5
Barnsdale ..											9,411 9 1	2,808 14 5	276 16 5	30,180 18 8
ORBOST LINE.														
Mossfaca ..	..	..	..	..	..	..	..	342	145 9 1	33	17 11 8	21 3 2	..	163 0 9
Bruthen ..	..	..	..	..	..	..	..	522	270 5 3	404	127 13 3	..	..	419 3 8
Nicholson ..	..	..	..	..	..	..	..	..	..	3	0 8 6	..	..	0 5 0
Bumberrah ..	..	..	..	..	..	..	..	..	..	2	0 5 0	..	..	0 5 0
NEERIN SOUTH LINE.														
Lilloo ..	1,003	16 16 10	0 3 5	1 10 6	0 1 0	0 1 0	5 1 1	332	120 6 1	270	53 19 2	32 3 11	5 9 9	197 18 1
Bulo Bula ..	2,974	74 11 6	6 13 5	56 9 8	0 15 0	0 8 6	10 13 11	4,078	1,300 7 4	993	405 6 10	..	..	1,893 1 10
Bravington ..	610	15 5 2	0 1 0	3 5 0	..	..	10 8 6	129	49 15 1	67	18 3 6	..	..	96 10 0
Rokeby ..	1,976	57 5 6	1 11 0	34 19 5	..	6 4 0	10 14 3	1,712	246 14 3	279	119 3 10	50 17 0	6 3 8	517 13 8
Crossover ..	2,197	66 19 6	1 14 6	30 7 1	..	0 2 9	6 2 7	5,826	1,754 0 0	394	124 17 3	413 6 4	4 9 3	1,988 12 11
Neerim South ..	5,889	678 0 5	67 0 11	160 3 1	7 4 0	2 7 0	63 2 2	7,024	2,634 4 1	1,434	1,074 16 1	..	132 19 7	5,289 3 8
THORPDAL LINE.														
David ..	..	..	..	..	..	..	..	4	6 9 0	5	3 5 2	..	..	11 15 5
Coatville ..	1,166	56 6 4	10 7 0	40 14 5	2 17 0	0 19 6	32 0 8	600	268 6 1	131	100 0 5	10 2 6	6 9 6	523 3 8
Naracan ..	1,995	168 8 0	16 17 3	78 5 8	1 17 9	2 17 6	15 8 8	1,415	504 16 0	494	243 18 10	45 0 9	17 10 1	1,005 7 3
McColl's Siding ..	..	..	..	..	..	..	..	2,672	915 16 2	..	..	..	..	917 5 6
Thorpdale ..	2,207	364 10 8	29 17 5	140 3 8	4 6 9	2 9 3	56 3 2	1,061	590 5 10	1,123	663 13 3	270 8 8	71 18 8	2,193 17 4
WALHALLA LINE.														
Gooding ..	68	1 11 0	..	..	0 0 9	0 0 9	2 17 2	..	..	..	..	..	..	1 13 3
Tyler's River ..	..	..	..	..	..	..	10 3 6	..	..	..	48 7 6	..	..	2 17 2
Gould ..	587	33 4 2	3 1 6	18 17 5	0 1 6	0 3 0	1 10 0	..	..	..	52 4 8	6 19 9	0 19 4	160 0 0
Moondarra ..	741	49 2 4	4 7 10	28 14 0	..	0 2 3	..	46	50 15 8	97	..	..	..	194 15 10
Watson ..	313	33 0 3	3 2 9	10 14 1	..	..	..	63	30 18 11	70	55 3 3	..	..	133 6 3
Harris ..	1,832	160 12 0	9 12 4	68 17 10	..	0 1 0	40 0 2	10,832	1,976 12 8	452	385 15 8	5 17 0	1 10 2	2,638 15 8
Kroft's Siding ..	..	..	..	..	..	..	..	2	0 7 4	..	14 17 5	..	..	17 0 2
Murdo ..	25	0 17 4	0 0 3	0 12 10	..	..	..	..	0 0 6	..	..	..	..	4 5 6
Platina ..	71	2 12 10	3 5 6	0 12 2	..	..	6 12 5	2,836	1,271 6 1	160	127 0 8	..	..	1,507 6 4
Thames ..	841	74 2 11	..	0 16 11	..	0 0 9	..	..	..	..	0 3 9	..	..	7 13 3
Walhalla ..	186	7 2 7	..	..	..	..	5 10 0	784	743 7 0	9,416	2,886 12 3	2 6 0	12 10 0	4,658 10 5
NORTH MURDOO MINE.														
Hazelwood ..	61	4 2 4	0 8 1	1 15 9	..	..	0 14 4	..	143 0 10	30	5 10 3	2 15 2	..	158 6 9
Vinmar ..	3,618	298 17 5	27 10 8	105 8 11	1 2 6	10 12 9	18 15 1	348	933 18 5	853	637 2 8	213 14 6	19 18 8	2,290 1 7
Boolar ..	6,185	704 1 8	50 18 3	147 2 2	8 2 0	1 2 9	44 17 11	2,096	874 0 1	1,216	1,023 1 7	517 12 6	57 11 5	3,447 9 11
Darimulla ..	2,290	66 16 5	7 7 6	131 8 3	0 5 0	0 5 6	1 3 0	1,620	177 4 4	81	61 15 9	..	..	3,84 15 11
North Murdo ..	5,666	1,031 16 11	80 0 0	185 13 10	29 19 6	33 11 6	93 14 9	966	804 10 7	2,531	1,734 12 6	1,475 9 2	316 13 0	5,810 1 9
TARAIGON-STRAIT- FORD LINE.														
Glengarry ..	3,839	229 15 8	27 10 1	59 9 3	21 13 9	1 7 6	12 6 5	2,206	1,058 10 8	496	389 0 9	616 6 9	9 18 4	2,523 19 2
Tongatabe ..	4,469	327 14 0	30 19 8	71 3 4	5 16 9	21 14 6	14 16 6	1,760	1,322 8 10	362	308 15 3	612 10 8	3 14 0	1,252 16 6
Gowwar ..	4,592	634 0 1	40 18 10	102 12 11	8 11 8	16 1 9	6 7 8	1,327	768 6 8	855	733 15 11	613 19 2	93 16 9	3,041 2 6
Dawson ..	..	..	..	..	..	..	..	..	..	..	..	..	..	154 5 2
Heyfield ..	6,835	1,134 8 7	127 12 3	210 6 10	42 6 6	10 18 8	55 14 3	2,263	1,683 8 11	11	1,709 18 7	1,511 10 5	67 8 5	6,650 5 3
Thynaba ..	3,083	701 16 3	127 16 7	117 8 7	31 4 0	8 18 3	33 1 1	2,437	1,243 17 4	834	673 10 4	2,070 3 8	51 3 5	4,970 18 4
Maitra ..	11,068	2,370 9 0	521 10 5	520 17 4	43 13 0	87 19 6	86 12 5	6,043	3,511 11 5	13,758	6,014 17 2	1,224 5 7	125 9 3	14,507 5 1

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

STATIONS.	PASSENGERS.			PARCELS.			HORSES, CARRIAGES, AND DOGS.			MAILS, TELE-GRAPH, AND DINING CARS.			RENTALS.			MISCELLANEOUS.			GOODS.			LIVE STOCK.			TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).
	PASSENGERS.			PARCELS.			HORSES, CARRIAGES, AND DOGS.			MAILS, TELE-GRAPH, AND DINING CARS.			RENTALS.			MISCELLANEOUS.			GOODS.			LIVE STOCK.			
	PASSENGERS.			PARCELS.			HORSES, CARRIAGES, AND DOGS.			MAILS, TELE-GRAPH, AND DINING CARS.			RENTALS.			MISCELLANEOUS.			GOODS.			LIVE STOCK.			
	Outwards.	Revenue.	Number of Passenger Journeys.	Outwards.	Revenue.	Inwards.	Outwards.	Revenue.	Inwards.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.		
BRAGADONG LINE.																									
Boisdale ..	801	163 19 8	24 3 1	65 6 2	2 3 3	0 13 6	..	..	..	..	..	..	33 18 5	..	6,798	1,437 19 0	808	560 0 2	350 4 11	2 18 9	2,641 7 8				
Busby Park ..	1	0 2 0	0 4 2	8 13 9	3 7 0	5 0 6	..	..	..	..	..	..	13 0 10	..	442	93 14 1	77	58 5 8	2 1 2	193 4 1	1,977 19 7				
Bragadong ..	1,292	248 3 7	17 19 11	82 14 1	12 10 6	0 18 3	..	..	..	..	..	..	0 8 11	..	1,720	702 1 1	580	558 11 7	335 18 6	..	..	..			
PORT ALBERT LINE.																									
Lyndhurst ..	3,498	160 2 2	598 9 5	102 13 7	14 13 6	21 14 7	..	..	..	..	..	..	7 2 0	..	1,649	248 9 2	1,013	190 1 11	37 8 4	17 17 11	1,398 12 7				
Crabbourne ..	11,400	491 11 6	754 10 10	248 7 0	11 19 6	36 1 3	..	..	..	..	..	..	26 11 0	0 1 3	4,838	860 16 11	2,982	724 17 3	173 6 3	119 7 2	3,047 4 8				
Clyde ..	5,679	382 2 5	427 10 9	94 11 1	0 18 9	38 12 10	..	..	..	..	..	..	7 18 11	..	1,566	438 2 1	1,180	362 10 4	5 17 9	81 6 9	1,848 12 8				
Tooradin ..	3,851	313 7 8	115 11 6	98 18 0	7 8 3	42 7 3	..	..	..	..	..	..	29 3 6	..	2,207	591 8 7	952	313 17 11	153 11 1	91 4 11	1,787 0 3				
Darmouth ..	8,332	805 10 8	296 8 4	103 13 7	6 2 0	1 18 0	..	..	..	..	..	..	32 5 10	1 0 0	2,252	549 16 11	3,665	168 6 11	44 14 1	32 2 10	858 18 4				
Koo-wee-rup ..	2,412	190 17 2	14 3 4	299 5 1	4 7 8	2 15 0	..	..	..	..	..	..	14 16 0	..	1,477	287 6 11	828	1,120 15 11	50 18 4	277 4 5	1,775 14 3				
Monmouth ..	9,684	971 1 0	531 17 1	64 13 6	1 17 8	2 18 0	..	..	..	..	..	..	11 3 8	..	383	142 2 0	843	350 1 3	290 16 0	112 14 3	1,719 4 3				
Gardernade ..	11,535	855 13 11	181 8 2	164 13 0	26 12 9	36 1 5	..	..	..	..	..	..	47 2 1	0 0 6	1,576	623 13 10	2,055	1,037 15 11	417 17 4	115 9 11	3,566 12 10				
Lang Lang ..	9,953	855 13 11	280 2 3	160 16 11	5 5 6	20 6 9	..	..	..	..	..	..	85 11 1	3 11 0	2,546	898 6 11	9,432	1,248 6 5	122 11 6	118 11 8	4,249 10 3				
Nyora ..	11,519	940 0 9	181 19 8	170 19 11	5 5 6	2 5 0	..	..	..	..	..	..	27 11 2	0 1 0	1,273	483 11 10	1,520	738 10 3	707 8 8	383 5 11	3,642 12 8				
Loon ..	4,664	503 10 0	308 11 19	38 14 11	3 0 6	4 5 0	..	..	..	..	..	..	10 5 6	..	208	115 11 3	439	173 10 8	359 18 9	44 18 4	1,317 12 0				
Jeetho ..	5,231	404 12 4	99 16 7	38 7 7	7 14 0	1 3 8	..	..	..	..	..	..	63 3 4	..	394	289 0 7	1,062	478 17 1	539 0 7	98 13 9	2,940 16 2				
Bena ..	210	22 15 0	0 0 1	3 6 3	..	0 2 9	..	..	..	..	..	..	13 7 4	0 5 0	21	9 15 8	310	53 19 2	1 6 6	..	106 12 1				
Whitlaw ..	38,691	3,865 4 4	558 15 10	468 7 2	39 10 3	29 9 1	..	..	..	..	..	..	688 14 10	0 5 0	13,463	3,780 12 2	12,388	4,478 0 7	761 6 3	388 4 3	15,037 13 9				
Korumburra ..	4,953	183 2 4	28 6 4	47 13 1	0 4 0	0 5 0	..	..	..	..	..	..	37 12 2	..	756	330 12 3	431	214 9 6	2 13 0	1 6 0	835 16 5				
Kartella ..	3,701	192 10 3	45 16 0	25 17 0	0 9 9	1 1 3	..	..	..	..	..	..	19 10 3	..	998	453 6 6	610	280 12 1	227 3 8	85 9 2	1,353 16 5				
Ruby ..	21,147	3,204 19 7	419 6 3	497 5 6	33 9 0	33 4 4	..	..	..	..	..	..	113 3 0	1 1 3	16,997	2,607 18 0	5,687	3,668 6 4	1,975 0 8	491 6 11	13,047 0 10				
Leonathia ..	1,198	87 10 10	10 16 2	54 7 0	0 5 0	0 12 9	..	..	..	..	..	..	10 7 10	..	1,377	449 18 1	383	171 12 1	98 16 1	46 10 8	925 16 6				
Ramp's Siding ..	2,255	275 0 2	17 0 5	134 9 2	3 8 6	9 14 0	..	..	..	..	..	..	11 15 4	..	535	201 0 2	380	250 13 11	198 4 5	60 6 6	1,161 12 7				
Koonwarra ..	5,816	761 19 1	58 11 11	140 7 2	16 2 6	6 0 6	..	..	..	..	..	..	26 7 7	1 16 9	802	503 0 2	1,365	1,037 16 10	493 11 4	141 9 10	3,187 18 6				
Meenyan ..	2,733	443 15 7	40 17 2	97 2 2	18 4 5	15 14 6	..	..	..	..	..	..	1 15 5	..	925	304 17 11	2,394	263 0 1	431 2 0	73 0 4	2,076 13 1				
Stony Creek ..	2,051	254 11 10	24 2 1	70 15 9	7 5 0	0 19 0	..	..	..	..	..	..	3 15 16	..	1,384	345 10 7	500	263 0 1	310 6 3	58 11 9	1,036 17 2				
Buffalo ..	149	13 14 7	0 9 3	14 1 4	0 9 11	0 2 0	..	..	..	..	..	..	3 11 8	..	1,377	268 7 4	97	626 8 4	31 0 0	..	372 15 1				
Boys ..	3,960	496 10 7	64 8 8	134 17 10	0 9 11	2 11 0	..	..	..	..	..	..	16 1 4	..	561	501 4 8	926	623 0 1	280 7 2	83 18 10	2,702 10 1				
Fish Creek ..	1,183	83 3 4	17 0 2	42 15 3	0 6 6	0 4 0	..	..	..	..	..	..	5 3 9	..	627	317 2 11	218	1706 0 4	470 1 0	173 7 9	4,533 18 5				
Hodde ..	6,203	994 16 6	104 19 10	218 15 11	21 4 3	21 10 5	..	..	..	..	..	..	53 17 5	..	2,637	866 13 11	2,659	1,892 0 11	477 1 0	..	..				
Foster ..	2,182	106 2 10	50 6 9	66 0 10	0 11 6	0 11 0	..	..	..	..	..	..	2 12 0	..	284	331 16 0	421	304 7 8	31 2 6	..	..				
Remison ..	5,238	1,025 9 7	90 9 5	234 1 8	2 6 0	1 16 0	..	..	..	..	..	..	50 4 9	0 0 3	925	741 14 11	2,621	1,892 0 11	477 1 0	..	..				
Toora ..	281	9 9 10	5 10 6	11 9 0	0 3 6	0 3 6	..	..	..	..	..	..	1 4 0	..	11	21 4 10	51	39 13 3	128 16 2	37 0 10	2,080 12 1				
Agnes ..	6,977	595 10 5	62 13 7	134 10 8	16 17 6	7 10 0	..	..	..	..	..	..	51 3 1	2 15 0	473	305 0 5	1,073	741 9 5	37 0 10	..	..				
Welshpool ..	2,013	47 19 0	64 17 7	32 2 5	0 6 6	0 10 0	..	..	..	..	..	..	5 1 0	..	726	967 13 2	185	76 8 1	63 3 8	17 8 10	1,196 16 3				
Hedley ..	1,248	90 19 11	9 11 3	26 14 3	0 5 3	4 8 0	..	..	..	..	..	..	13 4 6	..	178	38 13 7	164	112 1 8	37 8 10	..	..				
Gellindale ..	2,287	486 12 0	21 5 0	62 13 3	1 5 3	3 7 7	..	..	..	..	..	..	28 13 0	0 0 6	2,358	2,344 1 2	4,253	4,338 1 9	2,790 6 7	391 13 9	12,756 7 8				
Alborton ..	7,156	2,276 4 5	140 16 3	413 2 5	21 0 6	32 7 7	..	..	..	..	..	..	60 14 0	..	7,618	3,961 19 3	687	539 4 1	..	4 11 0	5,000 16 5	..			
Port Albert ..	1,459	291 4 5	64 18 9	72 14 6	2 9 0	3 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
WORTHING LINE.																									
Woodleigh ..	2,565	263 11 0	304 8 3	33 3 2	1 5 0	1 13 4	..	..	..	..	..	..	83 13 0	..	934	139 6 3	914	186 13 2	1 7 0	7 9 10	1,024 15 0	..			
Kerrol ..	2,909	356 14 5	470 9 2	63 5 10	6 4 3	5 4 0	..	..	..	..	..	..	1 10 10	..	288	103 1 0	626	219 7 10	420 2 5	50 17 0	1,696 10 8	..			
Almura ..	2,021	241 6 8	11 17 0	56 17 7	2 4 6	5 4 0	..	..	..	..	..	..	0 8 0	..	1,228	201 3 10	230	121 16 0	24 15 5	30 17 0	696 10 0	..			

WONTHAGGI LINE—
continued.

Glen Forbes	3,242	343 8 6	26 19 2	55 15 1	5 4 6	2 12 0	..	8 17 0	..	2,065	427 10 7	587	230 8 3	22 0 1	42 6 8	1,165 1 10
Woolamai	2,996	305 1 1	81 8 3	76 12 4	10 4 0	9 10 3	..	27 0 0	..	553	182 15 11	978	261 12 6	548 9 3	31 2 0	1,533 15 7
Woolamai Quarry	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coy's Siding	1,933	204 12 11	10 17 7	37 3 5	7 1 0	11 16 6	..	0 6 8	..	2,038	105 16 8	559	2 13 3	47 11 10	26 10 6	108 9 11
Co-operative Colliery	..	..	..	..	..	..	..	..	..	72	128 11 0	..	197 7 9	..	..	671 9 12
Coy's Siding	..	..	..	..	..	..	..	..	..	2,366	522 10 4	..	27 5 5	..	..	540 15 9
Mitchell's Siding	2,756	206 16 0	23 11 10	34 10 6	0 7 0	0 16 6	..	..	..	3,206	674 11 5	..	0 3 6	..	..	674 14 11
Kilcunda	3,924	510 12 1	37 15 3	84 7 8	4 6 0	23 11 3	..	9 14 6	..	20	23 17 2	1,597	176 3 1	..	0 7 6	476 4 1
Dalyston	..	..	..	..	..	..	..	14 10 0	..	486	381 10 8	1,252	932 6 1	242 7 6	72 2 7	2,303 9 1
Powlett and North	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Woolamai Collieries	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coy's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
State Coal Mine	26,476	3,907 15 8	205 11 1	600 5 8	21 4 7	27 8 3	..	21 17 4	0 5 2	185,423	48,695 19 11	3,989	1,936 3 4	..	..	50,632 8 5
Wonthaggi	..	..	..	..	..	..	..	..	..	723	754 9 1	9,738	5,926 9 5	40 8 6	204 3 6	11,859 13 1

OUTRIM LINE.

Jumbunna	8,627	401 0 11	50 15 4	104 15 6	3 12 6	5 5 9	..	31 14 9	..	21,947	4,683 0 7	1,021	654 0 10	381 16 2	56 0 1	6,381 2 5
North Outtrim	4,666	115 19 4	..	0 19 11	..	0 0 6	..	17 18 2	..	..	..	..	..	..	..	134 17 11
Outtrim	2,839	226 13 1	38 16 5	106 2 7	0 10 6	1 13 6	..	5 7 2	..	9,587	2,111 11 5	1,161	647 5 1	92 5 1	2 18 0	3,233 4 10

FRANKSTON-STONY
POINT LINE.

Glen Huntly	486,238	6,050 16 4	83 16 10	143 13 2	3 5 6	0 16 6	..	7 7 3	..	425	110 5 10	25,256	2,927 4 6	..	..	9,327 5 11
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	11,040	..	..	..	..	..	..	1 5 0	0 1 5	126	110 13 0	2,535	329 14 2	..	0 19 6	2,642 13 10
Ormond	161,590	2,032 16 3	94 3 1	70 0 8	2 11 3	0 9 6	..	..	..	..	..	..	..	..	..	..
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	6,240	..	..	..	..	..	..	2 1 0	0 0 9	..	..	..	..	..	..	991 3 10
McKinnon	78,213	950 18 0	11 11 8	26 9 2	0 3 3	..	..	..	..	..	..	..	..	..	..	..
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	240	..	..	..	..	..	..	2 7 0	0 0 3½	480	83 15 8	6,505	988 7 2	2 4 6	4 1 9	2,653 1 6½
Bentleigh	103,440	1,454 0 1	51 17 6	63 8 9	1 9 7	1 9 3	..	..	..	..	..	..	..	..	..	..
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	98,583	1,464 12 9	115 16 2	60 14 6	1 0 6	0 2 0	..	1 2 0	0 0 9	493	89 4 6	7,242	1,026 6 4	2 19 0	2 3 4	2,764 1 10
Moorabbin	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	83,664	1,128 11 8	30 8 4	31 11 5	1 4 9	0 2 6	..	0 10 0	0 2 6	172	27 7 11	2,066	225 7 8	1 12 3	..	1,455 19 0
Highbett	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	240	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheltenham	253,369	4,329 9 6	264 9 5	327 3 3	2 19 6	1 8 9	..	15 14 10	0 5 0	1,319	182 9 5	12,421	1,841 8 0	17 15 10	8 12 11	6,991 16 5
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	1,920	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mentone	326,046	6,302 19 3	154 19 10	319 1 6	126 18 8	183 18 6	..	11 2 4	..	858	151 0 6	10,581	1,709 14 11	18 1 8	30 2 0	9,007 19 2
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	5,280	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mordialloc	324,309	6,883 13 2	338 12 10	401 11 4	503 5 8½	274 10 2½	..	103 12 8	0 4 6	3,140	425 17 5	9,486	1,661 14 4	31 0 4	22 13 3	10,736 15 9
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	6,360	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aspendale	2,859 4 6	..	..	..	..	..	..	3 10 0	..	205	40 3 11	8,453	1,404 5 9	1 6 9	7 9 9	4,739 18 6
Chelsea	125,534	3,459 11 6	130 7 4	410 18 9	4 14 10½	0 16 11	..	3 15 0	..	..	..	..	0 1 0	..	0 7 6	4,010 12 10½
Forsyth's Siding	154,711	..	..	..	..	..	..	..	..	10,170	1,020 16 2	12,300	1,584 4 2	5 2 10	..	1,020 16 2
Carrium	40,049	1,155 1 4	403 7 7	259 1 3	3 14 2	4 3 2	..	4 16 1	..	1,972	369 0 8	12,300	14 8 5	..	..	3,751 2 5
Bafferssa Siding	..	..	..	..	..	..	..	..	..	12,978	1,263 8 11	223	..	..	..	1,277 17 4
*Seaford	6,622	186 18 10	83 6 3	23 19 4	0 9 0	0 4 6	..	0 2 4	..	94,130	9,040 6 1	260	63 6 3	..	..	9,308 12 7
Frankston Sand Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Frankston	67,739	3,218 19 0	359 3 4	561 11 7	35 9 1	9 16 10	..	44 0 0	0 2 6	65,781	5,781 16 7	6,672	1,626 18 0	36 1 4	76 14 8	5,781 16 7
Langwarrin	3,966	163 19 6	42 8 11	83 11 9	0 5 0	5 12 0	..	0 12 0	..	1,397	878 18 2	..	192 10 10	8 11 0	8 10 6	6,847 14 6
Mornington Junction	4,541	232 17 2	52 0 11	33 5 6	0 7 0	1 6 3	..	11 14 7	..	289	77 7 9	869	148 19 1	3 2 4	36 11 0	583 9 3
Sornville	10,185	690 17 10	131 6 11	160 4 3	0 11 3	1 9 9	..	22 17 0	..	1,722	325 14 8	633	1328 1 7	5 2 2	41 18 8	845 9 4
Tralby	4,709	325 6 8	72 9 1	73 17 0	0 9 0	0 9 7	..	15 19 0	..	3,561	1,122 2 4	4,595	1,328 1 7	5 2 0	5 6 1	3,504 11 9
Prattings	9,604	687 4 6	86 1 7	167 11 10	2 5 0	1 3 6	..	26 15 2	..	1,903	533 12 8	1,214	442 6 10	10 7 3	54 19 9	1,474 17 11
Bittern	5,521	676 0 11	218 3 10	265 14 4	5 1 1	23 4 9	..	12 11 4	..	3,410	798 0 10	2,851	861 2 2	159 19 2	87 9 3	2,693 11 7

GLEN IRIS LINE.														
Hevington ..	17,013	139 8 5	1 2 5	8 2 5	..	..	..	98 18 4	..	..	..	..	..	287 11 7
Kooyong ..	36,897	445 5 0	3 13 11	19 10 6	..	..	..	12 15 0	..	..	..	..	..	472 9 5
Tickets (Free) ..	13,290	1,296 13 1	6 10 3	13 15 6	0 4 6	0 2 0	..	4 11 9	..	..	..	..	..	3,223 2 1
Tooronga ..	104,587	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	1,740	1,000 19 11	31 16 5	22 9 3	..	..	..	0 2 11	..	..	..	..	..	1,055 8 6
Gardiner ..	72,188	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	9,380	361 14 9	3 6 5	11 14 5	1 4 6	0 1 9	..	6 13 9	..	..	..	..	..	384 15 7
Glen Iris ..	22,778	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	1,740	329 8 6	3 1 8	10 6 0	..	..	..	24 0 6	..	..	..	..	..	366 16 8
Darling ..	20,598	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	4,860	..	..	..	..	..	..	..	..	..	..	..	..	..
KEW LINE.														
Barker ..	303,040	3,061 16 4	39 13 1	43 14 9	0 14 3	0 6 6	..	15 5 0	..	..	..	..	..	..
Kew ..	1,054,952	10,508 12 3	206 14 9	294 10 8	9 4 6	2 7 0	..	165 5 8	..	..	..	..	..	3,168 14 11
Tickets (Free) ..	2,220	..	..	..	..	..	..	..	..	..	..	..	..	15,753 10 1
OUTER CYCLO LINE.														
Riversdale ..	37,450	368 13 11	..	0 4 0	..	..	..	0 10 0	..	..	..	..	..	..
Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	369 7 11
Golf Links ..	7,956	94 19 8	..	0 0 9	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	8,711	111 17 7	..	4 16 2	..	..	..	1 11 6	..	..	..	..	..	..
Hartwell ..	75,383	946 13 0	81 12 7	11 5 6	..	..	..	..	..	..	..	..	..	118 5 3
Burwood ..	420	..	..	..	..	..	..	..	..	..	..	..	..	1,044 14 7
Tickets (Free) ..	31,756	436 2 1	..	6 17 0	..	..	..	3 10 0	..	..	..	..	..	..
Ashburton ..	43,096	439 0 2	..	0 1 6	..	..	..	14 16 2	..	..	..	..	..	457 6 9
Shenley ..	37,869	390 4 10	..	3 7 6	..	..	..	..	..	..	..	..	..	453 17 10
Balwyn ..	6,900	405 12 8	41 7 3	13 6 3	..	..	..	..	..	..	..	..	..	393 12 4
Tickets (Free) ..	40,032	..	..	..	..	..	..	27 3 4	..	..	..	..	..	..
Deephene ..	4,320	..	..	..	..	..	..	..	..	..	..	..	..	487 9 6
Tickets (Free) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
FERN TREE GULLY LINE.														
Bayswater ..	26,384	840 0 6	258 12 0	178 17 0	1 16 0	5 10 0	..	1 0 8	..	..	..	..	..	2,073 1 7
Lower Fern Tree Gully ..	11,562	503 9 2	247 13 10	151 0 7	1 1 6	1 0 0	..	2 19 4	..	..	..	..	..	1,320 3 10
Upper Fern Tree Gully ..	37,274	1,359 19 9	134 3 9	210 18 0	23 18 9	43 13 7	..	64 19 1	..	..	..	..	..	2,870 11 6
GEM BROOK LINE.														
Upwey ..	2,844	71 11 9	17 2 1	22 19 8	0 2 0	2 11 0	..	26 7 3	..	..	..	..	..	135 18 11
Belgrave ..	10,425	443 19 4	64 17 0	213 4 5	1 19 0	3 17 8	..	..	..	..	..	..	..	1,502 1 1
Selby ..	583	24 5 5	2 14 9	9 0 4	0 1 3	0 3 0	..	..	..	..	..	..	..	39 12 10
Aura ..	1,500	75 12 8	16 17 4	25 19 7	..	0 6 3	..	0 5 5	..	..	..	..	..	232 4 0
Paradise ..	1,331	89 9 6	11 13 10	43 9 10	0 5 3	0 5 6	..	1 5 0	..	..	..	..	..	239 6 11
Rimveld ..	6,326	449 0 10	165 6 6	168 11 5	2 2 6	1 11 8	..	16 0 9	..	..	..	..	..	2,103 6 8
Wright ..	532	41 3 3	1 15 8	0 6 0	0 2 6	0 5 0	..	..	..	..	..	..	..	43 12 5
Cockatoo ..	2,561	183 0 0	57 14 1	66 16 10	0 18 3	1 3 8	..	9 17 6	..	..	..	..	..	1,148 19 10
Gembrook ..	2,378	264 0 0	51 10 5	115 1 9	1 0 9	2 14 4	..	19 9 5	..	..	..	..	..	1,642 12 8
WARBURTON LINE.														
Evelyn ..	9,343	464 10 4	98 1 9	120 16 5	1 6 0	4 0 6	..	2 5 8	..	..	..	..	..	1,684 13 2
Wandah ..	7,746	507 17 5	162 4 0	116 11 0	0 13 0	0 13 9	..	19 5 3	..	..	..	..	..	2,338 17 3
Seville ..	4,630	318 5 10	80 2 10	61 14 1	0 6 6	0 5 0	..	3 19 2	..	..	..	..	..	1,244 14 7
Killara ..	808	68 1 5	8 12 2	8 11 4	9 3 0	3 18 3	..	0 2 6	..	..	..	..	..	510 13 5
Woori Yallock ..	5,945	464 3 11	53 16 9	67 5 10	0 18 9	1 2 3	..	25 5 6	..	..	..	..	..	2,005 5 0
Launching Place ..	5,604	442 5 1	32 10 4	90 18 7	1 3 3	0 15 6	..	10 2 11	..	..	..	..	..	1,428 15 0
Yarra Junction ..	15,642	1,457 14 11	87 9 0	300 1 5	6 13 0	7 0 6	..	62 19 0	..	..	..	..	..	10,353 12 3
Britania ..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,279 18 9
West Warburton ..	4,544	390 12 9	35 14 7	113 9 10	1 0 9	3 4 3	..	2 0 0	..	..	..	..	..	1,627 16 3

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

STATIONS.	PASSENGERS.		PARCELS.		HORSE DRAGGAGES, AND DOGS.		MAILS, TELE- GRAPH, AND DINING CARS.		RENTALS.		MISCEL- LANEOUS.		GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS)		
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.			Inwards.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Tons.		Revenue.		Revenue.			Revenue.	
	Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Tons.	Revenue.	Tons.	Revenue.	Revenue.		Revenue.	
WARWICKTON LINE— <i>continued.</i>																					
Millgrove ..	6,148	435 5 4	38 16 4	72 1 9	1 4 6	1 11 3	..	..	14 0 10	0 1 0	6,305	1,873 1 10	2,713	500 3 9	7 18 3	15 2 0	3,049 6 10				
Warburton ..	19,915	2,755 4 6	161 10 6	484 14 1	8 14 6	6 18 0	..	..	104 10 3	29 12 10	7,980	2,130 19 9	9,740	3,932 18 11	22 3 6	151 18 5	9,789 5 3				
La La Extension ..	..	..	..	..	..	..	..	..	..	..	28,311	6,843 19 8	76	41 18 5	..	..	6,885 18 1				
HEIDELBERG-ELTHAM- HURSTBRIDGE LINE.																					
Jolimont ..	220,851	1,695 8 9	62 15 11	66 5 8	0 13 3	0 2 0	..	..	2 0 0	0 2 6	..	..	..	..	..	..	1,827 8 1				
West Richmond ..	781,827	5,650 17 1	223 10 3	143 13 3	3 17 11	0 7 0	..	..	253 12 0	0 2 6	..	..	..	..	..	..	6,276 0 0				
North Richmond ..	786,604	6,226 6 7	313 13 8	133 19 4	5 16 10	0 9 3	..	..	1 0 0	0 5 0	..	..	..	..	..	..	6,681 0 8				
Collingwood ..	683,267	5,309 9 8	176 19 6	180 11 2	2 11 9	0 3 6	..	..	3 12 0	0 5 0	..	..	..	..	..	..	5,673 13 1				
Victoria Park ..	951,081	7,659 3 3	507 3 4	196 0 4	5 5 9	0 12 3	..	..	241 1 0	0 11 0	5,034	1,885 3 1	52,981	15,888 19 7	..	..	20,383 19 7				
Clifton Hill ..	1,508,945	12,059 6 1	301 14 6	198 5 5	7 11 3	0 16 6	..	..	37 5 4	0 7 6	..	..	..	0 1 0	..	..	12,605 8 7				
Westgarth ..	726,577	5,328 16 7	205 3 11	235 10 4	2 1 1	0 6 9	..	..	31 15 4	0 2 6	..	..	..	..	..	..	5,803 16 6				
Tickets (Free) ..	840	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,827 8 1			
Fairfield Park ..	1,199,996	8,915 14 9	88 1 5	131 7 11	4 2 0	0 15 0	..	..	9 13 1	..	161	78 16 6	9,522	1,830 5 10	..	..	11,058 16 6				
Alphington ..	259,935	2,462 12 1	24 16 11	40 9 1	1 18 6	0 9 6	..	..	1 2 11	..	23,003	2,026 7 3	1,323	271 5 5	..	..	4,829 1 8				
Tickets (Free) ..	4,800	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Ivanhoe .. Building	554,915	6,306 10 7	111 14 5	137 18 6	3 14 3	0 9 9	..	..	5 11 7	0 0 6	128	39 2 7	3,805	643 15 3	..	2 12 0	7,251 9 5				
Tickets (Free) ..	42,060	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Heidelberg Building	360,266	5,093 0 5	166 3 8	193 18 2	9 9 3	13 19 3	..	..	28 8 1	0 10 3	376	120 2 10	5,798	1,111 7 0	58 3 8	27 8 8	6,822 11 3				
Tickets (Free) ..	11,880	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Rosanna .. Building	9,749	125 8 4	..	0 2 9	..	..	..	..	1 0 0	..	..	..	..	..	..	..	..	126 11 1			
Tickets (Free) ..	1,920	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Macleod .. Building	5,372	103 14 11	..	4 6 7	..	..	..	..	0 10 0	..	..	..	..	..	..	..	..	108 11 6			
Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Mont Park ..	..	..	..	0 0 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Greensborough ..	54,633	1,195 15 0	25 5 10	64 6 0	..	0 4 3	..	..	1 5 10	..	272	22 5 0	724	213 5 0	..	..	235 10 9				
Eltham .. Building	49,223	1,264 18 7	68 14 10	103 18 11	0 19 0	1 10 2	..	..	14 10 0	..	214	75 17 6	849	234 16 11	..	11 8 0	1,750 14 9				
Tickets (Free) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Diamond Creek ..	14,148	493 15 1	28 11 6	85 16 3	0 12 0	1 12 9	..	..	3 18 6	0 0 6	..	178 12 4	1,640	616 9 4	5 9 7	2 0 9	1,416 18 7				
Batec ..	5,169	160 19 2	0 5 3	2 5 5	..	0 4 6	..	..	0 11 2	..	..	..	..	..	..	..	..	164 8 6			
Hurstbridge ..	17,360	859 17 7	82 6 4	147 10 0	1 1 9	1 12 11	..	..	59 14 3	1 10 0	5,091	1,034 17 7	2,167	694 1 6	4 15 6	0 7 6	2,887 14 11				
Melbourne—Flinders- street (Country) ..	1,268,228	98,892 17 1	22,358 5 3	14,808 5 4	164 16 4	452 0 3	..	..	10,794 4 1	588 18 10	154	5 10 0	730	518 0 0	0 11 9	0 11 9	148,584 0 8				
Melbourne—Flinders- street (Suburban) ..	9,597,194	133,873 1 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	133,873 1 11				
PORT MELBOURNE LINE.																					
Montague ..	348,378	2,408 19 11	37 8 3	44 16 4	2 17 6	0 6 6	..	..	442 1 2	..	..	..	..	..	..	..	2,936 9 8				
North Port ..	777,153	5,679 18 7	72 11 8	74 10 2	1 9 6	0 0 9	..	..	1 0 0	..	..	..	..	..	..	..	5,829 10 8				
Graham ..	828,059	5,891 7 5	82 15 9	124 15 9	3 17 7	0 13 11	..	..	1 12 0	..	..	..	..	..	..	..	6,106 1 4				
For Melbourne ..	382,196	3,733 13 9	163 15 5	255 6 8	2 10 6	0 17 9	..	..	505 9 7	..	174,152	28,757 5 0	215,112	49,355 17 3	40 14 4	1,217 14 2	84,033 4 5				

DIAGRAM N° 1
AVERAGE MILEAGE OPERATED

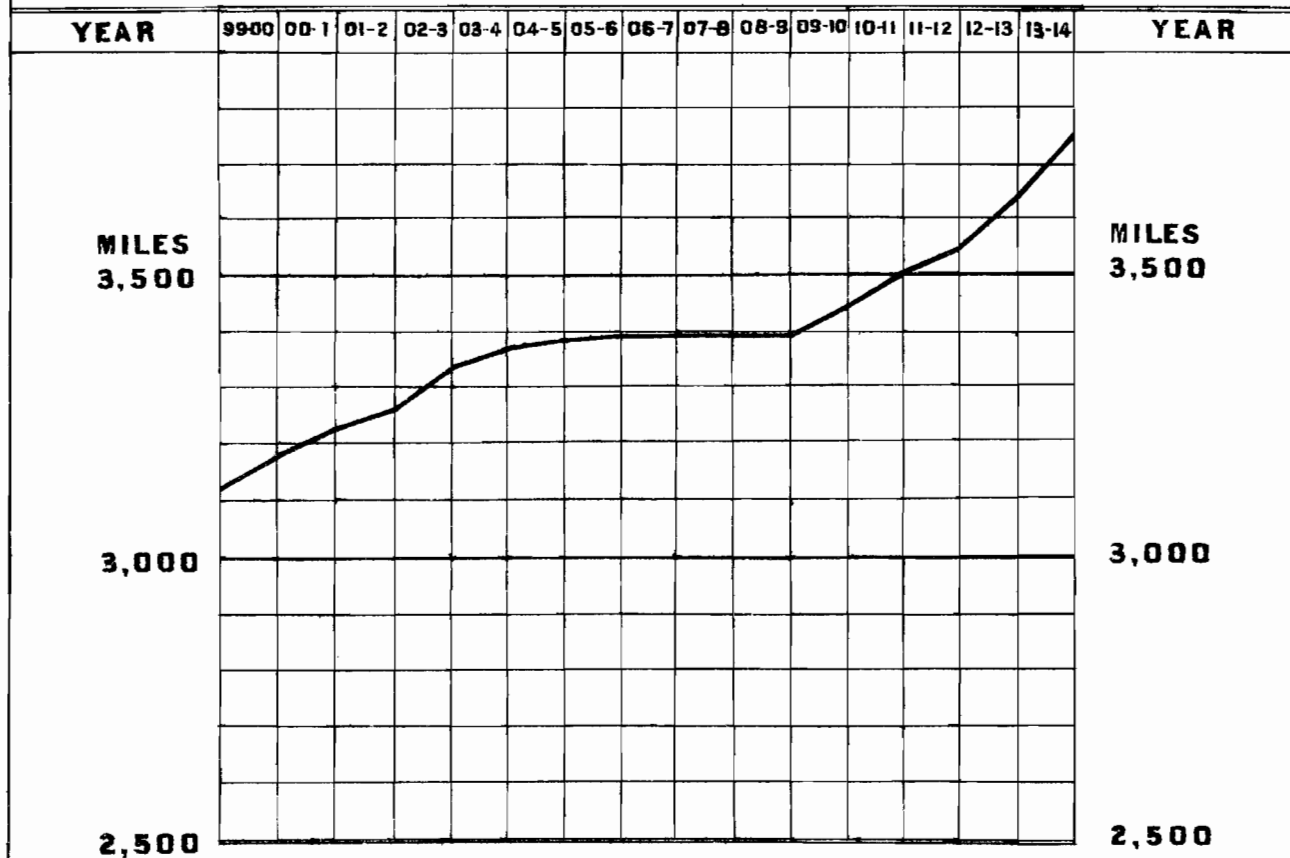


DIAGRAM N° 2
AVERAGE COST OF CONSTRUCTION PER MILE

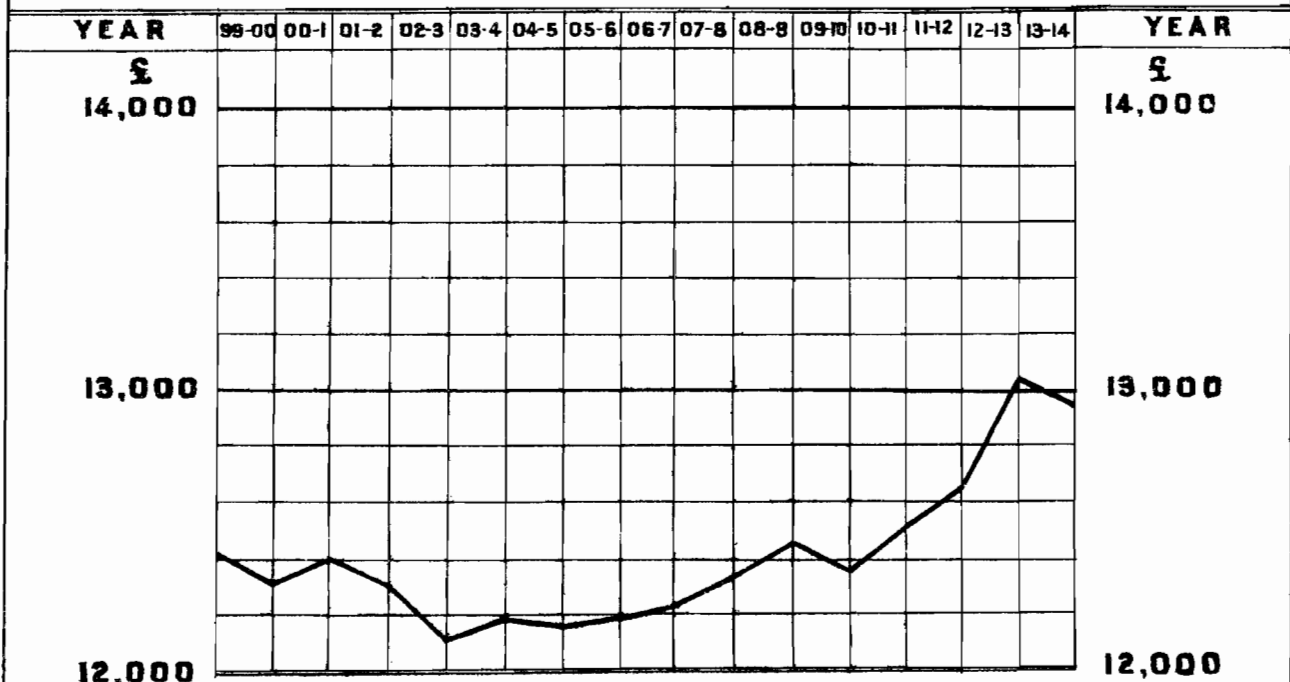


DIAGRAM N° 3

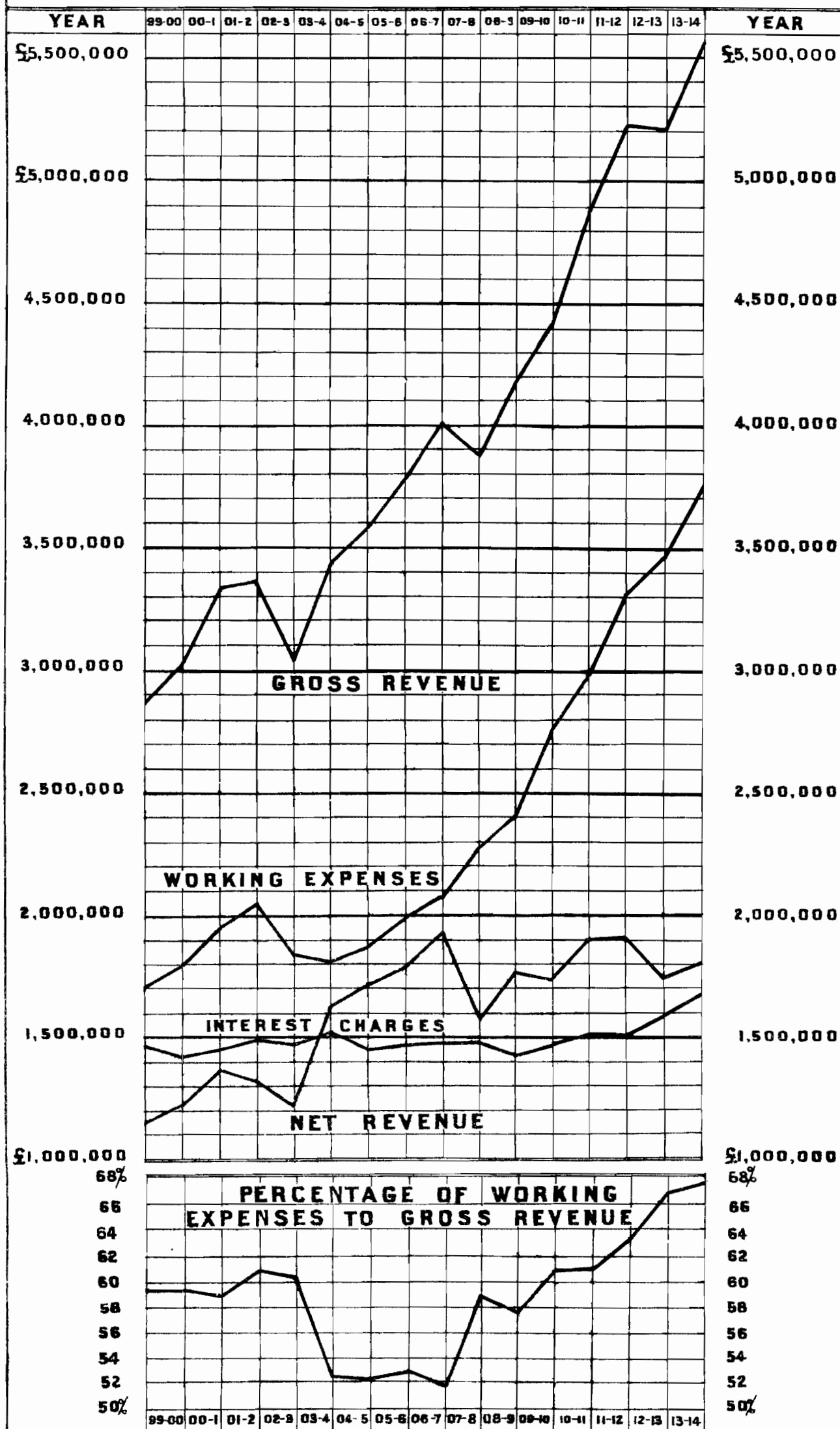


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

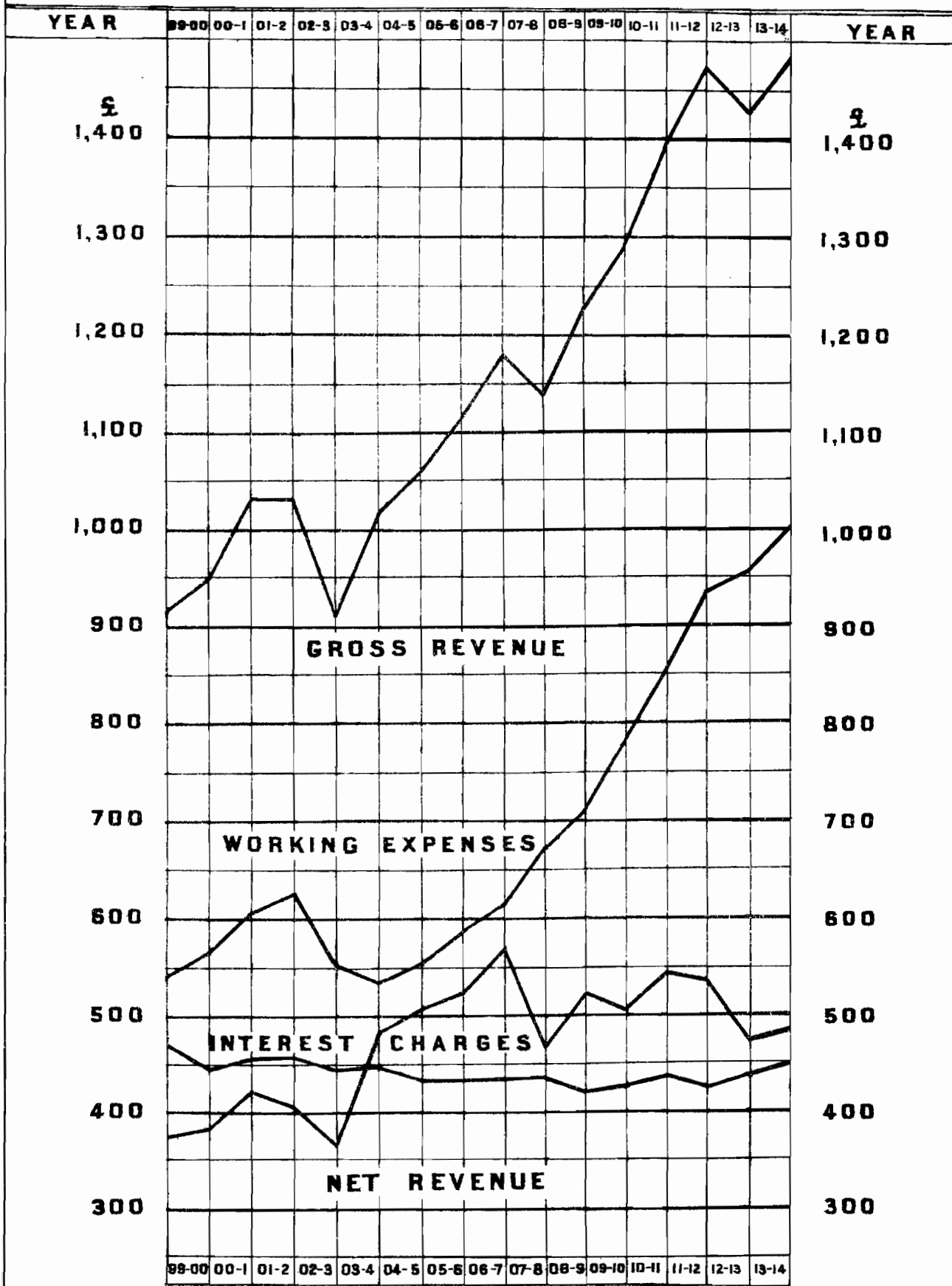
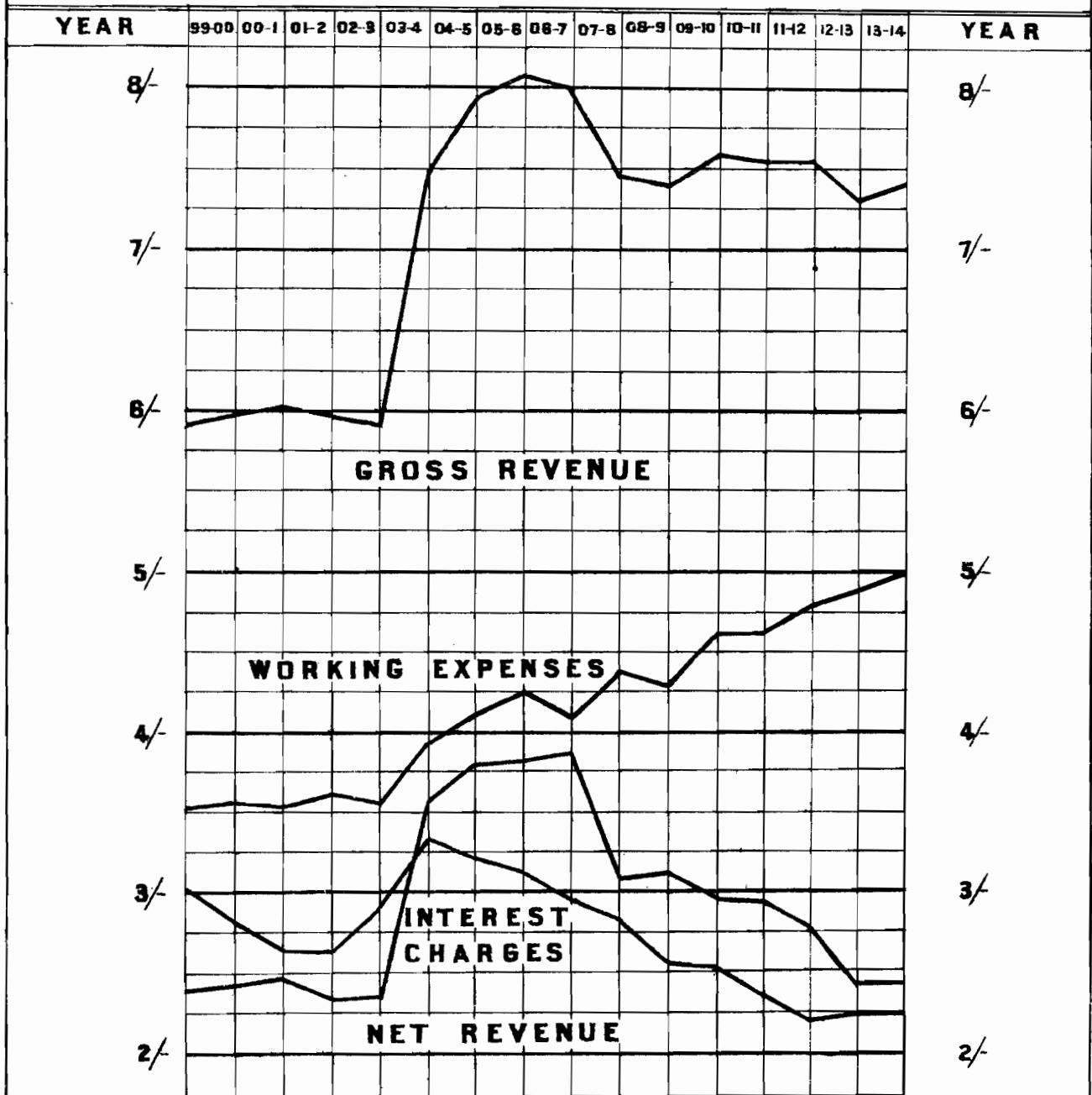


DIAGRAM Nº 5

PER TRAIN MILE RUN



MILES
16,000,000

15,000,000

14,000,000

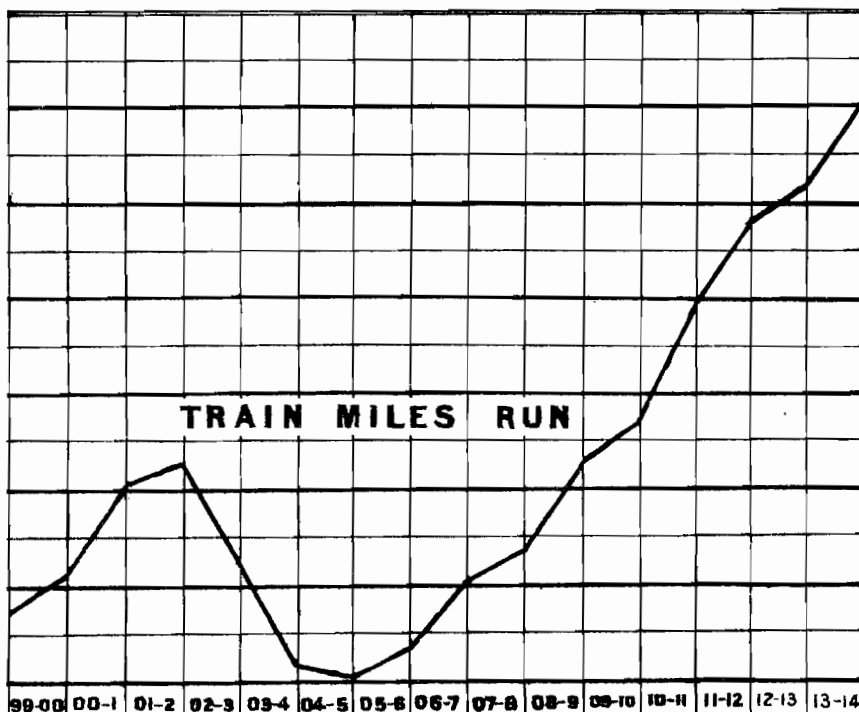
13,000,000

12,000,000

11,000,000

10,000,000

9,000,000



MILES
16,000 000

15,000,000

14,000,000

13,000,000

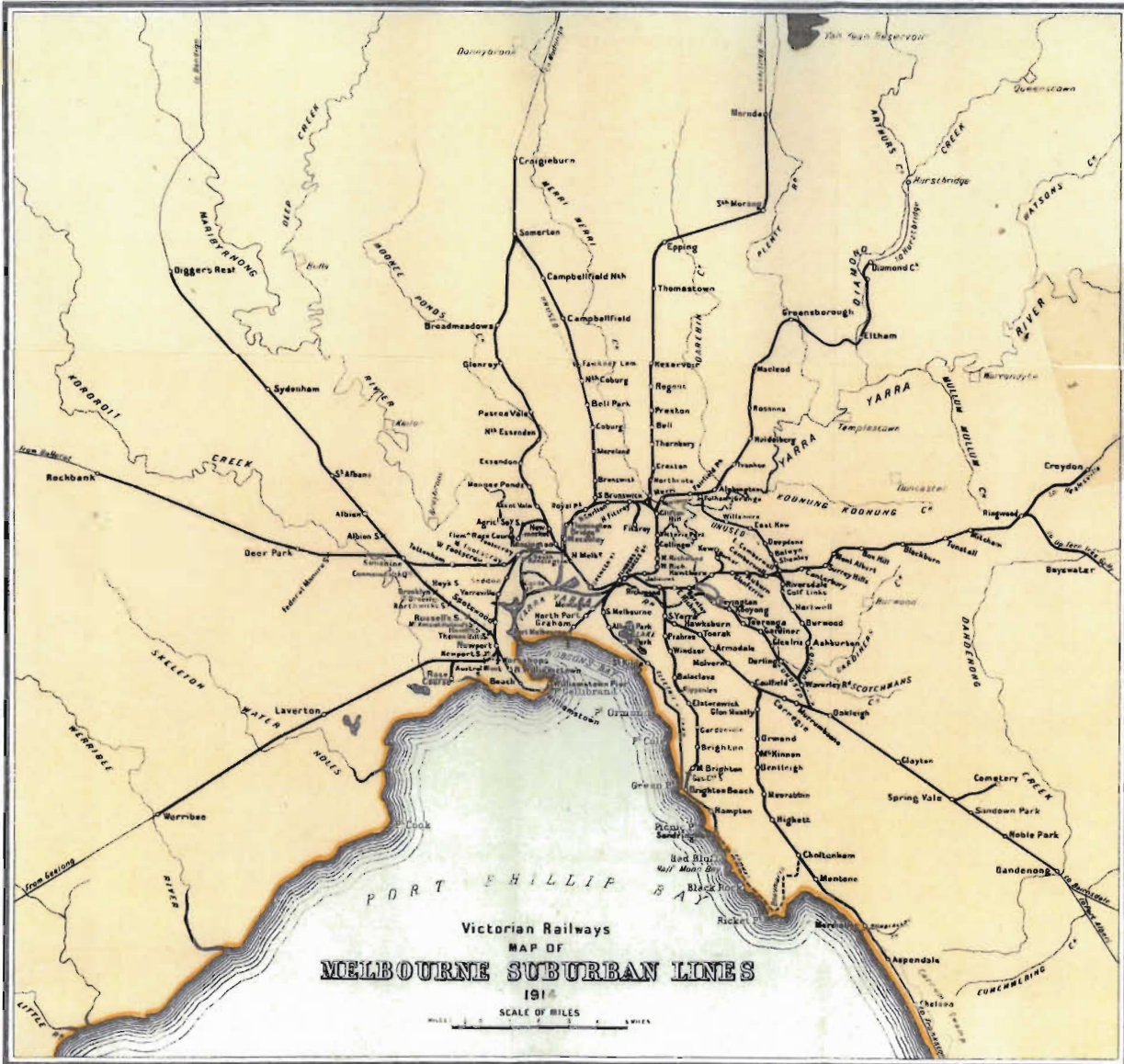
12,000,000

11,000,000

10,000,000

9,000,000







N. TERRITORY

SOUTH AUSTRALIA

QUEENSLAND

NEW SOUTH WALES

AUSTRALIA

SHOWING THE THROUGH CONNECTIONS
from South Australia to Queensland
(in Red)

SCALE OF MILES
0 25 50