

1917.
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VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1917.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDING 30TH JUNE, 1917.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 17th September, 1917.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1915, No. 2716, we have the honour to submit our Report in respect of the year ending 30th June, 1917.

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

	Railways.			St. Kilda and Brighton Electric Tramway.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE	5,952,719	1	10	27,918	17	3	5,980,637	19	1
WORKING EXPENSES (Ex- clusive of Special and Abnormal Charges)	3,799,443	7	7	20,501	12	9	3,819,945	0	4
NET REVENUE	2,153,275	14	3	7,417	4	6	2,160,692	18	9
SPECIAL and ABNORMAL CHARGES (vide page 5)	354,597	0	0	..	..	..	354,597	0	0
BALANCE OF NET REVENUE	1,798,678	14	3	7,417	4	6	1,806,095	18	9
INTEREST CHARGES and EXPENSES	2,012,447	3	6						
PENSIONS and GRATUITIES ..	131,416	3	0				2,143,863	6	6
DEFICIT —							£337,767	7	9

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

	Year 1915-16.	Year 1916-17.	Increase. (+) Decrease. (-)
	£ s. d.	£ s. d.	£ s. d.
Gross Revenue—			
Railways	5,705,162 15 1	5,952,719 1 10	+ 247,556 6 9
St. Kilda and Brighton Electric Tramway	25,579 19 7	27,918 17 3	+ 2,338 17 8
Total	5,730,742 14 8	5,980,637 19 1	+ 249,895 4 5
Working Expenses (Exclusive of Special and Abnormal Charges)—			
Railways	3,705,147 18 1	3,799,443 7 7	+ 94,295 9 6
St. Kilda and Brighton Electric Tramway	22,843 16 8	20,501 12 9	— 2,342 3 11
Total	3,727,991 14 9	3,819,945 0 4	+ 91,953 5 7
Net Revenue	2,002,750 19 11	2,160,692 18 9	+ 157,941 18 10
Special and Abnormal Charges (<i>vide</i> page 5)	292,264 0 0	354,597 0 0	+ 62,333 0 0
Balance of Net Revenue	1,710,486 19 11	1,806,095 18 9	+ 95,608 18 10
Interest Charges and Expenses ..	1,927,106 16 4	2,012,447 3 6	+ 85,340 7 2
Pensions and Gratuities	121,332 6 10	131,416 3 0	+ 10,083 16 2
Total Interest Charges and Expenses and Pensions and Gratuities ..	2,048,439 3 2	2,143,863 6 6	+ 95,424 3 4
Deficit	£337,952 3 3	£337,767 7 9	— £184 15 6

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

	Year 1913-1914.	Year 1914-1915.	Year 1915-1916.	Year 1916-1917.
Average Mileage of Railways operated ...	3,747	3,848	3,955	4,104
TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	3,567,211	3,338,345	2,971,328	2,869,096
" Suburban ...	3,959,171	4,068,903	3,762,157	3,834,709
Mixed ...	2,516,974	2,590,960	2,507,604	2,578,948
Goods (including Live Stock) ...	4,985,293	5,305,001	4,585,449	4,939,287
Total ...	15,028,649	15,303,209	13,826,538	14,022,040
Number of Passenger Journeys ...	116,611,448	117,259,926	115,771,238	108,341,540
Tonnage of Goods ...	5,345,966	4,694,524	5,376,571	5,554,361
Tonnage of Live Stock ...	470,122	715,521	453,264	408,241
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country ...	£ 1,423,938	£ 1,335,959	£ 1,507,860	£ 1,465,429
" Suburban ...	1,096,887	1,123,100	1,133,905	1,113,050
Dining Car Service ...	13,608	13,064	15,848	16,087
Parcels, &c. ...	232,577	223,212	249,385	244,231
Horses, Carriages, and Dogs ...	21,923	21,107	18,277	17,254
Mails ...	79,772	79,231	77,988	62,526
Total ...	2,868,705	2,795,673	3,003,263	2,918,557
Goods, &c., Business.				
Goods ...	2,171,789	1,724,400	2,211,386	2,558,447
Live Stock ...	343,289	456,210	316,466	305,638
Minerals ...	88,337	87,765	82,358	70,174
Total ...	2,603,415	2,268,375	2,610,210	2,934,259
Rentals ...	73,040	74,135	78,959	90,066
Miscellaneous ...	15,798	22,890	12,731	9,837
Total ...	5,560,958	5,161,073	5,705,163	5,952,719
Per mile of Railway worked ...	1,484	1,341	1,443	1,450
Per traffic train mile ...	78. 4 ^s 8 ^d .	68. 8 ^s 9 ^d .	88. 3 ^s 0 ^d .	88. 5 ^s 8 ^d .
WORKING EXPENSES.				
(Exclusive of Special and Abnormal Charges.)				
Transportation Branch ...	£ 1,066,738	£ 1,081,816	£ 1,085,329	£ 1,095,703
Way and Works Branch ...	928,702	838,014	830,674	743,391
Rolling-Stock Branch—Operating Expenses ...	1,003,621	1,025,934	1,068,660	1,220,999
" " Repairs and Renewals ...	582,859	640,861	570,469	560,078
" " Payment into Rolling-Stock Replacement Fund ...	50,000	50,000	30,000	50,000
General Expenses ...	85,968	92,996	91,490	89,509
Payment into Railway Accident and Fire Insurance Fund ...	27,805	25,805	28,526	39,763
Total ...	3,745,693	3,755,426	3,705,148	3,799,448 ^(a)
Per mile of Railway worked ...	1,000	976	937	926
Per traffic train mile ...	48. 11 ^s 8 ^d .	48. 10 ^s 9 ^d .	58. 4 ^s 3 ^d .	58. 5 ^s 0 ^d .
Percentage of Gross Revenue ...	67 ^s 36	72 ^s 76	64 ^s 94	63 ^s 83
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
Per mile of Railway worked ...	£ 1,815,265	£ 1,405,647	£ 2,000,015	£ 2,153,276
Per traffic train mile ...	484	365	506	524
Per traffic train mile ...	28. 4 ^s 9 ^d .	18. 10 ^s 0 ^d .	28. 10 ^s 7 ^d .	38. 0 ^s 8 ^d .
SPECIAL AND ABNORMAL CHARGES				
Total Working Expenses and Special and Abnormal Charges ...	£ 6,950	£ 359,547	£ 292,264	£ 354,597 ^(b)
Total ...	3,752,643	4,114,973	3,997,412	4,154,040 ^(a)
Per mile of Railway worked ...	1,001	1,069	1,011	1,012
Per traffic train mile ...	48. 11 ^s 9 ^d .	58. 4 ^s 5 ^d .	58. 9 ^s 3 ^d .	58. 11 ^s 10 ^d .
Percentage of Gross Revenue ...	67 ^s 48	79 ^s 73	70 ^s 07	69 ^s 78
Balance of Net Revenue				
Per mile of Railway worked ...	£ 1,808,315	£ 1,046,100	£ 1,707,751	£ 1,798,679
Per traffic train mile ...	483	272	432	438
Per traffic train mile ...	28. 4 ^s 8 ^d .	18. 4 ^s 1 ^d .	28. 5 ^s 6 ^d .	28. 6 ^s 7 ^d .

(a) For details see Appendix No. 6. — (b) As detailed on Pages 5 and 6.

Gross Revenue of the Railways.

The Gross Revenue was £247,556 in excess of that of the preceding year, or equivalent to an increase of 4·34 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

					Increase.		Decrease.	
					Amount.	Per cent.	Amount.	Per cent.
					£		£	
Passenger Traffic—								
Country ...	...	...	...	...	...	...	42,431	2·81
Suburban ...	...	...	...	...	...	...	29,855	1·84
Dining Car Service ...	...	...	...	...	219	1·38	...	...
Parcels, &c. ...	...	...	...	...	...	...	5,154	2·07
Horses, Carriages, and Dogs ...	...	...	...	...	...	...	1,023	5·60
Mails ...	...	...	...	...	...	...	15,462	19·83
Goods ...	...	...	...	...	347,061	15·69	...	...
Live Stock ...	...	...	...	...	...	...	10,828	3·42
Minerals ...	...	...	...	...	...	...	12,184	14·79
Rentals ...	...	...	...	...	11,107	14·07	...	...
Miscellaneous ...	...	...	...	...	...	...	2,894	22·73
Total ...	...	...	...	...	358,387	...	110,831	...
Net Increase ...	...	...	...	...	£247,556			

The Gross Revenue per traffic train mile was 8s. 5·89d., by comparison with 8s. 3·03d. in the preceding year, and was the highest obtained during the past 39 years.

For comparative purposes, a statement is furnished hereunder showing the gross earnings per traffic train mile each year for the twelve years ending 30th June, 1917 :—

Year.				Revenue per traffic train mile.	
				s.	d.
1905-6	...	...	...	8	0·79
1906-7	...	...	...	7	11·96
1907-8	...	...	...	7	5·53
1908-9	...	...	...	7	4·81
1909-10	...	...	...	7	7·11
1910-11	...	...	...	7	6·58
1911-12	...	...	...	7	6·53
1912-13	...	...	...	7	3·77
1913-14	...	...	...	7	4·81
1914-15	...	...	...	6	8·94
1915-16	...	...	...	8	3·03
1916-17	...	...	...	8	5·89

Working Expenses of the Railways.

Excluding special and abnormal charges, the percentage of Working Expenses to Gross Revenue was 63·83, by contrast with 64·94 in the preceding year, 72·76 in 1914-15, in which year, however, the State experienced a very severe drought, and 67·36 in 1913-14.

The results of working by comparison with the year 1915-16 are fully explained on page 15.

Special and Abnormal Charges Against Working Expenses.

In addition to the ordinary Working Expenses, special and abnormal charges to the extent of approximately £354,597 were incurred during the year, as detailed hereunder :—

(1) Protection of important bridges and other structures against the enemies of the Empire ...	£
(2) Increased cost through having to obtain New South Wales coal overland owing to shortage of shipping due to the war ...	2,335
(3) Alterations to rolling-stock and to bridges, &c., in connexion with the Electrification of the Suburban Railways ...	41,000
	15,335

(4) Increased price and additional insurance, freights and exchange in respect of stores and materials, owing to the war	£	
(5) Relaying of lines with heavier rails, in order to release serviceable rails for the construction of new lines, &c.	76,600	
(6) Interest on special advances to the Department for the relaying of lines with heavier rails, in order to release serviceable rails for the construction of new lines, &c.	100,000	
(7) Allowances to staff owing to the increased cost of living in consequence of the war	11,339	
(8) Premiums upon Life Assurance policies effected under the Regulations by employees serving with the Expeditionary Forces	101,500	
	6,488	
Total	<u>£354,597</u>	

Percentage of Net Revenue to Capital Liability.

The Net Revenue after providing for the payment of Ordinary Working Expenses, Special and Abnormal Charges, and Pensions and Gratuities was equivalent to 3·02 per cent. of the total loan liability.

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

In conformity with the provisions of Section 102 of the *Railways Act* 1915, No. 2716, an amount of £6,993 15s. 9d. was appropriated by Parliament and paid to the Department to make good the decrease in revenue occasioned by the carriage at reduced rates of Victorian Coal purchased by the general public.

Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £140 in respect of the St. Kilda and Brighton Electric Tramway, was £39,903. Included in this amount, however, is a special payment of £10,000 which had to be made to the fund and charged to the Working Expenses for the year (*vide* Appendix No. 7), in order that there would be sufficient money at the credit of the fund to cover the liabilities.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £116,690 and £14,726 respectively, or a total of £131,416, as compared with £107,995 and £13,337 respectively, or a total of £121,332, in the preceding year.

The number of employees in the Service at 30th June, 1917, who were entitled to either pension or compensation, was 1,066, by contrast with 1,194 at 30th June, 1916, or a decrease of 128, *vide* Appendix No. 8.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1916, was £ s. d.
54,733,227 17 10
and during the year the expenditure so charged was as follows
(for details see Appendix No. 9):—

	£	s.	d.
Construction of New Lines and Surveys... ..	153,501	1	10
Electrification of Melbourne Suburban Lines	532,102	6	10
Additions and Improvements to—			
Way and Works	274,569	0	2
Rolling-stock	264,868	18	7

Total Increase in Expenditure on Capital Account	<u>1,225,041</u>	<u>7</u>	<u>5</u>
so that the total expenditure charged to Capital Account at 30th June, 1917, was	<u>55,958,269</u>	<u>5</u>	<u>3</u>

Loan Funds.

The total liability, at 30th June, 1916, in respect of Current Loans was £ 54,269,540 s. 16 d. 5 and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works	1,020,989	0	3
For Redemption purposes	1,545,000	0	0
	2,565,989	0	3
Less Amount redeemed	1,554,040	0	0
Net Increase for the year		1,011,949	0 3
so that the total liability, at 30th June, 1917, in respect of Current Loans was (<i>vide</i> Appendix No. 10)		55,281,489	16 8
	£	s.	d.
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1916, to		52,558,022	13 8
and as this amount was increased during the year ending 30th June, 1917, by		967,536	15 7
the total proceeds of Loans at 30th June, 1917, were		53,525,559	9 3
The difference between the increase in the proceeds of Loans and the net increase in the total amount of Current Loans allocated, which represents the Net Discount and Expenses for the year, was		44,412	4 8

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 10) amounted to	2,005,783	15	3
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	6,663	8	3
The debit for Interest Charges and Expenses for the year 1916-17 was therefore		2,012,447	3 6
which represents an increase of £85,340 as compared with the debit for the previous year.			

Non-Interest Bearing Funds.

	£	s.	d.
The amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was at 30th June, 1916	3,900,321	13	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	2,650	6	8
whilst the amounts provided out of the Consolidated Revenue for the Redemption of Loan moneys allocated to the Railways aggregated	9,040	0	0
The total amount so provided as at 30th June, 1917 (<i>vide</i> Appendix No. 5), was therefore		3,912,012	0 2

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
		£
Dunkeld to 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 (dismantled) ...	18·10	117,207
Fawkner Cemetery to Somerton ...	5·28	53,217
Geelong Race-course Line (dismantled) ...	1·96	5,317
Totals ...	47·96	392,741
Surveys for lines not constructed ...	...	365,436
Grand Total ...	...	£758,177

The interest charges upon such Capital, which is borne by the Railways and is wholly non-productive, would, at the rate of 4 per cent., amount to £30,327 per annum.

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

St. Kilda and Brighton Electric Tramway.

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

	Year 1915-16.	Year 1916-17.
Number of Passengers ...	3,126,984	3,450,442
	£	£
Gross Revenue ...	25,580	27,919
Working Expenses ...	22,844	20,502
Net Revenue ...	2,736	7,417
Interest Charges ...	4,697	6,250
Net Result ...	Loss £1,961	Profit £1,167

Although there was an increase of 323,458 in the number of passengers carried, and of £2,339 in the earnings, there was a decrease of £2,342 in the Working Expenses, and this is mainly accounted for by the reduced expenditure on the maintenance of the track and the roadway.

The Capital Expenditure at 30th June, 1917, on account of	£
the construction of the line was ...	107,731
and of rolling stock ...	48,511
or a total of ...	156,242

The Capital Expenditure incurred during the year amounted to £23,942, made up as follows :—

In connexion with the duplication of the line between the	£
Power-house and Brighton Beach ...	108
Erection of Sub-station at Elwood ...	9,640
Provision of new Car Shed at Elwood ...	1,775
Construction of new Rolling Stock ...	12,353
Sundry improvements ...	66
Total ...	23,942

Reconciliation with Treasury Figures.

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

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

New Lines of Railways.

During the year 22·24 miles of new railways were opened for traffic, and at 30th June last, 119·10 miles were in course of construction. The details of the different lines are shown in Appendix No. 13.

Mileage of Railways and Tracks Open for Traffic.

The route mileage open for traffic and the mileage of the main tracks and of sidings are shown in Appendix No. 14 and compare thus with the corresponding mileages for the year 1915-16 :—

	At 30th June.		Average for Year.	
	1916.	1917.	1915-16.	1916-17.
	Miles.	Miles.	Miles.	Miles.
Route Mileage... ..	4100·40	4122·64	3954·86	4104·34
Main Tracks	4451·80	4474·04	4301·96	4455·74
Sidings	795·13	817·88	764·98	803·67
St. Kilda and Brighton Electric Tramway—				
Main tracks	10·32	10·32	9·69	10·32
Sidings... ..	0·74	1·09	0·80	0·84

Analyses of Passenger, Goods, and Live Stock Traffic.

A comparative analysis of the Passenger Traffic during the years 1915-16 and 1916-17 is embodied in Appendix No. 19, and similar information in respect of the Goods and Live Stock Traffic is shown in Appendix No. 20, from which it will be seen that owing to the effects of the War there was a falling-off in both the Country and Suburban passenger business, and that although there was a marked increase in the tonnage of natural products, *i.e.*, wool, wheat, and other grain, butter and dairy produce, and also of firewood, timber, and fertilizers, an appreciable decrease occurred in respect of practically all other classes of loading. The tonnage of Live Stock carried was also less by 45,023 tons than in 1915-16, which retrogression was entirely due to the depletion of stock by the severe drought in 1914-15.

The Harvest.

The wheat yield for the 1916-17 season was 51,162,438 bushels, as compared with the record of 58,521,706 bushels for the previous season, but the quantity of wheat transported by rail during the year under review was the greatest yet handled, and aggregated 18,461,822 bags, as against 10,909,750 bags in 1915-16, whilst 2,126,246 bags of flour were railed, as compared with 1,286,745 bags in the previous season.

Unfortunately, a plague of mice attacked many of the wheat stacks at country stations, and in April last the Victorian Wheat Commission decided to have the wheat removed as promptly as practicable from the mice-infested areas to the seaboard, and it may be mentioned that 5,717,151 bags were transported during the period from

20th April to 21st June inclusive, which, with 660,441 bags of old season's wheat dealt with at Williamstown and Geelong, and the despatch of 514,965 bags of flour from various stations, made an average daily loading of 130,048 bags of wheat and flour for the period.

The lack of shipping necessitated the provision of considerably more stacking space with the requisite siding facilities both at the seaboard and at country stations. Increased storage accommodation was accordingly provided at or in the vicinity of Williamstown and Geelong, and additional stacking sites were made available at practically all the country stations at which wheat is loaded, involving a total expenditure of £31,164, of which £30,696 was debitable to Capital and £468 to Working Expenses.

At 30th June, 1917, approximately 10,599,183 bags of wheat were stacked at and in the vicinity of Williamstown, 3,882,015 bags at Geelong, and 3,134,458 bags at country stations, or a total of 17,615,656 bags.

Although all the orders for tarpaulins for covering flour for export were duly met, considerable difficulty was experienced in maintaining a regular supply for grain and other loading, owing to the fact that practically all of the available supplies of suitable canvas were requisitioned by the Imperial military authorities for war purposes. Special efforts were made, however, to obtain suitable material, and whilst it was not possible to secure sufficient canvas of the desired textile strength, a quantity of an inferior quality was procured, and additional workmen were engaged on the manufacture of covers to enable the supply to be increased with the utmost despatch, and special action was taken to ensure that the best use was obtained from those in existence.

Train Mileage and Train Loads.

During the year the policy was continued of maintaining the train mileage at as low a standard as practicable, having regard to the traffic requirements and the reasonable convenience of the travelling public.

The total train mileage run throughout the year was 14,022,040, as compared with 13,826,538 in the previous year, there thus being a net increase of 195,502 miles.

The country passenger train mileage was decreased by 102,232 and the suburban train mileage by 127,448, but the mixed train mileage was increased by 71,344, and this was almost entirely due to the necessary mixed train mileage run on new lines, which amounted to 62,096 miles.

There was also an increase in the goods train mileage of 353,838 miles, owing to the greater volume of goods traffic handled and the longer distance it was hauled, and the economical operation of the goods traffic may be demonstrated by the fact that, although the goods train mileage increased by 8 per cent., the gross ton mileage of the traffic hauled increased by 14 per cent.

In view of the new lines opened and the increase in the goods traffic handled, the net increase of 195,502 train miles must be regarded as satisfactory.

The policy of endeavouring to secure better loading for trucks has been consistently followed, and the general average obtained for each loaded truck mile run for the whole year was 8·3 tons, as compared with 7·5 tons last year.

The following statement is furnished of the train and truck performances in the years subsequent to the introduction of the Record system, viz., from 1905-6 to 1909-10 inclusive, and also in 1915-16, and 1916-17 :—

—		1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1915-16.	1916-17.
Percentage of Actual to Authorized Load over ruling grade	Mixed ..	64	66	65	67	71	70	72
	Goods ..	80	79	79	79	80	83	87
	Passenger..	151	152	154	158	164	192	199
	Mixed ..	161	167	167	169	174	199	205
	Goods ..	267	270	275	272	270	300	319
Average gross tonnage per traffic train mile								
Average goods and live stock tonnage per loaded truck mile								
Number of passengers carried per passenger and mixed train mile								
	Country ..	62·24	66·25	62·90	63·58	67·72	80·49	77·19
	Suburban..	102·70	101·95	105·70	112·34	117·50	147·67	146·33

It will be seen from the foregoing that the results obtained in the year 1916-17 were remarkably good, and they were substantially better than in any previous year, except that there was a slight decrease in the number of passengers carried per mile as compared with the year 1915-16. In fact, the close supervision that has been exercised has produced results which are considered to be very nearly the maximum that can be obtained, having regard to the fluctuations in the traffic, and superior results can hardly be expected until higher tractive power locomotives are available.

Tramway Competition.

The operation of certain Electric Tramways within the Suburban area proves to be exercising an even greater adverse influence upon the annual Revenue of the Department than was stated in our last Report, as will be seen from the following comparison :—

System.	Tramway.	Effect upon Railway Revenue per Annum.			
		Year 1915-16.		Year 1916-17.	
		Approximate Increase.	Approximate Decrease.	Approximate Increase.	Approximate Decrease.
		£	£	£	£
●Essendon	Keilor-road and Maribyrnong River	..	10,290	..	7,991
Prahran-Malvern ..	High-street	..	18,272	..	17,487
	Dandenong-road	..	2,316	..	3,390
	Balaclava-road	757	..	159	..
	Glenferrie-road	..	6,051	..	7,892
	Glenhantly-road	..	52	..	58
	Malvern-road	..	460	..	1,946
	New Extension	..	3,504	..	6,728
Hawthorn-Camberwell ..	Princes-bridge-Burwood	..	20,000	..	27,000
	Totals	757	60,945	159	72,492
	Net Decrease	..	60,188	..	72,333
<i>Additional Lines—</i>					
Brunswick-Coburg ..	Queensberry-street and Barker's-road	..	..	..	1,011
Prahran-Malvern and Hawthorn	Whitehorse-road and Riversdale-road	..	..	..	1,864
Approximate loss of Revenue sustained per annum by the existence of the Tramways		..	60,188	..	75,208

During the year we augmented the train service on the Camberwell line on trial for a limited period, in order that it could be determined whether the lost traffic might thus be recovered to any extent, but without avail, and in the interests of economy the trains were again discontinued.

In our last Report we urged that so long as the then existing principle governing the construction of tramways was continued, under which electric lines were being laid along routes close to and parallel with the railways, despite protests on our part as to the competition created against the State railway system, the Railway Department should be compensated in some degree for the loss of revenue resulting, and it is observed that provision has been made for this in the Melbourne and Metropolitan Tramways Authority Bill to be brought before Parliament.

Non-paying Lines.

In this State there is an abnormal number of short branch lines over which only a limited load can be taken because of the grades, and on which the traffic is so small that it can be conducted by one train or less per day, and in such cases the revenue derived from the limited business offering cannot possibly cover the interest and maintenance charges as well as the other elements of working expenditure. Therefore it will be apparent that there must be a very large mileage of lines that are non-paying.

At 30th June last there were 36 lines on which the traffic was being efficiently conducted with less than a daily train service, and 28 lines on which the service was limited to six regular trains per week, additional goods trains being scheduled only at times of exceptional traffic, and the majority of such lines constitute a distinct burden on the system.

Since the abolition of Local Rates it has been the practice to maintain records of the results of operating only a comparatively few lines, and, consequently, it is not practicable to furnish a complete list of the lines that are failing to earn sufficient revenue to cover Interest Charges and Working Expenses.

Under the provisions of Section 102 of the *Consolidated Railways Act 1915*, we are entitled to claim credit for any loss entailed by the operation of new lines authorized by Parliament since the year 1896; but this provision has not so far been put in effect. We feel, however, in justice to the administration, that credit should be claimed for the losses incurred in respect of such of those lines as are still non-paying, and arrangements have therefore been made to maintain a record of the financial results of the lines, constructed since 1896, which have not been established to be paying, with the object of claiming credit for the losses sustained.

Curtailment of Capital Expenditure.

Owing to the unfavorable financial conditions prevailing and the high rate of Interest which has to be paid for Loan moneys, special attention was devoted during the year to the reduction of Capital Expenditure on both Works and Rolling Stock. The restrictions imposed upon the expenditure are reflected in the following comparison of the Capital Expenditure incurred on additions and improvements on existing lines (excluding electrification) and on rolling-stock during the five years ending 30th June last:—

Year.			Capital Expenditure incurred on additions and improvements on existing lines, excluding electrification.	Capital Expenditure incurred on Rolling Stock.
			£	£
1912-13	...	...	516,630	816,785
1913-14	...	...	618,788	816,222
1914-15	...	...	700,846	726,209
1915-16	...	...	738,525	504,341
1916-17	..	...	274,569	264,869

The financial outlook is such that we intend in the current year to again restrict Expenditure against Capital, and to sanction only such new works and additional facilities as are absolutely necessary for the efficient operation of the Department; and in preparing the schedule for the 1917 Loan Application Bill provision has been practically confined to the expenditure required for the completion of works which are now in hand, and which must be finished as soon as practicable, and the item for new Rolling Stock has been restricted to £120,000.

Deferment of Expenditure.

In connexion with the special advances which have been obtained from time to time for relaying certain lines with heavier rails in order to release the lighter rails for the construction of new lines, &c., the following amounts are debitable against future years under the authority of Acts Nos. 2501, 2550, and 2585:—

Year.	Amount to be debited.			
	£			
1917-18	..	..	..	100,000
1918-19	..	..	..	100,000
1919-20	..	..	..	50,000
1920-21	..	..	..	50,000
1921-22	..	..	..	25,000

During the year, and, in fact, for several years past, it was found necessary to undertake many important works on existing lines, involving considerable expenditure, a portion of which was debitable against Capital and the balance against Working

Expenses, and, until 1916-17, it was customary to debit the whole of such charges against Working Expenses in the particular year in which they were incurred. Obviously, however, this principle entailed a heavy burden, and, although it is considered advisable to clear such debits as early as practicable, it is deemed unfair, especially in the existing financial stress, that the charge should require to be met in any one year in the case of large works such as the regrading of the Camberwell line, the erection of a new Shipping Shed at Montague, the electrification of the Melbourne Suburban lines, and the general rearrangement of, and provision of additional accommodation at, large country stations, &c., which will also be for the benefit of the future.

The expenditure ordinarily chargeable to the Working Expenses of the year 1916-17 in respect of such works amounted to £221,540, and it was accordingly decided to distribute this charge over a period of three years, *i.e.*, £100,000 against the year 1916-17, and the balance in equal proportions against the two succeeding years; and the necessary consent of Parliament to so defer the expenditure was obtained under Act No. 2885. It is intended to seek authority to follow a similar course in respect of the corresponding expenditure for the current year, which, however, will be appreciably less than in the year 1916-17.

Rolling Stock Depreciation Fund.

Prior to November, 1904, the expenditure incurred in connexion with the replacement of Rolling Stock was debited directly against the Working Expenses of the particular year in which the money was expended, but in that month an Act (No. 1946) was passed by Parliament which provided for the establishment of a Rolling Stock Replacement Fund, to which should be credited the proceeds of the sale or other disposal of locomotives, carriages, trucks, and other rolling stock.

In addition to the moneys which have thus been paid into the Fund, and are of limited extent, the following amounts were transferred thereto from surplus Revenue or contributed to the Fund after being debited to Working Expenses:—

Year.	Amount Contributed to Fund.				£
1904-05					60,000
1905-06					60,000
1906-07					100,000
1907-08					..
1908-09					..
1909-10					170,000
1910-11					100,000
1911-12					50,000
1912-13					50,000
1913-14					50,000
1914-15					50,000
1915-16					30,000
1916-17					50,000

These payments have so far proved just about sufficient to meet the deficiencies arising in the Rolling Stock by obsolescence, &c., and will continue to do so for some little time to come, but in view of the considerable additions which have been made to the Rolling Stock generally, particularly in recent years, it is obvious that, when the life of this stock is exhausted, exceedingly heavy liabilities for replacements will arise within a limited period which cannot be met out of the Working Expenses of the particular year. We accordingly consider it highly desirable that a Rolling Stock Depreciation Fund should be built up by regular contributions on a sound financial basis so that future liabilities may be met as they arise, without imposing an undue burden on any particular year.

The Railway finances at the present time, however, and probably during the next few years, will not admit of any substantial contributions being made to the proposed Fund, and it is therefore our intention to continue to meet the liabilities in the best manner possible until there appears to be a prospect of the railways again earning some profits. As soon as the time is opportune to do so, we will submit a scheme for the establishment of the desired Fund.

Increase in Freights and Fares.

In our last Report we intimated that, although deficits in the financial result of the operations of the Railways had obtained in respect of the years 1914-15 and 1915-16, and the outlook for the future was not bright, the experience of previous years influenced us in withholding a recommendation for an increase in freights and fares until a more reliable forecast as to the future could be made.

Since then, however, the conditions have shown a decided turn for the worse, as the passenger business has fallen off and traffic in the higher classes of merchandise has decreased because of the influences of the War, the rates of pay of the staff have risen, the price of coal and materials has considerably advanced, and interest charges became higher, and there is, unfortunately, no prospect of obtaining immediate relief in respect of any of these items, some of which, such as wages, price of coal, &c., are showing a further upward tendency, whilst the deferred payments alluded to on page 12 also affect the situation. The general outlook was consequently such that very large deficits were inevitable unless more revenue was forthcoming, and we accordingly sought authority in January last to raise the freights and fares in order to yield an additional revenue of between £450,000 and £500,000 per annum.

The Government, however, decided to hold the matter over until the views of the Royal Commissioner appointed to investigate the working of the Department could be obtained, and he advised that the charges should be increased sufficiently as from 1st July, 1917, to produce an additional £500,000 of revenue per annum.

This recommendation has been given effect to, and the amount will, it is expected, be gained from the different classes of traffic as follows :—

From passenger and other coaching traffic	..	..	£252,000
From goods, wool, and live-stock traffic	..	..	248,000
Total	..	..	£500,000

The freights and fares in operation during the year 1916-17 were producing approximately £225,000 per annum less than if the charges existing in 1905-6 had still been applicable, and the increases sanctioned as from 1st July last will therefore yield only, say, £275,000, or less than 5 per cent. more revenue than would have been obtained from the charges which operated in 1905-6. Having regard to the adverse influences which have so materially affected the operating costs of the Department in common with outside business establishments and virtually the whole of the railways of the world, practically all of which have found it necessary to pass the increased expenditure on to their customers, the higher freights and fares now in effect are fully justified.

Financial Review.

The financial operations of the year resulted in another deficit, but this was again entirely due to influences over which we had no control, and was attributable mainly to the increase in the cost of coal and other material, the increase in the wages of the staff, and other factors arising from the influence of the War. The following statement shows the differences between the estimated and the actual results of working for the year, and the causes therefor :—

(a) COMPARISON BETWEEN THE ESTIMATED AND ACTUAL RESULTS FOR THE YEAR 1916-17.

The Estimates as finally revised were—

Gross revenue	..	..	..	£6,042,000
Working expenses	..	..	£4,129,385	
Interest charges	..	..	2,023,037	
Pensions and gratuities	..	..	119,585	
				6,272,007
Estimated deficit	..	..	..	£230,007

Whereas the actual results were—

Gross revenue	..	..	..	£5,980,638
Working expenses	..	..	£4,174,542	
Interest charges	..	..	2,012,447	
Pensions and gratuities	..	..	131,416	
				6,318,405
Actual deficit	..	..	..	£337,767

The difference between the Final Estimates and the actual results is accounted for as under—

Decrease in revenue	£61,362
Principal increases in working expenses—	
Higher cost of coal	£100,500
Higher cost of oils, &c., and water	3,000
Replacement of worn-out tarpaulins rendered possible by supplies of canvas being obtained	16,000
Increased special maintenance necessarily debited to the year 1916-17 in respect of the expenditure on various small works which was not available for deferment under Act No. 2885	40,000
Increased contribution to Rolling Stock Replacement Fund	20,000
Special contribution to meet deficiency in the Railways Accident and Fire Insurance Fund	10,000
	189,500
Less savings in ordinary working, maintenance, and repairs	144,343
Net increase in working expenses	45,157
Increase in pensions and gratuities	11,831
	£118,350
Less Decrease in interest charges	10,590
Net increase in deficit	£107,760

(b) COMPARISON BETWEEN THE FINANCIAL RESULTS OF OPERATION OF THE YEARS 1915-16 AND 1916-17.

The following further comparison, which contrasts the results of working for the year 1916-17 with those for the year 1915-16, when, as was effectively demonstrated in the Report for that year, the operations were conducted with due economy, is furnished to indicate that the results obtained in respect of the year under review were even more satisfactory from the aspect of economic operation :—

The deficit for 1915-16 was	£337,952
Whilst that for 1916-17 was	337,767

The deficit was therefore practically the same in each year, and, so far as the latter year is concerned, the various favorable and unfavorable factors which influenced the result may be shown thus—

Favorable Factors.

Increase in revenue	£249,895
Decrease in special maintenance	54,565
	£304,460

Unfavorable Factors.

Increments to staff	£44,000
Additional cost of coal, based on 1915-16 prices, including increased cost of handling	166,166
Maintenance of additional rolling stock	14,000
Increased special and abnormal charges	62,333
Increased payment to Rolling Stock Replacement Fund	20,000
Special contribution to Railways Accident and Fire Insurance Fund	10,000
Additional interest charges	85,340
Additional pensions and gratuities	10,084
	£411,923
Balance in favour of the working results of 1916-17..	£107,463

The balance of £107,463 represents only portion of the savings that have been effected during the year as compared with 1915-16, and if allowance be made for many other factors, such as—

- (a) The maintenance and operation of new lines opened during the year or which were opened during the course of 1915-16 and operated for the whole of the year 1916-17 ;
- (b) The loss of revenue due to tramway competition ; and
- (c) The falling off in the high class merchandise business and in the passenger traffic,

in addition to other more or less minor items which cannot be readily valued, it is obvious that the improvement in operation is really more marked than is disclosed by the figures quoted.

(c) COMPARISON BETWEEN THE RESULTS OF WORKING THE RAILWAYS IN 1916-17 AND 1911-12.

In the Report for the year 1915-16 an analysis was given of the comparative results of the operation of the Railways for that year and 1905-6, the latter being the first year for a long period in which a profit was shown. It is unnecessary therefore to further pursue the contrast with the year 1905-6, especially as such a comparison would show the operations for the year 1916-17 in a still more favorable light, but it is considered that a comparison between the results for the years 1916-17 and 1911-12 will be informative. In the latter year the gross earnings of the Railways exceeded the working expenses and interest charges by £264,062, and the results achieved during the financial year under review show to considerable advantage when the conditions are equalized as far as practicable to admit of a fair comparison, as will be seen from the following statement :—

	Year 1916-17.		Year 1911-12.	Increase (+) or Decrease (-) as compared with 1911-12.
	Actual Results.	Equated to the Conditions effective in 1911-12.		
Gross revenue	£ 5,952,719	£ 5,794,764	£ 5,218,967	..
Total working expenses ..	4,154,040	3,377,081	3,310,484	..
Revenue per train mile ..	8s. 5·89d.	8s. 3·18d.	7s. 6·53d.	+ 8·65d.
Working expenses per train mile	5s. 11·10d.	4s. 9·80d.	4s. 9·42d.	+ 0·38d.
Percentage of working expenses (including special and abnormal charges) to revenue ..	% 69·78	% 58·27	% 63·43	— 5·16

The increased earnings per train mile, while partly caused by the higher tractive power of locomotives, were mainly produced by economic operation, and the slightly higher cost per train mile was due principally to the larger locomotives in use and to the greater number of non-paying lines.

It is obviously impossible to make allowance in a complete manner for the great variation in the conditions operating in these two years, but cognisance has been taken of the lower freights and fares in operation in 1911-12, and as regards the working expenses, the increase in the basic wage and the general increased payments to the staff consistent therewith, the higher price of coal, the increased cost of handling coal, the additional special and abnormal charges, the increased payments for pensions and gratuities, and the extra contribution to the Railways Accident and Fire Insurance Fund, have been taken into account. Numerous other factors, however, such as the higher price of materials generally, the maintenance and operation of new lines, of which the majority are non-paying, and the increased debit for the maintenance and repair of the additional rolling stock which has been added to the system, have operated disadvantageously during the year, and these, if allowed for, would still further improve the comparative position in respect of the operations for the year 1916-17.

Although for the reasons mentioned above the working expenses increased from £934 per mile of railway in 1911-12 to £1,012 in 1916-17, the revenue earned

per mile of railway, notwithstanding an increase in the freights and fares since 1911-12, was less in the year under review than in that year, as will be seen from the following statement :—

	Year 1911-12.	Year 1916-17.
Average mileage of railways operated ..	3,543 ..	4,104
Revenue per mile, actual ..	£1,473 ..	£1,450
Revenue per mile, equated to the basis of the charges in effect in 1911-12 ..	..	£1,412

The lower density of traffic thus disclosed reflects the paucity of business on the lines which have been constructed since the year 1911-12, and demonstrates the adverse influence of the new lines upon the financial results of working.

(d) GENERAL REVIEW.

The effects of the War were felt during the year to an appreciably greater extent than in the preceding year, as apart from the higher cost of coal, stores and materials generally, there was a marked diminution in the Revenue derived from passengers and a falling-off in general merchandise traffic, particularly in the classes of merchandise which produce the higher freights. The outlook for the future is by no means promising, because in addition to the extra debits which will have to be provided for in respect of the deferred expenditure on special maintenance and in connexion with the relaying of lines with heavier rails in order to release light rails for construction purposes, it is understood that there will be a considerable advance in the interest charges against the Department during the next four years at any rate, on account of loan conversions which will take place during that period.

The following statement sets out approximately the additional interest charges which will have to be borne according to the conversion rate of interest specified, and it is probable that the rate will exceed 5 per cent :—

Year.	Increase in Interest Charges if the Conversion Rate be—		
	5 %	5½ %	6 %
1917-18 ..	£ 22,500	£ ..	£ ..
1918-19 ..	67,500	82,500	97,500
1919-20 ..	75,000	92,500	110,000
1920-21 ..	91,000	116,500	142,000

Moreover, the general tendency is for wages to become higher, whilst there is no indication at present of the likelihood of a reduction in the cost of coal and other materials, and it is probable that the prices will even advance.

It should be realized also that the State has had the benefit of exceptional harvests during the past two years, and that such favorable conditions cannot be expected to invariably occur.

The results attained in the year under review could only have been achieved by exercising the strictest purview over train and truck performances, and by eliminating waste, gaining every possible economy, and securing the co-operation of the staff generally in an endeavour to curtail expenditure and operate the service at the lowest possible cost. During the current year every effort will again be used to conduct the work of the Department as economically as practicable, having regard to efficiency and the general convenience of the public, and the Interest Charges will be kept as low as practicable by the avoidance of expenditure on all but the most necessary works.

Notwithstanding the efforts which will be made in this direction, however, and that higher freights and fares representing an additional annual revenue of approximately £500,000 came into operation on the 1st July last, we regret to say that owing to the increased price of coal, oil and other stores, additional renewals of track, &c., which cannot be longer postponed, the cost of the reclassification of the Staff by the

Board appointed for that purpose, which alone will involve a debit against the Working Expenses of approximately £200,000, and the increased interest charges and deferred expenditure which will have to be met, there does not appear to be any prospect of balancing the ledger during the year 1917-18. In fact, it seems certain that there will be a deficit almost equal to that of the year 1916-17, although it will be somewhat reduced by the claim which it is proposed to make for a reimbursement of the losses on non-paying lines constructed since 1896, and a further reduction will eventuate if the Government agrees to adopt those recommendations of the Royal Commission for the relief of the Railway Accounts, with which we are in accord.

Investigation by Royal Commission.

In consequence of the deficit in the railway finances, and the frequent statements made both in Parliament and in the press that it was occasioned by inefficient and uneconomic administration, the Government appointed Mr. T. R. Johnson, formerly Chief Commissioner of the New South Wales Railways, a Royal Commission to inquire into the working as a business undertaking of the Railways, more especially in relation to the prevailing rates, charges, methods, practices, and policies existing, adopted, or favoured by the Management, and generally to report such alterations and improvements in the organization and conduct of the business of the Department as seemed best fitted to increase the railway revenue and keep down expenses, without unduly hampering traffic or production.

Mr. Johnson held his inquiry in public, and offered every opportunity to those who had persistently and adversely criticised the administration to substantiate their criticisms, but the few who attended for this purpose gave no practical assistance to the Commission, and their inability to produce any tangible evidence in support of the general charges that had been made against the Management afforded proof of the absence of any foundation therefor. In fact, Mr. Johnson stated in his Final Report that the only truth established by the criticism was that the Working Expenses of the Railways represented 64·94 per cent. of the gross revenue of the year 1915-16, and that, although the revenue for that year was the greatest on record, a loss of £337,952 resulted.

Mr. Johnson was accordingly obliged to initiate his investigation on lines formulated by himself, and he made a searching examination of us and a number of our officers on practically every phase of railway administration, and called for numerous statements and returns to assist him in forming his opinions. He inspected most of the main lines and many branch lines, the largest railway stations, workshops, locomotive depôts, goods sheds, &c., and we feel warranted in stating that during his stay, which extended over a period of three months, he thoroughly acquainted himself with all that was necessary to enable him to reach just conclusions upon the subject of his investigation.

On 19th May, 1917, he furnished an Interim Report, in which he pointed out that the evidence adduced up to that date showed that the estimated deficit for the year 1917-18 would approach, if not exceed, £750,000 unless more revenue was assured, that he saw no prospect of effecting economies which would relieve the anticipated deficit, and that it was, therefore, necessary to increase the freights and fares as from 1st July, 1917, so as to provide at least £500,000 additional revenue for the year.

In a review of the financial position he stated that his investigations clearly disclosed that the deficit of £337,952, which was incurred in the operation of the railways during the year 1915-16, was brought about, not by any want of economy in the actual working of the railways, but by—

- (a) The incidence of abnormal charges against Working Expenses ;
- (b) The large increase in Interest Charges due to heavier Capital Expenditure ;
- and
- (c) The increase in wages and cost of materials.

He summarized his conclusions as follow :—

- (1) That, having in view the abnormal conditions of the last three years, which conditions are still in force, *the Victorian Railways are administered with due regard to economy, efficiency, and the public convenience ;*
- (2) That the deficits in the Railway accounts have been largely brought about by influences beyond the control of the Railways Commissioners ;

- (3) That matters of State policy, in many instances approved by Parliament, have had considerable effect in bringing about the present position of the railway finances ;
- (4) That business management should be associated with compensation to the Railways Commissioners for losses occasioned by State policy, as provided in section 102 of the *Railways Act 1915* ;

and the result of the investigation has therefore completely justified the management.

As regards the third item of Mr. Johnson's conclusions, it would appear that in attributing the present condition of the finances, in a measure, to matters of State policy, he had in his mind the construction of new lines and the electrification of the Melbourne suburban railways, which have undoubtedly up to the present adversely affected the Railway finances, and probably the repeal of the Railway Funds Act of 1907, which provided for surpluses obtained during years of prosperity to be used towards meeting deficiencies in lean years.

We are in entire accord with Mr. Johnson's opinion that the Railways should be compensated for losses occasioned by State policy, but desire to invite attention to the fact that the term "business management" must obviously bear a different interpretation as compared with a private organization which is not subject to similar control. Although absolved from political interference in regard to administration, we are not free to increase our charges for services rendered in the same way as a private organization, and must, on the other hand, consider the convenience of the people to a greater extent than would be done by a private undertaking. A State undertaking, such as the Railways, which are not only developmental, but exist for the convenience of the people, cannot therefore be run on strict business lines in the same way as a private organization.

Mr. Johnson's recommendations for improving the present financial situation of the Railways were—

- (1) That the construction of new railways be suspended, and even on lines in course of construction the expenditure should be reduced to the lowest possible limits ;
- (2) That interest on capital expended upon new lines be not charged against the Railways until the lines are open for traffic ;
- (3) That under the provisions of section 102 of the *Railways Act 1915* the Department be reimbursed each year from the Public Accounts any losses sustained by the operation of new lines, and relieved of interest charges upon the electrification of the suburban railways until an appreciable part of the work is in actual operation ;
- (4) That interest on the cost of surveys for lines proposed, but not constructed, and interest on the capital cost of lines now closed be not charged against the Railway Account ;
- (5) that the concessions to traders on all-lines tickets, set out in the Railway Rates Book, be abolished ; and
- (6) that the special Funds established under the Railway Funds Act of 1907 be reintroduced,

and with each of these proposals we are entirely in accord.

He also recommended that the charges to Working Expenses on account of relaying with heavier rails and in connexion with Capital Works be spread over a further period of ten years ; but we do not favour the idea of unduly mortgaging the earnings of future years, and are strongly opposed to such an extended deferment of these charges, but as particularly referred to on page 13, it is our intention to seek authority to spread the Working Expenses proportion of the expenditure incurred on Capital Works during the current year over a period of three years, as was done under Act No. 2885 in respect of the corresponding debit against the Working Expenses of the year 1916-17.

Mr. Johnson further advocated the construction as rapidly as possible of locomotives of the "Consolidation" type ; the use of superheated steam on all locomotives of the "Consolidation," "A2," and "DD" types ; and an extension of the system of payment by results to the artisans employed at the Ballarat and Bendigo Workshops.

We already had a pattern locomotive of the "Consolidation" type under construction at the Newport Workshops, and had given attention towards securing the advantages of having locomotives of higher tractive power, and extending the principle of equipping locomotives with superheating appliances, as will be seen on reference to

page 27 of this Report, whilst as regards payment by results to artisans we have practical experience of the benefits derivable from this system of payment, which is now undoubtedly applied in a much greater degree in the Victorian Workshops than in any other of the Australian Railway Workshops, and will be extended as opportunities offer.

We are entirely opposed to Mr. Johnson's recommendation that differential rates of pay, based upon the lower cost of living in the country, be applied to the artisans employed in the Ballarat and Bendigo Workshops, but we favour the policy which he has also recommended of sending officers abroad to see the latest developments in railway working in other parts of the world. As a matter of fact, the Department is not unduly disadvantaged in this respect, as we and a number of our leading officers have already been abroad, and Sir Thomas Tait, who had an extended experience of American railway working, was associated with the Department from 1903 to 1910, whilst the officers generally are able to keep themselves acquainted with railway developments in other countries by a study of valuable railway and engineering technical literature, which is specially obtained for the purpose.

Our views on the conclusions and recommendations of the Royal Commission, of which the foregoing is a summary, have been communicated to the Honorable the Minister, and it may be mentioned that the adoption of the recommendations as regards the interest charges in respect of lines under construction and on the cost of closed lines and unproductive surveys, the loss on non-paying lines, the interest charges on electrification, and the abolition of concession to traders, with which we concur, would relieve the Railway finances for the year 1917-18 by approximately £240,000.

Electrification of Suburban Railways.

The carrying out of so great an engineering undertaking as the Electrification Scheme would in normal circumstances have imposed a heavy burden upon the Commissioners, their Consulting Engineer, and the Departmental Officers concerned, but the natural difficulties have been accentuated by conditions due to the war, which have disorganized the construction programme through retarding the delivery of essential equipment, and involved considerable unavoidable additional expense.

Despite many hindrances, however, the scheme has now been advanced to a stage when the provision of comparatively little equipment will admit of electric trains being run on the Sandringham-Essendon line, while the installation of a further relatively small proportion will enable the electric service to be extended shortly afterwards to the Williamstown, St. Kilda, and Port Melbourne lines.

The British Contractors who were relied upon to furnish certain plant essential for the first line have been required by the Imperial Authorities to suspend the work and devote their resources to the production of urgently wanted war materials, and, as there was doubt as to when they would be able to resume, it became necessary, in order to obviate indefinite delay in the inauguration of electric traction, to make other arrangements for the indispensable rotary converting plant, transformers, and switchgear.

With the approval of the Government, therefore, plant has now been ordered to the value of approximately £30,000 from the General Electric Company of America, which has the contract for the electrical equipment of the suburban rolling-stock, and it is expected that even should the British Contractors find it impossible to effect deliveries until after the war, this equipment, in conjunction with that already available, will permit of the first electric trains being operated next year; but in view of the war outlook and the possibility of unexpected happenings, a definite date cannot be forecasted.

The effects upon the industrial position in Great Britain of the present war situation could not have been foreseen when the anticipation was expressed in our last report that it might be practicable to commence electrical operation at the beginning of 1918, but we are endeavouring in every possible way to reduce the unproductive period, and to hasten the time when the public may experience the benefits of the improved system and the Department may be able to derive advantage from the resultant economies.

Although disappointment is inevitable at the unavoidable delay, gratification can be felt that, in spite of adverse influences, so many complicated sections of the undertaking have been either completed or advanced to such a stage that when the British Contractors recommence operations the whole scheme will, line by line, rapidly reach its consummation.

The Newport Power Station is practically finished, with the exception of minor details, certain switchgear essential for operating purposes, and the last two 10,000 kilowatt turbo-alternator sets which, whilst under manufacture by Messrs. Parsons and Co. Limited, were commandeered by the Ministry of Munitions. These sets will not, however, be required until the final sections of the overhead equipment are approaching completion, and the Ministry of Munitions and the Contractors have undertaken to replace them as soon as possible.

The underground 20,000-volt transmission cables which have been installed between the Power Station and the Prince's-bridge, Newmarket, Middle Brighton, and Newport substations, include the most difficult sections on account of the routes traversing busy thoroughfares, and whilst the laying of certain additional cables that will ultimately be necessary between the Power Station and the Prince's-bridge Substation has had to be deferred through shortage of supplies, these are not essential at the outset.

The overhead equipment of the Sandringham-Essendon and Flemington Race-course lines is approaching completion, and the steel structures have been erected along the Williamstown, Williamstown Race-course, St. Kilda, and Port Melbourne lines. In addition, large stocks of structures and steel for the manufacture of additional structures are available for other routes.

The Jolimont Car Shed and the Substation buildings at Prince's-bridge, Newmarket, Middle Brighton, Glenroy, Newport, Albion, and North Fitzroy have been completed as far as possible, but only a small part of the substation rotary converting plant and switchgear required has yet been received.

Large quantities of motors and other apparatus for the conversion of the rolling stock have been delivered to the Jolimont Car Shed, where the equipment of the cars is being carried out by the General Electric Company, which has made substantial progress with the equipment of coaches necessary for the initial stages of electrical operation. Owing to the disorganization of the programme under which the different contracts were co-ordinated, it became essential to exercise the contract provision empowering the Commissioners to order a temporary suspension of the electrical equipment of the rolling-stock, and this work will be resumed as soon as circumstances warrant it.

The minor sections of the scheme have been advanced to the furthest stage possible at the present juncture, and the total expenditure incurred on the work during each fiscal year since its initiation, exclusive of the capital expenditure on the construction of new and alteration of existing rolling-stock, is shown hereunder :—

Year.	Working Expenses.			Capital.	Total.
	Way and Works Branch.	Rolling-stock Branch.	Total.		
	£	£	£	£	£
1912-13 ...	181	...	181	27,976	28,157
1913-14 ...	876	...	876	151,618	152,494
1914-15 ...	19,944	18,000	37,944	751,980	789,924
1915-16 ...	14,974	48,039	63,013	690,482	753,495
1916-17 ...	11,250	4,085	15,335	532,102	547,437
Total ...	47,225	70,124	117,349	2,154,158	2,271,507

whilst the commitments on account of the Scheme under the respective contracts amounted; as at 30th June, 1917, to approximately £2,500,000.

General Scheme of Power Supply.

When the Newport Power Station is in operation the State will possess a valuable public instrumentality, which will not only meet the normal railway requirements for many years ahead, but in addition will be able to provide an appreciable quantity of electrical energy for industrial and general purposes, the volume depending upon the hours during which such supply may be required by users.

and special apparatus on these sections, are in progress.

By making available to manufacturers and others surplus power from Newport, encouragement will be given to the development of industries pending the consummation

The erection of signals and the laying down of control wires have been actively proceeded with, and a brick signal cabin has been built at Brighton Beach, from which it is intended to operate the points by electric motors.

The work generally has, however, been much delayed owing to War conditions.

Economies in Lighting.

In view of the economy in lighting that is gained by the use of half-watt lamps instead of the ordinary incandescent lamps, it has been found that by substituting electric lighting for gas and kerosene lighting at a number of the larger stations and station yards, &c., the cost of lighting could be reduced below the expenditure that was incurred thereon prior to the war.

This is the more satisfactory when the marked increase in price which now has to be paid for petrol and kerosene is taken into consideration, and electric lighting has accordingly already been installed at such places as Ballarat, Bendigo, Geelong, and Horsham, with the advantage mentioned, and wherever the change can be effected with economy the existing methods of lighting will be replaced by electricity.

Erection of Grain Silos.

In our previous Report we expressed the view that it would be advantageous to establish a system of bulk handling of grain in Victoria, and on 20th September, 1916, a resolution was adopted by Parliament that it was desirable that a system of bulk handling should be introduced.

Owing to the depredations of mice during the past season and the absence of shipping facilities for the export of wheat in consequence of the War, a Wheat Storage Commission was appointed by the Prime Minister of the Commonwealth to investigate the question of the protection of the grain, with the result that the Commission recommended the erection of silos at certain country stations and at the seaboard in such a manner that the structures will form a component part of the ultimate scheme for bulk handling, and a Bill is now before Parliament for the necessary authority for their establishment.

The proposal provides for the location of silos at stations at which at least 40,000 bags of wheat per annum have been delivered by farmers and despatched therefrom by rail during each of the three years 1913-14, 1915-16, and 1916-17, the year 1914-15 being excluded because of the failure of the harvest in that year consequent upon the drought. The proposed total capacity of the silos to be erected is 10,400,000 bushels, of which 2,200,000 bushels are to be accommodated at Williamstown, 1,000,000 bushels at Geelong, and 420,000 bushels at Portland.

Regrading and Duplication of the Caulfield Line.

The new station buildings on the street level at South Yarra, which was the last work to be performed in connexion with the regrading and duplication of the Caulfield Line, have been completed and brought into use, with the exception of tar-paving the platforms, which will be carried out as early as convenient. The abolition of the level crossings on this line has proved a great public convenience, and the whole scheme has already been of considerable advantage to the Department in the working of the traffic. Owing to the financial stringency, however, it has not yet been possible to afford the travelling public the measure of convenience which is practicable in respect of non-stopping trains and which will be provided when the conditions improve.

Regrading of the Camberwell Line.

Steady progress has been made with this work, but operations were retarded by the necessity to limit the expenditure on Capital Funds. Nearly two-thirds of the total excavation has been carried out, and the earth so released has been mainly utilized to form the permanent embankments, which are four-fifths completed; the permanent platforms and station buildings, &c., at Glenferrie and Auburn are well in hand, and those at Camberwell have been commenced. Retaining walls have been erected at Tara-street and Burwood-avenue, and the sub-structures of all

During the year 24 miles of track were re-laid with steel rails, as indicated hereunder :—

Description of Rails.						Miles of Track Relaid.
New 100 lbs.	..	..	..	..	..	1·3
New 80 lbs.	..	..	..	..	..	16·9
Serviceable 100 lbs. and 80 lbs.	..	..	..	..	..	1·2
Serviceable 75 lbs., 66 lbs., and 60 lbs. released from other lines by the substitution of heavier rails	..	..	..	..	..	4·6
Total	..	..	..	..	..	24·0

of which 14 miles were re-laid with heavier rails in order to provide serviceable steel rails for the construction of new lines of railway and new sidings.

The tracks were strengthened by 4,163 additional sleepers, 136,470 sleepers were renewed, and 15 miles of fencing re-built.

Two hundred and sixty-eight interlocking levers were installed at 11 places, making the total number of interlocked levers in use at 30th June last 10,792, at 830 places, and the proportion of interlocked places 78·23 per cent.

Seventy-four sets of Staff, Annett, or Tablet Lock Gear were provided at 42 intermediate non-staff stations, and 9 sets of Plunger Locking Gear at 8 staff stations; and 10 electric staff stations, 5 track-locked sections, and 3 tablet sections were installed.

Spencer Street Station.

It has been obvious for many years that an up-to-date station should be provided at Spencer-street, which is the Melbourne terminal of Inter-State and all Country line trains, with the exception of the Eastern and South-Eastern services, as although additions and alterations have been made from time to time to meet the requirements of the increased traffic, the existing accommodation is not only unsuitable from the point of view of convenience and operation, but is discreditable from the aspect of appearance for the most important terminal station of the City of Melbourne.

The establishment of a new station would, however, involve a considerable expenditure, of which an appreciable proportion would be debitable against Working Expenses, and the many large works which have had to be carried out in connexion with the Railways generally, particularly during more recent years, have rendered it impracticable so far to provide a new station, but we have it in view as one of the most important works to be carried out as soon as the finances of the Department will admit.

In order to meet the pressing requirements of the Suburban passenger traffic, it is necessary that the duplication of the line over the Flinders-street Viaduct should be carried through to the Franklin-street Junction; but this work is also dependent upon the financial conditions, and cannot be undertaken until the new Shipping Shed at Montague, the work upon which has had to be suspended owing to the lack of funds, is completed, and the general shipping business transferred thereto. The extension of the four lines of way will necessitate the substitution of two independent platforms for the existing island platform at Spencer-street, and in the scheme designed for the work provision has been made for their erection on the site of the present Shipping Shed, so as to afford ample space for the contemplated re-arrangement of the tracks and erection of new station buildings and platforms for the conduct of the Country business.

Automatic Signalling.

The scheme for the installation of automatic signalling on the Suburban lines has been advanced, and the automatic signals already provided along the sections from Richmond to Hawksburn and Prahran have given every satisfaction.

Signal mains have been laid between Sandringham and Flinders-street, and from Newmarket to the Flemington Race-course and Essendon, and the rail joints on 57½ miles of single track have been copper bonded, whilst a considerable amount of cross bonding has been effected between tracks and around points and crossings.

Signalling plans, covering the layout and extent of the control of signals from Sandringham to Essendon, including the Flemington Race-course Line, but exclusive of the central area of Flinders-street and Spencer-street, and the detail plans of circuits and special apparatus on these sections, are in progress.

The erection of signals and the laying down of control wires have been actively proceeded with, and a brick signal cabin has been built at Brighton Beach, from which it is intended to operate the points by electric motors.

The work generally has, however, been much delayed owing to War conditions.

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bridges are practically completed. The regrading of the roadway at Power-street is now in the final stage, and the drainage works and the alterations to water and gas mains, electric light and telegraph poles, &c., at various places along the line are well advanced.

It is expected that traffic will be diverted to the permanent down track early in 1918, and that the whole scheme will be completed towards the end of that year.

Flinders-street Viaduct.

The portion of the old Viaduct between Market-street and King-street has been renewed, and the portion between King-street and Spencer-street will be ready for the tracks to be laid in about three months' time. The junctions at each end are well forward, and it is anticipated that all the tracks will be in use over the whole length of the Viaduct about the end of October next.

Montague Shipping Shed.

The contract for the erection of a shed 930 feet long x 150 feet wide is completed, and the structure has already proved of considerable use for the temporary storage of oats, barley, and wool. The filling for the main lines and sidings is approaching completion, and progress has been made with the drainage scheme, but it has been found necessary to close down on the work for the present owing to the need for curtailing Capital expenditure.

Geelong.

The level crossing at Railway-terrace has been abolished, and replaced by a vehicular subway, and the lengthening of the passenger platforms and the re-arrangement of the main lines between the platforms and the tunnel are now in progress.

Considerable alterations to streets and level crossings have been carried out, a new footbridge has been provided at O'Connell-street, and, as mentioned on page 28, the new Locomotive Depôt is practically completed.

Moorabool Viaduct.

The work of renewing the Moorabool Viaduct is progressing well. The whole of the foundations are complete, the steel trestles are erected, and the main girders are now being finally fixed in position.

All the material for cross girders, bracing, and decking is on hand, and a commencement will shortly be made with the work of transferring the load to the new structure.

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, 1917, based on numbers and capacity respectively, are embodied in Appendices Nos. 15 and 16.

In addition to the removal from the Register of the Rolling Stock that was broken up, &c., during the year (Appendix No. 15), 7 obsolete locomotives, 15 old goods vans, and 6 breakdown trucks were written down from full to one-half of their tractive power, internal floor area, and tonnage capacity respectively; and 74 trucks were reduced from full tonnage capacity to that represented by their value as scrap materials.

The balance of the second twenty "DD" class locomotives under Messrs. Thompson and Coy.'s contract were delivered during the year, and tenders have been invited for the construction in Victoria of twenty "A2" class superheater locomotives, in accordance with an undertaking given when tenders were first invited for the manufacture of locomotives, in order to induce manufacturers to take up the work, that tenders would be similarly invited each year for the ensuing seven years.

The output of Rolling Stock was as indicated in the following statement :—

Description.	Number manufactured.	
	At Newport.	By Contractors.
LOCOMOTIVES.		
"A2" class, for heavy passenger service	I	..
"DD" class, for passenger and goods service	II	II
Steam crane	I	I
Total	13	12
CARRIAGE STOCK.		
Sliding-door suburban car-vans	28	..
(i.e. motor coaches for electric service)		
Electric Tram Cars	5	..
Total	33	..
VAN STOCK.		
Goods vans	28	..
Total	28	..
TRUCK STOCK.		
Fifteen-ton open goods trucks	200	..
Fifteen-ton coal hopper trucks	34	..
Cattle trucks, 5ft 3in. gauge	37	..
" " 2ft. 6in. gauge	4	..
Sheep trucks	94	..
Refrigerator trucks	I	..
Total	370	..

No carriages, vans, or trucks were manufactured by contract during the year.

The construction of new sliding-door suburban carriages and the work of altering existing suburban bogie carriages to admit of their utilization in electric service were continued, and the progress is shown in the following table :—

	Total No. required for Electrification.	Output during 1916-17.	Total No. completed at 30th June, 1917.	Balance to be completed.
Motor Coaches—				
Construction of new sliding-door cars ...	195	28	148	47
Alteration of bodies of swing-door cars	164	30	154	10
Manufacture of new underframes and bogies	164	15	92	72
Trailers and Driving Trailers—				
Alterations of bodies of existing cars ...	343	29	274	69

Sliding-Door Cars for Special and Excursion Traffic.

When the Suburban services are being operated under electric conditions, it will not be practicable to utilize the Suburban Rolling Stock for special and excursion traffic outside the electrified area as is done at present and it has therefore been decided to provide special excursion cars on the general lines of the sliding-door Suburban cars, but with three main saloon compartments, one door only to each side of each compartment, and sanitary accommodation at each end of the car.

New underframes and bogies have to be provided for the Suburban cars of the swing-door type which require to be converted for use as motor coaches under the electrification scheme, and the serviceable material so released will be utilized on the proposed excursion cars, a pattern of which is now under construction at the Newport Workshops.

The provision of such cars will permit of the gradual elimination of the fixed wheel base cars, and a reduction in the number of seated trucks used in excursion traffic at holiday times, but in the meantime it is not proposed to proceed with more than the pattern car.

Superheated Locomotives.

At 30th June last ten new "DD" and four new "A2" class locomotives were converted to superheated locomotives, and the experience gained from their use in actual service fully confirmed the favorable results in regard to economy in fuel and water consumption which were secured under test conditions.

One each of the existing "A2" and "DD" class locomotives is now being fitted with superheating appliances on trial with the object of similarly equipping all the existing engines in these classes, and 109 sets of parts have been ordered—some of which have recently been received—for fitting up "A2" and "DD" locomotives constructed in the future. Owing to the extreme difficulty in obtaining the necessary parts, however, it is not likely that material progress will be made for the present with the conversion of existing locomotives.

Pattern Consolidation Locomotive.

It was anticipated that the pattern consolidation locomotive now in course of construction would have been completed by 30th June last, but the difficulty in securing the requisite material consequent upon the War has rendered this impracticable. Substantial progress has, however, been made with the work, and every effort will be used to have the locomotive ready for service by the end of December next.

Whilst the desirability of constructing a number of locomotives of this type is fully appreciated, it is impossible owing to the influences of the war to obtain supplies of the essential material at the present time.

It is necessary to strengthen the bridges on which it is intended to run "Consolidation" engines and the structures along the lines from Melbourne to Williamstown and Melbourne to Woodend will shortly be completed, and it is proposed to similarly strengthen those along the sections from Melbourne to Seymour, and Woodend to Bendigo as soon as practicable, and on other lines as may be required.

Pattern Electric Lighting Set.

A test is being made of a sample set of electric lighting equipment in order to determine its suitability or otherwise for use in cars on Country Branch Lines, on which kerosene is now used as an illuminant and the expense of installing a Pintsch Gas Plant would not be warranted, but sufficient experience has not yet been gained to enable us to reach a definite conclusion as to its efficacy.

Newport Workshops.

As indicated in our last Report, the work of remodelling and enlarging the Newport Workshops has been held in abeyance, owing to the necessity for curtailing Capital expenditure; and before the work is resumed, it is intended to thoroughly review the plans in the light of the experience gained from the operation of the new Ballarat and Bendigo Workshops, and any modifications that may suggest themselves as being desirable will be arranged for.

New Locomotive Workshops at Ballarat and Bendigo.

The workshop buildings at the above Depôts are completed, and the erection of the machine tools and equipment is about 75 per cent. advanced at Ballarat and about 70 per cent. at Bendigo.

At the Ballarat Depôt operations in connexion with the overhaul and repair of locomotives and other rolling stock were commenced in April last with the plant available, and 115 employees are now engaged thereat.

In consequence of the non-arrival of the overhead cranes, it has not yet been practicable to open the Bendigo Workshops, but some of the cranes are expected to arrive shortly, and it is anticipated that overhaul and repair work will be commenced there early in November next. Owing to the curtailment of the construction programme, it will not be necessary for a time to utilize these shops to the full extent.

Geelong Locomotive Depot.

A new Locomotive Depot of the latest design, based on the best practice obtaining in England and America, was brought into partial operation in May last, and will be brought into full use as early as practicable. It comprises an engine shed to accommodate 36 engines, a 70 feet turntable, a coal stage of 3,000 tons capacity, repair shop, water supply, &c., and is furnished with up-to-date appliances, and will be fitted with a hot water washing-out plant as soon as necessary portions of the apparatus, which are shortly expected from England, come to hand.

North Melbourne Locomotive Depot.

The existing Locomotive Depot at North Melbourne is not only inadequate for requirements, but is also in the way of a scheme for the future re-arrangement and enlargement of the Melbourne Yard, which will ultimately be necessary for the requirements of the increasing business.

A site for the establishment of a new Depot, and which is practically the only one available in a convenient location, has been acquired at South Kensington; but it will require a considerable amount of filling to make it suitable for the purpose, and arrangements have been made to deposit on it about 80,000 cubic yards of surplus material which will be obtained from the excavations in connexion with the regrading of the Camberwell line.

Further progress with the proposed Depot cannot, however, be made until the financial conditions improve sufficiently to admit of the expenditure involved, and in the meantime the existing Depot at North Melbourne will continue to be used to the best advantage.

Stores Branch.

The value of the stock of stores at 30th June, 1917, as per the certificate of the Chief Storekeeper (*vide* Appendix No. 4), was £1,128,951, or £106,755 in excess of the value of the stock as at 30th June, 1916.

The stock in hand is much in excess of that which would be held in normal times, but in view of the uncertainty of securing supplies of such stores as coal, oils, and other materials which are essential to the working of the Department, it was deemed advisable to build up reserve stocks thereof. The value of the stock of coal alone was £71,202 in excess of that at 30th June, 1916, and the balance consists mainly of delivered materials, which had to be ordered some time ahead for use on Capital works—principally the manufacture of Rolling Stock—that were subsequently suspended or curtailed, and the issues generally were lower because of the reduced programme. A considerable portion of the stock has, however, been purchased at prices much below present market values, and the whole of it consists of materials which could be readily absorbed as soon as the circumstances permit of the carrying out of the programme of works for which they have been ordered. The stocks held are not likely to deteriorate, are carefully protected, and represent a valuable asset to the Department.

During the year all the materials in stock have been kept under close and careful review, and opportunity has been taken of ruling high prices to dispose by sale of certain items which it was considered would not be required in the near future, and the question of whether any further sales can be effected with advantage is being pursued.

Pilfering of Goods.

Every effort was made to keep down the pilfering of goods, and we are pleased to be able to record the fact that a considerable improvement has been effected in this direction, as will be observed from the following comparative statement of the

number of claims preferred each month of the years 1915-16 and 1916-17 in respect of goods alleged to have been pillaged or lost :—

	Year 1915-16.		Year 1916-17.	
	Number of Claims.		Number of Claims.	
July	472		563	
August	536		358	
September	534		367	
October	502		303	
November	455		316	
December	524		309	
January	366		298	
February	524		293	
March	497		365	
April	422		262	
May	487		395	
June	628		350	
Totals	5,947		4,179	

The subjoined statement indicates the number of prosecutions before the courts, and of charges against employees which have been conducted before the Board of Discipline in cases in which the evidence was not sufficiently definite to support a criminal prosecution, during each of the past three years :—

Year ending 30th June.	Court Prosecutions against—				Charges against Employees before Board of Discipline.	
	Outsiders.		Employees.		Number of Charges.	Number of Employees Dismissed.
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted.		
1915	30	25	22	19	22	22
1916	34	33	36	32	17	16
1917	49	39	46	43	25	16

Ticket Checking and Irregularities.

The method adopted during recent years of having surprise checks made on tickets by Special Checkers on country lines and at suburban stations and to a limited extent on suburban trains, and arranging for Conductors of main line country trains to view the tickets of passengers travelling thereby, with the object of detecting irregular travelling, has continued to show satisfactory results. Hereunder is embodied a comparison of the irregularities detected by these means during the last two years :—

	Number of Irregularities detected during year ending 30th June—		Increase.	Decrease.
	1916.	1917.		
By Special Checkers on Suburban Trains and Barriers ..	2,563	3,137	574	..
By Special Checkers on Country Trains	1,225	1,818	593	..
By Conductors on Country Trains	3,964	3,012	..	952
By " Flying Gangs " on Suburban Trains	410	412	2	..
Totals	8,162	8,379	1,169	952
Net Increase	..	..	217	..

Every case of irregular travelling is fully investigated, and, except in instances in which the offences have been trivial or of a technical character, the offending passengers have been prosecuted in the courts, and have nearly all been punished in a way that should prove a deterrent; but, unfortunately, the irregularities continue notwithstanding the efforts made to suppress them.

Dining Car Service.

Notwithstanding that the price of commodities increased generally and higher wages had to be paid to the staff during the year, it was not considered advisable to increase the tariff on the Dining Cars. The standard previously established has been well maintained, and the receipts, as will be seen from the return below, are steadily increasing :—

—	Year 1914-15.	Year 1915-16.	Year 1916-17.	Increase over 1915-16.
	£	£	£	£
Sydney Express ...	8,132	9,430	9,626	196
Adelaide Express ...	3,953	4,963	4,976	13
Mildura Line ...	979	1,455	1,465	10
Total ...	13,064	15,848	16,067	219

A loss of £1,017 was incurred in the conduct of the service during the year 1916-17, after providing for working expenses and the cost of the stores consumed.

Reservation of Seating Accommodation for Passengers.

An arrangement was instituted as from 12th March last under which passengers travelling by the 4.30 p.m. and 5 p.m. express trains to Adelaide and Sydney respectively, and by the 7.54 a.m. express train from Albury to Melbourne, were enabled to have seats reserved for their convenience on payment of 1s. per seat. At present about 22 per cent. of the seating accommodation available is booked each day, whilst the popularity of the privilege is gradually increasing, and since its introduction there has been a marked lessening of the congestion previously experienced at the barriers and at the entrance doors of the carriages.

It is proposed to apply the system on trial to the 4 p.m. express train from Melbourne to Albury, and to the 4.50 p.m. express train from Melbourne to Bendigo, in order to test its application to purely local traffic, and the question of extending it to additional trains will be considered in the light of the experience thus gained.

Ambulance Organization and Equipment.

Classes for the training of the staff in Ambulance work have been efficiently maintained throughout the year, and 3,997 employees now hold certificates of competency for rendering "First Aid" to the injured. In addition a large number of employees received instruction in and gained a valuable knowledge of "First Aid" work.

Additional ambulance equipment has been provided, as shown hereunder :—

Item.	At 30th June, 1916.	At 30th June, 1917.	Increase.
Hand Litters ...	10	10	...
Stretchers ...	1,346	1,356	10
Medical Chests ...	78	79	1
Ambulance Boxes ...	720	727	7

Success again attended the annual competitions for corps and individual employees from all parts of the State, and it is pleasing to note the marked interest which the staff display in the competitions. On account of the large number of entries at the last competitions, it was considered advantageous to introduce a system of district competitions with a view to restricting the number of competitors contesting the final events.

The Staff.

During the year 204 new appointments were made to the permanent staff, as shown hereunder :—

Apprentices	..	..	..	..	..	66
Junior Clerks	..	..	..	..	..	121
Five-year Casuals, whose cases had not previously been dealt with, &c.	..	..	..	..	..	17
						204

but, owing to losses due to retirements, deaths, resignations, dismissals, &c., and the enlistment of men for various services in connexion with the War, the number of permanent hands actually employed in the Service decreased by 439.

The number of supernumeraries employed also decreased to the extent of 1,789, the total decrease in the staff thus being 2,228, due mainly to the reduction of expenditure upon works and rolling-stock.

Excluding those absent on service in connexion with the War, the number of employees in each Branch at 30th June, 1916 and 1917, respectively, was as follows :—

Branch.	At 30th June, 1916.			At 30th June, 1917.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	36	6	42	29	9	38
Transportation	3,899	2,344	6,243	3,853	2,474	6,327
Rolling Stock	4,726	3,144	7,870	4,476	2,517	6,993
Way and Works	2,990	3,378	6,368	2,855	2,338	5,193
Accountant's	103	63	166	111	46	157
Audit	106	58	164	103	45	148
Stores	74	97	171	78	66	144
Printing	36	62	98	36	43	79
Telegraph	179	133	312	175	139	314
Electrical Engineer's	86	258	344	79	78	157
Traffic	37	4	41	38	3	41
	12,272	9,547	21,819	11,833	7,758	19,591

In order to preserve continuity in training the staff it is intended to shortly take steps towards the permanent appointment of a further limited number of apprentices, junior clerks, lad porters, and lad labourers.

The amounts paid as Salaries and Wages during each of the past three years to the Staff, excluding men attached to co-operative labour parties, are embodied in the following statement :—

Year.	Total Salaries and Wages.				
					£
1914-15	..	..	..	..	3,667,251
1915-16	..	..	..	..	3,558,893
1916-17	..	..	..	..	3,191,516

Classification Board.

The volume of work entailed in dealing with applications from the employees or their Unions, for higher wages and improved working conditions, has very largely increased of recent years, and became so great that one of the Commissioners was obliged to devote a very large proportion of his time to such matters. It was recognised that such a position was undesirable, and that it was likely to become accentuated, and the appointment of a Board of Officers to thoroughly investigate all such claims and report their conclusions to us, was in contemplation.

This proposition, however, met with pronounced opposition by the employees' organizations, which contended that an independent Wages Board or Boards should be constituted to undertake the work, and have power to adjudicate in the same way as other Wages Boards in this State, subject to the usual right of appeal.

We strongly urged that such an arrangement should not be assented to, mainly on the grounds that the responsibility was one which rightly rested on ourselves—subject, of course, to Parliament—and that the deprivation of this function would tend to undermine authority. As a compromise, however, we suggested the appointment of a Departmental Classification Board, comprising representatives of the employees as well as of the Department, and finally it was decided that the Board should consist of three members to be nominated by us, and two to be elected by the employees. The subject was fully discussed in Parliament in the debate upon the Estimates, when a motion for a reduction of the Vote, as an indication in favour of Wages Boards, was negatived, and our alternative suggestion was tacitly assented to.

As the Departmental representatives on the Board we appointed Messrs. W. E. Keast, General Passenger and Freight Agent (Chairman), J. M. Ashworth, Assistant Engineer of Way, and G. C. Locke, District Rolling Stock Inspector, and, in making the selection, we designedly chose officers who previously had not an active voice in dealing with staff conditions. The employees elected as their representatives Messrs. J. Fogarty and F. P. Gibney, both of the Rolling Stock Branch.

The functions of the Board have, for the present, been limited to the revision of the classification of the staff, but at a later stage other working conditions may possibly be referred to it for investigation. The Board will submit its recommendations to the Commissioners, and the employees have the right of appeal to the Commissioners.

Preliminary work was commenced in March last, and the hearing of evidence in connexion with the fixing of the basic wage was begun in May. The Board has already reported on this subject, and has almost finished its work so far as the Transportation Branch is concerned. The completion of the investigation will naturally occupy considerable time, but with the experience gained it is hoped that the proceedings will be expedited, and the work will be concluded as rapidly as its volume and importance will admit.

It is recognised that the sections of the staff to be first dealt with should not gain any advantage thereby, and a promise has accordingly been made that the revised classification determined upon as a result of the Board's operations will be made uniformly effective as from 1st April, 1917.

The Staff and the War.

Since the publication of our last Report, 855 employees have been granted leave of absence to undertake Military or Naval Service, thus making a total number of 4,075 who have been granted leave of absence for such purposes since the beginning of the war.

The names of the employees who have thus volunteered their services, in addition to those published in the last Report, are embodied in pages 35 to 46.

We regret that up to the present 239 employees are known to have been killed or to have died whilst on active service, and their names are shown on page 47.

Employment of Returned Soldiers.

Under the provisions of section 3 of the Railways Act 1915, No. 2814, returned soldiers are, whenever vacancies in permanent positions in the Railway Service are advertised, entitled to be appointed thereto if considered competent to fulfil the duties, without being subjected to selection in the usual way, and are to be given priority of appointment.

A number of employees who were on active service have already returned to duty, and as far as practicable have been placed in their former positions, whilst in the case of men suffering from physical defects of such a character as to unfit them for the duties upon which they were engaged at the time of their enlistment, employment is offered to the best advantage. As regards returned soldiers who were previously not employed in the service, we are following the policy of giving them preference for any temporary employment available, and during the year a number of such men were engaged as engine-cleaners, porters, &c. It is not proposed, however, to make any permanent appointments of adults until the position which will be likely to eventuate at the close of the war can be more closely appreciated.

Patriotic and Red Cross, Etc., Funds.

The amount subscribed by the staff to Patriotic and Red Cross Funds, &c., from the beginning of the war up till 30th June, 1917, reached the very creditable sum of £34,019, which has been allocated as follows :—

	£
Unemployment Fund	9,135
Belgian Relief Fund	3,345
Victorian Red Cross Fund	13,200
French Red Cross Fund	6,284
Southern Cross Tobacco Fund	1,716
Balance not allotted	339
Total	34,019

Acknowledgment of Services of Staff.

Throughout the year the officers and employees continued to perform their duties in a satisfactory manner, and we have pleasure in recording our appreciation of their valued assistance and good service. We fully recognise that without their co-operation and loyal support it would have been impracticable to achieve the results which were obtained, and that special credit is due to them for the excellent performance registered in the transportation of the harvest.

State Coal Mine.

After paying Working Expenses and Interest Charges there was a surplus of £3,184 in connexion with the operation of the Mine during the year, but as provision should have been made for a contribution of approximately £25,000 towards depreciation, less an amount of £1,186 representing accrued interest on depreciation fund investments, the Mine revenue was less by, say £20,630 than was necessary to cover the full liabilities for the year.

It was estimated that the Mine would yield approximately 481,000 tons for the year, but the gross output amounted to only 372,007 tons, of which quantity 210,669 tons were consumed by this Department, 15,327 tons were sold to other Public Departments, and 125,735 tons of slack coal were disposed of to the public. The balance of 20,276 tons is accounted for by local consumption, sales to miners, waste, &c.

The reduction in the output was due to a variety of causes, principal among which were a reduction in the general efficiency of the miners and wheelers owing to a number of the more skilled men having enlisted for active service, variations in the mining conditions, and strikes of employees which, with loss of time on account of stop-work meetings, reduced the number of working days for the year by 38, and resulted in a diminution of approximately 33,000 in the number of shifts.

The working expenses were considerably inflated by the increased wages and piece-work rates awarded by order of the War Precautions Coal Board.

This necessitated an advance in the price charged for the coal to the Railways Department and other Public Departments, as well as to the public, and the effect of the higher wages which now have to be paid and of the other factors which have adversely influenced the working costs, such as the higher cost of materials and the greater difficulty in working owing to faults, thin seams, &c., is disclosed by the fact that in 1914-15 the working expenses per ton of coal produced amounted to only 7s. 1d. by contrast with an estimated cost of 13s. 4d. per ton for the current year.

Good progress has been made with the development of the eastern area of the field, and the driving of the main haulage tunnel and an extension of the main line to serve this area have been effected. The first bench of coal in this portion of the mine has already been reached, and it is proposed to continue the main tunnel to the second bench, which should be reached by January, 1918. The main developmental works now in hand are the opening up of the eastern area and an extension of the McBride tunnel, both of which are being vigorously proceeded with. In addition, the work of exploration by means of boring has been energetically followed up.

The Mine furnished employment to an average number of 1,161 employees, and the total sum expended in wages for the year was £197,694, the net average earnings of the miners, after deducting the cost of explosives and lights, amounting to 16s. 2·10d. per day.

The Late Mr. Commissioner McClelland.

It is with profound regret that we have to record the death of Mr. L. J. McClelland, who died on 29th June last, after a long and painful illness.

Mr. McClelland was a loyal and capable officer of the State, who never spared himself in the performance of his duties, and his unfailing tact gained for him the good-will of all with whom he came into contact.

By his death we have lost a most valued colleague, whose efforts were unsparingly devoted to the interests of the Department and the welfare of the State.

Appendices.

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

We have the honour to be, Sir,

Your obedient servants,

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



ROLL OF HONOUR.

NAMES OF OFFICERS AND EMPLOYEES WHO HAVE ENLISTED FOR
SERVICE IN CONNEXION WITH THE WAR; ADDITIONAL TO THOSE
SHOWN IN THE ANNUAL REPORT FOR THE YEAR 1915-16.

Name.	Branch.	Grade.	Date of Enlistment.
Adams, F. H.	Way and Works	Repairer	23.9.16
Adams, T.	Transportation	Labourer	29.9.16
Adwin, W. J.	Way and Works	Platelayer	9.10.16
Aggett, T.	Way and Works	Blacksmith	2.10.16
Aitken, A. C. V.	Rolling Stock	Engine Driver	28.12.16
Allan, A. C. Y.	Rolling Stock	Engine Cleaner	15.5.17
Allan, A. E.	Rolling Stock	Engine Cleaner	15.5.17
Allan, R. A.	Way and Works	Repairer	30.9.16
Allison, T. C. C.	Transportation	Clerk	7.5.17
Allsop, J. M.	Accountancy	Clerk	14.10.16
Anderson, J. S.	Rolling Stock	Fitter and Turner	16.3.17
Angwin, J.	Transportation	Labourer	22.7.16
Annand, A.	Way and Works	Labourer	7.5.15
Anthony, M. H.	Telegraph	Operator	19.8.16
Arthur, F. C.	Transportation	Labourer	17.10.16
Atkinson, A. R.	Way and Works	Labourer	12.6.16
Auld, G.	Way and Works	Labourer	3.7.15
Bagley, L.	Rolling Stock	Engine Cleaner	5.5.17
Baldock, E. H.	Transportation	Stationmaster	3.1.17
Banks, T. W.	Rolling Stock	Engine Cleaner	25.12.16
Barbor, S. J.	Transportation	Porter	29.11.16
Barker, L. F.	Rolling Stock	Caller-up	29.9.16
Barker, W. F.	Rolling Stock	Fireman	17.1.17
Barlow, A. M.	Rolling Stock	Lad Labourer	16.9.16
Barnard, J. T.	Rolling Stock	Painter's Labourer	15.9.16
Barnes, A. W.	Rolling Stock	Engine Cleaner	19.2.17
Barnett, W. G.	Rolling Stock	Apprentice	28.5.17
Barrett, L. M.	Rolling Stock	Engine Cleaner	14.9.16
Bartrop, R. M.	Rolling Stock	Fireman	19.7.16
Basset, W. C.	Transportation	Assistant Stationmaster	10.1.17
Bate, H. W.	Transportation	Clerk	27.8.16
Bates, H.	Rolling Stock	Engine Cleaner	20.6.17
Beacheroff, D. H.	Transportation	Porter	2.3.17
Beech, H.	Rolling Stock	Fitters' Assistant	2.1.17
Bell, J. W.	Rolling Stock	Blacksmith	19.2.17
Bell, L. T.	Rolling Stock	Engine Cleaner	26.4.17
Bellamy, L. M.	Rolling Stock	Engine Cleaner	17.1.17
Bendiksen, A. G.	Transportation	Clerk	27.9.16
Bennett, W. J.	Transportation	Stationmaster	5.11.16
Bennetts, R.	Stores	Clerk	28.4.17
Black, E. R.	Telegraph	Operator	22.3.17
Black, J. F.	Rolling Stock	Engine Cleaner	3.1.17
Blackie, N. C.	Transportation	Goods Guard	12.12.16
Blanchard, P.	Rolling Stock	Painter	17.3.17
Blanchfield, W.	Way and Works	Skilled Labourer	22.7.15

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

Name.	Branch.	Grade.	Date of Enlistment.
Bligh, J. L.	Rolling Stock	Engine Driver	28.3.17
Blundell, N.	Rolling Stock	Apprentice	8.2.17
Blythe, F. L.	Rolling Stock	Fireman	26.3.17
Bonham, R.	Rolling Stock	Engine Cleaner	1.10.16
Booth, E. G.	Rolling Stock	Boilermaker	9.2.17
Bourke, J. .	Way and Works	Clerk	16.10.16
Bourke, T.	Rolling Stock	Engine Cleaner	2.7.17
Bourke, W.	Way and Works	Labourer	4.12.15
Bourke, W. T. P.	Way and Works	Labourer	9.7.16
Bowden, C. R.	Rolling Stock	Storeman	24.1.17
Bowden, W.	Transportation	Number Taker	10.7.16
Bowman, H. W.	Way and Works	Labourer	28.8.16
Brady, J. .	Transportation	Block Recorder	5.7.16
Brady, J. T.	Rolling Stock	Engine Cleaner	19.9.16
Branston, H. T.	Rolling Stock	Engine Driver	13.1.17
Brennan, W.	Rolling Stock	Fireman	5.2.17
Brodie, D. C. P.	Rolling Stock	Fireman	23.12.16
Brooking, T. J.	Rolling Stock	Fireman	3.1.17
Brothers, C. E.	Rolling Stock	Fireman	4.2.17
Brown, A. B. A.	Accountancy	Clerk	30.4.17
Brown, A. G.	Transportation	Clerk	13.10.16
Brown, A. W. A.	Rolling Stock	Apprentice	21.2.17
Brown, G. .	Telegraph	Operator	30.11.16
Bruhn, W. G.	Rolling Stock	Fireman	28.12.16
Bryant, W.	Rolling Stock	Fireman	28.12.16
Buckland, B. P.	Rolling Stock	Apprentice	6.2.17
Buckley, W.	Way and Works	Lad Labourer	6.7.16
Bunker, W. R.	Transportation	Clerk	3.8.16
Bunn, E. A.	Transportation	Porter	1.9.16
Burge, W. E.	Way and Works	Lad Labourer	31.10.16
Burgess, R. C.	Transportation	Clerk	30.5.16
Burrows, G. H.	Ways and Works	Labourer	23.1.15
Burrows, R. H.	Transportation	Labourer	9.3.17
Burton, E. C.	Rolling Stock	Driller	15.9.16
Burton, G. M.	Rolling Stock	Apprentice	19.9.16
Bye, C. W. A.	Way and Works	Labourer	15.9.15
Byrne, M. W.	Rolling Stock	Car Cleaner	29.7.16
Cairns, N. W.	Telegraph	Electrical Mechanic	23.10.16
Callaghan, J. F.	Rolling Stock	Engine Cleaner	15.8.16
Callahan, W. E.	Rolling Stock	Fireman	19.1.17
Calvert, J. .	Way and Works	Labourer	23.7.15
Calvin, W. .	Rolling Stock	Engine Cleaner	14.9.16
Calwell, C. E.	Rolling Stock	Lad Labourer	22.1.17
Cameron, A. D.	Rolling Stock	Fireman	25.1.17
Cameron, B.	Rolling Stock	Fitter	2.1.17
Camp, W. J.	Way and Works	Labourer	19.2.16
Campbell, A. F.	Rolling Stock	Engine Cleaner	4.11.16
Campbell, S. J.	Rolling Stock	Lad Labourer	8.7.15
Campbell, W.	Rolling Stock	Fitter	22.12.16
Campigli, J. M.	Transportation	Lad Porter	2.3.17
Candy, A. W.	Transportation	Lad Porter	1.6.17
Cane, J. H.	Transportation	Assistant Stationmaster	22.1.17
Carley, E. H.	Way and Works	Labourer	16.6.15
Carlile, C. H.	Transportation	Stationmaster	4.9.16
Carroll, G. R.	Rolling Stock	Engine Cleaner	9.11.16
Carter, F. J.	Rolling Stock	Engine Driver	27.1.17
Carwardine, F.	Rolling Stock	Engine Driver	26.1.17
Casey, W. P.	Rolling Stock	Apprentice	6.11.16
Cassell, E. .	Transportation	Clerk	2.4.17
Cassidy, G. F.	Transportation	Lad Porter	16.3.17
Challis, W.	Rolling Stock	Engine Driver	2.2.17
Chalmers, F. R.	Way and Works	Skilled Labourer	31.3.16
Chamberlain, J.	Rolling Stock	Engine Cleaner	27.4.17
Champion, R. J.	Transportation	Shunter	27.6.17
Chapman, A.	Way and Works	Labourer	26.2.16
Chapman, D. A.	Traffic	Clerk	31.8.16
Chapple, F.	Transportation	Clerk	16.10.16
Charles, B.	Rolling Stock	Labourer	21.4.17

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

Name.	Branch.	Grade.	Date of Enlistment.
Checchi, L.	Way and Works	Clerk	20.2.15
Cheek, W.	Rolling Stock	Engine Cleaner	14.6.17
Cherry, A. W. W.	Rolling Stock	Engine Cleaner	29.1.17
Childs, F. J.	Transportation	Lad Porter	19.7.16
Clancy, G. F.	Transportation	Labourer	9.10.16
Clancy, J.	Way and Works	Lad Labourer	20.7.15
Clarke, T. A.	Transportation	Shed Porter	28.6.17
Clarke, W. F.	Rolling Stock	Engine Cleaner	28.3.17
Clifton, L. B.	Rolling Stock	Clerk	3.8.17
Cobby, A. E. S.	Electrical Engineering	Turbine Driver	22.1.17
Cock, E. C.	Transportation	Lad Porter	14.8.16
Cock, S. J. E.	Rolling Stock	Apprentice	15.3.17
Cock, W. A.	Rolling Stock	Engine Driver	8.1.17
Cockerall, T.	Rolling Stock	Engine Cleaner	12.2.17
Coghlan, J. A.	Rolling Stock	Fireman	2.4.17
Comrie, A.	Way and Works	Labourer	16.10.15
Connal, W.	Rolling Stock	Engine Cleaner	29.12.16
Connolly, J. T.	Transportation	Clerk	8.1.17
Cook, G. C.	Transportation	Lad Porter	16.5.17
Cook, T. B.	Rolling Stock	Engine Cleaner	22.12.16
Cooke, G. J.	Electrical Engineering	Labourer	25.9.16
Cooper, J. C.	Rolling Stock	Car Painter	16.9.16
Cornish, T.	Transportation	Shunter	30.10.16
Cottier, H. L.	Rolling Stock	Fireman	13.1.17
Coulson, L. E.	Rolling Stock	Blacksmith	15.8.17
Cousins, E. S.	Way and Works	Labourer	6.9.16
Cousins, J. A.	Rolling Stock	Engine Cleaner	14.10.16
Coutts, H. A.	Rolling Stock	Upholsterer	20.10.16
Cowin, J.	Way and Works	Ganger	17.8.16
Cox, E.	Rolling Stock	Engine Cleaner	12.8.16
Coxon, R. J.	Rolling Stock	Metal Polisher	2.3.17
Crabbe, B. C.	Electrical Engineering	Labourer	22.6.17
Craigie, R. L.	Transportation	Clerk	22.5.17
Cramer, A. F.	Transportation	Lad Porter	1.5.17
Cranham, C.	Way and Works	Labourer	4.9.15
Cranston, W. A.	Rolling Stock	Fireman	4.1.17
Creswick, H. A.	Rolling Stock	Fireman	2.1.17
Crimeen, J.	Rolling Stock	Fireman	2.1.17
Crisfield, A. L.	Rolling Stock	Engine Cleaner	31.8.16
Crook, R. A.	Rolling Stock	Apprentice	16.10.16
Cross, W. C.	Transportation	Shunter	21.9.16
Cudmore, A.	Transportation	Clerk	3.1.17
Culmsee, C. G.	Rolling Stock	Engine Driver	20.4.17
Currie, R.	Rolling Stock	Car Cleaner	23.1.17
Curtis, W.	Rolling Stock	Car Cleaner	7.4.17
Cusack, J. M.	Way and Works	Lad Labourer	2.8.15
Cushen, J. A.	Rolling Stock	Boilermaker	23.10.16
Cuthbert, A. B.	Transportation	Porter	31.8.16
Dalcum, L. J. C.	Rolling Stock	Clerk	4.9.16
Dale, G.	Electrical Engineering	Labourer	23.2.17
Dale, W. J.	Rolling Stock	Engine Driver	30.12.16
Dale, W. J. G.	Transportation	Lad Porter	1.5.17
D'Angri, W.	Rolling Stock	Engine Cleaner	8.2.17
Danks, W. H.	Rolling Stock	Engine Driver	22.12.16
Dare, L. R.	Rolling Stock	Fireman	31.12.16
Dart, D. L.	Rolling Stock	Car Builder	25.9.16
Davey, G.	Rolling Stock	Fireman	27.12.16
Davey, J. E.	Rolling Stock	Driller	4.11.16
Davies, H. R.	Transportation	Parcels Porter	2.1.17
Davies, W. H.	Rolling Stock	Boilermaker	3.10.16
Davis, J. W.	Transportation	Clerk	19.7.16
Day, A. A. J.	Transportation	Lad Porter	5.9.16
Day, H. W.	Way and Works	Skilled Labourer	19.8.14
Dean, A. C.	Rolling Stock	Lad Labourer	26.6.17
Dean, M. A.	Transportation	Leading Shunter	14.10.16
DeCazenave, C.	Rolling Stock	Car Cleaner	15.6.16
Delany, G.	Rolling Stock	Clerk	2.4.17
Dellar, W.	Rolling Stock	Engine Cleaner	9.1.17

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

Name.	Branch.	Grade.	Date of Enlistment.
Del Marco, M.	Way and Works	Skilled Labourer	31.8.16
Desmond, F. E.	Rolling Stock	Fireman	15.9.16
Deveraux, C. P.	Rolling Stock	Labourer	6.11.16
Dey, H. E.	Electrical Engineering	Fireman	28.12.16
DeYoung, L.	Rolling Stock	Striker	22.1.17
Diaper, F.	Way and Works	Labourer	30.11.14
Dick, W. E. B.	Rolling Stock	Fireman	31.12.16
Dickenson, G. W.	Transportation	Block Recorder	10.9.16
Dodds, R. F.	Transportation	Assistant Stationmaster	26.12.16
Doherty, J. W.	Rolling Stock	Engine Cleaner	30.12.16
Donald, J. K.	Transportation	Clerk	8.1.17
Donnelly, J. F.	Transportation	Block Recorder	2.4.17
Donohue, C. V.	Way and Works	Lad Labourer	27.11.16
Donohue, G. H.	Transportation	Shunter	3.8.16
Donohue, J. P.	Rolling Stock	Engine Driver	30.12.16
Douglas, G.	Way and Works	Labourer	10.10.16
Dow, D.	Rolling Stock	Engine Cleaner	16.1.17
Dredge, J. K.	Transportation	Clerk	12.2.17
Drew, J.	Rolling Stock	Apprentice	31.8.16
Drysdale, F. C.	Rolling Stock	Engine Cleaner	15.9.16
Dudley, A. McK.	Rolling Stock	Engine Metallur	9.10.16
Duff, R. W.	Transportation	Signal Porter	27.9.16
Duke, F.	Transportation	Porter	12.10.16
Dunbar, A. W. C.	Rolling Stock	Engine Cleaner	15.6.17
Duncan, A. H.	Rolling Stock	Apprentice	9.10.16
Dunne, . . .	Rolling Stock	Engine Driver	22.1.17
Dutton, E. A.	Rolling Stock	Lighter-up and Washer-out	2.5.17
Dyer, T.	Way and Works	Labourer	6.10.16
Earl, B. G.	Transportation	Shunter	6.8.17
Eccles, W. H.	Way and Works	Labourer	10.11.15
Eddelbuttel, J.	Telegraph	Clerk	10.10.16
Edgar, L. G.	Rolling Stock	Lad Labourer	29.9.16
Edwards, J.	Rolling Stock	Boilermakers' Help	5.5.17
Edwards, J. S.	Way and Works	Labourer	11.8.16
Edwards, R. V.	Rolling Stock	Fireman	13.1.17
Elliott, W. . .	Rolling Stock	Engine Driver	13.1.17
Elliott, W. E.	Way and Works	Apprentice	11.7.16
Ellison, L. . .	Rolling Stock	Apprentice	28.5.17
Elms, E. . . .	Way and Works	Labourer	5.1.16
Emery, G. T.	Transportation	Clerk	6.10.16
Epstein, M.	Way and Works	Labourer	8.7.15
Exelby, W. T.	Way and Works	Apprentice	23.11.15
Fahey, J. L.	Telegraph	Operator	28.10.16
Fancett, W. J.	Transportation	Clerk	8.1.17
Farnsworth, P. G.	Rolling Stock	Fireman	22.12.16
Farrelly, P. . .	Rolling Stock	Engine Cleaner	31.7.16
Feeney, B. V.	Way and Works	Repairer	25.9.16
Fell, J. A. . .	Rolling Stock	Fireman	1.2.17
Fellows, R. V.	Transportation	Lad Porter	22.6.17
Fidani, F. A.	Rolling Stock	Apprentice	18.5.17
Fitridge, T. J.	Transportation	Porter	29.11.16
Fitzgerald, J. L.	Transportation	Lad Porter	15.9.16
Fitzpatrick, J.	Way and Works	Repairer	15.7.16
Flannery, J. R.	Rolling Stock	Labourer	20.9.16
Fleming, D. C.	Transportation	Lad Porter	15.9.16
Fleming, H.	Transportation	Clerk	1.12.16
Fletcher, A. G.	Way and Works	Draughtsman	9.1.17
Flett, A. H.	Way and Works	Painter	17.7.15
Flower, P. A.	Way and Works	Skilled Labourer	29.9.16
Fone, J. J.	Transportation	Porter	1.8.17
Forde, H. E.	Rolling Stock	Fireman	30.1.17
Forster, A.	Rolling Stock	Fireman	3.1.17
Foster, A. W. J.	Transportation	Stationmaster	5.1.17
Foster, J. G.	Way and Works	Labourer	30.7.15
Fox, D. L. . .	Rolling Stock	Lad Labourer	18.6.16
Fox, W. . . .	Way and Works	Clerk	29.7.16
Foxcroft, N. H.	Transportation	Clerk	11.12.16
Fraillon, M. A.	Rolling Stock	Engine Driver	22.1.17

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

Name.	Branch.	Grade.	Date of Enlistment.
Francis, W.	Way and Works	Labourer	8.7.15
Fraser, A. G. R.	Transportation	Labourer	30.9.16
Freestone, H. J.	Transportation	Operating Porter	5.1.17
Furnell, F.	Rolling Stock	Fireman	23.12.16
Gamble, W. C.	Rolling Stock	Apprentice	11.8.16
Gamon, G. A.	Transportation	Porter	18.8.16
Gardner, W. G.	Way and Works	Labourer	16.11.15
Garner, P.	Rolling Stock	Boilermaker	1.2.17
Garnham, J.	Rolling Stock	Engine Cleaner	30.9.16
Gaskin, J. H.	Way and Works	Labourer	18.11.14
Gathercole, H. A.	Rolling Stock	Fitter	22.1.17
Genmell, H. T.	Transportation	Operating Porter	11.6.17
George, A. R.	Way and Works	Painter	17.11.16
George, A. T.	Rolling Stock	Engine Driver	12.1.17
George, F. R.	Transportation	Porter	2.10.16
Gibson, A. J.	Rolling Stock	Skilled Labourer	15.2.17
Gilbert, T. U.	Rolling Stock	Fireman	10.1.17
Giles, A. F.	Transportation	Porter	10.10.16
Gill, T. W.	Way and Works	Labourer	10.7.15
Gillies, H. M.	Rolling Stock	Engine Cleaner	4.6.17
Ginnane, J. J.	Transportation	Clerk	4.12.16
Glennister, T. F.	Rolling Stock	Engine Driver	11.11.16
Goddard, G.	Rolling Stock	Fireman	8.2.17
Goldsmith, J. C.	Transportation	Labourer	4.6.17
Goodall, R. H. L.	Transportation	Operating Porter	30.9.16
Goodwin, E. F. W.	Rolling Stock	Driller	12.9.16
Gordon, B. D.	Transportation	Operating Porter	13.9.16
Goff, H. V.	Transportation	Operating Porter	5.10.16
Goff, J. G. M.	Rolling Stock	Draughtsman	7.2.17
Grace, J. J.	Rolling Stock	Fireman	16.12.16
Graham, A. G.	Rolling Stock	Labourer	16.7.17
Graham, A. R. W.	Rolling Stock	Apprentice	28.2.17
Graham, B.	Transportation	Clerk	31.10.16
Grainger, J. L.	Transportation	Signalman	26.7.16
Grant, W.	Rolling Stock	Boilermaker	1.2.17
Grant, W.	Way and Works	Repairer	23.5.17
Gray, T. F. N.	Transportation	Clerk	9.10.16
Greelish, J. J.	Way and Works	Labourer	19.12.16
Green, H. J.	Way and Works	Apprentice	15.7.16
Green, R. H.	Transportation	Porter	29.1.17
Green, W. H.	Rolling Stock	Fireman	6.10.16
Greening, J. G.	Way and Works	Painter	12.7.15
Greenwood, D. J.	Rolling Stock	Lad Labourer	24.3.17
Griffin, H. G.	Rolling Stock	Fireman	10.10.16
Griffiths, C.	Transportation	Operating Porter	3.7.17
Gummow, C. G.	Rolling Stock	Labourer	27.2.17
Hagen, C. T. P.	Transportation	Clerk	22.10.16
Hall, H.	Way and Works	Labourer	27.1.15
Halliday, A.	Way and Works	Lad Labourer	15.7.15
Hallifax, N. P.	Rolling Stock	Fireman	13.1.17
Hammond, A. J.	Rolling Stock	Labourer	28.2.17
Hammond, H. J.	Rolling Stock	Engine Cleaner	29.12.16
Hammond, J.	Way and Works	Fitter	23.9.16
Hannah, J.	Transportation	Goods Guard	13.11.16
Hannan, G.	Way and Works	Labourer	12.7.15
Hansen, F. W.	Way and Works	Lad Labourer	2.7.15
Hansen, H.	Rolling Stock	Engine Driver	2.1.17
Hansen, N. H. E.	Rolling Stock	Fireman	22.11.16
Harding, W. B.	Rolling Stock	Labourer	21.11.16
Hardy, L. G.	Transportation	Porter	21.2.17
Hargreaves, J. W.	Way and Works	Skilled Labourer	31.3.15
Harkins, R. R.	Way and Works	Skilled Labourer	15.9.16
Harper, A.	Rolling Stock	Engine Cleaner	29.6.17
Harper, D.	Rolling Stock	Engine Cleaner	10.1.17
Harris, F.	Rolling Stock	Fitter	4.10.16
Harris, R.	Transportation	Labourer	17.10.16
Harris, R. A.	Rolling Stock	Clerk	7.2.17
Harris, R. J. A.	Rolling Stock	Engine Driver	2.1.17

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

Name.	Branch.	Grade.	Date of Enlistment.
Hart, N.	Transportation ..	Leading Shunter ..	16.9.16
Harvey, H... ..	Rolling Stock ..	Labourer	26.7.16
Hastings, F.	Rolling Stock ..	Lad Labourer ..	5.4.17
Hawkins, J. H. ..	Rolling Stock ..	Engine Driver ..	13.11.16
Hayes, A.	Way and Works ..	Labourer	22.12.15*
Hayes, F.	Way and Works ..	Labourer	15.7.15
Hayes, J. M.	Transportation ..	Signalman	16.8.16
Hayes, P. H.	Rolling Stock ..	Engine Cleaner ..	17.1.17
Hayes, R. D.	Rolling Stock ..	Coppersmith ..	10.7.15
Hayle, A. G.	Rolling Stock ..	Fireman	3.1.17
Haythorne, A. ..	Way and Works ..	Lad Labourer ..	23.9.16
Healey, D.	Way and Works ..	Clerk	31.1.16
Heath, D. J.	Rolling Stock ..	Fireman	10.11.16
Henderson, E. ..	Rolling Stock ..	Engine Cleaner ..	23.12.16
Hendra, H. J. ..	Rolling Stock ..	Fireman	28.12.16
Henley, G. H. ..	Transportation ..	Operating Porter ..	21.9.16
Heuston, W. J. ..	Rolling Stock ..	Storeman	3.1.17
Heyme, H.	Rolling Stock ..	Engine Cleaner ..	8.1.17
Hicks, C. E.	Transportation ..	Clerk	22.1.17
Hicks, G. P. J. ..	Rolling Stock ..	Fireman	8.1.17
Higgins, F. J. ..	Transportation ..	Lad Porter	30.4.17
Higgins, H. C. ..	Rolling Stock ..	Labourer	5.8.16
Hill, G. R.	Printing and Stationery ..	Compositor ..	15.6.17
Hill, R. C. E. ..	Transportation ..	Lad Porter	1.5.17
Hilsley, P.	Way and Works ..	Labourer	21.7.16
Hilton, G. D. ..	Rolling Stock ..	Fitters' Assistant ..	3.1.17
Hindle, F. L. ..	Rolling Stock ..	Skilled Labourer ..	1.1.17
Hoare, J.	Way and Works ..	Skilled Labourer ..	1.2.17
Hoey, E.	Rolling Stock ..	Fireman	1.1.17
Hoffman, P. W. ..	Rolling Stock ..	Engine Cleaner ..	16.4.17
Hogan, E. B.	Rolling Stock ..	Fireman	5.2.17
Hogg, J. G.	Rolling Stock ..	Upholsterer ..	17.10.16
Holbrook, C. P. H. ..	Transportation ..	Clerk	14.10.16
Holford, E. T. ..	Rolling Stock ..	Fitter and Turner ..	7.8.16
Holloway, C.	Transportation ..	Block Recorder ..	2.11.16
Hook, G. H.	Rolling Stock ..	Stoker	2.1.17
Hopley, J.	Way and Works ..	Labourer	13.7.15
Houghton, J. ..	Way and Works ..	Skilled Labourer ..	31.3.17
Howard, J. H. ..	Transportation ..	Assistant Stationmaster ..	13.10.16
Hudgson, A. L. ..	Way and Works ..	Repairer	3.10.15
Hunter, R.	Rolling Stock ..	Engine Driver ..	1.1.17
Hunter, W.	Rolling Stock ..	Apprentice	27.4.17
Hutchinson, C. E. ..	Telegraph	Operator	19.8.16
Isaac, W. H.	Electrical Engineering ..	Labourer	15.9.16
Jack, H. B.	Way and Works ..	Leading Hand Fitter ..	11.10.16
Jackson, F. E. ..	Rolling Stock ..	Fitter	22.1.17
James, A. C.	Rolling Stock ..	Fireman	21.3.17
James, J.	Way and Works ..	Labourer	4.1.16
Jeffers, E.	Transportation ..	Lad Porter	16.3.17
Jenkins, A.	Rolling Stock ..	Labourer	2.8.16
Jenkins, S.	Rolling Stock ..	Labourer	2.1.17
Jenkins, W. W. ..	Rolling Stock ..	Car Builder	25.11.16
Jennings, E. M. ..	Transportation ..	Porter	22.5.17
Jobe, J. R.	Rolling Stock ..	Engine Cleaner ..	7.10.16
Johnson, C. R. W. ..	Rolling Stock ..	Fitter	3.4.17
Johnson, D. R. ..	Rolling Stock ..	Fireman	29.12.16
Johnson, M.	Way and Works ..	Labourer	28.10.14
Johnson, R. J. ..	Transportation ..	Clerk	16.4.17
Johnson, W.	Rolling Stock ..	Labourer	31.7.16
Jones, A.	Rolling Stock ..	Boilermaker ..	17.3.17
Jones, G. R. C. C. ..	Rolling Stock ..	Apprentice	16.2.17
Jones, T. N.	Rolling Stock ..	Apprentice	30.1.17
Jones, T. R.	Rolling Stock ..	Fireman	8.2.17
Jordan, W. J. ..	Transportation ..	Clerk	6.6.17
Jose, C. A.	Rolling Stock ..	Engine Cleaner ..	3.4.17
Kean, J. P.	Rolling Stock ..	Engine Cleaner ..	13.10.16
Keily, J.	Rolling Stock ..	Apprentice	16.1.17
Kennedy, A.	Rolling Stock ..	Engine Cleaner ..	30.9.16

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

Name.	Branch.	Grade.	Date of Enlistment.
Kennedy, P. ..	Way and Works	Repairer	10.10.16
Kerr, W. R. ..	Transportation ..	Labourer	7.10.16
Kerry, H. F. ..	Rolling Stock ..	Engine Driver ..	3.1.17
Kiernan, A. R. ..	Transportation ..	Lad Porter	16.3.17
Kilpatrick, G. ..	Telegraph	Labourer	16.12.16
King, G. J. ..	Rolling Stock ..	Labourer	4.9.16
King, L. G. N. ..	Transportation ..	Assistant Stationmaster	23.7.17
King, O. E. ..	Rolling Stock ..	Fireman	28.12.16
Kingsley, S. G. ..	Transportation ..	Lad Porter	31.8.16
Kleehammer, P. J. ..	Way and Works	Repairer	5.5.17
Knight, H. H. L. ..	Rolling Stock ..	Engine Cleaner ..	29.12.16
Knight, T. ..	Way and Works	Labourer	25.1.15
Knott, I. W. C. ..	Transportation ..	Lad Porter	23.7.17
Kohler, G. H. ..	Rolling Stock ..	Fireman	3.1.17
Kraemer, F. W. R. ..	Way and Works	Repairer	16.10.16
Landers, A. C. ..	Way and Works	Painter	2.10.16
Law, W. D. ..	Rolling Stock ..	Labourer	8.5.17
Lawrence, J. ..	Rolling Stock ..	Labourer	10.10.16
Lawry, H. W. H. ..	Transportation ..	Shunter	19.7.16
Lawson, J. H. ..	Rolling Stock ..	Labourer	18.6.17
Lee, J. ..	Way and Works	Labourer	4.9.14
Lennon, H. J. ..	Transportation ..	Clerk	31.7.16
Letch, P. ..	Transportation ..	Stationmaster ..	15.1.17
Lewellin, W. L. ..	Transportation ..	Clerk	17.10.16
Lewis, D. W. ..	Transportation ..	Porter	16.5.17
Linbon, S. ..	Way and Works	Labourer	11.9.14
Liversidge, E. G. L. ..	Rolling Stock ..	Blacksmith	29.12.16
Livingstone, L. ..	Way and Works	Fitter and Turner ..	30.1.17
Loftus, L. V. ..	Transportation ..	Clerk	4.9.16
Longmuir, T. A. ..	Transportation ..	Assistant Stationmaster	31.10.16
Loughnan, J. A. ..	Rolling Stock ..	Engine Cleaner ..	24.10.16
Love, A. G. ..	Rolling Stock ..	Upholsterer	12.10.16
Lowe, C. P. ..	Rolling Stock ..	Apprentice	14.10.16
Lowns, W. ..	Rolling Stock ..	Engine Driver ..	29.1.17
Lucas, E. J. ..	Rolling Stock ..	Labourer	16.9.16
Ludge, W. F. ..	Rolling Stock ..	Engine Driver ..	7.2.17
Luke, W. H. ..	Way and Works	Repairer	6.11.16
Lycett, H. ..	Rolling Stock ..	Boilermaker	5.2.17
Lynch, J. ..	Rolling Stock ..	Apprentice	22.2.17
Lyons, F. W. J. ..	Transportation ..	Lad Porter	1.5.17
Lyons, R. ..	Rolling Stock ..	Engine Cleaner ..	4.6.17
Lyons, W. P. ..	Rolling Stock ..	Engine Driver ..	19.7.16
Macbryde, A. E. ..	Transportation ..	Porter	25.7.17
Maccoll, A. B. ..	Rolling Stock ..	Fitter	3.1.17
Macgarvey, T. R. ..	Rolling Stock ..	Labourer	17.7.16
Madden, J. R. ..	Way and Works	Gardener	22.8.14
Maher, C. ..	Way and Works	Labourer	6.5.17
Maher, H. J. ..	Electrical Engineering	Electrical Mechanic ..	16.2.17
Maher, J. J. ..	Transportation ..	Stationmaster ..	12.1.17
Maher, M. ..	Rolling Stock ..	Labourer	8.1.17
Maher, P. J. G. ..	Transportation ..	Clerk	12.1.17
Malcolm, W. ..	Way and Works	Storeman	7.10.16
Mallard, E. ..	Way and Works	Hammerman	10.9.14
Mangan, J. J. ..	Way and Works	Labourer	2.10.16
Mansfield, L. ..	Way and Works	Lad Labourer	31.7.16
Marion, J. ..	Rolling Stock ..	Spring Maker	10.4.17
Marshall, H. L. ..	Transportation ..	Clerk	2.4.17
Martin, E. ..	Transportation ..	Labourer	9.9.16
Martin, J. V. ..	Way and Works	Apprentice	9.10.16
Mason, C. J. ..	Transportation ..	Block Recorder ..	31.8.16
Matheson, A. ..	Rolling Stock ..	Apprentice	8.1.17
Maughan, J. ..	Way and Works	Skilled Labourer ..	15.7.15
Maunder, R. ..	Rolling Stock ..	Carpenter	4.5.17
Maxwell, A. ..	Way and Works	Lad Labourer	31.10.16
Maxwell, N. R. McD. ..	Rolling Stock ..	Engine Driver ..	1.1.17
May, A. T. ..	Rolling Stock ..	Turner	8.1.17
May, W. G. ..	Transportation ..	Lad Porter	1.5.17
Mayer, C. ..	Way and Works	Labourer	23.7.15

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

Name.	Branch.	Grade.	Date of Enlistment.
Maynard, W. E.	Rolling Stock	Engine Driver	3.1.17
Mecking, S.	Rolling Stock	Engine Cleaner	26.6.17
Melvin, L.	Rolling Stock	Fitter	2.2.17
Merriman, L. G.	Rolling Stock	Engine Cleaner	23.9.16
Milburn, H. H.	Rolling Stock	Fitters' Assistant	3.10.16
Miles, H. W.	Rolling Stock	Labourer	1.7.16
Miles, J. W.	Rolling Stock	Apprentice	17.4.17
Milkans, W. A.	Rolling Stock	Engine Cleaner	26.4.17
Miller, F. W.	Transportation	Clerk	1.6.17
Miller, J. A.	Secretary's	Clerk	1.3.17
Mills, G.	Way and Works	Labourer	23.12.14
Milne, C. G.	Rolling Stock	Apprentice	16.10.16
Milne, E. O. G.	Transportation	Special Inquiry Officer	12.9.16
Milner, A. P.	Rolling Stock	Clerk	12.8.16
Miscamble, C. C. R.	Way and Works	Lad Labourer	11.6.15
Mitchell, E. L.	Rolling Stock	Engine Cleaner	5.1.17
Monaghan, J.	Rolling Stock	Car Cleaner	16.8.16
Moodie, J. H.	Rolling Stock	Engine Cleaner	30.7.16
Mooney, T.	Way and Works	Repairer	30.9.16
Mooney, T. P.	Rolling Stock	Striker	16.10.16
Moore, L. J. M.	Telegraph	Operator	30.10.16
Morecroft, A. G.	Rolling Stock	Engine Driver	27.12.16
Moreland, J.	Way and Works	Labourer	5.12.14
Morey, C. A.	Way and Works	Draughtsman	12.3.17
Morgan, F.	Rolling Stock	Car Builder	2.2.17
Morgan, J. V.	Rolling Stock	Fireman	10.1.17
Morison, A.	Rolling Stock	Clerk	23.3.17
Morra, J.	Rolling Stock	Engine Driver	31.12.16
Morrison, J. A.	Way and Works	Platelayer	27.10.16
Mouser, W. H.	Way and Works	Stoker	22.6.17
Moylan, F. T.	Rolling Stock	Clerk	26.4.17
Muir, T. J.	Rolling Stock	Blacksmith	2.1.17
Muirhead, G. P.	Way and Works	Draughtsman	14.7.16
Muirhead, W.	Transportation	Shunter	25.5.16
Mullen, E. C.	Accountancy	Clerk	18.9.16
Munford, A. C.	Electrical Engineering	Electrical Mechanic	16.1.16
Murphy, L.	Transportation	Clerk	6.8.17
Murray, W. J.	Transportation	Shunter	20.3.17
Muston, G.	Rolling Stock	Metal Polisher	3.6.16
Mutimer, C. W.	Transportation	Lad Porter	31.3.17
Myers, F.	Rolling Stock	Fireman	3.4.17
McAllister, J.	Electrical Engineering	Labourer	16.1.17
McArthur, A. D.	Rolling Stock	Packer and Trimmer	9.1.17
McArthur, J. T.	Rolling Stock	Lad Labourer	30.6.17
McCloskey, J.	Rolling Stock	Fireman	15.12.16
McDonald, D.	Way and Works	Labourer	6.2.17
McDonald, H.	Rolling Stock	Fireman	31.10.16
McDonald, H. A.	Transportation	Clerk	2.5.17
McDonald, L.	Rolling Stock	Engine Cleaner	23.2.17
McElhinney, J. J.	Rolling Stock	Engine Cleaner	29.12.16
McEwan, J. W.	Rolling Stock	Engine Cleaner	3.1.17
McFadyen, J. L.	Rolling Stock	Fitters' Assistant	14.2.16
McGrath, D.	Transportation	Vanman	1.11.16
McGuire, A. L.	Rolling Stock	Coppersmith	7.9.16
McIntosh, A. G.	Rolling Stock	Coppersmith	9.10.16
McIntosh, R. A.	Way and Works	Labourer	31.7.15
McIntyre, C. A.	Transportation	Signalman	28.9.16
McIntyre, N. E. G.	Rolling Stock	Apprentice	16.10.16
McKay, J. P.	Transportation	Stationmaster	6.9.16
McKay, R. J.	Rolling Stock	Labourer	2.2.17
McKenna, M.	Transportation	Stationmaster	7.5.17
McKenzie, D.	Way and Works	Skilled Labourer	20.10.16
McKeown, J. A.	Way and Works	Draughtsman	13.2.17
McKinnon, J.	Transportation	Clerk	2.11.16
McLean, A.	Way and Works	Painter	24.7.15
McLean, N. A.	Way and Works	Apprentice	16.4.17
McLeish, J. A. W.	Transportation	Clerk	4.4.17
McLister, A. G.	Rolling Stock	Boilermaker	10.10.16

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

Name.	Branch.	Grade.	Date of Enlistment.
McMahon, F.	Telegraph	Electrical Mechanic	23.2.17
McMenomy, A. G.	Rolling Stock	Engine Driver	16.1.17
McNally, J.	Way and Works	Labourer	16.8.16
McNamara, G. F.	Transportation	Clerk	16.9.16
McNamara, L. J. P.	Transportation	Shunter	21.3.17
McNeil, J. A.	Rolling Stock	Engine Cleaner	12.10.16
McPhee, J.	Transportation	Labourer	7.10.15
McRae, W. J.	Transportation	Porter	6.12.16
McVeigh, A.	Rolling Stock	Fireman	1.2.17
Nanscawen, W. R.	Transportation	Clerk	2.11.16
Neal, R. S.	Stores	Lad Labourer	28.2.17
Nest, T.	Way and Works	Labourer	3.11.16
Nicholls, A.	Rolling Stock	Fireman	7.2.17
Noonan, J.	Rolling Stock	Fitter and Turner	7.2.17
Noonan, R. H.	Transportation	Leading Shunter	7.9.16
Noonan, W.	Way and Works	Labourer	18.1.15
Norris, R.	Way and Works	Labourer	15.7.15
Noy, J. C.	Rolling Stock	Car Builder	3.10.16
Oliver, A. E.	Way and Works	Labourer	2.7.15
Oliver, N. C.	Transportation	Clerk	3.4.17
Osborne, W. M. H.	Rolling Stock	Fireman	25.9.16
Ottrey, J. P.	Transportation	Clerk	8.7.16
Outhred, J. C.	Telegraph	Clerk	17.9.16
O'Brien, D.	Way and Works	Labourer	19.10.15
O'Brien, E.	Way and Works	Labourer	9.12.15
O'Brien, G. H.	Way and Works	Repairer	23.10.16
O'Brien, J. H.	Rolling Stock	Labourer	15.7.16
O'Connell, H.	Rolling Stock	Fitter	13.10.16
O'Connor, W. J.	Way and Works	Leading Hand Carpenter	8.11.16
O'Dea, L.	Transportation	Block Recorder	13.2.17
O'Grady, H.	Transportation	Porter	22.5.17
O'Hehir, E. J.	Rolling Stock	Apprentice	4.11.16
O'Leary, A. J.	Transportation	Labourer	19.7.16
O'Meara, S.	Transportation	Labourer	28.8.16
O'Neill, J. J.	Rolling Stock	Engine Cleaner	3.1.17
O'Neill, T.	Transportation	Operating Porter	24.4.16
O'Shannassy, T. M.	Transportation	Signal Porter	30.9.16
O'Shannassy, D.	Way and Works	Labourer	22.6.15
O'Sullivan, R.	Transportation	Assistant Stationmaster	23.1.17
Page, R. J. G.	Transportation	Stationmaster	9.8.17
Pallamountagne, W.	Rolling Stock	Engine Cleaner	10.1.17
Pardy, F. W.	Way and Works	Skilled Labourer	26.4.16
Parfitt, F. H.	Transportation	Clerk	11.9.16
Parker, F. H.	Way and Works	Labourer	13.10.16
Parker, R. G. R.	Accountancy	Clerk	6.8.16
Parry, G. J.	Way and Works	Ganger	25.3.16
Paull, L. R.	Transportation	Lad Porter	20.7.17
Pawsey, A. V.	Way and Works	Lad Labourer	3.3.17
Peck, E.	Way and Works	Lad Labourer	29.2.16
Pegg, M.	Way and Works	Labourer	23.11.15
Pegler, W. J.	Rolling Stock	Labourer	16.8.16
Pender, P.	Rolling Stock	Engine Driver	8.2.17
Perry, D.	Way and Works	Labourer	17.7.15
Perso, H.	Transportation	Block Recorder	13.4.17
Peters, G.	Rolling Stock	Wood Machinist	27.7.16
Pettersson, F. J. S.	Rolling Stock	Fireman	25.12.16
Phillips, A. S.	Transportation	Labourer	7.11.16
Phillips, C.	Way and Works	Labourer	5.9.14
Phillips, H. A.	Way and Works	Lad Labourer	15.8.16
Phillips, J.	Way and Works	Labourer	21.7.15
Pickering, A. J.	Transportation	Porter	22.7.16
Pike, C. H.	Transportation	Clerk	21.7.16
Pike, L. R.	Rolling Stock	Fitter and Turner	18.4.17
Pinney, H. C.	Rolling Stock	Fireman	3.1.17
Pollard, J.	Way and Works	Labourer	24.7.15
Porter, A. J.	Transportation	Lad Porter	26.1.17
Powell, H. A.	Transportation	Lad Porter	3.11.16
Powell, N.	Way and Works	Clerk	22.9.14

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

Name.	Branch.	Grade.	Date of Enlistment.
Powell, W. E. G.	Rolling Stock	Lad Labourer	29.6.17
Powles, H. F.	Transportation	Lad Porter	1.1.17
Prangnell, W. R.	Rolling Stock	Fireman	15.9.16
Prater, P.	Rolling Stock	Engine Driver	25.1.17
Preese, A. G.	Rolling Stock	Train Examiner	12.3.17
Prescott, P.	Way and Works	Lad Labourer	6.7.15
Price, L. C.	Transportation	Clerk	22.5.17
Price, W. R.	Transportation	Clerk	12.1.17
Purdy, W. G.	Rolling Stock	Engine Driver	3.1.17
Pyke, D. H.	Way and Works	Repairer	11.10.16
Quinlivan, E. L.	Rolling Stock	Wood Machinist	30.9.16
Quirke, E. J.	Rolling Stock	Labourer	21.9.16
Rachinger, W. E.	Transportation	Clerk	31.10.16
Rains, E. A.	Transportation	Assistant Stationmaster	31.1.17
Ramage, J.	Rolling Stock	Engine Cleaner	15.1.17
Rampling, S.	Way and Works	Labourer	3.2.17
Randles, A. H.	Rolling Stock	Fitter and Turner	30.10.16
Reddan, W.	Way and Works	Labourer	27.6.17
Reed, L. R. S.	Rolling Stock	Apprentice	2.6.17
Reid, G. L.	Transportation	Clerk	23.9.16
Reid, G. M.	Transportation	Messenger	16.9.16
Reynolds, A.	Rolling Stock	Engine Cleaner	2.3.17
Reynolds, J. P.	Rolling Stock	Fireman	16.9.16
Richards, J.	Rolling Stock	Fireman	4.11.16
Riddett, A.	Transportation	Labourer	2.5.16
Riley, H. H.	Accountancy	Clerk	7.9.16
Riseley, P.	Electrical Engineer	Fireman	4.6.17
Ritter, G. L.	Transportation	Clerk	9.12.16
Robbins, H. R.	Rolling Stock	Car Cleaner	23.8.16
Roberts, A. E.	Way and Works	Labourer	10.9.14
Roberts, W. C.	Way and Works	Repairer	11.10.16
Robertson, D. S.	Way and Works	Skilled Labourer	19.8.16
Robertson, F. A.	Way and Works	Clerk	3.11.16
Robertson, L.	Rolling Stock	Apprentice	1.6.17
Robertson, T. P.	Rolling Stock	Apprentice	9.10.16
Robertson, W.	Way and Works	Labourer	30.10.15
Robinson, A. H.	Way and Works	Skilled Labourer	2.11.16
Robinson, H. W.	Rolling Stock	Fireman	31.1.17
Roche, J. L.	Way and Works	Skilled Labourer	15.8.14
Roche, P.	Way and Works	Labourer	15.6.15
Roche, P.	Transportation	Goods Checker	3.11.16
Rollinson, G. W.	Rolling Stock	Labourer	12.9.16
Rooke, A. T.	Transportation	Lad Porter	31.10.16
Ross, G. T.	Transportation	Porter	7.8.16
Ross, T.	Rolling Stock	Engine Driver	22.12.16
Rowdon, C. F.	Rolling Stock	Upholsterer	9.10.16
Ruff, D. W.	Rolling Stock	Fireman	3.1.17
Ruggles, H.	Way and Works	Labourer	15.7.15
Ryan, T.	Way and Works	Repairer	30.4.17
Ryan, W.	Transportation	Stationmaster	2.5.17
Ryan, W.	Way and Works	Apprentice	11.10.16
Ryder, E.	Rolling Stock	Fitter	27.7.17
Samson, S. G.	Rolling Stock	Driver	30.1.17
Sanders, B.	Way and Works	Labourer	9.7.15
Sandles, W. C.	Rolling Stock	Engine Cleaner	1.8.16
Sands, W. J.	Way and Works	Labourer	15.10.16
Sartain, E. R.	Way and Works	Repairer	3.10.16
Saunders, W. J.	Transportation	Clerk	27.7.17
Sayer, P. J.	Rolling Stock	Labourer	17.4.17
Scott, F. G.	Transportation	Lad Porter	1.3.17
Scott, W.	Rolling Stock	Car Cleaner	26.8.16
Scriven, J.	Rolling Stock	Apprentice	1.8.17
Sergeant, R. H.	Rolling Stock	Fireman	5.1.17
Shanaughan, J. P.	Way and Works	Clerk	11.10.16
Share, A.	Rolling Stock	Engine Cleaner	22.9.16
Sheehan, L. R.	Telegraph	Operator	22.10.16
Shepherd, C. S. D.	Rolling Stock	Fireman	6.7.16
Shepherd, W.	Telegraph	Electrical Mechanic	16.6.17

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

Name.	Branch.	Grade.	Date of Enlistment.
Sheppard, F. H.	Telegraph	Skilled Labourer	18.9.16
Shiell, M. T.	Transportation	Lad Porter	16.5.17
Simcoe, C. T.	Rolling Stock	Engine Cleaner	8.1.17
Simmonds, W.	Way and Works	Labourer	19.8.14
Simons, J. H.	Way and Works	Labourer	31.7.16
Sims, R. J.	Rolling Stock	Apprentice	6.3.17
Sitlington, L. E.	Rolling Stock	Apprentice	6.12.16
Skinner, H.	Way and Works	Labourer	4.2.15
Sloggett, H. H.	Transportation	Clerk	2.9.16
Smart, W. B.	Rolling Stock	Fitter	24.1.17
Smith, A. A.	Rolling Stock	Fireman	3.1.17
Smith, J. W.	Rolling Stock	Engine Driver	26.1.17
Smith, O.	Way and Works	Labourer	22.12.15
Smith, S.	Transportation	Clerk	14.10.16
Smith, W.	Transportation	Clerk	14.7.16
Smith, W. B.	Rolling Stock	Fireman	3.1.17
Smith, W. E.	Transportation	Clerk	22.5.17
Smith, W. S.	Rolling Stock	Lad Labourer	27.2.17
Smith, W. W.	Rolling Stock	Fireman	3.11.16
Smyth, G. H.	Way and Works	Painter	24.7.15
Snell, R. R.	Transportation	Lad Porter	19.9.16
Sobey, L. J.	Transportation	Shedman	21.10.16
Southam, A. E. D.	Way and Works	Clerk	1.11.16
Speed, C. W.	Transportation	Porter	27.9.16
Sperring, O. W.	Way and Works	Chainman	31.10.16
Spiers, E. W.	Transportation	Lad Porter	8.8.16
Spotswood, C. W.	Rolling Stock	Clerk	23.4.17
Spriggs, G.	Rolling Stock	Labourer	20.10.16
Spruzen, E.	Transportation	Clerk	9.8.16
Staff, C. R.	Transportation	Clerk	1.8.17
Stamp, G.	Rolling Stock	Leading Hand Fitter	10.1.17
Stevens, C. H.	Rolling Stock	Fireman	15.7.16
Stevens, G. F. C.	Way and Works	Clerk	14.10.16
Stevens, G. T.	Way and Works	Repairer	14.11.16
Stevens, R. W.	Rolling Stock	Engine Cleaner	31.1.17
Stewart, A. C.	Transportation	Lad Porter	5.9.16
Stewart, C. F.	Way and Works	Fitters' Assistant	23.10.16
Stewart, L. A.	Way and Works	Clerk	28.10.16
Stewart, W.	Way and Works	Clerk	18.11.16
Stone, A. V.	Rolling Stock	Labourer	17.4.17
Strugnell, R.	Way and Works	Labourer	8.7.15
Sullivan, L. P. N.	Transportation	Clerk	14.10.16
Summers, E.	Rolling Stock	Labourer	17.3.17
Sutton, C.	Way and Works	Repairer	30.4.17
Svensson, A.	Stationery	Machine Feeder	17.2.17
Symons, R. C.	Way and Works	Labourer	9.7.15
Tassie, A. J. S.	Transportation	Lad Porter	30.9.16
Taylor, C.	Accountancy	Clerk	5.11.16
Taylor, G. M.	Way and Works	Repairer	20.3.17
Taylor, J. G.	Way and Works	Apprentice	16.7.15
Taylor, J. G.	Way and Works	Lad Labourer	24.2.17
Taylor, W.	Rolling Stock	Fitter	22.7.16
Taubman, J. R.	Transportation	Messenger	11.8.16
Tenni, B. T.	Rolling Stock	Engine Driver	16.12.16
Thompson, R. H.	Rolling Stock	Fireman	3.1.17
Thompson, W. H.	Telegraph	Operator	20.10.16
Thompson, R.	Rolling Stock	Fireman	1.1.17
Thornton, T. E.	Rolling Stock	Lad Labourer	2.3.17
Thresher, P. J.	Transportation	Clerk	23.10.16
Tibb, A. S.	Rolling Stock	Fitter and Turner	11.1.17
Tierney, P. L. J.	Transportation	Clerk	23.1.17
Timewell, J. L.	Secretary's	Clerk	16.10.16
Tinsley, W. N.	Way and Works	Lad Labourer	16.7.17
Titheridge, H. W.	Rolling Stock	Lad Labourer	21.4.17
Todd, C. W.	Way and Works	Clerk	24.5.17
Tomlinson, J. R.	Rolling Stock	Engine Cleaner	13.10.16
Tonkin, W. C.	Rolling Stock	Blacksmith	2.1.17
Tonks, J.	Way and Works	Labourer	8.2.16

NAMES OF EMPLOYEES WHO HAVE ENLISTED FOR SERVICE—continued.

Name.	Branch.	Grade.	Date of Enlistment.
Tope, W. V.	Rolling Stock	Engine Cleaner	2.2.17
Treloar, E.	Way and Works	Labourer	17.9.14
Trengrove, F. W.	Rolling Stock	Engine Cleaner	30.9.16
Treseder, W.	Transportation	Labourer	20.10.16
Trist, S. N.	Rolling Stock	Apprentice	17.3.17
Turner, G. A.	Rolling Stock	Draftsman	10.2.17
Tweedle, W.	Rolling Stock	Cleaner	1.1.17
Twiss, J. M. L.	Transportation	Assistant Stationmaster	15.10.16
Tynan, J.	Way and Works	Chainman	15.8.16
Unstead, L. V.	Rolling Stock	Fireman	30.9.16
Uren, G. A.	Rolling Stock	Engine Cleaner	19.1.17
Urquhart, G. F.	Rolling Stock	Lad Labourer	13.8.17
Vallance, N. D.	Rolling Stock	Engine Cleaner	3.1.17
Vallins, C.	Rolling Stock	Lad Labourer	22.5.17
Van Joolen, H. J.	Rolling Stock	Fireman	22.12.16
Vanselow, L. L.	Telegraph	Operator	9.9.16
Vickery, A. H.	Rolling Stock	Labourer	24.7.16
Vipond, T. R.	Transportation	Lad Porter	3.7.16
Vizard, R. G.	Transportation	Clerk	23.8.16
Walker, E. A.	Rolling Stock	Clerk	15.1.17
Wallis, E. H.	Rolling Stock	Engine Cleaner	9.5.17
Ward, J. J.	Rolling Stock	Car Cleaner	1.6.17
Watkins, A. J.	Transportation	Shunter	18.6.17
Watson, A.	Rolling Stock	Lad Labourer	2.1.17
Watson, W. C.	Stores	Labourer	14.10.16
Wearne, F.	Rolling Stock	Lad Labourer	8.8.16
Webber, W. H. L.	Rolling Stock	Lad Labourer	12.3.17
Weber, A. V.	Telegraph	Operator	8.9.16
Weickhardt, F. C.	Rolling Stock	Apprentice	18.6.17
Weightman, A. L.	Rolling Stock	Fireman	23.12.16
Wells, G. W.	Way and Works	Clerk	21.10.16
Westlake, J.	Transportation	Motorman	1.1.17
Westmoreland, H. J.	Way and Works	Labourer	9.7.15
White, L.	Way and Works	Lad Labourer	1.2.17
White, T. G.	Rolling Stock	Engine Cleaner	6.10.16
White, T. J.	Rolling Stock	Engine Cleaner	3.1.17
Whitecross, J. G.	Rolling Stock	Car Builder	22.7.16
Whitelaw, C. R.	Transportation	Operating Porter	17.2.17
Whitford, S. M.	Rolling Stock	Springmaker	11.9.16
Whitworth, H. T.	Transportation	Clerk	7.10.16
Wigley, H. W.	Rolling Stock	Blacksmith	20.1.17
Wilding, G. A.	Way and Works	Repairer	30.9.16
Wilkinson, A.	Way and Works	Labourer	11.9.14
Wilkinson, G. A.	Rolling Stock	Fireman	22.1.17
Williams, A. E.	Rolling Stock	Engine Driver	3.1.17
Williams, A. E.	Traffic	Clerk	23.2.17
Williams, G. H.	Rolling Stock	Boilermaker's Help	15.2.17
Williams, V. E.	Way and Works	Skilled Labourer	15.3.16
Willmott, L. S.	Rolling Stock	Apprentice	4.3.17
Wilson, J. E.	Transportation	Clerk	25.9.16
Wilson, R. C. P.	Transportation	Assistant Stationmaster	3.1.17
Wilson, T.	Rolling Stock	Engine Driver	10.3.17
Withell, J. D.	Transportation	Porter	25.6.17
Withey, R. J.	Way and Works	Carpenter	4.8.16
Worland, H. G.	Rolling Stock	Lad Labourer	5.2.17
Worthington, L. T.	Transportation	Clerk	25.6.17
Wraith, S.	Transportation	Porter	1.8.16
Wright, R. C.	Rolling Stock	Apprentice	31.5.17
Wunderly, R. T.	Transportation	Clerk	18.8.16
Wyndham, E.	Transportation	Lad Porter	25.7.16
Young, E. J.	Way and Works	Labourer	9.2.16
Yoxon, L. G.	Transportation	Lad Porter	9.5.17

OBITUARY.

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

ADDICOAT, A. L.	DREW, G. E.	MARSHALL, J. C.	ROSS, C. F.
ALLEN, A. E.	DRISCOLL, A.	MARTIN, ROBERT	ROSS, J. A.
ANNAND, V. W. J.	DUNCAN, J. G.	MARTIN, ROY	RUFF, V. H.
ARCHBOLD, E.	DUNKLEY, H. E.	MATEER, L. A.	SAUL, H.
ATKINSON, C. B.	EDMONDS, G.	MATTHEWS, L.	SEDGMAN, T. E.
BAINBRIDGE, J. S.	EGAN, E. A.	MAY, A.	SCOTT, R. T.
BAKER, H. W. A.	FARGHER, P. A.	MAYO, G. A.	SCOULLER, A. J.
BAKER, S. C.	FLEET, A. G.	MELLOR, W.	SCULLY, R. H.
BALDOCK, W. J.	FLEMING, W. C.	MINETT, C. A.	SHARE, H.
BARBER, H. L.	FLYNN, J. P.	MOODIE, G. D.	SHEEDY, W. F.
BAXTER, H. E.	FORDHAM, A. E.	MOONEY, J. W.	SHERIDAN, H. C.
BAXTER, R. H.	FOREMAN, G. W.	MOOR, E. E.	SKEWS, J. H.
BEITH, J. H.	FOWLER, J.	MORGAN, W. J. P.	SLATER, T. H.
BENJAMIN, A. L.	FRANCIS, A. R.	MUMMERY, T. H.	SMITH, G. STEPHEN
BENNETT, R.	FRANKLIN, W. C.	MCALKESE, G. H.	SMITH, G. STORDART
BENSLEY, E. H.	FRASER, W. J.	MCCARTHY, A. F.	SMITH, J.
BENZLEY, H. R.	FREEMAN, J. P.	MCDONALD, C. P.	STAMP, J. B. R.
BETTLES, H. F.	GALBRAITH, A.	MCDONALD, L.	STATHAM, G. W.
BEYER, H. S.	GAME, E. A.	MCGAHEY, J.	STEAR, H. E.
BLAIR, H.	GANDY, J. F.	MCGREGOR, E.	STENHOUSE, J. A. J.
BLAKE, G. F.	GORDON, B. D.	MCGRILLEN, F. A.	STEPHENS, R. C.
BOND, J. H.	GORDON, E. J.	MCINNES, G. A.	STEWART, J.
BOOLEY, J.	GORDON, P. L. D.	MCMAMARA, J.	SWINTON, T. T.
BOOTH, E. R.	GRANGER, W. B.	NELSON, J. P.	TAYLOR, H. G. L.
BOTTOMLEY, H. T.	GRAVES, F.	NICHOLLS, R. J.	TAYLOR, H. W.
BOTTOMLEY, O. G.	GRAY, W. V.	NICHOLSON, R. H. B.	TAYLOR, J. G.
BROMILOW I. C.	GULLICK, R. C.	NORMAN, E. W.	TAYLOR, J. R.
BULL, E. L.	GUYATT, H. A.	OLSEN, M.	TEVLIN, J. T.
BURNS, J. B.	HARVEY, A. J.	OVERSON, W. J.	THOMAS, S. G.
BUTTERS, C. R. A.	HASSETT, H.	O'BRIEN, P. J.	TIERNEY, A. J.
CANNON, B. H.	HAWKINS, A. G.	O'BRIEN, W.	TILLEY, A. J.
CARLESS, J. N.	HAYLE, F. T.	O'DONNELL, T. J.	TIPPET, P. A.
CARLON, T.	HELSHAM, J. G. D.	O'LOGHLEN, F. A.	TOLMIE, R. C.
CARMICHAEL, A. N.	HEWITT, C. R.	O'MALLAY, T. J.	TORPEY, H.
CARWARDINE, F.	HINCHEN, R. J.	O'SHANNASSY, R.	TOWNSEND, A. E.
CASSON, J. H.	HITZERATH, G. R.	PENDER, J. R.	TULLY, J. L.
CHALLIS, G.	HOLDEN, E. J.	PHILIP, G.	TYTHERLEIGH, J.
CHANDLER, S. A.	HOOPER, R. M. F.	PLANT, L.	VALE, A. W.
CHAPMAN, A. F.	HOOPPELL, P. S.	PLIM, J.	VAUGHAN, S. P.
CHISHOLM, W. B.	INGLIS, G. R.	POLLARD, H. R.	VERDON, W.
CLACK, E.	INGRAM, A. H.	POTTER, H.	VIDLER, E. G.
COLLIER, A. R.	JAMES, F.	POWELL, T. H. N.	WALKER, H. I.
COLLINS, C. A.	JENNINGS, H. C.	POZZI, L. L.	WALKER, T.
COLLINS, J. O.	JOHNSTON, J. A. K.	PRETTY, F.	WATERS, J. B.
COLLINSON, R. A.	JUDE, D. H.	PRICE, A.	WELLS, R. W.
CONLEY, J.	KENNEDY, J. W. H.	PRICE, J. O.	WHITELEY, E. C.
COWARD, L.	KENNEDY, W.	PRIDEAUX, J.	WIGGINS, R. T.
COXHELL, L.	KENNELLY, L. P.	PRING, B.	WILSON, G. G.
CRONIN, P. F.	KENNERLEY, T. F.	QUIRK, A.	WILSON, J. H.
DALTON, C. M.	KIDD, N.	RAMSAY, G. A. S.	WING, R.
DAVIE, A.	KIERNAN, E. J.	RASHLEIGH, W. C.	WITHERS, H. A.
DAVIES, J. S.	KILLEY, W.	REEVES, A.	WOOD, R. A.
DE ARAUGO, F.	KING, C.	REGAN, C. G.	WOOLCOCK, R.
DE ROSS, A. G. S.	KISSACK, J.	RENTON, G.	WORLE, T. H.
DICKSON, J.	LE MAITRE, A. C.	RICH, C. E. O.	WRIGHT, L.
DITCHBURN, N. J.	LESLIE, V.	RICKARD, W. J.	WRIGHT, S. J. K.
DIXON, F. R. O.	LEWIS, A. H.	RING, W.	YOUNG, A.
DOOLEY, J. A.	LYNCH, H.	ROBERTS, L. M.	YOUNG, G. F.
DONOHUE, S.	LYNCH, P. J.	ROBERTSON, J. N.	ZEIS, W. A.
DOUGLAS, J. C.	MACKLEY, W. J.	RODDA, B.	

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		„ showing through Railway connexions.

APPENDIX No. 1.

HEADS OF BRANCHES.

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

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, AND TOOLS.

I hereby certify that the whole of the rolling stock in use on the Victorian Railways, and also the machinery and tools of the Rolling Stock Branch, were, during the year 1916-17, 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, and other works on the Victorian Railways were, during the year 1916-17, maintained in good working order and repair.

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

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1917, was £1,128,950 16s. 0d.

C. W. J. COLEMAN,
Chief Storekeeper.

<i>Dr.</i>		GENERAL BALANCE-SHEET AT			
	Reference.	£	s.	d.	£ s. d.
	Appendix. No.				
To face value of Bonds and Stock allocated to the Railways	10	55,281,489	16	8	
Less Discounts and Floating Charges £2,209,859 1 11	10				
Less Premiums 453,928 14 6	10				
	...	1,755,930	7	5	
Net Proceeds	10				53,525,559 9 3
„ CONTRIBUTIONS FROM REVENUE FOR CAPITAL PURPOSES:—					
Proceeds of Sale of State Lands ...	...	2,825,740	6	1	
Consolidated Revenue provided for Redemption of State Loans ...	...	361,528	19	9	
Surplus Revenue	...	250,696	2	4	
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines ...	...	21,619	0	0	
Consolidated Revenue provided under Appropriations and Votes ...	...	452,427	12	0	
					3,912,012 0 2
„ Advances from Public Account (to be recouped) on account of Relaying ...	17	266,210	18	5	
„ Advances from Public Account (to be recouped)—Deferred Special Maintenance Expenditure... ..	...	121,540	0	0	
					387,750 18 5
„ Special Funds	...	...			33,871 4 6
„ Sundry Creditors	...	...			238,586 1 10
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue	...	...			11,031 0 4
„ Interest Charges and Expenses and Pensions and Gratuities	...	2,143,863	6	6	
Less Net Revenue for the year after providing for working expenses and special and abnormal charges and payment of £50,000 into the Rolling Stock Replacement Fund...	...	1,806,095	18	9	
					337,767 7 9
Total	...				58,446,578 2 3

Audited and found correct,

F. H. BRUFORD,
Auditor-General.

No. 5.

30TH JUNE, 1917.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix. No.						
By Way, Works, Buildings, and Equip- ment, at cost	23	44,519,700	14	10			
„ Rolling Stock, at cost	23	11,073,133	0	4			
„ Surveys for proposed Railways, at cost ...	...	55,592,833	15	2			
		365,435	10	1	55,958,269	5	3
„ Advances from Public Account—Balance of Expenditure on account of Re- laying	17	266,210	18	5			
„ Advances from Public Account—De- ferred Special Maintenance Expendi- ture	...	121,540	0	0	387,750	18	5
„ Stores and Materials on hand ...	18	1,128,950	16	0			
Less amount at credit of Stores Deprecia- tion Account	18	5,424	2	2	1,123,526	13	10
„ Cash at credit of Railway Stores Suspense Account	18	66,329	14	4			
„ Cash in hands of Agent-General, London, and in transit	18	68,976	5	2	135,305	19	6
„ Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			124,481	14	4
„ Cash at credit of Special Funds:— Rolling Stock Replacement Fund ...	16	27,303	0	1			
Railway Loans Repayment Fund ...	...	11,051	17	1			
Trust Fund—Surplus Railway Land	...	282	6	2			
Railways Accident and Fire In- surance Fund	7	6,568	4	5	45,205	7	9
„ Cash and Securities at credit of the following Accounts:— Sundry Repayments to Treasury ...	...	7,324	12	5			
Preliminary Deposits	...	2,302	15	3			
Bills Receivable... ..	...	1,252	1	4			
Trust Funds—Cash and Securities ...	...	92,466	6	2	103,345	15	2
„ Sundry Debtors	...	...			24,344	0	7
„ Unexpended Balance of Loan Moneys ...	...	...			206,580	19	8
„ Balance—Deficit	...	...			337,767	7	9
Total	...	...			58,446,578	2	3

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 6.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1916-17 COMPARED WITH 1915-16,
EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY.

	1915-16.	1916-17.
TRANSPORTATION BRANCH.		
General Superintendence and Staff	£76,301	£70,484
Stationery, Printing, and Advertising	35,862	37,530
Stores Expenses	4,275	4,146
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	£770,959	£787,615
Fuel	2,354	2,332
Light	21,970	24,030
Uniforms	7,504	5,522
Other Supplies	28,538	24,657
Sanitary and Other Expenses	5,623	6,248
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£836,948	£850,404
Guards and Conductors—Wages and Expenses	£128,620	£129,035
„ „ Uniforms and Supplies	3,657	1,801
Gatekeeping	24,252	25,191
Loss and Damage to Property and Goods	Cr. 3,497	Cr. 1,865
Other Expenses	3,903	3,893
Dining Car Service	17,247	17,084
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£1,127,568	£1,137,703
Less Special and Abnormal Charges	£42,239	£42,000
Balance of Working Expenses	£1,085,329	£1,095,703
Percentage of Gross Revenue	19·02	18·41
Per Traffic Train Mile	18·84d.	18·76d.
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£58,387	£55,172
Stationery, Printing, and Advertising	6,863	4,164
Stores Expenses	5,238	7,143
	£70,488	£66,479
MAINTENANCE OF WAY—		
Superintendence and Staff	£23,651	£24,751
General Labour	362,520	377,092
Track Materials	132,373	120,088
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	40,458	26,029
Tools and Supplies	12,874	12,038
TOTAL COST OF MAINTENANCE OF WAY	£571,876	£559,998
Per Mile of Railway worked	£145	£136
„ „ Track „ (exclusive of Sidings)	£133	£126

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1916-17, ETC.—continued.

	1915-16.	1916-17.
WAY AND WORKS BRANCH—continued		
MAINTENANCE OF WORKS—		
Superintendence and Staff	£22,494	£19,615
Bridges, Culverts, and Drains	86,633	66,465
Piers and Wharfs	1,039	1,233
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	8,486	7,435
Buildings, Platforms, and Fixtures	117,511	72,680
Stock Yards	4,987	3,999
Water Supply	15,043	12,076
Signals and Interlocking	33,716	55,713
Telegraph Lines	37,202	40,817
Machinery, Tools, and Supplies	24,903	16,823
Other Expenses	1,166	727
Gardens, Plantations, &c.	3,075	3,255
TOTAL COST OF MAINTENANCE OF WORKS	£356,255	£300,838
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£998,619	£927,315
Less Special and Abnormal Charges	£167,945	£183,924
Balance of Working Expenses	£830,674	£743,391
Percentage of Gross Revenue	14·56	12·49
Per Mile of Railway worked	£210	£181
Per Traffic Train Mile	14·42d.	12·72d.
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£21,468	£21,527
Stationery, Printing, and Advertising	4,908	4,035
Stores Expenses	9,341	11,286
LOCOMOTIVE WORKING—		
Superintendence and Staff	£20,858	£21,453
Running Sheds { Staff	65,616	68,971
Supplies	4,720	3,574
Drivers and Firemen	380,732	392,786
Coal, Wood, and Kindlers for Locomotives	396,864	565,833
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	31,614	40,430
Water for Locomotives and Running Sheds	21,133	22,837
Oil, Tallow, Waste, and other Running Supplies for Locomotives	17,123	21,285
Other Expenses	95	243
TOTAL COST OF LOCOMOTIVE WORKING	£938,755	£1,137,412
Locomotive Miles Run	16,604,027	16,483,661
Per Locomotive Mile	13·57d.	16·56d.
Per Traffic Train Mile	16·29d.	19·47d.
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£72,078	£76,131
Supplies	2,511	2,505
Lubricants	2,671	3,907
Light	21,956	25,178
Ice	1,314	1,217
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£100,530	£108,938
Per 1,000 Car Miles	137·03d.	140·20d.
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£1,075,002	£1,283,198

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1916-17, ETC.—continued.

	1915-16.	1916-17.
ROLLING STOCK BRANCH—continued.		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
Superintendence and Staff	£16,681	£18,321
Repairs and Renewals of Locomotives	207,628	210,581
" " Passenger Cars and Vans	205,818	156,930
" " Trucks	124,019	127,572
" " Covers	11,481	37,114
" " Machinery and Tools	17,438	16,123
Power, Heat, Light, &c., for Shops	53,186	47,226
Sundry Charges	5,854	5,103
Other Expenses	212	1,094
Payment into Rolling Stock Replacement Fund	30,000	50,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..	£672,317	£670,064
Per Traffic Train Mile	11·67d.	11·47d.
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£1,747,319	£1,953,262
Less Special and Abnormal Charges	£78,190	£122,185
Balance of Working Expenses	£1,669,129	£1,831,077
Percentage of Gross Revenue	29·26	30·76
Per Traffic Train Mile	28·97d.	31·34d.
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£17,657	£17,252
" " Chief Accountant's Office	26,682	25,781
" " Auditor of Receipts' Office	29,600	27,592
Estate Office	1,701	1,822
General Office Expenses	2,488	2,736
Flinders-street Station Buildings General Expenses	1,610	1,776
Legal and Medical Expenses	5,376	7,439
Stationery, Printing, and Advertising (General)	2,706	2,559
Other General Expenses	7,560	9,040
TOTAL GENERAL EXPENSES	£95,380	£,95,997
Less Special and Abnormal Charges	£3,890	£6,488
	£91,490	£89,509
Percentage of Gross Revenue	1·60	1·50
Per Traffic Train Mile	1·59d.	1·53d.
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£28,526	£39,763
Percentage of Gross Revenue	·50	·67
Per Traffic Train Mile	·50d.	·68d.
TOTAL WORKING EXPENSES	£3,997,412	£4,154,040
Less Special and Abnormal Charges	292,264	354,597
Balance of Working Expenses	£3,705,148	£3,799,443
Percentage of Gross Revenue	64·94	63·83
Per Traffic Train Mile	64·32d.	65·03d.
Per Mile of Railway Worked	£937	£926

APPENDIX No. 7.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1917.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Payment to Fund during the year ending 30th June, 1917 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Section 109 of Act No. 2716) included in the Working Expenses of the Year	29,903 3 9	By Balance at 30th June, 1916	7,789 11 6
„ Special Payment to Fund provided by Division No. 96, Subdivision No. 2, of the Supplementary Estimates 1916-17	10,000 0 0	„ Expenditure for the year ending 30th June, 1917—	
		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	435 4 9
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	1,876 2 6
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation shall be paid to persons referred to in Clause (b)	320 1 0
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees	12,924 11 4
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	1,115 5 7
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	8,486 16 4
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c.	387 6 4
		„ Balance at 30th June, 1917	6,568 4 5
	£39,903 3 9		£39,903 3 9

APPENDIX No. 8.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS
AT 30TH JUNE, 1917, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1916,
ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1916.	At 30th June, 1917.	Decrease.
Secretary's	9	6	3
Accountancy and Audit of Receipts	25	23	2
Electrical Engineering	3	3	...
Rolling Stock	396	353	43
Stores	11	10	1
Telegraph and Stationery ...	17	17	...
Transportation and Traffic ...	437	398	39
Way and Works	296	256	40
Total ...	1,194	1,066	128

APPENDIX No. 9.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1917.

	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	2,338 10 6	163 0 0	3,001 10 6	
Beecac to Newtown	877 1 7	...	877 1 7	
Benalla to Tatong	479 11 3	...	479 11 3	
Cavendish to Toolondo	15,626 17 9	277 6 8	15,904 4 5	
Chillingollah to Manangatang	179 2 5	...	179 2 5	
Crowland to Navarre	1,145 4 7	...	1,145 4 7	
Elmore to Cohuna	935 13 5	121 0 0	1,056 13 5	
Gheringhap to Maroona	1,965 15 7	2 0 0	1,967 15 7	
Hamilton to Cavendish	Cr. 947 3 7	52 0 0	Cr. 895 3 7	
Heywood to Mumbannar	17,816 9 6	275 13 4	18,092 2 10	
Koo-wee-rup to McDonald's Track	364 9 11	35 0 0	399 9 11	
Linton to Skipton	Cr. 9 2 7	22 0 0	12 17 5	
Lorquon to Yanac-a-Yanac	3,523 10 7	207 0 0	3,730 10 7	
Neerim South to Toorong River	25,452 11 3	366 15 0	25,819 6 3	
North Geelong to Fyansford	289 14 8	22 0 0	311 14 8	
Ouyen to Kow Plains	1,102 10 8	...	1,102 10 8	
Rupanyup to Marnoo	690 14 4	...	690 14 4	
Rushworth to Colbinabbin	482 2 2	...	482 2 2	
Rushworth to Stanhope North	18,041 8 10	499 11 8	18,541 0 6	
Sandringham to Black Rock Electric Street Railway	13,737 15 10	285 0 0	14,022 15 10	
Sea Lake towards Pier-Millan	Cr. 150 17 1	...	Cr. 150 17 1	
South Australian and Victorian Border Railways—				
Mumbannar to Mount Gambier £28,575 7 5				
Murrayville to Pinnaroo ... 32 6 4				
Swan Hill to Piangil	28,567 13 9	40 0 0	28,607 13 9	
Tallangatta to Cudgewa	76 17 2	1 0 0	77 17 2	
Surveys	12,166 1 5	281 0 0	12,447 1 5	
	5,598 1 3	...	5,598 1 3	
Totals	150,850 15 2	2,650 6 8	153,501 1 10	153,501 1 10
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	2,028 9 9	...	2,028 9 9	
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works	2,169 9 8	...	2,169 9 8	
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working	3,036 13 2	...	3,036 13 2	
Additions and improvements to and strengthening of bridges	19,907 5 6	...	19,907 5 6	
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast	6,315 1 8	...	6,315 1 8	
Additions and improvements to level crossings, including cattle-pits and stops	1,060 13 3	...	1,060 13 3	
Additional and improved dwelling accommodation for employees	777 14 10	...	777 14 10	
Additional sidings and sites for the storage of grain	29,674 9 11	...	29,674 9 11	
Ballarat—Construction of locomotive workshops and tracks in connexion therewith	1,135 13 8	...	1,135 13 8	
Bendigo—Construction of locomotive workshops and tracks in connexion therewith	5,909 7 11	...	5,909 7 11	
Geelong—Towards extension of both passenger platforms by about 250 feet and provision of a subway for vehicular and passenger traffic underneath the line at Railway-terrace, including extension of tracks and improvements to station buildings	1,866 8 2	...	1,866 8 2	
Geelong—Improved shelter and coaling accommodation for engines and tracks in connexion therewith	12,497 19 8	...	12,497 19 8	
Hawthorn to East Camberwell—Regrading of the lines	50,240 16 0	...	50,240 16 0	
Koo-wee-rup—Improved station, yard, and other accommodation	3,888 15 9	...	3,888 15 9	
Maroona—Junction station accommodation	1,243 18 10	...	1,243 18 10	
Melbourne (Flinders-street)—Platform and other accommodation for cleaning cars	3,999 19 8	...	3,999 19 8	
Melbourne (Flinders-street)—Duplication of viaduct	2,381 11 3	...	2,381 11 3	
Carried forward	148,134 8 8		148,134 8 8	

APPENDIX No. 9—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1917—continued.

	Loan Application Acts, &c.	Construction Branch Vote.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	150,850 15 2	2,650 6 8	153,501 1 10	153,501 1 10
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— continued.				
Brought forward ...	148,134 8 8	...	148,134 8 8	
Melbourne (Flinders-street)—Renewal and strengthen- ing of viaduct ...	2,171 12 3	...	2,171 12 3	
Melbourne (Flinders-street Yard)—New carriage shed, sidings, and works in connexion therewith (proportion of cost thereof which is not chargeable to Electrification of Melbourne Suburban Lines) ...	5,103 0 4	...	5,103 0 4	
Melbourne (near)—Additional siding and weighbridge accommodation, and sites in connexion with the receiving and storage of coal ...	5,186 6 3	...	5,186 6 3	
Melbourne (Spencer-street)—Construction and elec- trical equipment of sub-station ...	7,667 13 0	...	7,667 13 0	
Melbourne—Provision of a new shipping shed and accommodation in connexion therewith ...	1,683 8 8	...	1,683 8 8	
Melbourne and Footscray (between)—Purchase of land and other preliminary work in connexion with pro- posed locomotive dépôt ...	2,050 0 0	...	2,050 0 0	
Melbourne Suburban Lines—Equipping tracks with rail anchors ...	939 13 9	..	939 13 9	
Newport and North Melbourne Rolling-stock Branch Workshops—Equipment for the Electrical opera- tion of plant, including sub-station building at Newport ...	3,995 12 7	...	3,995 12 7	
Newport Workshops—Additions and extensions to shops, sidings, and other works, including fire protection ...	325 11 5	...	325 11 5	
North Melbourne—Additional accommodation for and in connexion with repairing and painting rolling- stock ...	652 9 0	...	652 9 0	
Serviceton—Additional water supply works ...	811 18 2	...	811 18 2	
State Mine—Extension of sidings for development of coal mine at Garden Blocks Area ...	9,241 19 9	...	9,241 19 9	
St. Kilda to Brighton Electric Street Railway—Im- provements to power plant, extension of car shed, &c. ...	1,830 5 6	...	1,830 5 6	
St. Kilda to Brighton Electric Street Railway—Con- struction and electrical equipment of the Elwood sub-station ...	9,639 19 1	..	9,639 19 1	
Warragul—Improvements to station, including tracks, buildings, &c. ...	11,893 17 5	...	11,893 17 5	
Wonthaggi Line—Increased siding accommodation and safe working appliances at Glen Forbes, Kernot, and Woodleigh ...	838 12 9	...	838 12 9	
Wodonga—Additional siding accommodation and sites for storage of coal... ..	4,134 1 3	...	4,134 1 3	
Workshops Machinery—				
Newport Workshops ...	£1,004 1 8			
Newport Signal Shops ...	1,524 13 3			
North Melbourne—Car and Waggon Shops ...	375 8 9			
Ballarat Workshops ...	35,954 17 2			
Bendigo Workshops ...	28,967 4 9			
	67,826 5 7	...	67,826 5 7	
	284,126 15 5	...	284,126 15 5	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ...	...	...	Cr. 9,557 15 3	274,569 0 2
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING- STOCK BUT INCLUDING THE ELECTRICAL EQUIP- MENT THEREOF ...	532,102 6 10	...	532,102 6 10	532,102 6 10
ROLLING-STOCK.				
Carriage stock ...	62,342 4 6	...	62,342 4 6	
Locomotives ...	102,605 8 11	...	102,605 8 11	
St. Kilda to Brighton Electric Street Railway— Rolling-stock ...	12,352 9 4	...	12,352 9 4	
Truck stock ...	76,186 11 7	...	76,186 11 7	
Van and sundry stock ...	11,382 4 3	...	11,382 4 3	
	264,868 18 7	...	264,868 18 7	264,868 18 7
Net Expenditure charged to Capital Account for the year ...	...	...	...	1,225,041 7 5

APPENDIX No. 10.

STATEMENT OF LOANS AT 30TH JUNE, 1917, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Date Redeemable.		Where Redeemable.
						Earliest.	Latest.	
48 Vict. No. 805	4	£ 3,251,172	£ 130,046	£ 484	£ 130,531	1st October, 1919	...	London
49 Vict. No. 845	4	£ 4,610,110	£ 184,404	£ 1,096	£ 185,501	1st October, 1920	...	London
56 Vict. No. 1296	4	£ 464,672	£ 18,586	...	£ 18,586	1st July, 1913	1st April, 1923	Melbourne
53 Vict. No. 1032	4	£ 3,150,000	£ 110,250	£ 737	£ 110,987	1st October, 1923	...	London
52 Vict. No. 989	3½	£ 4,914,615	£ 172,011	£ 1,142	£ 173,154	1st January, 1921	1st October, 1923	London
54 Vict. No. 1196	3½	£ 1,666,666	£ 58,333	£ 390	£ 58,723	1st January, 1921	1st January, 1926	London
55 Vict. No. 1217	3½	£ 700,000	£ 21,000	£ 155	£ 21,155	1st January, 1921	1st January, 1926	London
62 Vict. No. 1562	3	£ 3,080,389	£ 92,411	£ 645	£ 93,057	1st January, 1929	1st January, 1949	London
62 Vict. No. 1560	3	£ 3,718,478	£ 130,146	£ 554	£ 130,700	1st January, 1929	1st January, 1949	Melbourne
62 Vict. No. 1560	3½	£ 965,681	£ 38,627	£ 144	£ 38,772	1st October, 1929	1st October, 1949	London
60 Vict. No. 1468	4	£ 1,130,372	£ 33,911	...	£ 33,911	...	...	...
62 Vict. No. 1564	3	£ 24,426	£ 732	...	£ 732	...	30th September, 1917	Melbourne
63 Vict. No. 1623	3	£ 257,701	£ 7,731	...	£ 7,731	...	...	...
64 Vict. No. 1659	3	£ 500,000	£ 15,000	...	£ 15,000	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753	3	£ 313,438	£ 9,403	...	£ 9,403	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. No. 1901	3	£ 36,890	£ 1,106	...	£ 1,106	1st January, 1934	1st January, 1954	Melbourne
Treasury Bonds Act 1982	3½	£ 4,049,013	£ 133,013	...	£ 133,013	1st July, 1915	1st April, 1922	Melbourne
5 Edw. VII. No. 1990	3½	£ 258,966	£ 9,063	...	£ 9,063	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026	3	£ 35,256	£ 1,057	...	£ 1,057	...	...	...
6 Edw. VII. No. 2026	3	£ 1,984,532	£ 69,458	...	£ 69,458	...	...	...
6 Edw. VII. No. 2026	3½	£ 3,507,608	£ 141,717	£ 436	£ 142,153	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2026	4	£ 542,200	£ 21,539	...	£ 21,539	...	...	...
6 Edw. VII. No. 2026	4	£ 45,000	£ 504	...	£ 504	...	...	...
6 Edw. VII. No. 2026	4½	£ 45,000	£ 1,544	...	£ 1,544	...	...	...
6 Edw. VII. No. 2026	5	£ 2,266,543	£ 50,827	...	£ 50,827	...	...	...
6 Edw. VII. No. 2041	3½	£ 411,555	£ 14,404	...	£ 14,404	...	...	...
6 Edw. VII. No. 2041	4	£ 286,745	£ 12,478	...	£ 12,478	30th September, 1917	1st October, 1930	Melbourne
6 Edw. VII. No. 2041	4½	£ 31,700	£ 273	...	£ 273	...	...	...
Carried forward	...	...	...	...	...	...	...	...

APPENDIX No. 10—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1917, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Date Redeemable.		Where Redeemable.
						Earliest.	Latest.	
Brought forward	...							
7 Edw. VII. No. 2116	3½	£ 150,000 0 0	£ 5,250 0 0	...	£ 5,250 0 0	30th September, 1917	1st January, 1929	Melbourne
7 Edw. VII. No. 2167	3½	1,000,000 0 0	35,000 0 0	150 0 0	35,150 0 0	1st October, 1929	1st October, 1949	London
9 Edw. VII. No. 2161	3	300,000 0 0	9,000 0 0	...	9,000 0 0	30th September, 1917	...	Melbourne
9 Edw. VII. No. 2163	3½	275,000 0 0	9,625 0 0	...	9,625 0 0	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2286...	3½	1,308,000 0 0	45,780 0 0	...	45,780 0 0	30th September, 1917	1st June, 1922	Melbourne
1 Geo. V. No. 2308	4	352,452 15 8	14,060 2 3	...	14,060 2 3	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323	3½	1,650,000 0 0	57,750 0 0	...	57,750 0 0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428	4	2,000,000 0 0	80,000 0 0	298 6 10	80,298 6 10	1st April, 1940	1st April, 1960	London
3 Geo. V. No. 2429	3	54,000 0 0	162 0 0	...	162 0 0	30th September, 1917	...	Melbourne
3 Geo. V. No. 2429...	3½	380,433 17 11	13,315 3 9	...	13,315 3 9	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429...	3½	10,000 0 0	375 0 0	...	375 0 0	30th September, 1917	...	Melbourne
3 Geo. V. No. 2429...	4	4,166 2 1	166 12 11	...	166 12 11	17th February, 1915	17th February, 1918	Melbourne
4 Geo. V. No. 2480/2531	4½	2,250,000 0 0	101,250 0 0	425 15 0	101,675 15 0	...	...	...
4 Geo. V. No. 2481	3½	110,303 0 7	3,860 12 1	...	3,860 12 1	...	...	...
4 Geo. V. No. 2481...	4	429,606 19 5	17,187 17 7	...	17,187 17 7	...	...	...
4 Geo. V. No. 2481...	4½	575,000 0 0	23,718 15 0	...	23,718 15 0	...	...	...
4 Geo. V. No. 2531...	3	22,300 0 0	669 0 0	...	669 0 0	...	...	...
4 Geo. V. No. 2531...	4	90,000 0 0	3,600 0 0	...	3,600 0 0	...	...	...
4 Geo. V. No. 2531...	4½	2,103,000 0 0	86,748 15 0	...	86,748 15 0	...	...	...
5 Geo. V. No. 2794...	3	28,558 0 11	92 5 2	...	92 5 2	...	...	...
5 Geo. V. No. 2794...	4½	12,000 0 0	...	...	...	...	...	...
5 Geo. V. No. 2794...	5	350,000 0 0	...	...	...	...	...	...
5 Geo. V. No. 2794...	5½	550,000 0 0	...	...	...	...	...	...
5 Geo. V. No. 2794...	5½	629,480 19 4	16,923 16 0	...	16,923 16 0	...	...	...
5 Geo. V. No. 2794...	...	1,000 0 0	...	...	...	...	...	...
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures	...	56,835,529 16 8	2,004,121 8 c	6,663 8 3	2,010,784 16 3	...	...	...

Deduct amount redeemed—									
Act 1982 and Act 2026 by Act									
2026 ...	...	...	...	...	...	...	...	...	...
From Revenue ...	...	...	...	...	...	...	...	...	...
	1,554,040	0	0	0	...	...	...	...	...
Total amount of current loans at 30th June, 1917									
Add—Interest on the proportion chargeable to the									
State of Victoria of the Capital Expenditure by the State of South Australia on the construction of the railway from Murrayville to Pinnaroo—(as from date of the opening of the line—29th July, 1915 to 30th June, 1917)—provided by Division No. 96, Subdivision No. 4—Supplementary Estimates 1916–17 ...									
...	...	...	...	...	1,882	17	3	...	1,882 17 3
Less—Interest paid by the Commonwealth Government on transferred railways properties ...									
...	...	...	...	...	2,006,004	5	3	6,663	8 32,012,667 13 6
Less Discount and Expenses on the Sale of Debentures ...									
...	...	...	...	...	220	10	0	...	220 10 0
Deduct Net Premiums on Debentures ...									
...	...	...	...	...	2,005,783	15	3	6,663	8 32,012,447 3 6
	1,755,930	7	5						
Total Net Proceeds of Current Loans at 30th June, 1917									
...	53,525,559	9	3						

APPENDIX No. 11.

DETAILED STATEMENT OF RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY FOR 1916-17, COMPARED WITH 1915-16.

	1915-16.	1916-17.
Average Mileage of Railway Worked	5.16	5.16
Car Mileage	597,819	572,735
Number of Passengers carried	3,126,984	3,450,442
Average Fare paid per Passenger	1.95d.	1.93d.
GROSS REVENUE—		
Passengers	£25,524	£27,860
Parcels	2	2
Miscellaneous	54	57
TOTAL GROSS REVENUE	£25,580	£27,919
Per Passenger Car Mile	10.27d.	11.70d.
Per Mile of Single Track	£2,640	£2,705
ORDINARY WORKING EXPENSES—		
Transportation Account	£9,548	£10,038
Way and Works Account	5,348	2,204
Rolling Stock Account	3,149	3,084
Power Account	4,117	4,444
General Expenditure	554	592
Payment into Railway Accident and Fire Insurance Fund	128	140
TOTAL WORKING EXPENSES	£22,844	£20,502
Per cent. of Gross Revenue	89.30	73.43
Per Passenger Car Mile	9.17d.	8.59d.
Per Mile of Single Track	£2,357	£1,987
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£2,736	£7,417
INTEREST ON THE TOTAL CAPITAL COST	£4,697	£6,250
PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ..	...	£1,167
Loss	£1,961	

APPENDIX No. 12.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE AND WORKING EXPENSES (*VIDE* PAGE 9).

REVENUE.

The Revenue of the Railways, as indicated in this Report, was	£5,952,719	1	10
And of the St. Kilda and Brighton Electric Tramway	27,918	17	3
Making a total of	£5,980,637	19	1
That total includes the net amount of unpaid accounts due as at 30th June, 1917, which is not included in the Treasury figures because it was not received on that date, and which therefore must be deducted, viz.	149,060	9	4
	£5,831,577	9	9
Whilst on the other hand it excludes the net amount of accounts outstanding at 30th June, 1916, paid in 1916-17, and therefore included in the Treasury figures, viz.	51,390	4	1
The Revenue as shown by the Treasury is thus	£5,882,967	13	10

APPENDIX No 12—continued.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES, &c.—continued.

WORKING EXPENSES.

The Working Expenses of the Railways, as indicated in this Report, amounted to	£4,154,040	7	7
And of the St. Kilda and Brighton Electric Tramway to	20,501	12	9
Making a total of	£4,174,542	0	4

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

(1) Amount of wages and accounts unpaid at 30th June, 1917, which will be debited by the Treasury in the year or years in which they are paid	1,499	8	9
(2) Amounts paid in 1916-17 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 1916-17, but not in the Railway Working Expenses	5,130	8	8
(3) Amount paid by Public bodies in respect of works to be constructed in 1917-18	27	4	3
		6,657	1 8
		£4,167,884	18 8

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

(1) Amount of wages and accounts unpaid at 30th June, 1916, and charged in the Treasury to the year 1916-17, but debited by the Railways in previous years	2,651	9	4
(2) Amount incurred, and defrayed from the Vote of 1916-17, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1917, and not charged to the Railway Working Expenses	6,491	15	8
(3) Amount paid by sundry persons in 1912-13, 1915-16, and credited in the Treasury figures for those years, in respect of works carried out in 1916-17, the cost of such works not being chargeable to Railway Working Expenses	238	0	10
(4) Amount paid for Interest on the proportion chargeable to the State of Victoria of the capital expended by the State of South Australia on the construction of the railway from Murrayville to Pinnaroo (included in the Railway Interest Account)	1,882	17	3
		11,264	3 1

The Working Expenses as shown by the Treasury are :—

Division 96, subdivision 1 of the Appropriation Act 1916-17	3,974,880	6	1
Division 96, subdivision 1A (Life Assurance Premiums of Employees serving with Australian Expeditionary Forces)	6,487	11	11
Division 96, subdivision 2 (Rolling Stock Replacement Fund)	50,000	0	0
Division 96, subdivision 2 (Railway Accident and Fire Insurance Fund)	39,903	3	9
Division 96, subdivision 3 (Recoup to the Public Account, account Relaying)	100,000	0	0
Division 96, subdivision 4 (Interest on the proportion chargeable to the State of Victoria of the capital expended by the State of South Australia on the construction of the railway from Murrayville to Pinnaroo as from date of opening of the line, 29th July, 1915, to 30th June, 1917	1,882	17	3
Act No. 2814 (Commissioners' Salaries)	5,995	2	9
		£4,179,149	1 9

APPENDIX No. 13.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30TH JUNE, 1917.

Line.	Miles.	Date opened for Traffic.
Neerim South to Nayook (part of Neerim South to Toorongo River) ...	8.02	27.3.17
Rushworth to Girgarre (late Stanhope North)	14.22	15.5.17
Total	22.24	

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1917.

Line.	Miles.
Dartmoor to Mumbannar	13.48
Shelley to Cudgewa	19.64
Cavendish to Toolondo	44.00
Neerim South to Toorongo River	5.98
Koo-Wee-Rup to McDonald's Track	30.75
Sandringham to Black Rock	2.38
North Geelong to Fyansford	2.87
Total	119.10

NEW LINES AUTHORIZED, BUT NOT COMMENCED AT 30TH JUNE, 1917.

Line.	Miles.
Part of Woomelang to Mildura and Yelta	10.00
Alberton to Won-Wron	12.25
Nandaly to Kulwin	19.75
Bittern to Red Hill	10.00
Total	52.00

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

APPENDIX No. 14.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1915-16.	5' 3" gauge ...	3'15	6'77	2'43	310'48	3655'67	3978'50	4329'90	786'13	5116'03
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'00	130'90
	Total ...	3'15	6'77	2'43	310'48	3777'57	4100'40	4451'80	795'13	5246'93
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	'74	11'06
	Grand Total	3'15	6'77	2'43	315'64	3777'57	4105'56	4462'12	795'87	5257'99
Year 1916-17.	5' 3" gauge ...	3'15	6'77	2'43	310'48	3677'91	4000'74	4352'14	808'85	5160'99
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'03	130'93
	Total ...	3'15	6'77	2'43	310'48	3799'81	4122'64	4474'04	817'88	5291'92
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Grand Total	3'15	6'77	2'43	315'64	3799'81	4127'80	4484'36	818'97	5303'33
		Average Mileage open for Traffic during the Year.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1915-16.	5' 3" gauge ...	3'15	4'62	2'43	312'63	3510'13	3832'96	4180'06	756'37	4936'43
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	8'61	130'51
	Total ...	3'15	4'62	2'43	312'63	3632'03	3954'86	4301'96	764'98	5066'94
	Electric Tramway, 5' 3" gauge ...	...	...	...	4'53	'63	5'16	9'69	'80	10'49
	Grand Total	3'15	4'62	2'43	317'16	3632'66	3960'02	4311'65	765'78	5077'43
Year 1916-17.	5' 3" gauge ...	3'15	6'77	2'43	310'48	3659'61	3982'44	4333'84	794'65	5128'49
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'02	130'92
	Total ...	3'15	6'77	2'43	310'48	3781'51	4104'34	4455'74	803'67	5259'41
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	'84	11'16
	Grand Total	3'15	6'77	2'43	315'64	3781'51	4109'50	4466'06	804'51	5270'57

NOTE.—The mileage of Sidings as shown does not include 77'33 miles of Sidings which are not owned by the Department. The cost of maintenance of about 6 miles of these Sidings is defrayed by the Department, whilst the cost of maintenance of a further 30'84 miles is repaid to the Department.

APPENDIX No. 15.
INVENTORY OF ROLLING STOCK AT 30TH JUNE, 1917.—NUMBERS.

• LOCOMOTIVES.

Class Letter	A	AA	AA	D	DD	DDE	E	Ee	F Motor.	F Tender.	M	O	P	R	T	V	W	X	RY	Y	Combined Shunting Engines and Steam Cranes, Coaling and Wreckage Cranes.	Rail Motor Cars.	Unclassified.	Narrow Gauge.	Total.
Rating, as per Load Table	% 80	% 85	% 130	% 70	% 100	% 113	% 75	% 80	% 53	% 65	% 80	% 10	% 80	% 80	% 70	% 128	% 70	% 95	% 113	% 113	...	...	% 80	...	...
In existence, as per Register of Rolling-stock, at 30th June, 1917	10	15	20	20	232	58	64	9	7	8	10	14	4	57	13	16	13	14	25	31	10	3	2	17	812

Note.—The DD Class locomotive is taken as a standard and is therefore rated at 100%. Four Aa Class and ten Dp Class Locomotives fitted with superheaters.

CARRIAGE, VAN, AND SUNDRY STOCK.

CARRIAGE STOCK.

Class Letter	Carriages.														Carriages and Vans combined.																											
	1st Class.							Composites.							2nd Class.							1st Class.				Composites.				2nd Class.												
	Vestibule Corridor.	Vestibule Express.	Vestibule Corridor.	6 wheels.	Sliding door Suburban.	Sleeping.	Passenger and Dining.	Dining and Sleeping.	Dining.	Parlor and Observation.	Special.	Corridor.	Vestibule Express.	Vestibule Corridor.	ABW	AB XY	Sliding door Suburban.	B	Bv	Corridor.	Vestibule Express.	Vestibule Corridor.	B	Bv	B	Y	ACP	Sliding door Suburban Motor.	ACP	AC	ACM	Sliding door Suburban Motor.	Swing door Suburban.	Swing door Suburban Motor.	4 wheels.	6 wheels.	YZ	BC				
(1)	36	32	23	76	...	...	...	...	...	...	...	...	...	...	61	33	62	133	26	33	35	10	...	...	...	...	...	...	84	...	...	28	140	3	...	...	...	...	...	...	...	...
In existence, as per Register of Rolling-stock, at 30th June, 1917	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Joint Stock	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(1) Includes one 70-ft. Corridor Car with no vestibule.—(2) Includes 82 Holiday Cars.—(3) "State Cars, Nos. 1, 2, 3, 4." "Victoria," "York," and "Inspection."

NOTE.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.

APPENDIX No. 15—continued.

Class Letter	...	CARRIAGE STOCK—continued.										VAN STOCK.										SUNDRY STOCK.										ELECTRIC STREET RAILWAY STOCK.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		Cars and Vans Combined.					Narrow-Gauge.					Mail Vans.					Luggage Vans.					Horse Boxes.					Workmen's Sleeping Cars.					Motor Cars.		Open Trailer Cars.	Closed Trailer Car.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		2nd Class.		Mail Sorters			2nd Class.		1st and 2nd Class.			2nd Class Carriages and Vans Combined.		Sorting.		Bulk.		Sorting.		6 wheels.		4 wheels.		Vestibule.		Vestibule.		Expres.		Narrow Gauge.		Hospital Cars, 6 wheels.				Hearse Cars.		6 wheels.		W		WW		4 whls., 6 whls.		Single Double Bogie.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		Sliding Door S'br'n.	Sliding Door S'br'n.	BCP	BCPM	BDS	BDS	2nd Class and Mail Sorters.	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class			2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd 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Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd Class	2nd 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(4) Holiday Vans. . . Note.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.

TRUCK STOCK.

Class Letter	...	In existence, as per Register of Rolling-stock, at 30th June, 1917	...	BROAD-GAUGE.																		NARROW-GAUGE.										PRIVATE STOCK.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
				Goods Covered, 4 wheels.	Goods Open, 4 wheels.	Goods No sides, 4 wheels.	Sheep, 4 wheels.	Cattle, 4 wheels.	Ballast, 4 wheels.	Ballast, 4 wheels.	Hopper, 4 wheels.	Hopper, 4 wheels.	Breakdown, 4 wheels.	Powder, 4 wheels.	No sides.	Roller and Timber.	Combination Trucks for Rails and Sleepers, and Hoppers.	Goods open sides.	Goods (open)	Refrigerator.						Water Tank, 4 wheels.	Liquid Fuel, 4 whls.	Weighbridge, 4 whls.	Testing, 6 whls.	Live Stock, NMM	Goods covered, 1		Goods open, 218	Refrigerator, 1	Meat, 14	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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H	I	K	L	M	N	NN	O	Late Oo	P	Q	QB	QN	QR	R	T	Tr	U	G	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Note.—All trucks are Bogie Stock unless otherwise specified.
The following stock is in existence in addition to the above :—Two Steam Shovels and four 3-ton Steam Cranes (Way and Works Branch); and four Trolleys for Welshpool line.

W. M. SHANNON,
Chief Mechanical Engineer.

APPENDIX No. 16.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1917.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1917.	In existence at 30th June, 1917.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	15,173,582 lbs.	14,941,458 lbs. (a) ¶	232,114 lbs.	...	£ 58,029	£ ...
Carriage Stock (floor area) ...	568,672 sq. ft.	560,964 sq. ft. (b)	7,708 sq. ft.	...	38,540	...
Van Stock (floor area) ...	160,059 sq. ft.	165,647 sq. ft. (c)	...	5,588 sq. ft.	...	19,558
Sundry Stock (floor area) ...	31,575 sq. ft.	32,223 sq. ft. (d)	...	648 sq. ft.	...	1,298
Truck Stock (carrying capacity) ...	236,409 tons	239,243 tons (e)	...	2,834 tons	...	48,178
					96,569	69,032

Excess of cost of making good Deficiency over Value of Surplus

Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1917, available for replacement of Rolling-Stock ... £27,537

¶ 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, 1917. ... 27,303

(a) 71 locomotives have been written down to the tractive power represented by their value as scrap materials. 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.

(b) 96 vehicles have been written down to internal floor area represented by their value as scrap materials, and 15 vehicles and the van compartments of 57 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.

(c) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 mail vans included on account of being owned jointly with the South Australian Railways.

(d) 112 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half area.

(e) 556 "I," 68 "N," 123 "K," 92 "H," 5 "TH," 16 "Q," and 10 water trucks (total 870) have been written down to tonnage represented by their value as scrap materials, and 6 "O" (break down) trucks to half tonnage capacity.

W. M. SHANNON,
Chief Mechanical Engineer.

APPENDIX No. 17.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1917, FROM THE PUBLIC ACCOUNT UNDER THE PROVISIONS OF THE RAILWAYS ADVANCES ACTS 1910, 1912, 1914, AND 1915, FOR THE PURPOSE OF SUBSTITUTING HEAVY RAILS FOR LIGHT RAILS ON VARIOUS LINES.

Act No.	Amount Authorized.	Expenditure to 30th June, 1917.		Amount Repaid to 30th June, 1917.	Balance Outstanding at 30th June, 1917.	
		£	£ s. d.		Amount.	How Repayable.
2268	200,000	Year 1910-11 ... 98,518 11 5 " 1911-12 ... 99,244 4 10 " 1912-13 ... 2,237 3 9	£ Year 1910-11 ... 50,000 " 1911-12 ... 50,000 " 1912-13 ... 50,000 " 1914-15 ... 25,000 " 1915-16 ... 25,000		£ s. d.	
2432	200,000	Year 1912-13 ... 200,000 0 0 " 1913-14 ... 82,457 17 0 " 1913-14 ... 117,542 3 0	200,000 Year 1914-15 ... 25,000 " 1915-16 ... 25,000 " 1916-17 ... 50,000	Nil		
2550	200,000	Year 1913-14 ... 19,632 15 7 " 1914-15 ... 180,367 4 5	Year 1914-15 ... 25,000 " 1915-16 ... 25,000 " 1916-17 ... 25,000	100,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2501, during the financial year beginning:— 1st July, 1917 ... £50,000 1st July, 1918 ... 50,000	
2585	150,000	Year 1914-15 ... 7,837 18 4 " 1915-16 ... 73,333 2 11 " 1916-17 ... 10,039 17 2	Year 1915-16 ... 25,000 " 1916-17 ... 25,000	125,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2550, during the financial year beginning:— 1st July, 1917 ... £25,000 1st July, 1918 ... 25,000 1st July, 1919 ... 25,000 1st July, 1920 ... 25,000 1st July, 1921 ... 25,000	
		Year 1914-15 ... 91,210 18 5	50,000	41,210 18 5	Out of Railway Revenue, in accordance with the provisions of Act No. 2585, during the financial year beginning:— £ s. d. 1st July, 1917 ... 25,000 0 0 1st July, 1918 ... 16,210 18 5	
		691,210 18 5	425,000	266,210 18 5		

APPENDIX No. 18.

RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1917.

RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1917.				Cr.					
				£	s.	d.	£	s.	d.
To: Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20) ...				559,440	16	2			
" Advances from Loan Funds ...				630,000	0	0			
" Sundry Outstanding Accounts at 30th June, 1917 ...				119,391	17	2			
By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ...				...					
" Cash in Treasury ...				66,329	14	4			50,000 0 0
" Cash with Agent-General in London and in Transit ...				68,976	5	2			
									135,305 19 6
" Stores and Materials on hand at 30th June, 1917 ...				1,128,950	16	0			
Less Amount at Credit of Stores Depreciation Account ...				5,424	2	2			
									1,123,526 13 10
									1,308,832 13 4

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1916 AND 1917.

Kind of Goods.	Year ending 30th June, 1916.		Year ending 30th June, 1917.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
2nd Class	77,169	144,678	78,328	138,959
1st Class	101,397	152,137	89,890	136,131
"C" Class	73,770	84,562	71,989	79,069
"B" Class	141,067	110,485	142,445	108,453
"A" Class	168,221	118,345	160,894	120,234
Miscellaneous	214,968	51,166	178,989	49,135
Fish	4,381	6,042	4,766	6,146
Fruit	84,479	46,948	68,581	44,277
Butter	15,092	15,972	24,372	24,848
Other Dairy Produce	18,722	14,348	14,276	12,619
Wine	3,677	3,477	4,840	4,880
Wool	42,364	73,444	63,507	105,320
Flour, Bran, Sharps, and Pollard	182,811	70,234	243,838	100,480
Wheat	1,073,376	500,123	1,596,883	817,284
All other Agricultural Produce	403,462	147,892	401,579	157,468
Hay, Straw, and Chaff	274,420	75,411	274,240	74,629
Fertilizers	189,534	45,747	192,532	46,113
Minerals (including Coal, Coke, Ores, &c.)	396,372	82,358	371,985	70,174
Firewood	475,723	115,740	523,582	131,592
Timber	249,364	79,079	214,651	67,010
Stone, Gravel, and Sand	821,399	81,281	521,639	53,584
All other Goods	364,803	233,501	310,555	240,314
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing	...	40,774	...	39,902
Total Tonnage of Goods carried, and Total Revenue derived therefrom	5,376,571	2,293,744	5,554,361	2,628,621
Live Stock	453,264	316,466	408,241	305,638
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	5,829,835	2,610,210	5,962,602	2,934,259

Numbers of Live Stock carried—

	Year ending 30th June, 1916.	Year ending 30th June, 1917.
Calves	33,974	87,581
Cattle	380,400	334,767
Horses	67,714	42,333
Pigs	196,534	273,100
Sheep	5,759,544	5,261,116

APPENDIX No. 21

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1902, TO 30TH JUNE, 1917.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.			Per Average Mile open.	Per Traffic Train Mile.	
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.		Trucks.				Vans, &c.	Goods and Live Stock.	Total.			
						Number.	Number.	Number.									Number.
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	3,619	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7/3.77	
1913-14	3,835	3,747	49,629,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,816,088	2,957,543	2,603,415	5,560,958	1,484	7/4.81	
1914-15	3,875	3,848	52,337,475	13,506	791	1,496	18,268	874	15,303,209	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,341	6/8.94	
1915-16	4,100	3,955	54,600,928	13,317	808	1,584	18,913	865	13,826,538	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8/3.03	
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	14,022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5.89	

* The estimated value of services performed for the State for which no payment was received was in year 1902-1903, £61,160, and is not included in the Gross Revenue.

Exclusive of St. Kilda and Brighton Electric Tramway.

APPENDIX No. 21—continued.
GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1902, TO 30TH JUNE, 1917.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).				EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.				GENERAL EXPENSES.				RAILWAY ACCIDENT AND FIRE INSURANCE FUND.	
Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Per Average Mile open.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Per Traffic Train Mile.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.		
£	s. d.		£	£	s. d.		s. d.	£	s. d.		£	s. d.		£	s. d.			
1902-03 ...	592,897	1/1-83	19-46	131	0/10-21	14-37	17-10	521,090	1/0-16	17-10	241,625	0/5-65	7-93	42,498	0/0-99	1-40		
1903-04 ...	586,015	1/3-33	17-04	133	0/11-75	13-06	13-25	455,543	0/11-92	13-25	263,987	0/6-91	7-68	47,807	0/1-25	1-39		
1904-05 ...	562,370	1/2-96	15-70	148	1/1-35	14-01	13-63	488,240	1/0-99	13-63	274,931	0/7-31	7-67	43,575	0/1-16	1-22		
1905-06 ...	588,123	1/3-03	15-53	169	1/2-62	15-11	12-71	481,483	1/0-30	12-71	306,842	0/7-84	8-10	50,278	0/2-29	1-33		
1906-07 ...	593,248	1/2-19	14-78	174	1/2-10	14-69	12-99	521,083	1/0-46	12-99	323,858	0/7-74	8-07	49,032	0/1-17	1-22		
1907-08 ...	612,719	1/2-16	15-82	191	1/2-99	16-75	14-82	573,990	1/1-27	14-82	382,477	0/8-84	9-88	52,455	0-1-22	1-35		
1908-09 ...	641,431	1/1-64	15-35	184	1/1-30	14-97	14-86	620,669	1/1-19	14-86	372,766	0/7-92	8-92	58,108	0/1-24	1-39		
1909-10 ...	684,394	1/2-03	15-40	187	1/1-20	14-49	15-67	696,477	1/2-28	15-67	529,725	0/10-86	11-92	59,818	0/1-23	1-35		
1910-11 ...	766,784	1/2-19	15-66	215	1/1-94	15-38	15-46	756,802	1/2-00	15-46	507,056	0/9-38	10-35	65,987	0/1-22	1-35		
1911-12 ...	901,024	1/3-63	17-27	237	1/2-57	16-10	16-14	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	241	1/2-78	16-84	17-57	914,709	1/3-42	17-57	551,023	0/9-29	10-59	80,937	0/1-37	1-55		
1913-14 ...	1,066,738	1/5-03	19-18	248	1/2-83	16-70	18-05	1,003,621	1/4-03	18-05	632,859	0/10-11	11-38	85,968	0/1-37	1-55		
1914-15 ...	1,081,806	1/4-97	20-96	218	1/1-14	16-24	19-88	1,025,934	1/4-09	19-88	690,861	0/10-84	13-38	92,996	0/1-46	1-80		
1915-16 ...	1,085,329	1/6-84	19-02	210	1/2-42	14-56	18-73	1,068,660	1/6-55	18-73	600,469	0/10-42	10-53	91,490	0/1-59	1-60		
1916-17 ...	1,095,703	1/6-76	18-41	181	1/0-72	12-49	20-51	1,220,969	1/8-90	20-51	610,078	0/10-44	10-25	89,509	0/1-53	1-50		

* Includes Special Payment into Fund, year 1908-9, £69,972, year 1909-10, £75,000, year 1910-11, £66,905, year 1916-17, £10,000.

† Includes payment into Rolling Stock Replacement Fund, year 1909-10, £170,000, year 1910-11, £100,000, year 1911-12, £50,000, year 1912-13, £50,000, year 1913-14, £50,000, year 1914-15, £50,000, year 1915-16, £30,000, and year 1916-17, £50,000.

Exclusive of St. Kilda and Brighton Electric Tramway.

APPENDIX No. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1902, TO 30TH JUNE, 1917.

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.						SPECIAL AND ABNORMAL CHARGES PAID OUT OF THE YEAR'S RAILWAY REVENUE.	Balance of Net Revenue after Payment of Working Expenses and Special and Abnormal Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	DEFICIT. SURPLUS.				
	Amount	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.												
£	s.	d.	£	£	£	s.	d.	£	£	£	£	£	£	£	£	£	£				
1902-03	...	...	...	...	1,835,950	550	3/6.84	60.26	1,210,908	363	2/4.25	2.96	3.11	102,630	1,108,278	2.70	2.84	1,473,532	93,507	458,761	...
1903-04	...	...	...	...	1,802,311	535	3/11.16	52.42	1,635,830	485	3/6.80	3.97	4.15	119,556	1,516,274	3.68	3.84	1,515,755	100,536	100,017	...
1904-05	...	...	...	...	1,871,138	553	4/1.77	52.23	1,711,128	506	3/9.51	4.15	4.34	248,485	1,462,643	3.54	3.71	1,461,994	102,656	102,007	...
1905-06	...	...	...	...	1,999,023	589	4/3.08	52.78	1,788,596	527	3/9.71	4.32	4.51	117,542	1,671,362†	4.03†	4.22†	1,472,397†	99,637	...	99,528†
1906-07	...	...	...	...	2,076,673	612	4/1.66	51.75	1,935,968	570	3/10.30	4.66	4.88	165,749	1,762,417†	4.24†	4.44†	1,483,284†	110,881	...	168,232†
1907-08	...	...	...	...	2,285,897	673	4/4.84	59.02	1,587,471	468	3/0.69	3.79	3.98	47,058	1,536,488†	3.66†	3.85†	1,483,807†	103,064	50,383†	...
1908-09	...	...	...	...	2,409,439	709	4/3.22	57.67	1,768,685	521	3/1.59	4.16	4.35	...	1,770,551†	4.16†	4.35†	1,430,093†	105,415*	...	235,643†
1909-10	...	...	...	...	2,711,545	788	4/7.59	61.02	1,732,318	503	2/11.52	4.02	4.19	...	1,734,343†	4.02†	4.20†	1,472,916†	106,330*	...	155,097†
1910-11	...	...	...	...	2,941,327	839	4/6.42	60.07	1,954,883	558	3/0.16	4.43	4.60	50,346	1,907,570†	4.32†	4.49†	1,516,764†	107,831*	...	282,975†
1911-12	...	...	...	...	3,231,875	912	4/8.06	61.93	1,987,092	561	2/10.47	4.34	4.50	78,609	1,910,212†	4.16†	4.33†	1,513,102†	131,319*	...	265,791†
1912-13	...	...	...	...	3,397,195	934	4/9.28	65.26	1,808,247	496	2/6.49	3.80	3.98	79,762	1,729,506†	3.64†	3.81†	1,595,020†	112,236*	...	22,250†
1913-14	...	...	...	...	3,745,693	1,000	4/11.82	67.36	1,815,265	484	2/4.99	3.66	3.77	6,950	1,807,981†	3.64†	3.76†	1,677,369†	112,855*	...	17,757†
1914-15	...	...	...	...	3,755,426	976	4/10.90	72.76	1,405,647	365	1/10.04	2.69	2.68	359,547	1,048,809†	2.00†	2.00†	1,767,807†	123,438*	842,436†	...
1915-16	...	...	...	...	3,705,148	937	5/4.31	64.94	2,000,015	506	2/10.72	3.65	3.68	292,264	1,710,487†	3.13†	3.15†	1,927,107†	121,332*	337,952†	...
1916-17	...	...	...	...	3,799,443	926	5/5.03	63.83	2,153,276	524	3/0.86	3.86	3.90	354,597	1,806,096†	3.23†	3.27†	2,012,447†	131,416*	337,767†	...

* Prior to 1st July, 1908, Pensions and Gratuities were not debited against the Net Revenue.
† Inclusive of St. Kilda and Brighton Electric Tramway.

APPENDIX No. 22.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1917.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1898	12,551	177,512	82,839	272,902
1899	112,436	206,318	135,393	454,147*
1900	190,626	290,656	121,086	602,368*
1901	203,077	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	Cr. 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
1911	253,882	328,125†	397,826†	979,833†
1912	355,959	445,796†	914,634†	1,716,389†
1913	397,915	‡544,606†	816,785†	1,759,306†
1914	481,459	‡770,406†	816,222†	2,068,087†
1915	535,610	‡1,452,826†	726,209†	2,714,645†
1916	360,678	‡1,429,008†	504,341†	2,294,027†
1917	153,501	‡806,671†	264,869†	1,225,041†
Total ...	3,946,527	7,875,114	5,807,227	17,628,868

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

† Includes St. Kilda and Brighton Electric Tramway.

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

Year 1912-13	...	...	...	£27,976
„ 1913-14	...	...	...	151,618
„ 1914-15	...	...	...	751,980
„ 1915-16	...	...	...	690,483
1916-17	...	...	...	532,102

APPENDIX No. 23.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1917.

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	4,944,828	16 2	49,012
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	715,463	1 3	12,772
* 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	59,909	1 1	4,132
† Lancefield to Kilmore ...	...	18·10	18·10	1,734	1,160	1 " 40	116,997	2 4	6,464
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67·82	67·82	1,450	526	1 " 50	403,331	17 0	5,947
Carlsruhe to Daylesford ...	0·38	22·17	22·55	2,469	1,791	1 " 50	177,885	1 2	7,888
Daylesford Junction to North Creswick ...	...	23·11	23·11	2,292	1,429	1 " 40	182,278	3 8	7,887
Kyneton (Redesdale Junction) to Redesdale ...	...	16·25	16·25	1,636	973	1 " 50	90,269	4 1	5,555
Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	1 " 40	416,137	1 9	8,884
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...	0·28	32·73	33·01	943	611	1 " 50	179,746	13 2	5,445
St. Arnaud to Donald ...	...	23·86	23·86	868	374	1 " 50	114,655	8 11	4,805
Donald to Birchip ...	...	32·30	32·30	394	330	1 " 100	94,561	3 6	2,928
Birchip to Crononby (Woomelang) ...	...	26·45	26·45	351	260	1 " 75	71,272	3 4	2,695
Woomelang to Mildura ...	...	110·15	110·15	334	128	1 " 75	289,729	11 8	2,630
Mildura to White Cliffs ...	...	6·92	6·92	186	126	1 " 75	17,677	18 6	2,555
White Cliffs to Yelta ...	...	...	...	...	...	...	4	9 6	In progress
Dunolly to Inglewood ...	...	24·24	24·24	794	457	1 in 50	95,966	14 10	3,959
Ouyen to Kow Plains ...	...	56·39	56·39	351	137	1 " 60	136,171	3 0	2,415
Kow Plains to Murrayville ...	...	11·48	11·48	218	146	1 " 75	31,373	11 10	2,733
Murrayville to South Australian Border ...	...	12·53	12·53	351	192	1 " 80	70	14 5	...
South Australian Border to Pinnaroo (63·55 mls.) ...	...	...	...	...	...	...	23	2 5	...
Castlemaine (Maldon Junction) to Maldon ...	...	10·24	10·24	1,177	890	1 in 40	62,218	1 5	6,076
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9·89	9·89	1,126	649	1 " 50	68,586	16 3	6,935
Maryborough to Ballarat ...	0·26	41·47	41·73	1,525	732	1 " 40	297,714	15 3	7,134
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	72,854	3 8	5,302
Maryborough to Avoca ...	...	14·93	14·93	885	721	1 " 40	64,685	15 8	4,333
Avoca to Ararat ...	...	39·04	39·04	1,215	763	1 " 50	174,580	6 11	4,472
Crowland to Navarre ...	...	22·87	22·87	885	720	1 " 66	66,237	14 1	2,896
Bendigo to Inglewood ...	0·80	28·13	28·93	779	443	1 " 70	198,060	11 8	6,846
Inglewood to Charlton ...	...	42·82	42·82	639	422	1 " 50	247,129	9 0	5,771
Charlton to Wycheproof ...	...	16·48	16·48	521	356	1 " 50	81,105	12 2	5,528
Wycheproof to Sea Lake ...	...	47·89	47·89	357	172	1 " 94	85,136	19 9	1,778
Sea Lake towards Pier Millan (Nandaly) ...	...	17·68	17·68	265	172	1 " 66	43,491	7 6	2,460
Nandaly to Kulwin ...	...	...	...	...	...	...	25	9 0	In progress
Wedderburn Junction to Wedderburn ...	...	4·86	4·86	660	554	1 in 50	18,655	12 9	3,839
Korong Vale to Boort ...	...	17·86	17·86	459	296	1 " 50	77,983	6 5	4,366
Boort to Quambatook ...	...	21·96	21·96	419	287	1 " 75	50,428	7 0	2,296
Quambatook to Ultima ...	...	30·31	30·31	371	256	1 " 100	53,991	18 2	1,781
Ultima to Chillingollah ...	...	20·14	20·14	263	164	1 " 60	34,537	0 4	1,715
Chillingollah to Manangatang ...	...	18·59	18·59	245	169	1 " 75	37,458	6 9	2,015
Eaglehawk to Kerang ...	...	72·99	72·99	742	255	1 " 70	347,582	14 0	4,762
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35·16	35·16	286	225	1 " 100	164,989	5 9	4,693
Swan Hill to Piangil ...	...	27·39	27·39	291	216	1 " 75	66,409	12 7	2,425
Elmore to Cohuna ...	...	57·09	57·09	438	264	1 " 100	141,212	17 9	2,474
Footscray to Williamstown (including cost of piers at Williamstown) ...	5·50	0·37	5·87	66	8	1 " 100	579,717	0 8	98,759
* Newport to Braybrook Junction ...	...	4·29	4·29	110	48	1 " 92	37,202	6 5	8,672
Newport to Geelong (including cost of Geelong Pier) ...	2·90	35·61	38·51	113	11	1 " 81	1,313,182	14 1	33,500
* Williamstown Race-course Branch ...	...	0·69	0·69	21	10	1 " 95			
Geelong to Colac ...	1·13	49·11	50·24	469	10	1 " 50	414,130	19 4	7,934
† Geelong Race-course Branch ...	...	1·96	1·96	43	10	1 " 50			
Colac to Camperdown ...	...	28·11	28·11	569	405	1 " 50	156,512	9 11	5,568
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0·90	41·81	42·71	550	13	1 " 50	384,068	9 1	8,992
Warrnambool to Koroit ...	...	9·36	9·36	245	19	1 " 50	89,121	5 5	9,521
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11·34	11·34	208	11	1 " 60	103,270	16 4	9,107
Geelong (Queenscliff Junction) to Queenscliff ...	...	20·72	20·72	264	10	1 " 50	116,642	17 2	5,629
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	147,680	2 5	7,440
Irrewarra to Beecac ...	...	8·70	8·70	432	390	1 " 66	47,525	3 1	5,463
Beecac to Newtown ...	...	35·85	35·85	443	388	1 " 50	112,565	7 10	3,140
† Colac to Beech Forest ...	...	29·66	29·66	1,748	225	1 " 30	77,858	12 5	2,625
† Beech Forest to Crowe's ...	...	14·24	14·24	1,826	1,356	1 " 30	44,161	16 3	3,101
Camperdown (Curdie's River Junction) to Timboon ...	...	22·32	22·32	673	52	1 " 40	116,088	8 6	5,201
Terang to Mortlake ...	...	12·16	12·16	447	414	1 " 60	58,025	5 1	4,772
North Geelong to Ballarat ...	41·45	11·76	53·21	1,725	47	1 " 52	1,955,816	1 3	36,605
* North Geelong Loop Line ...	...	0·22	0·22	53	46	1 " 57			
North Geelong to Fyansford ...	...	...	...	...	...	...	311	14 8	In progress
Ballarat to Ararat ...	4·33	52·84	57·17	1,517	960	1 " 50	472,463	2 5	8,264
Ararat to Stawell ...	...	18·85	18·85	1,086	761	1 " 100	192,415	0 5	10,208
Stawell to Horsham ...	1·18	52·26	53·44	761	423	1 " 100	380,347	11 11	5,490
* Stawell to Grampians ...	...	15·84	15·84	815	621	1 " 30			
Carried forward ...	44,261	1,721·89	1,884·33	...	...	...	17,449,279	17 11	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 28th May, 1909.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 23—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of 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	162'44	1,721'89	1884'33	...	...	...	17,449,279 17 11	...	
Horsham to Dimboola	0'36	21'10	21'46	477	361	1 in 50	124,577 0 0	5,805	
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	438,411 9 6	6,935	
Braybrook Junction to Parwan	...	21'65	21'65	466	119	1 " 50	272,960 17 11	12,608	
Parwan to Gordon	...	27'46	27'46	1,877	341	1 " 48	356,326 4 0	12,976	
Gordon to Warrenheip	...	12'78	12'87	1,940	1,707	1 " 50	130,225 19 4	10,119	
* Bungaree Junction to Race-course Reserve	...	1'53	1'53	1,884	1,848	1 " 50	3,332 4 2	2,178	
Gheringhap to Maroona	...	99'76	99'76	978	193	1 " 100	424,784 9 2	4,258	
* 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	66,124 9 11	9,667	
* 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	60,454 11 3	4,608	
Scarsdale to Linton	...	7'97	7'97	1,189	1,022	1 " 40	78,260 4 0	9,819	
Linton to Skipton	...	12'75	12'75	1,383	944	1 " 37	56,340 16 8	4,419	
* Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1'14	1'14	1,297	1,256	1 " 50	3,696 7 9	3,242	
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	...	66'06	66'06	1,028	572	1 " 50	390,955 16 10	5,918	
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53'82	53'82	606	11	1 " 40	311,463 7 9	5,787	
† Dunkeld to Kororoit	...	48'99	48'99	834	207	1 " 60	171,244 7 2	3,495	
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	...	18'10	18'10	727	590	1 " 60	77,603 6 2	4,287	
Hamilton (Coleraine Junction) to Coleraine	...	23'01	23'01	668	301	1 " 40	112,535 1 5	4,891	
Hamilton to Cavendish	...	15'47	15'47	794	577	1 " 50	45,596 18 6	2,947	
Cavendish to Toolondo	...	...	...	...	...	...	74,245 4 9	In progress	
Branxholme to Casterton	...	32'09	32'09	572	149	1 in 40	182,240 4 10	5,679	
Heywood to Mumbannar (Dartmoor)	...	26'02	26'02	422	85	1 " 50	124,039 10 5	4,767	
Mumbannar to South Australian Border	...	...	...	...	...	...	15,659 1 6	In progress	
* South Australian Border to Mount Gambier	...	...	...	...	...	...	24,419 6 11	In progress	
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9'77	9'77	487	455	1 in 147	45,235 6 8	4,630	
Rupanyup to Marnoo	...	15'38	15'38	494	450	1 " 100	31,323 1 10	2,037	
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31'20	31'20	464	360	1 " 66	157,427 6 11	5,046	
Warracknabeal to Beulah	...	21'92	21'92	359	288	1 " 80	58,996 18 6	2,691	
Beulah to Hopetoun	...	16'01	16'01	290	258	1 " 100	38,061 2 0	2,377	
Horsham to Noradjuha	...	19'95	19'95	488	395	1 " 50	81,441 9 1	4,082	
Noradjuha to Toolondo	...	11'24	11'24	560	475	1 " 100	27,420 6 4	2,440	
Natimuk (East Natimuk) to Goroke	...	28'32	28'32	624	394	1 " 50	69,191 8 8	2,443	
Dimboola to Jeparit	...	21'59	21'59	387	268	1 " 75	50,217 6 0	2,326	
Jeparit to Albacutya (Rainbow)	...	18'47	18'47	388	263	1 " 75	35,450 18 4	1,919	
Jeparit to Lorquon	...	13'68	13'68	395	271	1 " 100	33,225 7 3	2,429	
Lorquon to Yanac-a-Yanac	...	18'38	18'38	473	355	1 " 75	47,427 13 0	2,580	
Rainbow to Nypo	...	10'59	10'59	294	237	1 " 75	27,365 14 2	2,584	
Essendon Junction to Essendon	...	3'50	3'50	148	14	1 " 67	206,725 16 8	41,345	
* 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	2,393,261 2 9	13,151	
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1'94	...	1'94	538	312	1 " 75	58,320 16 4	30,062	
North Melbourne to Coburg	5'07	...	5'07	202	13	1 " 50	220,056 2 9	43,404	
Coburg to Somerton	...	7'16	7'16	530	202	1 " 50	72,162 10 8	10,079	
Royal Park (Junction) to Clifton Hill	2'28	0'11	2'39	136	103	1 " 50	159,683 17 9	66,813	
Fitzroy Branch	0'07	0'88	0'95	119	85	1 " 79	76,358 4 2	81,008	
Fitzroy (Whittlesea Junction) to Whittlesea	4'67	17'39	22'06	639	119	1 " 50	290,471 7 9	13,167	
Northcote Loop Line	0'13	...	0'13	128	119	1 " 70	8,732 16 0	67,177	
Tallaroak to Yea	...	23'69	23'69	698	488	1 " 40	164,202 0 7	6,931	
Yea to Mansfield and Alexandra-road	...	55'82	55'82	1,304	557	1 " 40	345,153 5 6	6,183	
Alexandra-road to Alexandra	...	4'32	4'32	922	716	1 " 30	28,752 0 4	6,656	
Mangalore to Shepparton	0'29	44'96	45'25	499	372	1 " 100	292,184 18 4	6,457	
Shepparton to Numurkah	2'16	18'60	20'76	376	348	1 " 206	88,417 16 11	4,259	
Numurkah to Cobram	0'20	21'45	21'65	376	355	1 " 165	89,868 5 10	4,151	
Murchison East to Rushworth	...	12'87	12'87	476	391	1 " 80	70,924 4 1	5,512	
Rushworth to Colbinabbin	...	12'82	12'82	510	363	1 " 50	37,760 4 9	2,945	
Rushworth to Stanhope North	...	14'22	14'22	516	347	1 " 50	48,224 4 4	3,391	
Toolamba to Tatura	...	6'83	6'83	385	371	1 " 108	29,427 18 11	4,309	
Tatura to Echuca	...	34'07	34'07	377	320	1 " 122	158,464 17 3	4,651	
Shepparton to Dookie	...	14'84	14'84	500	372	1 " 100	55,464 9 11	3,737	
Dookie to Katamatite	...	17'02	17'02	490	383	1 " 69	40,914 1 10	2,404	
Numurkah to Nathalia	...	13'79	13'79	356	335	1 " 330	52,391 6 6	3,799	
Nathalia to Picola	...	6'75	6'75	335	325	1 " 264	13,873 15 4	2,055	
Strathmerton towards Tocumwal	...	8'20	8'20	390	358	1 " 330	19,346 6 7	2,359	
Strathmerton to Tocumwal Extension	...	2'07	2'07	372	365	1 " 92	14,636 4 8	7,071	
Benalla to St. James	...	20'33	20'33	583	450	1 " 75	80,895 16 0	3,979	
St. James to Yarrawonga	...	19'86	19'86	514	414	1 " 50	98,673 8 1	4,968	
Benalla to Tatong	...	18'08	18'08	760	556	1 " 60	49,863 6 11	2,758	
* Wangaratta to Whitfield	...	30'49	30'49	811	481	1 " 80	40,146 18 7	1,317	
Wangaratta (Beechworth Junc.) to Beechworth	...	22'26	22'26	1,831	502	1 " 30	165,989 14 2	7,457	
Beechworth to Yackandandah	...	12'84	12'84	1,912	981	1 " 30	97,178 2 8	7,568	
Everton to Myrtleford	...	16'56	16'56	989	581	1 " 40	77,910 16 11	4,705	
Myrtleford to Bright	...	18'54	18'54	1,004	688	1 " 50	112,628 14 10	6,075	
Carried forward	247'17	3,152'53	3,399'70	...	...	...	27,481,558 10 5	...	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion dismantled.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 23—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over	Single.	Total.	Highest	Lowest.		Total.	Average Per Mile.		
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s.	d.	£
Brought forward	247'17	3,152'53	3,399'70	...	...	...	27,481,558	10	5	...
Springhurst to Wahgunyah	...	13'95	13'95	623	454	1 in 50	75,737	19	0	5,429
Wodonga to Tallangatta	...	25'71	25'71	726	530	1 " 40	192,298	7	9	7,480
Tallangatta to Shelley	...	22'86	22'86	2580	625	1 " 30	196,106	8	1	8,579
Spencer Street to Flinders Street	0'76	...	0'76	33	17	1 " 40	269,382	17	4	354,451
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne)	16'33	...	16'33	53	9	1 " 66	2,681,075	6	6	164,181
Prince's Bridge to Collingwood	2'22	...	2'22	85	23	1 " 62	200,176	13	7	90,170
Collingwood to Heidelberg	2'92	2'57	5'49	196	68	1 " 50	244,930	6	8	44,614
Heidelberg to Eltham	...	8'35	8'35	303	110	1 " 40	62,892	12	10	7,532
Eltham to Hurst's Bridge	...	6'64	6'64	248	116	1 " 50	44,545	12	3	6,709
Brighton Beach to Sandringham	2'20	...	2'20	58	20	1 " 97	82,842	9	7	37,655
South Yarra to Oakleigh	7'05	...	7'05	184	22	1 " 54	648,894	13	10	92,042
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	1,222,687	2	4	10,342
Sale to Stratford (Junction)	...	8'97	8'97	64	33	1 " 66	45,415	0	8	5,063
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0'20	10'10	10'30	249	72	1 " 50	298,182	14	10	28,950
† Caulfield to Frankston	19'65	0'23	19'88	166	10	1 " 50	271,392	4	7	13,652
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18'85	18'85	327	10	1 " 50	113,906	8	2	6,043
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 " 50	68,594	6	8	8,943
Bittern to Red Hill	...	...	...	...	...	...	59	14	9	In progress
Frankston Cemetery Line	...	...	...	...	...	...	330	16	11	...
Spring Vale Cemetery Line	...	1'60	1'60	231	145	1 in 50	9,278	16	6	5,799
Dandenong (Great Southern Junction) to Port Albert	0'17	117'11	117'28	746	10	1 " 40	1,038,257	1	9	8,853
Koo-wee-rup to McDonald's Track	...	...	...	...	...	...	6,639	16	9	In progress
Nyora to Woolamai	...	16'79	16'79	410	58	1 in 50	77,722	4	10	4,629
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13'75	13'75	233	14	1 " 60	130,981	3	8	9,526
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	20,799	8	10	5,561
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	3,128	18	4	969
Alberton to Won Wron	...	...	...	...	...	...	182	11	8	In progress
Warragul to Neerim South	...	13'49	13'49	681	349	1 in 40	124,508	6	2	9,230
Neerim South to Toorong River (Neerim South to Nayook)	...	8'02	8'02	1,415	676	1 " 30	79,796	1	8	9,950
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 " 40	116,683	13	11	10,936
¶ Moe to Walhalla	...	26'06	26'06	1,323	174	1 " 30	113,242	18	8	4,345
Morwell to North Mirboo	...	20'16	20'16	784	184	1 " 40	154,202	13	9	7,649
Traralgon to Heyfield	...	22'06	22'06	262	93	1 " 50	125,219	14	3	5,676
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 " 50	287,413	16	2	5,769
Bairnsdale to Orbost	...	60'24	60'24	423	23	1 " 50	428,522	16	4	7,114
Maffra to Briagolong	...	11'79	11'79	238	109	1 " 50	61,816	18	3	5,243
Burnley to Waverley Road	...	5'23	5'23	111	33	1 " 60	173,631	4	4	33,199
Hawthorn to Lilydale	11'82	8'20	20'02	484	41	1 " 40	561,124	16	0	28,028
Lilydale to Healesville	0'26	15'11	15'37	351	230	1 " 40	223,748	11	2	14,558
Hawthorn (Kew Junction) to Kew	...	0'96	0'96	119	41	1 " 40	76,430	13	1	79,616
Ringwood to Upper Ferntree Gully	...	7'44	7'44	436	314	1 " 40	69,127	8	8	9,291
¶ Ferntree Gully to Gembrook	...	18'22	18'22	1,057	412	1 " 30	62,620	8	11	3,437
Lilydale to Warburton	...	23'97	23'97	738	289	1 " 37½	128,085	9	6	5,344
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5'16	...	5'16	59	7	1 " 21½	107,730	14	11	20,878
Sandringham to Black Rock Electric Street Railway	...	...	...	...	...	...	28,204	17	...	In progress
Total mileage of lines constructed §	328'19	3,847'57	4,175'76	...	...	...	38,455,736	9	10	...
Less mileage closed for traffic at 30th June, 1917.										
	Double.	Single.	Total.							
Dunkeld to Penshurst (dismantled 19th February, 1893)	...	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, 1917	327'99	3,799'81	4,127'80							
Carried forward	327'99	3,799'81	4,127'80				38,455,736	9	10	...

† See lines closed for traffic.

‡ Including portion dismantled, miles 2-ft. 6-in., 121'90.

§ Gauge of lines constructed—miles 5-ft. 3-in., 4,005'90; 2-ft. 6-in. gauge.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water mark.		Steepest Gradient.	Total.
	Double and over	Single.	Total.	Highest	Lowest.		
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	
Brought forward ...	327·99	3,799·81	4,127·80	...	...	...	£ 38,455,736 9 10
Works, Melbourne to Essendon Junction ...	...	...	...	...	...	...	1,981,173 11 7
Railway Offices, Spencer Street ...	...	...	...	...	...	...	193,633 9 10
Sheds and Workshops, Williamstown ...	...	...	...	...	...	...	154,054 10 9
Sheds and Workshops, Newport (including cost of Machinery and Equipment) ...	...	...	...	...	...	...	622,028 6 0
Sheds and Workshops, Country Depôts (in- cluding cost of machinery) ...	...	...	...	...	...	...	28,310 12 10
Workshops, Bendigo (including cost of machi- nery) ...	...	...	...	...	...	...	108,059 17 5
Workshops, Ballarat (including cost of machi- nery) ...	...	...	...	...	...	...	111,260 15 0
General Construction Account (Capital Ex- penditure common to all lines) ...	...	...	...	...	...	...	711,284 8 6
Rolling-stock, Broad-gauge... ..	...	...	...	...	...	...	10,900,676 11 3
Rolling-stock, Narrow-gauge ...	...	...	...	...	...	...	104,474 0 0
Rolling-stock, Electric Tramway ...	...	...	...	...	...	...	48,511 6 0
McKeen Motor Cars ...	...	...	...	...	...	...	15,078 0 8
Steam Motor Car (Great Western type) ...	...	...	...	...	...	...	4,393 2 5
Electrification Melbourne Suburban Lines ...	...	...	...	...	...	...	2,154,158 13 1
Grand Total ...	327·99	3,799·81	4,127·80	...	...	...	55,592,833 15 2

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

APPENDIX No. 24.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
1854—Sept. 13	Flinders Street ...	Port Melbourne	16'33	Hobson's Bay Lines	20.1.53
1857—May 13	Flinders Street ...	St. Kilda			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)}	11'73		606 671
Carried forward			1193'81		

* Trains run only as required for traffic.

† Dismantled 28th May, 1909.

APPENDIX No. 24—continued.

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

Date of Opening.	From—	To—	Length In Miles.	Authorization Act.	
				Number.	
		Brought forward ...	1193'81		
1881—June 7	Lancefield Junction ...	Lancefield ...	14'50	660	
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2'10	682	
" Sept. 1	Shepparton ...	Numurkah ...	20'74	682	
" Dec. 19	Caulfield ...	Mordialloc ...	9'85	682	
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16'33	682	
" April 3	Hawthorn ...	Camberwell ...	2'09	682	
" " 15	Inglewood ...	Korong Vale ...	20'20	682	
" " 22	Cope Cope ...	Donald ...	7'52	682	
" July 1	Horsham ...	Dimboola ...	21'45	682	
" Aug. 1	Mordialloc ...	Frankston ...	10'02	682	
" Dec. 1	Camberwell ...	Lilydale ...	17'94	682	
" " 15	Eaglehawk ...	Raywood ...	13'42	682	
1883—April 20	Korong Vale ...	Charlton ...	22'62	682	
" June 14	Wodonga ...	River Murray ...	1'94	682	
" " 21	Raywood ...	Mitiamo ...	22'44	682	
" July 2	Korong Vale ...	Boort ...	17'86	682	
" " 2	Colac ...	Camperdown ...	28'10	682	
" Aug. 1	Ballarat ...	Scarsdale ...	13'11	682	
" Sept. 3	Benalla ...	St. James ...	20'33	682	
" Oct. 1	Charlton ...	Wycheproof ...	16'47	682	
" 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 ...	Ilenty ...	23'19	682	
" April 2	Braybrook Junction ...	Melton ...	15'64	682	
" June 16	Castlemaine ...	Maldon ...	10'24	682	
" Sept. 1	Ilenty ...	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 ...	Yarrawonga ...	19'86	821 and 1381	
" " 12	Murtoa ...	Warracknabeal ...	31'20	821 " 1381	
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2'92	821 " 1381	
" Dec. 22	Gordon ...	Ballan ...	7'37	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	Bandenong (Great Southern Junction)	Tooradin ...	15'91	821 " 1381	
" Nov. 20	Inglewood ...	Dunolly ...	24'24	821 " 1381	
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	821 " 1381	
		Carried forward ...	2179'32		

* Trains run only as required for traffic.

APPENDIX No. 24—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward...	2179'32		
1889—March 1	Yarra Flats ...	Healesville ...	8'02	821 and 1381	
" Aug. 7	Maffra ...	Briagolong ...	11'79	821 " 1381	
" " 7	Irrewarra ...	Beeac ...	8'70	821 " 1381	
" Sept. 10	Mornington Junction ...	Mornington ...	7'67	821 " 1381	
" " 10	Mornington Junction ...	Hastings ...	8'09	821 " 1381	
" " 10	Wodonga ...	Huon-lane ...	14'07	821 " 1381	
" " 12	Ballarat East ...	Buninyong ...	6'84	821 " 1381	
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4'78	821 " 1381	
" " 8	Coburg ...	†Somerton ...	7'16	821 " 1381	
" Nov. 12	Yea ...	Molesworth ...	10'68	821 " 1381	
" Dec. 3	Heathcote ...	Tooborac ...	10'56	821 " 1381	
" " 4	Bacchus Marsh ...	Ballan ...	17'54	821 " 1381	
" " 4	Ringwood ...	Upper Fern Tree Gully ...	7'44	821 " 1381	
" " 17	Hastings ...	Stony Point ...	5'74	821 " 1381	
" " 23	Preston Reservoir ...	Whittlesea ...	17'29	821 " 1381	
1890—Feb. 4	Terang ...	Mortlake ...	12'16	821 " 1381	
" " 4	Terang ...	Warrnambool ...	28'82	821 " 1381	
" " 4	Koroit ...	Warrnambool ...	9'36	821 " 1381	
" " 4	Koroit ...	Port Fairy ...	11'34	821 " 1381	
" March 17	Mount Moriac ...	*Wensleydale ...	10'92	821 " 1381	
" " 24	Burnley ...	†Oakleigh ...	6'29	821 " 1381	
" May 12	Warragul ...	Rokeby ...	8'12	821 " 1381	
" " 30	Kerang ...	Swan Hill... ..	35'16	821 " 1381	
" " 30	Camberwell ...	†Waverley Road ...	4'25	821 " 1381	
" June 17	Molesworth ...	Cathkin ...	2'74	821 " 1381	
" July 18	Huon-lane ...	Bolga ...	6'61	821 " 1381	
" Aug. 22	Kilmore ...	Tooborac ...	20'10	821 " 1381	
" " 22	Dunkeld ...	†Koroit ...	48'99	821 " 1381	
" " 22	Hamilton ...	Penshurst ...	18'11	821 " 1381	
" Sept. 1	Murchison East ...	Rushworth ...	12'87	821 " 1381	
" " 16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381	
" Oct. 10	Scarsdale ...	Lintou ...	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 loop line)	4'99	821 " 1381	
" " 24	Maldon (Laanecoorie Junction) ...	Shelbourne ...	9'89	821 " 1381	
" May 7	Merton ...	Maindample ...	13'86	821 " 1381	
" June 2	Loch ...	Korumburra ...	9'89	821 " 1381	
" " 5	Birregurra ...	Forrest ...	19'85	821 " 1381	
" July 23	Beechworth ...	Yackandandah ...	12'84	821 " 1381	
" " 24	Bolga ...	Tallangatta ...	5'02	821 " 1381	
" Oct. 6	Maindample ...	Mansfield... ..	8'64	821 " 1381	
" Nov. 23	Spencer Street ...	§Flinders St. (Viaduct) ...	0'76	821 " 1187	
" Dec. 17	Korumburra ...	Leongatha ...	9'19	821 " 1381	
1892—Jan. 13	Leongatha ...	Port Albert ...	58'75	821 " 1381	
" March 18	Rokeby ...	Neerim South ...	5'36	1030 " 1300	
" April 5	Curdie's River Junction ...	Timboon ...	22'32	821 " 1381	
" " 6	Lancefield ...	†Kilmore ...	18'10	821 " 1381	
" Oct. 28	Korumburra ...	Coal Creek ...	0'89	1240 " 1255	
" Nov. 22	Dookie ...	Katamatite ...	17'02	1529	
1893—Jan. 5	Warracknabeal ...	Beulah ...	21'92	1273	
" March 28	Donald ...	Birchip ...	32'30	1273	
1894—March 6	Beulah ...	Hopetoun ...	16'01	1316	
" May 7	Korumburra (Jumbunna Junction) ...	Jumbunna ...	3'74	1240 and 1294	
" " 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards ...	0'89	1030 " 1381	
" June 1	Korumburra (Strezlecki Junction) ...	Strezlecki... ..	2'25	1240 " 1294	
" " 19	Dimboola ...	Jeparit ...	21'59	1312	
" July 31	Natimuk (East Natimuk) ...	Goroke ...	28'32	1292	
" Aug. 7	Boort ...	Quambatook ...	21'96	1312	
1895—March 8	Wycheproof ...	Sea Lake ...	47'89	1383	
1896—Feb. 5	Jumbunna ...	Outtrim ...	2'40	1371 and 1420	
" Dec. 15	Nathalia ...	Picola ...	6'74	1293	
1899—March 14	Wangaratta ...	¶Whitfield... ..	30'49	1492	
" Sept. 18	Birchip ...	Woomelang ...	26'45	1550	
" Nov. 2	Jeparit ...	Rainbow ...	18'47	1558	
1900—March 1	Quambatook ...	Ultima ...	30'30	1555	
" Dec. 18	Upper Fern Tree Gully ...	¶Gembrook ...	18'22	1549	
" " 26	Bungaree ...	*Race-course ...	1'53	1682	
1901—Oct. 21	Melbourne ...	Collingwood ...	2'22	1590	
" Nov. 13	Lilydale ...	Warburton ...	23'97	1589	
1902—March 1	Colac ...	¶Beech Forest ...	29'66	1594 and 1760	
" June 5	Heidelberg ...	Eltham ...	8'35	1299	
		Carried forward ...	3299'78		

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2-ft. 6-in. gauge.

APPENDIX No. 24—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward ...	3299'78	
1903—Jan. 15	Woomelang ...	Hattah ...	68'79	1679
" May 25	Hattah ...	Nowingi ...	11'94	1679
" Sept. 30	Nowingi ...	Yatpool ...	16'19	1679
" Oct. 27	Yatpool ...	Mildura ...	13'23	1679
" Dec. 21	North Geelong Loop Line	" ...	0'22	1884
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1'14	1879
" Feb. 7	Springvale Cemetery Line	* ...	1'60	1763
" Dec. 5	Northcote Loop Line	" ...	0'13	1904
1905—Feb. 28	Strathmerton ...	Towards Tocumwal ...	8'20	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 Tramway†	" ...	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
" Aug. 26	Rushworth ...	Colbinabbin ...	12'82	2350
1915—May 27	Swan Hill ...	Piangil ...	27'39	2417
" July 29	Murrayville ...	South Australian Border	12'53	2424
" Nov. 1	Hamilton ...	Cavendish ...	15'47	2434
" " 10	Elmore ...	Cohuna ...	57'09	2433
1916—Jan. 17	Linton ...	Skipton ...	12'75	2442
" April 10	Bairnsdale ...	Orbost ...	60'24	2223
" June 13	Tallangatta ...	Shelley ...	22'86	2414
" " 20	Heywood ...	Dartmoor ...	26'02	2424
" " 27	Lorquon ...	Yanac-a-yanac ...	18'38	2547
1917—March 27	Neerim South ...	Nayook ...	8'02	2504
" May 15	Rushworth ...	Girgarre (Stanhope North)	14'22	2754
Total mileage			4,175'76	
Less mileage closed for Traffic at 30th June, 1917—				
Dunkeld to Peshurst (Dismantled February, 1898)			15'87	
Lancefield to Kilmore (Dismantled September, 1917)...			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 May, 1909) ...			1'96	
Total mileage open for Traffic at 30th June, 1917 ...			47'96	
			4,127'80	

* Trains run only as required for traffic.

† Electric Tramway, 5-ft. 3-in. gauge.

‡ 2-ft. 6-in. gauge.

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

APPENDIX No. 25.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1907, TO 30th JUNE, 1917.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employees while in the Execution of their Duty.						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.		Killed.	Injured.	Killed.	Injured.	Through causes beyond their own Control.	Through Contributory Negligence.		Solely through their own Action or Negligence.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.						Killed.	Injured.	Killed.	Injured.									Killed.
1907-8 (a)	45	434	—	33	2	170	600	5·793	29	4	112	2	151	..	..	6	11	17	7	3	23	79	970	
1908-9	—	9	..	19	5	136	000	·111	12	2	101	8	131	..	1	5	9	22	19	2	15	45	451	
1909-10	—	11	—	5	2	96	000	·129	7	—	38	6	167	..	..	4	3	8	7	1	15	21	353	
1910-11 (b)	—	526	—	..	8	99	106	5·608	31	..	20	5	128	..	..	1	7	12	19	7	5	49	829	
1911-12	—	13	—	1	9	116	000	·124	44	..	12	23	134	3	11	9	13	19	11	4	7	67	362	
1912-13 (c)	—	441	..	3	5	128	001	3·953	1	15	1	10	4	90	..	..	10	12	13	12	..	12	36	723
1913-14	—	33	..	2	8	197	000	·283	1	61	7	49	4	93	2	1	8	7	12	13	3	17	45	473
1914-15	—	40	—	3	6	182	000	·341	2	36	4	51	4	53	2	2	9	18	18	7	3	17	48	409
1915-16	—	29	—	3	11	195	000	·250	2	28	5	33	5	35	..	..	2	18	24	7	5	12	54	300
1916-17	—	46	..	2	5	131	000	·424	1	35	3	70	1	155	1	..	4	7	11	3	6	16	32	465
Totals ..	57	1,582	..	71	61	1,450	005	1·430	7	298	26	496	62	1,137	9	19	64	110	163	93	27	139	476	5,395

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

APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.			LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.		Revenue.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Horses.	Number of Trucks.		Number of Trucks.		Revenue.					
								Horses.	Cattle.	Sheep.	Pigs.		Horses.	Cattle.			Sheep.
Melbourne—Spencer-street, Country Melbourne—Spencer-st., Suburban	2,036,729 1,090,551	£ s. d. 456,726 12 10½ 15,449 15 3	£ s. d. 87,011 18 9½ ..	£ s. d. 36 10 0 ..	£ s. d. 1,699 18 9½ ..	544,352 ..	714,475 ..	494,406 3 5 ..	716 ..	56 ..	79 ..	61 ..	694 ..	123 ..	146 ..	2,335 ..	£ s. d. 2,445 2 0 ..
MELBOURNE AND BENDIGO LINE.																	
North Melbourne	1,022,223	10,542 17 4	1,029 3 11			27,452	119,018	4,586 11 10	..	..	..	..	..	..	..	..	..
Ardlen-street ..	286,442	2,358 14 7	41 0 11			40,101	19,235	6,154 2 6	..	..	..	..	..	..	..	..	..
Middle Footscray ..	369,331	3,225 16 7	497 0 0			..	..	..	..	..	..	..	..	..	..	..	..
West Footscray ..	49,339	399 1 1				11,731	23,620	15,124 19 8	4	4	..	..	3	4	..	..	15 7 7
Tottenham ..	289,005	6,008 4 9	1,297 9 2			..	..	..	..	..	..	..	..	..	..	..	..
Sunshine—Building Tickets (Free)	..	..				..	..	..	..	..	..	..	..	..	..	..	..
Sunshine ..	..	..				39,779	601	3,655 7 10	..	..	..	..	..	..	..	..	..
Albion ..	223	5 3 3				13,323	783	987 17 3	..	..	..	..	..	..	..	..	..
St. Albans ..	43,887	754 5 4	32 11 5			2,897	640	1,092 8 1	4	6	4	..	..	..	..	..	..
Sydenham ..	8,710	253 10 9	34 8 9			6,353	902	37 193	..	..	93	..	1	9	80	..	16 19 8
Digger's Rest ..	8,402	369 13 6	58 0 7			2,279	4,325	515 16 2	..	..	298	33	20	105	60	5	..
Sunbury ..	32,912	1,962 16 10	174 15 0			..	..	176 17 2	6	45	56	..	4	18	19	..	1,351 14 9
Lancfield Junction ..	5,612	467 3 9	30 10 3			..	..	509 1 6	4	19	47	..	3	8	34	..	1,033 16 4
Riddell ..	8,092	610 18 6	92 16 10			1,795	726	324 19 4	4	24	89	..	3	40	94	2	1,317 14 8
Gisborne ..	10,693	1,123 0 6	101 18 10			3,414	1,298	986 0 0	4	4	..	..	..	..	..	..	227 19 7
Macedon ..	20,635	1,415 0 7	382 11 0			3,940	2,024	802 5 11	5	1	..	..	14	22	28	..	11 8 4
Woodend ..	27,243	2,503 10 8	165 7 6			4,531	2,656	1,522 13 7	3	36	85	..	27	32	12	..	352 15 11
Carlisle ..	2,049	137 6 8	10 17 9			197 7 4	37	77 7 11	4	28	..	..	2	7	77	..	80 10 6
Kyneton ..	43,477	5,385 18 10	673 11 5			9,873	10,705	3,894 19 3	3	300	316	44	..	27	270	23	1,551 15 6
Redesdale Junction ..	1,720	111 7 6	29 6 5			690	902	197 10 7	7	..	65	..	3	13	50	..	338 13 0
Mainsbury ..	3,430	856 6 4	99 16 7			1,976	659	761 13 11	..	7	20	..	..	..	..	..	246 8 3
Traralgon ..	6,451	364 0 6	45 17 6			732	313	211 15 5	..	..	..	..	..	..	..	..	1,965 3 9
Elphinstone ..	7,986	400 4 8	36 18 10			3,012	665	760 4 5	2	18	43	..	3	12	16	..	630 3 5
Chevron ..	3,360	558 11 1	68 4 8			309	333	225 0 1	..	..	..	..	..	..	..	..	1,365 16 1
Castlemaine ..	81,503	11,664 0 1	839 4 6			5,351	17,353	5,301 9 8	1	6	12	4	12	51	104	33	852 16 7
Barker's Creek ..	..	..				172	77	29 7 11	..	..	..	..	..	..	..	..	17,956 2 10
Harcourt ..	15,118	817 11 1	94 6 4			8,456	3,135	3,919 14 3	1	..	..	..	..	2	3	3	29 7 11
Ravenwood ..	2,538	169 9 4	32 7 8			2,143	182	337 17 0	..	..	..	..	..	..	..	..	4,836 6 11
Kangaroo Flat ..	6,198	593 4 9	47 10 2			4,582	1,461	387 6 9	..	..	9	..	1	35	24	..	586 19 1
Golden Square ..	1,111	1,618 8 11	137 13 8			4,089	6,724	1,357 11 6	..	2	..	..	1	1	..	..	1,065 16 11
Bendigo ..	195,417	40,044 10 9	4,025 16 10			36,106	85,160	28,569 13 1	287	417	1,809	60	252	1,011	1,699	281	3,116 12 3
Bendigo Brick and Tile Coy's, Sliding	..	..				182	..	12 13 11	..	..	..	..	..	..	..	..	77,690 5 5
LANCASHIRE LINE.																	
Bolinda ..	909	86 2 3	6 11 8			1,079	151	308 16 0	1	15	49	..	2	3	23	..	497 17 10
Monongatta ..	1,022	94 18 2	10 18 11			487	125	147 9 11	..	..	..	..	..	..	..	..	263 13 6
North Monongatta ..	576	56 16 0	11 17 11			5	..	8 6 0	..	..	..	..	..	..	..	..	77 0 10
Romey ..	6,038	636 6 8	81 12 2			4,226	1,159	1,395 13 6	13	11	90	14	7	26	42	..	2,256 18 9
Lancaster ..	5,307	976 4 4	77 13 0			10,564	1,427	3,150 10 11	4	29	200	6	1	36	66	..	4,668 10 4

DAYLESFORD LINE.									
Tylden	1,768	166 4	1	13 1	7	0 5 0	330	108	123 5 11
Fern Hill	2,605	320 14 3	..	47 7 4	..	19 17 6	4,329	395	1,581 10 3
Trentham	9,859	1,084 11 7	..	89 14 8	..	12 5 9	4,165	1,427	1,972 10 0
Lyonsville	3,783	197 13 6	..	14 5 0	..	0 4 0	2,163	149	504 7 3
Bullarto	4,427	270 14 8	..	12 15 5	..	0 5 6	3,830	203	1,004 4 10
Musk	2,511	86 18 10	..	7 1 5	..	0 5 5	1,118	143	460 4 10
Daylesford	25,047	3,923 13 6	..	345 5 6	..	43 9 10	5,650	5,980	2,484 1 0
Woodburn	..	1 7 1	..	0 3 9	..	..	..	..	0 1 9
Sailors' Falls	973	42 13 6	..	4 17 4	..	..	775	25	228 19 11
Leonard	2,623	153 10 1	..	23 15 9	..	0 14 3	3,192	124	740 6 4
Wombat	1,098	57 18 5	..	3 5 3	..	..	2,776	40	450 19 1
Rocklyn	1,757	100 1 9	..	8 17 10	..	0 3 9	340	73	78 12 9
Newlyn	2,335	230 12 1	..	21 15 11	..	0 2 6	11,912	1,140	5,835 19 4
Kingston	3,600	283 11 9	..	19 15 10	..	0 11 6	5,389	644	2,528 13 2
Allendale	10,870	551 13 10	..	45 6 2	..	1 0 3	6,177	2,599	2,984 15 1
Broomfield	4,295	125 4 11	..	9 2 9	..	0 7 6	..	20	3 13 11
REDESDALE LINE.									
Edgcombe	66	2 17 0	..	0 16 0	..	..	638	..	214 4 3
Green Hill	319	5 14 1	..	2 0 5	..	..	22	9	16 1 0
East Metcalfe	239	11 11 11	..	7 6 2	..	0 0 6	182	46	85 14 0
Emberton	106	5 8 9	..	1 8 10	..	..	109	4	20 18 7
Barfold	436	30 10 10	..	8 10 1	..	0 5 0	880	101	297 14 8
Redesdale	1,393	179 1 7	..	72 10 2	..	0 12 6	2,983	321	1,014 2 1
SHELBOURNE LINE.									
Muckelton	579	23 11 3	..	2 3 5	..	24 14 6	800	101	367 12 2
Maldon	15,064	1,647 0 5	..	212 9 0	..	0 13 0	1,791	2,255	860 8 1
Bradford	..	105 10 9	..	18 17 10	..	..	13,813	921	5,811 7 1
Shelbourne	414	..	..	..	..	..	..	..	..
CASTLEMAINE-MARYBOROUGH LINE.									
Campbell	2,825	107 5 2	..	27 1 4	..	0 6 6	664	344	427 19 5
Gunford	10,331	378 4 8	..	27 10 4	..	0 3 0	572	396	346 14 7
Strangway	2,564	133 17 3	..	22 2 5	..	0 3 0	17	6	26 11 3
Newstead	9,830	952 9 2	..	151 12 10	..	103 7 0	3,574	1,351	1,861 3 5
Joyce's Creek	1,309	97 18 2	..	5 0 9	..	0 1 0	1,313	89	625 13 9
Moorlet	1,000	172 10 1	..	24 8 1	..	3 1 6	4,475	321	2,153 5 4
Carbrook	7,586	665 13 3	..	48 19 9	..	5 18 3	9,095	372	2,890 13 6
Maryborough	43,122	9,622 16 10	..	890 7 0	..	29 12 3	12,620	14,761	7,885 2 8
MARYBOROUGH-MILDURA LINE.									
Simson	1,016	20 7 2	..	..	..	0 6 6	597	695	237 12 4
Havelock	2,842	67 1 11	..	7 15 10	..	0 17 6	2,734	432	1,251 5 2
Bet Bet	4,166	144 1 3	..	22 15 8	..	4 4 0	14,374	2,258	4,420 11 10
Dunolly	10,876	1,610 3 11	..	112 13 10	..	0 5 6	4,971	1,08	1,705 9 11
Goldsborough	1,328	69 8 3	..	38 16 10	..	0 5 6	16,232	1,271	6,869 13 9
Bealiba	6,502	941 13 11	..	56 12 4	..	0 13 9	690	33	307 8 2
Mafescioni's Siding	..	..	..	..	..	..	..	..	..
Emu	2,098	272 6 10	..	21 7 9	..	0 3 0	7,946	473	3,637 9 7
Carapooce	703	154 17 3	..	10 2 3	..	0 5 0	8,318	368	3,385 13 0
St. Arnaud	14,343	5,053 1 0	..	430 17 9	..	18 4 0	14,529	9,113	9,339 2 8
Swinwater	787	101 13 8	..	3 11 3	..	0 4 0	8,507	977	3,404 15 2
Sutherland	111	8 5 1	..	0 7 1	..	0 16 6	3,344	398	1,458 7 2
Cope Cope	1,866	393 5 3	..	17 4 2	..	1 5 6	13,224	2,000	7,301 5 0
Donald	8,687	3,048 10 6	..	269 19 4	..	9 10 6	20,009	8,613	11,952 19 11
Lake Buloke	..	..	..	..	..	..	197	145	108 3 1
Litchfield	565	51 18 1	..	6 19 8	..	0 6 0	14,185	1,022	8,039 3 10
Massey	570	177 17 2	..	1 16 0	..	..	5,545	266	3,189 17 2
Watchem	2,643	686 18 5	..	47 3 1	..	7 9 6	14,367	1,821	8,470 1 0
Morton Plains	169	38 4 2	..	19 3 11	..	..	3,075	222	1,889 13 8
Brichp	5,604	2,171 17 8	..	220 13 8	..	23 15 11	10,251	4,694	6,308 18 1
Kayrie	86	1 15 0	..	1 15 0	..	..	1,166	50	617 16 04
Kinnulla	409	58 10 9	..	3 4 3	..	0 5 0	5,144	331	3,066 15 0
Curyo	1,280	227 5 10	..	12 8 8	..	0 9 0	6,134	682	3,749 17 7
Watchupga	761	116 8 1	..	9 9 5	..	..	5,950	669	3,689 12 5

448 12 6	145 15 11	..	28	7	..	..	..	..	..
1,969 9 4	..	..	..	..	..	..	..	..	..
3,201 15 11	42 13 11	..	..	..	..	..	..	..	..
716 9 9	..	..	..	..	..	..	..	..	..
1,324 9 11	36 9 6	..	..	..	..	..	..	..	..
557 13 8	..	..	..	..	..	..	..	..	..
6,915 19 4	119 9 6	..	..	..	..	..	..	..	..
1 12 7	..	..	..	..	..	..	..	..	..
276 10 9	..	..	..	..	..	..	..	..	..
918 14 5	..	..	..	..	..	..	..	..	..
512 2 9	..	..	..	..	..	..	..	..	..
187 16 1	..	..	..	..	..	..	..	..	..
6,339 2 6	250 12 8	..	..	..	..	..	..	..	..
2,834 18 3	2 6 0	..	..	..	..	..	..	..	..
3,969 2 3	386 6 11	..	..	..	..	..	..	..	..
138 9 1	..	..	..	..	..	..	..	..	..
217 17 3	..	..	..	..	..	..	..	..	..
23 15 6	..	..	..	..	..	..	..	..	..
104 12 7	..	..	..	..	..	..	..	..	..
27 16 2	185 14 9	..	..	..	..	..	..	..	..
522 16 4	199 1 11	..	..	..	..	..	..	..	..
1,465 8 3	..	..	..	..	..	..	..	..	..
393 6 10	..	..	..	..	..	..	..	..	..
2,809 10 11	64 18 11	..	..	..	..	..	..	..	..
0 0 6	..	..	..	..	..	..	..	..	..
5,960 18 4	24 9 8	..	..	..	..	..	..	..	..
562 5 11	..	..	..	..	..	..	..	..	..
760 1 1	7 5 0	..	..	..	..	..	..	..	..
182 13 11	..	..	..	..	..	..	..	..	..
3,411 7 7	342 15 2	..	..	..	..	..	..	..	..
731 16 8	3 3 0	..	..	..	..	..	..	..	..
2,354 6 6	1 1 6	..	..	..	..	..	..	..	..
3,877 1 4	265 16 7	..	..	..	..	..	..	..	..
18,589 9 6	161 10 9	..	..	..	..	..	..	..	..
20 7 2	..	..	..	..	..	..	..	..	..
314 10 1	1 13 6	..	..	..	..	..	..	..	..
1,426 7 3	7 7 8	..	..	..	..	..	..	..	..
6,253 8 9	105 15 2	..	..	..	..	..	..	..	..
1,814 0 6	..	..	..	..	..	..	..	..	..
8,060 5 6	191 11 9	..	..	..	..	..	..	..	..
307 8 2	..	..	..	..	..	..	..	..	..
3,939 8 8	8 1 6	..	..	..	..	..	..	..	..
3,551 19 6	1 2 0	..	..	..	..	..	..	..	..
15,474 1 4	632 16 1	..	..	..	..	..	..	..	..
3,618 1 4	107 17 3	..	..	..	..	..	..	..	..
1,486 12 10	18 17 0	..	..	..	..	..	..	..	..
8,018 8 1	305 8 2	..	..	..	..	..	..	..	..
16,623 9 4	1,342 9 1	..	..	..	..	..	..	..	..
108 3 1	..	..	..	..	..	..	..	..	..
8,291 19 7	193 12 0	..	..	..	..	..	..	..	..
3,369 10 4	..	..	..	..	..	..	..	..	..
9,803 4 8	591 12 8	..	..	..	..	..	..	..	..
2,048 19 3	101 17 6	..	..	..	..	..	..	..	..
9,667 15 9	942 10 5	..	..	..	..	..	..	..	..
749 3 11	113 2 10	..	..	..	..	..	..	..	..
3,132 4 1	3 14 1	..	..	..	..	..	..	..	..
4,256 14 7	266 17 6	..	..	..	..	..	..	..	..
3,800 8 7	44 9 8	..	..	..	..	..	..	..	..

[illegible]

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Number of Trucks.		Number of Trucks.		Revenue.			
									Horses.	Cattle.	Sheep.	Pigs.		Horses.		Cattle.
BENDIGO—SEA LAKE LINE—continued.																
Leichardt	756	56 17 10	5 17 7	0 1 0	2,448	367	763 4 2	..	..	..	..	..	..	19	..	826 0 7
Derby	1,146	97 3 11	9 14 2	0 7 3	5,148	383	1,150 5 6	8	..	..	..	..	..	17	..	1,328 1 4
Bridgewater	5,997	798 14 10	46 12 2	3 14 3	22,168	17,123	10,526 14 1	108	10	..	..	..	..	131	..	11,949 11 10
Ingleswood	8,776	1,726 17 10	157 18 4	7 13 9	3,011	2,097	1,918 15 7	6	8	..	..	..	..	9	..	3,833 6 9
Kurling	724	75 7 0	5 10 5	..	4,619	198	1,552 7 1	2	24	..	..	..	..	4	..	1,718 2 6
Glenalbyn	746	82 11 0	10 19 7	..	1,457	148	558 13 11	3	8	..	..	..	..	4	..	689 11 9
Wedderburn Junction	3,500	814 6 8	41 7 11	3 19 0	1,031	139	579 10 9	2	..	..	..	..	..	6	..	1,446 10 1
Korong Vale	6,247	1,291 18 5	70 19 9	8 15 9	7,530	1,364	4,072 17 5	9	9	..	..	..	..	61	..	5,658 18 10
Wycheville	1,177	203 2 9	16 19 11	0 1 6	6,582	526	3,479 11 4	3	4	..	..	..	..	15	..	3,863 9 3
Wychitella	1,485	289 7 4	19 1 8	0 10 0	7,684	471	3,417 15 0	7	..	..	..	..	..	4	..	3,805 7 0
Buckrabanyule	1,717	111 5 8	25 8 0	10 8 3	7,700	678	4,195 8 9	..	..	..	..	..	..	15	..	4,430 6 5
Barracke	5,713	1,848 4 6	184 18 4	..	27,568	3,576	13,212 18 11	17	7	..	..	..	..	63	..	15,581 5 9
Charlton	370	13 2 4	2 3 7	..	5,057	820	2,867 17 0	..	..	..	..	..	..	10	..	2,893 16 11
Teddywaddy	1,590	242 11 1	15 12 6	0 6 6	6,765	857	4,046 3 2	6	10	..	..	..	..	18	..	4,624 17 2
Glenloch	54	5 16 8	..	..	463	26	249 16 1	..	..	..	..	..	..	..	..	255 12 9
Fairview	4,655	1,451 17 8	128 0 3	0 0 0	16,903	3,538	8,960 15 8	8	19	..	..	..	..	27	..	11,384 4 1
Wycheproof	657	83 2 10	7 10 9	0 8 0	7,213	1,062	4,281 13 9	5	16	..	..	..	..	28	..	4,706 16 11
Dumosa	1,255	216 11 7	22 3 3	0 3 0	8,297	1,008	4,983 13 2	3	..	..	..	..	..	3	..	5,399 7 7
Nullawil	54	7 9 5	0 17 1	..	2,988	293	1,772 13 0	..	..	..	..	..	..	3	..	1,828 13 0
Warne	1,699	491 11 6	39 4 1	1 5 9	12,867	1,357	7,052 5 1	6	7	..	..	..	..	22	..	8,913 2 1
Kanvira	1,213	492 12 9	38 12 1	0 15 6	14,467	1,629	8,709 5 1	1	..	..	..	..	..	46	..	9,350 6 11
Berrillock	54	32 13 2	3 18 9	..	4,349	272	2,471 16 11	..	..	..	..	..	..	1	..	2,508 16 10
Poigbeat	2,368	1,151 16 11	92 9 4	24 18 3	12,649	3,190	7,512 2 7	11	21	..	..	..	..	23	..	8,953 17 6
Sea Lake	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
NANDALY LINE.																
Nindia	20	1 11 3	0 13 4	..	2,892	378	1,907 15 9	..	..	..	..	..	..	2	..	1,910 0 4
Nyarlin	53	7 4 10	0 16 4	..	2,976	461	1,711 9 9	1	..	..	..	..	..	1	..	1,745 6 2
Nandaly	700	183 8 3	12 12 0	0 13 0	4,718	1,115	2,804 7 10	3	..	..	..	..	..	1	..	3,032 16 1
WEDDERBURN LINE.																
Wedderburn	1,305	301 1 5	57 2 4	0 8 0	17,930	5,000	8,588 15 4	2	1	15	..	..	..	36	..	8,984 4 9
KORONG VALE—CHILLINGOLLAH LINE.																
Borong	1,352	216 5 10	32 12 7	2 11 9	6,910	962	3,660 0 6	1	2	71	1	..	..	42	..	4,133 16 1
Mysia	1,118	255 2 1	17 17 4	0 2 0	3,629	569	2,100 7 10	1	7	59	..	..	..	33	..	2,651 9 1
Boort	4,953	1,596 15 1	186 4 8	27 12 3	13,497	2,785	7,680 12 1	84	7	136	..	..	..	131	..	10,519 1 0
Barraport	966	135 8 5	11 16 8	0 10 0	11,143	1,058	5,981 10 1	..	..	39	..	..	..	..	..	6,331 15 8
Gredgwin	934	87 4 10	7 14 11	0 6 6	3,051	340	1,692 17 9	..	..	15	..	..	..	2	..	1,886 0 8
Oakvale	363	68 10 10	4 12 9	0 9 0	3,400	352	1,871 7 1	..	..	..	..	..	..	..	..	1,944 11 5
Quantabook	3,250	971 19 10	82 9 1	4 19 6	13,786	2,625	8,145 8 3	7	..	..	..	..	..	64	..	9,430 17 2
Caunte	634	92 1 0	4 1 0	0 2 0	7,534	674	4,437 4 9	1	1	10	..	..	..	..	..	4,581 12 11
Labert	1,517	482 15 3	50 7 10	0 14 3	9,440	1,332	5,634 10 6	8	6	49	..	..	..	72	..	6,439 15 7
Mestian	607	135 18 0	11 10 0	0 11 3	9,711	1,352	5,730 6 11	..	..	..	..	..	..	2	..	5,891 0 2
Ukima	2,988	1,012 19 7	84 6 4	9 10 6	14,092	2,202	8,429 17 8	..	..	19	..	..	..	20	..	9,672 13 0

Gowan	58	16 2 5	2 10 3	0 2 6	3,982	376	2,385 10 4	.. 1	.. 2	.. 5	.. 1	.. 3	.. 2	.. 6 16 4	2,404 5 6
Wattle	489	261 6 11	21 8 5	0 14 0	8,022	1,076	5,027 9 8	.. 3	.. 1	.. 17	.. 7	.. 5	.. 23 7 3	5,357 14 4	
Chillingollah	1,040	350 18 4	35 16 5	2 10 6	8,008	1,006	4,815 1 8	.. 2	.. 1	.. 2	.. 2	.. 3	.. 5	5,227 14 2	
MANANGATANG LINE.															
Chinkapook	220	102 12 10	16 18 10	3 19 6	7,083	883	3,976 15 1	.. 2	.. 3	.. 6	.. 1	.. 2	.. 3	4,100 6 3	
Cocamba	84	38 8 5	9 3 11	.. 0 1 0	4,838	583	2,971 1 9	.. 2	.. 3	.. 3	.. 2	.. 1	.. 3	3,618 14 1	
Manangatang	559	261 9 1	78 3 2	.. 0 1 0	3,691	865	2,291 9 8	.. 2	.. 3	.. 11	.. 2	.. 1	.. 4	2,634 6 11	
SWAN HILL LINE.															
Myer's Flat	1,262	23 0 6	2 0 7	0 2 6	.. 368	.. 78	135 10 11	.. 1	.. 1	.. 2	.. 8	.. 5	.. 1	25 3 7	
Woodvale	290	20 10 2	3 6 8	0 2 6	2,721	387	865 5 3	.. 2	.. 1	.. 2	.. 3	.. 2	.. 1	160 12 3	
Sebastian	2,579	199 3 10	7 18 6	0 15 6	7,706	1,140	3,746 12 0	.. 2	.. 1	.. 10	.. 1	.. 38	.. 1	1,074 1 1	
Raywood	4,942	479 3 2	40 16 7	3 17 9	7,062	1,090	3,347 4 6	.. 7	.. 1	.. 8	.. 43	.. 27	.. 1	4,907 3 1	
Tandarra	2,360	309 1 3	22 2 10	2 2 3	6,752	1,071	4,032 8 8	.. 1	.. 1	.. 10	.. 8	.. 36	.. 1	3,788 3 4	
Dingee	3,744	517 16 0	33 15 0	6 15 0	7,115	1,071	4,032 8 8	.. 1	.. 1	.. 8	.. 43	.. 27	.. 1	4,907 3 1	
Prairie	3,492	587 2 8	26 0 10	3 6 6	8,133	1,071	4,032 8 8	.. 1	.. 1	.. 8	.. 43	.. 27	.. 1	4,907 3 1	
Mitiamo	4,977	938 6 1	20 3 10	15 10 9	10,288	1,071	4,032 8 8	.. 1	.. 1	.. 8	.. 43	.. 27	.. 1	4,907 3 1	
Molega	1,577	300 2 4	60 3 0	0 4 6	5,928	533	3,011 18 10	.. 2	.. 1	.. 18	.. 71	.. 42	.. 4	3,461 15 8	
Pyramid	5,239	1,251 10 5	112 18 1	4 8 6	6,648	1,071	4,032 8 8	.. 1	.. 1	.. 8	.. 43	.. 27	.. 1	4,907 3 1	
Mincha	681	105 8 6	25 6 3	0 6 0	1,070	617	865 5 3	.. 1	.. 1	.. 2	.. 3	.. 2	.. 1	1,256 14 0	
Macoma	2,355	590 16 10	41 7 11	1 10 9	2,154	1,059	1,351 16 1	.. 1	.. 1	.. 14	.. 62	.. 42	.. 4	3,404 11 4	
Tasowel	790	100 5 4	14 19 9	0 13 0	283	219	334 0 1	.. 1	.. 1	.. 3	.. 30	.. 57	.. 3	827 3 10	
South Keang	12,940	5,375 5 5	0 12 10	.. 09 17 4	16,555	14	38 18 0	.. 1	.. 1	.. 54	.. 179	.. 258	.. 14	33 10 10	
Keang	303	15 2 11	481 18 10	.. 09 17 4	466	47	313 9 1	.. 2	.. 2	.. 1	.. 11	.. 10	.. 1	21,533 6 1	
Fairley	3,593	191 4 5	1 16 4	24 3 0	2,330	473	1,445 2 8	.. 5	.. 2	.. 2	.. 18	.. 25	.. 1	368 14 10	
Lake Charm	2,538	179 15 0	16 11 8	8 4 3	4,875	471	2,889 13 11	.. 7	.. 6	.. 5	.. 13	.. 32	.. 1	462 9 9	
Mystic Park	685	55 9 3	3 11 2	.. 11 0	116	309	119 18 2	.. 2	.. 2	.. 6	.. 3	.. 10	.. 2	3,318 16 0	
Tresco	2,858	775 1 7	45 2 4	.. 11 0	8,379	1,043	4,936 4 9	.. 4	.. 2	.. 6	.. 2	.. 10	.. 1	178 18 7	
Lake Boga	9,456	4,781 12 1	409 9 8	106 2 6	15,721	5,286	10,626 2 1	.. 50	.. 31	.. 62	.. 214	.. 254	.. 1	.. 863 1 4	
Swan Hill	203	8 14 0	0 1 2	.. 0 1 0	3,293	253	1,995 10 7	.. 1	.. 1	.. 1	.. 1	.. 1	.. 1	1,421 11 5	
Woorinon	256	15 9 0	0 13 9	.. 0 11 0	4,726	472	3,050 0 9	.. 5	.. 2	.. 5	.. 1	.. 1	.. 1	2,006 0 9	
Prairie	1,949	434 13 2	39 0 9	.. 0 11 0	5,075	2,123	3,742 12 6	.. 1	.. 2	.. 5	.. 1	.. 1	.. 1	3,066 3 6	
Nyah	1,041	113 19 6	6 4 9	.. 0 8 0	3,198	588	1,743 6 8	.. 1	.. 2	.. 13	.. 31	.. 22	.. 2	4,220 5 8	
Piangil	2,025	423 17 6	250 17 7	.. 0 8 0	4,629	973	2,999 10 10	.. 1	.. 2	.. 13	.. 31	.. 22	.. 2	3,584 19 5	
COHUNA LINE.															
Hunter	401	56 14 7	0 6 8	.. 0 10 3	4,693	357	1,788 1 5	.. 3	.. 1	.. 1	.. 5	.. 10	.. 1	1,845 9 8	
Warragamba	624	116 10 6	2 12 3	.. 0 14 0	3,908	297	1,908 2 9	.. 1	.. 1	.. 1	.. 5	.. 10	.. 1	2,170 15 3	
McColl	276	27 4 7	0 14 0	.. 0 14 0	3,219	283	1,657 13 10	.. 5	.. 29	.. 6	.. 29	.. 57	.. 3	1,683 12 5	
Banawm	1,652	445 4 5	23 6 9	.. 3 0 8	4,767	1,096	2,706 4 1	.. 1	.. 29	.. 6	.. 29	.. 57	.. 3	3,794 18 4	
Kotta	166	17 8 4	4 19 2	.. 0 10 3	4,123	993	2,109 13 4	.. 2	.. 1	.. 1	.. 13	.. 9	.. 1	2,179 18 4	
Kyener	137	35 9 8	1 0 5	.. 0 10 3	2,754	518	1,378 0 8	.. 2	.. 1	.. 1	.. 2	.. 25	.. 1	1,648 12 9	
Patho	135	19 3 8	1 15 2	.. 0 10 3	921	474	505 1 8	.. 2	.. 1	.. 1	.. 2	.. 25	.. 1	528 14 0	
Gunbowler	972	428 3 4	42 10 6	.. 14 17 6	956	541	827 13 2	.. 2	.. 1	.. 1	.. 4	.. 19	.. 1	1,623 15 9	
Leitchville	1,095	392 1 8	20 18 2	.. 0 5 0	1,227	994	731 4 7	.. 1	.. 18	.. 3	.. 4	.. 19	.. 1	1,746 16 0	
Keely	427	183 13 6	7 8 2	.. 0 5 0	845	114	373 2 6	.. 9	.. 57	.. 12	.. 17	.. 44	.. 4	374 9 2	
Cohuna	2,016	970 4 6	47 0 5	.. 7 6 9	1,584	1,710	1,940 3 8	.. 9	.. 57	.. 12	.. 17	.. 44	.. 4	3,820 19 9	
MELBOURNE-SERVICETON LINE.															
Federal Manure Siding	5,493	133 11 2	43 16 6	.. 2 6 0	12,509	15,876	3,002 16 5	.. 2	.. 1	.. 6	.. 4	.. 12	.. 1	3,002 16 5	
Deer Park	6,183	257 7 0	90 18 10	.. 7 7 0	4,869	316	227 19 9	.. 8	.. 2	.. 7	.. 31	.. 44	.. 2	413 0 8	
Rockbank	21,846	1,241 3 6	103 8 5	.. 42 19 3	11,781	4,740	837 7 8	.. 23	.. 2	.. 6	.. 3	.. 72	.. 1	1,200 19 1	
Melton	..	..	..	.. 3 8 0	929	96	182 14 4	.. 46	.. 2	.. 3	.. 104	.. 152	.. 5	3,996 15 3	
Stoughton	4,233	335 6 8	13 17 6	.. 102 12 9	10,103	780	1,941 17 2	.. 236	.. 20	.. 56	.. 104	.. 152	.. 5	182 14 4	
Parwan	81,232	3,018 11 6	1,666 13 11	.. 102 12 9	10,436	5,712	2,601 0 4	.. 1	.. 20	.. 56	.. 104	.. 152	.. 5	2,378 17 4	
Bacchus Marsh	755	62 13 4	10 13 6	.. 0 18 0	4,011	312	978 4 8	.. 1	.. 20	.. 56	.. 104	.. 152	.. 5	8,296 9 8	
Rowley	803	100 6 8	5 15 4	.. 0 18 0	204	42	109 9 6	.. 2	.. 1	.. 3	.. 1	.. 1	.. 1	1,042 7 8	
Ingliston	..	..	..	.. 0 18 0	..	..	..	.. 1	.. 20	.. 56	.. 104	.. 152	.. 5	221 4 9	

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARD TRAFFIC REVENUE.			
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Tons.	Number of Trucks.		Number of Trucks.		Revenue.						
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
	£	s.	d.	£	s.	d.	£	s.	d.					£	s.	d.		
COLERAINE LINE.																		
Bochara	56	4	9	0	4	12	10	37	1	24	7	9	..	..	..	33	9	7
Wannon	1,158	103	0	0	14	0	10	123	588	182	14	9	..	..	..	300	3	7
Griefurk	182	14	0	0	2	1	9	8	8	0	6	7	..	..	..	16	18	4
Coleraine	6,465	1,650	2	1	111	14	1	6,225	1,894	5,760	1	10	128	191	..	1,721	18	11
CASTERTON LINE.																		
Makite	1,486	221	6	2	7	7	4	451	..	505	16	3	..	..	..	352	4	9
Grassdale	1,468	773	4	9	56	12	7	1,053	1,203	1,054	11	3	27	71	..	557	13	0
Metno	4,900	156	13	10	11	0	7	213	213	409	10	6	46	28	..	553	12	8
Henty	3,791	442	15	7	17	8	10	698	237	647	0	11	192	91	..	3,191	3	3
Bandford	7,503	2,782	7	10	195	9	7	8,120	3,218	7,304	1	5	19	9	..	2,058	0	2
Casterton																192	3	9
HEYWOOD-MT. GAMBIER LINE.																		
Lyons	458	52	18	0	1	14	11	165	29	51	18	8	..	..	..	106	11	7
Greenwald	413	42	16	5	0	12	8	96	66	86	4	5	..	..	..	130	6	6
Winnap	520	79	2	4	2	3	2	986	147	392	16	11	..	..	..	479	6	7
Dartmoor	1,945	652	5	11	14	17	10	312	2,530	258	19	3	33	3	..	100	8	1
Mumbanar	38	6	16	1	20	13	0	210	36	191	9	10	..	..	..	218	18	11
*Kromelke	274	67	19	1	..	..	..	1,079	172	1,000	8	2	..	..	..	422	0	4
GRAMPYANS LINE.																		
Fyan's Creek	..	..	..	..	..	..	..	232	9	46	19	5	..	..	..	..	..	..
Grampians	..	..	..	..	..	..	..	108	..	20	0	10	..	..	..	..	..	..
MARNOO LINE.																		
Jackson	58	22	2	1	74	12	5	549	34	273	5	4	..	..	..	425	5	3
Rupanyup	3,235	998	16	10	1	4	3	12,752	3,128	6,749	4	11	88	..	..	0	10	3
Burrun	132	6	9	6	1	4	3	5,846	289	3,197	15	10	..	..	..	3,206	1	10
Banyena	522	37	3	8	7	1	5	9,194	632	4,890	8	4	..	..	..	4,936	10	11
Marnoo	1,305	321	13	4	24	19	1	17,909	2,035	10,464	3	6	8	69	..	974	15	4
HOPETOUN LINE.																		
Coromby	1,017	42	7	3	2	18	6	6,043	456	3,437	1	7	1	..	..	4	4	6
Minyip	5,211	1,297	9	8	124	7	1	27,144	3,713	16,223	18	1	22	..	..	132	12	2
Nullan	561	23	0	10	3	16	7	7,510	218	4,343	2	8	..	..	..	..	..	..
Sheepshills	2,755	413	14	7	25	6	9	21,436	1,298	12,645	15	3	74	..	..	419	1	11
Mells	6	0	4	4	0	1	6	1,761	182	1,075	15	1	..	..	..	..	..	..

Warracknabeal	11,586	4,305	2 2 5	415	4 3	55	17	1	32,572	13,547	20,128	6 10	23	23	25	60	2	1,211	3 5	26,115	14 0
Lah	1,625	73	2 2	15	12 5	..	..	..	10,205	531	3,908	13 2	..	..	..	..	..	..	..	6,220	18 3
Brim	3,203	454	6 10	15	10 10	0	12	3	13,859	1,488	8,851	14 5	..	..	..	7	..	..	..	9,085	3 1
Galaquil	936	69	7 0	5	18 5	13	6	9	6,356	4,065	4,181	14 5	12	..	..	..	..	..	..	4,256	19 10
Dental	4,073	1,062	12 3	90	0 7	..	..	..	18,439	2,691	10,663	18 10	..	..	..	..	..	..	..	12,447	17 8
Rosebery	986	146	0 5	12	8 3	0	1	0	9,806	993	5,895	8 8	3	..	..	..	..	..	..	6,193	4 10
Goyura	1,338	84	14 2	3	14 6	0	0	6	3,215	171	1,868	14 2	..	..	..	..	..	..	..	1,957	3 4
Hopetoun	3,413	1,162	0 3	63	13 1	18	19	6	18,070	2,485	11,340	17 7	..	..	..	..	..	..	..	12,919	9 5
NORADJUTHA LINE.																					
Renlaw	132	5	2 6	..	0 2 3	..	..	..	3,718	257	2,167	0 1	..	..	..	..	..	..	..	2,172	2 7
Veetis	638	33	11 9	4	2 7	..	..	..	5,158	371	2,639	3 7	..	..	..	..	..	..	..	2,674	13 7
Quantong	2,263	138	6 6	4	2 7	0	0	9	991	510	836	12 9	..	..	..	..	..	..	..	979	2 7
East Natimuk	551	31	18 11	1	8 2	..	..	..	605	32	353	18 4	..	..	..	..	..	..	..	387	5 5
Noradjutha	1,161	120	1 11	13	19 10	0	8	9	3,095	719	1,822	13 10	1	..	..	..	..	..	..	1,963	3 7
TOOLONDO LINE.																					
Jalumba	775	91	0 6	2	18 4	0	2	3	2,068	178	930	15 5	..	..	..	..	..	..	..	1,025	12 0
Toolondo	1,812	350	14 9	13	6 2	0	18	6	2,598	2,132	1,803	18 3	..	..	..	..	..	..	..	2,176	10 3
GOROKE LINE.																					
Natimuk	5,551	771	11 2	89	14 2	1	3	3	8,801	2,814	5,360	16 9	7	..	..	..	..	..	..	6,306	2 1
Arapiles	257	24	1 1	1	2 3	..	..	..	1,825	187	945	11 6	..	..	..	..	..	..	..	970	14 10
Mtara Lake	1,047	90	0 0	6	15 9	0	0	9	2,794	632	1,612	8 7	..	..	..	..	..	..	..	1,710	4 7
Nurcoing Siding	177	15	9 8	0	9 5	..	..	..	503	61	317	8 4	..	..	..	..	..	..	..	333	7 0
Gymbowen	1,183	140	10 6	6	5 5	0	0	6	1,699	475	1,006	9 6	..	..	..	..	..	..	..	1,157	12 11
Goroke	2,968	805	12 3	44	2 9	1	19	6	4,713	1,203	3,311	0 6	13	..	..	..	..	..	..	4,287	14 11
RAINBOW LINE.																					
Arkona	380	19	15 9	1	8 6	..	..	..	5,208	371	2,884	18 8	..	..	..	..	..	..	..	2,906	2 11
Antwerp	2,809	158	7 10	13	5 11	0	4	0	10,020	915	5,731	8 3	..	..	..	..	..	..	..	5,978	10 0
Tarranyurk	607	33	16 8	5	4 2	0	0	6	7,328	727	4,304	14 4	..	..	..	..	..	..	..	4,353	2 4
Jeparit	5,239	1,037	4 0	146	17 0	8	3	4	11,173	4,245	6,605	10 11	6	..	..	..	..	..	..	8,088	12 7
Ellam	414	32	9 9	0	6 8	..	..	..	7,321	529	4,403	0 10	..	..	..	..	..	..	..	4,435	17 3
Pullut	344	20	5 6	0	19 5	..	..	..	7,246	437	4,276	17 6	..	..	..	..	..	..	..	4,303	9 11
Rainbow	4,742	1,499	7 10	138	16 2	29	10	0	27,111	7,025	15,881	8 2	16	..	..	..	..	..	..	17,952	17 8
YAAPPEET LINE.																					
Albacutya	42	1	6 8	5	1 11	..	..	..	3,096	213	1,543	17 5	..	..	..	..	..	..	..	1,550	6 0
Yaapeet	177	11	5 8	7	0 1	0	12	0	7,821	857	4,626	7 5	..	..	..	..	..	..	..	4,631	19 8
LORQUON LINE.																					
Detpa	2	0	4 4	1	3 8	..	..	..	6,117	517	3,754	9 1	..	..	..	..	..	..	..	3,755	17 1
Lorquon	568	133	9 4	11	19 4	1	6	9	9,374	947	5,987	2 8	..	..	..	..	..	..	..	6,207	15 7
YANAC LINE.																					
Netherby	527	117	10 6	7	0 3	0	1	3	4,486	731	3,082	11 11	1	..	..	..	..	..	..	3,218	6 4
Yanac	320	89	4 6	3	3 2	0	5	0	7,129	740	4,460	0 1	2	..	..	..	..	..	..	4,560	4 9
MELBOURNE-GREELONG LINE.																					
Laverton	22,980	723	18 5	65	0 10	0	15	3	2,013	1,721	1,747	16 8	1	..	..	..	..	..	..	2,538	3 8
Werribee	70,231	3,282	13 4	590	10 4	72	5 10	4	16,185	14,103	3,282	6 9	..	..	..	..	..	..	..	8,037	1 11
Manor	4,632	160	3 4	7	17 1	2	17	0	467	147	87	8 9	..	..	..	..	..	..	..	262	10 1

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.							
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.									
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Number of Trucks.		Number of Trucks.		Revenue.										
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.		Pigs.						
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
MELBOURNE-GEELONG LINE-- continued.																						
Little River ..	12,391	809	3	4	75	5	11	7,320	1,293	1,533	15	8	4	55	207	..	206	..	513	9	5	
Lara ..	18,580	1,019	16	3	95	1	10	20,040	3,541	3,919	2	1	8	1	62	..	68	..	155	10	0	
Geelong Harbor Trust Siding ..	..	..	..	..	..	..	..	..	1,054	..	..	..	..	..	..	..	1,095	..	..	..	..	
Corio ..	13,425	916	12	4	76	0	7	..	3,196	62	5	0	..	..	..	..	..	..	..	..	..	
North Shore ..	18,616	70	0	5	77	19	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
North Geelong ..	13,672	1,379	8	1	97	2	11	5,653	18,188	1,566	19	3	..	258	569	..	197	..	2,274	11	2	
Geelong ..	294,467	8,823	16	9	2,977	0	4	140,224	468,137	50,910	11	3	79	146	4	..	111	13	866	1	1	
GEELONG-PORT FAIRY LINE.																						
Marshall ..	1,379	85	7	5	287	17	11	1,269	2,630	219	6	3	..	1	..	..	3	59	2	19	9	
Grovedale ..	1,156	85	0	7	4	18	3	3,315	..	576	1	9	..	..	..	..	..	..	..	0	16	4
Pettavel ..	431	36	5	6	2	12	1	6,413	121	1,341	9	10	7	..	46	..	6	..	142	0	4	
Moriae ..	5,265	418	10	0	23	11	0	2,910	969	659	1	6	2	..	..	..	..	8	..	..	..	..
Ruckley ..	824	90	10	1	7	0	9	10,267	276	1,628	3,042	2	4	10	16	..	12	51	340	11	8	
Winchelsea ..	9,036	1,223	10	6	96	8	3	9,534	441	826	5	7	1	2	..	..	11	11	990	7	6	
Arnytage ..	1,067	143	19	7	5	18	1	2,293	3,298	911	2	11	6	220	135	..	122	163	1,182	4	5	
Birregurra ..	11,341	1,703	18	2	200	7	3	1,042	124	401	5	3	..	..	3	..	..	..	1,321	5	0	
Warracoot ..	799	98	17	10	16	2	9	1,778	164	130	4	10	..	..	..	..	..	..	356	6	4	
Irrewarra ..	2,161	482	10	5	49	15	5	9,586	16,900	5,796	14	11	125	369	195	244	400	168	2,445	10	10	
Colac ..	43,348	9,060	1	8	2,114	17	8	9,747	539	4,298	16	11	2	..	51	..	12	18	4,749	4	1	
Larport ..	1,553	255	4	5	15	14	9	315	974	377	15	8	4	13	8	..	4	9	102	15	4	
Pirron Yallock ..	4,397	514	8	2	271	16	0	1,126	157	845	2	4	1	..	..	..	1	1	169	18	2	
Stoneyford ..	2,211	202	10	3	33	7	11	1,150	2,148	1,236	18	7	6	5	24	..	16	20	499	19	9	
Pomborneit ..	4,181	443	14	4	308	10	0	1,085	1,085	189	17	0	23	53	38	..	35	18	1,050	12	8	
Weerite ..	1,795	318	0	0	0	8	0	4,322	12,622	3,674	16	11	43	288	127	73	31	246	2,925	18	9	
Camperdown ..	28,294	6,100	8	10	533	5	4	3,315	973	4,900	7	0	..	68	80	..	65	45	711	7	3	
Boorcan ..	531	21	17	7	6	15	1	315	973	4,900	14	0	49	399	238	..	203	39	3,095	11	3	
Terang ..	27,812	5,292	6	5	340	2	9	4,318	9,715	4,900	7	6	1	4	5	..	..	1	13	7	11	
Garvoc ..	3,539	445	14	7	48	2	7	5,105	492	1,176	19	4	1	..	..	..	..	..	1,686	12	1	
Fannure ..	3,831	453	7	6	42	9	3	3,730	501	618	16	10	..	..	..	..	..	..	1,416	15	3	
Cudjee ..	2,017	250	15	2	8	12	11	162	169	138	15	11	..	..	..	..	..	..	2	5	9	
Allansford ..	4,089	689	0	9	36	9	7	914	1,779	1,050	7	3	12	38	11	..	17	49	227	9	0	
Warnambool ..	42,580	10,840	17	8	986	8	7	36,521	48,378	11,604	18	5	27	220	57	..	30	142	2,078	14	6	
McGannan's Siding ..	..	..	..	..	..	..	..	13	..	..	0	18	0	..	..	..	..	..	..	..	..	..
Warnambool Box Works Siding ..	..	..	..	..	..	..	..	..	14	..	..	..	..	..	..	..	..	..	..	..	..	..
Warnambool Woollen Mills Siding ..	..	..	..	..	..	..	..	..	118	..	..	..	..	..	..	..	..	..	..	..	..	..
Dennington ..	2,710	118	11	11	8	3	0	12,863	17,875	4,533	12	6	..	..	..	..	..	..	2	4	0	
Illowa ..	3,747	418	15	8	16	6	9	7,471	2,061	4,205	16	9	8	..	..	..	5	1	4,633	1	1	
Korok ..	19,842	2,570	8	7	145	12	8	7,933	3,991	4,986	10	2	25	78	180	..	40	20	9,151	12	7	
Crossley ..	388	10	19	2	0	10	4	5,379	307	3,087	6	5	..	..	..	..	..	..	3,098	16	11	
Kirkstall ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	46	18	1	
Moyne ..	470	12	12	11	2	5	1	380	103	103	5	6	..	..	..	..	..	..	116	13	2	
Rosebrook ..	201	9	16	2	0	5	7	1	..	3	11	8	..	..	..	..	..	..	13	13	5	
Port Fairy ..	9,001	2,189	19	0	238	1	10	6,672	2,584	3,205	12	10	10	16	63	..	14	23	5,879	14	4	

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.				
	Revenue.	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.		Sheep.	Pigs.
BEECH FOREST LINE.																	
Tulloch	£ 7 11	188	£ 0 7	£ 0 12 4	..	..	..	..	..	..	..	..	..	..	..	..	£ 7 8 6
Coram	23 2 9	825	0 11 5	0 12 4	..	..	..	..	..	..	..	..	..	..	..	..	24 6 6
Barongrook	29 7 3	787	2 6 5	1 0 19 2	48	1,064	171 9 2	..	..	..	..	..	..	..	..	..	203 2 10
Kawaren	59 11 10	1,140	4 16 10	1 067 14 1	144	8,260	1,067 14 1	..	..	..	..	..	..	..	..	..	1,132 2 9
Hitt's Siding	..	..	..	232 15 8	74	1,318	232 15 8	..	..	..	..	..	..	..	..	..	252 15 8
Levat	55 3 4	863	2 3 4	233 4	1,022	1,022	233 4	..	..	..	..	..	..	..	..	..	280 11 0
Gallibrand	229 9 11	2,640	10 1 6	268 19 11	278	5,669	268 19 11	3	17	9	..	22	4	6	3	..	544 8 6
Bancoo	25 14 2	817	0 10 8	3 11 3	18	15	3 11 3	..	..	..	..	..	..	..	..	..	31 15 8
Winika	22 10 6	383	1 1 0	8 13 2	17	14	8 13 2	..	..	..	..	..	..	..	..	..	32 5 4
McDevitt	11 10 6	180	1 1 0	8 13 2	17	14	8 13 2	..	..	..	..	..	..	..	..	..	21 2 9
Dunmont	23 1 2	270	0 12 10	21 12 7	16	92	21 12 7	..	..	..	..	..	..	..	..	..	45 6 7
Ditchburn	19 17 3	131	0 10 9	0 2 5	..	..	0 2 5	..	..	..	..	..	..	..	..	..	16 0 5
Beech Forest	84 15 8	9,187	71 19 11	1,345 2 6	888	2,443	1,345 2 6	9	30	36	16	7	32	19	7	..	2,351 19 0
Ferguson	48 4 5	1,853	2 19 5	2,370 6 10	308	4,163	2,370 6 10	2	2	..	..	1	1	..	1	..	2,421 10 8
Weaponaiah	92 5 10	1,685	0 0 9	94 13 10	59	1,170	94 13 10	..	..	..	..	1	..	..	..	..	198 5 4
Pie Siding	..	..	..	1,247 2 11	53	2,263	1,247 2 11	..	..	..	..	..	..	..	..	..	1,247 2 11
Kincaid Siding	100 13 10	2,032	1 12 9	1,429 6 2	111	2,810	1,429 6 2	..	..	..	..	..	..	..	..	..	1,531 12 9
Wyalunga	174 2 6	2,458	6 14 0	2,508 9 2	242	4,469	2,508 9 2	..	1	..	..	..	3	3	..	..	2,689 7 2
Pettit's Siding	..	..	0 1 6	1,084 14 4	78	2,440	1,084 14 4	..	..	..	..	..	..	..	..	..	1,094 14 4
Stalker	197 16 7	2,204	8 4 4	1,767 3 9	100	1,727	1,767 3 9	..	..	..	..	..	..	..	..	..	973 4 8
Macdonald	345 18 8	2,278	25 1 11	1,145 4 8	72	1,903	1,145 4 8	13	76	15	20	14	17	23	1	..	1,145 4 8
Lavers Hill	87 12 5	470	7 14 7	584 4 0	581	761	584 4 0	..	..	6	25	1	..	..	..	..	1,120 15 2
Groves	..	..	..	244 11 10	226	180	244 11 10	..	..	..	..	..	..	..	..	..	394 4 9
TIMBOON LINE.																	
Naroghid	8 12 11	59	0 3 1	21 19 3	46	37	21 19 3	..	..	..	..	..	..	..	..	..	30 15 3
Coben	180 13 4	1,202	82 12 3	1,349 13 1	2,021	1,998	1,349 13 1										

MELBOURNE-WODONGA LINE.

Kensington	1,454,343	10,968	8	7	211	15	9	6	18	9	29,622	81,402	5,201	14	4	1,067	3,413	105	419	1,228	12,533	19,801	36	7	125	18	11	16,514	16	4
Newmarket	1,751,430	14,025	8	9	217	2	9	13	11	0	15,466	32,190	2,363	12	4	1,441	11	7	34,254	6	6	318	1	4	34,254	6	6	53,833	3	7
Newmarket Show Ground					268	12	2	12	17	9	51	465	144	11	7												476	19	3	
Acacia Vale	2,592,506	23,574	14	2	334	17	4	12	15	6																	23,856	4	1	
Moonee Ponds	1,969,891	20,092	15	7	334	17	4	12	15	6																	20,440	8	5	
Essendon	1,745,683	21,401	9	4	334	3	10	41	5	3	801	18,741	444	17	6												22,331	15	11	
Essendon—Building Ticketa (Free)	2,700																													
North Essendon	11,336	106	17	9	11	11																						106	17	9
Pascoo Vale	101,696	1,174	12	8	27	13	2	0	10	6	156	1,192	22	19	3													1,186	5	1
Geelong	75,558	1,176	14	4	341	9	3	0	15	6	640	9,523	466	16	5	19												1,228	2	3
Broadmeadows	241,016	8,223	12	10	92	11	3	27	4	10	620	7,255	86	0	0													9,293	2	1
Somerton	5,245	115	16	7	164	7	9	0	4	0	620	7,255	86	0	0													306	13	4
Cranebrook	8,136	399	1	11	317	2	11	3	19	6	2,189	5,633	398	4	7	26												285	12	5
Donnybrook	7,606	461	16	3	44	5	8	19	4	0	1,419	5,556	291	1	4	24												619	16	10
Beveridge	3,942	281	3	0	44	5	8	5	4	0	552	124	146	19	6	2												1,709	1	4
Wallan	9,748	843	18	9	172	14	9	15	18	5	2,657	631	534	9	4	7												572	7	10
Lightwood											263	5	38	1	9													2,451	6	0
Kilmore Junction	1,334	83	4	3	8	4	3	0	2	0	4,650	479	937	0	3	1												38	1	9
Wandong	4,208	396	17	7	45	15	3	0	12	3	5,40	7,176	1,751	15	2	32												91	10	6
Kilmore East	11,328	1,609	8	1	93	2	2	36	15	9	5,276	4,472	1,600	4	4	48												1,392	15	4
Broadford	14,136	1,520	14	4	217	5	10	13	10	9	4,561	10,201	1,894	1	0													2,320	12	7
McDougall											3,034	10,201	1,894	1	0													3,610	14	2
Tallaroek	11,383	1,143	11	3	57	10	8	10	11	9	3,034	10,201	1,894	1	0													1,894	1	0
Dysart											170	26	43	8	2	6												2,344	11	3
Seymour	182,284	37,105	4	5	1,048	12	0	48	2	8	2,963	13,367	1,751	15	2	32												43	8	2
Manangaro	3,007	639	12	0	23	11	4	1	8	9	7,176	150	996	12	5	1												40,850	16	0
Avenel	6,075	839	3	9	55	11	6	16	9	3	2,916	554	1,153	16	10	5												1,688	17	6
Monca	946	54	19	7	1	4	6	0	3	6	21	6	21	18	1													2,272	17	8
Locksley	2,115	185	0	8	10	13	1	0	3	6	76	51	83	9	8													78	12	2
Longwood	5,931	839	17	1	55	9	2	17	4	10	3,738	528	1,555	8	11	4												103	11	8
Creighton	596	37	12	11	2	19	2	0	1	6	3,954	19	1,302	10	3													2,973	5	7
Euroa	15,713	3,091	10	3	268	10	3	47	3	6	12,955	3,745	5,553	13	7	41												1,343	4	10
Balmatium	5,589	118	18	3	6	11	4	0	6	0	111	95	74	10	6													9,895	9	6
Violet Town	5,928	1,216	3	4	108	11	1	52	11	9	10,204	1,005	4,054	13	8	8												354	5	1
Baddaginnie	2,092	308	18	11	22	16	5	0	10	6	9,076	1,065	8,495	13	10	6												6,065	11	11
Hanson's Siding											3,867	1,382	11	5														4,234	5	1
Benalla	38,327	7,982	12	6	481	6	10	90	15	3	7,036	19,663	4,293	6	9	21												1,382	11	5
Winton	1,249	116	3	2	9	0	0	0	2	6	1,851	134	4,293	6	9													14,723	14	11
Head's Siding											1,230	2,274	511	0	11													923	16	9
Glenrowan	8,009	800	8	7	43	19	4	18	3	0	24,352	892	3,771	19	6	3												511	0	11
Wangaratta	45,348	9,594	9	5	715	15	8	183	11	2	13,190	12,340	7,101	19	6	101												6,062	0	4
Beechworth Junction	1,360	147	2	5	8	16	2	0	5	6	5,979	1,085	2,503	19	0													20,599	15	8
Springhurst	6,701	1,119	0	1	79	4	7	2	13	1	4,222	1,522	1,522	1	9	3												2,661	13	7
Chiltern	8,368	1,712	0	6	116	12	3	11	13	6	2,766	2,783	1,320	6	9	3												3,363	6	10
Barnawartha	3,612	681	18	11	37	3	9	15	4	3	2,978	2,774	1,331	11	10	9												3,229	10	7
Wodonga	17,704	2,733	0	6	244	19	10	138	15	10	2,272	5,520	1,962	17	8	416												3,064	14	0

WALLAN-BENDIGO LINE.

Leslie	97	2	14	2	0	6	0	0	0	6	447	9	44	15	7													47	10	3
Bylands	197	13	4	11	0	14	10	0	14	0	1,493	66	297	18	5													324	18	2
Kilmore	2,755	469	18	11	76	16	11	7	14	0	1,855	2,884	600	13	8	6												1,318	5	10
Willowmavin	224	25	3	2	3	17	2	0	1	6	1,592	158	171	19	9													252	13	1
Morandang	232	26	1	7	10	1	10	0	5	6	1,145	25	260	12	1													304	16	3
High Camp	495	62	16	6	16	14	3	0	1	0	1,575	95	215	4	0	2												403	17	4
Pyalong	1,255	212	12	2	36	2	5	7	15	6	4,393	202	1,016	4	6	3												1,498	3	10
Teoboro	1,820	287	2	0	41	0	4	1	13	6	3,116	562	1,858	9	5	2												2,382	16	5
Melvor Siding											26,846	46	6,641	4	4													6,641	4	4
Argyle	2,597	364	3	10	21	7	9	0	4	3	7,727	662	2,554	0	2													2,939	16	0
Heathcote	7,945	1,396	13	0	165	8	11	14	10	10	7,524	3,075	1,716	19	5	7												3,559	10	10
Derrinal	4,471	63	10	4	4	14	1	0	3	9	2,322	186	1,626	5	10	9												869	3	9
Knowsley	1,523	154	9	8	30	5	9	4	1	6	5,690	320	1,380	0	0	9												1,658	9	2
Ingham											2,899	66	362	17	2													362	17	2
Axeale	1,843	142	2	1	42	17	0	0	1	6	4,790	376	708	15	1													896	7	0
Loughea	1,402	20	2	2	2	19	10	0	0	6	901	57	167	3	2	1												191	9	2

COLLEGE LINE.		RUSHWORTH-GIRGALLE LINE.		TOOLAMBA-TOCHUA LINE.		KATAMATE LINE.		TOCUMWAL LINE.		PICOOLA LINE.		YARRAWONGA LINE.		TATONG LINE.		WHITFIELD LINE.	
Erwen	18	0 15 8	0 1 0	6,816	100	2,389 4 1	2	2,745	327	5,167	0 3 0	6 8 11	14 9 5	322	15	1 4 9	
Wanaka	153	80 19 3	8 6 9	8,302	252	3,207 2 3	2	1,277	1	6,808	4 4 6	17 16 10	148 2 6	1,181	20	0 18 5	
Oelhuablin	512	174 1 1	25 18 7	13,900	1,441	6,970 0 7	130	2,820	600	7,234	6 18 3	81 6 3	908 17 10	4,345	89	38 8 8	
*Karook	62	3 11 10	0 19 8	12	252	4 17 0	2	1,873	870	5,824	0 5 9	7 6 3	60 17 9	344	53	2 6 4	
*Stanope	9	3 6 8	0 1 1	1,517	130	622 0 8	130	1,790	1,030	13,284	0 9 0	9 15 1	70 4 8	325	1,012	43 2 2	
*Gigare				2,090									323 0 2	1,103	535	389 15 8	
																10 13 8	
Tatuna	6,942	1,710 5 10	151 18 0	5,029	2,745	2,684 1 10	24	2,745	327	5,167	0 3 0	6 8 11	14 9 5	322	15	1 4 9	
Rygeside	741	135 5 9	4 12 6	797	127	430 10 1	65	157	327	5,167	0 3 0	6 8 11	14 9 5	322	15	1 4 9	
Meritum	3,607	690 16 9	42 14 11	8,320	2,820	5,017 19 8	6	35	1	6,808	4 4 6	17 16 10	148 2 6	1,181	20	0 18 5	
Kyadran	9,004	2,563 6 1	290 5 1	11,900	8,306	7,127 3 1	9	22	1	12,244	6 18 3	81 6 3	908 17 10	4,345	89	38 8 8	
Tongaia	4,055	896 9 4	13 4 3	4,700	1,873	2,861 11 2	25	170	870	5,824	0 5 9	7 6 3	60 17 9	344	53	2 6 4	
Koyuga	1,157	111 9 10	8 6 8	3,061	790	1,467 4 9	4	48	1,030	13,284	0 9 0	9 15 1	70 4 8	325	1,012	43 2 2	
																389 15 8	
Pine Lodge	322	14 9 5	6 8 11	5,167	1,030	6,836 9 5	2	47	1,030	13,284	0 9 0	9 15 1	70 4 8	325	1,012	43 2 2	
Lanrock	1,181	148 2 6	17 16 10	7,234	600	3,263 11 11	1	73	600	7,234	6 18 3	81 6 3	908 17 10	4,345	89	38 8 8	
Cosgrove	4,345	908 17 10	81 6 3	12,244	1,704	3,037 4 2	22	85	1,704	12,244	6 18 3	81 6 3	908 17 10	4,345	89	38 8 8	
Dookie	44	4 10 6	0 7	1,432	105	724 0 6		6	105	1,432	0 7	0					
Yabba South	344	60 17 9	7 6 3	5,824	870	2,843 4 0			870	5,824	0 5 9	7 6 3	60 17 9	344	53	2 6 4	
Yabba North	325	70 4 8	9 15 1	3,026	941	1,662 3 1			941	3,026	0 9 0	9 15 1	70 4 8	325	1,012	43 2 2	
Yonannite	1,103	323 0 2	38 7 10	13,284	1,030	6,836 9 5	2	47	1,030	13,284	0 9 0	9 15 1	70 4 8	325	1,012	43 2 2	
Katamatite																	
Mywee	51	3 8 4	0 10 0	2,192	61	824 12 1	50	1,059	61	2,192	66 15 3	145 3 5	3 8 4	51	20	0 18 5	
Tocumwal	5,204	2,602 12 6	145 3 5	10,230	12,453	10,155 7 5			12,453	10,230	66 15 3	145 3 5	3 8 4	51	20	0 18 5	

[illegible]

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.			LIVE STOCK.					TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.							
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Number of Trucks.		Number of Trucks.			Revenue.				
									Horses.	Cattle.	Sheep.	Pigs.	Horses.			Cattle.	Sheep.	Pigs.
MELBOURNE-BAIRNSDALE LINE.																		
Hawkeburn	1,560,907	14,054 8 2	285 12 2	9 12 6	1,986	45,742	888 3 5	..	..	..	..	..	..	..	14,349 12 10			
Toorak	859,088	9,511 13 10	430 15 10	7 1 6	..	..	..	..	..	..	..	..	..	..	10,837 14 7			
Armadale	1,448,237	17,282 0 1	311 15 9	9 6 9	848	20,876	201 7 6	..	..	..	..	..	..	..	17,603 12 7			
Malvern	2,129,429	26,742 8 10	520 3 6	14 11 9	658	27,262	371 13 11	158	89	1	..	..	..	..	27,478 11 7			
Caulfield	1,702,801	26,863 5 11	655 14 5	2,186 18 7	..	..	..	..	..	..	..	..	..	..	30,495 3 4			
Caulfield Building Tickets (Free)	1,740	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Carnegie	568,677	6,933 15 4	97 5 10	3 11 4	..	..	..	..	..	..	..	..	..	..	7,034 12 6			
Murumbidgee	522,410	6,560 12 6	140 5 0	2 6 3	311	7,982	39 15 2	..	..	..	..	..	..	..	6,743 12 2			
Murumbidgee Building Tickets (Free)	1,080	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Oakleigh	977,203	14,636 18 3	356 6 2	99 15 9	6,185	15,222	957 0 11	20	6	..	..	..	..	..	16,096 10 3			
Oakleigh Building Tickets (Free)	2,040	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Clayton	83,212	1,458 13 2	333 18 2	3 7 11	135	4,879	79 15 3	2	1	..	..	..	..	..	1,887 19 6			
Spring Vale	129,595	2,277 3 11	432 11 2	6 4 6	440	5,522	133 18 10	3	4	1	..	..	..	..	2,983 18 3			
Sandown Park Race-course	1,309	29 6 11	..	4 1 2	..	..	..	..	..	..	..	..	..	..	888 18 11			
Noble Park	54,901	853 5 8	15 12 8	0 9 0	241	..	29 3 1	378	1,119	174	68	..	..	..	15,908 3 7			
Dandenong	252,978	8,095 19 7	1,566 12 9	6 6 1	7,371	18,355	2,271 16 8	..	..	..	..	..	..	..	1,288 7 5			
Hallam	3,454	182 10 9	568 15 6	5 6 3	4,790	990	530 15 11	..	..	..	..	..	..	..	1,587 7 10			
Narre Warren	8,181	471 12 11	736 17 3	1 1 9	1,145	2,163	309 19 10	5	13	..	..	..	..	..	2,986 12 5			
Berwick	19,142	1,146 10 6	420 4 2	10 13 3	12,065	1,236	1,256 9 4	7	16	94	1	..	..	..	1,518 12 4			
Beaconsfield	12,616	854 18 5	274 0 7	3 8 3	405	1,885	117 18 11	4	1	..	..	..	..	..	2,953 17 2			
Hargreaves Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Other	4,879	353 4 5	374 15 1	3 15 6	532	1,552	518 12 4	..	..	..	..	..	..	..	1,018 12 4			
Pakenham	16,825	1,608 2 4	464 17 0	8 18 6	4,441	2,680	1,242 0 10	20	86	149	..	..	..	..	3,309 8 6			
Nar-Nar-Goon	6,183	699 15 11	287 15 11	4 9 6	5,660	1,262	1,384 14 8	..	..	..	..	..	..	..	1,288 7 10			
Tynong	7,457	716 19 4	81 18 10	3 10 9	5,008	1,509	1,373 5 9	8	42	83	3	..	..	..	2,951 10 11			
Garfield	10,605	1,064 1 5	150 17 5	9 4 6	4,433	1,752	1,410 18 0	10	44	18	..	..	..	..	2,180 5 2			
Jefferson's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Bunyip	10,968	1,182 14 5	118 19 1	1 8 6	1,733	10	28 17 9	..	..	..	..	..	..	..	2,822 12 11			
Longwarry	7,735	2,571 4 11	118 15 10	1 8 6	5,524	1,911	1,956 16 11	11	15	..	..	..	..	..	28 17 0			
Drouin	17,685	2,220 5 9	466 1 6	8 0 0	3,450	917	1,343 16 7	27	27	13	7	..	..	..	3,313 9 5			
Warragul	43,155	6,388 12 3	735 16 7	20 18 3	4,221	4,878	1,694 18 9	92	183	82	68	..	..	..	2,297 18 2			
Nilma	4,947	237 11 7	286 7 7	0 16 0	698	12,371	1,708 0 0	43	249	202	134	..	..	..	5,360 3 2			
Darnum	3,337	317 17 0	996 7 5	0 19 0	2,032	684	385 6 1	..	..	..	..	..	..	..	10,494 11 2			
Yarragon	9,343	1,107 16 5	539 11 2	1 17 6	2,194	4,448	1,038 4 9	14	39	10	48	..	..	..	461 11 5			
Trafalgar	14,343	2,233 2 1	539 18 8	14 7 9	8,074	5,961	3,707 3 6	4	172	41	69	..	..	..	2,358 1 7			
Moe	14,346	1,649 7 2	195 4 4	9 0 3	1,357	1,738	796 19 4	16	115	26	37	..	..	..	1,709 17 9			
Horne's Oak	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,885 3 11			
Traralgon	16,476	2,547 15 11	213 14 9	20 12 0	907	2,338	232 15 1	..	..	..	..	..	..	..	2,332 15 1			
Morwell	25,331	4,983 18 11	373 5 1	108 9 9	2,244	5,095	1,046 8 6	56	332	295	133	..	..	..	5,654 13 1			
Loy Yang	253	122 7 10	8 9 0	3 5 4	19	13	23 13 7	..	..	..	..	..	..	..	10,090 19 11			
Flynn	1,072	146 14 1	8 9 0	3 5 6	268	146	220 16 1	1	64	71	..	..	..	..	53 6 1			
Rosedale	8,211	1,309 14 3	79 14 8	35 3 3	1,424	775	853 7 8	14	83	90	1	..	..	..	957 0 11			
Ingle	..	..	..	..	3,476	462	1,065 2 1	..	..	..	..	..	..	..	576 14 3			
Kilmany	2,129	241 9 9	42 4 4	1 18 3	3,485	462	461 16 3	..	..	..	..	..	..	..	3,044 3 6			
Fulham	452	80 12 0	2 3 7	76 0 6	95	23	38 17 1	3	120	116	28	..	..	..	2,666 0 1			
Sale	23,946	6,044 17 6	542 10 9	70 0 6	8,728	9,252	5,992 19 8	..	110	388	..	..	..	..	15,410 12 6			
Eckhardt's Siding	..	..	..	..	1,185	..	297 14 0	..	..	..	..	..	..	..	297 14 0			
Montgomery	15	2 3 8	0 6 2	..	498	97	219 9 3	8	21	40	..	..	..	..	505 18 5			
Stratford	8,268	1,458 2 0	85 12 9	20 3 9	805	992	767 6 2	..	69	208	29	..	..	..	1,247 18 10			

[illegible]

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.		Outwards.		Outwards.		Outwards.		Inwards.		Outwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Number of Trucks.			Number of Trucks.						
									Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	Revenue.	
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
BRISBANE LINE.																		
Brisbane	482	121 15 4	15 3 6	0 7 0	401	471 1 4	2,315	401	2	21	2	31	1	5	..	1	241 13 9	850 0 11
Bushy Park	..	..	0 3 3	5 11 0	45	209 9 10	1,061	45	..	..	..	..	..	3	..	..	2 2 6	217 6 7
Brisbane	648	260 16 11	27 13 8	..	434	492 14 9	597	434	4	..	..	..	3	..	..	..	59 4 2	840 9 6
PORT ALBERT LINE.																		
Lyndhurst	2,902	141 0 9	656 4 4	1 18 3	2,205	311 0 5	877	877	..	..	..	..	..	..	..	..	44 14 9	1,154 18 6
Granbourne	11,703	770 19 8	961 9 3	11 18 3	4,047	694 15 1	1,782	1,782	4	22	120	..	7	64	42	..	227 11 11	2,656 9 5
Clyde	6,205	494 4 6	327 0 0	1 18 3	1,633	245 2 11	900	900	3	2	2	..	6	12	12	..	12 19 7	1,081 5 3
Forradin	3,658	336 17 1	163 8 11	2 4 6	1,473	474 14 4	1,018	1,018	7	12	92	..	13	19	31	..	224 15 9	1,202 0 7
Dalmore	1,726	149 13 3	12 6 11	1 1 9	1,059	112 1 4	524	524	7	7	24	..	4	5	22	..	53 4 3	730 12 6
Koo-Wee-Rup	10,848	1,330 9 2	343 10 0	5 4 8	8,060	2,233 8 9	5,965	5,965	23	35	17	..	34	74	14	..	137 12 0	4,050 4 5
Monometh	2,557	276 18 10	240 10 8	9 12 0	365	152 0 9	211	211	14	473	123	..	23	355	51	..	1,395 10 9	2,175 2 0
Caldermeade	4,393	409 4 11	1,038 7 11	8 9 9	211	92 1 1	1,028	1,028	29	68	39	7	22	224	77	..	360 6 2	1,908 9 10
Lang Lang	7,322	994 13 10	297 16 1	15 8 9	885	432 15 9	885	885	11	133	59	1	15	27	40	..	784 9 2	2,525 3 7
Nyora	10,595	1,408 19 7	151 11 4	1 12 6	2,176	859 1 11	1,615	1,615	6	13	19	9	5	27	40	..	119 1 9	2,538 10 7
Loch	12,104	1,086 17 7	151 11 4	5 7 6	1,790	743 4 3	203	2,033	25	216	202	21	19	68	97	1	1,202 2 11	3,189 3 7
Jeetho	2,096	207 0 5	311 1 0	0 14 0	285	155 17 7	543	543	8	72	18	1	4	7	5	..	253 0 4	927 13 4
Bena	5,479	506 3 10	243 13 4	2 4 8	703	397 8 1	1,520	1,520	5	72	150	103	6	28	55	..	945 11 11	2,095 1 8
Whitlaw	264	13 17 10	5 0 11	..	117	47 11 1	84	84	..	..	..	..	..	..	..	..	66 9 10	66 9 10
Korumburra	35,508	4,228 15 4	619 6 3	23 13 5	14,853	4,106 5 11	12,234	12,234	55	217	114	39	52	129	102	59	1,110 18 1	10,088 19 0
Kardella	3,490	192 9 5	16 3 5	0 8 3	800	371 6 3	1,181	1,181	..	..	..	..	..	..	..	..	580 7 4	580 7 4
Ruby	2,981	227 0 1	36 7 1	0 18 6	952	484 1 9	795	795	1	30	52	..	..	3	11	..	255 13 3	1,004 0 8
Leonatha	20,125	3,694 12 6	457 13 1	65 10 6	5,999	2,986 17 7	4,913	4,913	28	384	262	23	16	136	134	1	2,264 10 0	9,479 3 8
Rump's Sliding	..	..	..	..	13,970	1,234 18 5	..	..	..	..	..	..	..	..	..	..	1,234 18 5	1,234 18 5
Gwyther*	..	..	..	..	169	68 10 0	..	..	..	..	..	..	..	..	..	..	68 10 0	68 10 0
Koonwarra	1,198	109 5 1	38 16 9	0 3 3	1,198	357 9 8	243	243	..	..	..	..	2	3	1	..	166 14 3	672 9 0
Tarwin	2,404	247 8 7	21 2 6	0 11 6	555	229 16 11	526	526	..	..	..	..	3	13	7	..	214 4 5	713 3 11
Meenyan	5,970	1,058 11 5	81 8 6	4 9 6	1,177	657 4 2	1,310	1,310	15	247	89	14	9	25	52	2	1,183 3 7	2,984 17 2
Stony Creek	2,632	533 15 11	45 4 0	1 15 6	474	369 15 4	838	838	3	52	55	58	3	25	24	1	595 8 1	1,345 18 10
Buffalo	1,714	251 6 9	10 0 10	2 15 6	234	149 18 4	320	320	3	97	36	2	2	27	10	..	475 4 1	898 5 6
Boys	174	20 1 0	0 13 0	..	1,094	290 2 3	46	46	..	..	..	..	..	..	..	..	310 16 3	310 16 3
Fish Creek	3,809	572 14 2	41 8 3	1 0 3	1,334	703 15 4	835	835	8	65	47	20	5	12	14	2	466 8 9	1,845 6 9
Hodde	1,221	87 8 9	18 13 3	0 1 0	334	181 13 9	140	140	..	..	..	..	..	..	..	..	25 14 11	313 11 8
Foster	4,948	1,176 16 4	108 3 1	3 14 9	2,013	835 17 11	2,540	2,540	11	69	44	34	7	20	23	3	539 18 1	2,664 10 2
Bennison	1,874	122 11 8	44 9 4	0 12 9	176	241 4 8	277	277	..	..	..	..	..	..	..	..	408 18 5	408 18 5
Toora	3,972	1,093 13 9	71 8 4	20 15 6	773	738 3 2	1,601	1,601	14	141	57	55	9	34	16	3	955 19 10	2,925 0 7
Agnes	234	49 0 10	9 8 3	12 12 3	14	20 4 10	51	51	..	..	..	..	..	..	..	..	1 15 0	80 8 11
Welshpool	2,019	602 9 5	72 7 10	0 1 0	526	483 2 7	1,934	1,934	6	27	6	55	3	4	7	..	361 12 9	1,532 4 10
Welshpool Jetty	4,284	101 8 9	62 13 9	0 0 9	583	886 9 9	164	164	..	..	..	..	..	..	..	..	1,050 12 3	1,050 12 3
Hedley	1,329	124 15 10	20 16 7	0 0 9	95	107 15 5	157	157	2	11	26	14	1	1	9	..	210 9 9	463 18 4
Gellondale	1,997	642 3 7	29 0 2	4 7 3	478	264 11 2	391	391	..	..	..	..	4	89	29	2	906 13 1	1,846 15 3
Alberton	6,384	2,478 6 5	152 5 0	10 10 9	2,958	2,708 2 8	3,045	3,045	24	308	157	118	23	59	38	1	2,972 2 9	8,321 7 7
Port Albert	1,115	267 18 5	99 13 6	2 8 6	5,650	2,938 13 6	583	583	1	..	..	..	1	..	..	..	2 3 0	3,310 16 11
WORTHAGGI LINE.																		
Woodleigh	2,450	327 13 3	461 11 11	1 6 0	243	137 0 7	379	379	4	12	37	1	3	7	14	8	71 12 8	999 4 5
Kerrol	3,343	349 4 7	322 16 7	0 16 6	2,430	354 0 7	543	543	12	151	36	17	1	48	30	4	588 12 8	1,615 10 11
Almurra	2,848	397 4 5	54 3 1	7 14 8	347	108 15 11	916	916	6	83	12	3	8	61	14	..	272 4 11	900 3 0

WONTLAGE LINE—continued.														
Glen Forbes ..	3,825	383 15 4	234 9 8	1 19 6	435	381	188 6 3	3	10	6	9	3	8	4
Woolamal ..	4,042	480 1 10	578 16 2	0 11 6	623	713	215 6 1	12	83	22	6	11	50	7
Anderson ..	1,903	199 0 6	28 2 6	23 11 0	143	98	186 19 11	3	1	25	..	5	3	9
Kleunda ..	2,274	144 12 11	47 3 5	0 4 3	28	341	32 11 9	..	24	..	94	..	13	..
Dalyson ..	3,546	470 4 7	34 12 4	0 14 3	432	2,845	1,080 1 0	..	..	..	..	..	..	..
Fordell and North Woolamal	..	..	..	..	16,345	1	3,298 6 3	..	..	..	..	..	..	..
Colliery Coy.'s Siding	..	..	..	..	146,877	5,210	37,407 17 9	..	..	..	..	..	..	..
State Coal Mine ..	23,096	5,009 7 3	365 17 6	14 10 0	706	10,683	744 5 11	..	8	3	..	..	18	30
Wontlaggi ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OUTRIM LINE.														
Jumbuna ..	5,127	303 5 3	28 14 8	1 15 0	30,412	5,905	6,433 8 10	..	6	7	100	10	1	3
North Outtrim ..	2,768	82 3 2	..	..	..	..	..	..	..	..	..	..	..	..
Outtrim ..	1,542	121 17 3	27 12 11	0 2 6	..	..	198 5 4	..	..	..	..	..	..	..
FRANKTON-STONY POINT LINE.														
Glen Huntly ..	501,015	7,743 12 6	89 1 0	2 12 9	534	11,084	165 7 4	..	..	..	..	..	..	..
Glen Huntly Building Tickets (Free)	7,300	..	..	..	..	..	..	..	..	..	..	..	..	..
Ormond ..	187,082	2,457 9 7	121 2 2	0 17 3	..	3,275	140 12 9	..	..	..	..	..	..	..
Ormond Building Tickets (Free)	480	..	..	..	..	..	..	..	..	..	..	..	..	..
McKinnon ..	89,728	1,139 17 5	15 7 7	0 9 6	..	..	..	..	..	..	..	..	..	..
Pendlegh ..	112,323	1,589 14 1	49 11 0	1 12 9	..	5,001	70 5 1	..	..	..	..	..	..	..
Moora ..	105,102	1,455 12 5	105 10 2	5 3 6	540	6,470	99 5 0	..	..	..	..	..	..	..
Hignett ..	1,127 4 2	1,127 4 2	92 19 2	0 8 0	..	1,680	32 12 4	..	..	..	..	..	..	..
Cheltenham ..	84,561	1,024 14 2	349 8 5	3 8 0	1,144	14,558	210 12 6	..	..	..	..	..	..	..
Cheltenham ..	287,459	3,034 14 2	163 5 8	144 18 9	846	10,276	211 19 0	..	..	..	..	..	..	..
McKenzie Building Tickets (Free)	356,687	6,997 5 6	..	..	..	..	..	..	..	..	..	..	..	..
McKenzie ..	2,580	..	..	..	..	..	..	..	..	..	..	..	..	..
Northall ..	352,040	7,781 13 7	443 2 11	574 10 5	7,769	5,243	1,134 14 5	..	..	..	..	..	..	..
Northall Building Tickets (Free)	1,380	..	..	..	..	..	..	..	..	..	..	..	..	..
Aspendale ..	139,273	3,167 17 2	105 10 1	6 1 6	85	1,597	91 4 4	..	..	..	..	..	..	..
Chelsea ..	243,253	5,334 19 0	215 12 11	12 4 9	333	6,432	64 2 8	..	..	..	..	..	..	..
Forsyth's Siding ..	35,672	1,183 18 2	518 19 5	5 7 3	8,201	1,417	855 5 10	..	..	..	..	..	..	..
Garrun ..	12,524	484 6 0	200 15 4	2 11 3	92,649	1,775	9,047 17 9	..	..	..	..	..	..	..
Seaford ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Frankston Sand Siding ..	74,547	3,758 2 3	386 11 8	34 15 1	31,083	..	2,082 12 10	..	..	..	..	..	..	..
Frankston ..	26,734	2,940 16 10	56 14 6	2 17 4	1,203	4,065	312 11 6	..	..	..	..	..	..	..
Langwarrin ..	4,308	239 13 3	122 7 9	0 4 3	1,278	1,567	247 13 5	..	..	..	..	..	..	..
Mornington Junction ..	7,598	629 9 5	126 11 11	0 6 6	1,845	3,032	739 12 5	..	..	..	..	..	..	..
Tyabb ..	3,657	312 16 5	172 13 7	1 10 0	2,467	1,053	642 12 5	..	..	..	..	..	..	..
Hastings ..	6,992	653 3 7	126 19 2	1 3 0	2,281	1,053	589 5 7	..	..	..	..	..	..	..
Bittern ..	5,454	766 2 10	243 17 8	5 13 0	1,853	1,238	436 1 6	..	..	..	..	..	..	..
Orb Point ..	11,117	1,437 18 3	61 4 8	4 14 6	660	16,419	181 0 6	..	..	..	..	..	..	..
Stony Point ..	4,193	640 15 11	305 4 5	2 9 3	..	..	310 4 8	..	..	..	..	..	..	..
MORNINGTON LINE.														
Mooreduc ..	2,122	139 10 2	29 18 3	14 12 3	1,213	678	476 18 7	2	1	84	..	..	39	111
Mornington ..	21,280	2,074 11 7	427 14 9	..	862	3,204	384 5 3	10	73	44	..	14	71	65
HEALESVILLE LINE.														
East Richmond ..	653,840	4,384 10 10	130 7 1	2 9 0	12,149	107,189	3,099 4 2	..	..	..	..	..	..	..
Burnley ..	873,793	6,120 5 3	205 0 7	4 1 5	1,467	27,998	505 19 0	..	..	..	..	..	..	..
Hawthorn ..	1,00,016	10,701 19 3	229 0 8	7 6 0	..	..	..	..	..	..	..	..	..	..
Glentrie ..	1,978,307	22,747 11 11	521 19 9	8 10 6	..	..	..	..	..	..	..	..	..	..
Auburn ..	1,322,036	14,372 13 11	246 8 2	..	..	..	..	..	..	..	..	..	..	..
Auburn Building Tickets (Free)	2,340	..	..	..	..	..	..	..	..	..	..	..	..	..
Canterbury ..	1,513,025	19,498 5 7	418 0 7	14 1 4	47	20,163	86 16 2	..	..	..	..	..	..	..
East Canterbury ..	863,430	10,717 1 7	101 3 8	14 11 0	..	..	..	..	..	..	..	..	..	..
Canterbury Building Tickets (Free)	1,337,808	17,187 16 9	416 7 1	13 2 4	154	12,808	35 18 7	..	..	..	..	..	..	..

901 16 10

1,406 18 2

489 19 11

224 12 4

2,091 3 1

3,228 6 3

37,467 17 9

6,200 4 2

7,122 10 0

82 3 2

440 8 2

8,000 13 7

2,720 1 9

1,155 14 6

1,687 2 11

1,873 12 11

1,182 14 8

5,625 5 3

7,520 6 11

9,960 1 7

3,300 13 1

5,829 7 4

855 9 10

1,884 0 11

9,766 12 5

2,992 2 10

4,508 10 9

2,472 12 10

560 3 1

1,504 11 3

1,032 13 11

1,352 2 10

1,744 2 3

1,685 6 8

1,276 16 10

815 18 4

3,115 3 9

4,517 6 11

9,429 0 5

10,734 6 8

23,277 7 11

14,627 12 7

20,017 3 10

10,823 0 0

17,654 12 9

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Number of Trucks.		Number of Trucks.		Revenue.			
									Horses.	Cattle.	Sheep.	Pigs.		Horses.		Cattle.
HEALESVILLE LINE—continued.																
Surrey Hills ..	753,944	10,201 16 8	130 15 9	3 6 6	12,784	135 15 10	395	..	..	..	..	..	..	..	..	10,471 14 9
Surrey Hills Building Tickets (Free) ..	3,240	4,709 13 0	40 8 2	2 4 3	..	0 0 4	..	..	..	..	..	..	..	..	..	4,752 5 9
Mont Albert ..	350,136	12,112 12 10	426 4 1	11 6 3	18,804	1,697 10 5	3,318	29	140	1	3	93	12	15	528 14 4	41,776 7 11
Mont Albert Building Tickets (Free) ..	3,900	3,059 2 6	145 11 11	1 19 3	5,914	751 17 7	1,264	..	..	..	..	..	..	..	2 14 6	3,961 5 9
Box Hill ..	778,564	1,629 9 5	129 4 6	0 14 9	..	0 10 5	..	..	..	..	..	..	..	..	..	1,759 19 1
Box Hill Building Tickets (Free) ..	2,340	2,511 7 2	138 19 11	2 1 9	..	1,132 2 3	3,329	..	1	..	..	2	..	..	4 13 3	3,789 4 4
Blackburn ..	207,869	3,971 11 7	270 0 3	14 14 3	12,639	1,434 12 0	3,329	..	1	..	..	3	30	2	12 2 1	4,809 13 8
Blackburn Building Tickets (Free) ..	114,307	2,456 7 4	478 2 2	2 4 3	10,038	910 2 7	..	..	4	..	..	11	..	..	11 0 3	3,137 16 7
Tunstall ..	140,804	236 18 9	256 3 5	0 10 9	6,106	182 18 8	1,003	..	..	..	..	..	..	..	676 11 7	1,680 7 4
Mitcham ..	186,333	54,602	727 19 5	52 2 3	4,608	1,660 7 4	10,335	..	..	100	9	7	87	95	502 16 8	4,455 5 2
Croydon ..	77,110	2,812 8 9	379 1 10	3 3 9	19,292	1,743 19 2	19,292	..	2	..	..	1	6	7	8 0 11	1,743 19 2
Mooroolbark ..	6,048	189 4 10	1,162 9 5	4 13 3	..	107 12 6	413	..	963	..	..	2	14	27	7 4 10	1,539 11 5
Cave Hill Siding ..	54,602	901 2 8	471 11 1	8 2 3	2,298	23 8 11	429	..	2,298	84	3	46	23	82	476 0 5	3,291 9 3
Lilydale ..	3,112	2,644 19 7	94 0 7	3 16 1	79	1,184 18 6	79	..	61	9	141	10	284	3,638	89 14 10	211 16 11
Black's Siding ..	3,784	..	424 4 1	10 16 6	4,909	..	4,909	..	..	..	..	..	..	..	..	4,354 13 6
Coldstream ..	11,302	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Yarra Glen ..	1,233	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tarravarra ..	20,534	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Healesville ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
GLEN IRIS LINE.																
Heyington ..	13,556	147 4 11	1 6 1	0 1 0	..	..	..	..	..	..	..	..	..	..	..	148 11 0
Kooyong ..	25,685	335 2 6	4 8 11	..	..	..	..	..	..	..	..	..	..	..	..	339 12 5
Kooyong Building Tickets (Free) ..	5,640	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tooronga ..	123,505	1,275 1 4	11 8 10	0 2 0	513	99 9 11	..	..	..	..	..	..	..	..	..	1,386 12 1
Gardiner ..	77,045	877 13 0	45 3 7	..	..	..	..	..	..	..	..	..	..	..	..	922 16 7
Gardiner Building Tickets (Free) ..	2,820	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glen Iris ..	16,635	244 13 10	3 18 7	1 8 6	..	4 0 0	..	..	..	..	..	..	..	..	..	254 0 11
Glen Iris Building Tickets (Free) ..	300	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Darling ..	43,739	699 0 11	5 18 1	..	14	1 5 6	..	..	..	..	..	..	..	..	..	706 4 6
KEW LINE.																
Barker ..	200,409	2,163 0 10	33 0 9	1 2 0	..	198 6 8	..	..	..	..	..	..	..	..	..	2,197 3 7
Kew ..	536,860	5,245 4 10	188 7 4	6 7 0	249	..	..	..	..	..	..	..	..	..	..	5,641 8 10
OUTER CIRCLE LINE.																
Riversdale ..	31,367	358 16 0	0 1 10	..	877	355 8 8	..	..	..	..	..	..	..	..	..	715 13 9
Golf Links ..	4,959	74 3 0	..	..	..	..	..	..	..	..	..	..	..	..	..	74 3 0
Hartwell ..	2,974	40 1 10	0 1 6	..	..	0 12 10	..	..	..	..	..	..	..	..	..	40 3 4
Burwood ..	43,480	447 1 1	67 12 6	..	4	..	..	..	..	..	..	..	..	..	..	515 6 5

[illegible]

Traffic derived from Deniliquin and Moama Stations ..	2,256	1,575	17	1	220	5	6	79	3	7	19,416	3,940	14,996	4	2	..	..	..	..	..	12,305	10	4	29,177	0	8
Traffic derived from South Australian Stations ..	54,052	53,389	5	4	4,796	2	3	332	15	0	14,574	26,473	15,792	5	3	..	..	..	..	..	1,244	12	1	75,554	19	11
Traffic derived from New South Wales Stations ..	129,056	79,829	5	8	6,090	5	10	779	19	6	19,184	66,881	22,903	10	2	..	..	..	..	..	149	13	11	109,752	15	1
Traffic derived from Queensland Stations ..	4,582	3,085	11	3	102	18	2	..	..	..	..	241	..	..	..	..	..	..	..	..	..	..	..	3,188	9	5
Government Tourist Bureau ..	200,167	105,103	8	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	105,103	8	4
Steamer ..	28,424	644	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	644	1	2
Thos. Cook and Sons, to New South Wales, South Australia, &c. ..	3,860	3,424	0	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,424	0	1
Totals ..	108,341,540	2,673,493	12	14	248,256	15	14	17,618	1	34	5,554,361	5,554,361	2,676,451	15	54	8,355	29,974	50,842	6,437	7,829	31,386	51,884	6,959	310,110	10	6
Less Unallocated Credit Notes ..	..	95,014	12	1	4,025	18	74	363	19	2	..	..	47,880	14	6	..	..	..	..	..	4,472	10	1	151,707	14	54
Mails and Telegraph ..	108,341,540	2,578,479	0	04	244,230	16	6	17,254	2	14	5,554,361	5,554,361	2,628,621	0	114	8,355	29,974	50,842	6,437	7,829	31,386	51,884	6,959	305,638	0	5
Dining Car Service ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	64,066	0	7
Rentals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,067	1	6
Miscellaneous ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,066	1	9
GRAND TOTAL, RAILWAYS ..	108,341,540	2,578,479	0	04	244,230	16	6	17,254	2	14	5,554,361	5,554,361	2,628,621	0	114	8,355	29,974	50,842	6,437	7,829	31,386	51,884	6,959	305,638	0	5
St. Kilda and Brighton Electric Tramway ..	3,450,442	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,952,719	1	94
GRAND TOTALS ..	111,791,982	2,578,479	0	04	244,230	16	6	17,254	2	14	5,554,361	5,554,361	2,628,621	0	114	8,355	29,974	50,842	6,437	7,829	31,386	51,884	6,959	305,638	0	5
GRAND TOTALS ..	111,791,982	2,578,479	0	04	244,230	16	6	17,254	2	14	5,554,361	5,554,361	2,628,621	0	114	8,355	29,974	50,842	6,437	7,829	31,386	51,884	6,959	305,638	0	5

* Stations open for only portion of the year.

DIAGRAM N° 1 **AVERAGE MILEAGE OPERATED**

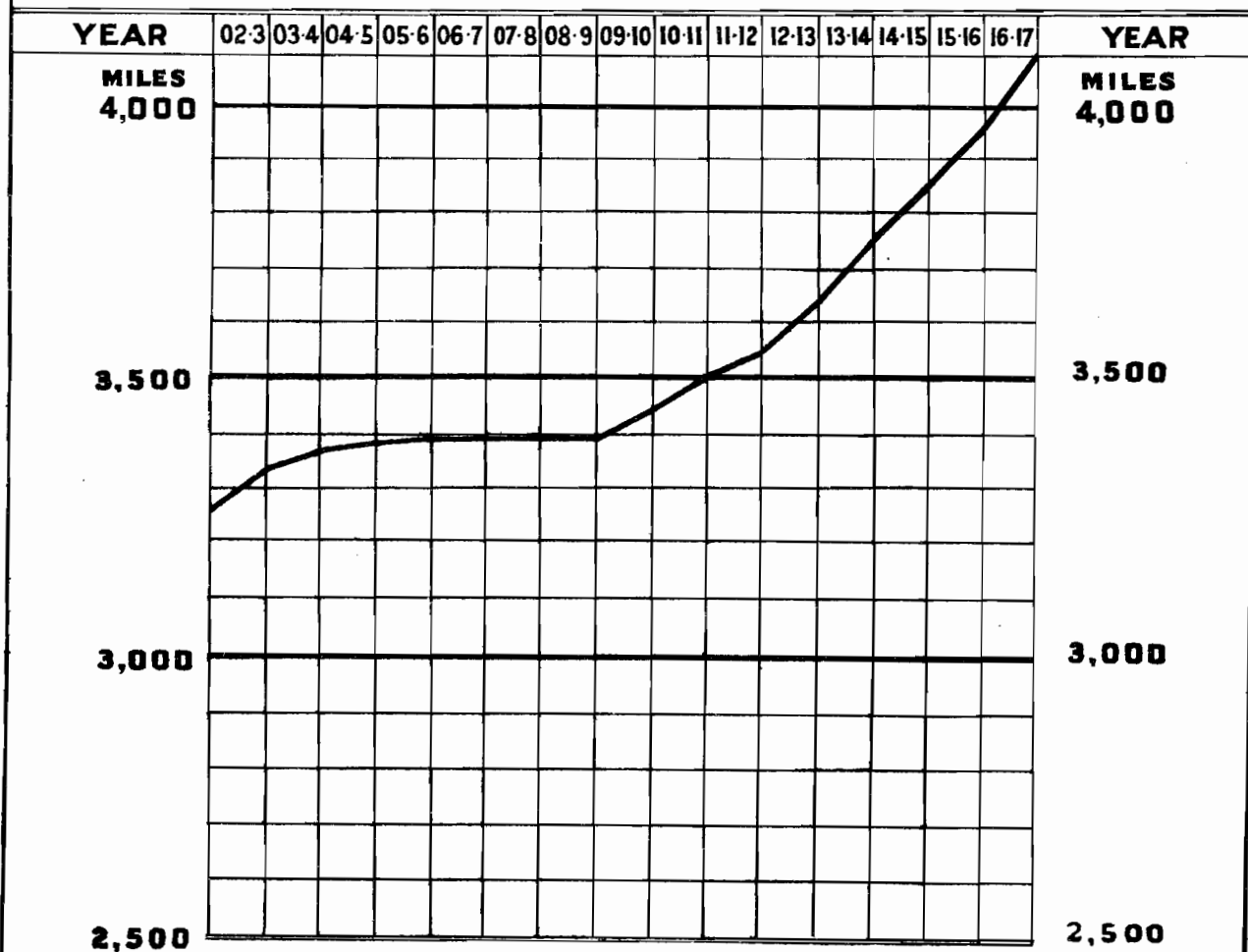


DIAGRAM N° 2 **AVERAGE COST OF CONSTRUCTION PER MILE**

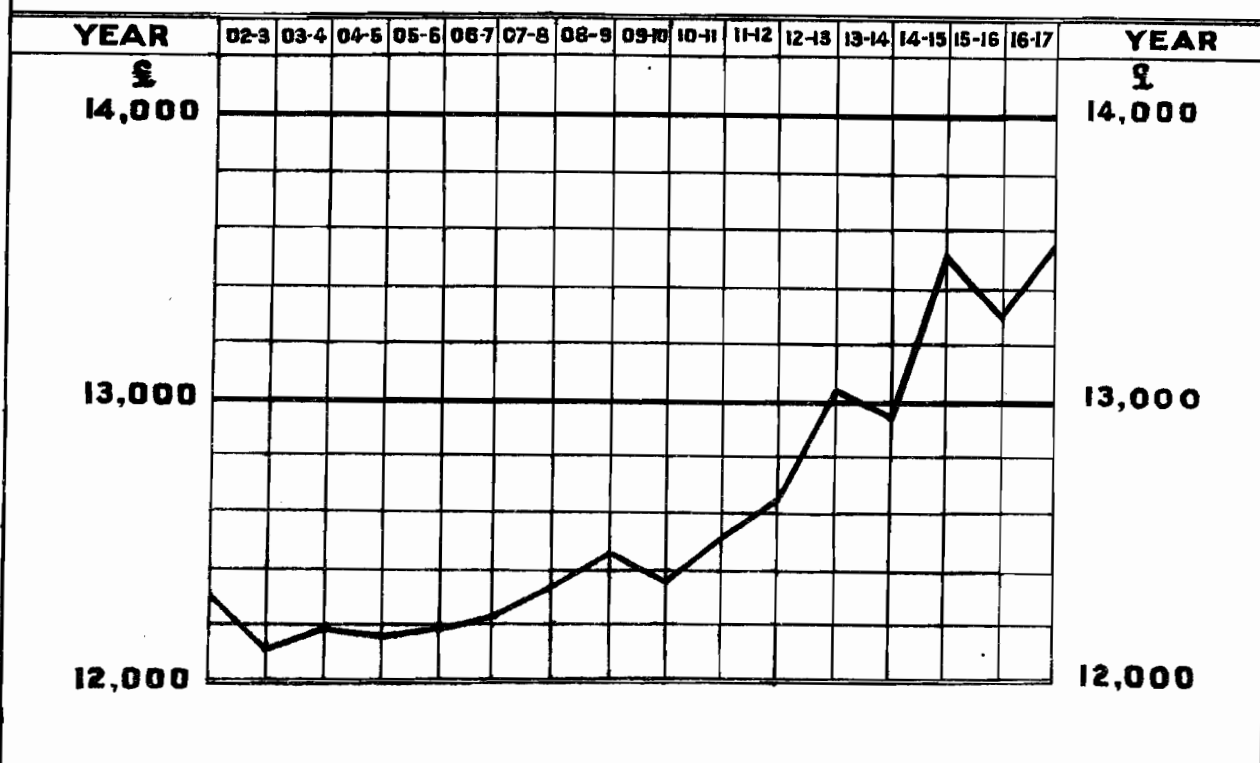


DIAGRAM N° 3

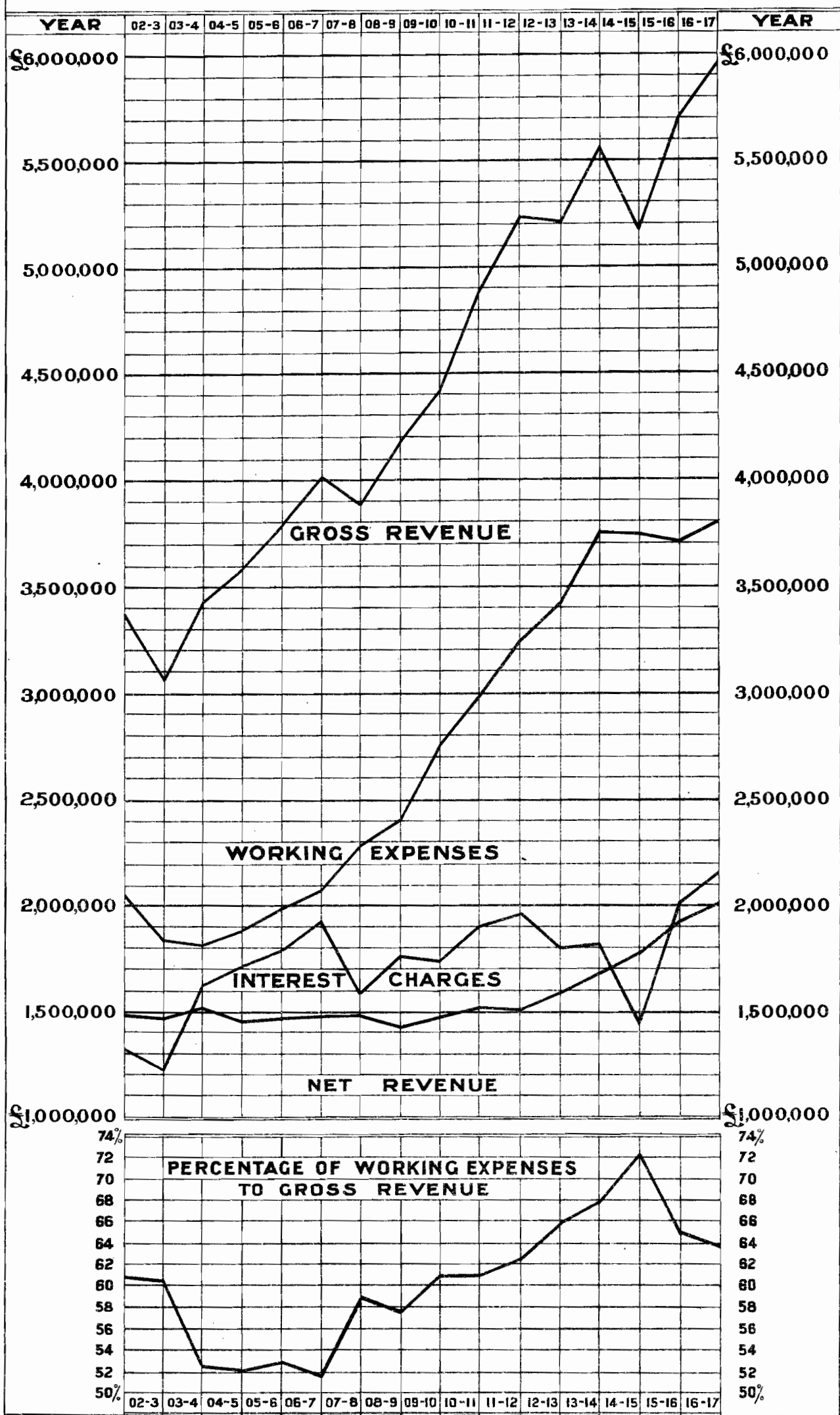


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

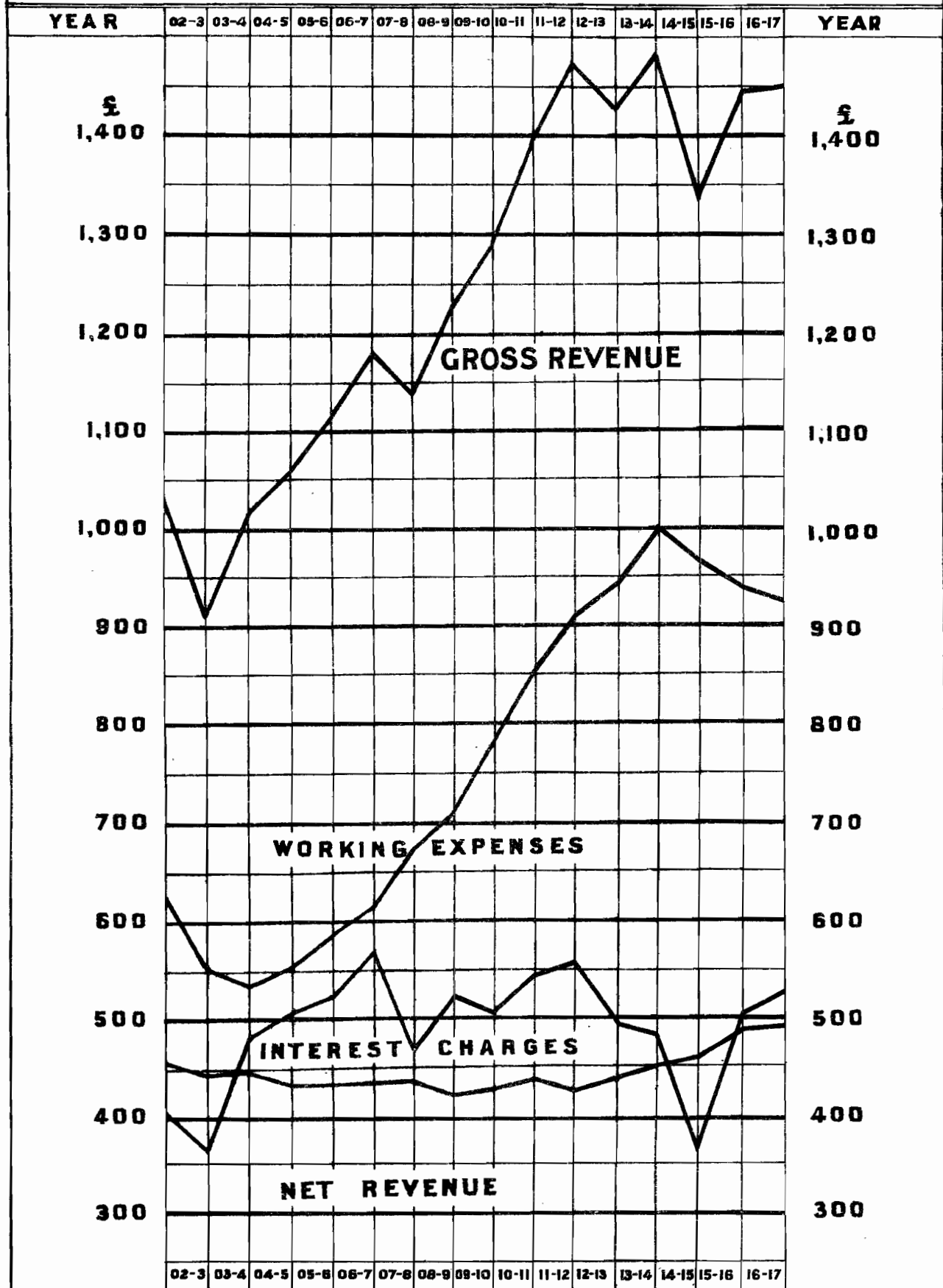
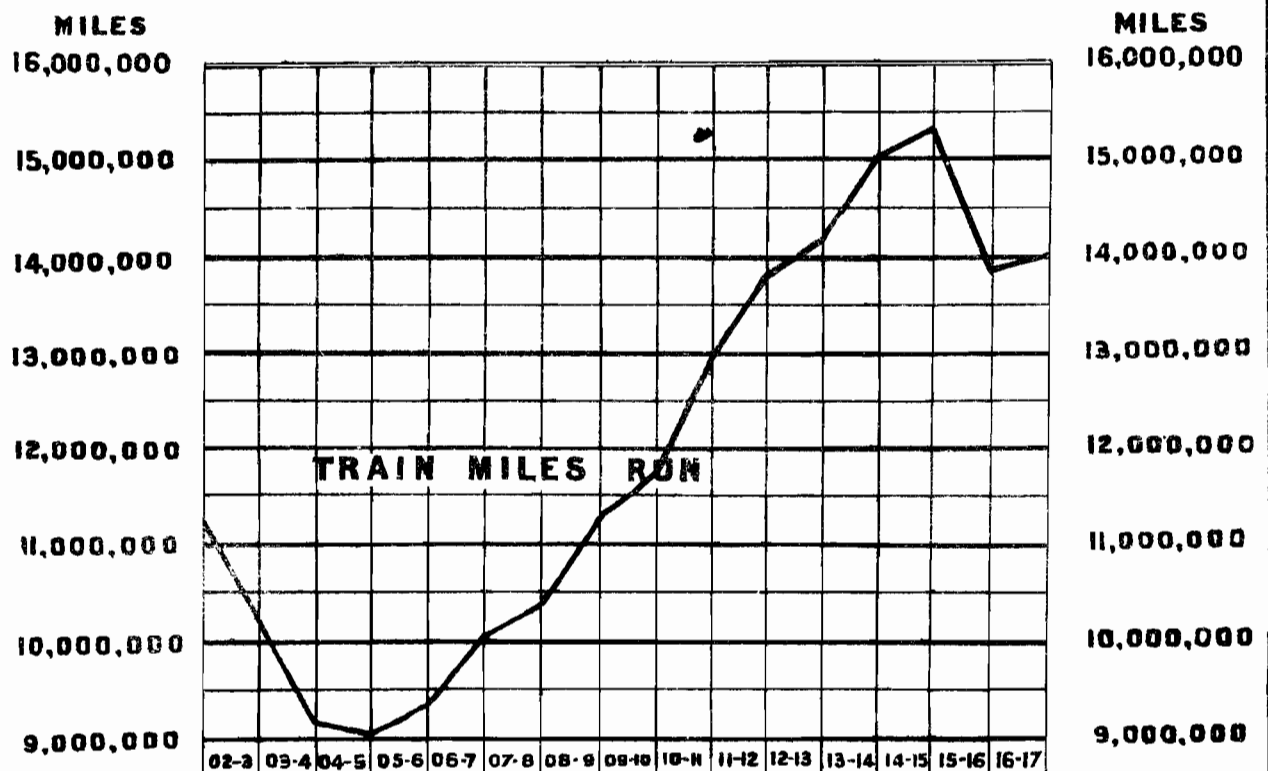
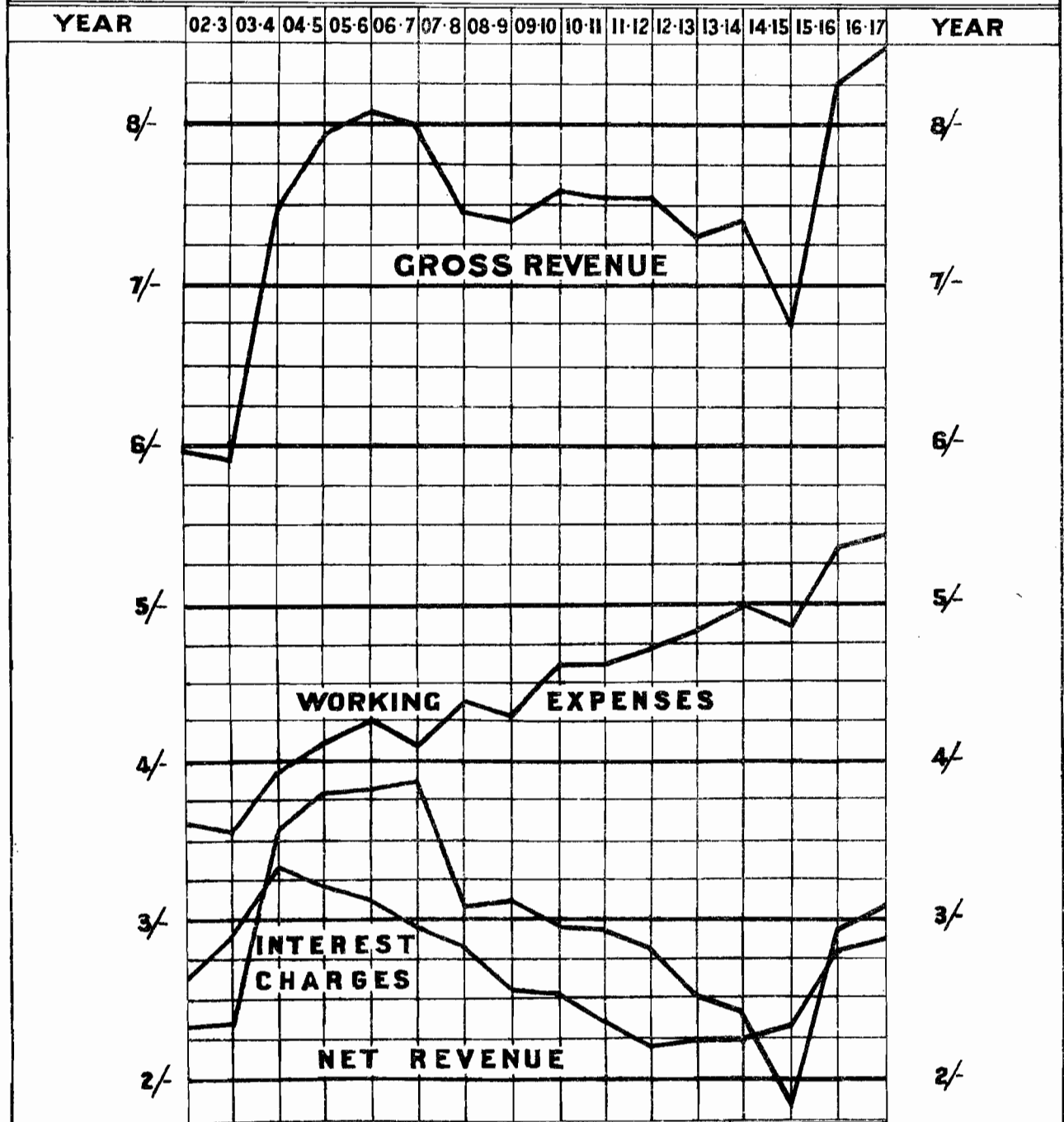


DIAGRAM N° 5 **PER TRAIN MILE RUN**





MAP
OF
VICTORIA
Showing Victorian Government Railways
(in Red)

SCALE OF MILES
0 10 20 30 40 Miles
1917



Victorian Railways
MAP OF
MELBOURNE SUBURBAN LINES

SCALE OF MILES
MILES 1 2 3 4 5

1917

