

1918.
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VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1918.

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, 1918.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 18th September, 1918.

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, 1918.

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—									
Earnings	6,517,196	9	2	31,614	7	0	6,548,810	16	2
Amount payable under the provisions of Section 102 of Act 2716, in respect of the loss resulting from the working of certain lines of railway, as certified to by the Auditor-General	45,062	0	0	..	..	..	45,062	0	0
	6,562,258	9	2	31,614	7	0	6,593,872	16	2
WORKING EXPENSES (Ex- clusive of Special and Abnormal Charges)	4,188,045	13	3	23,652	18	6	4,211,698	11	9
NET REVENUE	2,374,212	15	11	7,961	8	6	2,382,174	4	5
SPECIAL and ABNORMAL CHARGES (vide page 6)	263,046	0	0	..	..	..	263,046	0	0
BALANCE OF NET REVENUE	2,111,166	15	11	7,961	8	6	2,119,128	4	5
INTEREST CHARGES and EXPENSES				£	s.	d.			
				2,126,905	18	0			
PENSIONS and GRATUITIES ..				129,159	18	10			
							2,256,065	16	10
DEFICIT							£136,937	12	5

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

	Year 1916-17.			Year 1917-18.			Increase. (+) Decrease. (-)			
	£	s.	d.	£	s.	d.	£	s.	d.	
Gross Revenue—										
Railways—Earnings	5,952,719	1	10	6,517,196	9	2	+	564,477	7	4
„ Amount payable to the Commissioners under the provisions of Section 102 of Act 2716 in respect of the loss resulting from the working of certain lines of railway as certified to by the Auditor-General ..	..			45,062	0	0	+	45,062	0	0
	5,952,719	1	10	6,562,258	9	2	+	609,539	7	4
St. Kilda and Brighton Electric Tramway	27,918	17	3	31,614	7	0	+	3,695	9	9
Total	5,980,637	19	1	6,593,872	16	2	+	613,234	17	1
Working Expenses (Exclusive of Special and Abnormal Charges)—										
Railways	3,799,443	7	7	4,188,045	13	3	+	388,602	5	8
St. Kilda and Brighton Electric Tramway	20,501	12	9	23,652	18	6	+	3,151	5	9
Total	3,819,945	0	4	4,211,698	11	9	+	391,753	11	5
Net Revenue	2,160,692	18	9	2,382,174	4	5	+	221,481	5	8
Special and Abnormal Charges (<i>vide</i> page 6)	354,597	0	0	263,046	0	0	—	91,551	0	0
Balance of Net Revenue	1,806,095	18	9	2,119,128	4	5	+	313,032	5	8
Interest Charges and Expenses ..	2,012,447	3	6	2,126,905	18	0	+	114,458	14	6
Pensions and Gratuities	131,416	3	0	129,159	18	10	—	2,256	4	2
Total Interest Charges and Expenses and Pensions and Gratuities ..	2,143,863	6	6	2,256,065	16	10	+	112,202	10	4
Deficit	£337,767	7	9	£136,937	12	5	—	200,829	15	4

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

	Year 1914-1915.	Year 1915-1916.	Year 1916-1917.	Year 1917-1918.
Average Mileage of Railways operated ..	3,848	3,955	4,104	4,139
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	3,338,345	2,971,328	2,869,096	2,839,226
" Suburban	4,068,903	3,762,157	3,634,709	3,603,069
Mixed	2,590,960	2,507,604	2,578,948	2,513,111
Goods (including Live Stock)	5,305,001	4,585,449	4,939,287	4,670,965
Total ...	15,303,209	13,826,538	14,022,040	13,626,371
Number of Passenger Journeys	117,259,926	115,771,238	108,341,540	105,753,073
Tonnage of Goods	4,694,524	5,376,571	5,554,361	5,779,389
Tonnage of Live Stock	715,521	453,264	408,241	451,704
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,335,959	£ 1,507,860	£ 1,465,429	£ 1,686,835
" Suburban	1,123,100	1,133,905	1,113,050	1,205,721
Dining Car Service	13,064	15,848	16,067	18,953
Parcels, &c.	223,212	249,385	244,231	267,129
Horses, Carriages, and Dogs	21,107	18,277	17,254	19,214
Mails	79,231	77,988	62,526	56,422
Total ...	2,795,673	3,003,263	2,918,557	3,254,274
Goods, &c., Business.				
Goods	1,724,400	2,211,386	2,558,447	2,661,596
Live Stock	456,210	316,466	305,638	370,206
Minerals	87,765	82,358	70,174	105,745
Total ...	2,268,375	2,610,210	2,934,259	3,137,547
Rentals	74,135	78,959	90,066	102,898
Miscellaneous (including £45,062 payable to the Commissioners under the provisions of Section 102 of Act 2716, in respect of the loss resulting from the working of certain lines of railways as certified to by the Auditor-General)	22,890	12,731	9,837	67,545
Total ...	5,161,073	5,705,163	5,952,719	6,562,259
Per mile of Railway worked	1,341	1,443	1,450	1,585
Per traffic train mile	6s. 8'94d.	8s. 3'03d.	8s. 5'89d.	9s. 7'58d.
WORKING EXPENSES.				
(Exclusive of Special and Abnormal Charges.)				
Transportation Branch	£ 1,081,816	£ 1,085,329	£ 1,095,703	£ 1,218,509
Way and Works Branch	838,014	830,674	743,391	943,742
Rolling-Stock Branch—Operating Expenses	1,025,934	1,068,660	1,220,999	1,265,898
" " Repairs and Renewals	640,861	570,469	560,078	583,929
" " Payment into Rolling-Stock Replacement Fund	50,000	30,000	50,000	50,000
General Expenses	92,996	91,490	89,509	98,382
Payment into Railway Accident and Fire Insurance Fund	25,805	28,526	39,763	32,586
Total ...	3,755,426	3,705,148	3,799,443	4,188,046(a)
Per mile of Railway worked	976	937	926	1,012
Per traffic train mile	4s. 10'90d.	5s. 4'31d.	5s. 5'03d.	6s. 1'76d.
Percentage of Gross Revenue	72'76	64'94	63'83	63'82
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
Per mile of Railway worked	£ 1,405,647	£ 2,000,015	£ 2,153,276	£ 2,374,213
Per traffic train mile	1s. 10'04d.	2s. 10'72d.	3s. 0'86d.	3s. 5'82d.
SPECIAL AND ABNORMAL CHARGES				
Total Working Expenses and Special and Abnormal Charges	4,114,973	3,997,412	4,154,040	4,451,092
Per mile of Railway worked	1,069	1,011	1,012	1,075
Per traffic train mile	5s. 4'53d.	5s. 9'39d.	5s. 11'10d.	6s. 6'40d.
Percentage of Gross Revenue	79'73	70'07	69'78	67'88
Balance of Net Revenue	1,046,100	1,707,751	1,798,679	2,111,167
per mile of Railway worked	272	432	438	510
per traffic train mile	1s. 4'41d.	2s. 5'64d.	2s. 6'79d.	3s. 1'18d.

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

Gross Revenue of the Railways.

The Gross Revenue was £609,540 in excess of that of the preceding year, or equivalent to an increase of 10·24 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	221,406	15·11	...	...
Suburban	92,671	8·33	...	...
Dining Car Service	2,886	17·96	...	...
Parcels, &c.	22,898	9·38	...	...
Horses, Carriages, and Dogs	1,960	11·36	...	...
Mails	...	...	6,104	9·76
Goods	103,149	4·03	...	...
Live Stock	64,568	21·13	...	...
Minerals	35,571	50·69	...	...
Rentals	12,827	14·24	...	...
Miscellaneous	12,646	128·56	...	...
Amount payable to the Commissioners under the provisions of Section 102 of Act 1916 in respect of the loss resulting from the working of certain lines of railways as certified to by the Auditor-General	45,062	...	...	...
Total	615,644	...	6,104	...
Net Increase	£609,540			

The Gross Revenue per traffic train mile was 9s. 7·58d., by comparison with 8s. 5·89d. in the preceding year, and was the highest obtained during the past 40 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, 1918 :—

Year.	Revenue per traffic train mile.	
	s.	d.
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
1917-18	9	7·58

Working Expenses of the Railways.

Excluding special and abnormal charges, the percentage of Working Expenses to Gross Revenue was 63·82, by contrast with 63·83 in the preceding year, and 64·94 in 1915-16.

A comparison of the results of working with those of the year 1916-17 is shown 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 £263,046 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 of coal brought overland from New South Wales, owing to shortage of shipping, up to the point of delivery at Wodonga only,	925
(3) Alterations to rolling-stock and to bridges, &c., in connexion with the Electrification of the Suburban Railways	45,200
(4) Increased price and additional insurance, freights and exchange in respect of stores and materials (excluding coal), owing to the war	18,995
(5) Repayment of prescribed proportion of advances for relaying lines with heavier rails, in order to release serviceable rails for the construction of new lines, sidings, &c.	98,374
(6) Interest on special relaying advances	50,000
(7) Allowances to the lower paid staff owing to the increased cost of living in consequence of the war	9,373
(8) Premiums upon Life Assurance policies effected under the Regulations by employees serving with the Expeditionary Forces and as Munition Workers	32,650
	7,529
Total	<u>£263,046</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 3·53 per cent. of the total loan liability, as compared with 3·02 in 1916-17.

Payment Received or due 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 £2,367 14s. 3d. 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.

The loss of £45,062 in respect of certain non-paying lines has not yet been appropriated by Parliament and paid to the Department, but nevertheless credit has been taken for this amount in the accounts for the year.

Railway Accident and Fire Insurance Fund.

The total amount credited on the statutory basis to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £158 in respect of the St. Kilda and Brighton Electric Tramway, was £32,744.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £125,162 and £3,998 respectively, or a total of £129,160, as compared with £116,690 and £14,726 respectively, or a total of £131,416, in the preceding year.

The number of employees in the Service entitled to either pension or compensation on retirement is being rapidly reduced, the figure at 30th June, 1918, being 933, by contrast with 1,066 at 30th June, 1917, or a decrease of 133, *vide* Appendix No. 8.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1917, was £ s. d.
55,958,269 5 3
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...	134,161	3	6
Electrification of Melbourne Suburban Lines	290,038	6	2
Additions and Improvements to—			
Way and Works	307,155	10	10
Rolling-stock	125,271	19	5

Total Increase in Expenditure on Capital Account 856,626 19 11

so that the total expenditure charged to Capital Account at 30th June, 1918, was 56,814,896 5 2

Loan Funds.

The total liability, at 30th June, 1917, in respect of Current Loans was £ s. d.
55,281,489 16 8
and during the year the additional amount allocated was
as follows :—

	£	s.	d.
For Construction works	837,305	1	8
For Redemption purposes	557,013	14	8
	1,394,318	16	4
Less Amount redeemed	557,013	14	8

Net Increase for the year 837,305 1 8

so that the total liability, at 30th June, 1918, in respect of Current Loans was (*vide* Appendix No. 10) 56,118,794 18 4

The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1917, to £ s. d.
53,525,559 9 3
and as this amount was increased during the year ending 30th June, 1918, by 822,332 0 7
the total proceeds of Loans at 30th June, 1918, were 54,347,891 9 10

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 14,973 1 1

Interest Account.

The Interest Charges on Current Loans (*vide* Appendix No. 10) amounted to £ s. d.
2,120,186 4 1
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of 6,719 13 11

The debit for Interest Charges and Expenses for the year 1917-18 was therefore 2,126,905 18 0
which represents an increase of £114,459 as compared with the debit for the previous year.

Non-Interest Bearing Funds.

The amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was at 30th June, 1917 £ s. d.
3,912,012 0 2
and further moneys (expended under Vote 90) were provided during the year out of Consolidated Funds and debited to Construction Works, to the extent of 2,591 2 8

The total amount so provided as at 30th June, 1918 (*vide* Appendix No. 5), was therefore 3,914,603 2 10

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost. £
Dunkeld to Peshurst (dismantled) ...	15.87	50,000
Canterbury Loop Line (dismantled) ...	0.20	160,000
Ashburton to Oakleigh ...	2.37	
Fairfield Park to Deepdene ...	3.34	
Darling to Waverley ...	0.84	
Lancefield to Kilmore (dismantled) ...	18.10	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 ...	...	365,262
Grand Total ...	...	£758,003

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 **£30,320** 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 1916-17.	Year 1917-18.
Number of Passengers ...	3,450,442	3,854,677
	£	£
Gross Revenue ...	27,919	31,614
Working Expenses ...	20,502	23,653
Net Revenue ...	7,417	7,961
Interest Charges ...	6,250	6,359
Net Result ...	Profit £1,167	Profit £1,602

There was an increase of 404,235 in the number of passengers carried, and of £3,695 in the gross earnings, whilst in the Working Expenses there was an increase of £3,151, which is mainly accounted for by the higher wages and the greater cost of fuel and other materials.

The time-table for this line was carefully re-adapted to more economically suit the requirements, and, as a result, a reduction of 51,210 car miles was effected without imposing inconvenience on the travelling public.

The Capital Expenditure at 30th June, 1918, on account of	£
the construction of the line was ...	109,970
and of rolling stock ...	49,016
or a total of ...	158,986

and the debit incurred against Capital during the year amounted to **£2,744**, made up as follows :—

	£
Elwood Sub-station ...	1,778
Provision of new Car Shed at Elwood ...	141
Construction of new Rolling Stock ...	505
Sundry improvements ...	320
Total ...	2,744

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 29 miles of new railways were opened for traffic, and at 30th June last, 1,145 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 1916-17 :—

	At 30th June.		Average for Year.	
	1917.	1918.	1916-17.	1917-18.
	Miles.	Miles.	Miles.	Miles.
Route Mileage	4122.64	4151.64	4104.34	4139.17
Main Tracks	4474.04	4504.89	4455.74	4491.63
Sidings	817.88	829.77	803.67	821.65
St. Kilda and Brighton Electric Tramway—				
Main tracks	10.32	10.32	10.32	10.32
Sidings	1.09	1.09	0.84	1.09

Analysis of Passenger, Goods, and Live Stock Traffic.

A comparative analysis of the Passenger Business conducted during the years 1916-17 and 1917-18 is embodied in Appendix No. 19, and similar information in respect of the Goods and Live Stock Traffic is shown in Appendix No. 20.

There was an increase in both volume and revenue in the Country Passenger Traffic as compared with last year, but, whilst there was an increase in the Revenue, there was a decrease in the volume of Suburban Traffic, which may be ascribed mainly to the effects of the War and partly to the Electric Tramway competition. The tonnage of both Goods and Live Stock carried was appreciably in excess of that of the previous twelve months, notwithstanding, in the case of the Goods Traffic, that there was a considerable decline in the quantity of wheat railed. There was also a falling off in the tonnage of other agricultural produce, fertilizers, and small consignments of various descriptions, but an increase occurred in all the other classes of traffic.

An interesting statement, showing the fluctuations in the passenger traffic at a number of suburban stations, is given in Appendix No. 26, and the growth of new settlement and the influence of the electric tramway competition can be observed therefrom.

The Harvest.

The wheat yield for the season 1917-18 was 37,737,552 bushels as against 51,162,438 bushels for the previous season, and the number of bags carried by rail during the year was 12,601,167 as compared with 18,461,822 bags in 1916-17.

The dearth of shipping necessitated adding a considerable quantity of wheat to that already stacked at the ports, and additional stacking space with the requisite siding accommodation had to be provided at both Brooklyn and Corio Quay.

Railways Commissioners' Annual Report for 1917-18.

Errata, Page 10.

The quantity of wheat stacked at 30th June, 1917 and 1918, respectively should be amended as under:—

	No. of Bags Stacked	
	at 30th June, 1917.	at 30th June, 1918.
At or in the vicinity of Williamstown ..	10,599,183	14,022,844
At or in the vicinity of Geelong ..	3,882,015	6,616,145
At Country stations ..	3,134,458	697,070
	<u>17,615,656</u>	<u>21,336,059</u>

It has been decided that the coming season's wheat yield will be stacked at certain country centres, selected for their suitability in relation to the respective wheat-growing areas, instead of at the seaboard as hitherto, and, while the goods train mileage for the current year will be lessened in consequence of the shorter haul of the wheat, it is estimated that a reduction of about £150,000 in the Revenue will result from the altered arrangement.

All orders for covers for flour and general mill products were fully and promptly met, and by being able to secure quantities of suitable canvas—although of inferior texture to that obtainable prior to the War, and purchasable only at very high prices—increasing the facilities at Newport for repairing old tarpaulins and manufacturing new ones, and maintaining a close supervision over the proper use of those in service, a much improved supply generally was made available during the year.

A statement of the number of bags of wheat loaded at the principal wheat loading stations during each of the last five years is given in Appendix No. 27.

Train Mileage and Train Loads.

A close supervision was maintained over the train mileage during the year, and only such trains were run as were necessary to meet the requirements of the traffic and afford such a measure of convenience to the travelling public as was considered reasonable, having regard to the existing abnormal conditions.

The total train mileage was 13,626,371, or 395,669 less than in the preceding year, when 14,022,040 train miles were run, and was less than in any year since 1910-11. The decrease took place in each of the different classes of service, the country passenger train mileage being less by 28,133; the suburban passenger mileage by 31,640; the steam motor mileage by 1,737; the mixed train mileage by 65,837, and the goods train mileage by 268,322 train miles.

It will be seen that the greatest saving in mileage was made in connexion with goods trains, and although the gross ton mileage of traffic hauled decreased by 4 per cent., the decrease in the goods train mileage as compared with the year 1916-17 was equivalent to 5 per cent.

The more complete check on the running of goods trains, which was initiated about three years ago, has since been vigorously maintained, with the object of reducing the goods train mileage to a minimum. A steady improvement in this direction has been manifested, and the effect of the special efforts made may be gauged from the fact that, if the percentage of the gross load to the full authorized load of the locomotives had been the same in the year 1917-18 as it was in the year prior to the institution of the special check, it would have been necessary to run over 600,000 additional train miles to conduct the goods business of the financial year just closed.

A statement is embodied hereunder showing the train and truck performances for each of the five years 1905-06 to 1909-10 inclusive, by comparison with each of the past three years:—

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

The results obtained in 1917-18 constitute a record as far as the mixed and goods train services are concerned, and generally must be regarded as highly satisfactory. There was a slight reduction in the average tonnage per loaded truck mile as compared with the preceding year, which was entirely due to the much smaller quantity of grain railed in the year 1917-18; but, when the classes of traffic available are taken into consideration, the average load of 8·1 tons per truck actually reflects an improvement on the efforts of the previous year, and we are grateful to consignors as well as to the staff concerned for the willing co-operation which has enabled the better loading of trucks to be achieved.

In our last Report we pointed out that the Train Mileage and Train Load results for the year 1916-17 approached closely to the maximum that could be expected; and the betterment of those results, together with the marked improvement over the operating achievements of the earlier years, emphasizes the efficiency of the methods adopted for the economical conduct of the traffic.

Tramway Competition.

In our last two Annual Reports attention has been directed to the effect of electric tramway competition upon the suburban passenger traffic receipts.

In arriving at the gain or loss so sustained, the revenue received from the stations within the competitive area for the twelve months immediately preceding the opening of the tramway concerned is first ascertained, and the percentage of the normal increase in the receipts obtained from the whole of the purely suburban passenger traffic added thereto, and the difference between the total thereof and the actual revenue earned during the year in which the competition was experienced is taken to represent the gain or loss resulting from the operation of the trams.

The requisite figures are compiled from monthly statements prepared at the stations concerned, and a careful analysis is made of these statements, and any conditions which may have been advantageous to the Railway Revenue are duly allowed for.

This method of arriving at the effect of the tramway competition is reasonably reliable, and, notwithstanding criticisms to the contrary, we maintain that our representation of the loss sustained is as accurate as the circumstances permit.

The following statement shows that the earnings of the Suburban System have been and continue to be seriously affected by the existence of the electric tramways, and confirms our previously expressed view that in approving of new routes due regard should be shown to the State's investment in the Suburban Railways :—

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

The approximate decreases in Railway Revenue caused by the existence of the electric tramways from Prince's-bridge to Burwood and along the Riversdale and Whitehorse roads in 1916-17, as shown in our Report for that year, had to be estimated, and have now been adjusted to conform more closely to the actual results.

Settlement of Claim against South Australia in respect of the Serviceton Station.

In January, 1885, it was mutually agreed between representatives of Victoria and South Australia that a station should be provided near the border of the two States, and that the cost of construction, in addition to the maintenance and expense of working, should be defrayed in equal proportions by the two Governments, and it was subsequently decided that the station should be located at Serviceton on the site on which it now stands.

The work was carried out, and the whole of the outlay involved was defrayed by the State of Victoria, but South Australia afterwards declined to pay its moiety of the cost until the disputed territory question had been settled, with the result that this Department has since been bearing the full interest charges and the cost of operation and maintenance. After the Privy Council gave its decision as regards the disputed territory in favour of Victoria, the matter was taken up with South Australia, and we are pleased to report that the Government of that State has intimated its intention to now liquidate the large amount, viz., £43,625, of its liability for past indebtedness, and that a definite agreement has been reached as to the basis of future payments.

Non-paying Lines.

In our last Report we pointed out that there is an abnormal number of short branch lines in this State which, with the limited traffic offering, cannot be operated without loss, and that under the provisions of Section 102 of the *Railways Act* 1915, No. 2716, we intended, commencing with the year 1917-18, to claim credit for any loss entailed by the operation of new lines authorized by Parliament since 1896, in which year the legislation referred to was enacted. Having obtained the certificate of the Auditor-General, we formally submitted a claim to be allowed the sum of £45,062, representing the loss sustained in the operation of the undermentioned lines during the periods shown, it having been impracticable to claim credit for the complete year, owing to the full returns not being available up to the 30th June, 1918, and in the accounts for the year credit has been duly taken for this amount:—

Line.	Period for which Credit is claimed.	Amount of Claim representing the loss after paying Working Expenses and Interest on Capital Cost.
		£
Bairnsdale to Orbost	8 months ended 28.2.18..	8,931
Colac to Crowes	" " "	5,218
Elmore to Cohuna	" " "	336
Ferntree Gully to Gembrook	" " "	4,779
Hamilton to Cavendish	" " "	754
Heywood to Mumbannar	" " "	2,599
Linton to Skipton	" " "	1,997
Moe to Walhalla	" " "	4,533
Neerim South to Toorongo River (Nayook)	" " "	2,355
Rushworth to Stanhope North	" " "	1,332
Tallangatta to Cudgewa (Gurgane)	" " "	5,363
Wangaratta to Whitfield	" " "	1,659
Beeac to Newtown	6 months ended 28.2.18..	789
Benalla to Tatong	" " "	780
Chillingollah to Manangatang	" " "	491
Eltham to Hurstbridge	" " "	1,016
Noradjuha to Toolondo	" " "	246
Rainbow to Nypo (Yaapect)	" " "	413
Sea Lake to Pier Millan (Nandaly)	" " "	649
Cavendish to Toolondo (opened for traffic from Toolondo to Kanagulk on 17.12.17)	From 17.12.17 to 28.2.18	822
Total	..	£45,062

Rates and Fares.

On practically every railway system in the world rates and fares have had to be increased since the outbreak of the war to meet the heavier expenditure for wages, materials, &c.; and in Great Britain and in a number of foreign countries the increases have been marked, ranging from 25 to 100 per cent. In the other States of the Commonwealth the respective Administrations have also found it necessary as an ordinary business proposition to pass on to the customers the increased costs of working, and it is specially important to note that consideration is now being given in some States to still further increases.

Prior to July, 1917, this Department was receiving at the rate of £225,000 per annum less revenue than if the 1905-6 rates and fares had been in effect; and, in view of the deficits in the financial results of operation, the Government, being fortified by the indorsement of our recommendation by the Royal Commission which investigated the working of the Department last year, approved of an increase being made in the charges on approximately a 10 per cent. basis, which it was estimated would yield additional revenue to the extent of £500,000, or, say, £275,000 per annum more than on the 1905-6 basis of rates and fares. This represented in itself but a small tax upon the people of the State when compared with the charges operative in 1905-6, in which year the conditions were markedly advantageous for securing satisfactory operating results, and, taking into consideration the large and necessary increases in the wages costs and the large increases in the price of coal and other materials and stores which have had to be met, was a justifiable advancement, bearing in mind that the Railways are required to be operated as a commercial concern.

The higher charges were brought into effect as from 1st July, 1917, but the Government against our advice subsequently decided to effect a reduction in order to provide for only a 5 per cent. increase on the rates and fares in effect at 30th June, 1917, and we were accordingly obliged to revise the charges. The reduction in the goods rates was made as from the 1st April, 1918; in the passenger fares as from the 1st July, 1918; and in the wool and live stock rates as from the 12th August, 1918.

Evidence has already been furnished that we were fully justified in seeking approval to advance both the rates and fares by approximately 10 per cent., and that this measure of increase would not, and did not, impose an undue burden upon the individual users of the Railways.

The position, now that the Government has reduced the rates and fares by 5 per cent., is that, as the working expenditure has been curtailed as much as practicable, and as the Government has declined to allow the Department credit under the provisions of section 102 of the *Railways Act* 1915, No. 2716, for the loss of revenue involved in the reduction, it is necessary to continue the restriction not only of train services, but also of other public facilities and conveniences, in the endeavour to make ends meet.

Financial Review.

(a) ESTIMATED AND ACTUAL RESULTS FOR THE YEAR 1917-18.

The total earnings in 1917-1918 fell short of meeting Working Expenses, Interest Charges, and Pensions and Gratuities by £136,938, as compared with £337,767 in the previous year.

The estimated and the actual results of operation for the year, together with the causes of the differences, are shown in the following statement:—

			Deficit.
<i>Estimated Results—</i>	£	£	£
Gross Revenue	..	6,354,000	..
Working Expenses	4,388,079	..	..
Interest Charges	2,154,000	..	..
Pensions and Gratuities ..	131,421	..	..
		6,673,500	
<i>Actual Results—</i>			319,500
Gross Revenue	..	6,593,873	..
Working Expenses	4,474,745	..	..
Interest Charges	2,126,906	..	..
Pensions and Gratuities ..	129,160	..	..
		6,730,811	
			136,938
<i>Reduction in Estimated Deficit</i>	..	..	£182,562

As compared with the original Estimates, however, the Working Expenses of the year have, by arrangement with the Government, had to bear :—

(1) A payment of £50,000 instead of only £10,000 to the Rolling Stock Replacement Fund, or an increase of	£ 40,000
(2) The whole of the Special Maintenance expenditure for the year instead of portion being deferred as originally contemplated, the additional amount taken to debit being	75,500
(3) The portion of the Special Maintenance expenditure incurred in 1916-17 which was deferred under Act No 2885 for payment in 1918-19	60,540
Total	<u>£176,040</u>

In addition there was a further unexpected increased cost of approximately £50,000 due to the higher prices of materials, &c., and to a disproportionately large expenditure for the replacement of tarpaulins, the stock of which had become depleted by the shortage of canvas.

The principal factors which account for the differences between the estimated and the actual figures may be summarized thus :—

<i>Favorable Factors.</i>	£	<i>Unfavorable Factors.</i>	£
Increase in Revenue ..	239,873	Extra debits over and above those provided for in the original Estimates, which were taken by arrangement with the Government, as per the items numbered 1, 2, and 3 above ..	176,040
Credit for loss on non paying lines constructed since 1896	45,062	Unforeseen increase in working costs owing to higher prices of materials, &c., and greater replacement of tarpaulins ..	50,000
Reduction in amount required for the Award of the Classification Board ..	16,000	Increase in contribution to the Railway Accident and Fire Insurance Fund and in Insurance premiums for employees absent with the Military Forces ..	1,500
Reduction in Interest Charges	27,094		
Reduction in Pensions and Gratuities	2,261		
	<u>£330,290</u>		<u>£227,540</u>

The sum of the favorable factors accordingly exceeded the sum of the unfavorable factors by 102,750
but as the improvement in the estimated deficit was 182,562

the difference represents the savings effected by the economies exercised, and amounts to £79,812

and this result was achieved notwithstanding the additional cost which had to be incurred in earning the additional revenue.

(b) RESULTS OF THE YEAR 1917-18 STANDING ALONE.

It is specially gratifying, however, to report that the results of the year *standing alone* show a small surplus as indicated hereunder :—

	£	£
Actual deficit	..	136,938
Allow for the Special Maintenance expenditure which was incurred in 1916-17 and under the provisions of Act No. 2885 was deferred for payment, viz., In 1917-18 £61,000, and in 1918-19 £60,540, but which was all paid in 1917-18	121,540	..
Working expenses proportion of the arrears due to the staff under the Award of the Classification Board for the period from 1st April to 30th June, 1917	34,063	155,603
Surplus if the results be confined to the operations of the year	..	18,665
Whilst if the goods rates had not been reduced by 5 per cent. from 1st April last, which represented a loss in revenue of approximately	..	35,000
The Surplus would have been	..	£53,665

(c) COMPARISON BETWEEN THE WORKING RESULTS FOR 1916-17 AND 1917-18.

After adjusting the expenditure to admit of a proper comparison being made the working results by contrast with those of the year 1916-17 may be thus stated :—

	£	£
Total Working Expenses for the year 1916-17 ..	4,174,542	
Plus Special Maintenance charge deferred for payment in the years 1917-18 and 1918-19 ..	121,540	
	4,296,082	
Less the reduced payment in 1917-18 on account of the relaying of lines with heavier rails in order to release serviceable rails for the construction of new lines, &c. ..	50,000	
Equated Working Expenses for the year 1916-17 ..	4,246,082	
Total Working Expenses for the year 1917-18 ..	4,474,745	
Less the Special Maintenance charges deferred as above (£121,540), and the cost of the Classification Board's Award, viz., £184,000 or a total of	305,540	
Equated Working Expenses for the year 1917-18 ..	4,169,205	

so that in comparison with 1916-17 there was an actual reduction in the Working Expenses for 1917-18 of £76,877 notwithstanding the additional cost of materials and other adverse factors and the cost of earning the increased business.

(d) COMPARISON WITH THE YEAR 1911-12.

The last year in which a substantial surplus was gained from the operation of the Railways was 1911-12, when a profit of £264,062 was made, and if the rates and fares, the rates of wages, and the price of coal per ton then operative had been in effect in 1917-18 and the special and abnormal charges, the Pensions and Gratuities, and the contribution to the Railways Accident and Fire Insurance Fund had been the same in both years, the working results for 1917-18 would have been improved by £367,474 and instead of a deficit of 136,938

there would have been a *surplus* of £230,536

(e) COMPARISON WITH THE YEAR 1913-14.

If the comparison be made with the Year 1913-14 which immediately preceded the outbreak of the War, and the conditions be similarly equated to conform with those in effect in that year, the results of the operations during the year 1917-18 again show to considerable advantage as the working results would have been improved by £239,236 and instead of a deficit of 136,938

there would have been a *surplus* of £102,298

In both of the foregoing comparisons (d) and (e) no allowance has been made for the increased prices of materials and stores other than coal, the loss incurred in operating new lines which have since been constructed, the increases in interest charges, and other factors upon which a value cannot be readily placed, but which in the aggregate have had a serious influence upon the working expenses of the year 1917-18.

(f) GENERAL REVIEW.

In the Report for the preceding year we expressed apprehension that even with the increase in Revenue to the extent of approximately £500,000 which it was expected would be received from the higher rates and fares originally agreed to by the Government, there would be a large deficit in the financial results for the year 1917-18; but the recovery in the Country Passenger Traffic, and in the General Goods Traffic, had a beneficial effect upon the Revenue, and this, combined with the strict economies exercised in respect of both Capital and Working Expenditure, enabled us to produce a result which, taking the year's operations alone, meant that the Railways were made to pay their way notwithstanding the increased wages bill and the higher price of coal, materials, and stores generally. This result was achieved, too, despite the fact that concessions to the value of £54,000 were granted the Defence Department, and of approximately £5,000 to the Red Cross Organization, and that during the year we were obliged to incur not only the extra cost of the coal brought overland from New South Wales in consequence of the shortage of shipping, which amounted to approximately £45,200, up to the point of delivery at Wodonga, but also the increased cost of handling and distributing it from Wodonga instead of from Melbourne, which entailed a further expenditure of, say, £67,750, making a total debit against the Working Expenses on this account alone of no less than £112,950.

The Capital Expenditure was substantially reduced, as it is keenly appreciated that the growing interest bill, which is being augmented by the increasing rates of interest, must be restricted as much as possible. The total amount expended during the year, including £290,038 on the Electrification Scheme, was £856,627, or £368,414 less than in the previous year, and was lower than any year since 1909-10, and it is anticipated that the expenditure in the current year will be still less.

The financial conditions rendered obligatory a strict pursuance of the policy of maintaining the train mileage for passenger traffic, and the facilities and conveniences for the public in both the metropolitan and the country areas at the lowest practicable point, and while the rolling stock, the tracks, and the safeworking portions of the property generally, had necessarily to be preserved in a proper state of efficiency, savings were essential in other directions, such as the painting and repair of buildings, stock yards, &c. This work could not be undertaken to the extent desirable, and though all that was possible was done, we would, in the interests of sound economy, have carried out a larger amount of such maintenance if funds had been available.

In reviewing the prospects for the current year, it must be realized that owing to the small quantity of wheat remaining on hand at country stations at 30th June last, as compared with the large quantity available at 30th June, 1917, and to the fact that the coming harvest will be stacked at country stations instead of at the seaboard, the revenue for 1918-19 will from these causes suffer to the large extent of about £290,000. We, however, consider that even with this handicap, and the continuance of the existing adverse conditions, it would have been possible to pay all charges and balance the ledger this year if the increase of 10 per cent. in the rates and fares as originally approved had been maintained. It might further have been found practicable to grant some much-needed improvement in the travelling and other facilities for the public, or to carry out more painting and other repairs for the preservation of the property.

The regrettable reduction in the rates and fares (which will adversely affect the revenue by about £275,000 per annum, and which we strongly contend was not justified in the existing extraordinary conditions and is opposed to the business course adopted on

practically all other railways of passing on the increased costs to the customers) will, however, unless there is a quite abnormal development in respect of the revenue, inevitably result in a deficit and prevent any relaxation of the present policy of rigorous economy. We feel that the general public would have readily borne the 10 per cent. increase in the rates and fares in order to obtain improved facilities rather than that the charges should have been reduced to the basis of a 5 per cent. increase with little individual benefit and the facilities curtailed to the extent that has been found necessary.

It should further be borne in mind that the State has enjoyed a succession of excellent seasons, and that, having regard to the risk of bad seasons and to the undoubted fact that the rates of wages and the prices of coal and other materials show no signs of declining, but, in many respects, are still on the up grade, it would have been prudent to maintain the rates and fares on the higher basis and endeavour to build up a Railway Reserve Fund to meet the exigencies of adverse times, which, from experience, must be expected, and thus obviate having to impose obligations upon the taxpayers when they are least able to bear them.

One particularly striking feature of the conditions attending the operation of the Railways of this State is the paucity of settlement and the absence of cultivation in areas served by a number of existing lines, many of which have been in commission for a number of years, but have gained little more traffic than was offering in the initial years of their existence. There is ample scope for the development of the agricultural, horticultural, and pastoral industries, as the vacant lands along the existing railways are capable of producing immense additional quantities of produce and considerably larger numbers of stock. The great needs in this State are a large increase in the army of primary producers and the enforced utilization of the land to better advantage, and if these needs can be met the benefit to the State generally will be incalculable, and the Railways which now have to bear certain fixed charges, such as Interest on the Capital invested in the System, will gain by the consequent greater density of traffic, and, we feel sure, be able to earn sufficient net revenue not only to avoid deficits but also to admit of a reduction in rates and fares.

Suburban Electrification and Power Supply Scheme.

The fluctuations in the War position since our last report have accentuated the difficulties in carrying out the Electrification of the Suburban Railway System, and although considerable advancement has been made with the scheme during the past twelve months, it has not yet been practicable to procure all of the electrical plant essential to complete the conversion of the first section of line.

Everything that the wide experience of Mr. Merz and his engineering staff, and the Department's expert officers, could suggest to expedite the work has been done, and special arrangements were made in co-operation with the Agent-General in London as regards the shipment of the completed equipment.

The commencement of electric traction now depends upon the delivery of certain rotary converters, transformers, and switchgear—mainly for the Jolimont Sub-station— which we are advised are on the way from America, and, provided nothing unforeseen happens, the plant should reach Melbourne before the end of October. Erecting and testing work will then necessarily occupy some time, but the inauguration of a regular electric service on the Sandringham-Essendon line should be accomplished about the beginning of next year.

As the British Contractors were unable to supply the copper wiring to complete the overhead equipment of the St. Kilda, Port Melbourne, and Williamstown lines, arrangements were specially made to obtain it from America, and, subject to the safe arrival of this material, the electrification of these three lines will follow closely on that of the Sandringham-Essendon line.

Regarded from the point of view of the traffic and the train mileage run, this group of lines represents nearly one-half of the suburban system, and as we were compelled, by the prevailing War conditions, to revise the original construction programme of the Electrification Scheme, we will have achieved our present objective when the lines mentioned are electrically operated, as the requisite plant for the extension of electrification to other sections of the Suburban System cannot at present be obtained.

At the Newport Power Station the steel buildings, boiler house equipment, and coal and ash handling plant, and the condensing and pumping plant, are complete, and two of the 10,000 kilowatt turbo-generators are ready for use. Two other generators are in course of erection, but the remaining two, which were commandeered by the Ministry of Munitions, cannot be replaced until after the War.

The tests of the plant so far conducted indicate it to be of high efficiency, and when the Power Station is finally completed, the State will possess a valuable instrumentality capable of producing electricity at a low unit rate.

At the Newmarket and Middle Brighton Sub-stations rotary converters, transformers, and switchgear have been erected, and while some work yet remains to be done at these places, it will not retard the inauguration of electric traction, which, as already mentioned, is merely contingent upon the receipt of equipment for the Jolimont Sub-station.

All other sections of the scheme requisite for the commencement of electrical operation, such as the overhead equipment of the Sandringham-Essendon and Flemington Racecourse lines, the provision of electrically equipped rolling stock, the provision of the high tension transmission system, the bonding of the tracks, the equipment of the Jolimont Workshops (where the electric trains will be overhauled), and the training and instruction of the staff, are in an advanced stage of readiness.

The total expenditure on the Electrification Scheme each year, exclusive of that incurred on rolling-stock, is shown hereunder :—

Year.	Working Expenses.	Capital.	Total
	£	£	£
1912-13 ...	181	27,976	28,157
1913-14 ...	876	151,618	152,494
1914-15 ...	19,944	751,980	771,924
1915-16 ...	14,974	690,482	705,456
1916-17 ...	11,250	532,102	543,352
1917-18 ...	21,844	290,038	311,882
Total ...	69,069	2,444,196	2,513,265

Subsidiary Electrical Schemes.

When the Electrification Scheme was approved in 1912, it was recognised that the availability of large quantities of cheap electrical energy would enable various improvements and economies to be introduced other than those directly connected with the running of electric trains, but of the schemes listed for consideration it has only been found practicable so far to actively proceed with the Elwood Sub-station and the provision of electric driving gear at the Newport Workshops.

The Elwood Sub-station is now almost ready to be placed in commission, and when this is done power will be available to run the more commodious cars which have already been built for service on the St. Kilda-Brighton Electric Tramway, and thereby enable a much-needed improvement to be made in the service during the busiest periods.

Sixty-six motors, ranging up to 125 horse-power capacity, are being installed at the Newport Workshops, and the necessary energy for the operation of the first instalment will be obtainable during the next few weeks.

Sandringham-Black Rock Electric Tramway.

One of the transforming sets has been transferred from the Elwood Sub-station to the Sandringham Sub-station in order to enable the Sandringham-Black Rock Tramway to be brought into operation without the long delay that would have ensued had the requisite electrical converting plant been awaited from abroad, and in consequence we expect to commence a regular service on this line before the end of December next.

Sale of Electric Power in Bulk.

Under the provisions of Act No. 2942, which was passed by Parliament in April last, we have been authorized to sell electricity in bulk to existing generating concerns and to any persons or bodies within the municipal districts of Footscray, Williamstown, Werribee, and Braybrook, and a portion of the municipal district of Port Melbourne. Negotiations have already been opened up by a number of bodies which desire to take advantage of the opportunity thus afforded to secure bulk supplies of electrical energy for various purposes. Certain transforming plant, cables, and other gear must necessarily be installed before any supplies can be effected, and no doubt delivery of this equipment will be attended with difficulty in view of the existing conditions. The matter is engaging close attention, however, with a view to whatever is possible being done to meet the immediate needs of industry at the earliest practicable date.

Advantage will be taken of the delay in the delivery of two of the turbo-generators to consider whether it will be practicable and advisable in the interests of the State to install two machines of greater capacity, and this matter will be gone into with Mr. Merz when items of immediate urgency have been disposed of.

Way and Works Branch.

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

The relaying of 48 miles of track with steel rails was undertaken and completed as shown hereunder :—

Description of Rails.						Miles of Track Relaid.
New 100 lbs.	..	..	..	..	..	3·7
New 80 lbs.	..	..	..	..	..	35·6
Serviceable 100 lbs. and 80 lbs.	..	..	..	..	..	1·3
Serviceable 75 lbs., 66 lbs., and 60 lbs., released from other lines by the substitution of heavier rails	..	..	..	..	..	7·4
Total						48·0

of which 88 chains were relaid with heavier rails in order to provide serviceable steel rails for the construction of new lines of railway and new sidings.

The tracks were strengthened by 1,283 additional sleepers, and 112,408 sleepers were renewed and 25 miles of fencing rebuilt.

Six additional places were provided with interlocking appliances involving the installation of 103 levers, and the total number of interlocked places as at 30th June was 832, with 10,902 levers, the proportion of interlocked places representing 78·23 per cent.

Nineteen intermediate non-staff stations were equipped with 32 sets of staff, Annett, or Tablet Lock Gear; 6 sets of Plunger Locking Gear were installed at 4 staff stations, and 3 tablet sections were completed.

Regrading of Camberwell Line.

This work is now only about 15 per cent. short of completion. In April last the new “down” line between Power-street, Hawthorn, and East Camberwell, and the new “up” line between Power-street, Hawthorn, and Albert-street, Auburn, were brought into use, together with the new “up” and “down” platforms and station buildings at Glenferrie and Auburn, and the new “down” platform and station building at Camberwell. The progress thus made admitted of the abolition of the level crossings which formerly existed at Glenferrie-road, John-street, William-street, Henry-street, Auburn-road, and Albert-street, and a considerable benefit has thus been conferred upon the users of the roads which cross the railway at these points.

The overhead bridges at John-street, William-street, and Albert-street have been completed, as well as the sub-structure of the bridge at Glenferrie-road, and a tender has been accepted for the carrying out of the superstructural work at the latter bridge, whilst at Henry-street the sub-structure is complete and the superstructure practically finished. The sub-structure of the bridge at Auburn-road is also complete, and tenders were received for the permanent superstructure, but the lowest price submitted was so high that it was decided to defer the work until the present enhanced value of steel is considerably reduced. In the meantime the existing temporary superstructure will suffice. In the case of the Glenferrie-road bridge, however, it is essential for the safety of the vehicular and tram traffic which passes under it that the present timber piles supporting the temporary superstructure should be abolished as soon as practicable.

At Burwood-road, although the sub-structure and superstructure of the bridge are complete, the level crossing is still required until the new “up” line between Albert-street, Auburn, and Camberwell is brought into use. At Burke-road the sub-structure of the bridge is well advanced, and the level crossing is still in use for “up” trains.

The roadway at Power-street has been regraded, and the necessary drainage works and alterations to water and gas mains, electric light, and telegraph poles, &c., at various places along the line are practically finished.

It is anticipated that the whole of the work, including the restoration of the Camberwell Goods Yard, will be completed early in the year 1919.

Flinders-street Viaduct.

The work of renewing the old portion of the Viaduct and duplicating the structure has reached finality, including the junction arrangements at each end, and the four tracks are now in use, and proving a great convenience in connexion with the operation of the traffic between Flinders-street and Spencer-street. The performance of this work has not only largely removed the vexatious delays to trains which were experienced when only two lines of way were available, but has also led to greater efficiency in the operation of the service, with resultant benefits to the travelling public.

The full advantage to be derived from the duplication of the Viaduct and the additional tracks provided cannot, however, be obtained until, as pointed out in our last Report, the suburban passenger lines through Spencer-street are duplicated up to the Franklin-street Junction. This cannot be done until the present Shipping Shed is demolished so as to make room for the substitution of independent platforms for the existing island platform at Spencer-street, and it is proposed to seek provision in the Loan Bill next year for funds to enable the scheme to be proceeded with.

Geelong.

The re-arrangement of the Main lines between the platforms and the tunnel which was necessitated by the substitution of a subway for the level crossing that formerly existed at Railway-terrace has been carried out, and, as indicated on page 24, the new Locomotive Depôt was brought into use.

Moorabool Viaduct.

The strengthening of the Viaduct over the Moorabool Valley, on the Geelong-Ballarat Line, to carry the heaviest class of locomotive in traffic is now practically finished, and the new structure is in use. This Viaduct was originally built in the year 1861, and interesting photographs of the old structure and the strengthened bridge accompany this Report.

North Melbourne Locomotive Depot.

No further progress has been made with the new Metropolitan Locomotive Depôt, which it is intended to establish on a site acquired for the purpose at South Kensington, beyond depositing on the ground 90,000 cubic yards of surplus material obtained during the year from various places, the bulk of which was released by the Camberwell Line regrading work. As mentioned in our last Report, it is not proposed to proceed with the erection of any buildings on this site until the financial conditions improve.

Modern Coal-handling Plants.

The question of installing a modern coal-handling plant at the proposed new Locomotive Depôt, referred to above, has been investigated, up-to-date installations in the adjoining States have been inspected, and data in connexion therewith collated; but as it will be some time before the Depôt can be established, the matter of installing a new coaling plant at one of the country Depôts in the meantime, with a view to obtaining practical experience of an installation of the kind, is receiving consideration.

Automatic Signalling.

Three-position automatic signals are now in use on the Flinders-street Viaduct and on the following other sections, viz., between Richmond and South Yarra, South Yarra and Elsternwick, South Yarra and Hawksburn, and Newmarket and Essendon, and they will be inaugurated between North Melbourne and Newmarket and South Kensington during the next few weeks.

This system of signalling has been welcomed by enginemen and the train running staff concerned, and it is proposed to install it on the sections for which sufficient electrical equipment can be provided and on which the heavy traffic warrants the expense, and also where economies in working can thereby be effected; but the difficulties experienced in procuring adequate supplies of the requisite electrical apparatus render it unlikely that much further progress can be made with the scheme for some time.

Several "light" signals installed as an experiment at Flinders-street, Ascot Vale, and South Yarra have been in use for about four months, with satisfactory results. With this type of signal the indication is given, both by day and night, by varying arrangements of lights, the semaphore arm being dispensed with, and it possesses the advantage of being more readily distinguished in special places where the light and view are not good, such as at certain points adjacent to overhead equipment, bridges, &c.

The use of rails for the return of the "direct" current from the trains necessitates changing to alternating current operation the track circuits on those sections which are at present operated by "direct" current, and this work has already been completed in the complicated area between Richmond and North Melbourne.

Electric Lighting at Country Stations.

During the year electric lighting was installed at the Ballarat East, Daylesford, Ararat, Hopetoun, and Woodend stations, and in a number of station yards, &c., and it is intended to apply for funds to introduce electric lighting at a number of other places where the requisite current is available. A considerable saving has been effected by resorting to the use of electricity for lighting purposes at many places, and it has been more pronounced because of the high cost of oil.

Grain Silos.

The Wheat Storage Commission, which was appointed by the Prime Minister of the Commonwealth to consider the question of the suitable protection of the grain stored awaiting shipment, having recommended that silos should be erected in a manner to suit the ultimate scheme for handling grain in bulk, the approval of Parliament was given last year to a scheme providing for a total storage capacity of 10,300,000 bushels, which would have involved the installation of silos of a holding capacity of 6,900,000 bushels at 138 country stations and of 3,400,000 bushels at Williamstown, Geelong, and Portland.

The designs, plans, and specifications for the country silos were prepared by Mr. F. W. Box, M.C.E., an Engineer of this Department, and tenders invited; but, owing to the high prices submitted, the Government decided to re-invite tenders on an alternative basis. This was done, and additional offers were also received from some of the tenderers; but, after fully considering the matter, the Government, having regard to the existing conditions and the cost of the scheme, determined not to proceed at present with the construction of the country silos, and to further consider the provision of terminal silos.

The Government has since approved of the invitation of tenders for the erection of terminal silos of a total storage capacity of approximately 2,000,000 bushels and 1,000,000 bushels respectively at Williamstown and Geelong, and the necessary plans, &c., are now in course of preparation.

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. Inventories of the rolling stock in existence at 30th June, 1918, based on numbers and capacity respectively, are embodied in Appendices Nos. 15 and 16.

Thirty old goods vans were written down from full to one-half internal area, and 185 of the earlier type of open goods trucks were reduced from full tonnage capacity to that represented by their value as scrap materials, in addition to the removal from the Register of the rolling stock that was broken up, &c., during the year, *vide* Appendix No. 16.

The output of rolling stock for the year was as indicated hereunder, all of which were manufactured at the Newport Workshops:—

						Number Manufactured.
<i>Locomotives—</i>						
"A2" Class, for heavy passenger service	..	..	..	..	..	2
"DD" Class, for passenger and goods service	..	..	..	..	..	9
"C" class (consolidation) for heavy main line goods work	..	..	..	..	..	1
Total	..	..	..	..	..	12
<i>Carriages—</i>						
Sliding-door suburban car-vans (<i>i.e.</i> , motor coaches for electric service)	..	..	..	..	..	28
Sliding-door car for special and excursion traffic (pattern)	..	..	..	..	..	1
Total	..	..	..	..	..	29
<i>Vans—</i>						
Six-wheeled goods vans	..	..	..	..	..	22

							Number Manufactured.
<i>Trucks—</i>							
Sheep trucks	..	..	..	..	..	..	31
Refrigerator trucks	..	..	..	..	..	..	8
Bogie open goods trucks	..	..	..	..	..	..	23
Louvre trucks	..	..	..	..	..	..	50
Narrow-gauge cattle trucks	..	..	..	..	..	..	2
Total	..	..	..	..	..	..	114

The carriages constructed were all of the sliding-door type, and 36 existing suburban bogie carriages were altered to admit of their utilization in electric service, the position at 30th June as regards the suburban carriage equipment for operation under electrical conditions being as under :—

				Total number required for Electrification.	Output during 1917-18.	Total Number completed at 30th June, 1918.	Balance to be completed.
MOTOR COACHES.							
Construction of new sliding-door cars	..	..	..	195	28	176	19
Alteration of bodies of swing-door cars	..	..	..	164	1	155	9
Manufacture of new underframes and bogies	..	..	..	164	..	92	72
TRAILERS AND DRIVING TRAILERS.							
Alteration of bodies of existing cars	..	..	..	343	35	309	34

Construction of Locomotives by Contract.

Messrs. Thompson and Co., of Castlemaine, are at present engaged in the manufacture of the third series of 20 "DD" class locomotives allotted to them, and it is anticipated that all will be delivered during the current year. This Company also held a contract for the construction of 10 superheater locomotives of the "A2" class, but owing to the large amount of marine and other work offering, the Company expressed a desire to be relieved of the contract, which we agreed to on the understanding that no further obligation would devolve upon the Department to invite tenders for the manufacture of locomotives under the promise made, when tenders were invited for the first series of "DD" engines, that tenders would be similarly invited each year for a period of seven years. This undertaking was given at the time to induce manufacturers to take up the work of Locomotive Construction, but it is not now necessary to obtain the assistance of outside Contractors, as the Department can build at the Railway Workshops the whole of the locomotives required each year.

Sliding-door Cars for Special and Excursion Traffic.

A pattern car of the type decided upon for Special and Excursion traffic was manufactured at the Newport Workshops during the year, and photographs showing an exterior view and ground plan of the car are attached. The car, which combines large seating capacity and lavatory accommodation, has given satisfaction on the different lines on which it has already been run, and an additional 12 of the same type are now under construction.

In order to secure simplicity and lightness of construction, the elliptical design of roof, with torpedo ventilators, has been adopted, and the seats are of sufficient height to enable passengers' luggage to be stowed underneath, while underframes and bogies which were unsuitable for electric traction, and are being released from swing-door Suburban coaches, are being utilized. The result will be that an excellent and economical type of vehicle for service on the well-patronised short-distance lines will be produced at an expenditure of approximately 33 per cent. less than the cost of a new car of the same design.

Superheated Locomotives.

Fourteen locomotives of the "A2" class and nine of the "DD" class, in addition to the "Consolidation" engine referred to hereunder, were placed in service during the year, equipped with superheater appliances, and at the 30th June last the total number of "A2" and "DD" locomotives so fitted was 39, including one of the "A2" class, which was originally built as a saturated steam locomotive, but was converted to a superheater locomotive with a view to determining the effect of the conversion.

Very satisfactory results have continued to be obtained from the use of superheaters, and the tests made with the converted "A2" class engine disclosed only a slightly less measure of efficiency than is being obtained from the specially designed superheater locomotives of that type, and we have arranged for five more of the existing "A2" class saturated steam locomotives to be similarly equipped with a view to gaining additional experience of the converted engines under service conditions.

The work of fitting an existing "DD" class locomotive with a superheater is approaching completion, and as soon as it is available tests will also be made with it. If the result be satisfactory, the conversion of the whole of the "DD" class, as well as those of the "A2" class, at present operated with saturated steam, will be undertaken as fast as the requisite appliances can be obtained.

Pattern Consolidation Locomotive.

The pattern "Consolidation" superheater locomotive referred to in our previous Annual Report was completed at the Newport Workshops in March last, and a photograph of it is attached. After being subjected to a series of preliminary runs, the engine was placed in regular goods service between Melbourne and Seymour, and comparative tests were made with locomotives of the "A2" and "DD" classes under both saturated steam and superheated steam conditions. It has been found that in regular traffic on through goods trains a saving in coal consumption per ton mile of about 5 per cent. over superheater locomotives of the "A2" and "DD" classes and approximately 25 per cent. over saturated steam locomotives of the same classes is obtainable with the "Consolidation" engine.

A "DD" class engine, which has a tractive power of about 20,000 lbs., is, for working purposes, regarded as of 100 per cent. capacity, and its load behind the tender up a 1 in 50 grade is fixed at 270 tons, whilst an "A2" class locomotive is rated at 130 per cent., and having a tractive power of about 25,500 lbs., can haul a load of 350 tons up a similar grade. In relation to these engines the new "Consolidation" locomotive, which has a tractive power of 36,138 lbs., is of 210 per cent. capacity, and can haul a load of 560 tons behind the tender up a 1 in 50 grade; of 1,600 tons on flat or level country, and of approximately 1,350 tons on what might be termed a fairly level track.

These results are extremely satisfactory, and in order to secure the economy in operation thus offering tenders have already been invited for a sufficient quantity of material to admit of the manufacture of twenty more of this type of locomotive, the construction of which will be taken in hand as soon as the requisite material is available.

Pattern Electric Lighting Set.

The sample electric lighting equipment for use in carriages on lines on which the expense of installing Pintsch gas would not be justified, and which was referred to in our last Annual Report, has given satisfactory results, and a second set of a different type is being obtained, with a view to comparing the relative efficiency of both. It will, however, be difficult to secure the necessary apparatus to extend the use of either of these systems of lighting for some time to come.

Newport Workshops.

The work of re-modelling and enlarging the Newport Workshops is still being held in abeyance owing to the large expenditure involved, but as the provision of the proposed new foundry which forms portion of the general scheme of improvements has become an urgent necessity, funds for this work will shortly be applied for. In connexion therewith, the installation of a new steel furnace is now under investigation, and arrangements have been made for suitable officers to visit America with the object of gaining information and experience on this and cognate subjects.

Steps are being taken to secure the full advantage of electric power in the operation of the machinery, &c., at the Workshops as soon as it is available under the Electrification scheme.

New Locomotive Workshops at Ballarat and Bendigo.

The Workshops Buildings at the above Depôts are complete, and all the machine tools and plant that have come to hand have been placed in position, but some cranes and machine tools have still to be received before the shops can be regarded as fully equipped.

Operations in connexion with the overhaul and repair of locomotives and other rolling-stock were commenced at Ballarat in April, 1917, and at Bendigo in November, 1917, and are proceeding satisfactorily.

Geelong Locomotive Depot.

The new Locomotive Depôt at Geelong was brought into full use during the year, and included in its equipment is an up-to-date hot-water plant for washing out the boilers of locomotives. This plant, which was ordered from England some time ago, was only recently received, and is giving satisfactory results.

Stores Branch.

The value of the stock of stores, at 30th June, 1918, as per the certificate of the Chief Storekeeper (*vide* Appendix No. 4) was £1,052,338, or £76,613 less than the value of stock as at the 30th June, 1917.

For the same reasons which obtained at 30th June, 1917, the stock is still considerably in excess of that which would be held in normal times. Owing to the suspension or curtailment of the programme of works, principally the manufacture of rolling stock, large quantities of materials delivered during the past four years under the old contracts are still in stock, but the present value is much greater than the original cost, and the full advantage of having the materials on hand will be gained when the works for which they were purchased are proceeded with.

A sufficiently large stock of coal, to provide against any cessation of supplies owing to industrial or other troubles, has been accumulated; and in order to obtain this coal and meet current requirements, 154,000 tons had to be brought overland from New South Wales at an increased cost as, owing to the shortage of shipping, the whole of the necessary supplies could not be obtained by sea.

Substantial quantities of canvas had to be purchased for the manufacture of tarpaulins, and supplies were not only increasingly difficult to obtain but could only be secured at exceedingly high prices.

There has been a decided upward tendency in the cost of all materials which it has been necessary to purchase during the past year, including articles of Australian manufacture and production, and this has been particularly noticeable in the case of timber supplies of all descriptions.

Advantage was taken of ruling high prices to dispose of certain materials which were in excess of requirements, and the sales effected realized a profit of nearly £21,000 for the year.

During the year it was found practicable to return to the Treasury the sum of £50,000, being portion of the Capital Funds advanced for the purposes of the Stores Suspense Account.

Pilfering.

Special attention was again given to the prevention of pilfering. The staff of officers who are constantly employed on this work continued to render good service, and the number of prosecutions for theft, and the number of instances in which employees, against whom the evidence was not definite enough to justify a criminal prosecution, were charged before the Board of Discipline during the year 1917-18, by comparison with each of the two preceding years, are indicated hereunder :—

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.		
1916..	34	33	36	32	17	16
1917..	49	39	46	43	25	16
1918..	43	33	50	43	9	7

The prosecution of so many employees, and the publicity given the cases brought before the Courts, have attracted attention, and have probably led to the belief that the evil was growing, but really less pilfering is now occurring, so far as the railways are concerned, than for a long time past, and the stern measures which we have taken during the last three years, and intend to continue against offenders, should have the effect of still further minimizing thefts.

Ticket Checking and Irregularities.

Surprise checks of tickets held by passengers travelling on country lines, at suburban stations, and to a limited extent on suburban trains, were continued, in addition to the regular checks, for the detection of travelling irregularities on the part of passengers, and the following statement indicates the number of instances discovered :—

Detected by—	Number of Irregularities Detected.		Increase.	Decrease.
	1917.	1918.		
Special Checkers on Suburban Trains and Barriers ..	3,137	2,987	..	150
Special Checkers on Country Trains	1,818	1,552	..	266
Conductors on Country Trains	3,012	2,734	..	278
Flying Gangs on Suburban Trains	412	736	324	..
Totals	8,379	8,009	324	694
NET DECREASE	..	370	..	..

In every case in which the irregularity has been something more than a technical breach of the Regulations, legal proceedings have been taken against the person at fault, and the penalty imposed has usually been sufficiently severe to act as a deterrent, but as experience has shown that any relaxation of effort to prevent and detect these irregularities would quickly affect the railway receipts, the check, though involving an expenditure which should be unnecessary, requires to be rigorously maintained.

Dining Car Service.

The absence of complaints in regard to the service on the Dining Cars testifies to the standard of catering maintained, and the financial result has also been gratifying, as will be seen from the following returns of the gross receipts for each of the past three years :—

	Year—			Increase over 1916-17.
	1915-16.	1916-17.	1917-18.	
	£	£	£	£
Sydney Express	9,430	9,626	10,379	753
Adelaide Express	4,963	4,976	6,013	1,037
Mildura Line	1,455	1,465	2,561	1,096
Total	15,848	16,067	18,953	2,886

The operations of this service during the year under review, after providing for working expenses and the cost of the stores consumed, resulted in a surplus of £501, as against a loss of £1,017 last year, and this improvement was effected without increasing the tariff, and notwithstanding the high price of food supplies.

Reservation of Seating Accommodation for Passengers.

The arrangement introduced in March, 1917, by which passengers travelling by the Adelaide and Sydney express trains are enabled to have seats reserved for them on payment of 1s. per seat, has gradually gained favour, and about one-half of the available seating accommodation in these trains is now being booked in advance, with

continued satisfactory results as regards the relief of the congestion which formerly took place both at the barriers and the entrance doors of the carriages.

In January, 1918, the principle was extended to the 4 p.m. express train from Melbourne to Albury, and the 4.50 p.m. express train from Melbourne to Bendigo, but although we were led to believe that the innovation would be welcomed, the results have been disappointing. It is intended to apply the arrangement to the 4 p.m. train to Albury for a longer period, so that lack of opportunity cannot be ascribed as the reason for any failure of the system in its application to ordinary country travel; but seat-booking on the 4.50 p.m. train to Bendigo will be discontinued, as the results obtained do not justify the expense involved.

Ambulance Organization and Equipment.

Since our last Report, 256 additional employees have succeeded in gaining certificates for rendering "First Aid," and the total number of employees now so qualified is 4,253.

The keen interest which the men take in the annual competitions for corps and individual employees is always pleasing, and in the year under review that interest was more marked than ever. The holding of district competitions, instead of one general test at Melbourne, has proved successful, as apart from the fact that it has resulted in a saving of expense, the altered system admits of a closer examination of the knowledge held by competitors in the subjects of "First Aid" and ambulance work.

The number of ambulance boxes in service was increased by 25, but otherwise the equipment at 30th June last was the same as at 30th June, 1917.

The Staff.

During the year, 357 new appointments were made to the permanent staff, as shown hereunder :—

Apprentices	..	..	..	..	..	54
Junior Clerks	..	..	..	..	..	132
Lads	..	..	..	..	..	168
"Five-year Casual" entitled to permanent appointment						
under Act. No. 2310	..	..	..	..	..	1
Officers of "known ability" appointed by Order in Council						
under Section 142 of Act No. 2716	..	..	..	..	..	2
Total	..	..	..	..	..	357

but by the close of the year the losses due to retirements, deaths, resignations, dismissals, &c., as well as to the enlistment of men in connexion with the War, were such that there was a net decrease of 52 in the permanent staff.

There was also a decrease of 216 in the supernumerary staff, the total decrease for the year thus amounting to 268.

The following statement shows the position in the various Branches, the figures excluding employees absent in connexion with the War :—

Branch.	At 30th June, 1917.			At 30th June, 1918.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	29	9	38	28	7	35
Transportation	3,853	2,474	6,327	3,952	2,294	6,246
Rolling Stock	4,476	2,517	6,993	4,403	2,222	6,625
Way and Works	2,855	2,338	5,193	2,756	2,622	5,378
Accountant's	111	46	157	114	37	151
Audit	103	45	148	106	37	143
Stores	78	66	144	80	62	142
Printing	36	43	79	35	29	64
Telegraph	175	139	314	171	104	275
Electrical Engineer's	79	78	157	92	127	219
Traffic	38	3	41	44	1	45
	11,833	7,758	19,591	11,781	7,542	19,323

There has been a marked reduction in the staff during recent years, and although the total number of officers and employees reached its highest point in the history of the Department in the year 1914-15 it would not be equitable to make a comparison with that year as the conditions then were abnormal because, at the desire of the Government, work had been provided for a large number of men to afford relief from the prevailing unemployment.

A comparison with the year 1913-14, which immediately preceded the outbreak of the war, however, will give a fairer indication of the change that has taken place.

At 30th June, 1914, the total staff was 24,859, as against 19,323 at the close of the last financial year, so that there has been a net decrease of 5,536 employees in the period of four years. The bulk of this decrease is attributable to the reduction of expenditure upon new works and the construction of rolling stock, inasmuch as the approximate number of men employed on Capital Account was only 1,182 at 30th June, 1918, as against 5,498 at 30th June, 1914, a decrease of 4,316, thus leaving a reduction of 1,220 in the staff employed on Working Expense Account.

Moreover, new lines which have been opened since 30th June, 1914, necessitated the employment at 30th June, 1918, of 226 men, so that the reduction of staff on Working Expense Account, taking into consideration only the lines in existence at the close of the year 1913-14, is actually 1,446, or equivalent to nearly $7\frac{1}{2}$ per cent.

To some extent the decrease in the staff whose wages are debitable to Working Expenses is attributable to the curtailment of works, but the result, which has been achieved despite an appreciable increase of traffic, is due in a large measure to the strong and consistent efforts which have been made to curtail expenditure both by limiting the train mileage and by economies in many other directions. It must also be remembered that if the train mileage had not been reduced, the construction of rolling stock could not have been restricted so much as has been the case, therefore the adoption of more economical modes of dealing with the traffic has also been responsible in part for the reduction of staff on Capital, as well as on Working Expense, Account.

Steps have been taken to appoint to the permanent staff additional Apprentices, Junior Clerks, Lad Labourers, and Lad Porters at an early date, in order to maintain the necessary flow of junior trainees; but we propose to adhere, during the continuance of the War, to the policy of making no appointments of adults, so as to conserve the interests of the large number of men on active service, for whom work must be found on their return.

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

Year.	Total Salaries and Wages.
1915-16	£ 3,558,893
1916-17 (including £36,820 arrears under the re-classification paid in 1918)	3,228,336
1917-18	3,150,437

Economies Committee.

In October, 1915, a Committee of Officers was appointed to investigate the work performed by the Staff in the various Clerical and semi-Clerical Divisions of the Service, and the Committee, which now consists of two competent Officers with a representative of the Branch concerned, has since proceeded steadily and effectively in its labours. By the standardization of forms, the simplification of methods, the introduction of new systems, and the concentration of records, the Committee has produced a saving in working costs of approximately £38,375 for the year 1917-18, whilst the aggregate saving since 1st November, 1915, may be roundly stated at £67,000.

The assistance and guidance of the Economies Committee have had a beneficial influence upon the Staff, and excellent results are now being obtained in the Divisions in which the Committee has completed its investigations.

Classification Board.

The Classification Board, which commenced its investigations in May, 1917, under the circumstances related in our last Report, continued taking evidence until May of this year, when, after consideration of the arguments adduced by the representatives of both the employees and the Department, it presented its final recommendation.

After carefully scrutinizing the Board's proposals, we adopted them, subject to a limited number of variations as a result of further representations made on behalf of the employees, and the Government, on our recommendation, approved of their being put into effect.

In accordance with the promise given before the inception of the proceedings, the new classification was made operative as from 1st April, 1917, and the accrued pay up till 30th June last represented a debit to Working Expenses of £184,000.

The deliberations of the Board did not extend to the officers in certain supervising and administrative grades, whose claims for an adjustment of their classification, in the light of the alterations effected in the lower grades, have been dealt with by us on their merits.

The Staff and the War.

Since the publication of our last Report, 320 employees have been granted leave of absence to undertake military or naval service, &c., and their names are embodied in pages 30 to 34.

The total number granted leave for such purposes since the beginning of the war was thus brought up to 4,382, of whom 3,332 were still absent on 30th June last.

We regret that 317 employees, whose names are shown on pages 35 and 36, are known to have been killed or to have died whilst on active service, the percentage being 7·2 of the total number of enlistments.

State Coal Mine.

After the payment of Working Expenses and Interest Charges, and providing for a contribution of £25,000 to the Depreciation Fund, there was a surplus of £5,159 for the year.

It was estimated that the mine would yield approximately 455,150 tons for the twelve months, but the actual gross output amounted to only 382,867 tons, which represents an increase of 10,860 tons on the output of the previous year. Of the total quantity mined this year, 204,718 tons were consumed by this Department, 13,780 tons were sold to other public Departments, and 142,416 tons were disposed of to the public, the balance of 21,953 tons being accounted for by local consumption, sales to miners, &c.

The approximate tonnage lost as compared with the estimate, viz., 72,283 tons, was due principally to variations in the mining conditions and strikes of employees, which, with loss of time on account of stop-work meetings, &c., diminished the number of working days for the year by 25½, and resulted in a reduction of approximately 25,000 in the number of shifts.

The effect of the factors mentioned was an increase in the working cost per ton, which was further inflated by the larger quantity of coal mined from the thin seams, especially in the latter half of the year, and the influence of these items and the higher cost of material, &c., will be apparent from the fact that for the year under review the working expenses per ton of coal produced amounted to 13s. 1d., and are estimated to be equivalent to 14s. 1d. per ton for the year 1918-19.

The higher cost of production necessitated an advance in the price charged for the coal supplied to this Department and other public Departments, as well as to the public.

On account of the failure of Contractors to deliver certain of the essential machinery and plant required for the Eastern Area, its development has been somewhat retarded, and the delay has been further accentuated by the fact that, owing to a downthrow fault, the second bench was not reached until May of the present year, and its development has been adversely affected by the non-delivery of the main haulage engine. There are also difficulties in the way of obtaining the necessary wire ropes. The tunnels are still being driven to the third bench of coal, which should be reached at a distance of about 1,700 feet from the No. 2 bench.

An extension of the McBride tunnel towards the No. 4 bench is being proceeded with as vigorously as possible, and the work of exploration by means of boring is being energetically pursued.

The total sum expended in wages for the year was £228,604, and employment was furnished to an average number of 1,226 employees; the net average earnings of the miners, after deducting the cost of explosive and lights, amounting to 17s. 7·56d. per shift.

For some time past there has been a steady and appreciable falling off in the production per miner per shift, and investigation has disclosed that this is mainly due to a continued deterioration in the mining conditions, as regards the faultiness and thinness of the seams, &c.

Acknowledgment of Services of Staff.

The officers and employees of the Department have again given excellent service, and by their loyal and ready support have contributed very largely to the success which attended the operations of the year.

We are pleased to acknowledge the increasing keenness of the staff and the active response which is being made by them to our desires for still greater efficiency.

Vacancy for Third Commissioner.

We regret that the vacancy for a Third Commissioner, which was created by the death of the late Mr. L. McClelland in June, 1917, has not yet been filled.

Appendices.

The Balance-sheet for the year, and Capital; Revenue, and Expenditure Accounts and Statements, as well as Statistical and other information, Statistical Diagrams, Photographs and Maps, are embodied in the Appendices, a list of which is given on page 37.

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 1916-17.

Name.	Branch.	Grade.	Date of Enlistment.
Abberton, G. A.	Rolling Stock	Apprentice	24.6.18
Ackers, J. C.	Transportation	Clerk	17.12.17
Alexander, P. M.	Rolling Stock	Apprentice	10.10.17
Allen, E. J.	Way and Works	Fitter	31.7.17
Allen, J. H. H.	Way and Works	Lad Labourer	29.10.17
Allibon, G.	Rolling Stock	Blacksmith	13.3.18
Anderson, A.	Way and Works	Labourer	22.5.18
Arbuthnot, J.	Rolling Stock	Truck Metaller	16.5.18
Armstrong, S.	Rolling Stock	Apprentice	17.9.17
Axford, H. J.	Way and Works	Casting Dresser	1.11.17
Barker, J. A.	Way and Works	Labourer	2.12.17
Barnett, P. E.	Rolling Stock	Engine Cleaner	29.4.18
Barr, J. L.	Transportation	Signalman	19.12.17
Bates, S. H. J.	Rolling Stock	Apprentice	8.12.17
Baxter, F. R.	Transportation	Lad Porter	10.6.18
Beecroft, H.	Rolling Stock	Engine Cleaner	15.10.17
Bendle, J. W.	Transportation	Lad Porter	28.3.18
Bennetts, N. M.	Transportation	Ticket Collector	18.5.18
Benson, M. L.	Transportation	Signalman	27.12.17
Beringer, F. C.	Rolling Stock	Apprentice	19.10.17
Bibby, F.	Way and Works	Lad Labourer	16.11.14
Bishop, S. J.	Transportation	Lad Porter	24.10.14
Blackie, D. M.	Way and Works	Labourer	14.2.16
Bolton, H.	Rolling Stock	Electrical Mechanic	6.6.17
Bone, R.	Rolling Stock	Apprentice	23.9.17
Bonnett, W.	Rolling Stock	Train Examiner	19.8.14
Booker, H.	Rolling Stock	Apprentice	2.10.17
Borlase, S. A.	Rolling Stock	Apprentice	20.12.17
Bowdler, F.	Rolling Stock	Clerk	6.11.17
Bowers, G. R.	Rolling Stock	Car and Wagon Builder	17.11.17
Briscoe, A.	Rolling Stock	Lad Labourer	6.9.17
Brittain, W. A.	Transportation	Clerk	24.12.17
Brown, J. A.	Transportation	Clerk	22.5.18
Bryant, L. T. M.	Transportation	Clerk	16.2.18
Burke, J. B.	Rolling Stock	Lad Labourer	25.8.17
Burnett, J. C.	Transportation	Signalman	22.10.17
Burns, J. A.	Rolling Stock	Engine Driver	21.12.16
Burrows, T. E.	Transportation	Porter	30.8.17
Butwell, W.	Rolling Stock	Train Examiner	16.7.18
Cadzow, W. J.	Rolling Stock	Car and Wagon Builder	21.1.18
Calder, H. W.	Transportation	Porter	21.9.17
Cameron, J.	Rolling Stock	Blacksmith	29.8.17
Campbell, A.	Way and Works	Skilled Labourer	4.5.18
Caple, F.	Rolling Stock	Apprentice	14.12.17
Casbolt, W.	Rolling Stock	Engine Cleaner	15.8.17

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

Name.	Branch.	Grade.	Date of Enlistment.
Castles, H. J.	Transportation	Clerk	18.2.18
Chalmers, H. F. T.	Transportation	Labourer	10.6.18
Chapman, A. L.	Rolling Stock	Engine Cleaner	27.2.18
Chapple, V. T.	Way and Works	Clerk	9.3.18
Chisholm, H.	Transportation	Leading Shunter	22.9.17
Clark, W. F.	Rolling Stock	Engine Cleaner	15.10.17
Clarke, N. V.	Rolling Stock	Apprentice	11.10.17
Clarke, T. A.	Transportation	Shed Porter	28.2.18
Coker, W. J.	Transportation	Messenger	1.2.18
Coleman, A.	Rolling Stock	Clerk	15.10.17
Collings, H. V.	Rolling Stock	Lad Labourer	26.6.18
Collins, G. T.	Transportation	Lad Porter	1.7.18
Collins, H.	Way and Works	Assistant Signal Adjuster	29.9.17
Collins, W.	Rolling Stock	Labourer	1.12.17
Cook, A. W.	Transportation	Clerk	17.5.18
Cooper, R. G.	Rolling Stock	Lighter-up and Washer-out	4.3.18
Costar, W. E.	Transportation	Porter	4.10.17
Coulter, W. G. E.	Transportation	Porter	16.5.18
Cousins, C.	Rolling Stock	Engine Cleaner	16.3.18
Cox, W.	Transportation	Shunter	3.5.16
Creswick, A. D.	Rolling Stock	Lad Labourer	1.9.17
Cullis, G. J.	Rolling Stock	Apprentice	12.12.17
Curnick, H. T.	Transportation	Stationmaster	12.12.17
Curry, P. G.	Rolling Stock	Apprentice	30.1.18
Dalton, C. C.	Transportation	Operating Porter	11.6.18
Dames, J. A.	Transportation	Operating Porter	17.10.17
David, L. G.	Rolling Stock	Clerk	1.10.17
Davies, F. A.	Way and Works	Skilled Labourer	8.12.17
Dawes, J. H.	Rolling Stock	Apprentice	12.10.17
Dawes, L. J.	Rolling Stock	Labourer	1.7.17
Day, H. R.	Rolling Stock	Apprentice	27.4.18
Deller, L. G.	Rolling Stock	Clerk	21.10.17
Deller, L. J.	Rolling Stock	Clerk	2.10.17
Dempster, A. C.	Stores	Clerk	19.11.17
Devitt, L. G.	Rolling Stock	Engine Cleaner	12.7.17
Dickinson, R. J.	Way and Works	Lad Labourer	31.8.17
Dillon, J.	Way and Works	Repairer	15.1.18
Donald, J.	Audit	Clerk	28.7.18
Donovan, D.	Rolling Stock	Clerk	24.10.17
Dorgan, C.	Way and Works	Lad Labourer	15.5.18
Doult, J. B.	Rolling Stock	Boilermaker	11.12.17
Downan, C.	Transportation	Labourer	9.4.18
Doyle, W.	Way and Works	Labourer	25.8.17
Drew, E. H.	Rolling Stock	Apprentice	27.4.18
Drummond, R. F.	Transportation	Shunter	22.8.17
Duff, A.	Rolling Stock	Apprentice	2.11.17
Duncan, H. H.	Transportation	Assistant Stationmaster	3.9.17
Dunn, B. G.	Way and Works	Labourer	31.7.15
Dunstan, G. G.	Rolling Stock	Engine Cleaner	31.1.18
Dyer, C.	Transportation	Number Taker	1.3.18
Earl, B. G.	Transportation	Leading Shunter	6.8.17
Ebbott, W. H.	Transportation	Liftman	8.7.18
Eddy, A. N.	Rolling Stock	Blacksmith	5.11.17
Edwards, J. E.	Rolling Stock	Engine Cleaner	30.3.18
Edwards, W. E.	Rolling Stock	Engine Cleaner	22.6.18
Egan, A. J.	Rolling Stock	Boilermaker	31.5.18
Emery, A.	Rolling Stock	Engine Cleaner	13.10.17
Erickson, E. J.	Rolling Stock	Train Examiner	29.10.17
Etheridge, A. R.	Rolling Stock	Storeman	20.10.17
Evans, G.	State Coal Mine	Clerk	15.7.18
Everard, P. J.	Transportation	Labourer	23.11.17
Falconer, J. G.	Transportation	Lad Porter	16.2.18
Fennell, H. G.	Rolling Stock	Carpenter	15.2.17
Ferguson, A. J.	Rolling Stock	Apprentice	13.6.18
Finney, S. A.	Rolling Stock	Apprentice	3.9.17
Fitzpatrick, D. J.	Rolling Stock	Lad Labourer	8.6.18
Fone, J. J.	Transportation	Operating Porter	1.8.17
Fothergill, K.	Transportation	Lad Porter	2.1.18

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

Name.	Branch.	Grade.	Date of Enlistment.
Fraser, A. W.	Rolling Stock	Car Painter	31.8.17
Fraser, C. T.	Rolling Stock	Engine Cleaner	17.12.17
Galbraith, S. A.	Transportation	Goods Guard	20.8.17
Garraway, S.	Rolling Stock	Leading Labourer	1.10.17
Gelling, L.	Rolling Stock	Engine Cleaner	26.6.18
Gener, O. W.	Accountancy	Clerk	10.3.18
Gerring, J. H.	Rolling Stock	Apprentice	11.10.17
Gibson, J. L.	Transportation	Lad Porter	1.9.17
Glenn, A. E.	Rolling Stock	Apprentice	5.7.18
Glover, C.	Telegraph	Operator	31.10.17
Gordon, G.	Rolling Stock	Car and Wagon Builder	27.2.18
Gossip, G. E.	Rolling Stock	Apprentice	17.12.17
Grace, G. T.	Way and Works	Pipe-jointer's Labourer	1.7.17
Grant, W. A.	Transportation	Lad Porter	20.6.18
Grigg, H.	Rolling Stock	Apprentice	20.12.17
Gunn, W. J.	Transportation	Block Recorder	15.5.18
Guy, C.	Transportation	Lad Porter	24.4.18
Haby, H. H.	Rolling Stock	Engine Cleaner	12.7.18
Hadlow, W. J.	Transportation	Shunter	16.4.18
Hall, F. W.	Rolling Stock	Boilermaker's Help	14.7.17
Hall, H. R.	Rolling Stock	Apprentice	27.6.18
Hall, T. F.	Rolling Stock	Apprentice	11.3.18
Harding, C. G.	Transportation	Signalman	17.6.18
Harry, T. H.	Rolling Stock	Engine Cleaner	24.10.17
Hatfield, G. A.	Transportation	Porter	1.11.17
Hayes, D.	Transportation	Lad Porter	1.6.18
Henden, A.	Rolling Stock	Lad Car Cleaner	9.11.17
Henshaw, J. W.	Way and Works	Apprentice	15.5.18
Hewett, J.	Transportation	Clerk	5.6.18
Higgins, J.	Transportation	Porter	11.2.18
Higgins, T.	Rolling Stock	Apprentice	16.10.17
Hill, A. G.	Rolling Stock	Engine Cleaner	19.2.18
Hill, H. J. C.	Rolling Stock	Lad Labourer	29.9.17
Hill, R.	Rolling Stock	Apprentice	27.4.18
Hindson, C. F.	Way and Works	Apprentice	7.2.18
Hines, E. A. J.	Rolling Stock	Apprentice	15.6.18
Hobbs, E. A.	Rolling Stock	Blacksmith	15.4.18
Hogan, V. P.	Rolling Stock	Lad Labourer	1.12.17
Hook, C.	Way and Works	Lad Labourer	15.4.18
Horton, G. D.	Transportation	Lad Porter	19.6.18
Hossack, J.	Electrical Engineering	Lad Labourer	16.5.18
Howard, J. P.	Rolling Stock	Engine Cleaner	20.11.17
Hughes, W. R.	Transportation	Lad Porter	1.6.18
Hulme, S. E.	Traffic	Clerk	30.9.17
Humphries, H.	Rolling Stock	Apprentice	30.7.17
Huntington, J. R.	Rolling Stock	Apprentice	24.11.17
Hutchison, A. J.	Electrical Engineering	Clerk	28.2.18
Hutley, P. C.	Transportation	Block Recorder	14.4.18
Hylard, E. T.	Transportation	Lad Porter	21.1.18
Innes, W. M.	Rolling Stock	Engine Cleaner	31.1.18
Ircland, A. E.	Rolling Stock	Apprentice	21.12.17
Johnson, B. B.	Transportation	Clerk	4.2.18
Johnson, J. R.	Way and Works	Skilled Labourer	20.3.17
Jones, C. A.	Rolling Stock	Clerk	22.4.18
Jones, F. B.	Way and Works	Lad Labourer	15.9.17
Jordan, W. A.	Rolling Stock	Puller-out	16.8.17
Judd, E.	Way and Works	Labourer	29.10.17
Jukes, F. R.	Transportation	Yard Porter	1.9.17
Kane, J.	Electrical Engineering	Leading Labourer	20.10.16
Kellam, G. E.	Rolling Stock	Apprentice	5.4.18
Kelleher, J. I.	Rolling Stock	Apprentice	25.9.17
Kelynack, F. T.	Transportation	Messenger	20.5.18
Kempton, M. V. S.	Transportation	Clerk	6.11.17
Kibby, L. G.	Rolling Stock	Car Painter	22.9.17
Kitson, N. C.	Accountancy	Clerk	7.4.18
Knapp, R.	Telegraph	Lad Labourer	16.5.18
Knott, I. W. C.	Transportation	Lad Porter	23.7.17
Lacey, W. H.	Rolling Stock	Fitters' Assistant	23.8.17

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

Name.	Branch.	Grade.	Date of Enlistment.
Lancaster, W. M.	Way and Works	Carpenter	18.5.18
Lang, W. R. C.	Transportation	Porter	7.1.18
Lankaster, O. J.	Telegraph	Electrical Fitter	29.12.17
Lawson, G. E.	Rolling Stock	Apprentice	30.5.18
Lee, R. E. B.	Rolling Stock	Clerk	1.5.18
Levey, H.	Transportation	Clerk	13.8.17
Lewis, L.	Way and Works	Boilermaker's Help	31.8.17
Leyden, T.	Transportation	Operating Porter	4.10.17
Linthorne, H.	Rolling Stock	Clerk	20.4.18
Longhurst, C.	Transportation	Clerk	12.4.18
Lorkin, J. V.	Transportation	Clerk	4.9.17
Lunn, R. E.	Rolling Stock	Clerk	6.12.17
Lynch, W. R.	Rolling Stock	Apprentice	19.4.18
Machin, S. F.	Way and Works	Electrical Fitter	10.12.17
Maclaren, A. F.	Telegraph	Apprentice	29.5.18
Maggs, W. T.	Transportation	Goods Checker	2.10.17
Mahaffy, A. L.	Rolling Stock	Wood Machinist	29.8.17
Major, W. E.	Rolling Stock	Engine Cleaner	29.10.17
Mayne, P. E.	Way and Works	Boilermaker's Help	31.8.17
Meade, R. M.	Rolling Stock	Engine Cleaner	13.7.17
Meyer, A. G.	Rolling Stock	Apprentice	20.12.17
Miatke, A.	Rolling Stock	Car Painter	31.8.17
Millar, J. A.	Transportation	Clerk	24.6.18
Miller, C. N.	Transportation	Clerk	8.11.17
Mitchell, H. S.	Rolling Stock	Apprentice	10.10.17
Moran, G. H.	Telegraph	Apprentice	2.4.18
Morley, W.	Transportation	Lad Porter	18.2.18
Morrison, T.	Telegraph	Electrical Fitter	27.11.17
Munro, G. A.	Transportation	Clerk	11.2.18
Murnane, W. J.	Transportation	Lad Porter	26.6.18
Murray, S. A. J.	Transportation	Porter	22.10.17
Murray, W. J.	Transportation	Shunter	27.4.18
Myers, H. J.	Rolling Stock	Engine Cleaner	29.5.18
McAllister, M. J. C.	Transportation	Porter	23.2.18
McAndrew, J. C.	Transportation	Lad Porter	11.1.18
McCarthy, L. M.	Rolling Stock	Apprentice	10.11.17
McDonald, A. M.	Rolling Stock	Apprentice	23.4.18
McDonald, J. A.	Transportation	Clerk	8.11.17
McDonald, L. R.	Transportation	Lad Porter	7.5.18
McDougall, J. H.	Rolling Stock	Apprentice	10.10.17
McGregor, W. J.	Transportation	Block Recorder	16.11.17
McInnes, A. I. McK.	Transportation	Special Inquiry Officer	5.1.18
McKinnon, J. A. A. G.	Transportation	Clerk	3.7.18
McPherson, J.	Transportation	Clerk	30.9.16
McWilliam, C. A.	Rolling Stock	Labourer	15.3.16
Newey, A. G.	Rolling Stock	Engine Cleaner	16.5.18
Newing, W. G.	Rolling Stock	Furnace Repairer	11.8.17
Newson, H. T.	Transportation	Leading Shunter	22.10.17
Nias, J. W...	Rolling Stock	Engine Cleaner	15.9.17
Olsen, H. E.	Rolling Stock	Apprentice	10.10.17
Osborne, C. J.	Way and Works	Apprentice	26.3.18
Owen, E. T.	Rolling Stock	Apprentice	31.8.17
O'Brien, D.	Transportation	Goods Guard	28.2.18
O'Brien, J. F.	Rolling Stock	Labourer	24.8.17
O'Brien, P.	Rolling Stock	Labourer	22.10.14
O'Connor, J. L.	Transportation	Lad Porter	13.2.18
O'Hehir, E. J.	Rolling Stock	Apprentice	15.9.17
Parsons, J.	Transportation	Lad Porter	1.10.17
Paternoster, H. J. N.	Rolling Stock	Iron Machinist	8.11.17
Patterson, B.	Transportation	Lad Porter	1.7.18
Payne, W. B.	Transportation	Number Taker	30.11.17
Pearce, A. J.	Rolling Stock	Engine Cleaner	27.4.18
Peart, J. G. K.	Transportation	Clerk	26.10.17
Phillips, W. G.	Rolling Stock	Blacksmith	15.4.18
Pike, P. G. C.	Transportation	Leading Shunter	1.12.17
Pitt, G.	Transportation	Labourer	7.5.18
Powell, H.	Transportation	Labourer	10.9.17
Priest, S. P.	Transportation	Lad Porter	1.3.18

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

Name.	Branch.	Grade.	Date of Enlistment.
Pring, J.	Way and Works	Labourer	18.8.17
Quick, W. L.	Transportation	Clerk	4.9.17
Rankin, J. W.	Rolling Stock	Springmaker	24.3.17
Rayson, E. C.	Transportation	Clerk	21.1.18
Rhodes, S.	Way and Works	Repairer	31.12.17
Richards, E. L.	Rolling Stock	Lad Labourer	1.10.17
Richey, H. J.	Transportation	Porter	4.7.18
Robb, P.	Rolling Stock	Apprentice	22.5.18
Roberts, W. L.	Rolling Stock	Apprentice	2.10.17
Robinson, C. H.	Transportation	Number Taker	9.1.18
Rogers, C. C.	Rolling Stock	Apprentice	12.12.17
Rojo, E. H.	Rolling Stock	Apprentice	29.10.17
Rooney, A. H.	Transportation	Porter	3.4.18
Rose, H. R.	Rolling Stock	Apprentice	15.11.17
Ross, J. C.	Transportation	Clerk	18.2.18
Santley, H. W.	Transportation	Clerk	26.11.17
Sells, L. T.	Rolling Stock	Engine Cleaner	14.2.18
Senior, R.	Way and Works	Labourer	30.10.14
Sharp, J. T.	Telegraph	Apprentice	6.7.18
Sherriff, W. H.	Transportation	Operating Porter	3.7.18
Simpson, F. B.	Rolling Stock	Engine Cleaner	31.10.17
Sinclair, C.	Rolling Stock	Apprentice	2.4.18
Smith, H. J.	Transportation	Porter	20.5.18
Sprackland, A. H.	Way and Works	Repairer	10.11.17
Spence, J. G.	Transportation	Porter	13.9.17
Spence, J. L.	Way and Works	Apprentice	19.12.17
Sporle, H. A.	Transportation	Lad Porter	17.12.17
Stafford, N.	Rolling Stock	Lad Labourer	29.6.18
Steventon, E. C.	Transportation	Clerk	30.10.17
Stewart, F. J. R.	Rolling Stock	Lad Labourer	20.6.18
Stone, C. E.	Rolling Stock	Clerk	20.8.17
Stowers, J. R.	Transportation	Labourer	4.6.18
Styring, F. C.	Transportation	Block Recorder	24.7.18
Tainsh, M. J.	Rolling Stock	Apprentice	31.5.18
Tasker, R. J.	Transportation	Goods Guard	22.10.17
Taylor, W.	Transportation	Labourer	9.3.18
Thomas, R. E.	Rolling Stock	Lad Labourer	31.8.17
Thompson, H. W.	Rolling Stock	Apprentice	29.4.18
Thompson, J.	Rolling Stock	Lighter-up and Washer-ont	13.10.17
Thorne, F. J.	Rolling Stock	Fireman	1.2.18
Thornton, A. J. B.	Transportation	Clerk	2.8.18
Timms, W. H.	Transportation	Lad Porter	21.2.18
Tory, G. P.	Rolling Stock	Apprentice	2.4.18
Towes, H.	Rolling Stock	Boilermaker's Help	25.11.17
Trapp, W. C.	Way and Works	Skilled Labourer	20.10.17
Treloar, J.	Electrical Engineering	Labourer	8.11.17
Tucker, V. J.	Transportation	Lampman	3.11.17
Uren, E. S. S.	Transportation	Porter	6.2.18
Valentine, G.	Rolling Stock	Apprentice	3.12.17
Vickers, W. J. S.	Rolling Stock	Apprentice	18.10.17
Vnrlow, F. A.	State Coal Mine	Clerk	11.6.18
Wachsmuth, E. R.	Transportation	Labourer	24.5.18
Walters, R. P.	Transportation	Lad Porter	11.3.18
Watson, S. T.	Rolling Stock	Clerk	14.11.17
Watson, W. C. R.	Transportation	Number Taker	1.10.17
Watson, W. G.	Rolling Stock	Engine Cleaner	31.5.18
Wearne, H. E.	Transportation	Shunter	15.4.18
White, F. J.	Rolling Stock	Apprentice	19.12.17
Whitten, W. H.	Transportation	Porter	6.6.17
Wilkinson, G. A.	Way and Works	Blacksmith	20.10.17
Williams, J. C.	Way and Works	Labourer	9.11.17
Wilson, A. G.	Transportation	Operating Porter	11.7.18
Wilson, C. H.	Rolling Stock	Stoker	27.2.18
Winsor, A.	Rolling Stock	Labourer	18.8.17
Wollard, S.	Audit	Clerk	11.1.18
Wood, A.	Rolling Stock	Skilled Labourer	6.5.18
Wormald, J. L. W.	Transportation	Clerk	16.7.15
Wraith, G. W. J.	Transportation	Lad Porter	15.10.17
Young, J. W.	Rolling Stock	Engine Cleaner	3.5.18

OBITUARY.

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

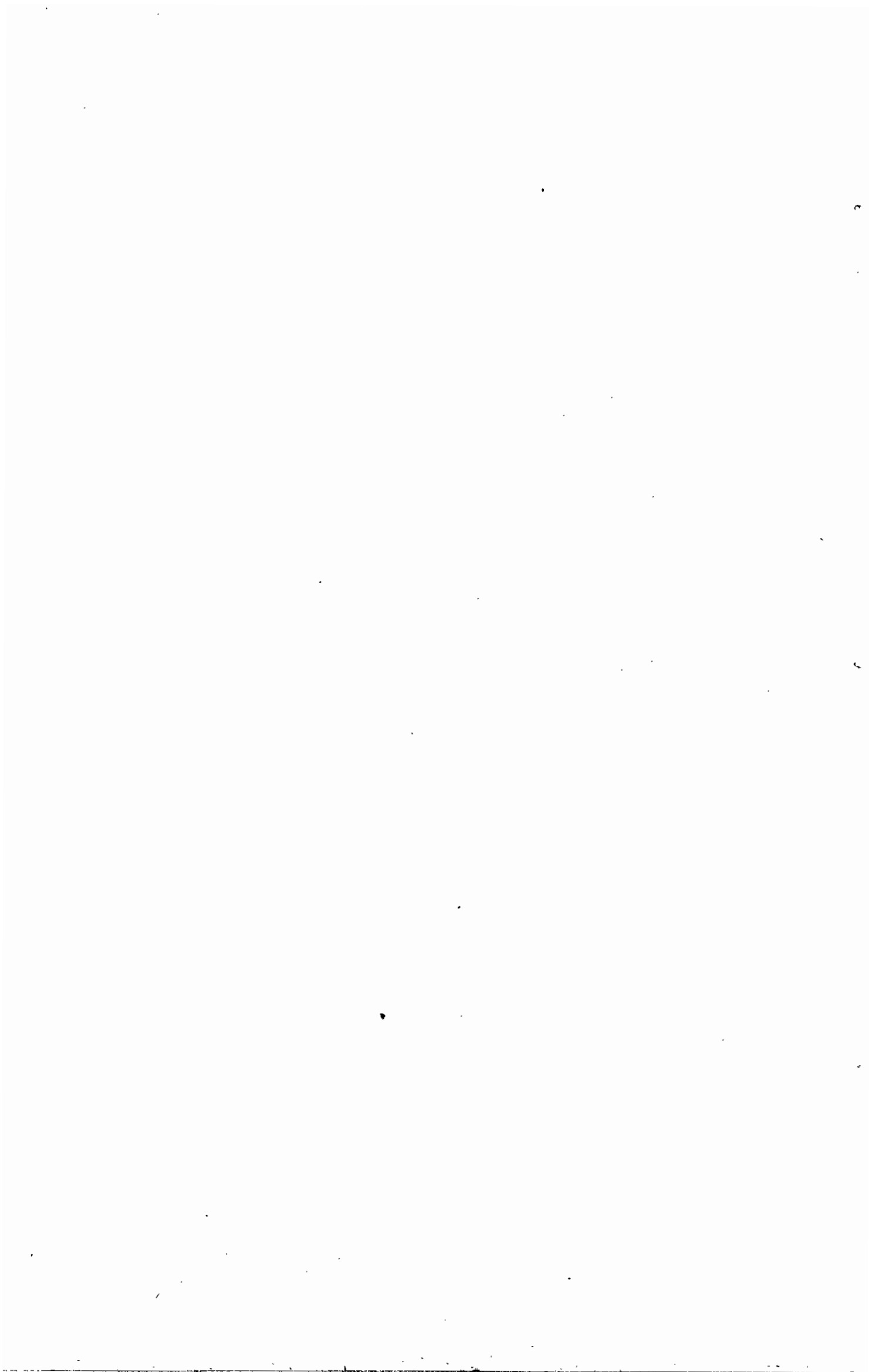
ADDICOAT, A. L.	COLLINSON, R. A.	HAYLE, F. T.	McALEESE, G. H.
ALFORD, G. T.	CONLEY, J.	HELSHAM, J. G. D.	McCARTHY, A. F.
ALLEN, A. E.	CONROY, J. P.	HEWITT, C. R.	McCLOSKEY, J.
ANDREW, P. R. C.	COUSINS, J. A.	HINCHEM, R. J.	McDONALD, C. P.
ANGLAND, D.	COWARD, L.	HITZERATH, G. R.	McDONALD, L.
ANNAND, V. W. J.	COXHELL, L.	HOBBS, J. H.	McGAHEY, J.
ARCHBELL, W. W.	CRONIN, P. F.	HOLDEN, E. J.	McGREGOR, E.
ARCHBOLD, E.	DALTON, C. M.	HOOPER, R. M. F.	McGRILLEN, F. A.
ARCHER, F.	DAVIE, A.	HOOPPELL, P. S.	McINNES, G. A.
ATKINSON, C. B.	DAVIES, J. S.	HOULIHAN, J. V.	McINTOSH, F. R.
BAINBRIDGE, J. S.	DEARAUGO, F.	HOUSTON, J. V.	McKAY, A. R.
BAKER, H. W. A.	DeROSS, A. G. S.	INGLIS, G. R.	McLISTER, A. G.
BAKER, S. C.	DICKSON, J.	INGRAM, A. H.	McNAMARA, J.
BALDOCK, W. J.	DITCHBURN, N. J.	JAMES, F.	NELSON, J. P.
BARBER, H. L.	DIXON, F. R. O.	JENNINGS, H. C.	NELSON, J. W.
BATT, H. L.	DONOHUE, S.	JOHANNSEN, P. N.	NICHOLLS, R. J.
BAXTER, H. E.	DOOLEY, J. A.	JOHNSTON, J. A. K.	NICHOLSON, R. H. B.
BAXTER, R. H.	DOUGLAS, J. C.	JONES, F. J.	NORMAN, E. W.
BEITH, J. H.	DREW, G. E.	JONES, V. H.	NORRIS, L.
BENJAMIN, A. L.	DRISCOLL, A.	JUDE, D. H.	OLDHAM, E.
BENNETT, R.	DUNCAN, J. G.	KENNEDY, J. W. H.	OLSEN, M.
BENSLEY, E. H.	DUNKLEY, H. E.	KENNEDY, W.	ORCHARD, O. W. T.
BENSON, A.	DURKIN, J. H.	KENNELLY, L. P.	OVERSON, W. J.
BENZLEY, H. R.	EDMONDS, G.	KENNERLEY, T. F.	O'BRIEN, P. J.
BETTLES, H. F.	EGAN, E. A.	KIDD, N.	O'BRIEN, W.
BEYER, H. S.	FARGHER, P. A.	KIERNAN, E. J.	O'DONNELL, T. J.
BLAIR, H.	FERN, W. M.	KILLEY, W.	O'LEARY, J.
BLAKE, G. F.	FLEET, A. G.	KING, C.	O'LOGHLEN, F. A.
BOND, J. H.	FLEMING, W. C.	KINSMAN, H. S.	O'MALLAY, T. J.
BONNETT, W.	FLYNN, J. P.	KISSACK, J.	O'NEIL, J. J.
BOOLEY, J.	FORDHAM, A. E.	KRONK, A. E.	O'SHANNASSY, R.
BOOTH, E. R.	FOREMAN, G. W.	LAMBERT, E.	PARKER, G. A.
BOTTOMLEY, H. T.	FOWLER, J.	Le MAITRE, A. C.	PENDER, J. R.
BOTTOMLEY, O. G.	FRANCIS, A. R.	LESLIE, V.	PHILLIP, G.
BRIESE, A. O.	FRANKLIN, W. C.	LEWIS, A. H.	PLANT, L.
BROMILOW, I. C.	FRASER, W. J.	LOWNE, F. W. M.	PLASTO, W.
BROWN, W. L.	FREEMAN, J. P.	LUKE, W. H.	PLIM, J.
BULL, E. L.	FURNELL, F.	LYNCH, H.	POLLARD, H. R.
BUNN, E. A.	FURNELL, G. J.	LYNCH, P. J.	POTTER, H.
BUNTING, F. P. P.	GALBRAITH, A.	LYNE, R. E.	POWELL, T. H. N.
BURNS, J. B.	GALLIN, F. H.	MACKLEY, W. J.	POZZI, L. L.
BUTTERS, C. R. A.	GAME, E. A.	MADDERN, J. R.	PRANGNELL, W. R.
CAIN, T. F.	GANDY, J. F.	MARSHALL, J. C.	PRETTY, F.
CANNON, B. H.	GARNER, V. G.	MARTIN, ROBERT	PRICE, A.
CAREY, F. W.	GIBSON, H. S.	MARTIN, ROY	PRICE, J. O.
CARLESS, J. N.	GOBLE, N. F.	MATEER, L. A.	PRIDEAUX, J.
CARLON, T.	GORDON, B. D.	MATTHEWS, L.	PRING, B.
CARMICHAEL, A. N.	GORDON, E. J.	MAY, A.	QUIRK, A.
CARWARDINE, F.	GORDON, P. L. D.	MAYBERRY, C. J.	RAMSAY, G. A. S.
CASSON, J. H.	GRANGER, W. B.	MAYO, G. A.	RASHLEIGH, W. C.
CHALLIS, F. H.	GRAVES, F.	MELLOR, W.	RAY, A. W.
CHALLIS, G.	GRAY, W. V.	MILES, H. F.	REEVES, A.
CHANDLER, S. A.	GULLICK, R. C.	MINETT, C. A.	REGAN, C. G.
CHAPMAN, A. F.	GUYATT, H. A.	MINIFIE, P. C.	RENTON, G.
CHISHOLM, W. B.	HARDER, W. J. C.	MOODIE, G. D.	RICH, C. E. O.
CLACK, E.	HARDY, L. G.	MOONEY, J. W.	RICHARD, W. J.
COCK, E. C.	HARRIS, B.	MOOR, E. E.	RING, W.
COLLIER, A. R.	HARVEY, A. J.	MORAN, P. F.	ROBERTS, L. M.
COLLINS, C. A.	HASSETT, H.	MORGAN, W. J. P.	ROBERTSON, J. N.
COLLINS, J. O.	HAWKINS, A. G.	MUMMERY, T. H.	RODDA, B.

OBITUARY—*continued.*

ROSS, C. F.	SLATER, T. H.	TAYLOR, J. G.	WALKER, T.
ROSS, H.	SLEIGH, S.	TAYLOR, J. R.	WATERS, J. B.
ROSS, J. A.	SMART, G.	TEVLIN, J. T.	WELLS, R. W.
ROSS, R. H.	SMITH, G. STEPHEN	THOMAS, S. G.	WHITELEY, E. C.
ROWE, P.	SMITH, G. STORDART	THOMPSON, M. C.	WIGGINS, R. T.
ROWE, W. C. H.	SMITH, J.	TIERNEY, A. J.	WILSON, C. R.
RUFF, V. H.	SPOTSWOOD, C. W. S.	TILLEY, R. J.	WILSON, F.
RYAN, C. T.	STAMP, J. B. R.	TIPPET, P. A.	WILSON, G. G.
SAUL, H.	STATHAM, G. W.	TOLMIE, R. C.	WILSON, J. H.
SAXON, W. J.	STEAR, H. E.	TORPEY, H.	WING, R.
SCORER, W. D.	STENHOUSE, J. A. J.	TOWNSEND, A. E.	WITHERS, H. A.
SCOTT, R. T.	STEPHENS, R. C.	TREZISE, R.	WOOD, R. A.
SCOULLER, A. J.	STEVENS, J. T.	TULLY, J. L.	WOOLCOCK, R.
SCULLY, R. H.	STEWART, J.	TYTHERLEIGH, J.	WORLE, T. H.
SEDGMAN, T. E.	STONE, H.	VALE, A. W.	WRIGHT, L.
SHARE, H.	STOREY, T. T.	VAUGHAN, S. P.	WRIGHT, S. J. K.
SHEEDY, W. F.	SWINTON, T. T.	VERDON, W.	YOUNG, A.
SHERIDAN, H. C.	TAYLOR, H. G. L.	VIDLER, E. G.	YOUNG, G. F.
SKEWS, J. H.	TAYLOR, H. W.	WALKER, H. I.	ZEIS, W. A.
SLATER, H. L.			

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APPENDIX No. 1.

HEADS OF BRANCHES.

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

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, AND TOOLS.

I hereby certify that the whole of the rolling stock in use on the Victorian Railways, and also the machinery and tools of the Rolling Stock Branch, were, during the year 1917-18, 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 1917-18, maintained in good working order and repair.

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

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1918, was £1,052,338 10s. 2d.

C. W. J. COLEMAN,
Chief Storekeeper.

Dr.				GENERAL BALANCE-SHEET AT						
				Reference.	£ s. d.			£ s. d.		
				Appendix. No.						
To face value of Bonds and Stock allocated to the Railways				10	56,118,794 18 4					
Less Discounts and Floating Charges £2,224,832 3 0				10						
Less Premiums 453,928 14 6				10						
				...	1,770,903 8 6					
Net Proceeds				10	...			54,347,891 9 10		
„ CONTRIBUTIONS FROM REVENUE FOR CAPITAL PURPOSES:—										
Proceeds of Sale of State Lands ...				...	2,825,740 6 1					
Consolidated Revenue provided for Redemption of State Loans ...				...	361,528 19 9					
Surplus Revenue				...	250,696 2 4					
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines ...				...	21,619 0 0					
Consolidated Revenue provided under Appropriations and Votes ...				...	455,018 14 8			3,914,603 2 10		
„ Advances from Public Account (to be recouped) on account of Relaying ...				17	...			217,916 16 7		
„ Special Funds				...	...			43,447 9 0		
„ Sundry Creditors				...	...			251,700 1 1		
„ Suspense Account—Net amount to be subsequently repaid to Consolidated Revenue				...	...			2,528 9 9		
„ Interest Charges and Expenses and Pensions and Gratuities				...	2,256,065 16 10					
Less Net Revenue for the year after providing for working expenses and special and abnormal charges and payment of £50,000 into the Rolling Stock Replacement Fund...				...	2,119,128 4 5			136,937 12 5		
Total				...	...			58,915,025 1 6		

Audited and found correct,

F. H. BRUFORD,
Auditor-General.

No. 5.

30TH JUNE, 1918.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix. No						
By Way, Works, Buildings, and Equip- ment, at cost	23	45,251,229	0	7			
„ Rolling Stock, at cost	23	11,198,404	19	9			
„ Surveys for proposed Railways, at cost ...	...	56,449,634	0	4			
		365,262	4	10	56,814,896	5	2
„ Advances from Public Account —Balance of Expenditure on account of Re- laying	17	...			217,916	16	7
„ Stores and Materials on hand ...	18	1,052,338	10	2			
Less amount at credit of Stores Deprecia- tion Account	18	1,433	16	7	1,050,904	13	7
„ Cash at credit of Railway Stores Suspense Account	18	122,999	3	11			
„ Cash in hands of Agent-General, London, and in transit	18	14,514	3	7	137,513	7	6
„ Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			86,220	10	2
„ Cash at credit of Special Funds:— Rolling Stock Replacement Fund ...	16	32,237	14	2			
Railway Loans Repayment Fund ...	...	2,747	12	6			
Trust Fund—Surplus Railway Land ...	...	1,647	2	4			
Railways Accident and Fire In- surance Fund	7	11,209	14	10	47,842	3	10
„ Cash and Securities at credit of the following Accounts:— Sundry Repayments to Treasury ...	...	20,810	19	10			
Preliminary Deposits	...	19,573	8	5			
Bills Receivable... ..	...	934	13	6			
Trust Funds—Cash and Securities ...	...	94,374	9	3	135,693	11	0
„ Sundry Debtors	...	...			19,645	13	3
„ Unexpended Balance of Loan Moneys ...	...	...			267,454	8	0
„ Balance—Deficit	...	...			136,937	12	5
Total	...	...			58,915,025	1	6

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 6.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1917-18 COMPARED WITH 1916-17,
EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY.

	1916-17.	1917-18.	
TRANSPORTATION BRANCH.			
General Superintendence and Staff	£70,484	£75,592	
Stationery, Printing, and Advertising	37,530	37,388	
Stores Expenses	4,146	3,853	
STATION, YARD, AND SIGNAL SERVICE—			
Salaries, Wages, and Expenses of Staff	£787,615	£854,125	
Fuel	2,332	3,163	
Light	24,030	23,791	
Uniforms	5,522	5,330	
Other Supplies	24,657	27,071	
Sanitary and Other Expenses	6,248	5,810	
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£850,404	£919,290	
Guards and Conductors—Wages and Expenses	£129,035	£137,063	
„ „ Uniforms and Supplies	1,801	3,869	
Gatekeeping	25,191	28,255	
Loss and Damage to Property and Goods	Cr. 1,865	Cr. 2,763	
Other Expenses	3,893	4,480	
Dining Car Service	17,084	18,452	
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£1,137,703	£1,225,479	
Less Special and Abnormal Charges	£42,000	6,970	
Balance of Working Expenses	£1,095,703	£1,218,509	
Percentage of Gross Revenue	18·41	18·57	
Per Traffic Train Mile	18·76d.	21·46d.	
WAY AND WORKS BRANCH.			
General Superintendence and Staff	Owing to the method of classifying the Expenditure of the Way and Works Branch having been altered as from the 1st July, 1917, it is not practicable to show for the year 1916-17 the details of the Expenditure under the same accounts as for 1917-18.	£50,521	
Stationery, Printing, and Advertising		3,313	
Stores Expenses		6,026	
MAINTENANCE OF WAY—		£59,860	
Superintendence and Staff		£20,693	
General Labour		373,148	
Track Materials		106,388	
Fences, Gates, Cattle Guards, Roadways, Signs, &c.		10,352	
Tools and Supplies		10,459	
Filling and Gravelling Platforms and Stock Yards		811	
Gardens, Plantations, &c.		2,700	
TOTAL COST OF MAINTENANCE OF WAY		£524,551	
Per Mile of Railway worked		127	
„ „ Track „ (exclusive of Sidings)		117	
MAINTENANCE OF WORKS—		20,501	
Superintendence and Staff		11,491	
Fences, Gates, Cattle Guards, Signs, &c.		30,824	
Bridges, Culverts, and Drains		6,286	
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.		46,912	
Buildings, Platforms, and Fixtures		3,698	
Stock Yards		9,421	
Water Supply		6,982	
Machinery, Tools, and Supplies		1,623	
Other Expenses			
TOTAL COST OF MAINTENANCE OF WORKS		£137,738	

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1917-18, ETC.—continued.

	1916-17.	1917-18.
WAY AND WORKS BRANCH—continued		
MAINTENANCE OF SIGNALS—		
Superintendence and Staff		£7,381
Signals and Interlocking		49,821
Machinery, Tools, and Supplies		7,480
Other Expenses		216
TOTAL COST OF MAINTENANCE OF SIGNALS		£64,898
Telegraph, &c., Lines and Instruments		£12,197
Special Maintenance Expenditure		£250,026
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£927,315	£1,049,270
Less Special and Abnormal Charges	183,924	105,528
Balance of Working Expenses	£743,391	£943,742
Percentage of Gross Revenue	12·49	14·38
Per Mile of Railway worked	£181	£228
Per Traffic Train Mile	12·72d.	16·62d.
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£21,527	£23,625
Stationery, Printing, and Advertising	4,035	3,433
Stores Expenses	11,286	11,192
LOCOMOTIVE WORKING—		
Superintendence and Staff	£21,453	£21,589
Running Sheds (Staff	68,971	72,882
Supplies	3,574	4,187
Drivers and Firemen	392,786	410,356
Coal, Wood, and Kindlers for Locomotives	565,833	579,363
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	40,430	39,683
Water for Locomotives and Running Sheds	22,837	23,305
Oil, Tallow, Waste, and other Running Supplies for Locomotives	21,285	22,258
Other Expenses	243	190
TOTAL COST OF LOCOMOTIVE WORKING	£1,137,412	£1,173,813
Locomotive Miles Run	16,483,661	16,144,561
Per Locomotive Mile	16·56d.	17·45d.
Per Traffic Train Mile	19·47d.	20·67d.
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£76,131	£80,129
Supplies	2,505	3,006
Lubricants	3,907	3,449
Light	25,178	27,647
Ice	1,217	1,194
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£108,938	£115,425
Per 1,000 Car Miles	140·20d.	153·84d.
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£1,283,198	£1,327,488

Owing to the method of classifying the Expenditure of the Way and Works Branch having been altered as from the 1st July, 1917, it is not practicable to show for the year 1916-17 the details of the Expenditure under the same accounts as for 1917-18.

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1917-18, ETC.—continued.

	1916-17.	1917-18.
ROLLING STOCK BRANCH—continued.		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
Superintendence and Staff	£18,321	£19,139
Repairs and Renewals of Locomotives	210,581	220,835
" " Passenger Cars and Vans	156,930	149,220
" " Trucks	127,572	141,683
" " Covers	37,114	63,070
" " Machinery and Tools	16,123	18,596
Power, Heat, Light, &c., for Shops	47,226	48,003
Sundry Charges	5,103	4,196
Other Expenses	1,094	616
Payment into Rolling Stock Replacement Fund	50,000	50,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..	£670,064	£715,358
Per Traffic Train Mile	11·47d.	12·60d.
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£1,953,262	£2,042,846
Less Special and Abnormal Charges	122,185	143,019
Balance of Working Expenses	£1,831,077	£1,899,827
Percentage of Gross Revenue	30·76	28·95
Per Traffic Train Mile	31·34d.	33·46d.
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£17,252	£15,537
" " Chief Accountant's Office	25,781	27,530
" " Auditor of Receipts' Office	27,592	29,852
Estate Office	1,822	1,948
General Office Expenses	2,736	2,654
Flinders-street Station Buildings General Expenses	1,776	1,865
Legal and Medical Expenses	7,439	5,190
Stationery, Printing, and Advertising (General)	2,559	1,935
Other General Expenses	9,040	11,293
Classification Board	..	3,107
TOTAL GENERAL EXPENSES	£95,997	£100,911
Less Special and Abnormal Charges	£6,488	£7,529
	£89,509	£93,382
Percentage of Gross Revenue	1·50	1·42
Per Traffic Train Mile	1·53d.	1·65d.
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£39,763	£32,586
Percentage of Gross Revenue	·67	·50
Per Traffic Train Mile	·68d.	·57d.
TOTAL WORKING EXPENSES	£4,154,040	£4,451,092
Less Special and Abnormal Charges	354,597	263,046
Balance of Working Expenses	£3,799,443	£4,188,046
Percentage of Gross Revenue	63·83	63·82
Per Traffic Train Mile	65·03d.	73·76d.
Per Mile of Railway Worked	£926	£1,012

APPENDIX No. 7.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1918.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1917	6,568 4 5	By Expenditure for the year ending 30th June, 1918—	
" Payment to Fund during the year ending 30th June, 1918 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Section 109 of Act No. 2716) included in the Working Expenses of the Year	32,744 0 11	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	1,939 4 4
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	4,347 11 0
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation shall be paid to persons referred to in Clause (b)	454 12 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	11,479 17 2
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	195 18 1
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	8,778 5 3
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c.	907 2 8
		" Balance at 30th June, 1918	11,209 14 10
	£39,312 5 4		£39,312 5 4

APPENDIX No. 8.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS
AT 30TH JUNE, 1918, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1917,
ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1917.	At 30th June, 1918.	Decrease.
Secretary's	6	5	1
Accountancy and Audit of Receipts	23	21	2
Electrical Engineering	3	3	...
Rolling Stock	353	309	44
Stores	10	9	1
Telegraph and Stationery ...	17	13	4
Transportation and Traffic ...	398	352	46
Way and Works	256	221	35
Total ...	1,066	933	133

APPENDIX No. 9.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1918.

	Construction Branch Vote.	Loan Application Acts, &c.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.				
Bairnsdale to Orbost	31 0 0	1,955 4 1	1,986 4 1	
Beeac to Newtown	3 0 0	108 7 1	111 7 1	
Elmore to Cohnna	27 0 0	321 7 6	348 7 6	
Gheringhap to Maroona	44 15 0	1,134 7 8	1,179 2 8	
Heywood to Mumbannar	144 13 4	8,481 5 3	8,625 18 7	
Lorquon to Yanac-a-Yanac	11 0 0	Cr. 188 19 0	Cr. 177 19 0	
Rushworth to Stanhope North	22 0 0	459 14 5	481 14 5	
Sandringham to Black Rock Electric Street Railway	282 0 0	6,617 7 0	6,899 7 0	
Mildura to White Cliffs	5 0 0	105 6 5	110 6 5	
Cavendish to Toolondo	264 0 0	11,896 15 9	12,160 15 9	
Neerim South to Toorongo River	310 0 0	22,858 3 0	23,168 3 0	
Tallangatta to Cudgewa	323 0 0	22,922 5 6	23,245 5 6	
Koo-wee-rup to McDonald's Track	18 0 0	1,113 19 1	1,131 19 1	
North Geelong to Eyansford	501 11 10	11,223 2 11	11,724 14 9	
Nandaly to Kulwin	310 0 0	18,300 2 5	18,610 2 5	
South Australian and Victorian Border Railways—				
Mumbannar to Mount Gambier £21,034 8 10				
Murrayville to Pinnarno ... Cr. 9 3 6				
	294 2 6	21,035 5 4	21,319 7 10	
Surveys	...	3,236 6 5	3,236 6 5	
Totals	2,591 2 8	131,570 0 16	134,161 3 6	134,161 3 6
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	...	...	10,445 13 8	
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works	...	...	1,174 9 6	
Additions and improvements to signalling, inter- locking, and other safety appliances for traffic working	...	...	2,582 3 2	
Additions and improvements to and strengthening of bridges	...	...	14,821 0 9	
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast	...	...	1,825 6 9	
Additional telegraph and telephone lines (including instruments)	...	...	947 15 11	
Ballarat—Construction of locomotive workshops and tracks in connexion therewith	...	...	945 4 6	
Bendigo—Construction of locomotive workshops and tracks in connexion therewith	...	...	389 9 0	
Geelong—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	...	...	1,463 6 6	
Geelong—Improved shelter and coaling accommoda- tion for engines and tracks in connexion therewith	...	...	6,738 10 8	
Hawthorn to East Camberwell—Regrading of the lines	...	...	58,632 11 4	
Melbourne (Flinders-street)—Duplication of viaduct	...	...	4,196 13 3	
Melbourne (Flinders-street)—Renewal and strengthen- ing of viaduct	...	...	1,926 16 8	
Melbourne (Flinders-street)—Re-arrangement of tracks on the eastern approach to the Flinders-street Viaduct	...	...	3,326 0 0	
Melbourne (Flinders-street Station Buildings)—To provide for balance due to the Contractor under the award of the arbitrator and of the proper chief officer	...	...	6,155 8 2	
Melbourne (Flinders-street Yard)—New carriage shed, sidings, and works in connexion therewith (proportion of cost thereof which is not chargeable to Electrification of the Melbourne Suburban Lines)	...	...	53,678 6 8	
Melbourne (Spencer-street)—Construction and elec- trical equipment of sub-station	...	...	828 5 9	
Melbourne—Provision of a new shipping shed and accommodation in connexion therewith	...	...	8,297 14 4	
Carried forward			178,374 16 7	

APPENDIX No. 9—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1918—continued.

	Construction Branch Vote.	Loan Application Acts, &c.	Loan Application Acts, &c.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	...	...	134,161 3 6	134,161 3 6
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— continued.				
Brought forward ...	...	...	178,374 16 7	
Melbourne and Footscray (between)—Purchase of land and other preliminary work in connexion with pro- posed locomotive dépôt ...	...	...	8,512 3 2	
Melbourne Suburban Lines—Installation of power signalling ...	...	...	70,578 1 11	
Newport and North Melbourne Rolling-stock Branch Workshops—Equipment for the Electrical opera- tion of plant, including sub-station building at Newport ...	...	...	6,584 19 1	
State Mine—Extension of sidings for development of coal mine at Garden Blocks Area ...	...	...	3,916 8 11	
St. Kilda to Brighton Electric Street Railway—Con- struction and electrical equipment of the Elwood sub-station ...	...	...	1,777 18 3	
Various — Additional sidings and sites for the storage of grain ...	...	...	15,374 18 3	
Workshops Machinery— Ballarat Workshops ... 10,839 7 2 Bendigo Workshops ... 19,176 17 5	...	...	30,016 4 7	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ...	...	...	315,135 10 9 Cr. 7,979 19 11	307,155 10 10
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING- STOCK BUT INCLUDING THE ELECTRICAL EQUIP- MENT THEREOF ...	...	...	290,038 6 2	290,038 6 2
ROLLING-STOCK.				
Carriage stock ...	...	...	24,396 7 0	
Locomotives ...	...	...	77,245 19 1	
St. Kilda to Brighton Electric Street Railway— Rolling-stock ...	...	...	504 16 0	
Truck stock ...	...	...	19,621 1 0	
Van and sundry stock ...	...	...	3,503 16 4	
	...	...	125,271 19 5	125,271 19 5
Net Expenditure charged to Capital Account for the year ...	...	...	...	856,626 19 11

APPENDIX No. 10.

STATEMENT OF LOANS AT 30TH JUNE, 1918, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.		Interest Charges.		Expenses in connexion with Payment of Interest.		Total Interest Charges and Expenses.		Date Redeemable.		Where Redeemable.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	Earliest.	Latest.	
48 Viet. No. 805	4	3,251,172	4 3	130,046	17 9	744	15 10	130,791	13 7	1st October, 1919	...	London
49 Viet. No. 845	4	4,610,110	6 11	184,404	8 3	686	8 5	185,090	16 8	1st October, 1920	...	London
55 Viet. No. 1296	4	464,672	1 0	18,586	17 8	...	...	18,586	17 8	1st July, 1913	1st April, 1923	Melbourne
53 Viet. No. 1032	3½	3,150,000	0 0	110,250	0 0	472	10 0	110,722	10 0	1st October, 1923	...	London
52 Viet. No. 989	3½	4,914,615	13 0	172,011	10 11	730	17 10	172,742	8 9	1st January, 1921	1st October, 1923	London
54 Viet. No. 1196	3½	1,666,666	13 4	58,333	6 8	250	0 0	58,583	6 8	1st January, 1921	1st January, 1926	London
55 Viet. No. 1217	3½	700,000	0 0	21,000	0 0	105	0 0	21,105	0 0	1st January, 1921	1st January, 1926	London
62 Viet. No. 1562	3	3,080,389	7 4	92,411	13 7	436	0 5	92,847	14 0	1st January, 1929	1st January, 1949	London
62 Viet. No. 1560	3½	3,718,478	14 3	130,146	15 1	833	3 1	130,979	18 2	1st January, 1929	1st January, 1949	Melbourne
62 Viet. No. 1560	4	965,681	4 0	38,627	4 11	228	5 9	38,855	10 8	...	...	London
60 Viet. No. 1468	3	1,130,372	18 0	33,911	3 9	...	...	33,911	3 9	...	...	...
62 Viet. No. 1564	3	24,426	18 10	732	16 2	...	...	732	16 2	...	30th September, 1917	Melbourne
63 Viet. No. 1623	3	257,701	0 0	7,731	0 7	...	...	7,731	0 7	...	...	...
64 Viet. No. 1659	3	500,000	0 0	15,000	0 0	...	...	15,000	0 0	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753	3	313,438	14 4	9,403	3 3	...	...	9,403	3 3	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. No. 1901	3	36,890	2 3	1,106	14 0	...	...	1,106	14 0	1st January, 1934	1st January, 1954	Melbourne
Treasury Bonds Act 1982	4½	2,549,013	14 8	95,857	14 10	...	...	95,857	14 10	1st July, 1915	1st April, 1922	Melbourne
5 Edw. VII. No. 1990	3½	258,966	13 10	9,063	16 8	...	...	9,063	16 8	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026	3	35,256	15 4	1,057	14 0	...	...	1,057	14 0	...	...	...
6 Edw. VII. No. 2026	3½	1,984,532	16 0	69,458	13 0	...	...	69,458	13 0	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2026	4	3,507,608	18 9	140,304	7 1	688	3 1	140,992	10 2	...	...	...
6 Edw. VII. No. 2026	4½	542,200	0 0	23,043	10 0	...	...	23,043	10 0	...	...	...
6 Edw. VII. No. 2026	4½	619,431	19 4	3,474	7 11	...	...	3,474	7 11	...	...	...
6 Edw. VII. No. 2026	5	2,240,085	0 0	112,875	3 3	...	...	112,875	3 3	...	...	...
6 Edw. VII. No. 2041	3½	411,555	0 0	14,404	8 6	...	...	14,404	8 6	...	...	...
6 Edw. VII. No. 2041	4	286,745	0 0	11,469	16 0	...	...	11,469	16 0	30th September, 1917	1st October, 1930	Melbourne
6 Edw. VII. No. 2041	4½	31,700	0 0	1,147	5 0	...	...	1,147	5 0	...	...	...

APPENDIX No. 10—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1918, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR—continued.

Aet.	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.	
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	225 12 1	35,225 12 1	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	352,802 15 8	14,109 7 3	...	14,109 7 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	470 4 1	80,470 4 1	1st April, 1940	1st April, 1960	London
3 Geo. V. No. 2429	3	5,400 0 0	162 0 0	...	162 0 0	30th September, 1917	...	Melbourne
3 Geo. V. No. 2429	3½	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	621 19 1	101,871 19 1	...	...	...
4 Geo. V. No. 2481	4½	110,303 0 7	3,860 12 1	...	3,860 12 1	...	...	...
4 Geo. V. No. 2481	4	429,696 19 5	17,053 6 1	...	17,053 6 1	...	...	...
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	88,950 3 10	1,325 2 8	...	1,325 2 8	...	...	...
5 Geo. V. No. 2794	3	13 17 3	0 4 10	...	0 4 10	...	...	...
5 Geo. V. No. 2794	4	789 1 6	12 10 1	...	12 10 1	...	...	...
5 Geo. V. No. 2794	4½	12,000 0 0	547 6 0	...	547 6 0	...	...	...
5 Geo. V. No. 2794	5	645,760 0 0	15,650 13 8	...	15,650 13 8	...	...	...
5 Geo. V. No. 2794	5½	550,000 0 0	28,875 0 0	110 0 0	28,985 0 0	...	...	...
5 Geo. V. No. 2794	5½	1,109,480 19 4	58,089 19 4	116 14 3	58,206 13 7	...	...	...
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures	...	1,000 0 0	...	...	...	...	...	...
		56,675,808 13 02	1,179,994 17 6	6,719 13 11	2,124,714 11 5			

APPENDIX No. 11.

DETAILED STATEMENT OF RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY FOR 1917-18, COMPARED WITH 1916-17.

	1916-17.	1917-18.
Average Mileage of Railway Worked	5.16	5.16
Car Mileage	572,735	521,525
Number of Passengers carried	3,450,442	3,854,677
Average Fare paid per Passenger	1.93d.	1.96d.
GROSS REVENUE—		
Passengers	£27,860	£31,559
Parcels	2	2
Miscellaneous	57	53
TOTAL GROSS REVENUE	£27,919	£31,614
Per Passenger Car Mile	11.70d.	14.55d.
Per Mile of Single Track	£2,705	£3,063
ORDINARY WORKING EXPENSES—		
Transportation Account	£10,038	£10,441
Way and Works Account	2,204	2,572
Rolling Stock Account	3,084	4,142
Power Account	4,444	5,689
General Expenditure	592	651
Payment into Railway Accident and Fire Insurance Fund	140	158
TOTAL WORKING EXPENSES	£20,502	£23,653
Per cent. of Gross Revenue	73.43	74.82
Per Passenger Car Mile	8.59d.	10.89d.
Per Mile of Single Track	£1,987	£2,292
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£7,417	£7,961
INTEREST ON THE TOTAL CAPITAL COST	£6,250	£6,359
PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ..	£1,167	£1,602

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 including the credit of £45,062 claimed under Section 102 of Act No. 2716 as referred to on page 12, was	£6,562,258	9	2
And of the St. Kilda and Brighton Electric Tramway	31,614	7	0
Making a total of	£6,593,872	16	2
That total includes the net amount of unpaid accounts due as at 30th June, 1918, which is not included in the Treasury figures because it was not received on that date, and which therefore must be deducted, viz.	127,018	18	6
	£6,466,853	17	8
Whilst on the other hand it excludes the net amount of accounts outstanding at 30th June, 1917, paid in 1917-18, and therefore included in the Treasury figures, viz.	149,060	9	4
The Revenue as shown by the Treasury is thus	£6,615,914	7	0

APPENDIX No 12—continued.

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

WORKING EXPENSES.			
The Working Expenses of the Railways amounted to ...	...	...	£4,451,091 13 3
And of the St. Kilda and Brighton Electric Tramway to ...	...	...	23,652 18 6
Making a total of ...			£4,474,744 11 9
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, 1918, which will be debited by the Treasury in the year or years in which they are paid ...	...	1,737 16 10	
(2) Amounts paid in 1917-18 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 1917-18, but not in the Railway Working Expenses ...	...	14,854 13 3	
(3) Amount paid by Public bodies in respect of works to be constructed in 1918-19 ...	...	2 7 6	
			16,594 17 7
			£4,458,149 14 2
And on the other hand the following amounts must be added :—			
(1) Amount of wages and accounts unpaid at 30th June, 1917, and charged in the Treasury to the year 1917-18, but debited by the Railways in previous years ...	...	4,330 3 8	
(2) Amount incurred, and defrayed from the Vote of 1917-18, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1918, and not charged to the Railway Working Expenses ...	...	3,929 12 7	
(3) Amount paid by sundry persons in 1915-16, 1916-17, and credited in the Treasury figures for those years, in respect of works carried out in 1917-18, the cost of such works not being chargeable to Railway Working Expenses ...	...	30 4 3	
(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) ...	...	992 15 0	
(5) Amount paid for Interest on amounts retained and payable to P. Rodger, contractor, for the Flinders-street Station Buildings (included in the Railway Interest Account) ...	...	1,946 2 6	
			11,228 18 0
			£4,469,378 12 2
The Working Expenses as shown by the Treasury are :—			
Division 88, subdivision 1 of the Appropriation Act 1917-18 ...	...	4,321,916 8 11	
Division 88, subdivision 1A (Life Assurance Premiums of Employees serving with Australian Expeditionary Forces) ...	...	7,529 4 10	
Division 88, subdivision 2 (Rolling Stock Replacement Fund) ...	...	50,000 0 0	
Division 88, subdivision 2 (Railway Accident and Fire Insurance Fund) ...	...	32,744 0 11	
Division 88, subdivision 3 (Recoup to the Public Account, account Relaying) ...	...	50,000 0 0	
Division 88, 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 for the year ended 30th June, 1918 ...	...	992 15 0	
Division 88A (Interest on amounts retained and payable to P. Rodger, contractor, for the Flinders-street Station Buildings) ...	...	1,946 2 6	
Act No. 2814 (Commissioners' Salaries) ...	...	4,250 0 0	
			£4,469,378 12 2

APPENDIX No. 13.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30TH JUNE, 1918.

	Miles.	Date opened for Traffic.
Dartmoor to Mumbannar (part of Heywood to Mumbannar Line)	12·80	28.11.17
Mumbannar to South Australian Border (part of Mumbannar to Mt. Gambier Border Railway within Victoria)	5·65	28.11.17
Toolondo to Kanagulk (part of Cavendish to Toolondo Line)	10·55	17.12.17
Total	29·00	...

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1918.

Line.	Miles.
Shelley to Cudgewa	19·64
Cavendish to Toolondo	33·45
Nayook 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
Nandaly to Kulwin	19·50
Total	114·57

NEW LINES AUTHORIZED, BUT NOT COMMENCED AT 30TH JUNE, 1918.

Line.	Miles
Part of Woomelang to Mildura and Yelta	10·00
Alberton to Won-Wron	12·25
Bittern to Red Hill	10·00
Total	32·25

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 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
Year 1917-18.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3706'91	4029'74	4382'99	820'70	5203'69
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'07	130'97
	Total ...	3'15	7'69	2'43	309'56	3828'81	4151'64	4504'89	829'77	5334'66
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Grand Total	3'15	7'69	2'43	314'72	3828'81	4156'80	4515'21	830'86	5346'07

		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 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
Year 1917-18.	5' 3" gauge ...	3'15	7'30	2'43	309'95	3694'44	4017'27	4369'73	812'61	5182'34
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'04	130'94
	Total ...	3'15	7'30	2'43	309'95	3816'34	4139'17	4491'63	821'65	5313'28
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Grand Total	3'15	7'30	2'43	315'11	3816'34	4144'33	4501'95	822'74	5324'69

NOTE.—The mileage of Sidings as shown does not include 73'94 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 32'62 miles is repaid to the Department.

APPENDIX No. 16.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1918.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1918.	In existence at 30th June, 1918.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	15,441,013 lbs.	15,231,420 lbs. (a) ¶	209,593 lbs.	...	£ 52,398	£ ...
Carriage Stock (floor area) ...	579,687 sq. ft.	576,241 sq. ft. (b) ¶	3,446 sq. ft.	...	17,230	...
Van Stock (floor area) ...	165,853 sq. ft.	169,066 sq. ft. (c)	...	3,213 sq. ft.	...	11,246
Sundry Stock (floor area) ...	31,575 sq. ft.	32,223 sq. ft. (d)	...	648 sq. ft.	...	1,296
Truck Stock (carrying capacity) ...	238,257 tons	239,758 tons (e)	...	1,551 tons	...	26,367
					69,628	38,909

Excess of cost of making good Deficiency over Value of Surplus ... £30,719
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1918, available for replacement of Rolling-Stock ... 32,238

¶ Equivalent tractive power and internal floor area are included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Locomotives and Carriages under construction, but not completed at 30th June, 1918.

(a) 62 locomotives have been written down to the tractive power represented by their value as scrap materials, and 5 to one-half tractive power. 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 locomotives have been written down to internal floor area represented by their value as scrap materials, and 45 vehicles and the van compartments of 57 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.

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

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

(e) 741 "I," 66 "N," 121 "K," 92 "H," 5 "TH," 16 "Q," and 10 water trucks (total 1,051) 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.

Acct. No.	Amount Authorized.	Expenditure to 30th June, 1917.	Amount Repaid to 30th June, 1917.	Balance Outstanding at 30th June, 1918.	
				Amount.	How Repayable.
2268	£ 200,000	Year 1910-11 ... 98,518 11 5	Year 1910-11 ... 50,000	£ s. d.	
		" 1911-12 ... 99,244 4 10	" 1911-12 ... 50,000		
		" 1912-13 ... 2,237 3 9	" 1912-13 ... 50,000		
2432	200,000		" 1914-15 ... 25,000	Nil	
			" 1915-16 ... 25,000		
		Year 1912-13 ... 82,457 17 0	Year 1914-15 ... 200,000		
2550	200,000	" 1913-14 ... 117,542 3 0	" 1915-16 ... 25,000	75,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning :—
			" 1916-17 ... 50,000		
			" 1917-18 ... 25,000		
2585	150,000	Year 1913-14 ... 19,632 15 7	Year 1914-15 ... 25,000	100,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning :—
		" 1914-15 ... 180,357 4 5	" 1915-16 ... 25,000		
			" 1916-17 ... 25,000		
2585	150,000		" 1917-18 ... 25,000	42,916 16 7	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning :—
		Year 1914-15 ... 7,837 18 4	Year 1915-16 ... 25,000		
		" 1915-16 ... 73,333 2 11	" 1916-17 ... 25,000		
2585	750,000	" 1916-17 ... 10,039 17 2		217,916 16 7	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning :—
		" 1917-18 ... 1,705 18 2			
		Year 1914-15 ... 92,916 16 7			
2585	750,000		475,000	217,916 16 7	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning :—

APPENDIX No. 18.

RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1918.										Cr.
Dr.	£	s.	d.	£	s.	d.	£	s.	d.	
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20) ...	...	...	...	559,440	16	2	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ...	...	...	...
" Advances from Loan Funds ...	...	630,000	0 0	...	...	...	" Cash in Treasury ...	122,999	3 11	...
Less repaid February, 1918 ...	...	50,000	0 0	...	...	...	" Cash with Agent-General in London and in Transit ...	14,514	3 7	...
				580,000	0 0					60
" Sundry Outstanding Accounts at 30th June, 1918				98,977	4 11		" Stores and Materials on hand at 30th June, 1918 ...	1,052,338	10 2	
							Less Amount at Credit of Stores Depreciation Account ...	1,433	16 7	

APPENDIX No. 19.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDING 30TH JUNE, 1917 AND 1918.

COUNTRY—	Year ending 30th June, 1917.				Year ending 30th June, 1918.			
	Number of Journeys.			Revenue.	Number of Journeys.			Revenue.
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.	
Single and Return Tickets ...	1,442,359	5,301,381	6,743,740	£	1,258,930	5,374,976	6,633,906	£
Periodical Tickets ...	959,801	699,413	1,659,214	404,445	1,062,908	645,409	1,708,317	1,056,693
Total ...	2,202,160	6,000,794	8,202,954	509,483	2,321,838	6,020,385	8,342,223	2,334,4
METROPOLITAN (within 20 miles of Melbourne)—								
Single and Return Tickets ...	22,767,095	29,500,646	52,267,741	372,116	21,910,988	27,900,668	49,811,656	384,789
Race and Special Picnic Tickets ...	462,177	438,629	900,806	15,920	532,083	486,593	1,018,676	12,947
Periodical Tickets ...	23,705,168	14,612,686	38,317,854	210,537	21,033,848	15,259,423	36,293,271	104,545
" (Free Building Tickets) ...	71,040	...	71,040	...	32,240	...	32,240	...
Weekly Workmen's Tickets	...	8,581,145	8,581,145	...	...	10,255,007	10,255,007	88,514
Total ...	47,005,480	53,133,106	100,138,586	598,573	43,509,139	53,901,691	97,410,850	590,795
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	49,207,640	59,133,900	108,341,540	1,108,056	45,830,997	59,922,076	105,753,073	1,670,832
ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY ...	...	...	3,450,442	...	...	...	3,854,677	...
								31,559

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1917 AND 1918.

Kind of Goods.	Year ending 30th June, 1917.		Year ending 30th June, 1918.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
2nd Class	78,328	138,959	86,524	170,331
1st Class	89,890	136,131	98,810	159,276
"C" Class	71,989	79,069	77,792	88,012
"B" Class	142,445	108,453	150,012	125,254
"A" Class	160,894	120,234	181,614	139,907
Miscellaneous	178,989	49,135	256,132	88,250
Fish	4,766	6,146	5,123	6,798
Fruit	68,581	44,277	69,592	48,054
Butter	24,372	24,848	31,245	29,455
Other Dairy Produce	14,276	12,619	16,686	14,401
Wine	4,840	4,880	5,296	6,688
Wool	63,507	105,320	70,059	130,888
Flour, Bran, Sharps, and Pollard	243,838	100,480	319,565	133,898
Wheat	1,596,883	817,287	1,317,125	609,937
All other Agricultural Produce	401,579	157,468	392,712	170,480
Hay, Straw, and Chaff	274,240	74,629	311,443	90,037
Fertilizers	192,532	46,113	181,278	54,101
Minerals (including Coal, Coke, Ores, &c.)	371,985	70,174	487,171	105,745
Firewood	523,582	131,592	538,133	145,612
Timber	214,551	67,010	261,676	91,156
Stone, Gravel, and Sand	521,639	53,584	633,075	67,782
All other Goods	310,555	240,314	288,326	265,187
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing	...	39,902	...	26,092
Total Tonnage of Goods carried, and Total Revenue derived therefrom	5,554,361	2,628,621	5,779,389	2,767,341
Live Stock	408,241	305,638	451,704	370,206
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	5,962,602	2,934,259	6,231,093	3,137,547

Numbers of Live Stock carried—

	Year ending 30th June, 1917.	Year ending 30th June, 1918.
Calves	87,581	96,300
Cattle	334,767	386,120
Horses	42,333	46,593
Pigs	273,100	329,572
Sheep	5,261,116	5,579,704

APPENDIX No. 21.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1903, TO 30TH JUNE, 1918.

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.	Passenger, Parcels, Rentals, &c.				Goods and Live Stock.	Total.			
															£.		
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	13,856,375	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	3,004,953	2,610,210	5,705,163	1,443	8/3'03	
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	14,022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5'89	
1917-18	4,152	4,139	56,655,910	13,645	817	1,641	19,380	912	13,626,371	105,753,073	6,231,093	3,424,712	3,137,547	6,562,259	1,585	9/7'58	

Exclusive of St. Kilda and Brighton Electric Tramway.

APPENDIX No. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1903, TO 30TH JUNE, 1918.

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.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.		REPAIRS AND RENEWALS.		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								£	s. d.	£	s. d.						
1903-04 ...	586,015	1/3.33	17.04	448,959	133	0/11.75	13.06	13.25	263,987	0/6.91	7.68	47,807	0/1.25	1.39	£	s. d.	
1904-05 ...	562,370	1/2.96	15.70	502,022	148	1/1.35	14.01	13.63	274,931	0/7.31	7.67	43,575	0/1.16	1.22			
1905-06 ...	588,123	1/3.03	15.53	572,297	169	1/2.62	15.11	12.71	306,842	0/7.84	8.10	50,278	0/1.29	1.33			
1906-07 ...	593,248	1/2.19	14.78	589,452	174	1/2.10	14.69	12.99	323,858	0/7.74	8.07	49,032	0/1.17	1.22			
1907-08 ...	612,719	1/2.16	15.82	648,589	191	1/2.99	16.75	14.82	382,477	0/8.84	9.88	52,455	0/1.22	1.35	15,667	0/0.36	0.40
1908-09 ...	641,431	1/1.64	15.35	625,602	184	1/1.30	14.97	14.86	372,766	0/7.92	8.92	58,108	0/1.24	1.39	*90,863	0/1.93	2.18
1909-10 ...	684,394	1/2.03	15.40	643,912	187	1/1.20	14.49	15.67	452,975	0/10.86	11.92	59,818	0/1.23	1.35	*97,219	0/1.99	2.19
1910-11 ...	766,784	1/2.19	15.66	753,312	215	1/1.94	15.38	15.46	450,705	0/9.38	10.35	65,987	0/1.22	1.35	*91,386	0/1.69	1.87
1911-12 ...	901,024	1/3.63	17.27	840,141	237	1/2.57	16.10	16.14	454,794	0/9.50	10.50	74,237	0/1.29	1.42	26,095	0/0.45	0.50
1912-13 ...	947,868	1/3.98	18.21	876,631	241	1/2.78	16.84	17.57	455,102	0/9.19	10.59	80,937	0/1.37	1.55	26,027	0/0.44	0.50
1913-14 ...	1,066,738	1/5.03	19.18	928,702	248	1/2.83	16.70	18.05	463,289	0/10.11	11.38	85,968	0/1.37	1.55	27,805	0/0.45	0.50
1914-15 ...	1,081,816	1/4.97	20.96	838,014	218	1/1.14	16.24	19.88	469,086	0/10.84	13.38	92,996	0/1.46	1.80	25,805	0/0.40	0.50
1915-16 ...	1,085,329	1/6.84	19.02	830,674	210	1/2.42	14.56	18.73	460,469	0/10.42	10.53	91,490	0/1.59	1.60	28,526	0/0.50	0.50
1916-17 ...	1,095,703	1/6.76	18.41	743,391	181	1/0.72	12.49	20.51	461,078	0/10.44	10.25	89,509	0/1.53	1.50	*39,763	0/0.68	0.67
1917-18 ...	1,218,509	1/9.46	18.57	943,742	228	1/4.62	14.38	19.29	463,929	0/11.16	9.66	93,382	0/1.65	1.42	32,586	0/0.57	0.50

* 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, year 1916-17, £50,000, and year 1917-18, £50,000.

Exclusive of St. Kilda and Brighton Electric Tramway.

APPENDIX No. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1903, TO 30TH JUNE, 1918.

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.					SPECIAL AND ABNORMAL CHARGES PAID OUT OF THE 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 Train Mile.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.								
£	£	s. d.			£	s. d.	£	£	£	£	£	£	£	£	£	£	£
1903-04	1,802,311	535	3/11.16	52.42	1,635,830	485	3/6.80	3/9.7	4.15	119,556	1,516,274	6	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	3.5	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	1,671,562†	4.03†	4.22†	1,472,397†	99,637	...	99,328†
1906-07	2,076,673	612	4/1.66	51.75	1,935,968	570	3/10.30	4.66	4.88	165,749	1,762,417†	4.24†	4.44†	1,483,284†	110,881	...	168,252†
1907-08	2,285,897	673	4/4.84	59.02	1,587,471	468	3/0.69	3.79	3.98	47,058	1,536,488†	3.66†	3.85†	1,483,807†	103,064	50,383†	...
1908-09	2,409,439	709	4/3.22	57.67	1,768,685	521	3/1.59	4.16	4.35	...	1,770,551†	4.16†	4.35†	1,430,993†	105,415*	...	235,043†
1909-10	2,711,545	788	4/7.59	61.02	1,732,318	593	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	3,397,495	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†	121,312*	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†	...
1917-18	4,188,046	1,012	6/1.76	63.82	2,374,213	573	3/5.82	4.19	4.23	263,046	2,119,128†	3.74†	3.78†	2,126,906†	129,160*	136,938†	...

* 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, 1918.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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†
1918	134,161	‡597,194†	125,272†	856,627†
Total ...	4,068,137	8,294,796	5,849,660	18,212,593

* 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
„ 1917-18	...	...	...	290,038

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, 1918.

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	4,950,548	3	10	49,069
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	715,499	12	6	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	66,613	10	0	4,594
† Lancefield to Kilmore ...	...	18.10	18.10	1,714	1,160	1 " 40	108,841	9	5	5,993
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	403,340	13	2	5,947
Carlsruhe to Daylesford ...	0.38	22.17	22.55	2,469	1,791	1 " 50	177,871	18	0	7,888
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,292	1,429	1 " 40	182,185	19	7	7,883
Kyneton (Redesdale Junction) to Redesdale ...	...	16.25	16.25	1,636	973	1 " 50	90,323	4	1	5,558
Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1 " 40	418,019	18	6	8,924
Dunolly to St. Arnaud (including cost of Carapnoee Ballast Pits Trainway) ...	0.28	32.73	33.01	943	611	1 " 50	179,697	13	6	5,444
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	114,661	13	6	4,806
Donald to Birchip ...	...	32.30	32.30	394	330	1 " 100	94,985	2	2	2,941
Birchip to Cronomby (Woomelang) ...	...	26.45	26.45	351	260	1 " 75	71,297	11	2	2,696
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	290,132	0	0	2,634
Mildura to White Cliffs ...	...	6.92	6.92	186	126	1 " 75	17,788	4	11	2,571
White Cliffs to Yelta ...	...	...	...	...	...	...	4	9	6	In progress
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 in 50	95,928	11	8	3,957
Ouyen to Kow Plains ...	...	56.39	56.39	351	137	1 " 60	136,529	8	10	2,421
Kow Plains to Murrayville ...	...	11.48	11.48	218	146	1 " 75	31,434	13	3	2,738
Murrayville to South Australian Border ...	...	12.53	12.53	351	192	1 " 80	73	1	10	To be recouped
South Australian Border to Pinnaroo (3.55 mls.) ...	...	...	...	...	...	...	11	11	6	
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 in 40	62,434	16	4	6,097
Maldon (Laaneceorie Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	1 " 50	68,584	6	0	6,935
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 40	298,143	3	8	7,145
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	73,056	19	6	5,317
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	64,726	5	5	4,335
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	174,627	16	9	4,473
Crowland to Navarre ...	...	22.87	22.87	885	720	1 " 66	66,287	16	10	2,898
Bendigo to Inglewood ...	0.80	28.13	28.93	779	443	1 " 70	197,960	12	5	6,843
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	248,238	0	6	5,797
Charlton to Wycheproof ...	...	16.48	16.48	521	356	1 " 50	91,383	10	9	5,545
Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	1 " 94	85,236	2	11	1,780
Sea Lake towards Pier Millan (Nandaly) ...	...	17.68	17.68	265	172	1 " 66	43,615	19	3	2,467
Nandaly to Kulwin ...	...	...	...	...	...	...	18,635	11	5	In progress
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 in 50	18,722	19	5	3,852
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	78,098	1	7	4,373
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	50,331	6	4	2,292
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	54,134	8	7	1,786
Ultima to Chillingollah ...	...	20.14	20.14	263	164	1 " 60	34,254	8	6	1,701
Chillingollah to Manangatang ...	...	18.59	18.59	245	169	1 " 75	37,659	2	6	2,026
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 " 70	347,736	7	5	4,764
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	165,062	17	4	4,695
Swan Hill to Piangil ...	...	27.39	27.39	291	216	1 " 75	66,564	9	9	2,430
Elmore to Cohuna ...	...	57.09	57.09	438	264	1 " 100	141,561	5	3	2,480
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 " 100	579,962	8	11	98,801
* Newport to Braybrook Junction ...	...	4.29	4.29	110	48	1 " 92	47,934	3	4	11,173
Newport to Geelong (including cost of Geelong Pier) ...	2.90	35.61	38.51	113	11	1 " 81	1,326,144	14	7	33,830
* 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	414,283	15	11	7,936
† Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50	156,512	9	11	5,568
Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50				
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.90	41.81	42.71	550	13	1 " 50	384,049	11	4	8,992
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	89,230	16	3	9,533
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	116,920	1	7	5,643
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 Beecae ...	...	8.70	8.70	432	390	1 " 66	47,525	3	1	5,463
Beecae to Newtown ...	...	35.85	35.85	443	388	1 " 50	112,676	14	11	3,143
† Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 " 30	77,919	15	4	2,627
† Beech Forest to Crowe's ...	...	14.24	14.24	1,826	1,356	1 " 30	44,166	16	3	3,102
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	116,071	18	9	5,200
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	1,957,261	13	1	36,632
* North Geelong Loop Line ...	...	0.22	0.22	53	46	1 " 57				
* North Geelong to Fyansford ...	...	...	...	...	...	...	12,036	9	5	In progress
Ballarat to Ararat ...	4.33	52.84	57.17	1,517	960	1 in 50	472,775	12	11	8,270
Ararat to Stawell ...	...	18.85	18.85	1,086	761	1 " 100	192,410	0	5	10,207
Stawell to Horsham ...	1.18	52.26	53.44	761	423	1 " 100	380,568	8	4	5,493
* Stawell to Grampians ...	...	15.84	15.84	815	621	1 " 30				
Carried forward ...	162.44	1,721.89	1,884.33	...	...	...	17,516,656	3	4	...

* 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	...	...	...	17,516,656 3 4	...	
Horsham to Dimboola	0.36	21.10	21.46	477	361	1 in 50	124,541 19 4	5,803	
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	438,331 18 1	6,933	
Braybrook Junction to Parwan	...	21.65	21.65	466	119	1 " 50	273,027 16 10	12,611	
Parwan to Gordon	...	27.46	27.46	1,877	341	1 " 48	356,414 16 10	12,979	
Gordon to Warrenheip	0.09	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	425,963 11 10	4,270	
* 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	66,097 6 8	9,663	
* 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	60,445 2 9	4,607	
Scarsdale to Linton	...	7.97	7.97	1,189	1,022	1 " 40	78,260 4 0	9,819	
Linton to Skipton	...	12.75	12.75	1,383	944	1 " 37	56,825 5 1	4,457	
* 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	391,203 15 7	5,922	
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53.82	53.82	606	11	1 " 40	311,603 4 9	5,790	
† Dunkeld to Koroit	...	48.99	48.99	834	207	1 " 60	171,358 8 10	3,498	
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	112,537 0 10	4,891	
Hamilton to Cavendish	...	15.47	15.47	794	577	1 " 50	45,359 7 3	2,932	
Cavendish to Toolondo (Toolondo to Kanagulk)	...	10.55	10.55	588	558	1 " 161	86,406 0 6	8,190	
Branxholme to Casterton	...	32.09	32.09	572	149	1 " 40	182,240 4 10	5,679	
Heywood to Mumbannar	...	38.82	38.82	422	85	1 " 50	135,626 0 8	3,494	
Mumbannar to South Australian Border	...	5.65	5.65	223	209	1 " 100	15,255 11 7	2,700	
* South Australian Border to Monnt Gambier (11.67 miles)	...	...	...	...	...	...	46,600 8 2	...	
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	31,285 11 5	2,034	
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31.20	31.20	464	360	1 " 66	157,461 13 3	5,047	
Warracknabeal to Beulah	...	21.92	21.92	359	288	1 " 80	58,996 18 6	2,691	
Beulah to Hopetonn	...	16.01	16.01	290	258	1 " 100	38,002 15 2	2,374	
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	69,224 2 7	2,444	
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	33,229 0 7	2,429	
Lorquon to Yanac-a-Yanac	...	18.38	18.38	473	355	1 " 75	47,249 14 0	2,571	
Rainbow to Nypo	...	10.59	10.59	294	237	1 " 75	27,371 14 5	2,585	
Essendon Junction to Essendon	3.50	...	3.50	148	14	1 " 67	210,791 14 10	42,158	
* 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	2,396,383 7 8	13,168	
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	220,091 2 5	43,410	
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	159,879 16 9	66,895	
Fitzroy Branch	0.07	0.88	0.95	119	85	1 " 79	76,975 19 2	81,027	
Fitzroy (Whittlesea Junction) to Whittlesea	4.67	17.39	22.06	639	119	1 " 50	290,471 7 9	13,167	
Northcote Loop Line	0.13	...	0.13	128	119	1 " 70	8,698 3 11	66,908	
Tallaroek to Yea	...	23.69	23.69	698	488	1 " 40	164,341 12 9	6,937	
Yea to Mansfield and Alexandra-road	...	55.82	55.82	1,304	557	1 " 40	345,118 3 5	6,183	
Alexandra-road to Alexandra	...	4.32	4.32	922	716	1 " 30	29,090 7 5	6,734	
Mangalore to Shepparton	0.29	44.96	45.25	499	372	1 " 100	292,431 11 0	6,463	
Shepparton to Numurkah	2.16	18.60	20.76	376	348	1 " 206	88,406 14 4	4,259	
Numurkah to Cobram	0.20	21.45	21.65	376	355	1 " 165	89,792 16 11	4,147	
Murchison East to Rnshworth	...	12.87	12.87	476	391	1 " 80	70,873 10 11	5,507	
Rushworth to Colbiuabbin	...	12.82	12.82	510	363	1 " 50	38,085 3 6	2,971	
Rushworth to Stanhope North	...	14.22	14.22	516	347	1 " 50	48,705 18 9	3,425	
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	158,483 3 7	4,652	
Shepparton to Dookie	...	14.84	14.84	500	372	1 " 100	55,374 0 1	3,731	
Dookie to Katamatite	...	17.02	17.02	490	383	1 " 69	40,888 4 3	2,402	
Numnrkah to Nathalia	...	13.79	13.79	356	335	1 " 330	52,313 5 5	3,794	
Nathalia to Picola	...	6.75	6.75	335	325	1 " 264	13,873 15 4	2,055	
Strathmerton towards Tocumwal	...	8.20	8.20	390	358	1 " 330	19,713 1 8	2,404	
Strathmerton to Tocumwal Extension	...	2.07	2.07	372	365	1 " 92	15,009 3 7	7,251	
Benalla to St. James	...	20.33	20.33	583	450	1 " 75	80,869 7 11	3,978	
St. James to Yarrawonga	...	19.86	19.86	514	414	1 " 50	98,603 11 5	4,965	
Benalla to Tatong	...	18.08	18.08	760	556	1 " 60	50,344 10 11	2,785	
† Wangaratta to Whitfield	...	30.49	30.49	811	481	1 " 80	40,134 17 1	1,316	
Wangaratta (Beechworth Junc.) to Beechworth	...	22.26	22.26	1,831	502	1 " 30	165,960 7 7	7,456	
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	78,006 1 4	4,711	
Myrtleford to Bright	...	18.54	18.54	1,004	688	1 " 50	112,672 2 10	6,077	
Carried forward	247.17	3,181.53	3,428.70	...	...	...	27,606,003 13 9	...	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion dismantled.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 23—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average Per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£ s. d.	£
Brought forward ...	247'17	3,181'53	3,428'70	...	...	...	27,606,003 13 9	
Springhurst to Wahgunyah ...	...	13'95	13'95	623	454	1 in 50	75,726 13 10	5,428
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	219,351 13 7	9,595
Spencer Street to Flinders Street ...	0'76	...	0'76	33	17	1 " 40	275,532 5 8	362,542
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	2,745,428 2 2	168,122
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	244,886 9 9	44,606
Heidelberg to Eltham ...	...	8'35	8'35	303	110	1 " 40	62,919 5 3	7,535
Eltham to Hurst's Bridge ...	...	6'64	6'64	248	116	1 " 50	44,557 8 2	6,710
Brighton Beach to Sandringham ...	2'20	...	2'20	58	20	1 " 97	82,717 16 11	37,599
South Yarra to Oakleigh ...	7'05	...	7'05	184	22	1 " 54	648,977 13 8	92,054
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	1,223,209 4 0	10,347
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	298,123 9 6	28,944
† Caulfield to Frankston ...	19'65	0'23	19'88	166	10	1 " 50	271,556 14 3	13,660
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18'85	18'85	327	10	1 " 50	113,909 13 7	6,043
Mornington Junction to Mornington ...	...	7'67	7'67	194	60	1 " 50	68,637 13 1	8,949
Bittern to Red Hill ...	...	...	...	...	...	...	59 14 9	In progress
Frankston Cemetery Line ...	...	...	...	...	...	...	330 16 11	
Spring Vale Cemetery Line ...	...	1'60	1'60	231	145	1 in 50	9,278 16 6	5,799
Dandenong (Great Southern Junction) to Port Albert ...	0'17	117'11	117'28	746	10	1 " 40	1,038,174 9 0	8,852
Koo-wee-rup to McDonald's Track ...	...	...	...	...	...	...	7,771 15 10	In progress
Nyora to Woolamai ...	...	16'79	16'79	410	58	1 in 50	77,456 10 10	4,613
Woolamai to Powlett Coal Field (including sidings, Wonthaggi) ...	...	13'75	13'75	233	14	1 " 60	134,970 9 11	9,816
Korumburra to Coal Creek ...	...	0'89	0'89	735	630	1 " 30	5,741 7 11	6,451
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	20,804 11 4	5,563
Jumbunna to Outtrim ...	...	2'40	2'40	649	539	1 " 40	28,041 18 4	11,684
Welsbpool to Welsbpool Jetty ...	...	3'23	3'23	57	6	1 " 100	3,128 18 4	969
Alberton to Won Wron ...	...	...	...	...	...	...	199 10 2	In progress
Warragul to Neerim South ...	...	13'49	13'49	681	349	1 in 40	124,508 6 2	9,230
Neerim South to Toorongo River (Neerim South to Nanyook) ...	...	8'02	8'02	1,415	676	1 " 30	102,964 4 8	12,838
Moe (Junction) to Thorpdale ...	...	10'67	10'67	798	219	1 " 40	116,683 7 4	10,936
† Moe to Walhalla ...	...	26'06	26'06	1,323	174	1 " 30	113,241 16 9	4,345
Morwell to North Mirboo ...	...	20'16	20'16	784	184	1 " 40	154,238 13 9	7,651
Traralgon to Heyfield ...	...	22'06	22'06	262	93	1 " 50	125,175 5 4	5,674
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0'52	49'30	49'82	296	9	1 " 50	287,407 5 11	5,769
Bairnsdale to Orhost ...	...	60'24	60'24	423	23	1 " 50	430,509 0 5	7,147
Maffra to Briagolong ...	...	11'79	11'79	238	109	1 " 50	61,814 8 3	5,243
Burnley to Waverley Road ...	...	5'23	5'23	111	33	1 " 60	173,971 16 3	33,264
Hawthorn to Lilydale ...	11'82	8'20	20'02	484	41	1 " 40	620,582 0 10	30,998
Lilydale to Healesville ...	0'26	15'11	15'37	351	230	1 " 40	223,803 1 9	14,561
Hawthorn (Kew Junction) to Kew ...	...	0'06	0'06	119	41	1 " 40	76,430 13 1	79,616
Ringwood to Upper Ferntree Gully ...	...	7'44	7'44	436	314	1 " 40	69,097 18 11	9,287
† Ferntree Gully to Gembrook ...	...	18'22	18'22	1,057	412	1 " 30	62,851 6 2	3,450
Lilydale to Warburton ...	...	23'97	23'97	738	289	1 " 37½	128,232 8 11	5,350
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5'16	...	5'16	59	7	1 " 21½	109,969 14 5	21,312
Sandringham to Black Rock Electric Street Railway ...	...	...	...	...	...	...	35,104 4 3	In progress
Total mileage of lines constructed †	328'19	3,876'57	4,204'76	...	...	...	38,773,505 17 9	
Less mileage closed for traffic at 30th June, 1918.								
Double. Single. Total.								
Dunkeld to Peshhurst (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, 1918 ...	327'99	3,828'81	4,156'80					
Carried forward ...	327'99	3,828'81	4,156'80				38,773,505 17 9	

† See lines closed for traffic.

‡ Including portion dismantled miles 2-ft. 6-in., 19190.

§ Gauge of lines constructed—miles 5-ft. 3-in., 4,034'00; 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.		£	s.	d.
Brought forward	327·99	3,828·81	4,156·80	...	...	...	38,773,505	17	9
Works, Melbourne to Essendon Junction	...	...	...	...	...	...	1,982,043	7	3
Railway Offices, Spencer Street	...	...	...	...	...	...	193,957	9	8
Sheds and Workshops, Williamstown	...	...	...	...	...	...	154,029	0	1
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	...	...	...	...	...	...	626,868	4	7
Sheds and Workshops, Country Depôts (in- cluding cost of machinery)	...	...	...	...	...	...	28,310	12	10
Workshops, Bendigo (including cost of machi- nery)	...	...	...	...	...	...	127,626	3	10
Workshops, Ballarat (including cost of machi- nery)	...	...	...	...	...	...	123,045	6	8
General Construction Account (Capital Ex- penditure common to all lines)	...	...	...	...	...	...	797,645	18	8
Rolling-stock, Broad-gauge...	...	...	...	...	...	...	11,025,216	11	2
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	104,701	3	6
Rolling-stock, Electric Trainway	...	...	...	...	...	...	49,016	2	0
McKeen Motor Cars	...	...	...	...	...	...	15,078	0	8
Steam Motor Car (Great Western type)	...	...	...	...	...	...	4,393	2	5
Electrification Melbourne Suburban Lines	...	...	...	...	...	...	2,444,196	19	3
Grand Total	327·99	3,828·81	4,156·80	...	...	...	56,449,634	0	4

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	20,153
1857—May 13	Flinders Street	St. Kilda			19,356
1859—Feb. 8	Prince's Bridge	Richmond			43
" Dec. 12	Richmond	Cremorne			43
" " 19	Windsor	North Brighton			42
1860—Sept. 24	Richmond	Pic-nic Station			43
" Dec. 22	Cremorne	Windsor ...			43
1861—April 13	Pic-nic Station	Hawthorn...			43
" Dec. 21	North Brighton	Brighton Beach			127
1857—June 17	Williamstown Junction ...	Geelong ...	38·51		36
1859—Jan. 17	Footscray	Williamstown Pier	5·87		150
" Feb. 10	Melbourne	Sunbury ...	23·95		36
1860—Oct. 21	Essendon Junction	Essendon ...	3·50		331
1861—July 8	Sunbury	Woodend ...	24·70		36
1862—April 11	North Geelong Junction ...	Ballarat ...	53·21		36
" " 25	Woodend	Kyneton ...	8·32		36
" Oct. 21	Kyneton	Bendigo ...	43·90		36
1864—Sept. 19	Bendigo	Echuca ...	55·13		36
1867—Nov. 30	Newmarket Junction ...	*Race-course ...	1·50		331
1872—April 18	Essendon	Schoolhouse-lane ...	54·00		331
" Aug. 26	Schoolhouse-lane	Seymour ...	2·29		331
" Nov. 20	Seymour	Longwood ...	23·39		331
1873—March 20	Longwood	Violet Town ...	20·54		331
" Aug. 18	Violet Town	Benalla ...	16·14		331
" Oct. 28	Benalla	Wangaratta ...	24·04		331
" Nov. 21	Wangaratta	Wodonga ...	41·60		331
1874—July 7	Castlemaine	Maryborough ...	33·02		415
" " 7	Ballarat	Creswick ...	11·05		415
" Aug. 11	Ballarat	Beaufort ...	28·74		415
" Oct. 6	Maryborough	Dunolly ...	13·81		415
" Nov. 16	Creswick	Clunes ...	11·19		415
1875—Feb. 2	Clunes	Maryborough ...	19·49		415
" April 7	Beaufort	Ararat ...	28·64		415
" July 7	Beechworth Junction ...	Everton ...	12·05		475
1876—Feb. 15	Ararat	Scallan's Hill ...	17·85		475
" April 14	Scallan's Hill	Stawell ...	1·00		475
" Sept. 19	Bendigo	Bridgewater ...	24·49		475
" " 30	Everton	Beechworth ...	10·21		475
" Oct. 21	Maryborough	Avoca ...	14·92		475
" Nov. 18	Bridgewater	Inglewood ...	4·44		475
" " 25	Geelong	Winchelsea ...	25·64		475
1877—March 13	Winchelsea	Birregurra ...	12·79		475
" April 24	Ararat	Dunkeld ...	47·02		475
" June 1	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	Eagleshawk ...	Raywood ...	13.42	682
1883—April 20	Korong Vale ...	Charlton ...	22.62	682
" June 14	Wodonga ...	River Murray ...	1.94	682
" " 21	Raywood ...	Mitiamo ...	22.44	682
" July 2	Korong Vale ...	Boort ...	17.86	682
" " 2	Colac ...	Camperdown ...	28.10	682
" Aug. 1	Ballarat ...	Scarsdale ...	13.11	682
" Sept. 3	Benalla ...	St. James ...	20.33	682
" Oct. 1	Charlton ...	Wycheproof ...	16.47	682
" Nov. 13	Traralgon ...	Heyfield ...	22.06	682
" " 16	Tallaroak ...	Yea ...	23.69	682
" Dec. 17	Everton ...	Myrtleford ...	16.56	682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12.59	682
" " 15	Branxholme ...	Henty ...	23.19	682
" April 2	Braybrook Junction ...	Melton ...	15.64	682
" June 16	Castlemaine ...	Maldon ...	10.24	682
" Sept. 1	Henty ...	Casterton ...	8.90	682
" " 9	North Melbourne ...	Coburg ...	5.07	682
" Oct. 25	Pyramid Hill ...	Kerang ...	24.54	682
1885—April 6	Race-course Junction ...	*Williamstown Race-course	0.69	860, 889, 962 & 1381
" " 10	Morwell ...	Boolarra ...	12.11	682
" Sept. 8	Boolarra ...	Darlimurla ...	4.44	682
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course	2.00	821 and 1381
" " 7	Darlimurla ...	North Mirhoo ...	3.61	682
" April 1	Melton ...	Parwan ...	6.00	682
" May 6	St. James ...	Yarrowonga ...	19.86	821 and 1381
" " 12	Murtoa ...	Warracknabeal ...	31.20	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2.92	821 " 1381
" Dec. 22	Gordon ...	Ballan ...	7.37	821 " 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	63.19	821 " 1381
" " 19	North Creswick ...	Rocky Lead ...	12.65	821 " 1381
" Feb. 16	Parwan ...	Bacchus Marsh ...	2.54	821 " 1381
" March 18	Heyfield ...	Maffra ...	10.92	821 " 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4.86	821 " 1381
" " 23	Camperdown ...	Terang ...	13.87	821 " 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10.46	821 " 1381
" " 1	Lubeck ...	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 ...	Cohram ...	21.65	821 " 1381
" " 1	Shepparton ...	Dookie ...	14.84	821 " 1381
" " 1	Kilmore Junction ...	Kilmore ...	9.51	821 " 1381
" " 1	Bendigo ...	Heathcote ...	27.64	821 " 1381
" " 1	Pisgah Junction ...	Waubra ...	13.74	821 " 1381
" " 1	Frankston ...	Mornington Junction ...	5.02	821 " 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15.91	821 " 1381
" Nov. 20	Inglewood ...	Dunolly ...	24.24	821 " 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23.01	821 " 1381
		Carried forward ...	2179.32	

* Trains run only as required for traffic.

APPENDIX No. 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 loopline)	4'99	821 " 1381	
" " 24	Maldon (Laanecoorie Junction)	Shelbourne ...	9'89	821 " 1381	
" May 7	Merton ...	Maindample ...	13'86	821 " 1381	
" June 2	Loch ...	Korumburra ...	9'89	821 " 1381	
" " 5	Birregurra ...	Forrest ...	19'85	821 " 1381	
" July 23	Beechworth ...	Yackandandah ...	12'84	821 " 1381	
" " 24	Bolga ...	Tallangatta ...	5'02	821 " 1381	
" Oct. 6	Maindample ...	Mansfield... ..	8'64	821 " 1381	
" Nov. 23	Spencer Street ...	§Flinders St. (Viaduct)	0'76	821 " 1187	
" Dec. 17	Korumburra ...	Leongatha ...	9'19	821 " 1381	
1892—Jan. 13	Leongatha ...	Port Albert ...	58'75	821 " 1381	
" March 18	Rokeby ...	Neerim South ...	5'36	1030 " 1300	
" April 5	Curdie's River Junction	Timhoo ...	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 ...	Rainhow ...	18'47	1558	
1900—March 1	Quambatook ...	Ultima ...	30'30	1555	
" Dec. 18	Upper Fern Tree Gully	†Gembrook ...	18'22	1549	
" " 26	Bungarce ...	*Race-course ...	1'53	1682	
1901—Oct. 21	Melbourne ...	Collingwood ...	2'22	1590	
" Nov. 13	Lilydale ...	Warburton ...	23'97	1585	
1902—March 1	Colac ...	†Beech Forest ...	29'66	1594 and 1760	
" June 5	Heidelberg ...	Eltham ...	8'35	1299	
		Carried forward ...	3299'78		

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 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	Onyen ...	Kow Plains ...	56.39	2179
" " 25	Kow Plains ...	Murrayville ...	11.48	2290
" " 25	Eltham ...	Hurst's Bridge ...	6.64	2217
1912—Sept. 24	Noradjuha ...	Toolondo ...	11.24	2222
" Dec. 10	Jeparit ...	Lorquon ...	13.68	2224
1913—May 17	St. Kilda and Brighton Electric Tramway†	... ..	.03	
" Aug. 8	Gheriughap ...	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
" Nov. 28	Dartmoor ...	Mumbannar ...	12.80	2424
" " "	Mumbannar ...	South Australian Border	5.65	2424
" Dec. 17	Toolondo ...	Kanagulk ...	10.55	2502
Total mileage			4,204.76	
Less mileage closed for Traffic at 30th June, 1918—				
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	
			47.96	
Total mileage open for Traffic at 30th June, 1918 ...			4,156.80	

* 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, 1908, TO 30th JUNE, 1918.

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.		Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.		Employees proceeding to or from Duty within the Railway Boundary.		Killed.		Killed.		Killed.		Killed.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	12	1,181	..	43	63	1,472	..	9	315	26	447	65	1,672	9	28	70	114	160	87	27	130	441
1908-9	-	-	-	19	5	136	..	11	12	2	101	8	131	1	-	5	9	22	19	2	15	45
1909-10	-	-	-	5	2	96	..	120	7	-	38	6	167	-	4	4	3	8	7	1	15	21
1910-11 (a)	-	-	-	..	8	99	..	608	31	..	20	5	128	..	1	7	12	19	7	..	5	49
1911-12	-	-	-	1	9	116	..	124	44	..	12	23	134	3	11	9	13	19	11	4	7	67
1912-13 (b)	-	-	-	3	5	128	..	953	1	15	1	4	179	..	..	10	12	13	12	..	12	36
1913-14	-	-	-	2	8	197	..	283	61	7	49	4	184	2	1	8	7	12	13	3	17	45
1914-15	-	-	-	3	6	182	..	341	2	36	4	4	202	2	2	9	18	18	7	3	17	48
1915-16	-	-	-	3	11	195	..	250	2	28	5	5	209	..	..	2	18	24	7	5	12	54
1916-17	-	-	-	2	5	131	..	424	1	35	3	1	155	1	..	4	7	11	3	6	16	32
1917-18	-	-	-	5	4	192	..	311	2	46	4	5	183	..	9	12	15	14	1	3	14	44
Totals	-	-	-	43	63	1,472	..	1,038	9	315	26	447	65	1,672	9	28	70	114	160	87	27	441
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,489

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

(a) Including Richmond accident.

(b) Including West Melbourne accident.

APPENDIX No. 26.

STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC AT METROPOLITAN AND SUBURBAN STATIONS WHICH IN 1907-8 HAD A VOLUME IN EXCESS OF 500,000 PASSENGER JOURNEYS, OR WHICH HAVE SINCE HAD AT LEAST THAT VOLUME OF TRAFFIC.

Number of Passenger Journeys—in Thousands.

Name of Station.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1907-8.	1917-18.
Spencer-street—													
Suburban ..	695,	792,	823,	963,	1,091,	1,046,	1,079,	1,079,	1,137,	1,090,	1,106,	36	31
North Melbourne ..	768,	851,	981,	1,122,	1,245,	1,219,	1,192,	1,175,	1,133,	1,022,	928,	32	38
Kensington ..	994,	1,044,	1,130,	1,236,	1,424,	1,511,	1,542,	1,535,	1,501,	1,454,	1,365,	24	19
Newmarket ..	1,158,	1,260,	1,400,	1,578,	1,760,	1,822,	1,817,	1,850,	2,026,	1,751,	1,615,	21	13
Ascot Vale ..	1,787,	1,948,	2,044,	2,276,	2,413,	2,587,	2,647,	2,646,	2,636,	2,592,	2,530,	6	5
Moonee Ponds ..	1,271,	1,384,	1,477,	1,631,	1,814,	1,974,	2,067,	2,066,	2,023,	1,969,	1,946,	16	8
Essendon ..	901,	1,031,	1,141,	1,282,	1,431,	1,540,	1,700,	1,839,	1,821,	1,745,	1,755,	27	12
Footscray ..	1,927,	2,112,	2,242,	2,460,	2,707,	2,808,	2,902,	2,835,	2,907,	2,743,	2,716,	3	3
Seddon ..	563,	631,	706,	777,	902,	1,067,	1,165,	1,201,	1,232,	1,213,	1,258,	43	21
Yarraville ..	749,	795,	804,	920,	1,008,	1,130,	1,235,	1,276,	1,288,	1,286,	1,247,	34	22
Newport ..	588,	652,	741,	847,	977,	1,079,	1,131,	1,172,	1,150,	1,123,	1,158,	39	29
North Williamstown ..	645,	666,	694,	715,	767,	787,	792,	815,	886,	834,	846,	38	43
Williamstown Beach ..	429,	450,	447,	474,	516,	529,	539,	503,	502,	500,	508,	51	64
Brunswick ..	466,	537,	609,	652,	672,	699,	703,	686,	678,	610,	551,	48	60
Moreland ..	408,	465,	506,	563,	607,	623,	679,	716,	677,	628,	598,	55	57
Coburg ..	585,	643,	700,	807,	905,	975,	1,049,	1,060,	1,046,	918,	885,	40	41
Northcote ..	312,	351,	363,	412,	490,	555,	614,	664,	676,	655,	638,	59	55
Croxton ..	456,	499,	553,	645,	735,	857,	949,	1,030,	1,063,	1,036,	949,	50	37
Thornbury ..	255,	281,	308,	376,	452,	574,	690,	806,	883,	893,	884,	60	42
Prince's-bridge—													
Suburban ..	1,328,	850,	872,	861,	958,	1,043,	1,183,	1,250,	1,238,	1,180,	1,157,	14	30
Hawthorn ..	1,803,	1,937,	1,984,	2,004,	2,091,	2,148,	2,035,	1,872,	1,698,	1,569,	1,497,	5	15
Toorak ..	770,	844,	873,	898,	953,	991,	969,	972,	876,	859,	842,	31	44
Armadale ..	1,301,	1,371,	1,341,	1,522,	1,694,	1,765,	1,624,	1,679,	1,462,	1,448,	1,343,	15	20
Malvern ..	1,519,	1,668,	1,782,	1,812,	1,964,	2,101,	2,145,	2,102,	2,100,	2,129,	2,128,	11	6
Caulfield ..	763,	835,	904,	938,	1,078,	1,248,	1,402,	1,510,	1,593,	1,702,	1,828,	33	11
Carnegie ..	105,	128,	128,	155,	210,	313,	437,	473,	515,	568,	634,	65	56
Murrumbena ..	157,	168,	175,	201,	239,	284,	356,	435,	472,	522,	568,	63	59
Oakleigh ..	393,	443,	466,	526,	628,	761,	872,	888,	948,	977,	1,023,	57	34
Glen Huntly ..	101,	130,	189,	262,	333,	412,	486,	521,	551,	591,	652,	66	53
East Richmond ..	962,	1,011,	1,032,	1,116,	1,215,	1,256,	1,286,	1,227,	1,114,	653,	539,	25	61
Burnley ..	904,	957,	980,	1,071,	1,217,	1,322,	1,378,	1,349,	1,247,	879,	785,	26	48
Hawthorn ..	1,201,	1,297,	1,340,	1,410,	1,499,	1,573,	1,537,	1,384,	1,269,	1,100,	1,076,	18	33
Glenferrie ..	1,589,	1,664,	1,705,	1,852,	1,936,	2,145,	2,530,	2,438,	2,189,	1,975,	1,828,	9	10
Auburn ..	1,569,	1,661,	1,656,	1,737,	1,879,	1,972,	1,946,	1,796,	1,611,	1,322,	1,235,	10	23
Camberwell ..	1,405,	1,459,	1,492,	1,595,	1,730,	1,868,	1,949,	1,824,	1,725,	1,513,	1,455,	13	16
East Camberwell ..	411,	491,	549,	614,	691,	777,	844,	901,	919,	863,	901,	52	39
Canterbury ..	649,	719,	766,	849,	996,	1,118,	1,276,	1,359,	1,396,	1,337,	1,235,	37	24
Surrey Hills ..	410,	429,	459,	497,	569,	599,	655,	691,	759,	753,	748,	53	49
Box Hill ..	382,	426,	455,	502,	600,	683,	743,	758,	761,	778,	820,	58	45
Kew ..	837,	922,	951,	1,015,	1,121,	1,194,	1,054,	1,008,	659,	536,	538,	28	62
West Richmond ..	529,	558,	595,	653,	691,	744,	781,	762,	683,	599,	501,	45	65
North Richmond ..	488,	527,	575,	646,	706,	729,	786,	795,	739,	616,	515,	47	63
Collingwood ..	489,	486,	504,	553,	504,	629,	683,	692,	668,	600,	495,	46	66
Victoria Park ..	577,	627,	647,	720,	807,	861,	951,	939,	870,	748,	640,	41	54
Clifton Hill ..	1,041,	1,108,	1,128,	1,221,	1,312,	1,408,	1,508,	1,543,	1,499,	1,339,	1,199,	23	25
Westgarth ..	406,	454,	498,	603,	629,	671,	726,	790,	800,	738,	684,	56	52
Fairfield Park ..	458,	521,	572,	716,	863,	1,020,	1,199,	1,285,	1,298,	1,292,	1,193,	49	27
Ivanhoe ..	222,	251,	282,	336,	408,	474,	554,	648,	673,	696,	742,	61	50
Flinders-street—													
Suburban ..	5,610,	6,705,	6,890,	7,730,	8,828,	9,396,	9,597,	9,880,	9,930,	8,955,	8,445,	1	1
North Port ..	560,	580,	610,	694,	732,	764,	777,	771,	765,	622,	490,	44	67
Graham? ..	569,	618,	661,	744,	800,	823,	828,	794,	759,	685,	594,	42	58
South Melbourne ..	799,	864,	946,	1,049,	1,180,	1,224,	1,268,	1,193,	1,167,	1,007,	800,	30	47
Albert Park ..	1,741,	1,909,	2,027,	2,234,	2,550,	2,656,	2,680,	2,568,	2,404,	2,169,	1,883,	7	9
Middle Park ..	1,070,	1,253,	1,384,	1,570,	1,829,	1,966,	2,031,	2,044,	2,099,	2,084,	2,037,	22	7
St. Kilda ..	1,665,	1,771,	1,888,	2,083,	2,345,	2,642,	2,771,	2,701,	2,828,	2,931,	2,918,	8	2
Richmond ..	2,238,	2,300,	2,364,	2,585,	2,810,	2,934,	2,870,	2,706,	2,418,	1,545,	1,443,	2	17
South Yarra ..	1,901,	1,927,	1,958,	1,961,	2,087,	2,150,	2,132,	2,039,	1,916,	1,758,	1,614,	4	14
Prahran ..	1,256,	1,294,	1,341,	1,523,	1,675,	1,690,	1,643,	1,505,	1,429,	1,303,	1,169,	17	28
Windsor ..	1,167,	1,221,	1,267,	1,285,	1,384,	1,529,	1,483,	1,445,	1,375,	1,298,	1,195,	20	26
Balaclava ..	1,178,	1,241,	1,294,	1,386,	1,492,	1,394,	1,516,	1,498,	1,450,	1,405,	1,402,	19	18
Ripponlea ..	..	..	..	..	69,	576,	752,	859,	830,	822,	807,	..	46
Elsternwick ..	1,451,	1,535,	1,684,	1,899,	2,282,	2,317,	2,413,	2,502,	2,494,	2,588,	2,662,	12	4
Garden Vale ..	188,	211,	233,	257,	311,	380,	481,	613,	706,	841,	901,	62	40
Brighton ..	810,	837,	847,	883,	1,020,	1,063,	1,108,	1,109,	1,058,	1,048,	1,105,	29	32
Middle Brighton ..	704,	749,	757,	826,	902,	977,	1,022,	1,034,	990,	962,	988,	35	35
Hampton ..	150,	187,	234,	311,	392,	470,	551,	595,	643,	679,	700,	64	51
Sandringham ..	409,	460,	516,	580,	707,	831,	925,	937,	940,	937,	987,	54	36

NOTE.—Ripponlea was opened for traffic during the year 1911-12.

APPENDIX No. 27.

STATEMENT SHOWING IN RESPECT OF THE FIVE YEARS ENDING 30TH JUNE, 1918,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

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

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

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

Stations.	Year ending 30th June, 1914.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong	55,390	..	75,722	58,496	31,262
Elmore	144,127	..	70,078	86,202	48,543
Rochester	130,087	..	86,823	121,612	41,298
Strathallan	52,504	..	85,105	63,307	38,001
Echuca	..	..	40,503	70,660	44,334
Shelbourne	60,140	..	62,459	113,952	42,800
Bealiba	38,436	..	57,150	41,949	..
Emu	..	..	45,858	..	..
Carapooee	..	..	40,078	..	..
St. Arnaud	34,573	36,714	33,058	56,742	..
Sutherland	65,472	..	113,984	96,472	73,877
Swanwater	47,237	..	85,926	39,758	62,580
Cope Cope	87,811	..	68,492	153,184	116,938
Donald	91,414	..	91,895	167,848	..
Litchfield	62,406	..	69,123	150,136	128,935
Massey	..	..	..	62,416	45,656
Watchem	57,984	..	43,883	165,982	112,151
Morton Plains	..	..	35,068	37,187	56,726
Birchip	..	..	56,175	85,664	66,776
Kinnabulla	..	..	58,909	59,171	75,361
Curyo	..	..	41,484	71,444	59,518
Watchupga	..	..	50,730	70,032	74,491
Woomelang	46,009	..	60,750	142,624	81,478
Lascelles	..	..	40,397	125,222	44,012
Gama	..	..	..	61,403	36,076
Turriff	..	..	32,138	81,723	..
Speed	..	..	..	102,568	33,794
Tempy	..	..	51,740	68,738	62,124
Nunga	..	..	78,207	46,210	65,513
Ouyen	..	..	45,436	126,811	54,539
Kiamal	..	..	..	30,092	31,182
Carwarp	..	..	..	36,112	33,991
Avoca	..	..	33,891	..	..
Tulkara	..	..	35,706	..	..
Arnold	..	..	..	30,012	..
Galah	..	..	51,220	50,775	121,512
Walpeup	..	..	57,759	142,599	141,549
Nyang	..	..	..	34,154	48,738
Underbool	..	..	58,775	76,034	123,094
Linga	..	..	31,170	58,517	78,264
Boinka	..	..	33,712	44,366	52,478
Tutye	..	..	43,918	46,393	56,751
Cowangie	..	..	41,690	82,759	102,252
Danyo	..	..	39,417	44,893	69,443
Murrayville	52,058	..	34,509	122,090	158,807
Carina	..	..	..	85,200	111,282
Panitya	..	..	44,495	66,689	99,846
Derby	..	..	..	33,521	..
Bridgewater	..	..	..	57,399	..
Kurting	..	..	34,062	..	..
Korong Vale	35,455	..	33,884	66,230	..
Wyhitella	52,296	..	44,847	76,530	40,951
Buckrabanyule	49,848	..	..	88,208	30,492
Barrakee	43,518	..	..	92,556	49,560
Charlton	110,305	..	82,674	237,678	156,442
Teddywaddy	..	..	..	60,422	48,074
Glenloth	46,086	..	39,546	77,477	83,927
Wycheproof	46,707	..	51,703	175,585	116,654
Dumosa	..	..	50,472	85,035	75,327

APPENDIX No. 27—*continued.*

STATEMENT SHOWING IN RESPECT OF THE FIVE YEARS ENDING 30TH JUNE, 1918,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

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

APPENDIX No. 27—continued.

STATEMENT SHOWING IN RESPECT OF THE FIVE YEARS ENDING 30TH JUNE, 1918,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER.
ANNUM.

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

APPENDIX No. 27—*continued.*

STATEMENT SHOWING IN RESPECT OF THE FIVE YEARS ENDING 30TH JUNE, 1918,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.				Year ending 30th June, 1914.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.
				No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Merrigum				63,087	..	52,799	78,609	36,109
Kyabram				72,075	..	83,589	93,653	50,648
Tongala				36,372	..	46,334	46,128	..
Koyuga				..	..	69,198	33,761	..
Pine Lodge				50,978	..	61,558	64,929	..
Cosgrove				74,381	..	87,552	72,023	..
Dookie				39,208	..	54,067	42,539	..
Yabba North				40,932	..	65,685	38,816	..
Youanmite				..	..	56,065	32,720	..
Katamatite				69,006	..	70,776	137,960	64,686
Waaia				61,118	..	62,963	77,589	86,433
Nathalia				62,256	..	52,499	71,883	36,666
Picola				66,036	..	71,927	121,601	78,315
Tocumwal				34,583	..	..	..	..
Goorambat				36,597	..	30,065	65,048	..
Devenish				46,233	..	85,002	44,544	..
St. James				79,807	..	72,583	101,327	..
Tungamah				73,116	..	79,576	76,430	..
Telford				63,597	..	82,133	103,129	37,308
Yarrawonga				252,352	71,495	193,431	315,261	100,670
Rutherglen				51,311	..	55,159	46,374	..
Wahgunyah				31,064	104,213	53,533	..	54,580
Other Stations				1,826,447	875,544	2,121,977	1,710,092	1,767,825
TOTALS				8,883,012	1,363,059	10,909,750	18,461,822	12,601,167

APPENDIX No. 28.

RETURN OF TRAFFIC AT EACH STATION.

APPENDIX No. 28.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Tons.	Number of Trucks.		Number of Trucks.		Revenue.						
		£						s. d.	£	s. d.	Horses.	Cattle.	Sheep.	Pigs.		Horses.	Cattle.	Sheep.	Pigs.
Melbourne—Spencer-street, Country	2,171,439	504,670 17 2	92,455 18 5	1,109 4 0	22 2 3	610,243	787,114	571,466 9 4	838	45	85	48	636	158	93	2,392	2,717 17 6	1,173,284 7 8
Melbourne—Spencer-st., Suburban	1,105,829	17,686 2 8															17,686 2 8	
MELBOURNE—BENDIGO LINE.																		
North Melbourne	927,812	10,839 12 9	1,109 4 0		22 2 3	28,422	106,552	6,815 0 7										11,970 19 0
Arden-street																		6,815 0 7
Middle Footscray	275,011	2,582 8 0	27 12 5		0 4 0	36												2,610 4 5
West Footscray	398,945	3,807 8 7	490 17 11		5 11 9	42,353	20,392	7,219 7 2										11,523 5 5
Tottenham	50,586	456 14 6	0 0 7					0 10 8										457 5 9
Sunshine	284,991	6,894 19 6	1,089 0 1		1 13 6	12,534	28,562	15,103 10 8	2	2							4	23,182 15 9
Albion	17	0 9 7				75,300	84	8,010 11 3										8,011 1 0
St. Albans	42,960	771 11 2	44 4 2		0 8 0	512	447	87 8 4										903 11 8
Sydenham	8,132	262 11 6	37 8 1		4 13 8	3,293	683	553 12 9	3	7	20	1	4	2	36		17	935 19 9
Digger's Rest	8,732	431 13 2	63 1 7		3 10 9	6,343	1,110	1,291 18 7	6	6	103	3	7	3	68		218 10 10	
Sunbury	29,888	2,697 3 2	225 12 2		13 17 0	3,532	3,776	815 7 6	15	353	285	13	6	101	142		1,685 11 8	
Lancelfield Junction	5,606	523 11 3	36 8 8		9 1 3	844	245	277 11 6	9	60	96	2	2	20	74		1,350 18 7	
Riddell	7,765	731 18 7	96 4 11		3 10 3	3,567	506	965 14 4	11	12	58		19	6	21		1,989 14 4	
Gisborne	10,490	1,128 0 9	127 2 2		3 10 0	2,137	1,878	989 14 0	21	46	66	4	7	42	50		2,563 17 1	
Macdonald	22,859	1,739 4 16	415 9 9		16 8 6	2,686	1,929	1,719 14 4	32	5	52		28	4	91		2,914 17 8	
Woodend	20,999	2,728 11 7	212 11 3		28 3 11	4,577	3,593	1,746 17 4	4	24	82	1	19	21	21		5,043 14 2	
Carlisle	1,594	137 1 9	10 5 7		0 10 0	112	22	62 17 4	1	6	24		12	9	7		287 9 1	
Kyneton	42,403	5,934 1 10	820 8 4		171 3 3	11,760	12,093	4,796 3 1	47	844	327	34	13	173	329		13,425 2 8	
Redesdale Junction	1,779	127 5 6	29 3 0		0 8 0	89	26	56 19 4									2,209 7 1	
Melmsbury	8,246	905 13 10	121 3 6		4 19 2	2,167	757	722 8 9	11	49	91	1	4	22	10		89 15 2	
Torquay	7,465	454 15 6	64 13 6		1 15 3	1,567	277	337 10 11									2,009 14 0	
Elphinstone	6,329	445 2 8	46 12 8		1 7 9	5,182	843	1,231 16 6	5	31	56	3	2	11	22		1,106 13 7	
Chester	6,794	591 9 6	66 0 3		0 12 0	877	318	444 11 6	1	1	1		16	25	113		16,956 19 6	
Castlemaine	63,931	9,653 11 1	890 15 19		30 10 8	5,750	20,587	6,270 14 2	15	12	19	5	5	7	3		3,849 5 5	
Barker's Creek						179	1,169	44 17 7		1		3					3,603 6 10	
Harewood	15,605	866 19 1	134 5 6		0 7 6	5,960	2,053	2,838 5 10	1	1			1	50	26		1,064 19 7	
Harewood	2,658	249 5 9	33 6 3		0 12 0	1,700	156	362 11 10	1								4,166 17 4	
Kangaroo Flat	5,233	578 3 10	97 6 1		1 6 6	499	532	388 4 2					3	3			92,665 17 4	
Golden Square	10,681	1,785 1 5	186 12 3		2 3 3	5,100	7,702	2,178 12 0	317	546	1,950	62	264	958	2,102		1 16 0	
Bendigo	205,009	45,796 6 7	4,543 10 6		565 15 2	41,482	86,819	36,290 13 0										
Bendigo Brick and Tile Coy's Sliding							177	1 16 0										
LARGEFIELD LINE.																		
Bolinda	973	97 8 7	3 9 0		0 9 0	868	105	288 17 3	3	6	39		1	4	50		106 17 3	497 1 1
Monagetta	948	95 0 8	15 7 8		0 1 0	667	127	193 12 11	1				1	1			2 7 9	306 10 0
North Monagetta	492	45 4 0	4 18 9		0 1 0	5	3	5 6 3									55 12 0	
Tomscay	6,333	727 10 2	90 15 10		4 10 5	5,743	1,354	1,884 10 5	7	17	98	18	8	32	36		269 7 8	2,977 0 6
Lancelfield	4,673	1,017 16 9	94 2 4		8 11 5	9,755	1,443	2,151 11 4		40	132	8		52	40		444 18 6	4,717 0 4

DAYLESFORD LINE.

Tylden	1,977	180	7	10	14	2	11	7	0	0	584	109	255	16	4	6	11	53	3	2	10	177	3	6	631	12	7
Fern Hill	2,451	327	0	11	35	7	1	2	0	0	6,196	360	2,359	18	0	2	2	8	2	1	19	12	16	6	2,727	11	6
Trendham	10,483	1,235	10	11	97	5	8	16	12	1	5,723	1,808	2,708	18	11	6	3	19	3	2	44	19	5	4,103	7	0	
Lyonville	3,769	206	7	4	21	2	8	0	2	0	1,523	112	617	11	10	4	1	1	1	1	21	4	8	1,444	14	0	
Bullarto	4,397	266	10	0	11	14	9	0	2	6	2,792	230	1,155	16	9	4	1	1	1	1	1	1	1	1,455	8	8	
Musk	2,850	106	5	3	7	15	4	0	6	0	1,847	139	1,908	2	6	7	11	10	11	47	122	5	7	1,022	9	1	
Daylesford	23,184	4,046	15	10	352	5	6	24	17	11	6,284	5,044	3,215	1	2	7	11	16	7	1	1	1	1	7,761	6	0	
Woodburn	739	17	8	0	1	16	6	0	2	0	205	18	121	10	8	1	1	1	1	1	1	1	1	19	11	7	
Sailor's Falls	1,108	44	3	10	7	15	1	0	0	0	2,699	102	708	14	10	1	1	1	1	1	1	1	1	174	5	11	
Leonard	2,157	134	16	2	24	17	2	1	0	6	1,224	72	208	3	10	1	1	1	1	1	1	1	1	872	18	5	
Wombat	1,137	68	4	11	3	15	2	1	0	0	344	10	400	0	8	1	1	1	1	1	1	1	1	275	3	11	
Rocklyn	2,059	114	13	6	10	6	6	1	0	0	1,866	73	1,000	9	8	1	1	1	1	1	1	1	1	236	9	8	
Newlyn	2,267	262	3	4	20	8	7	2	6	9	14,965	1,315	8,367	10	10	13	32	94	7	9	343	17	9	9,000	7	3	
Kingston	3,217	273	13	7	24	8	9	0	0	6	6,338	1,060	3,267	1	2	12	35	146	1	2	304	4	6	3,565	18	0	
Allendale	10,727	509	2	4	41	1	10	3	9	8	3,584	2,333	3,007	15	7	12	35	146	37	6	1	1	1	4,040	13	11	
Broomfield	2,679	117	16	3	16	4	8	0	2	6	1	53	0	15	1	1	1	1	1	1	1	1	1	131	18	6	
REDESDALE LINE.																											
Edgecombe	84	3	12	2	6	11	5	..	..	..	664	3	193	3	7	..	..	..	..	..	..	..	..	..	107	7	27
Green Hill	359	7	1	6	6	17	10	..	..	..	27	4	15	2	3	..	..	..	..	..	..	..	..	..	29	1	7
East Metcalfe	224	11	14	5	6	10	2	0	0	6	..	36	52	18	10	..	..	..	..	..	..	..	..	..	71	3	11
Emerton	81	4	13	3	0	17	8	..	..	..	65	..	22	15	0	..	..	..	..	..	..	..	..	..	98	5	11
Barlaid	399	27	18	3	31	2	4	0	1	6	811	175	369	10	5	1	2	58	..	3	10	190	7	3	618	19	9
Redsdale	1,318	189	9	5	67	12	1	0	4	0	3,694	554	1,335	13	7	..	1	64	2	6	44	187	2	..	1,780	1	5
SHELDORNE LINE.																											
Muckledorf	413	28	12	2	14	6	8	0	2	11	275	91	1,51	6	11	..	3	13	1	1	..	64	7	10	374	8	8
Naldon	13,387	1,064	6	7	263	1	2	24	19	3	2,750	2,232	1,297	3	7	1	8	..	..	..	..	..	..	..	3,313	18	55
Tranford	..	..	..	..	0	3	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0	3	4
Shelbourne	327	80	4	7	26	1	5	0	9	6	8,575	908	3,874	2	6	2	1	..	1	..	3	12	5	..	3,984	10	2
CASTLEMAINE-MARYBOROUGH LINE.																											
Campbell	3,097	127	10	11	24	1	11	..	3	1	1,268	300	606	16	8	..	1	..	..	..	..	..	..	..	761	7	10
Grifford	9,890	383	1	5	25	5	9	..	..	..	429	136	289	15	8	1	1	2	..	..	..	..	..	..	709	2	1
Strangway	1,911	134	16	2	8	8	11	0	0	0	7	2	19	14	2	..	..	..	..	..	..	..	..	..	163	3	1
Newstead	9,806	990	13	5	135	19	6	74	17	2	3,403	1,684	2,763	6	9	15	44	98	19	39	54	1	10	4,405	18	8	
Joyce's Creek	1,209	170	14	9	9	17	0	0	8	3	1,741	80	967	3	10	1	2	14	..	..	..	..	..	..	1,090	16	5
Moort	986	118	0	2	16	15	3	0	7	0	4,880	339	3,074	5	10	1	1	..	..	..	..	..	..	..	22	13	0
Carisbrook	6,649	776	12	2	39	13	1	2	9	6	8,960	294	4,393	1	1	46	36	59	26	2	46	12	6	383	12	1	
Garyborough	39,779	11,169	14	4	1,018	3	4	28	19	4	12,029	13,830	8,632	18	1	45	21	11	3	31	171	45	6	21,051	5	1	

REDESDALE LINE.

Ledgecombe	84	3	12	2	6	11	5	1	1	1	634	3	193	3	7	1	1	1	1	1	1	1	1	107	7	2	
Green Hill	359	7	1	6	6	17	10	1	0	0	27	4	13	2	3	1	1	1	1	1	1	1	29	1	7		
East Metcalfe	224	11	14	5	6	10	2	0	0	6	101	36	32	18	10	1	1	1	1	1	1	1	71	3	11		
Emerton	361	4	13	3	0	17	8	0	1	6	63	175	32	15	9	1	1	1	1	1	1	1	28	5	11		
Barfield	390	27	18	3	31	9	4	0	1	6	811	175	369	10	2	1	1	1	1	1	1	1	618	19	9		
Redesdale	1,318	189	9	5	67	12	1	0	1	0	3,694	534	1,353	13	7	1	1	1	1	1	1	1	1,780	1	5		
SHELDON LANE.																											

SHELDON LINE.

Muckfield	413	28	12	2	14	6	8	0	2	11	275	91	151	6	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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CASTLEMAINE-MARYBOROUGH LINE.

Campbell	3,097	127	10	11	21	1	11	13	1	6	1,268	300	606	16	8	1	1	1	1	1	1	1	1	1	761	7	10
Grifford	9,890	283	1	5	25	5	8	0	1	6	429	136	289	15	8	1	1	1	1	1	1	1	1	1	789	2	1
Strangway	1,911	134	16	2	19	8	11	3	1	6	7	2	19	14	2	1	1	1	1	1	1	1	1	1	163	3	3
Nowstead	9,466	990	13	5	135	0	6	74	17	2	4,403	1,684	2,703	16	9	15	44	98	19	7	501	1	10	4,405	18	8	
Joyce's Creek	1,209	178	14	0	16	17	0	0	8	3	1,741	80	867	5	10	1	1	1	1	1	1	1	1	1	1,000	16	5
Moorfoot	4,886	178	14	0	16	17	0	0	8	3	1,741	80	867	5	10	1	1	1	1	1	1	1	1	1	3,291	19	9
Carlsbrook	6,669	708	12	2	23	13	1	2	9	6	8,590	294	3,363	4	1	6	27	59	26	2	383	12	3	4,527	11	1	
Maryborough	30,779	11,169	14	4	1,075	3	4	28	19	4	12,029	13,830	8,032	18	1	45	21	11	3	31	171	8	6	21,051	3	7	

MARYBOROUGH-MILDURA LINE.

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL. OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.			Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Number of Trucks.			Number of Trucks.				
									Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.		Sheep.	Pigs.
BENDIGO-SEA LAKE LINE—continued.																
Glenalbyn ..	883	108 12 2	0 3 5	0 2 3	1,591	143	511 2 2	1	..	11	..	1	..	3	22 4 6	651 4 6
Wedderburn Junction ..	3,096	1,007 1 9	31 15 6	16 16 4	2,257	105	513 5 0	18	16	64	..	12	14	70	2 8 0	1,573 18 7
Korong Vale ..	6,986	1,654 0 1	86 18 11	15 14 6	3,108	1,569	1,915 3 0	3	16	30	..	2	6	33	217 15 8	3,890 1 2
Wycheville ..	1,981	219 8 10	13 18 6	0 5 9	3,546	498	2,034 11 9	3	16	30	..	2	6	33	170 8 8	2,438 13 0
Buckabanyule ..	1,103	285 0 3	23 15 0	8 2 0	3,249	611	1,901 9 7	4	1	24	..	1	..	10	131 13 4	2,350 6 2
Barrakee ..	5,557	139 10 3	20 11 3	0 3 0	4,425	454	2,400 8 7	..	..	..	..	3	..	..	136 15 0	2,654 8 1
Charlton ..	5,550	2,204 1 2	183 5 9	12 0 8	16,101	4,242	2,400 8 7	8	22	128	..	14	9	69	536 12 8	13,347 1 4
Teddymaddy ..	506	22 16 3	4 13 9	..	4,435	281	2,704 11 7	..	..	..	..	1	..	..	283 14 1	2,838 14 1
Glenon ..	1,788	350 18 1	19 19 8	0 12 6	7,316	605	4,876 0 6	5	18	63	..	5	3	32	409 18 11	5,637 9 8
Barrow ..	80	6 12 8	..	..	377	33	184 3 5	..	..	..	..	..	..	..	190 16 0	..
Wycheproof ..	5,574	2,076 17 11	137 12 5	9 18 9	12,775	3,523	7,744 6 5	8	34	156	..	10	13	128	1,045 3 11	11,033 19 5
Dunoon ..	733	97 11 8	11 19 11	0 7 6	4,438	677	4,224 9 6	..	..	60	..	2	15	35	311 9 0	4,673 10 1
Nuthall ..	1,490	326 1 0	20 2 4	0 1 0	5,500	2,116	3,852 15 3	1	..	34	..	2	2	48	271 10 3	4,479 12 10
Warne ..	83	34 1 11	9 14 0	..	3,063	141	1,692 4 6	..	..	..	..	8	9	..	103 10 0	1,830 10 5
Kaerata ..	2,020	716 13 5	35 0 5	13 2 7	3,979	2,555	4,203 3 2	6	14	94	..	2	57	49	727 5 0	5,715 10 7
Berrinlock ..	1,393	710 9 1	39 9 8	3 16 2	12,365	1,827	8,007 3 0	3	2	32	..	2	1	85	223 14 9	8,086 13 3
Bolebeat ..	69	42 11 8	4 15 4	..	5,587	291	3,587 17 2	17	9	45	..	13	9	90	3,635 4 2	8,892 13 5
Sea Lake ..	3,240	1,391 3 11	132 10 10	9 16 9	10,119	3,631	6,678 17 7	..	..	..	..	..	..	..	480 4 4	..
NANDALY LINE.																
Nunda ..	26	1 8 4	1 18 0	..	1,052	369	2,776 1 9	..	..	..	..	..	..	..	2 12 9	2,779 8 1
Nyarria ..	122	17 2 11	2 0 8	..	4,373	177	3,070 16 3	1	..	6	..	..	..	..	2 12 9	3,092 12 7
Nandaly ..	1,284	512 5 9	21 0 11	1 5 6	3,639	2,309	2,060 8 9	10	1	1	..	20	12	14	43 3 4	3,236 4 3
PIER MILAN LINE.																
Pier Milan ..	..	..	..	..	786	23	610 1 7	..	..	..	..	..	..	..	..	610 1 7
WEDDERBURN LINE.																
Wedderburn ..	1,655	427 8 2	60 8 7	2 9 6	10,175	6,240	3,245 11 8	5	1	17	..	7	4	61	32 14 8	5,786 12 7
KORONG VALE-CHILLINGOLLAH LINE.																
Dorung ..	1,550	195 16 10	21 8 7	2 1 6	4,585	504	2,737 19 0	2	1	57	..	3	5	120	183 13 4	3,143 19 3
Myia ..	1,192	275 18 9	24 1 7	0 7 9	2,606	711	1,942 4 1	3	12	49	..	1	11	17	294 4 7	2,336 16 9
Boort ..	5,946	2,023 8 7	207 6 8	12 7 10	9,025	3,966	5,909 0 1	21	111	144	..	34	85	135	1,199 2 9	9,331 5 11
Baraport ..	1,051	171 5 1	14 5 11	0 8 0	11,134	1,713	6,582 19 6	2	..	43	..	1	..	..	230 15 3	7,005 13 9
Gredgwin ..	1,050	125 5 6	7 9 5	0 3 0	3,586	283	2,203 0 3	2	..	17	..	1	..	9	103 17 4	2,439 15 6
Oakvale ..	394	74 14 10	5 7 10	..	3,535	272	2,197 10 4	2	..	..	..	1	..	..	6 19 9	2,293 12 8
Quambatook ..	3,471	1,325 13 3	87 17 1	2 7 3	9,406	3,432	6,536 2 9	9	22	33	..	16	25	87	533 13 0	8,505 13 10
Cannle ..	849	150 2 11	4 11 10	0 5 6	5,563	792	3,454 12 2	1	..	15	..	1	1	18	371 3 11	5,713 3 11
Lalbert ..	1,088	739 7 7	57 9 7	0 17 0	8,650	1,500	5,809 10 9	6	9	77	..	10	19	47	522 8 8	7,130 2 7
Meathon ..	456	232 3 8	20 13 1	0 12 6	10,344	1,157	6,358 3 9	1	..	1	..	5	..	..	65 13 0	6,677 6 0
Ullma ..	2,923	1,335 9 9	116 7 2	3 2 0	11,584	2,438	7,699 10 2	7	8	57	..	1	16	72	409 12 5	8,086 13 3
Gowan ..	98	24 8 1	1 19 2	0 5 0	3,207	313	2,170 14 8	..	..	..	..	..	..	..	219 7 1	2,197 6 11
Waltahle ..	593	337 4 3	23 4 5	0 12 6	10,462	1,110	7,170 18 0	3	1	..	..	8	3	10	13 6 1	7,544 18 3
Chillingollah ..	847	419 17 8	34 3 0	0 12 6	3,609	1,092	2,518 4 3	3	12	2	..	13	5	15	35 3 2	3,058 0 7

MANAGATANG LINE.									
Ship	Days	Days	Days	Days	Days	Days	Days	Days	Days
Chinkapook	371	246	37	39	10	10	10	10	10
Columbia	239	162	14	16	0	1	1	1	1
Manungaling	530	475	16	290	2	9	9	9	9
SWAN HILL LINE.									
Myor's Flat	1,186	25	10	0	0	4	6	6	6
Woodvale	2,127	304	17	5	0	4	1	1	1
Seaboard	2,120	304	17	5	0	13	0	0	0
Raymond	3,088	375	10	2	2	11	2	2	2
Randara	2,887	609	13	2	2	11	0	0	0
Dungee	3,062	673	18	6	4	1	0	0	0
Frairie	2,892	393	0	0	20	17	5	5	5
Mitiano	3,335	1,903	19	6	0	0	6	6	6
Pyramid	1,857	473	12	1	18	5	3	3	3
Rologu	1,884	1,112	12	7	7	13	6	6	6
Yonid	4,831	774	19	5	15	18	13	13	13
Mineha	2,948	774	19	5	15	18	13	13	13
Macorna	726	100	19	0	15	3	2	2	2
Tragwell	14,097	7,021	8	5	5	17	3	3	3
South Kerang	2,263	932	13	1	0	14	5	5	5
Patricy	3,697	3,924	17	8	23	3	6	6	6
Lake Charm	3,324	174	1	0	23	3	6	6	6
Kyside Park	1,076	157	2	0	38	16	3	3	3
Tresco	2,981	853	4	11	47	2	3	3	3
Lake Boga	10,988	6,172	0	6	511	16	2	2	2
Swan Hill									
SWAN HILL-PANGOL LINE.									
Woodreen	133	24	0	4	3	18	10	10	10
Warrigamba	404	38	8	6	0	11	6	6	6
Nyah	2,250	569	1	7	46	1	1	1	1
Miralle	1,396	181	18	6	6	7	6	6	6
Puangh	2,805	713	4	7	502	11	6	6	6
COHUNA LINE.									
Hunter	266	55	13	6	1	18	10	10	10
Warrigamba	621	133	14	9	6	1	1	1	1
McCull	226	31	11	7	0	10	9	9	9
Barnam	1,601	477	17	11	32	9	6	6	6
Kotta	281	62	3	2	3	11	1	1	1
Kyemery	194	51	8	3	2	6	8	8	8
Parbo	180	55	5	1	5	2	3	3	3
Gunbowher	1,142	486	5	11	33	6	0	0	0
Leitchville	1,336	514	6	11	23	5	5	5	5
Keay	371	178	1	3	9	6	11	11	11
Cohuna	1,942	1,152	12	10	60	19	7	7	7
MELBOURNE-SERVICETON LINE.									
Federal Manure Sliding									
Deer Park	4,927	135	5	4	101	15	9	9	9
Rockbank	6,260	281	17	5	113	3	1	1	1
Melton	21,295	1,295	8	8	407	18	10	10	10
Slaughter									
Parwan	4,628	383	19	11	22	1	3	3	3
Bacchus Marsh	33,063	3,154	9	4	1,157	17	10	10	10
Rowley	731	53	18	0	8	7	4	4	4
Lugstun	672	100	3	8	8	10	5	5	5
Italian	9,740	1,624	6	10	191	10	10	10	10
Bradshaw	545	42	5	5	2	9	6	6	6
Liandello									
Gordon	8,193	919	1	8	53	8	2	2	2
Millbrook	2,468	200	3	0	8	7	7	7	7
Wallace	7,841	568	3	0	47	7	3	3	3
Bunawee	12,116	811	3	1	28	5	7	7	7

Reid	2,259	37	1	2	37	1	2
Mount Helen	1,016	19	7	1	19	7	1
Bumbyong	62,974	1,363	7	5	3,875	1	8
BALABAT-IRRAWADDY LINE.							
Cardigan	1,221	31	1	9	33	19	8
Kopke	1,374	9	18	4	11	5	4
Baddon	1,597	79	0	11	202	4	5
Ninthwood	3,022	12	0	3	13	18	11
Smythdale	7,169	396	9	11	1,073	13	7
Scarsdale	3,979	235	10	4	1,100	10	5
Newtown	8,657	518	1	1	1,118	12	1
Berrington	1,206	225	0	3	1,161	8	1
Illabarook	1,608	237	9	1	1,075	5	3
Rokewood	1,602	233	18	4	1,991	11	10
Worweth	3,399	102	7	3	116	10	5
Cressy	5,637	1,117	9	11	721	4	7
Baydaba	1,181	151	13	0	35	12	10
Beaue	4,337	641	19	1	770	16	6
Orkitt	374	16	3	2	10	14	6
LINTON LINE.							
Happy Valley	339	35	11	6	38	7	9
Linton	13,397	760	10	6	2,072	13	10
LINTON-SKIDDER LINE.							
Pittong	139	55	9	2	248	0	3
Skiplon	2,949	616	13	0	2,758	3	2
PORTLAND LINE.							
Laugi Logan	3,179	276	19	5	893	14	7
New Laugi Logan Sliding	..	..	..	..	0	11	0
South Laugi Logan Sliding	..	..	..	..	0	0	6
Myroon	2,728	488	9	10	1,084	12	4
Calvert Sliding	..	..	..	..	892	12	10
Wyllie	5,298	1,503	11	1	1,262	2	3
Stavely	678	75	17	4	827	6	5
Glen Thompson	3,817	784	0	10	1,539	13	1
Banked	6,111	1,278	18	9	3,799	3	8
Montep	271	17	12	0	397	12	11
Stratford	342	29	3	5	1,038	8	9
Hamilton	25,113	12,259	10	9	305	2	5
Brannoline	7,369	1,174	13	4	400	17	10
Gordon	1,671	706	19	8	24,987	6	3
Wannan	1,918	108	11	7	2,784	19	11
Wintown	919	108	0	8	841	15	4
Weywood	8,301	1,577	12	10	447	16	9
Heathmore	27	2	13	7	..	..	..
Loce	281	17	1	10	550	13	2
Portland North	1,237	256	9	4	1	3	6
Portland	7,308	3,106	15	8	236	12	2
HAMPTON CAVERDISH LINE.							
Kanawalla	10	0	9	6	..	..	..
Kyup	20	1	19	1	..	..	..
Cavendish	872	132	17	11	451	12	8
COLERAINE LINE.							
Bochara	31	6	12	10	..	..	..
Wannon	1,260	131	16	8	..	..	..
Girgark	302	31	1	9	..	..	..
Coleraine	6,939	1,800	3	9	1,891	12	4

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARD TRAFFIC REVENUE.
	Outwards.		Outwards.		Outwards.		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.	
CASTERTON LINE.															
Miakite	10	0 18 3	..	6 3	..	..	416	497 10 0	..	..	..	..	..	..	0 18 3
Grassdale	1,578	302 10 10	76 6 5	3 15 3	3 15 3	270	416	990 8 11	3	16	65	1	23	..	1,289 0 0
Merino	1,016	202 9 4	11 9 0	0 8 0	0 8 0	609	1,468	380 5 4	6	43	28	..	..	..	2,702 3 3
Henty	1,016	202 9 4	11 9 0	0 8 0	0 8 0	174	365	425 2 3	13	118	238	9	11	..	1,217 10 11
Sandford	3,975	535 2 6	21 16 0	18 17 5	18 17 5	286	265	6,089 2 0	14	2	..	6	10	..	3,439 2 5
Casterton	7,027	3,130 6 11	229 1 4	27 0 3	27 0 3	5,104	4,661	..	..	..	..	..	..	..	9,844 16 8
HEYWOOD-MT. GAMBER LINE.															
Lyons	290	28 10 7	1 15 8	0 1 0	0 1 0	205	48	86 15 4	1	..	..	..	..	..	121 16 7
Greenwald	682	78 18 5	3 12 3	..	..	982	83	338 18 3	..	..	..	..	..	..	417 13 11
Winmap	622	130 4 6	4 1 8	0 1 6	0 1 6	1,809	250	626 19 1	1	..	..	..	..	..	794 18 11
Dartmoor	1,969	381 17 8	14 13 3	1 10 0	1 10 0	1,608	143	981 4 9	3	24	35	1	3	..	1,899 6 1
*Marp	107	16 7 0	0 2 3	..	..	38	10	32 14 6	..	..	..	..	..	..	49 3 0
Malangane	158	29 1 9	1 1 3	..	..	261	125	174 16 9	..	..	..	..	..	..	204 19 9
Renwick	270	38 11 5	0 3 8	..	..	60	9	35 13 10	..	..	..	..	..	..	71 8 11
GRAMPIANS LINE.															
Fyan's Creek	..	..	..	..	..	746	28	169 16 5	2	..	..	..	..	..	169 16 5
Grampians	..	..	..	..	..	6,106	..	645 1 7	..	..	..	..	..	..	645 1 7
MARNOO LINE.															
Jackson	21	5 6 0	77 0 3	1 3 3	1 3 3	356	73	206 3 11	..	..	..	..	..	..	211 9 11
Rupanyup	3,195	1,203 15 5	2 5 3	0 1 0	0 1 0	10,900	2,489	5,349 9 8	6	..	..	..	..	..	6,943 5 6
Burru	137	9 10 5	6 2 3	0 1 0	0 1 0	4,445	257	2,038 16 5	..	..	..	..	..	..	2,651 4 1
Banyena	681	70 5 9	27 15 7	4 10 8	4 10 8	5,927	807	3,616 11 10	11	6	41	..	..	..	3,692 10 1
Marnoo	1,104	333 10 9	..	..	..	12,812	3,427	7,877 16 9	..	..	..	..	..	..	8,515 14 5
HOPETOUN LINE.															
Coromby	1,137	41 0 11	3 16 4	0 0 6	0 0 6	9,514	444	5,704 14 9	..	..	..	..	..	..	5,753 4 6
Minyip	6,429	1,631 1 10	106 7 1	8 19 9	8 19 9	18,469	4,386	11,874 16 0	21	4	82	11	41	..	14,034 3 11
Nullan	646	23 14 8	32 14 1	0 3 0	0 3 0	7,883	289	4,745 5 1	..	..	..	..	..	..	4,776 16 10
Sheepshills	3,079	603 5 2	33 19 0	17 19 6	17 19 6	13,155	1,954	8,634 9 8	14	8	91	14	15	..	9,804 18 1
Mellis	10	0 5 10	0 3 3	0 2 0	0 2 0	7,709	87	1,096 1 5	..	..	..	..	..	..	1,096 10 6
Warracknabeal	14,317	5,339 9 9	519 15 5	21 19 3	21 19 3	25,474	16,281	17,210 17 3	23	38	297	29	112	..	24,518 4 5
Lah	1,303	64 17 8	0 3 3	0 10 0	0 10 0	10,268	1,135	6,433 11 10	..	..	..	..	..	..	6,755 3 3
Brin	3,715	61 6 8	23 3 5	0 10 0	0 10 0	14,708	2,117	8,388 10 4	..	..	..	..	..	..	9,999 1 9
Gabaquill	906	75 5 5	7 6 8	9 10 9	9 10 9	7,385	3,681	4,006 3 0	3	..	..	3	6	..	4,990 11 3
Beulah	4,938	1,374 8 10	109 14 5	0 6 0	0 6 0	11,939	3,566	8,109 16 5	12	41	79	37	23	..	10,154 4 7
Rosebery	1,145	220 13 9	12 12 4	0 6 0	0 6 0	7,697	1,632	5,472 10 3	..	..	..	11	43	..	5,822 8 1
Goyura	536	109 15 7	4 7 8	0 6 0	0 6 0	1,535	176	1,060 4 1	..	..	..	..	..	..	1,171 13 4
Hopetoun	3,800	1,457 9 5	70 11 8	7 9 11	7 9 11	9,255	3,248	6,629 8 8	8	14	76	22	114	..	8,768 6 0
NORADJUTHA LINE.															
Renlaw	112	4 11 10	0 1 5	..	..	2,602	230	1,612 10 8	..	..	..	..	..	..	1,617 15 11
Verdis	593	32 0 7	0 2 2	1 9 2	1 9 2	5,382	385	3,214 6 2	..	..	..	..	..	..	3,249 18 1

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.						
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Revenue.	Pigs.							
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Horses.	Cattle.	Sheep.	Horses.	Cattle.				Sheep.					
MORTLAKE LINE.																					
Mortlake	4,677	1,328 3 7	139 13 3	£ s. d.	£ s. d.	2 9 9	1,876	3,211	£ s. d.	6	27	157	..	7	61	31	..	£ s. d.	844 2 4	£ s. d.	4,911 19 11
KOROFF-HAMILTON LINE.																					
Warrong	67	8 8 4	0 0 4	0 0 4	0 4 0	..	36	42	13 7 0	..	..	3	..	..	..	..	..	3 0 0	..	24 15 8	
Woolsthorpe	91	11 4 3	0 0 11	0 0 11	5 17 10	1,087	509	70	15 6 6	..	..	..	..	..	..	..	..	1 8 9	..	21 13 5	
Hawkesdale	2,134	311 8 4	29 3 10	5 17 10	1 8 3	..	68	78	117 9 7	..	..	..	..	..	..	..	..	1,964 4 8	..	2,604 9 8	
Minnamite	258	116 12 3	6 17 11	1 8 3	10 12 4	..	381	90	123 10 0	..	..	..	..	..	..	..	..	223 4 3	..	163 12 3	
Purdett	458	87 1 2	4 10 2	0 11 6	0 11 6	..	6813	1,804	2,083 2 11	..	..	..	..	..	..	..	..	1,258 8 11	..	216 1 10	
Penshurst	5,705	1,154 11 1	99 6 2	0 4 6	0 4 6	..	818	303	366 1 9	..	..	..	..	..	..	..	..	4,615 1 5	..	4,615 1 5	
Tabor	152	22 2 4	1 19 0	0 3 0	0 3 0	..	366	56	162 3 8	..	..	..	..	..	..	..	..	390 7 7	..	390 7 7	
Yatchaw	306	24 17 3	1 13 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	63 1 0	..	252 1 7	
MELBOURNE-WODONGA LINE.																					
Kensington	1,364,759	11,889 6 11	148 16 9	3 0 0	3 0 0	27,432	73,573	4,913 11 6	997	4,191	8,003	62	..	773	12,087	19,971	27	146 9 11	..	17,131 5 1	
Newmarket	1,615,172	15,562 8 5	194 9 10	2 846 0 8	2 846 0 8	8,828	31,726	3,651 1 31	224	625	538	..	..	236	515	457	..	38,249 16 5	..	60,504 3 3	
Newmarket Show Grounds	2,529,627	26,708 5 5	292 16 2	6 15 3	6 15 3	..	57	187	178 2 3	..	..	..	..	..	..	..	..	487 13 4	..	678 17 7	
Ascot Vale	1,945,657	21,943 5 4	202 11 2	4 16 9	4 16 9	..	..	..	..	..	..	..	..	..	..	..	..	22,240 11 3	..	22,240 11 3	
Moonee Ponds	1,755,306	24,112 7 6	339 12 1	31 15 2	31 15 2	..	540	19,321	41 1 5	..	..	..	..	..	..	..	..	21,894 19 2	..	21,894 19 2	
Essendon	1,140	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Essendon—Building Tickets (Free)	13,509	140 1 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
North Essendon	103,937	1,353 6 0	14 12 2	0 3 6	0 3 6	..	..	..	..	..	..	..	..	..	..	..	..	149 1 7	..	149 1 7	
Pascoe Vale	73,957	1,288 3 7	29 1 3	0 6 3	0 6 3	..	..	..	..	..	..	..	..	..	..	..	..	1,308 1 8	..	1,308 1 8	
Broadmeadows	379,040	11,735 10 8	365 10 0	2 8 3	2 8 3	512	6,417	349 12 7	22	118	..	..	..	24	97	23	..	373 5 7	..	1,325 14 2	
Somerton	7,695	150 6 3	162 16 9	0 3 0	1 18 0	925	999	167 11 2	..	..	..	..	..	..	..	..	..	545 11 4	..	545 11 4	
Craigieburn	8,085	446 9 0	265 13 3	5 15 4	5 15 4	2,811	1,010	356 2 8	..	..	..	..	..	..	..	..	..	62 19 2	..	62 19 2	
Donnybrook	7,221	491 17 9	361 13 8	40 7 11	40 7 11	2,189	1,063	435 17 8	14	16	163	..	..	27	56	234	..	365 13 4	..	1,610 13 7	
Beveridge	3,068	294 1 0	64 11 6	5 1 6	5 1 6	2,144	244	125 10 10	9	68	232	..	..	17	71	146	..	909 5 9	..	2,391 8 5	
Wallan	8,758	810 8 6	244 12 8	18 5 3	18 5 3	2,542	660	549 10 10	15	78	339	..	..	11	54	139	..	284 17 2	..	724 8 10	
Lightwood	..	..	..	..	..	766	9	149 12 2	..	..	..	..	..	..	..	..	..	952 15 6	..	952 15 6	
Kilmore Junction	1,067	73 7 7	0 0 6	0 4 0	0 4 0	..	..	..	..	..	..	..	..	..	..	..	..	189 12 2	..	189 12 2	
Wandong	3,757	376 3 9	27 6 11	1 5 6	1 5 6	5,112	..	1,300 3 1	..	..	..	..	..	..	..	..	..	12 4 0	..	12 4 0	
Kilmore East	12,043	1,889 15 4	133 13 4	48 18 10	48 18 10	331	77	119 1 4	18	164	92	..	..	17	88	101	..	636 17 0	..	2,828 18 10	
Broadford	12,135	1,620 11 3	205 10 10	20 7 8	20 7 8	5,243	3,982	1,367 2 6	34	25	56	..	..	33	35	56	..	437 16 8	..	4,251 8 11	
McDonnell	..	..	..	..	..	6,325	13,673	3,313 1 1	..	..	..	..	..	..	..	..	..	2,335 1 0	..	2,335 1 0	
Tallaroak	11,367	1,199 13 7	63 14 8	6 5 2	6 5 2	2,564	219	904 19 5	19	26	..	..	..	5	12	32	..	170 11 2	..	3,313 1 0	
Dysart	..	..	..	..	..	30	..	17 9 7	..	..	..	..	..	..	..	..	..	0 12 0	..	0 12 0	
Seymour	88,484	16,691 3 7	760 4 11	65 11 6	65 11 6	3,671	5,011	17 9 1	..	..	..	..	..	46	50	121	..	954 2 4	..	18 1 7	
Mangalore	3,193	741 12 7	19 4 4	0 4 0	0 4 0	7,820	128	249 14 6	66	91	189	..	..	33	3	12	..	20,905 10 5	..	20,905 10 5	
Avenel	0,065	811 9 8	75 11 0	23 7 6	23 7 6	1,051	682	1,126 14 6	..	..	..	..	..	1	15	16	..	2,211 1 2	..	2,211 1 2	
Monea	1,073	555 13 9	10 16 8	0 6 3	0 6 3	12	..	646 5 7	..	..	..	..	..	3	3	..	..	1,786 12 11	..	1,786 12 11	
Leedsley	2,350	189 0 9	10 16 8	0 6 3	0 6 3	76	..	94 5 11	..	..	..	..	..	1	3	..	..	80 1 1	..	80 1 1	
Longwood	6,198	877 6 9	58 5 4	3 1 3	3 1 3	92	..	244 18 2	..	..	..	..	..	6	18	106	..	375 12 7	..	375 12 7	
Crofton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	639 14 11	..	639 14 11	
Ennabathurst	13,498	3,636 10 10	295 12 3	0 4 6	0 4 6	3,852	23	1,387 17 2	49	107	335	..	..	4	21	304	..	1,628 8 8	..	1,628 8 8	
Bramatton	7,507	1,036 15 0	129 11 0	41 4 5	41 4 5	11,230	3,254	5,540 6 10	..	..	..	..	..	..	..	..	..	10,946 2 0	..	10,946 2 0	
Volvo Town	7,287	1,420 18 7	129 7 1	0 3 6	0 3 6	46	..	78 19 2	..	..	..	..	..	2	69	111	..	92 19 3	..	455 15 11	
Baddaginnie	2,159	461 4 2	30 17 5	0 12 6	0 12 6	8,554	1,285	3,502 19 8	2	25	98	..	..	4	3	39	..	285 7 11	..	285 7 11	
Hanson's Siding	..	..	..	..	..	3,559	..	1,392 11 1	..	..	..	..	..	..	4	42	39	..	4,229 1 8	..	4,229 1 8
Benalla	36,207	8,761 12 7	544 15 9	85 13 2	85 13 2	6,104	10,939	3,829 14 0	61	168	291	..	..	35	289	178	..	1,805 10 11	..	1,805 10 11	

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.				
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.								
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.							
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.		Pigs.			
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
RUSHWORTH LINE.																			
Kurchison	1,546	85	3	6	40	7	4	2,792	1,003	1,328	19	10	..	..	..	1	1,158	12	11
Hammond	..	..	..	..	..	..	..	2,100	..	765	6	5	..	..	..	..	765	6	5
Wananga	..	..	..	..	..	..	..	2,302	..	923	3	7	..	..	..	..	977	12	8
Rushworth	5,671	1,401	11	3	120	16	3	13,110	3,666	6,067	19	8	..	..	..	2	8,303	15	2
COLEMANBURN LINE.																			
Erwen	13	0	16	11	0	1	1	11,380	84	4,209	7	0	..	..	..	..	4,300	5	0
Wanaka	200	49	6	6	20	12	1	9,699	831	3,394	5	2	..	..	..	..	3,064	18	3
Colemanburn	531	193	11	4	17	6	1	7,178	2,125	3,912	10	7	..	..	..	..	1,366	18	10
GIRGARRE LINE.																			
Karoak	2	0	17	4	10	13	9	15	11	12	1	8	..	..	..	..	12	19	0
Stanhope	257	73	17	1	1	17	10	1,334	674	770	15	1	..	..	..	..	856	6	11
Girgarre	141	18	1	4	1	17	10	2,618	506	1,446	17	0	..	..	..	..	1,868	7	3
TOOLAMBA-KOHU CA LINE.																			
Tatara	7,401	2,071	3	4	167	12	5	3,215	3,740	2,014	14	0	62	100	144	11	5,387	1	8
Byrneside	983	137	13	6	8	13	8	914	1,636	3,517	7	3	1	7	25	8	137	4	0
Merrigum	3,618	725	11	9	41	10	10	4,651	1,488	3,045	12	9	6	30	9	4	812	2	1
Kyabram	10,210	2,937	2	1	251	15	10	6,083	6,808	4,630	3	0	29	112	71	11	356	12	11
Toukala	4,239	1,086	0	1	100	18	8	2,901	3,236	2,232	17	9	11	42	138	30	1,656	18	3
Koyuga	1,205	120	7	11	9	9	4	2,946	1,02	1,519	16	0	3	7	10	5	924	8	0
KATAMAITI LINE.																			
Pine Lodge	336	17	1	10	6	8	3	2,122	314	1,214	8	0	..	..	..	..	1,238	3	7
Lamrock	..	..	..	..	..	..	..	6,713	5	700	2	7	..	..	..	..	706	3	11
Cogrove	1,781	238	2	2	23	12	10	2,778	411	1,633	2	3	..	..	..	..	1,581	6	1
Dockle	4,631	1,234	17	1	110	6	11	20,207	1,730	3,228	16	1	33	10	104	32	5,105	18	1
Yabba South	14	3	9	8	..	3	3	846	35	418	16	3	..	..	..	..	524	4	3
Yabba North	387	69	11	6	8	3	3	3,207	411	1,643	15	8	..	..	..	..	78	7	0
Yonamite	347	84	15	8	11	12	5	2,879	366	1,727	5	10	..	..	..	..	1,800	10	8
Katamatito	1,004	331	15	6	46	0	0	6,551	1,807	3,765	1	4	..	..	..	..	1,820	3	2
PICOLA LINE.																			
Wanaka	1,098	91	7	3	12	0	5	7,341	449	3,082	16	0	7	20	82	..	519	11	4
Nathalia	4,010	1,621	18	6	144	4	8	8,592	1,793	5,600	10	5	18	50	101	31	855	16	10
Barwo	74	2	13	10	11	11	3	..	..	..	..	..	..	..	..	..	2	13	10
Picola	1,989	461	11	7	203	7	3	7,582	619	4,539	0	10	..	..	..	..	662	18	7
COBRAM LINE.																			
Yarroweeyah	911	187	13	6	13	14	10	2,187	109	713	1	2	2	27	75	..	767	10	1
Cobram	5,070	2,976	7	0	186	11	6	11,291	7,734	8,774	8	3	20	336	421	13	3,919	11	3

YARRAWONGA LINE.

Chesney	33	391 14 0	0 1 1	0 15 0	1,783	301	785 7 5	2	2	4	23	1	2	1	2	108 10 9	786 0 2
Gorambat	2,831	63 12 5	2 15 3	0 17 6	5,178	2,641	2,707 3 6	1	5	3	5	5	3	1	2	18 13 6	3,239 19 10
Nooramunga	566	322 3 5	42 7 0	0 12 6	140	80	2,101 1 5	5	3	8	51	5	3	12	8	219 19 3	184 15 6
Devonish	3,909	838 1 7	51 10 1	5 11 11	3,935	896	1,321 11 5	22	3	20	80	22	3	1	20	480 6 5	2,888 3 7
St. James	4,817	1,115 1 2	60 4 2	9 0 2	2,299	1,051	2,250 0 9	15	13	1	9	13	41	92	4	428 13 4	2,697 17 8
Tungamah	3,571	1,115 1 2	60 4 2	9 0 2	3,761	1,051	2,250 0 9	15	13	1	9	13	41	92	4	428 13 4	2,697 17 8
Telford	716	216 0 4	6 18 5	0 2 6	3,488	2,212	7,853 13 3	1	1	16	33	191	72	131	4	155 16 0	2,234 10 8
Yarrawonga	7,635	3,651 0 0	231 3 8	99 9 1	11,136	3,261	7,802 11 5	48	15	16	180	191	72	131	4	3,526 16 1	15,311 0 10

TARONG LINE.

Karo	33	70 3 2	0 6 5	0 1 0	2,746	128	1,173 10 7	12	5	10	2	13	9	1	9	210 3 11	1,186 19 2
Lima	422	101 11 3	4 8 5	0 1 6	1,097	390	599 17 7	12	5	10	31	13	9	1	9	210 3 11	891 0 17
Mallun	315	106 11 3	11 8 0	0 1 6	2,580	275	1,040 9 6	5	13	2	6	1	2	1	1	90 7 1	1,231 11 3
Tatong																	

WHITFIELD LINE.

Targora	11	1 7 7	0 1 1	0 15 0	87	139	15 12 6	1	1	1	1	1	1	1	1	1	1
Lacey	518	25 10 3	1 3 1	0 2 0	165	96	96 11 10	1	1	1	1	1	1	1	1	1	1
Onley	729	13 17 6	0 12 9	0 2 0	806	657	486 10 3	1	1	1	1	1	1	1	1	1	1
Skellan	3,058	28 2 3	8 18 1	1 3 7	565	81	205 12 4	1	1	1	1	1	1	1	1	1	1
Decker	209	11 13 11	3 18 5	3 7 1	128	86	89 0 4	1	1	1	1	1	1	1	1	1	1
Byrne	139	11 13 11	3 18 5	3 7 1	128	86	89 0 4	1	1	1	1	1	1	1	1	1	1
Moylu	1,920	233 4 0	1 13 6	3 10 0	884	433	181 8 10	2	11	1	10	11	5	3	2	125 11 11	1,064 8 0
Angelside	168	17 6 9	1 13 6	3 10 0	884	433	181 8 10	2	11	1	10	11	5	3	2	125 11 11	1,064 8 0
Claremont	161	136 11 7	1 13 6	3 10 0	884	433	181 8 10	2	11	1	10	11	5	3	2	125 11 11	1,064 8 0
Edi	1,381	146 16 5	27 7 6	3 10 0	884	433	181 8 10	2	11	1	10	11	5	3	2	125 11 11	1,064 8 0
Hyem	376	426 1 9	27 7 6	3 10 0	884	433	181 8 10	2	11	1	10	11	5	3	2	125 11 11	1,064 8 0
King Valley	554																
Jarrott	2,843																
Pleper																	
Whitfield																	

WANGARATTA-YACKANDANDAH LINE.

Londrigan	1,601	73 2 8	5 5 3	4 0 10	375	2,066	488 3 2	2	1	2	1	2	1	2	1	1 15 0	283 6 11
Tarawingee	2,651	312 13 8	20 1 1	16 14 1	909	658	542 13 7	9	9	2	20	1	2	2	2	1 1 7	898 9 0
Everton	3,878	471 5 4	18 9 3	0 7 6	2,938	234	1,007 11 7	2	2	1	2	2	2	2	2	75 11 1	1,576 1 11
Baarnutha	255	7 7 8	271 1 2	3 16 3	2,717	1,793	1,631 1 8	5	5	5	5	5	5	5	5	24 18 8	4,891 12 1
Beechworth	8,207	2,647 11 1	0 3 11	7 17 0	369	1,054	320 9 7	5	5	5	5	5	5	5	5	0 14 9	530 7 8
Wooragee	150	601 11 2	51 4 5	7 17 0	369	1,054	320 9 7	5	5	5	5	5	5	5	5	108 0 4	1,274 3 7
Yackandandah	2,392																

BRIGHT LINE.

Brookfield	73	7 3 6	0 4 7	11 15 6	224	4	0 7 2	0	62	3	5	3	3	11	1	60 11 6	7 15 9
Bowman	2,118	380 11 11	13 8 9	0 1 3	336	47	271 3 1	0	18	3	3	18	3	3	3	8 1 4	1,350 12 1
Palmerston	633	57 4 11	7 18 7	0 1 3	1,414	55	1,076 6 1	7	18	5	82	16	5	16	4	341 9 2	8,538 0 2
Myrtleford	2,797	1,067 1 9	61 4 10	13 5 11	1,271	1,132	1,076 6 1	7	18	5	82	16	5	16	4	1,320 1 7	212 11 10
Ovens	573	39 3 8	7 9 11	0 4 0	225	123	163 18 9	1	1	1	1	1	1	1	1	0 15 6	392 11 5
Eurobin	618	96 6 11	8 15 5	6 11 3	169	66	180 10 5	1	1	1	1	1	1	1	1	36 18 8	831 5 8
Porepunkah	1,621	482 18 8	35 8 10	1 17 6	268	353	353 3 2	8	1	1	3	1	2	7	4	168 10 7	3,617 3 11
Bright	3,620	1,729 6 0	106 19 0	1 17 6	975	1,906	1,610 10 10	8	1	1	3	1	2	7	4	168 10 7	3,617 3 11

WAGGUNYAR LINE.

Laliput	25	14 1 10	2 5 2	45 0 5	251	81	68 18 7	6	1	4	21	1	4	2	2	9 0 0	94 8 7
Rutherglen	7,832	2,318 3 4	180 5 6	128 0 5	4,251	3,308	3,219 1 8	6	1	4	21	1	4	2	2	182 7 6	5,874 18 5
Waggunyah	9,785	4,084 2 5	216 15 4	128 0 5	10,414	10,045	9,010 11 2	12	190	25	357	109	25	90	4	3,266 14 4	16,706 0 8

YACKANDANDAH LINE.

Bandiana	151	3 7 0	28 4 1	4 13 6	1,321	6	0 2 4	17	327	2	17	7	7	9	7	9,372 10 4	3 9 10
Bonegilla	603	25 15 2	28 4 1	4 13 6	1,321	6	0 2 4	17	327	2	17	7	7	9	7	9,372 10 4	3 9 10
Ebden	3,727	410 15 3	33 15 7	1 18 9	1,015	803	977 6 4	1	169	3	37	29	3	9	9	1,402 13 1	4,000 0 3
Huon	5,215	626 8 5	2 7 9	0 0 6	40	19	14 19 1	1	1	1	1	1	1	1	1	78 14 4	3,042 2 2
Bolga	335	51 13 6	2 7 9	0 0 6	40	19	14 19 1	1	1	1	1	1	1	1	1	335 7 7	335 7 7
Tatonga																2,114 0 10	7,020 1 0
Tallangatta	8,407	2,763 19 2	145 8 1	17 3 7	1,874	3,364	1,989 14 4	13	185	11	180	71	62	5	62	2,114 0 10	7,020 1 0

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARD TRAFFIC REVENUE.	
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Tons.	Number of Trucks.		Number of Trucks.						
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.		Pigs.
TALANGATTA SUGAR LINE.																
Bulbho	102	1 16 2	0 12 10	81	130	62 0 9	..	..	..	..	..	..	..	..	67 9 9	
Derbyshire	38	9 10	0 0 10	21	3	12 17 7	..	..	..	..	..	..	..	..	15 8 3	
Koatung	279	61 17 0	0 7 6	264	160	119 11 9	22	50	19	..	..	..	..	305 2 4	578 6 1	
Shelley	979	333 7 7	24 10 5	2,156	2,782	1,948 17 9	..	883	191	10	13	24	35	8,162 5 5	10,545 11 5	
WILLIAMSTOWN LINE.																
South Kensington	310,298	2,637 13 2	21 10 6	21,733	47,507	5,565 3 6	..	..	..	..	..	..	..	..	8,224 11 5	
Anglia's Siding	..	..	..	5,028	4,191	949 6 7	..	..	..	..	..	..	..	..	949 6 7	
Footscray	2,716,021	34,367 14 2	1,037 2 7	12,931	68,009	5,772 17 3	..	..	..	..	..	..	..	..	41,254 10 9	
Seddon	1,258,335	13,652 4 4	70 14 3	..	..	..	..	..	..	..	..	..	..	..	13,105 7 1	
Yarraville	1,277,261	13,612 10 6	137 18 11	134,311	43,518	50,107 16 4	..	..	..	..	..	..	..	..	72,989 7 6	
Spotswood	300,088	3,275 16 1	411 4 8	13,851	50,315	10,335 18 11	1	..	..	..	..	..	..	..	20,323 8 5	
Newport	1,157,536	11,113 3 3	143 16 2	71,611	52,627	3,761 1 4	..	..	..	..	..	..	..	1 9 8	16,322 12 7	
Altona Beach	19,792	383 16 5	0 16 6	156	114	16 12 8	..	..	..	..	..	..	..	..	401 3 5	
Austral Meat Siding	846,262	12,765 17 0	137 8 7	1,051	178	485 2 11	..	..	..	..	..	..	217	..	185 2 5	
North Williamstown	507,599	7,739 19 1	71 18 6	502	8,256	113 40 8	..	..	..	..	..	..	..	..	13,017 15 9	
Williamstown Beach	423,035	7,101 8 7	127 11 10	..	..	0 0 4	..	..	..	..	..	..	..	..	7,812 2 2	
Williamstown	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,232 11 8	
Williamstown Pier	69,782	1,381 1 8	80 1 7	198,761	767,387	29,175 11 9	..	5	..	..	..	..	..	0 19 0	30,606 10 6	
NEWPORT-SUNSHINE LINE.																
Thomas' Siding	..	..	..	17,133	141	2,369 8 1	..	..	..	..	..	..	..	..	2,269 8 1	
Basell's Siding	..	..	..	104	980	59 3 7	..	..	..	..	..	..	..	..	30 3 7	
McKenzie and Holland's Siding	..	..	..	72	10	20 16 2	..	..	..	..	..	..	..	..	20 16 2	
Russell's Siding	..	..	..	11	235	1 18 6	..	..	..	..	..	..	..	..	1 18 6	
Anglia's Quarry Siding	..	..	..	64,510	..	6,252 18 6	..	..	..	..	..	..	..	..	6,252 18 6	
Highfield Siding	..	..	..	22,083	409	2,167 8 1	..	..	..	..	..	..	..	..	2,107 8 1	
Borthwick's Siding	..	..	..	711	641	183 6 5	..	..	..	..	..	..	..	..	183 6 5	
Little Brooklyn Siding	..	..	..	3,142	8	363 13 8	..	..	..	..	..	1	114	..	363 13 8	
Prosser Siding	..	..	..	161	646	69 0 8	..	..	..	..	..	..	..	..	76 11 0	
Brooklyn Siding	..	..	..	37,182	3,782	3,485 15 8	..	..	..	..	..	6	1	7 1 4	3,485 15 8	
Commonwealth Quarry Siding	..	..	..	21,188	6	2,296 8 1	..	..	..	..	..	..	..	..	2,296 8 1	
COBURG LINE.																
Macaulay	166,006	1,331 12 1	55 14 1	1,663	3,459	578 17 11	..	..	..	..	..	..	..	..	2,019 9 4	
Flemington Bridge	212,952	1,784 1 9	32 10 9	..	..	..	..	..	..	..	..	..	..	..	1,828 15 9	
Royal Park	80,202	703 0 1	23 3 8	..	..	0 14 3	..	..	..	..	..	..	..	..	726 8 0	
South Brunswick	374,212	2,600 15 0	232 3 9	23,614	23,860	6,042 8 2	..	..	..	..	..	..	..	..	8,919 13 8	
Brunswick	550,513	3,701 4 5	112 5 11	1,123	11,080	726 15 5	..	..	..	..	..	..	..	..	1,845 17 6	
Moreland	597,512	2,901 5 5	5 17 5	20,320	33,953	8,095 0 0	..	..	..	..	..	..	..	..	7,260 18 1	
Coburg	884,607	7,321 11 1	236 7 11	519	8,659	365 11 6	..	..	..	..	..	..	..	..	7,921 8 6	
Batman	6,154	61 17 11	..	..	..	..	..	..	..	..	..	..	..	..	61 17 11	
North Coburg	..	38 13 5	..	..	..	..	..	..	..	..	..	..	..	..	58 13 5	
Everet	15,160	4 067	..	..	..	..	..	..	..	..	..	..	..	..	186 3 10	

NORTH MIRROO LINE.									
Hazelwood	115	8 17 9	0 0 11	..	0 15 9	44	19	18 0 1	..
Yinnar	2,252	304 2 0	87 9 5	..	4 13 6	890	861	532 15 5	..
Boolarra	4,740	795 11 2	59 19 7	..	0 7 6	807	1,359	607 2 5	..
Bedlamulla	1,572	74 14 1	9 4 7	..	10 12 9	98	1,105	72 14 6	..
North Mirroo	3,656	1,050 9 7	102 4 2	..	..	1,252	2,584	1,208 2 0	..
TRALALGON-STRAITFORD LINE.									
Glenagarry	2,713	349 7 3	22 12 4	..	7 13 7	1,651	509	761 10 0	..
Toongabbie	3,187	388 14 2	20 6 11	..	19 10 4	1,330	252	493 13 11	..
Cowarr	4,539	726 11 7	220 5 11	..	16 5 10	1,548	840	1,003 0 3	..
Dawson	811	64 3 11	8 11 0	..	..	148	63	62 5 2	..
Heyfield	5,533	1,290 2 6	293 4 4	..	22 7 7	5,595	1,536	2,623 17 10	..
Tinauba	2,667	804 7 3	34 19 2	..	20 12 11	1,329	889	1,058 1 4	..
Mafra	10,934	2,870 5 6	1,252 7 1	..	29 14 11	7,263	20,828	7,212 18 1	..
Powerscourt	..	..	..	..	..	8,097	..	5,72 16 5	..
BRAGGOLONG LINE.									
Boisdale	538	136 8 0	18 0 10	..	..	1,951	338	710 1 7	..
Bushy Park	..	..	0 4 3	..	..	392	35	158 13 3	..
Briggolong	630	296 15 3	23 9 0	..	0 11 6	1,111	532	776 0 2	..
PORT ALBERT LINE.									
Lyndhurst	3,838	186 12 3	815 12 6	..	1 7 0	1,538	2,158	222 16 1	..
Granbourne	10,776	818 4 2	1,239 6 4	..	8 15 7	3,733	4,610	636 13 9	..
Clyde	6,301	547 18 1	524 18 8	..	5 17 0	1,141	1,141	223 13 4	..
Tooradin	3,123	345 6 2	130 6 0	..	2 7 3	1,111	1,263	415 16 4	..
Dalmore	1,639	107 8 11	23 1 3	..	0 11 6	2,923	1,483	870 11 4	..
Koo-Wee-Rup	11,362	1,431 11 10	417 0 10	..	7 6 4	11,819	4,765	3,531 3 8	..
Monometh	2,394	322 7 11	374 0 11	..	4 12 1	1,094	708	89 7 3	..
Caldermeade	3,591	439 17 8	1,124 12 9	..	11 5 2	1,08	1,094	78 13 9	..
Lang Lang	8,473	1,103 17 10	963 16 4	..	19 1 7	726	2,754	411 13 2	..
Nyora	6,348	1,408 6 3	68 16 11	..	1 10 3	3,228	959 16 7	3 30	..
Loch	9,747	1,040 15 0	142 19 11	..	0 14 6	1,150	2,178	927 13 1	..
Jeicho	1,689	180 0 1	170 0 10	..	0 18 6	1,207	1,00	148 8 2	..
Bena	4,910	400 4 8	159 17 0	..	3 9 2	861	36	327 17 7	..
Whitlaw	119	9 9 0	8 6 9	..	..	90	36	39 14 0	..
Kerumbulla	30,039	4,528 19 1	520 4 5	..	21 1 8	18,129	10,742	6,109 18 2	..
Kardilla	2,755	205 16 1	16 19 3	..	0 13 3	300	597	221 8 0	..
Ruby	3,666	228 3 0	18 3 1	..	1 0 3	1,081	1,314	554 10 5	..
Leongatha	19,733	3,907 15 7	371 17 4	..	47 6 8	5,003	4,769	2,669 2 10	..
Rumf's Siding	..	..	..	..	..	16,167	16	1,563 16 4	..
Gwyther	..	..	..	..	..	13	13	66 19 9	..
Koonwarra	1,707	136 11 2	73 15 10	..	0 12 3	1,141	265	392 18 9	..
Tarwin	2,610	202 4 6	13 7 4	..	0 18 9	508	430	250 1 9	..
Meenyan	6,366	1,159 15 2	77 5 4	..	12 13 11	560	1,508	499 8 11	..
Stony Creek	2,322	617 6 7	39 2 3	..	6 10 1	624	1,994	515 17 3	..
Buffalo	1,775	290 1 4	10 7 4	..	6 5 8	173	356	129 9 8	..
Boya	70	9 8 3	1 19 3	..	..	618	19	160 10 5	..
Risk Creek	3,938	637 16 3	54 16 6	..	1 3 3	871	688	504 17 0	..
Hodde	1,462	108 4 7	11 10 8	..	0 10 6	156	180	116 19 0	..
Kester	4,707	1,197 19 0	112 11 2	..	4 1 0	2,145	4,094	831 3 1	..
Kennison	1,952	127 0 7	61 7 11	..	0 11 6	196	210	311 14 6	..
Toora	3,983	1,108 5 1	83 8 11	..	15 6 1	714	1,671	764 17 10	..
Arosa	359	93 16 11	9 17 10	..	6 8 10	112	112	20 17 11	..
Welthpool	2,782	602 4 7	73 7 11	..	9 4 6	588	2,757	546 15 3	..
Welthpool Jetty	4,760	138 10 3	101 6 8	..	9 4 6	516	153	832 10 8	..
Wedley	1,530	155 5 6	19 5 10	..	1 1 3	30	30	146 4 10	..
Gallinole	1,728	611 19 2	24 12 1	..	5 12 9	505	406	336 14 2	..
Albion	6,431	2,840 5 11	104 0 7	..	6 0 4	2,704	5,182	2,804 8 1	..
Fort Albert	1,203	301 16 11	88 15 1	..	0 4 6	7,375	350	4,282 4 11	..
WONTHAGH LINE.									
Woodleigh	2,175	309 14 0	459 18 5	..	0 8 6	387	343	140 7 5	..
Kernera	2,616	301 6 0	299 15 5	..	4 7 2	2,047	339	310 4 10	..
Almura	2,762	487 7 5	34 4 5	..	4 0 11	337	410	204 8 9	..
Glen Forbes	2,213	301 1 11	293 10 0	..	0 19 9	798	312	208 14 9	..

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.			Inwards.				
	Number of Passenger Journeys.	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.		
WONTHAGGI LINE—continued.																
Woolamal	3,421	428 17 9	266 19 1	4 19 11	216	1,251	184 3 10	13	112	26	5	8	39	3	1	1,411 3 11
Anderson	2,124	240 0 8	36 3 1	37 11 10	217	1,150	202 19 6	1	3	16	..	1	..	11	..	580 6 3
Mitchell's Siding ..	..	..	..	..	..	13	..	..	..	..	..	..	..	..	..	..
Kilnenna	1,831	111 11 8	13 10 10	0 8 2	27	1,222	40 13 6	..	..	..	..	..	..	..	..	196 4 3
Dalydon	3,138	556 7 3	27 7 3	1 1 9	343	1,536	433 4 2	1	28	43	98	1	13	20	1	1,595 1 4
Powlett and North ..	..	..	..	..	..	10	..	..	..	..	..	..	..	..	..	..
Colley Coy.'s Siding ..	..	..	..	..	16,869	6,069	4,309 7 6	..	..	..	..	..	..	..	..	4,809 7 6
State Coal Mine ..	22,050	5,574 3 0	409 6 4	17 18 6	161,188	13,107	46,318 15 10	2	8	3	..	2	6	27	1	46,418 15 10
Wonthaggi	..	..	..	..	702	13,107	781 18 0	..	..	..	..	..	..	..	..	6,833 13 1
OUTRIM LINE.																
Jumbuna	3,131	236 9 2	37 2 8	8 8 6	18,726	4,370	4,390 13 9	2	38	2	89	2	9	13	12	5,098 11 7
North Outtrim	1,904	57 16 11	26 10 2	0 2 6	742	491	486 12 10	..	2	..	..	..	..	1	..	57 16 11
Outtrim	749	87 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	630 3 9
FRANKTON-STONY POINT LINE.																
Glen Huntly	652,237	9,526 0 11	92 7 8	12 6 3	484	19,908	156 8 7	..	..	..	..	..	..	..	..	9,787 3 5
Glen Huntly Building Tickets (Free) ..	193,720	2,795 2 5	112 2 6	0 9 6	94	3,735	136 17 0	..	..	..	..	..	..	..	..	3,074 11 5
Ormond	135,139	1,348 1 6	19 5 1	0 2 6	..	..	..	..	..	..	..	..	..	..	..	1,367 9 1
McKinnon	124,251	1,907 10 7	50 0 2	0 10 9	168	5,100	82 19 2	..	..	..	..	..	..	..	..	2,041 6 8
Bendigo	110,071	1,916 11 11	37 8 8	8 15 9	507	6,831	116 2 1	4	2	..	..	4	2	..	11 3 11	2,120 2 4
Moorebabin	86,450	1,278 18 2	29 14 10	0 5 3	180	3,086	29 16 7	..	..	..	..	..	..	..	..	1,338 15 0
Hignett	290,508	3,752 2 9	397 3 0	3 1 2	1,466	14,923	285 7 6	5	2	..	..	1	5	..	14 15 3	6,552 9 8
Chettenham	392,314	8,425 0 8	181 14 11	22 19 2	1,116	13,638	229 14 10	5	2	..	..	4	4	1	15 3 0	9,075 12 7
Mentone	960	8,992 0 5	514 1 5	513 16 4	4,501	7,540	793 10 8	11	11	5	..	10	12	..	51 7 2	10,864 16 0
Mentone Building Tickets (Free) ..	308,262	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mordialloc	151,338	3,023 14 9	139 18 3	0 9 6	104	1,831	24 6 6	1	1	..	..	..	..	..	2 2 9	3,780 11 9
Mordialloc Building Tickets (Free) ..	278,227	6,556 0 11	277 10 3	0 17 6	139	6,466	80 18 3	..	..	..	..	..	..	..	..	6,915 6 11
Aspendale	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,509 8 4
Chelsea	..	..	..	..	13,813	1,097	117 7 0	4	4	7	..	2	31	49	..	1,967 0 9
Forsyth's Siding ..	35,444	1,224 9 3	593 19 2	6 3 9	383	1,097	86 10 8	..	..	..	..	1	..	..	0 17 1	9,328 6 3
Carrum	11,565	444 13 7	213 13 5	2 16 6	22,771	1,865	236 11 9	1	1	..	..	..	..	..	..	2,368 14 9
Seaford	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,935 15 7
Frankston Sand Siding ..	76,730	4,083 0 5	455 15 0	49 12 3	1,201	6,075	317 12 7	6	7	2	1	12	33	47	..	4,985 15 7
Frankston	22,318	1,496 4 8	75 3 1	4 16 5	352	6,088	101 7 10	1	1	..	4	5	1	1	29	3 11 7
Langwarin	4,528	264 18 9	109 14 2	0 5 3	1,848	5,633	381 0 8	..	2	..	..	..	6	30	..	1,681 3 7
Baxter	8,059	706 8 6	39 9 9	3 9 9	3,758	4,030	149 0 2	3	2	..	5	6	4	10	3	745 5 6
Somersville	3,602	308 1 11	81 1 7	0 10 0	3,567	2,140	95 1 3	..	3	..	..	..	3	6	..	276 3 10
Tyabb	5,836	611 5 2	179 8 10	1 13 6	2,490	2,490	742 16 7	1	3	2	..	5	3	6	..	21 2 10
Hastings	4,351	749 18 6	295 9 3	4 4 1	1,884	1,110	608 0 8	1	1	74	..	5	3	14	16	1,351 8 10
Bittern	5,148	747 19 8	37 2 7	1 6 0	1,884	1,110	265 7 6	8	48	..	..	12	30	32	1	1,539 0 7
Crib Point	2,002	550 4 5	429 17 1	6 10 2	592	1,231	363 18 8	2	2	12	..	10	5	3	..	298 4 10
Stony Point	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 3 11
MORRINGTON LINE.																
Mooreduc	1,914	135 7 3	26 8 9	0 1 0	2,500	596	618 6 11	..	4	110	..	..	31	194	..	1,030 15 9
Morrington	19,221	2,161 12 0	477 0 3	10 5 0	968	4,005	431 5 6	9	63	25	1	7	58	51	..	3,350 16 5

PORT MELBOURNE LINE.									
Montague	250,155	2,078	1 7	163 14 10	0 2 0	..	..	..	2,241 18 5
North Port	469,923	4,223 10 9	..	72 3 11	0 10 9	..	..	..	4,296 5 5
Graham	194,402	4,788 8 9	..	84 0 1	0 6 3	..	..	..	4,872 15 1
Port Melbourne	194,745	2,180 13 6	..	82 18 5	0 0 6	58,554	13,572 12 4	104	15,863 2 11
ST. KILDA LINE.									
South Melbourne	800,356	6,738 12 8	..	422 3 1	0 14 3	..	..	..	7,161 10 0
Albert Park	1,883,297	15,312 2 10	..	262 16 2	1 6 6	..	..	..	15,376 5 6
Middle Park	2,036,569	16,578 4 8	..	239 1 4	1 6 9	..	..	..	16,818 11 9
St. Kilda	2,917,826	25,542 17 8	..	350 19 9	2 4 7	343	111 7 5	..	26,007 9 5
BRIGHTON-SANDRINGHAM LINE.									
Richmond	1,443,602	20,582 4 2	..	1,478 16 8	7 10 3	..	..	..	22,068 10 1
South Yarra	1,613,618	18,730 0 4	..	709 13 3	6 8 10	..	..	..	19,446 2 5
Prahran	1,169,420	12,408 2 9	..	1,518 0 1	3 13 6	..	..	..	13,929 16 4
Windsor	1,195,173	12,814 1 2	..	538 6 7	2 6 3	3,679	1,258 1 7	..	11,612 15 7
Balaclava	1,401,723	14,528 1 4	..	220 0 8	1 16 6	..	..	..	14,749 18 6
Hippokratia	806,913	9,232 16 9	..	166 9 5	1 5 3	..	..	..	9,400 11 5
Elwood	2,661,908	34,698 15 3	..	501 14 0	5 18 0	489	364 13 3	..	35,571 0 6
Gardenvale	901,469	12,125 7 11	..	86 19 9	1 5 6	..	..	..	12,213 13 2
Gardenvale Building Tickets (Free)	1,020	..	..	..	..	..	..	..	..
Brighton	1,105,042	15,251 11 5	..	235 19 10	2 5 0	431	256 0 8	..	15,775 16 11
Middle Brighton	988,150	14,761 4 5	..	163 9 11	4 9 6	231	101 7 9	..	15,030 11 7
Middle Brighton Building Tickets (Free)	300	..	..	..	..	..	..	..	..
Brighton Beach	452,937	7,407 5 10	..	51 19 7	0 7 0	..	..	..	7,459 12 3
Hampton	699,622	11,632 16 4	..	126 8 9	1 8 3	..	..	..	11,760 13 4
Hampton Building Tickets (Free)	1,080	..	..	..	..	..	..	..	..
Sandringham	987,303	19,090 1 11	..	242 11 7	1 19 4	93	84 7 2	..	19,424 7 9
Sandringham Building Tickets (Free)	4,740	..	..	..	..	..	..	..	..
VARIOUS.									
Traffic derived from Deniliquin and Moama Stations	2,297	1,902 13 5	..	377 4 4	25 2 7	18,612	17,546 4 3	8	36,884 15 9
Traffic derived from South Australian Stations	58,111	64,102 0 3	..	6,443 8 10	447 19 11	25,207	27,471 9 1	..	108,559 11 34
Traffic derived from New South Wales Stations	124,791	93,065 1 2	..	10,000 1 4	989 16 11	50,332	59,477 7 6	..	163,758 19 2
Traffic derived from Queensland Stations	4,118	2,164 14 7	..	129 17 6	..	167	102 17 3	..	2,397 9 4
Traffic derived from Commonwealth Stations	..	..	..	1 7 1	..	..	..	..	1 7 1
Traffic derived from West Australian Stations	4,136	5,352 18 3	..	107 17 94	..	2	12 2 6	..	5,472 18 64
Government Tourist Bureau	233,233	133,305 16 3	..	..	..	..	..	..	133,305 16 3
Steamer	24,811	611 6 11	..	..	..	..	..	..	611 6 11
Thos. Cook and Sons, to New South Wales, South Australia, &c.	6,820	4,760 4 1	..	..	..	..	..	..	4,760 4 1
Totals	105,753,073	2,982,301 16 3	..	273,555 0 104	19,678 8 74	5,779,389	2,852,108 17 10	..	6,503,487 2 0
Less Unallotted Credits Notes	..	89,745 11 9	..	6,428 13 5	464 8 8	..	84,767 14 7	..	187,041 19 4
Mails and Telegraph	..	..	..	..	..	..	..	..	..
Dining Car Service	..	..	..	..	..	..	..	..	..
Rentals	..	..	..	..	..	..	..	..	..
Miscellaneous	..	..	..	..	..	..	..	..	..
GRAND TOTAL, RAILWAYS	105,753,073	2,892,556 4 6	..	267,128 7 54	19,213 19 114	5,779,389	2,767,341 3 8	..	6,517,196 9 2
St. Kilda and Brighton Electric Tramway	3,854,677	..	..	..	..	..	..	..	31,614 7 0
GRAND TOTALS	109,607,750	2,892,556 4 6	..	267,128 7 54	19,213 19 114	5,779,389	2,767,341 3 3	..	6,548,810 16 2

* Stations open for only portion of the year.

DIAGRAM N° 1 **AVERAGE MILEAGE OPERATED**

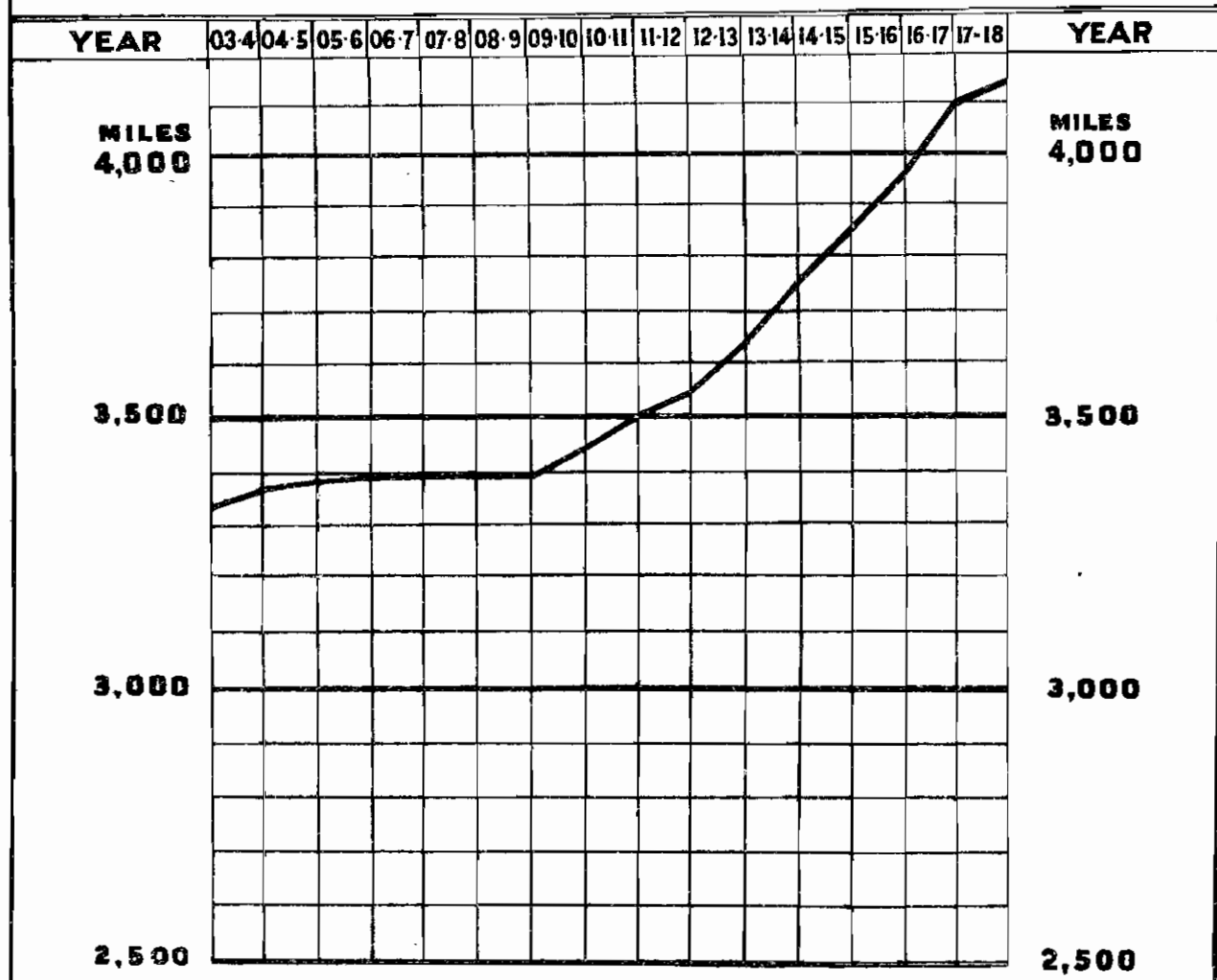


DIAGRAM N° 2 **AVERAGE COST OF CONSTRUCTION PER MILE**

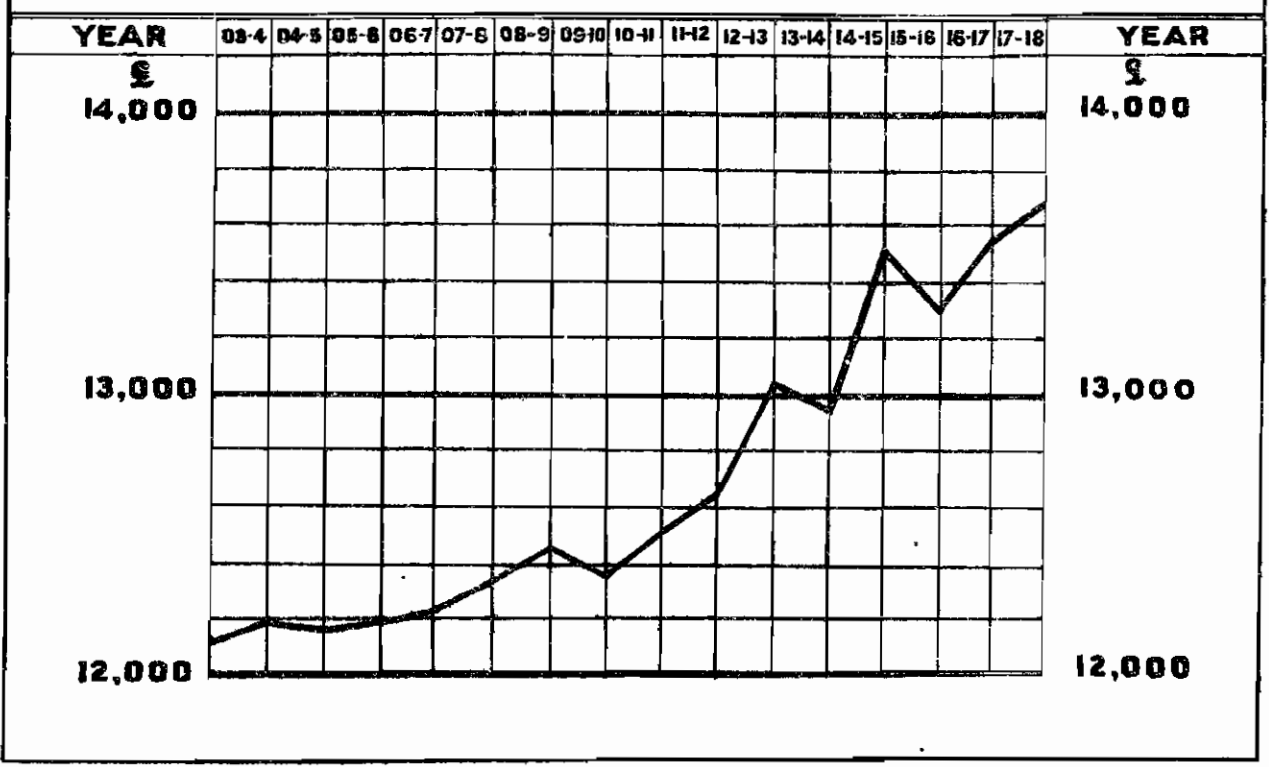


DIAGRAM N° 3

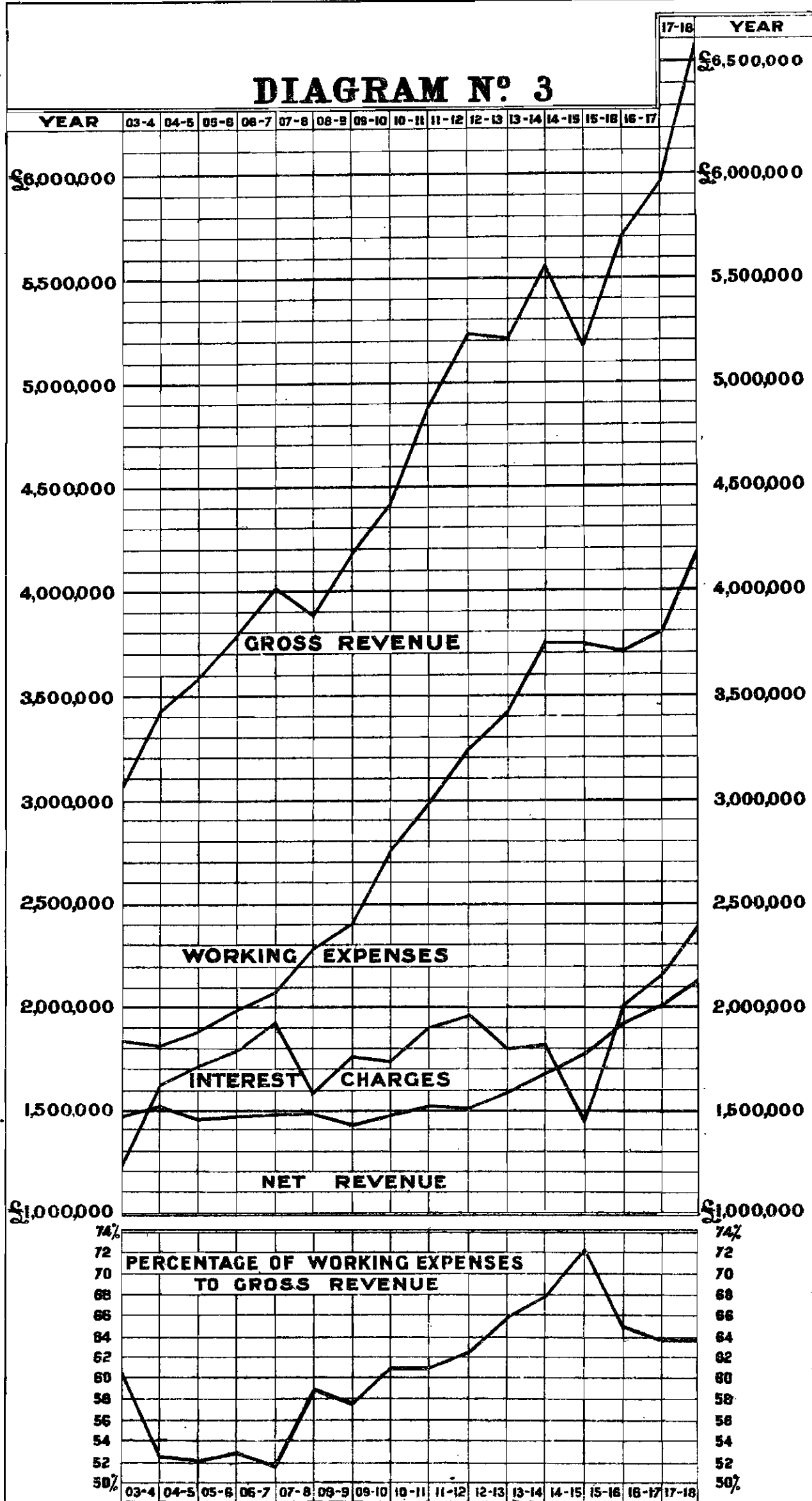


DIAGRAM N° 3^A

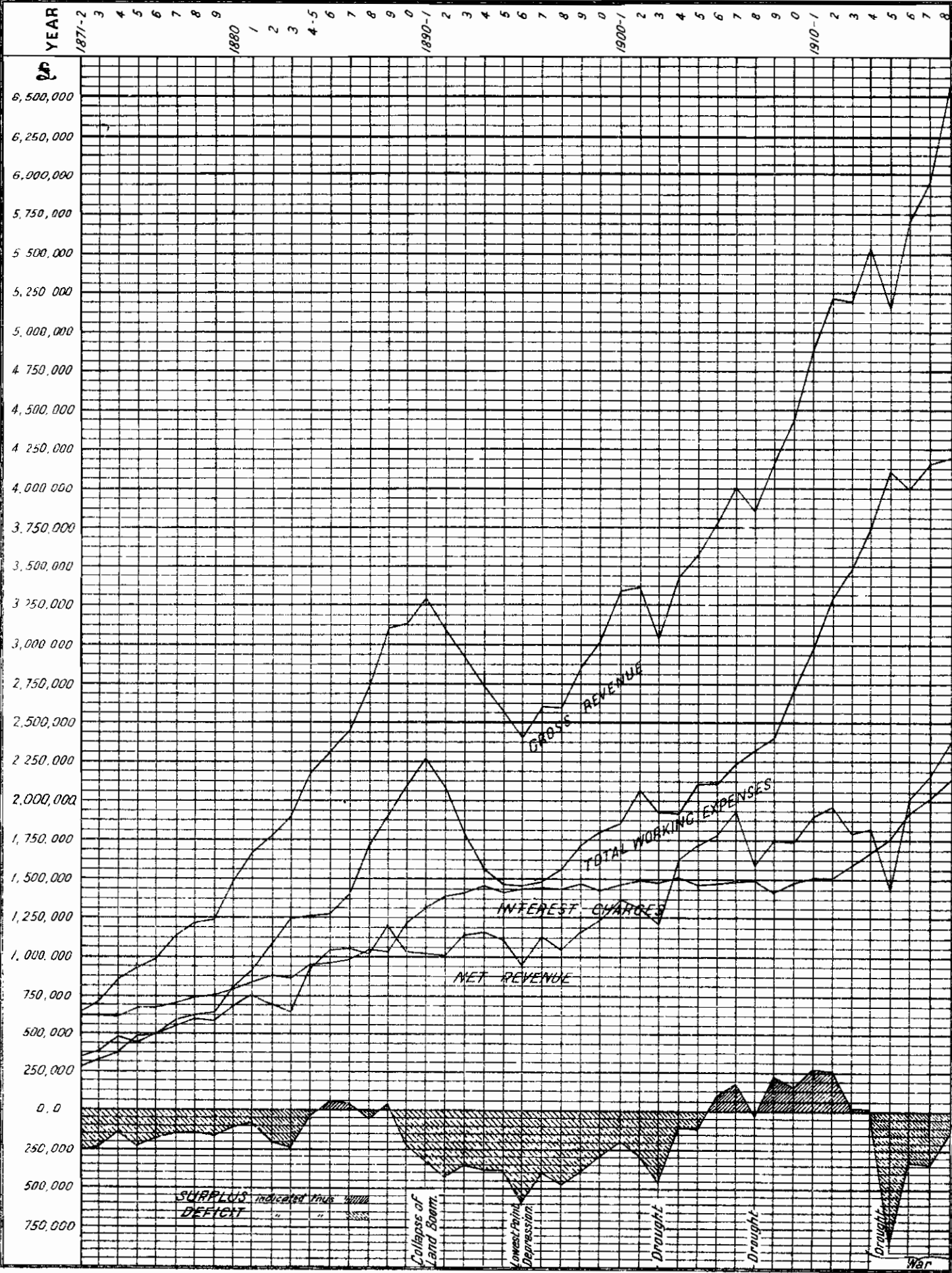


DIAGRAM N° 4
PER
AVERAGE MILE OF RAILWAY
OPEN

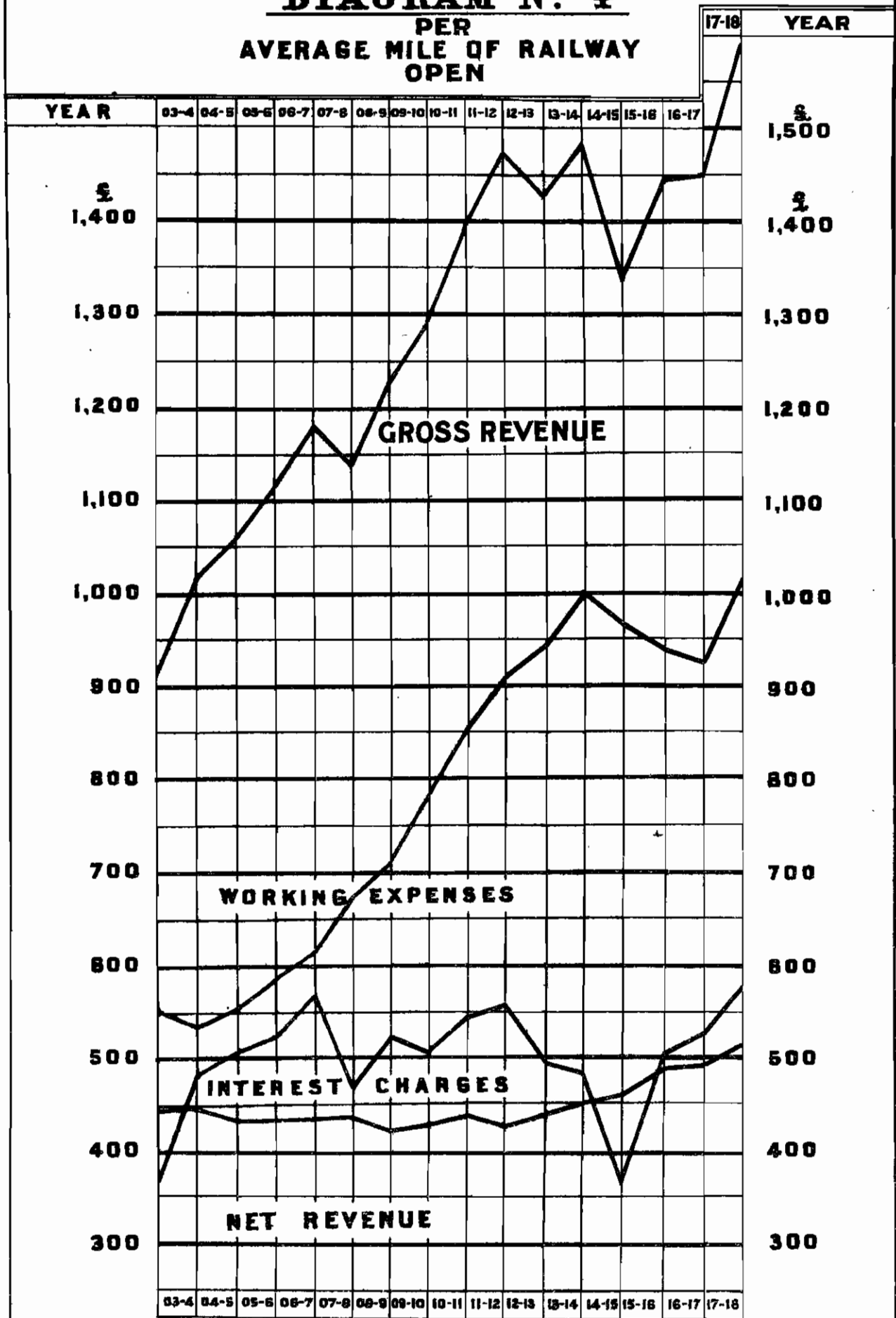
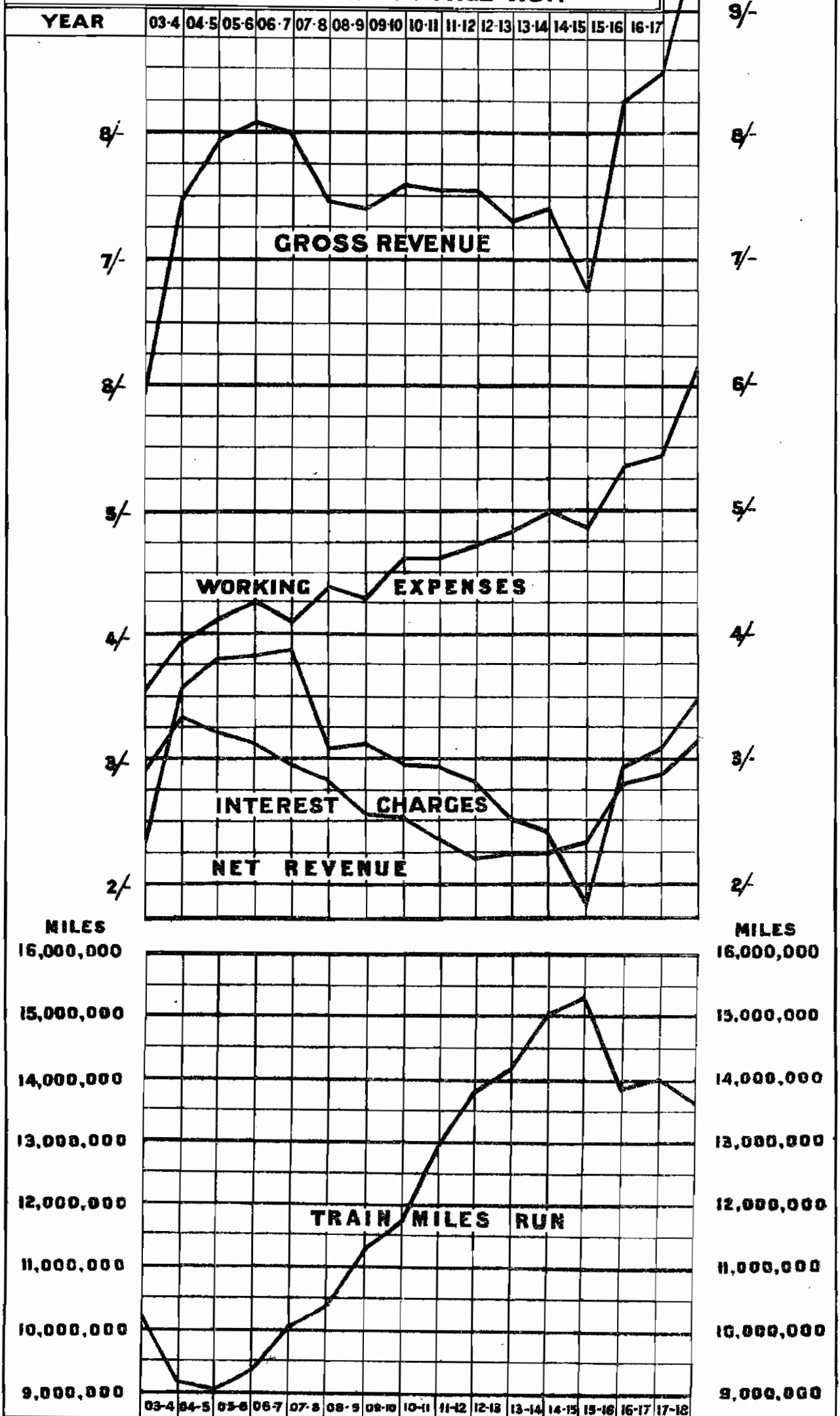
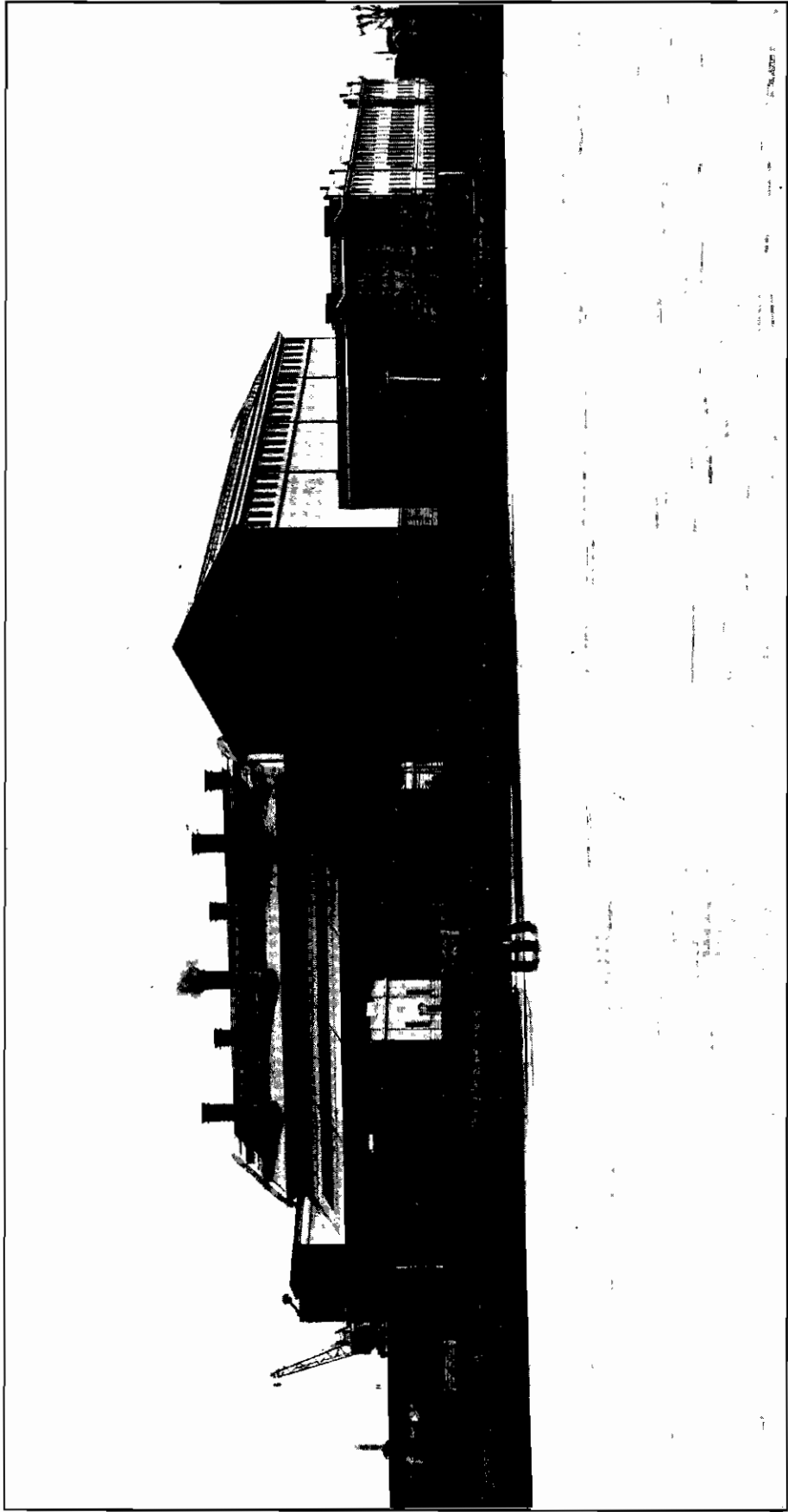
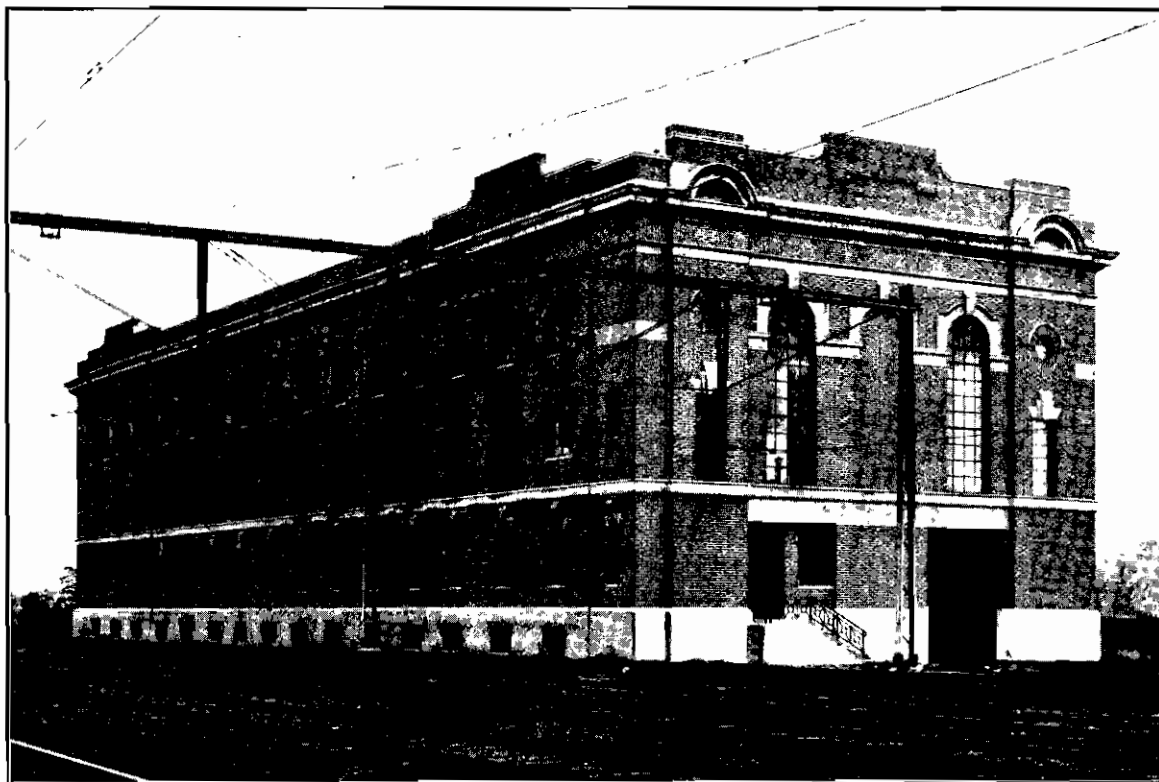


DIAGRAM N° 5 PER TRAIN MILE RUN





NEWPORT POWER HOUSE.



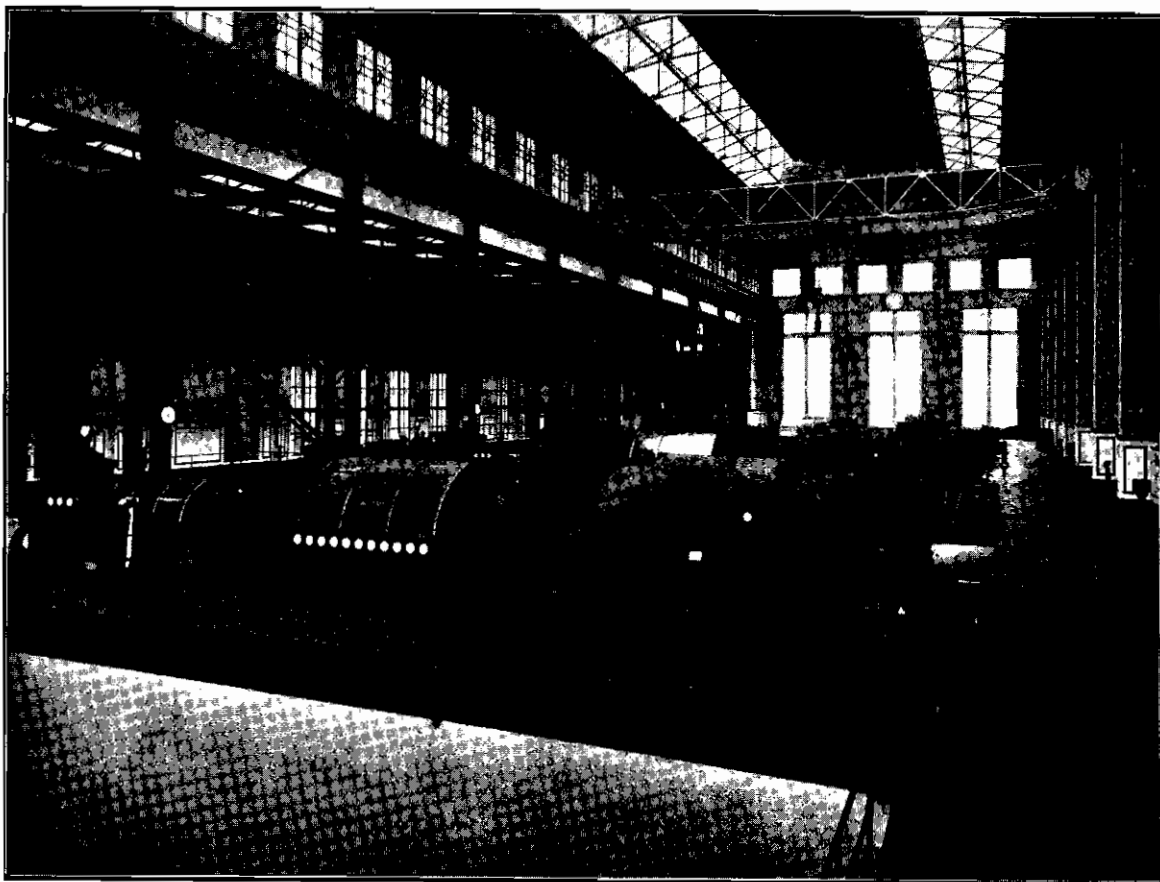
JOLIMONT SUB-STATION.



JOLIMONT WORKSHOPS.—LIFTING BAY FOR ELECTRIC CARS.



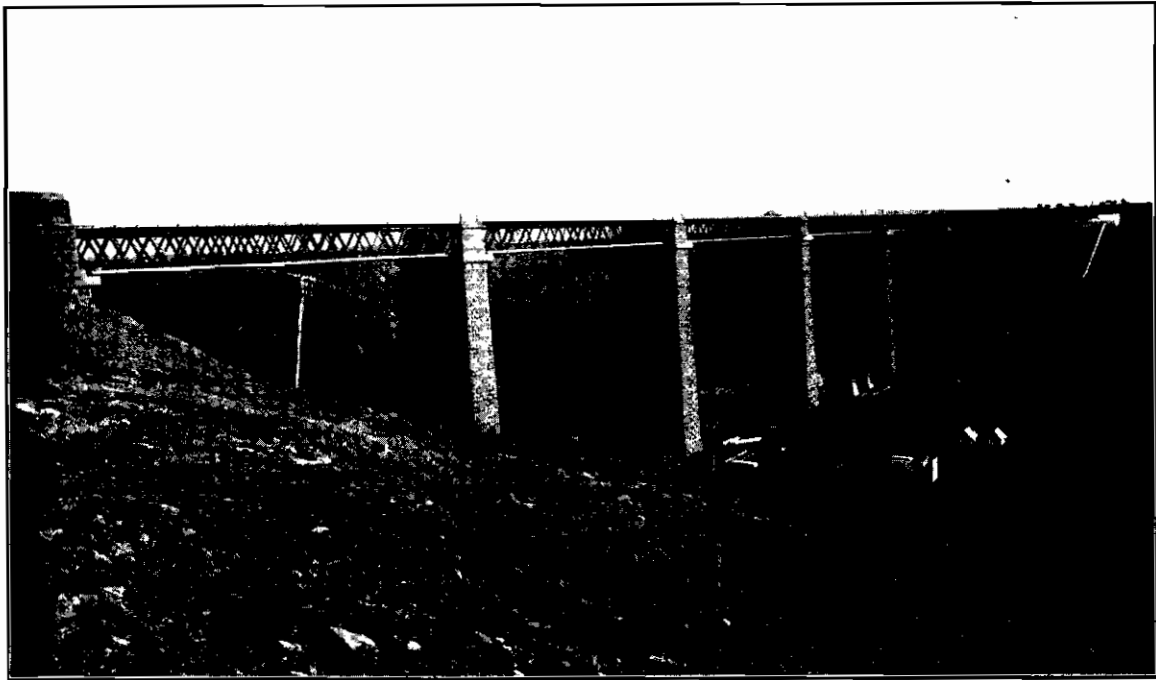
ELECTRICALLY EQUIPPED TRAIN.



TURBINE ROOM, NEWPORT POWER HOUSE.



INTERIOR OF MACHINE SHOP, NEW BALLARAT WORKSHOP.



OLD VIADUCT OVER THE MOORABOOL VALLEY, GEELONG-BALLARAT LINE. CONSTRUCTED 1861.



VIADUCT AS RENEWED TO CARRY LOCOMOTIVES OF 160 TONS WEIGHT.

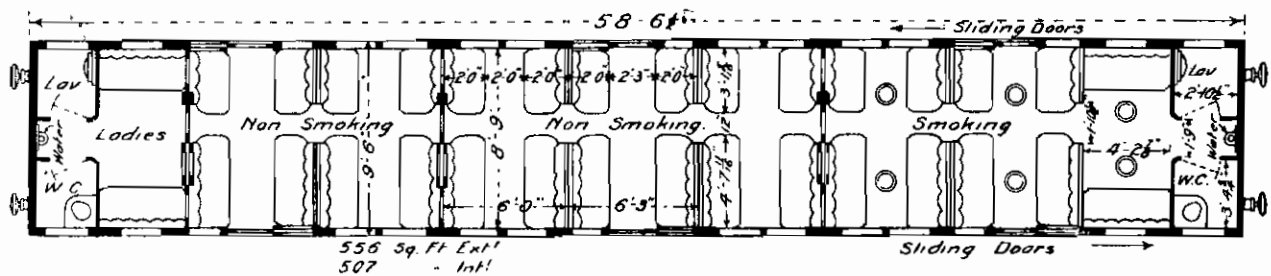


CONSOLIDATION LOCOMOTIVE.

Weight of engine and tender (Roadworthy), 127 tons 5 cwt.
 Tractive power, 36,138 lbs.
 Rating capacity, 210 per cent.; load up, 1 in 50 grade, 567 tons.
 Rating capacity (A2), 130 per cent.; load up, 1 in 50 grade, 350 tons.
 Rating capacity (Dd), 100 per cent.; load up, 1 in 50 grade, 270 tons.

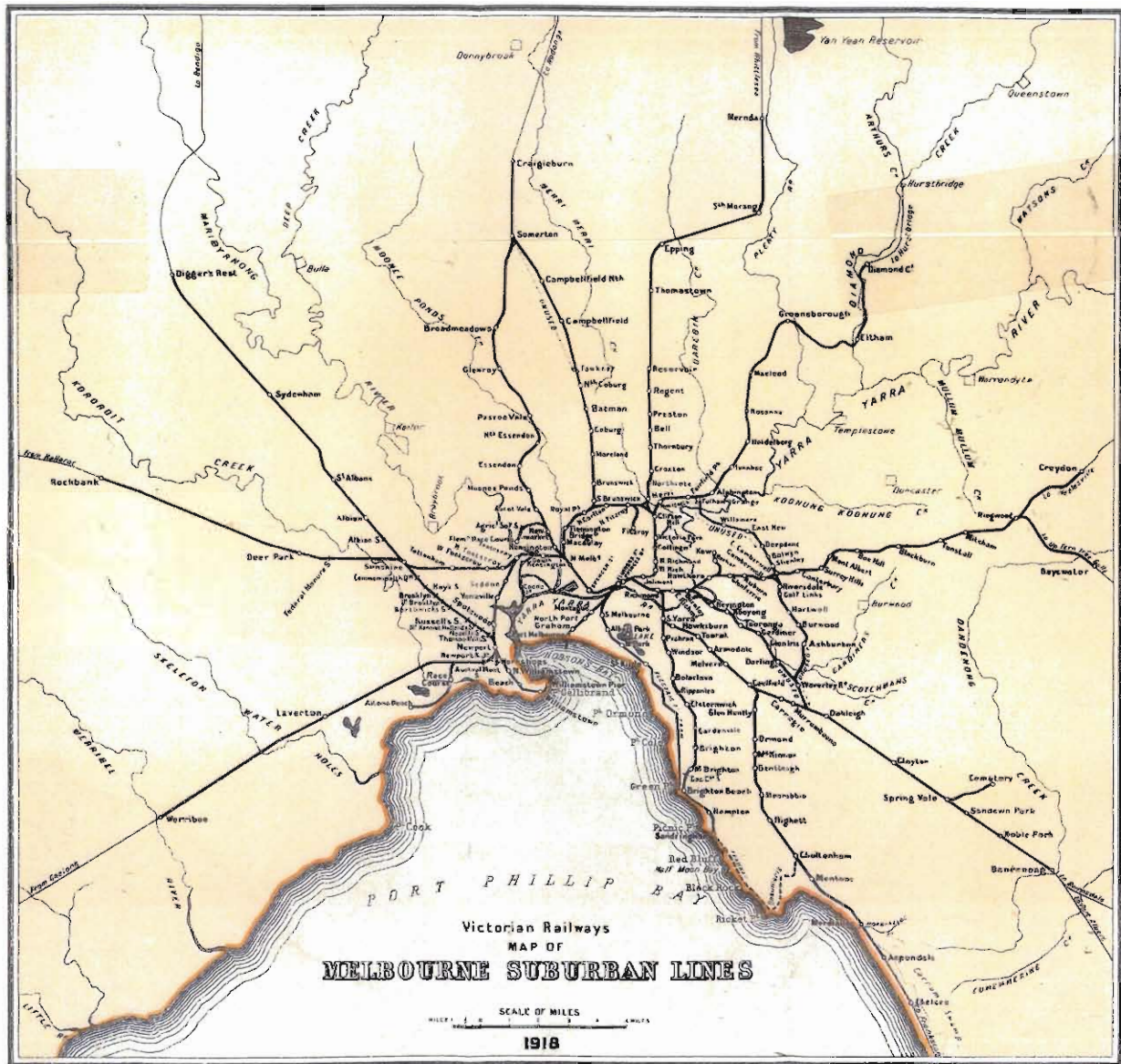


TYPE OF SLIDING-DOOR CAR, WITH SANITARY AND LAVATORY ACCOMMODATION, ADAPTED FOR HEAVY TRAFFIC ON COMPARATIVELY SHORT LINES.



FLOOR PLAN.





Railway Map
of
AUSTRALIA
1918
Showing through connections
between West Australia and Queensland.

[In Red]
SCALE OF MILES
0 25 50 100 150 200 250 300

