

1919.
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VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1919.

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, 1919.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 22nd September, 1919.

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, 1919.

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

	Railways.			St. Kilda-Brighton and Sandringham-Black Rock Electric Tram- ways.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—									
Earnings	6,358,853	2	1	43,798	13	4	6,402,651	15	5
Amount paid under the provisions of Section 102 of Act 2716, in respect of the loss resulting from the working of certain lines of railway, <i>vide</i> page 14	73,424	0	0	..	..	..	73,424	0	0
	6,432,277	2	1	43,798	13	4	6,476,075	15	5
WORKING EXPENSES (Ex- clusive of Special and Abnormal Charges)	4,010,789	10	9	28,998	8	2	4,039,787	18	11
NET REVENUE	2,421,487	11	4	14,800	5	2	2,436,287	16	6
SPECIAL and ABNORMAL CHARGES <i>vide</i> page 6	268,874	0	0	..	..	..	268,874	0	0
BALANCE OF NET REVENUE	2,152,613	11	4	14,800	5	2	2,167,413	16	6
INTEREST CHARGES and EXPENSES				£	s.	d.			
				2,164,901	8	6			
PENSIONS and GRATUITIES ..				151,588	6	0			
Adjustment with South Australia in connexion with Border Rail- ways, <i>vide</i> page 6				14,521	0	0			
							2,331,010	14	6
DEFICIT							£163,596	18	0

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

	Year 1917-18.	Year 1918-19.	Increase. (+) Decrease. (-)
Gross Revenue—			
Railways—Earnings	£ s. d. 6,517,196 9 2	£ s. d. 6,358,853 2 1	£ s. d. — 158,343 7 1
„ 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, <i>vide</i> page 14	45,062 0 0	73,424 0 0	+ 28,362 0 0
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	6,562,258 9 2 31,614 7 0	6,432,277 2 1 43,798 13 4	— 129,981 7 1 + 12,184 6 4
Total	6,593,872 16 2	6,476,075 15 5	— 117,797 0 9
Working Expenses (Exclusive of Special and Abnormal Charges)—			
Railways	4,188,045 13 3	4,010,789 10 9	— 177,256 2 6
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	23,652 18 6	28,998 8 2	+ 5,345 9 8
Total	4,211,698 11 9	4,039,787 18 11	— 171,910 12 10
Net Revenue	2,382,174 4 5	2,436,287 16 6	+ 54,113 12 1
Special and Abnormal Charges, <i>vide</i> page 6	263,046 0 0	268,874 0 0	+ 5,828 0 0
Balance of Net Revenue	2,119,128 4 5	2,167,413 16 6	+ 48,285 12 1
Interest Charges and Expenses ..	2,126,905 18 0	2,164,901 8 6	+ 37,995 10 6
Pensions and Gratuities	129,159 18 10	151,588 6 0	+ 22,428 7 2
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 6	..	14,521 0 0	+ 14,521 0 0
Total of Interest Charges and Expenses, Pensions and Gratuities and Border Railways Adjustment with South Australia	2,256,065 16 10	2,331,010 14 6	+ 74,944 17 8
Deficit	£136,937 12 5	£163,596 18 0	+ £26,659 5 7

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

	Year 1915-1916.	Year 1916-1917.	Year 1917-1918.	Year 1918-1919.
Average Mileage of Railways operated ...	3,955	4,104	4,139	4,159
TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	2,971,328	2,869,096	2,839,226	2,816,728
" Suburban ...	3,762,157	3,634,709	3,603,069	3,651,904
Mixed ...	2,507,604	2,578,948	2,513,111	2,509,505
Goods (including Live Stock) ...	4,585,449	4,939,287	4,670,965	4,053,518
Total ...	13,826,538	14,022,040	13,626,371	13,031,655
Number of Passenger Journeys ...	115,771,238	108,341,540	105,753,073	111,904,786
Tonnage of Goods ...	5,376,571	5,554,361	5,779,389	6,026,617
Tonnage of Live Stock ...	453,264	408,241	451,704	488,853
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country ...	£ 1,507,860	£ 1,465,429	£ 1,686,835	£ 1,620,741
" Suburban ...	1,133,905	1,113,050	1,205,721	1,273,668
Dining Car Service ...	15,848	16,067	18,953	15,730
Parcels, &c. ...	249,385	244,231	267,129	272,062
Horses, Carriages, and Dogs ...	18,277	17,254	19,214	19,280
Mails ...	77,988	62,526	56,422	39,713
	3,003,263	2,918,557	3,254,274	3,241,194
Goods, &c., Business.				
Goods ...	2,211,386	2,558,447	2,661,596	2,433,785
Live Stock ...	316,466	305,638	370,206	431,320
Minerals ...	82,358	70,174	105,745	92,684
	2,610,210	2,934,259	3,137,547	2,957,789
Rentals ...	78,959	90,066	102,893	148,686
Miscellaneous (including for the year 1918-19 the sum of £73,424 paid, under the provisions of Section 102 of Act 2716, in respect of the loss resulting from the working of certain lines of railways, <i>vide</i> page 14) ...	12,731	9,837	67,545	84,608
Total ...	5,705,163	5,952,719	6,562,259	6,432,277
Per mile of Railway worked ...	1,443	1,450	1,585	1,547
Per traffic train mile ...	8s. 3'03d.	8s. 5'89d.	9s. 7'58d.	9s. 10'46d.
WORKING EXPENSES.				
(Exclusive of Special and Abnormal Charges.)				
Transportation Branch ...	£ 1,085,329	£ 1,095,703	£ 1,218,509	£ 1,248,285
Way and Works Branch ...	830,674	743,391	943,742	757,358
Rolling-Stock Branch—Operating Expenses ...	1,068,660	1,220,999	1,265,898	1,238,979
" " Repairs and Renewals ...	570,469	560,078	583,929	587,171
" " Payment into Rolling-Stock Replacement Fund ...	30,000	50,000	50,000	50,000
Electrical Branch ...	...	...	...	3,397
General Expenses ...	91,490	89,509	93,382	93,805
Payment into Railway Accident and Fire Insurance Fund ...	28,526	39,763	32,586	31,794
Total ...	3,705,148	3,799,443	4,188,046	4,010,789 (a)
Per mile of Railway worked ...	937	926	1,012	964
Per traffic train mile ...	5s. 4'31d.	5s. 5'03d.	6s. 1'76d.	6s. 1'87d.
Percentage of Gross Revenue ...	64'94	63'83	63'82	62'35
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...				
	£ 2,000,015	£ 2,153,276	£ 2,374,213	£ 2,421,488
Per mile of Railway worked ...	506	524	573	582
Per traffic train mile ...	2s. 10'72d.	3s. 0'86d.	3s. 5'82d.	3s. 8'60d.
SPECIAL AND ABNORMAL CHARGES ...				
	£ 292,264	£ 354,597	£ 263,046	£ 268,874 (b)
Total Working Expenses and Special and Abnormal Charges ...	3,997,412	4,154,040	4,451,092	4,279,663
Per mile of Railway worked ...	1,011	1,012	1,075	1,029
Per traffic train mile ...	5s. 9'39d.	5s. 11'10d.	6s. 6'40d.	6s. 6'82d.
Percentage of Gross Revenue ...	70'07	69'78	67'83	66'53
Balance of Net Revenue ...	1,707,751	1,798,679	2,111,167	2,152,614
Per mile of Railway worked ...	432	438	510	518
Per traffic train mile ...	2s. 5'64d.	2s. 6'79d.	3s. 1'18d.	3s. 3'64d.

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

Gross Revenue of the Railways.

The Gross Revenue of the Railways, which amounted to £6,432,277, was £129,982 less than that of the preceding year, viz., £6,562,259, or equivalent to a decrease of 1·98 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	...	...	66,094	3·92
Suburban	67,947	5·64	...	...
Dining Car Service	...	...	3,223	17·01
Parcels, &c.	4,933	1·85	...	...
Horses, Carriages, and Dogs	66	·34	...	...
Mails	...	...	16,709	29·61
Goods	...	...	227,811	8·56
Live Stock	61,114	16·51	...	...
Minerals	...	...	13,061	12·35
Rentals	45,793	44·51	...	...
Miscellaneous	...	...	11,299	50·26
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 railways, <i>vide</i> page 14.	28,362	...	...	...
Total	208,215	...	338,197	...
Net Decrease	£129,982			

The Gross Revenue per traffic train mile was 9s. 10·46d., as compared with 9s. 7·58d. in the preceding year, and was the highest obtained during the past 41 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 1919 :—

Year.	Revenue per traffic train mile.	
	s.	d.
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
1918-19	9	10·46

Working Expenses of the Railways.

'Excluding special and abnormal charges, the percentage of Working Expenses to Gross Revenue was 62·35, by contrast with 63·82 in the preceding year, and 63·83 in 1916-17.

Reconciliation with Treasury Figures.

The figures relating to the Revenue and Working Expenses as embodied in our accounts do not coincide with the figures recorded 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.

South Australian Border Railways Adjustment Account.

The line from Melanganee, which connects the Victorian system in the South-west with the South Australian Railways at Mount Gambier, was opened for traffic in 1917-18, and the financial provisions of the agreement entered into between the Governments of the two States, which was ratified by Act No. 2424, came into operation after the close of that year.

The agreement, which authorized the construction of the line from Murrayville to Pinnaroo, as well as that from Melanganee to Mount Gambier, prescribes that 40 per cent. of the revenue derived from the conveyance over other lines in either State of traffic originating or terminating on the connecting railways shall be paid into a "pool," and after the losses (if any) on working the connecting railways, and the Ouyen to Murrayville railway have been paid therefrom, the balance is to be divided equally between the States—firstly, up to a maximum of £5,000 per annum unconditionally; and then the balance (if any) in the "pool", subject to the proviso that the credit to either State may be revised under certain conditions.

The amount due to South Australia under the first division, in respect of the period ending 30th June last, was £14,521, and this sum has been paid and charged in our accounts for the year.

Special and Abnormal Charges Against Working Expenses.

In addition to the ordinary Working Expenses, special and abnormal charges to the extent of approximately £268,874 were incurred during the year, as detailed hereunder:—

(1) Increased cost of coal brought overland from New South Wales, owing to shortage of shipping, up to the point of delivery at Wodonga only ...	£ 44,160
(2) Alterations to rolling-stock and to bridges, &c., in connexion with the Electrification of the Suburban Railways ...	13,055
(3) Increased price and additional insurance, freights, and exchange in respect of stores and materials (excluding coal), owing to the war ...	114,134
(4) 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. ...	50,000
(5) Interest on special relaying advances ...	7,436
(6) Allowances to the lower paid staff owing to the increased cost of living in consequence of the war ...	33,800
(7) Premiums upon Life Assurance policies effected under the Regulations by employees serving with the Expeditionary Forces and as Munition Workers ...	6,289
Total	<u>£268,874</u>

Percentage of Net Revenue to Capital Liability.

The Net Revenue after providing for the payment of Ordinary Working Expenses, Special and Abnormal Charges, Pensions and Gratuities, and the adjustment with South Australia in connexion with the Border Railways, was equivalent to 3·72 per cent. of the total loan liability, as compared with 3·53 in 1917-18.

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

In conformity with the provisions of Section 102 of the *Railways Act* 1915, No. 2716, the following amounts were appropriated by Parliament and paid to the Department—

	£	s.	d.
(a) to make good the decrease in revenue occasioned by the carriage at reduced rates of Victorian Coal purchased by the general public ...	1,870	19	2
(b) to recoup the loss incurred in the operation of certain non-paying lines (<i>vide</i> page 11) ...	73,424	0	0
(c) to recoup the amount of the preference granted in respect of goods of Australian manufacture ...	677	0	0
Total ...	£75,971	19	2

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 £219 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, was £32,013.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £137,749 and £13,839 respectively, or a total of £151,588, as compared with £125,162 and £3,998 respectively, or a total of £129,160, 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, 1919, being 787, by contrast with 933 at 30th June, 1918, or a decrease of 146, *vide* Appendix No. 8.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1918, was ... £ 56,814,896 s. 5 d. 2
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...	135,167	13	1
Electrification of Melbourne Suburban Lines ...	479,464	2	0
Additions and Improvements to—			
Way and Works ...	228,275	12	4
Rolling-stock ...	94,585	15	0

Total Increase in Expenditure on Capital Account ... £ 937,493 s. 2 d. 5

so that the total expenditure charged to Capital Account at 30th June, 1919, was ... £57,752,389 s. 7 d. 7

Loan Funds.

The total liability, at 30th June, 1918, in respect of Current Loans was £ 56,118,794 s. 18 d. 4 and during the year the additional amount allocated was as follows :—

			£	s.	d.
For Construction works	...	...	323,768	0	7
For Redemption purposes	...	...	210,650	0	0
			534,418	0	7
Less Amount redeemed	...	...	210,323	7	6
Net Increase for the year	...	...		324,094	13 1
so that the total liability, at 30th June, 1919, in respect of Current Loans was (<i>vide</i> Appendix No. 10)					
			£56,442,889	11	5

			£	s.	d.
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1918, to	...	...	54,347,891	9	10
and as this amount was increased during the year ending 30th June, 1919, by	...	...	323,515	17	0
the total proceeds of Loans at 30th June, 1919, were	...	...	£54,671,407	6	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	...	...	£578	16	1

Interest Account.

			£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 10) amounted to	...	...	2,159,655	19	4
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	...	...	5,245	9	2
The debit for Interest Charges and Expenses for the year 1918-19 was therefore	...	...	£2,164,901	8	6
which represents an increase of £37,996 as compared with the debit for the previous year.					

Non-Interest Bearing Funds.

			£	s.	d.
The amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was, at 30th June, 1918	...	...	3,914,603	2	10
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	...	...	2,426	4	2
The total amount so provided as at 30th June, 1919 (<i>vide</i> Appendix No. 5), was therefore	...	...	£3,917,029	7	0

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

Lines Closed for Traffic.				Miles.	Approximate Capital Cost. £
Dunkeld to Panshurst (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	108,329
Fawkner Cemetery to Somerton	...	...	...	5·28	53,217
Geelong Race-course Line (dismantled)	...	...	...	1·96	5,317
Totals	...	...	...	47·96	383,863
Surveys for lines not constructed	...	...	...	...	369,000
Grand Total	...	...	...	...	£752,863

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 £30,114 per annum.

It has been 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 the administration of the burden of paying the interest charges thereon in whatever manner it may find practicable, as it is obviously unfair that the Department 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.

New Lines of Railways.

During the year 40·29 miles of new railways were opened for traffic, and at 30th June last, 104·38 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 1917-18 :—

	At 30th June.		Average for Year.	
	1918.	1919.	1917-18.	1918-19.
	Miles.	Miles.	Miles.	Miles.
Route Mileage...	4151·64	4189·52	4139·17	4158·58
Main Tracks ...	4504·89	4542·77	4491·63	4511·83
Sidings ...	829·77	846·81	821·65	837·41
St. Kilda-Brighton and Sandringham- Black Rock Electric Tramways—				
Main tracks ...	10·32	14·95	10·32	11·74
Sidings...	1·09	1·35	1·09	1·17

St. Kilda—Brighton Electric Tramway.

The results of the operation of the St. Kilda—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 1917-18.		Year 1918-19.
Number of Passengers ...	...	3,854,677	...	4,945,627
		£		£
Gross Revenue ...	...	31,614	...	40,048
Working Expenses ...	...	23,653	...	27,207
Net Revenue ...	...	7,961	...	12,841
Interest Charges ...	...	6,359	...	6,574
Net Result ...	...	Profit £1,602	...	Profit £6,267

There was an increase of 1,090,950 in the number of passengers carried, and of £8,434 in the gross earnings, whilst the Working Expenses advanced by £3,554, due mainly to higher cost of wages and materials, and an increase of 5,780 in the number of car miles run to meet the requirements of the traffic.

The Capital Expenditure at 30th June, 1919, on account of	£
the construction of the line was ...	115,114
and of rolling stock ...	49,233
or a total of ...	£164,347

and the debit incurred against Capital during the year amounted to £5,361, which was expended on the following items to the extent indicated in each case, viz. :—

	£
Elwood Sub-station ...	4,286
Car Shed ...	39
Rolling Stock ...	217
Sundry improvements ...	819
Total ...	£5,361

Sandringham—Black Rock Electric Tramway.

Owing to the War conditions, considerable difficulty was experienced in obtaining some of the equipment necessary for the Sandringham—Black Rock Electric Tramway, but by the utilization of cable originally ordered for the electrification scheme and the transfer of a converting set from the Elwood Sub-Station to the Sandringham Sub-Station we were enabled to bring the Tramway into operation on 10th March last. The traffic on the line, which affords a convenient means of access to a popular bayside resort, has up to the present proved of satisfactory volume, and will increase as the district develops.

The results of working the line since the date of opening are shown in detail in Appendix No. 11A, and the main items of interest appear hereunder :—

Number of Passengers ...	...	616,746
		£
Gross Revenue ...	...	3,751
Working Expenses ...	...	1,792
Net Revenue ...	...	1,959
Interest Charges ...	...	529
Net Result ...	...	Profit £1,430

Analysis of Passenger, Goods, and Live-stock Traffic.

Owing to the adverse influence of the influenza epidemic with which the State was visited during the second half of the year, the increase in Country Passenger Traffic, which manifested itself during the first six months of 1918-19, was not sustained, and in the latter half of the year there was a considerable decline as compared with the corresponding period of the previous year, with the ultimate result that fewer country journeys were undertaken in the twelve months under review than in the year 1917-18. Consequent upon this fact and the reduction in passenger fares which took effect as from 1st July, 1918, the revenue derived from Country Passenger Traffic was less in 1918-19 than in 1917-18, notwithstanding that there was a slight increase in the average distance travelled.

The Suburban Traffic was greater both as regards volume and revenue, due mainly to the cessation of the War and the traffic resulting from the return of soldiers to Australia.

A comparative analysis of the passenger business conducted during the years 1917-18 and 1918-19 appears in Appendix No. 19, and for ready reference the figures are summarized hereunder :—

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1917-18.	Year 1918-19.	Year 1917-18.	Year 1918-19.	Year 1917-18.	Year 1918-19.
Total number of journeys	8,342,223	8,217,414	97,410,850	103,687,372	105,753,073	111,904,786
Revenue	£1,686,835	£1,620,741	£1,205,721	£1,273,668	£2,892,556	£2,894,409

In Appendix No. 26 will be found a further statement showing in respect of the Metropolitan and Suburban stations which in 1908-9 had a volume of more than 50,000 passenger journeys or which have since developed at least that volume of traffic, the fluctuations in passenger traffic, and the variations in their relative order of importance, which have arisen during the past decade.

As regards the Goods and Live-stock business, although there was a decline in the tonnage of certain classes of general merchandise, butter, wine, wheat, and minerals, there was an appreciable increase in the total tonnage of Goods and Live Stock carried by contrast with the business of the year 1917-18. The revenue, however, shows a reduction of £179,758, and this is accounted for by the reduced rates, a considerable falling off in the wheat traffic from country stations, and the exceptionally short average distance which wheat was hauled during the year, much of the revenue derived therefrom being simply in the nature of a shunting charge, *vide* Appendix No. 20, which gives a complete analysis of the Goods and Live-stock business dealt with for the past two years.

The Harvest.

The harvest produced a much smaller quantity of wheat than that of the preceding year, and less than one-half of the yield for the year 1916-17, with the result that the number of bags of wheat carried by rail from country stations showed a considerable decline ; the figures for the respective years being as follow :—

Year.			No. of Bushels Produced.			No. of Bags of Wheat carried by Rail.
1916-17	..	..	..	51,162,438	..	18,461,822
1917-18	..	..	..	37,737,552	..	12,601,167
1918-19	..	..	..	25,239,871	..	6,439,495

The prevalence of weevil in the grain stacked at or in the vicinity of the sea-board necessitated the provision, by the Victorian Wheat Commission, of sterilizing plants at Williamstown and Geelong, and in order to prevent the new season's wheat from becoming infested, and partly in consequence of the lack of suitable space close to the ports, new stacking depôts were created at Broadmeadows, Huntly, Maryborough, and Stawell, which, owing to their position in relation to the wheat-growing areas, were selected as being the most suitable centres for the purpose. Although an appreciable quantity of grain intended for milling is still on hand at country stations, the bulk of the season's yield is now held at the four new depôts mentioned, which have been specially equipped with siding accommodation, &c., at the expense of the Wheat Commission.

At 30th June, 1917, 1918, and 1919, respectively, the quantity of wheat on hand at the sea-board and in the country was as shown hereunder :—

		Number of Bags Stacked at 30th June. 1917.	Number of Bags Stacked at 30th June, 1918.	Number of Bags Stacked at 30th June, 1919.
At or in the vicinity of				
Williamstown ..	..	10,599,183	.. 14,022,844	.. 5,871,166
At or in the vicinity of Geelong ..	..	3,882,015	.. 6,616,145	.. 4,773,352
At country stations	..	3,134,458	.. 697,070	.. 392,044
At country depôts	..	..	..	.. 4,201,248
Totals	..	17,615,656	.. 21,336,059	.. 15,237,810

Since the cessation of hostilities in Europe, there has been a marked improvement in the shipping facilities, with the result that 7,246,232 bags of wheat held over from previous seasons were exported during the year, as against 3,522,289 bags similarly held over and exported in the year 1917-18.

As a consequence, a large percentage of the available truck supply had to be used exclusively for the traffic between the stacks, the sterilizers, and the vessels, and this special allocation and the movement of grain from country stations to the respective stacking depôts, together with other influences, such as the overlanding of coal; the large traffic in fodder and produce to New South Wales which at times could not be accepted as it was sent forward to the border stations resulting in delay to loaded trucks en route; and a shortage of enginemen, guards, and shunters owing to the influenza epidemic created difficulty in catering for the requirements of the traffic.

The special efforts which were directed towards overcoming the shortage in tarpaulins, due to the trouble in securing supplies of canvas of a suitable quality, have had the desired result, and the stock available during the year was equal to all reasonable demands.

The principal wheat-loading stations and the number of bags loaded at each are shown in Appendix No. 27.

Train Mileage and Train Loads.

The urgent need for economy made it again necessary to limit the train services to practically the bare necessities of the traffic, with the result that the mileage run during the year was the lowest since 1910-11, and 594,716 miles less than in the year 1917-18.

The total train mileage was 13,031,655, as compared with 13,626,371 in the previous year, and although an increase of 48,835 miles occurred in the Suburban passenger service due to the fact that the Altona Bay Line was in operation for the full year as against only about six months of the year 1917-18, and to the provision on several lines of improved services which the traffic demanded, there was a decrease in each of the other divisions of service, the reductions amounting to 22,498 miles in the Country Passenger Train Mileage, 3,606 in the Mixed Train Mileage, and 617,447 in the Goods Train Mileage.

The largest saving was accordingly effected in the goods train mileage, the reduction in which was equivalent to 13 per cent., as compared with the previous year, and the fact that this reduction corresponds with the decline in the gross ton mileage of goods traffic handled serves to indicate that effective methods were maintained throughout the year in connexion with the operations of goods trains.

The following statement shows the train and truck performances for each of the five years 1905-6 to 1909-10 inclusive, by comparison with each of the past four years :—

—		1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1915-16.	1916-17.	1917-18.	1918-19.
Percentage of actual to authorized load over ruling grade	Mixed ..	64	66	65	67	71	70	72	73	72
	Goods ..	80	79	79	79	80	83	87	89	89
Average gross tonnage per traffic train mile	Passenger	151	152	154	158	164	192	199	197	194
	Mixed ..	161	167	167	169	174	199	205	207	202
	Goods ..	267	270	275	272	270	300	319	322	322
Average goods and live stock tonnage per loaded truck mile	..	6.2	6.2	5.8	6.2	6.3	7.5	8.3	8.1	7.4
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	77.74
	Suburban	102.70	101.95	105.70	112.34	117.50	147.67	146.33	144.67	164.00

It will be seen that the record results which were obtained last year in the loading of goods trains were fully maintained, the percentage of actual to authorized load over the ruling grade and the average gross tonnage per traffic train mile being the same in each year, viz., 89 per cent. and 322 tons, respectively.

There was, however, a slight retrogression in the mixed train loading, which was entirely due to the smaller wheat yield and the consequent lesser use that had to be made of these trains in the conduct of the goods business.

The average tonnage per loaded truck mile also shows a decline, and this is ascribable mainly to the considerably smaller quantity of wheat railed from the country, and the shorter distance which the wheat had to be hauled to the country stacking sites. Eliminating this traffic from consideration, however, the average tonnage per loaded truck mile during the year 1918-19 was at least equal to that obtained in the preceding year.

The reduction in the number of country passengers per train mile run marks the effect of the influenza epidemic, until the outbreak of which the total number of country passenger journeys showed promise of constituting a record.

The number of suburban passengers carried per train mile run, viz., 164, was, however, considerably in excess of any previous year's result, and reflects the close attention that was given to the elimination of avoidable mileage.

Tramway Competition.

The electric tramways, which have been constructed during recent years along routes competitive with the railways, have continued to exert a prejudicial influence upon the suburban passenger traffic receipts, as will be observed from the following statement, which shows the loss of revenue on this account sustained by the Department during each of the past four years :—

System.	Tramway.	Effect upon Railway Revenue per Annum.							
		Year 1915-16.		Year 1916-17.		Year 1917-18.		Year 1918-19.	
		Approximate Increase.	Approximate Decrease.	Approximate Increase.	Approximate Decrease.	Approximate Increase.	Approximate Decrease.	Approximate Increase.	Approximate Decrease.
Essendon ..	Keilor-road and Maribyrnong River	£ ..	£ 10,290	£ ..	£ 7,991	£ ..	£ 6,195	£ ..	£ 7,222
Prahran—Malvern	High-street ..	..	18,272	..	17,487	..	16,273	..	20,020
	Dandenong-road ..	..	2,316	..	3,390	..	3,096	..	3,999
	Balaclava-road ..	757	..	159	..	..	274	85	..
	Glenferrie-road ..	..	6,051	..	7,892	..	8,496	..	10,837
	Glenhuntly-road ..	..	52	..	58	517	..	1,061	..
	Malvern-road ..	..	460	..	1,946	..	2,548	..	2,858
	Kew Extension ..	..	3,504	..	6,728	..	7,973	..	8,420
Hawthorn — Camberwell	Burke-road ..	..	..	..	..	..	..	..	697
	Prince's-bridge—Burwood	..	20,000	..	24,795	..	35,168	..	40,619
Brunswick—Coburg	Queensberry-street and Baker's-road	..	..	..	1,011	..	1,627	..	1,715
Prahran—Malvern and Hawthorn	Whitehorse - road and Riversdale-road	..	..	..	1,116	..	1,116	..	1,548
Totals ..		757	60,945	159	72,414	517	82,766	1,146	97,935
Less Increases ..		..	757	..	159	..	517	..	1,146
Approximate loss of Revenue sustained per annum by the existence of the Tramways		..	60,188	..	72,255	..	82,249	..	96,789

The High-street tramway and the line from Prince's-bridge to Burwood are, it will be noticed, responsible for the major portion of the total amount of revenue thus lost to the railways, and the effect of the competition has fully justified the view which has been previously expressed that whilst it is desirable for the convenience of the general public that a cross-country electric tram connexion should exist between certain suburbs, it is not in the best interests of the State to allow tramways to be laid parallel for any portion of their length with existing railways which are, or will be under electrification, capable of coping with all the traffic natural thereto for some years to come.

Non-Paying Lines.

Under the provisions of section 102 of the *Railways Act* 1915, No. 2716, we are entitled to claim for any loss sustained in respect of lines of railway authorized since the year 1896. This right was exercised for the first time in connexion with the financial results of the year 1917-18, but owing to the full returns for that year not being available, the amount of the claim submitted, viz., £45,062, represented the shortage of earnings after payment of Working Expenses and Interest Charges, up till 28th February, 1918, only.

The actual amount which has been credited to us on this account, after certification by the Deputy Auditor-General, in respect of the twelve months since that date, is £73,424, and the following statement indicates the lines concerned, and the loss sustained in the operation of each of them :—

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ending 28th February, 1919.
	£
Bairnsdale to Orbost	15,398
Beeac to Newtown	1,089
Benalla to Tatong	1,444
Cavendish to Toolondo (Toolondo to Kanagulk)	4,048
Chillingollah to Manangatang	417
Colac to Crowes	6,311
Elmore to Cohuna	334
Eltham to Hurstbridge	2,806
Ferntree Gully to Gembrook	6,758
Hamilton to Cavendish	1,253
Heywood to Mumbannar (Melanganee)	4,484
Linton to Skipton	3,156
Lorquon to Yanac	632
Moe to Walhalla	6,216
Neerim South to Toorongo River (Nayook)	4,393
Noradjuha to Toolondo	1,191
Rainbow to Nypo (Yaapect)	27
Rushworth to Stanhope North (Girgarre)	1,816
Sea Lake to Pier Millan (Nandaly)	1,404
Tallangatta to Cudgewa (Shelley)	8,117
Wangaratta to Whitfield	2,130
Total	£73,424

Rates and Fares.

The change in conditions brought about by the war, which necessitated the payment of higher wages and considerably enhanced prices for coal, materials, and stores, made it impossible for railway systems and commercial undertakings generally throughout the world to continue to conduct business on a sound financial basis without passing on the increased charges to their customers.

In the case of the Victorian Railways, however, the Government has, since the outbreak of War, only allowed us to maintain increases in the railway charges averaging 8·43 per cent., whereas in New South Wales and South Australia, for instance, advances during the same period have been made of equivalent in the aggregate to 27½ per cent. and over 20 per cent. respectively, and on all the principal railway systems in other parts of the world increases ranging from 30 to 150 per cent. have had to be charged.

The position therefore is that the rates and fares now being levied on these railways are substantially the same as those in operation in the year 1905-6, notwithstanding that by contrast with that year the cost on account of labour has increased by 39 per cent., and of coal by 97 per cent., whilst materials and stores have advanced in price for a few items by from 33 to 80 per cent., but for the majority of the principal items by from 100 to 340 per cent., and the annual interest charge has also been largely augmented.

The upward tendency in the cost of wages, the continued high price of stores and materials of all descriptions and of coal, and the increased interest charges which now have to be met make it imperative that higher rates and fares shall be imposed if the Railways of this State are to be self-supporting.

General Review.

The deficit in the financial results for the year amounted to £163,597, or £26,659 more than that of the previous year, when a loss of £136,938 was incurred.

In comparing the results of the two years, however, various influences which have operated to the advantage or disadvantage of the earnings or the working costs of the year 1918-19 have to be taken into consideration, and the principal of these may be stated thus:—

Favorable Factors.

Payment by South Australia account Serviceton Station, for which there was no equivalent in 1917-18 ..	£43,625
Decrease in special maintenance charges debited to the year	172,291
Increased credit for loss on non-paying lines ..	28,362
	———— £244,278

Unfavorable Factors.

Decrease in Revenue due to reduction in rates and fares ..	£251,344
Adjustment of Border Railways Account, <i>vide</i> page 6 ..	14,521
Increased cost for salaries and wages due to ordinary increments and the higher classification of the staff ..	71,667
Increased price paid for coal as a result of the higher average rate per ton in 1918-19	3,070
Additional Interest Charges	37,996
Additional Pensions and Gratuities	22,428
	———— £401,026

leaving a balance unfavorable to the year 1918-19 of £156,748

The influenza epidemic which raged throughout the State during the second half of the year had a most serious influence upon the passenger traffic, and at one stage the goods business also fell away on this account owing to the temporary disorganization of trade. It is estimated that the loss of revenue sustained by the Department as a result of the outbreak amounted to no less than £250,000, of which sum probably three-fifths would have been profit, as the ordinary trains had to be run in any case, and the reduction in patronage deprived us of net revenue to fully that extent.

The reduction in the goods rates from 1st April, in the passenger fares from 1st July, and in the wool and live stock rates from 12th August, 1918, also proved a severe handicap in endeavouring to balance the ledger, as the gross Revenue would, as shown above, have amounted to £251,344 more than was actually gained from the traffic dealt with, if the reductions had not been made.

On the other hand, the Working Expenses continued to be seriously affected by certain items over which we had no control, such as the additional cost of having to bring supplies of New South Wales coal overland owing to the absence of shipping, the extra expenditure thus involved, after allowing for the inferior quality of such coal amounting to £44,160 up to the point of delivery at Wodonga, and a further sum of £68,795 for transferring the coal from New South Wales to Victorian trucks at Wodonga and distributing it from Wodonga instead of from Melbourne or Geelong, so that this item alone inflated the working costs of the year to the extent of £112,955, whilst the heavy increase in the prices of essential materials, stores, &c., also operated as a further important element in increasing the expenditure.

Having regard to the foregoing disabilities and in the absence of an increase in rates and fares to an extent justified by the circumstances, such as has been adopted by the neighbouring States, we pursued a policy of stringent economy, which enabled us not only to keep the deficit on the year's working at the lowest figure practicable, but also to attain a result, which, after making due allowance for the influences that benefited or prejudiced the operating results for the year under review, compares very

favorably with that of the previous year, and this fact will be better appreciated when it is mentioned that despite the reduction in rates and fares the gross revenue per traffic train mile run in the year under review was *gs. 10.46d.*, as contrasted with *gs. 7.58d.* in 1917-18, which was the best result previously achieved. Moreover, the percentage of Working Expenses to gross Revenue (excluding special and abnormal charges) was 62.35 per cent., as compared with 63.82 per cent. in 1917-18, and, indeed, was less than in any year since 1911-12, when the conditions were, of course, far more favorable to the production of better results owing to the lower prices then prevailing for coal and all kinds of materials and stores, the lower average rate of pay to the staff, and the smaller liability which had to be met for interest and other charges.

At the same time, it is a matter for regret that the rigid economy forced upon us by financial considerations has had the effect of depriving the public of facilities and conveniences which they justifiably look for, and which could have been afforded if the practice followed by other railways and commercial concerns generally, both in and outside Australia, of passing on the unavoidably increased costs to the public, had been adopted.

The financial stringency and the desire to avoid as far as practicable the purchase of materials at the prevailing high rates led to the postponement of works such as painting, repairs, renewals, &c., which could be deferred for the time being, but we never hesitated to incur any expenditure necessary to insure the safety of the public or to preserve the property from any serious detriment. The stage has now been reached, however, when it is neither economical nor desirable to further postpone expenditure on such items as those specifically mentioned; whilst, in addition, the Electrification Scheme which is in its transition stage will involve a much larger debit against the Working Expenses of the current year than was incurred last year, and this extra cost will not be counterbalanced by the savings rendered possible until sufficient lines have been converted to electric traction to enable the anticipated economies from electrification to commence to be realized.

As regards the immediate future, a substantial addition to the working charges on these items appears to be inevitable, and it would seem probable, in view of the prevailing tendency, that the Department will require to meet a further increase of expenditure on account of salaries and wages to the staff. The steady advance which has taken place in recent years in the rate of interest on loan moneys is another important factor quite outside the control of the management which has to be reckoned with, as if the interest rate payable in respect of the year 1918-19 had been the same as the maximum rate with which we were debited prior to the War (*viz.*, 4 per cent.), our interest bill for the year would have been reduced by no less than £82,128.

Sufficient additional revenue is not likely to be forthcoming with the present rates and fares to meet such additional liabilities, but there are many extensive areas of land contiguous to existing railways throughout the country which, under closer settlement, are capable of producing enormously greater wealth and affording the means of livelihood to a largely increased population, and the utilization of such areas to better advantage would enable the Department to gain a very considerably enhanced business, which, with the adoption of reasonably remunerative rates and fares, the observance of proper economy, and the continuance of the system of management which, in face of the adverse conditions and serious disabilities, is shown by the results disclosed in this Report to have been distinctly successful, would place the Department in a position in which the Railways without incurring deficits would continue to be a potent influence in the welfare and advancement of the State.

Electrification of the Suburban Lines.

The running of electric trains for the conveyance of passengers was commenced on the Sandringham-Essendon Line on the 28th May, 1919, but the non-receipt of certain electrical equipment necessary to complete the Middle Brighton Sub-station is temporarily preventing the introduction of the full electric time-table which will provide for a 15-minute service at an average schedule speed of 21 miles per hour, with trains every few minutes during the busy morning and evening hours. Until the Middle Brighton Sub-station is further equipped, a schedule has been adopted with a

20-minute service throughout the day and frequent trains during the busy hours. The average schedule speed is already 21 miles per hour between Melbourne and Essendon, but is restricted to 19 miles per hour between Melbourne and Sandringham. As soon as the necessary additional plant, delivery of which is being expedited, has been installed, the complete electric time-table will be put into effect, and the travelling time will then be reduced by about 30 per cent., as contrasted with that occupied under steam service.

Electric traction has also been inaugurated on the St. Kilda Line with very satisfactory results both to passengers and to the Department. On this line the complete electric time-table was introduced at the outset, and the high speed, increased frequency of trains, superior lighting, and more comfortable conditions generally rendered possible by electrical working have insured the popularity of the service. Although the electric trains have only been running for a few weeks, an appreciable increase in the number of passengers compared with previous similar periods under steam conditions has already been recorded.

As an illustration of the operating economies rendered possible by electric traction, it may be mentioned that with steam traction 8 locomotives, 16 enginemen, and 6 guards, and 6 trains were required to conduct the St. Kilda service during the busy hours of the day. Electric traction, however, has enabled the Department to dispense with the 8 locomotives, and to perform the service with 5 motormen, 5 guards, and 5 trains, and at the same time largely increase the number of trains throughout the day. Besides the substantial economies already referred to, a further marked saving is possible in connexion with fuel, seeing that the actual cost of coal for producing power for the electric service is much less per ton-mile than for steam trains.

Full advantage is also being taken of the opportunity afforded by electric traction to reduce the size of the trains during the hours when the traffic is comparatively light by detaching units, which can be readily restored when longer trains are again required. By this arrangement, which will be extended in the fullest practicable degree to every line as it is brought into electrical operation, a very large saving in power and cost will be achieved.

As pointed out in previous reports the progress of the Electrification Scheme has been greatly retarded owing to conditions produced by the War, and the utmost difficulty was experienced in securing sufficient plant to enable the Newport Power Station, and the Sub-stations at Jolimont, Newmarket, and Middle Brighton, to be partially equipped. A large amount of work has yet to be done before these important sections of the Scheme can be finished, while three additional 20,000-volt high-tension underground cables have still to be laid between the Power Station and the Jolimont Sub-station. In addition, a great deal of constructional work has to be accomplished before all the lines included in the Scheme approved by Parliament in 1912 are converted to electric traction.

When the contractors resumed ordinary manufacturing operations after the War, steps were immediately taken to induce them to supply additional plant as speedily as possible, so that the equipment of further routes with electric traction might be re-commenced.

Owing to the change in the industrial conditions since the principal contracts were entered into, various adjustments were found to be necessary, and these have recently been effected, and should enable a steady flow of plant and materials to be received and the Scheme steadily pressed forward to conclusion. Even under the most favorable circumstances, however, it is probable that it will not be found possible to complete the electrification programme before the end of 1921.

In connexion with the above-mentioned adjustments, opportunity was taken to effect certain alterations advantageous to the Department in relation to the plant yet to be installed. It is now intended to equip the Sub-stations which are to be erected for the Caulfield group of lines with a type of switch-gear, which has been perfected during the war period, and which will enable the cost of the buildings to be appreciably reduced. The Consulting Engineer (Mr. Merz) further proposes to experiment in

one of the Sub-stations with automatic gear (also a recent development of electrical science) which enables the number of attendants to be considerably reduced and working expenses thus economized.

In addition, the two main generators to be installed in the Newport Power House are to be of considerably higher productive capacity than those already provided. This has been rendered possible by the engineering progress during the past few years, and will enable the total continuous output of the Power House to be raised to 100,000 horse-power, and for brief periods by about an additional 15 per cent. As all the power obtainable from the Newport Power House can be used either departmentally or sold in bulk to outside concerns, the advantages derivable from the higher power generators referred to will be very appreciable.

The erection of the overhead equipment has been commenced on the Coburg Line, which will be electrified next after the Port Melbourne and Williamstown lines. During the ensuing few months construction operations will also be extended to the Reservoir, Clifton Hill, and Heidelberg lines. Afterwards the equipment of the Melbourne-Caulfield-Frankston-Dandenong group will be taken in hand, and finally the Ringwood Line and branches.

The total expenditure on the Electrification Scheme each year, exclusive of the cost of constructing new carriages and of the structural alterations to existing suburban 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
1918-19 ...	4,686	479,464	484,150
Total ...	73,755	2,923,660	2,997,415

Subsidiary Electrical Schemes.

The Elwood Sub-station, which is linked up with the Electrification Scheme and supplied with energy from the Newport Power House, is now in operation. The additional power thereby made available has enabled more commodious cars to be run on the St. Kilda-Brighton Electric Tramway and admitted of improvements in the service, whilst various economies have been rendered possible by the substitution of electric power for the steam-driven producing plant with which the Elwood Power House was formerly equipped.

Another important subsidiary scheme is the proposed establishment of a Sub-station at Spencer-street in place of the steam-driven producing plant at the existing electric light station. This Sub-station will be connected to the Newport Power House, and is intended to supply all energy for lighting and other purposes produced by the present plant, as well as such further quantities as may be necessary for the operation of the tools in Metropolitan Railway Workshops and for other purposes.

Sale of Electric Power in Bulk.

There will be a considerable quantity of power available at the Newport Power House for other than railway purposes when all the Suburban lines are electrically operated, particularly during the periods of the day when the traffic is comparatively light, and under the authority granted by Act No. 2942, arrangements have been entered into to supply bulk current to several important concerns. The revenue thus derived will help to offset the increased interest charges on the Newport Power House due to the additional capital expenditure caused by the War and otherwise, and at the same time

the supply of comparatively cheap power should prove beneficial to the industries which are to obtain their supplies of energy from this source.

Automatic Signalling.

The installation of automatic signals on the Sandringham-Essendon Line has enabled an appreciable reduction in staff to be effected. Both the automatic signals and the train stops so far provided in connexion with the electrification of this line have given very satisfactory results, but a considerable amount of work has still to be completed before the whole of the line can be so equipped. The work is being pressed forward, however, as fast as supplies of apparatus and materials become available.

The extension of this system of signalling is gradually gaining headway, the section between Montague and Flinders-street on the Port Melbourne Line having already been completed, whilst the equipment of the St. Kilda Line is now well in hand.

On the Williamstown Line the existing track circuits are being converted to alternating current operation instead of the present direct current, and the work will form part of the ultimate power signalling scheme for this line. It is necessary, however, that the alteration of the track circuits be completed prior to the commencement of electric traction.

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 41·6 miles of track with steel rails was undertaken and completed as shown hereunder :—

Description of Rails.					Miles of Track Relaid.
New 100 lbs.	..	..	..	..	4·6
New 80 lbs.	..	..	..	..	28·3
Serviceable 100 lbs. and 80 lbs.	..	..	..	..	3·1
Serviceable 75 lbs., 66 lbs., and 60 lbs.	..	..	..	..	5·6
Total	..	..	..	..	41·6

Of this total 27·1 miles 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 8,804 additional sleepers, and 109,794 sleepers were renewed and 28 miles of fencing rebuilt.

Five additional places were provided with interlocking appliances involving the installation of 81 levers, and the total number of interlocked places as at 30th June was 854, with 10,926 levers, the proportion of interlocked places representing 79·58 per cent.

Eighteen intermediate non-staff stations were equipped with 24 sets of staff, Annett, or Tablet Lock Gear; and 5 sets of Plunger Locking Gear were installed at 4 staff stations.

Regrading of Camberwell Line.

Since the date of our last Report, the new "Up" line between Albert-street, Auburn, and the East Camberwell Station has been brought into use, as well as the island platform at Camberwell; the superstructure of the bridge at Henry-street and the substructure and superstructure of the bridge at Burke-road have been completed; the level crossing at Burwood-road has been abolished, and the new Camberwell goods yard opened for the conduct of public business.

The only work now remaining to be done is the provision of the permanent superstructures of the overhead bridges at Glenferrie-road and Auburn-road. Owing to the volume of vehicular and tram traffic which passes under the railway bridge at Glenferrie-road, Glenferrie, it was decided some time ago to have the superstructure of that bridge completed so as to admit of the removal of the timber piles supporting the

temporary superstructure, and the work will be taken in hand as soon as the requisite steel plates, which the contractor for the supply of the girders has not hitherto been able to obtain, become available.

It is not considered, however, that the completion of the Auburn-road bridge is so urgently called for, and the material for its permanent superstructure will not be ordered while the price of steel remains as high as it is at present.

The task of regrading the line has been one of considerable magnitude, attended by difficulties of various kinds, and the fact that the work has been completed with a minimum of inconvenience to the general public reflects credit upon the staff concerned.

New Shipping Shed at Montague.

In order to complete the new shipping shed at Montague for use there still remain to be provided hoisting appliances, run-ways for cargo shifting, additional siding, goods platform, and office accommodation, &c., besides electric lighting and power. The building itself has been of considerable utility for storage purposes pending its eventual adaptation to the use for which it was erected, and has thereby proved a source of revenue production. It is intended to proceed with the equipment of the shed as soon as the requisite funds have been made available by Parliament, and it is anticipated that it will be ready for the conduct of cargo business within the next twelve months.

Spencer-street Station and Terminal Accommodation.

As pointed out in previous Reports, the full advantage cannot be gained from the renewed and duplicated viaduct between Flinders-street and Spencer-street until the suburban passenger lines through Spencer-street are duplicated to the Franklin-street Junction.

Under present conditions the passenger traffic between the Viaduct Junction and North Melbourne has to be conducted over two lines of way from the Viaduct Junction to the Franklin-street Junction, and the duplication of this section of track cannot be accomplished without providing two "island" platforms for the suburban trains at Spencer-street, which will involve the absorption of the area occupied by the present Shipping Shed, but the removal of this building cannot be proceeded with, until the new Shipping Shed at Montague has been completed.

A comprehensive scheme is in course of formulation for the complete re-modelling of both the passenger and goods yard accommodation at Spencer-street right through from the Spencer-street end of the viaduct to the Maribyrnong River, including the lay-out of the proposed new Locomotive Depot at South Kensington. The volume of traffic requiring to be dealt with, which is steadily increasing, and the encroachment on existing sidings which the provision of the additional running tracks between the Viaduct Junction and the Franklin-street Junction will involve, make it necessary to undertake considerable alterations and extensions of the existing accommodation, and it is proposed to design a plan, making the best use of the area available, and setting out the terminal in the manner in which it is intended that it should be ultimately established complete. The plan will be so prepared as to harmonize with the Melbourne Harbor Trust's Scheme for Dock improvements, and future railway works in the Spencer-street Yard will be carried out in such a way as to form part of, or to conform with, the complete plan referred to.

Proposed New Metropolitan Locomotive Depot.

Reference has already been made to the growing need for a new and up-to-date locomotive depôt in the vicinity of North Melbourne. The necessary land has been acquired at South Kensington, but, before it can be regarded as a suitable site for a depôt, a considerable quantity of filling will require to be done. Up to date 160,000 cubic yards of earth excavated in connexion with other works have been placed on the ground, 70,000 cubic yards of which were transferred thereto during the year just closed, but beyond filling in the land as opportunity offers, it is not intended to incur any expense on the scheme, which will involve a considerable outlay, until the comprehensive plan for the re-arrangement of the Spencer-street station and yard has been completed, but it may be stated that one of the first works that will have to be undertaken in connexion with the provision of the urgently needed additional accommodation in the Spencer-street yard is the removal of the existing locomotive depôt from North Melbourne to the new location at South Kensington.

Electric Lighting of Stations, &c.

In pursuance of the policy of having the local railway stations lit by electricity at places at which the necessary current is obtainable at a reasonable price, and the circumstances justify the expense, electric lighting was installed at Bairnsdale, Croydon, Euroa, Hamilton, Kerang, Koroit, Mooroopna, Nagambie, Numurkah, Ringwood, Sunbury, Shepparton, Terang, and Wodonga, and at the station-masters' quarters and the live-stock trucking yards at a number of stations. The Goods Yards at Williamstown and Newport were also similarly equipped, and it is proposed to attend to other places awaiting conversion in their order of urgency.

Grain Silos.

In accordance with the determination of the Government not to proceed at present with the erection of country silos, but to invite tenders for the construction of terminal silos at Williamstown and Geelong, with a storage capacity of 2,250,000 bushels and 1,000,000 bushels respectively, plans of suitable terminal silos have been prepared.

It was contended by the Melbourne Harbor Trust authorities that the site chosen for the Williamstown silo was not as suitable as one that was available at Newport, which would fit in with future port developments: but after an extended investigation it was decided that the original location adjacent to the railway piers at Williamstown should be adhered to.

The matter of advertising for tenders is now awaiting a decision by the Government.

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 (Appendix No. 2). Inventories of the rolling stock in existence at 30th June, 1919, based on numbers and capacity, respectively, are embodied in Appendices Nos. 15 and 16.

In addition to the removal from the Register of the rolling stock that was broken up, &c., during the year (Appendix No. 15), 17 obsolete locomotives of low capacity have been written down from full to one-half tractive power, 22 other old types of locomotives from full tractive power to that represented by their value as scrap material, and 80 old fixed-wheel base cars from one-half to one-quarter internal floor area.

The writing down of locomotives during the year has been considerably more than normal because of the inauguration of electric traction on the suburban lines, the majority of the locomotives displaced thereby being unsuitable for other service. As a result of this writing down the inventory of rolling stock shows a deficiency which it is estimated will cost, say, £134,500 to make good, *vide* Appendix No. 16. This deficiency will have to be liquidated during the current and future years.

The output of rolling stock was as indicated hereunder:—

							Number Manufactured.
<i>Locomotives—</i>							
“A2” class for heavy passenger service	..	..	..	..	..	..	12
<i>Carriages—</i>							
Corridor vestibule (58 feet long) for country services	..	..	..	..	..	..	15
<i>Trucks—</i>							
Sheep	..	..	..	..	..	..	50
Refrigerator	..	..	..	..	..	..	10
Bogie open goods	..	..	..	..	..	..	7
Louvre	..	..	..	..	..	..	50
Oil tank	..	..	..	..	..	..	1
Total	..	..	..	..	..	..	118
<i>Electric Tram Cars—</i>							
Bogie	..	..	..	..	..	..	5

and the whole of this stock was manufactured at the Newport Workshops.

In addition 10 cars of the suburban bogie type were altered for use in the electric service, and the position at 30th June as regards the carriage equipment for operation under electrical conditions was as under :—

	Total number required for Electrification.	Output during 1918-19.	Total number completed at 30th June, 1919.	Balance to be completed.
MOTOR COACHES.				
Construction of new sliding-door cars	195	..	176	19
Alteration of bodies of swing-door cars	164	1	156	8
Manufacture of new underframes and bogies.. ..	164	..	92	72
TRAILERS AND DRIVING TRAILERS.				
Alterations of bodies of existing cars	343	9	318	25

Construction of Locomotives by Contract.

At the request of Messrs. Thompson and Co., of Castlemaine, they were relieved of the contract which they entered into for the manufacture of the third series of 20 "DD" class locomotives, and as pointed out in our previous Report, the Department is no longer under an obligation to have any additional locomotives built by contract. A valuation of the unfinished portion of the work which the company had in hand was made by officers of the Department, and the work of assembling and completing the locomotives has been taken over under a mutually satisfactory arrangement. The company has undertaken, however, to complete the requisite boilers.

New Sleeping Cars.

Owing to the development of traffic between Melbourne and Adelaide, difficulty has been experienced for several years past in satisfactorily meeting the sleeping berth requirements of passengers, and the opening of the Transcontinental line has naturally increased the demand for sleeping accommodation.

In order to provide more efficiently for this service and to allow of a fair margin for exceptionally busy periods and for relief purposes, four new 71-ft. joint stock sleeping cars have been built, the intention being to withdraw the two sleeping cars of the "Mann" type, of which one will then be taken over by the South Australian Railways Department, and the other will belong to this Department, and be utilized on the Mildura line. When this arrangement has been effected, ten sleeping cars of modern design will be available for the service. The new cars are provided with electric light, hot-water services, wardrobes, clothes cabinets, berth lamps, and other conveniences for the comfort of passengers, and a special feature of their construction is that the timber used in the interior fittings is Australian maple of handsome figure finished in its natural colour.

Narrow-gauge Excursion Cars.

In recent years the week-end passenger traffic on the Ferntree Gully-Gembrook line has considerably increased, and six vehicles of a special type have been placed in the service. These vehicles each have seating accommodation for 32 passengers, and afford a greater measure of comfort than the seated trucks which they have displaced. They have light wooden roofs, drop-down side canvas screens, standard carriage doors, battened seats and backs, are lighted with gas, and have proved so satisfactory that arrangements have been made to displace all the seated trucks in use on the line by this type of vehicle.

Car Equipment for Suburban, Special, and Excursion Traffic.

In the past it has been necessary at holiday times to temporarily withdraw from the regular suburban service a number of cars to meet the heavy demands for passenger accommodation to country districts and sea-side and mountainous resorts, and the requirements for specials, race traffic, and Sunday excursions have also been met in the same way, but the opportunities for catering for those classes of traffic in the manner mentioned are gradually disappearing as the bogie suburban cars become equipped for electric traction.

A number of additional cars have already been built to meet the needs of the electric service, and when the complete conversion is achieved, there will not be any fixed-wheel base stock used in the conduct of the suburban traffic.

In order to provide the requisite stock for the special classes of traffic mentioned, a programme has been laid down for the manufacture of 222 cars of a new type, particulars and photographs of which appeared in our last Report. Twelve of these cars are at present under construction and are approaching completion, and, as it is intended to build a further lot of 60 during the next twelve months and the balance at the rate of 75 per annum, it is anticipated that the full number will be completed concurrently with the final stages of the electrification scheme.

Electric Lighting of Carriages.

The question of installing electric lighting on cars running on branch lines which have not been equipped with Pintsch gas-holders is still receiving attention, and two different sets of equipment are now in use with the object of determining their relative efficiency. Consideration is also being given to the question of electrically lighting the cars used in the principal main line passenger services.

Superheater Locomotives.

Twelve new locomotives of the "A2" class, equipped with superheater appliances, were placed in service during the year, and five of the existing "A2" class and two "DD" class saturated steam locomotives were fitted with similar apparatus, making a total of 57 engines so equipped at 30th June last. The experience gained of these converted engines has proved so satisfactory that provision is being made for the conversion of 35 additional "A2" and "DD" class locomotives during the next twelve months.

Consolidation Locomotives.

The mileage run during the year 1918-19 by the pattern "Consolidation" superheater locomotive which was completed in March, 1918, totalled 31,615 miles, and satisfactory results continued to be gained from the use of it under service conditions. Tenders were invited about twelve months ago for sufficient material for the manufacture of twenty locomotives of the same pattern, but the prices submitted were too high to justify an acceptance of any of the offers made. Fresh tenders were recently received, however, and, as the prices were more favorable than previously, arrangements are now in course for obtaining material for the construction of ten locomotives of this class, which number will be sufficient for the time being to run on the lines on which the work of strengthening bridges to carry these heavier engines has been completed.

Visit of Officers to America.

In September of last year, with the approval of the Government, a delegation of three officers of the Rolling Stock Branch visited the United States of America and Canada for the purpose of exhaustively investigating the question of the production of steel from scrap by the aid of an electric furnace, and inquiring into the most modern features of the lay-out, equipment, and operation of workshops, and other subjects. A number of the leading American railroad and engineering workshops were visited, and the experience and knowledge gained by the officers concerned, who have made an exhaustive report embodying many proposals, should prove of benefit to the Department and result in economies which will well repay the cost of their mission.

Proposed New Foundry and Electric Steel Furnace at Newport.

The existing foundry at Newport is no longer suitable for fulfilling the functions required of it.

A close investigation of the whole question has revealed that considerable savings will result from the establishment of a properly equipped foundry, while the installation of an electric furnace, by the use of which steel castings may be manufactured from scrap, is regarded as a sound business proposition.

The officers who visited America did so primarily for the purpose of inquiring into the results achieved by electric steel furnaces, and on their return they unhesitatingly advocated the adoption of this process for steel making.

It is not practicable, however, to include such a furnace in the existing foundry building, which is also unsuitable for the installation of efficient appliances for handling castings and materials, the lack of which causes congestion and militates against the economical performance of the work.

In addition, the presence of the existing foundry has precluded very desirable extensions of other divisions of the shops which have become seriously congested, and in the interests of efficiency and economy it is essential that a modern foundry with provision for the inclusion of an electric furnace be established on a site which has been selected for the purpose in a location that will accord with future extensions of the Workshops.

To this end, plans of the proposed foundry have been prepared and subjected to careful review by the officers who visited America, and also by an engineer who has thoroughly investigated English workshop methods, all of whom agree that the design, lay-out, and equipment which have been provided for embrace all the modern features and principles obtaining in the best foundries in America and England.

The whole proposition, which is estimated to cost about £45,000 and to yield a saving of approximately £9,500 per annum, has already been submitted to the Honorable the Minister for reference to the Parliamentary Standing Committee on Railways in accordance with the provisions of Section 21 of the *Railways Standing Committee Act* 1915, No. 2717, and as soon as the requisite consent is obtained and the necessary funds have been made available by Parliament, the work will be taken in hand.

Newport Workshops.

For financial reasons the much needed re-modelling and enlarging of the Newport Workshops have not yet been undertaken, but during the year a great deal of valuable information with respect to the most modern and efficient methods of workshop practice and design has been secured from abroad and carefully studied with a view to applying the data to the various schemes for bringing the Workshops up to date.

Satisfactory progress has been made with the installation of electric power, and approximately 55 per cent. of the shop tools and machines are now operated by electric drive, whilst everything is in readiness for further progress in this direction when the necessary power is available.

The shop that was intended originally for a springmakers' shop, but was shortly after the outbreak of the war extended and fitted up with high-speed engines and machine tools for the manufacture of munitions, has now been re-arranged to provide accommodation for brake and speed recorder repairs, and for the manufacture of tools and gauges and other special work.

Ballarat and Bendigo Workshops.

Satisfactory results were obtained from the operations of these Workshops during the year.

At Ballarat 41 locomotives were overhauled and 69 passenger cars renovated, whilst at Bendigo similar attention was given to 35 locomotives and 50 carriages, and at each depôt repairs were effected to a large number of trucks.

The assembling and completion of five of the "DD" class locomotives which formed portion of the contract relinquished by Messrs. Thompson and Co., of Castle-maine, are now being undertaken at each of these Workshops.

In order to finalise the equipment of the shops, however, about 20 per cent. of the requisite shop tools and machines have yet to be provided, as well as two 50-ton cranes and one 30-ton crane at each place, but it is anticipated that both shops will be fully equipped during the next twelve months.

Geelong Locomotive Depot.

The improved facilities provided at Geelong for stabling, repairing, and cleaning locomotives, including the hot-water washing-out plant, have proved very beneficial and given every satisfaction.

Stores Branch.

The value of the stock of stores at 30th June, 1919, as per the certificate of the Chief Storekeeper (Appendix No. 4) was £1,096,700, or £44,362 more than the value of the stock as at 30th June, 1918.

Larger supplies of various classes of materials are still on hand than would be the case in normal times, owing to deliveries having been effected under old contracts for works which were in contemplation but had to be postponed or curtailed through the necessity for restricting expenditure. Now that the outlook is so much improved, however, by the cessation of hostilities in Europe, an early resumption of the programme of improvements which we had previously embarked upon has been rendered practicable, and the more urgent requirements, such as the manufacture of additional rolling stock, will be attended to as soon as the necessary funds are made available, and this will have the effect of materially reducing the existing stocks of materials which, by virtue of their early purchase, represent good value at the present day.

During the year it was necessary to buy appreciable quantities of such materials as brass, canvas, copper, oils, paper, &c., for stock, so as to insure adequate supplies and uninterrupted progress with the satisfaction of requirements, and these commodities could only be secured at high prices, which, of course, have had an effect upon the total value of the stocks held.

Whenever it was practicable to do so, surplus materials were disposed of, and as a result of the prices obtained the Department benefited thereby to the extent of approximately £10,000 for the year.

Coal Supplies.

The shortage of Inter-State shipping and the reduced output of coal from the State Coal Mine during the latter half of the year, in consequence of a number of miners and other employees having been stricken down by influenza, caused considerable difficulty in securing sufficient supplies of coal to meet requirements during the year.

The total quantity purchased was 539,088 tons, of which 207,534 tons were received from the State Coal Mine, 7,148 tons from other Victorian mines, and 324,406 tons from New South Wales mines; but from the commencement of the year only limited quantities of the latter were delivered by sea, with the result that in order to maintain train services we were obliged to arrange for supplies to be brought overland, and of the total tonnage secured from New South Wales no less than 151,757 tons had to be railed right through from the mines to the point of delivery in Victoria.

Towards the end of the year the position became far more acute, owing to the total stoppage of shipping in consequence of the strike of seamen, and there was then no alternative but to secure delivery by rail from New South Wales of the whole of the requirements in excess of the quantity supplied by the Victorian Mines. A depôt has been established between Wodonga and Albury for the transfer of coal from New South Wales to Victorian trucks, involving the provision of additional siding accommodation and extra expenditure which, when taken into consideration with the cost of railage and the fact that we had to accept an inferior quality of coal, entailed a considerable addition to our working expenses.

It has been the custom for several years past to hold a reserve stock of coal for use in case of emergency, and the wisdom of this action has been proven. Owing to the disabilities mentioned above, the reserve supply had to be drawn upon during the year in order to provide adequate train services, with the result that the stock has been considerably depleted, but it will be built up again as soon as the conditions enable us to do so.

Whilst it was necessary for this Department to have coal railed from New South Wales prior to the seamen's strike owing to an insufficient quantity being allotted from oversea supplies, all other consumers in this and other States obtained their full requirements by oversea transport, and despite our emphatic protests against the unfairness of this arrangement, the Department was compelled to bear the additional cost involved in freight charges by rail as compared with the sea freight and at the same time to use coal of lower calorific value than could have been obtained if a share of the available shipping had been allotted us.

In addition to attending to our own requirements for the year, special efforts had to be exerted to bring coal overland, during the period of the seamen's strike, for the Melbourne Metropolitan Gas Company, the South Australian Gas Company, and the South Australian Railways Department, all of which supplies had to be transferred to Victorian trucks at the border stations.

The Department further assisted during the strike period by supplying coal to certain industries, the stoppage of which would have had a serious effect upon the general public.

Telegraph Branch.

Upon the retirement of the Head of the Telegraph Branch in December last, arrangements were made, in the interests of economy, for the work hitherto performed under his control to be transferred to other appropriate branches, and the Telegraph Branch was disestablished as a separate Division of the Department as from 10th March, 1919.

Pilfering.

Unremitting attention was given during the year to the prevention of pilfering, and satisfactory results attended the efforts made by the staff of special officers engaged on the work to suppress the evil.

The number of prosecutions and convictions, during each of the past three years, against outsiders and employees, and also the number of charges heard by the Board of Discipline in the case of employees against whom the evidence was not considered sufficient to justify a prosecution, appear hereunder :—

Year ending 30th June.	Outsiders.		Employees.		Charges against Employees before the Board of Discipline.	
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted.	Number of Charges.	Number of Employees Dismissed.
1917..	49	39	46	43	25	16
1918..	43	33	50	43	9	7
1919..	54	49	27	23	13	2

Travelling Irregularities.

Despite the number of cases that have been brought before the Courts, and the publicity given thereto by the Press, irregularities in travelling continue to be committed, and the special staff employed on the detection of offenders has become indispensable.

The number of breaches of the Regulations detected, as contrasted with the previous year, was as under, viz. :—

Detected by—				Number of Irregularities detected.		Increase.	Decrease.
				Year 1917-18.	Year 1918-19.		
Special Checkers on Suburban Trains and Barriers	..			2,987	2,703	..	284
Special Checkers on Country Trains	..	..	..	1,552	1,335	..	215
Conductors on Country Trains	..	..	..	2,734	2,425	..	309
Flying Gangs on Suburban Trains	..	..	..	736	742	6	..
Totals	..	..	..	8,009	7,205	6	808

Many of the irregularities were, however, of a trivial character, and it is gratifying to be able to report that there was a reduction in the number of offences disclosed by the special checks made during the year under review.

Dining Car Service.

In consequence of the restrictions which were imposed by the Public Health Authorities in combating the influenza epidemic, there was for a period of the year a considerable falling off in Inter-State passenger traffic, as a result of which the express services were curtailed for a period of more than three months, and the Dining Car receipts were materially affected.

The gross earnings of the cars in running on the respective lines during each of the past three years were as shown hereunder :—

	Year—			+ Increase. — Decrease. As compared with 1917-18.
	1916-17.	1917-18.	1918-19.	
	£	£	£	£
Sydney Express	9,626	10,379	7,899	— 2,480
Adelaide Express	4,976	6,013	5,167	— 846
Mildura Line	1,465	2,561	2,664	+ 103
Total	16,067	18,953	15,730	— 3,223

The catering was maintained at the usual high standard, and, despite the falling off in the receipts from the Sydney and Adelaide express Dining Car services, the year's transactions resulted in a profit of £1,710 after allowing for Working Expenses and the cost of the stores consumed.

Railway Refreshment Rooms.

The leases of the various Railway Refreshment Rooms terminated on 30th June last, and instead of arranging for the whole of the rooms to be re-let by tender it was decided that this Department would itself manage a number of the principal rooms, as it was considered that the adoption of such a course would not only enable a better service to be given to patrons but would at the same time result in the Department securing a larger measure of revenue than had hitherto been derived by leasing the rooms.

In pursuance of this determination the Department assumed control of the Refreshment Rooms at Bendigo and Lilydale as from 26th June, and at Spencer-street, Seymour, Ararat, Ballarat, Kyneton, and Bacchus Marsh as from 30th June, and the results obtained so far have proved so satisfactory that it is probable that the remaining rooms will also be taken over by the Department on the termination of the present leases, which were extended to operate until 30th June next.

Reservation of Seating Accommodation.

Passengers by the Adelaide and Sydney express trains continued to take advantage of the opportunity afforded them to book seats at a charge of 1s. per seat; the proportion of reservations having increased from about 50 per cent. of the available seating accommodation in 1917-18 to about 66 per cent. in the year just closed, with the result that there has been a marked diminution of the congestion which formerly occurred at the barriers and on the departure platforms.

So far as the 4 p.m. Albury express train is concerned, it has been decided to continue the application of the arrangement thereto, as during the past twelve months the number of seats reserved on that train marked a much greater appreciation by passengers of the facilities granted for having their seats booked in advance.

Ambulance Organization and Equipment.

The ambulance equipment available at stations, depôts, and in vans of trains was increased by twenty stretchers and boxes at various depôts, and the "First Aid" classes were maintained, but owing to the influenza epidemic the attendances were not so satisfactory as in previous years.

An additional two hundred and fifty employees, however, qualified themselves during the year.

Keen interest was again taken in the Annual Competitions, and there is no doubt that the friendly rivalry which these Competitions create has a stimulating effect in the encouragement of the staff to become proficient in the rendering of "First Aid."

The Staff.

In accordance with the policy followed since the commencement of the War, the appointments made to the Permanent Staff during the year were, generally speaking, restricted to youths under the age of eighteen years. However, in connexion with the Electrification Scheme, it was found necessary, as no persons in the Department possessed the requisite qualifications, to fill certain positions by the appointment, under the provisions of Section 142 of the *Railways Act* 1915, of eighteen officers and employees whose services had already been utilized in connexion with the Scheme, and who were known to have the ability necessary for the performance of the duties required of them.

The total number of new appointments for the year was 379, made up as follows :—

Apprentices	..	..	..	..	106
Junior Clerks	..	..	..	..	96
Lads	..	..	..	..	158
Deferred appointment of "Five-year Casual" entitled to permanency under Act No. 2310	..	..	..	..	1
Persons appointed by Order in Council under Section 142 of Act No. 2716	..	..	..	..	18
Total	..	..	..	..	379

but this figure was more than set off by the reduction of the staff owing to retirements, dismissals, resignations, deaths, &c., which amounted to 508, so that the number of permanent employees on the books of the Department at 30th June, 1919, was 129 less than on the corresponding date of the previous year.

The following comparison indicates the number of employees in each branch at the 30th June, 1918, and 1919, respectively, exclusive of those absent on military service :—

Branch.	At 30th June, 1918.			At 30th June, 1919.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's ..	28	7	35	34	8	42
Transportation ..	3,952	2,294	6,246	4,106	2,477	6,583
Rolling Stock ..	4,403	2,222	6,625	4,585	2,281	6,866
Way and Works ..	2,756	2,622	5,378	2,719	2,702	5,421
Accountant's ..	114	37	151	117	35	152
Audit ..	106	37	143	112	37	149
Stores ..	80	62	142	80	59	139
Printing ..	35	29	64	36	28	64
Telegraph ..	171	104	275	..	..	..
Electrical Engineering ..	92	127	219	201	265	466
Traffic ..	44	1	45	44	..	44
Total ..	11,781	7,542	19,323	12,034	7,892	19,926

It will thus be seen that during the year there was an increase of 603 in the number of employees on the pay-rolls, but the figure for the year 1918-19, especially as regards the Transportation Branch is concerned, has been affected by the large number of men utilized for relief purposes owing to the influenza epidemic.

Apart from the increase so caused, which was more nominal than real in its influence upon the Working Expenses, the greater activity in the construction of rolling-stock (absorbing nearly 200 additional employees at the Newport Workshops), and the completion of portions of the Electrification Scheme, necessitating the employment of additional staff in the maintenance and operation of the electrical system, have been responsible for portion of the greater number as at 30th June last.

It is anticipated that in the near future practically the whole of the employees who enlisted for active service will have returned to duty in the Department, and it is then proposed to afford supernumerary Returned Soldiers an opportunity of gaining appointment to the Permanent Staff, subject, of course, to the requirements of the Department in each grade.

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.
1916-17 (including £36,820 arrears under the re-classification paid in 1917-18)	£3,228,336
1917-18	3,150,437
1918-19	3,284,779

Classification Board.

The Classification Board referred to in our last report, consisting of an Officer of the Department as Chairman, two other Officers representing the Commissioners, and two employees elected by the staff, was disbanded in June of last year at the direction of the Government, after having investigated the classification of the whole of the staff except Officers in certain supervising and administrative grades.

In accordance with a promise made by the Government in response to further representations in Parliament, a Board similarly constituted was established in April of this year, but did not commence operations owing to a subsequent decision to introduce legislation for the appointment of a Board with an independent Chairman, and this matter is now receiving the attention of Parliament.

The Staff and the War.

Between the date of our last report and the termination of the War, 91 employees, whose names are embodied on pages 31 to 33, were granted leave of absence to undertake military or naval service, &c., thus bringing the total number of Officers and Employees who enlisted from the Department up to 4,509, of whom 2,578 were still absent at 30th June last.

We have previously expressed satisfaction at the manner in which the staff responded to the call for volunteers, and as hostilities have now ceased we desire to record our appreciation of the fact that so large a proportion of the staff assisted in bringing the War to a successful conclusion by placing their services at the disposal of the Empire.

We deeply regret that 437 of these employees, or 9.7 per cent. of the total number of enlistments, are known to have made the supreme sacrifice. Their names appear on pages 34 and 35.

State Coal Mine.

After payment of Working Expenses and Interest Charges, and providing for a contribution to the Sinking Fund and the depreciation of assets to the extent of £27,000, a loss of £8,411 was incurred in the operation of the State Coal Mine for the year.

The output of the mine was estimated at 441,800 tons for the twelve months, but only 343,318 tons were produced, which represents a reduction of 39,549 tons on the quantity mined in the previous year. Of the total yield, 206,104 tons were consumed by the Railway Department, 15,223 tons were sold to other public Departments, and 103,417 tons were disposed of to the general public, the balance of 18,574 tons being accounted for by local consumption, sales to miners, &c.

The deficiency in the output as compared with the estimate, viz., 98,482 tons, is accounted for principally by variations in the mining conditions, industrial disputes, a flooding of the mine, the outbreak of influenza which affected a large number of the Mine employees, and the scarcity of efficient mine labour. The total time lost as a result of strikes, stop-work meetings, &c., amounted to nine and a half days, and five days were lost on account of three fatal accidents. For four days work was suspended on account of the flooding of the pits, and another four days were lost when the influenza epidemic was at its worst stage.

These factors were responsible for an increase in the working cost per ton of coal produced, which for the year amounted to 15s. 6d., and this necessitated an all-round advance in the selling rate.

At the Eastern Area the No. 3 bench has now been struck by both the main and air tunnels at a distance of 3,975 feet from the surface, and the bottom lay-out for handling coal is well in progress. The haulage engine has been erected, and the endless rope haulage installed, whilst the screening plant which had been erected some time previously is working satisfactorily. The output at present being obtained from this pit is approximately 60 tons per day, which will be considerably improved upon when the permanent lay-out at the pit bottom is completed.

During the year a new winning, known as the Station Area, and which shows promise of good results, has been opened up north of the township. A tunnel has been driven 850 feet in length, and workable coal struck at 300 feet from the surface. Several coal faces have been opened out at different points in the tunnel and connexion made to an air shaft 40 feet in depth. A small screening plant has been erected, and a main and tail rope haulage installed.

The extension to the No. 4 bench of the McBride Tunnel has been completed, and satisfactory advancement made with the back heading. A developmental stone drive on the east side of No. 3 bench is in progress, a similar drive on the west side of this bench having been completed during the year.

Exploratory work by means of boring is being maintained in the various areas.

The total sum expended in wages for the year was £242,530, and employment was furnished to an average number of 1,432 employees; the net average earnings of the miners, after deducting the cost of explosives, amounting to 17s. 10d. per shift.

There was a further diminution in the production per miner per shift, due to the deterioration in mining conditions and in the average quality of the available labour; although the influenza outbreak, which had a serious effect upon the vitality of the employees, was also responsible for a reduction in their efficiency during an extended period of the year.

Death of Mr. Commissioner E. B. Jones.

It is with profound regret that we have to record the death on 1st August last, from pneumonic influenza, of Mr. E. B. Jones, who, after occupying the important positions of General Passenger and Freight Agent and Secretary for Railways, was appointed a Commissioner on 7th April, 1915, and became second Commissioner after the death, on 29th June, 1917, of Mr. L. McClelland.

The decease of Mr. Jones has removed from us an honoured and gifted colleague, and has deprived both the Department and the State of the valuable services and expert knowledge of a gentleman who gave his life to his work, and by his great ability, sense of justice, and unfailing courtesy gained the respect of all who came in contact with him during his official career.

His untimely death is greatly deplored, not only by ourselves, but by the whole staff of the Service, who held him in the highest esteem.

Changes in Personnel of the Commissioners.

The vacancy created by the death of Mr. L. McClelland in June, 1917, was filled in April last by the appointment of Mr. W. M. Shannon, formerly the Chief Mechanical Engineer of the Department, but the death of Mr. E. B. Jones caused a further vacancy, to which Mr. C. Miscamble, who occupied the position of Superintendent of Goods Train Service, has been appointed.

Acknowledgment of Services of Staff.

The staff continued to perform their duties in a most satisfactory manner during the year, and we desire to place on record our appreciation of the good service rendered by the whole of the officers and employees, whose hearty co-operation and loyal assistance have been important factors in the success of the year's operations.

Appendices.

The Balance-sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, as well as Statistical and other information, Statistical Diagrams, and Maps, are embodied in the Appendices, a list of which is given on page 36.

We have the honour to be, Sir,

Your obedient Servants,

C. E. NORMAN, Chairman,	} Victorian Railways Commissioners.
W. M. SHANNON,	
C. MISCAMBLE,	



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 1917-18.

Name.	Branch.	Grade.	Date of Enlistment.
Aitken, H. K.	Transportation	Clerk	29.10.18
Alleyn, J. H.	Transportation	Lad Porter	1.10.18
Ashton, T.	Rolling Stock	Lad Labourer	30.1.17
Astbury, J. R.	Transportation	Lad Porter	14.10.18
Balfour, A.	Transportation	Lad Porter	8.8.18
Ballantyne, F. J.	Way and Works	Labourer	16.12.14
Barrett, C.	Transportation	Number Taker	21.10.18
Bateman, C. J.	Transportation	Steward	16.10.18
Batbie, D.	Rolling Stock	Lad Labourer	20.7.18
Bell, H. C.	Rolling Stock	Apprentice Car and Waggon Builder	26.10.18
Bell, R. A.	Way and Works	Lad Labourer	9.8.18
Beretta, J.	Transportation	Shunter	18.1.15
Betherton, R.	Transportation	Porter	2.9.18
Beyer, W. E.	Way and Works	Skilled Labourer	22.2.16
Binney, F. W.	Way and Works	Painter	26.11.17
Borradaile, R. C. G.	Rolling Stock	Lad Labourer	13.7.18
Boyd, K. H.	Transportation	Messenger	15.8.18
Bradley, J. W.	Transportation	Porter	12.10.18
Brown, J. W.	Transportation	Acting Clerk	5.9.18
Browne, E. T.	Rolling Stock	Casting Dresser	16.3.16
Browne, R.	Transportation	Lad Porter	14.11.18
Bryant, L. J.	Transportation	Lad Porter	2.12.16
Burns, P. G.	Rolling Stock	Labourer	12.10.18
Canavan, A.	Way and Works	Striker	17.3.16
Chalmers, A. M.	Rolling Stock	Clerk	1.8.18
Chubbs, A. P.	Rolling Stock	Fireman	1.7.18
Clark, A. E.	Rolling Stock	Engine Cleaner	7.6.16
Claxton, H.	Rolling Stock	Lad Labourer	2.12.16
Corlett, J.	Transportation	Porter	19.7.18
Costelloe, H. J.	Rolling Stock	Engine Cleaner	2.9.18
Crack, J. A.	Transportation	Operating Porter	31.10.18
Crombie, N. L.	Transportation	Clerk	9.9.18
Dargon, T.	Transportation	Lampman	21.10.18
Dolby, W. J.	Transportation	Lad Porter	7.8.18
Drummond, W.	Rolling Stock	Lighter-up and Washer-out	19.8.18
Duncan, A. B.	Transportation	Lad Porter	23.9.18
Duncan, C. H.	Rolling Stock	Assistant Undergear Repairer	8.1.16
Dwight, O.	Transportation	Porter	2.8.18
Dyason, H. P.	Transportation	Conductor	9.11.18
Eastwood, A. W. S. S.	Rolling Stock	Lad Labourer	10.10.14
Ebbott, W. H.	Transportation	Liftman	8.7.18
Elder, M.	Rolling Stock	Labourer	19.7.15
Ellis, B. T.	Transportation	Guard	6.8.18
Evans, T. R.	Transportation	Block Recorder	6.1.16
Fitch G. A.	Transportation	Operating Porter	30.9.18

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

Name.	Branch.	Grade.	Date of Enlistment.
Foster, W. O.	Transportation	Porter	1.9.18
Foxcroft, G. B.	Transportation	Acting Clerk	21.10.18
Francis, W.	Rolling Stock	Engine Cleaner	2.10.18
Franklin, G. W.	Transportation	Porter	27.9.18
Franklin, J. A.	Transportation	Porter	7.10.18
Fuller, J. H.	Rolling Stock	Engine Cleaner	24.9.18
Gordon, R. J.	Rolling Stock	Striker	9.9.18
Gough, P. J. A.	Transportation	Clerk	25.10.18
Gray, S. F. C.	Rolling Stock	Labourer	5.7.18
Gregson, L. S.	Transportation	Porter	7.11.18
Groat, G. R.	Transportation	Acting Clerk	21.9.18
Gunn, H. S.	Rolling Stock	Apprentice Fitter and Turner	5.10.16
Guyot, R. A.	Rolling Stock	Apprentice Car and Waggon Builder	1.8.18
Hansen, A. J.	Rolling Stock	Apprentice Car and Waggon Builder	1.12.16
Harrigan, L.	Rolling Stock	Clerk	8.7.18
Harrison, H. L.	Rolling Stock	Labourer	15.10.18
Henderson, H. J.	Electrical Engineering	Lad Labourer	20.10.18
Henderson, R. E. D.	Rolling Stock	Labourer	27.1.15
Hogg, W.	Way and Works	Labourer	5.9.14
Ironside, M. T.	Rolling Stock	Clerk	28.10.18
Jamieson, J. W.	Transportation	Lad Labourer	21.5.18
Johns, C. H.	Transportation	Labourer	25.8.15
Judge, K. S.	Rolling Stock	Apprentice Fitter and Turner	9.2.16
Keating, W. J.	Transportation	Clerk	12.9.18
Kennedy, H. A.	Rolling Stock	Apprentice Fitter and Turner	12.10.18
King, L. J.	Transportation	Porter	9.11.18
Kingsbury, C.	Rolling Stock	Lad Labourer	19.10.18
Kinneburgh, G.	Rolling Stock	Engine Cleaner	29.4.18
Knight, E. W.	Transportation	Acting Clerk	27.7.18
Lacey, S. A.	Rolling Stock	Fitter	11.11.16
Lee, W. J.	Rolling Stock	Lad Car Cleaner	9.5.18
Leith, A.	Transportation	Porter	6.11.18
Leonard, E. B.	Way and Works	Lad Labourer	18.10.18
Little, J.	Rolling Stock	Labourer	15.7.16
Lock, A. S. F.	Rolling Stock	Engine Driver	2.7.18
Malthouse, G. R.	Rolling Stock	Apprentice Car and Waggon Builder	23.9.18
Manley, E. R.	Transportation	Lad Porter	12.9.18
Miles, A. E.	Rolling Stock	Labourer	3.2.16
Moloney, E.	Rolling Stock	Fireman	25.8.18
Murfett, L. J.	Transportation	Lad Porter	7.10.18
Murphy, C.	Way and Works	Lad Labourer	3.9.18
Murphy, M.	Rolling Stock	Labourer	4.7.18
McDonald, A.	Transportation	Porter	24.10.18
McFarlane, W. J. C.	Rolling Stock	Apprentice Fitter and Turner	30.7.18
McLay, J. R.	Transportation	Clerk	26.10.18
McLeish, D.	Rolling Stock	Engine Cleaner	21.1.15
Ogilvie, H. C.	Transportation	Acting Clerk	1.6.18
Owens, W. P.	Transportation	Guard	2.9.18
O'Brien, J. T.	Way and Works	Labourer	26.7.15
O'Donnell, J. A.	Transportation	Acting Clerk	19.11.17
O'Meara, J. P.	Transportation	Acting Clerk	7.11.18
Parker, J. T.	Rolling Stock	Coppersmith	26.10.18
Parry, H. J.	Transportation	Lad Porter	2.11.18
Parson, C. R.	Rolling Stock	Apprentice Fitter and Turner	17.8.18
Petterson, A. G.	Transportation	Acting Clerk	12.11.18
Pleydell, E. A.	Transportation	Acting Clerk	14.10.18
Pope, J. E.	Transportation	Parcels Porter	27.11.17
Prendergast, J. L.	Transportation	Lad Porter	19.8.14
Preston, W.	Way and Works	Labourer	3.5.17
Profitt, C. J. F.	Way and Works	Apprentice Carpenter	14.10.18
Quinn, J.	Rolling Stock	Fireman	17.7.18
Rankin, C. J.	Rolling Stock	Apprentice Fitter and Turner	6.8.14
Roach, W. W.	Transportation	Clerk	2.11.18
Robertson, A. J.	Way and Works	Labourer	18.6.15
Robertson, W.	Transportation	Labourer	— 9.16

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

Name.	Branch.	Grade.	Date of Enlistment.
Rogers, B. L.	Transportation	Clerk	25.9.18
Rogerson, A. W. M.	Telegraph	Lad Labourer	3.8.14
Ross, H. W.	Rolling Stock	Labourer	1.1.16
Short, E.	Rolling Stock	Apprentice Fitter and Turner	2.11.18
Smirl, L. G. S. M.	Rolling Stock	Apprentice Fitter and Turner	11.10.18
Smith, A. J.	Transportation	Stationmaster	30.9.18
Stewart, H. A.	Telegraph	Labourer	23.4.15
Swan, C.	Way and Works	Skilled Labourer	17.6.16
Thomas, F. E.	Transportation	Block Recorder	8.10.18
Thomas, F. G.	Rolling Stock	Lad Labourer	1.10.17
Thornton, A. J. B.	Transportation	Clerk	2.8.18
Topp, L. C.	Transportation	Acting Clerk	8.8.18
Trengrove, C. T. G.	Transportation	Block Recorder	8.10.18
Twist, J. T.	Telegraph	Apprentice Instrument Maker	5.8.14
Tyson, A.	Way and Works	Draughtsman	5.12.16
Vagg, G. L.	Rolling Stock	Apprentice Fitter and Turner	2.12.16
Vallins, E. W.	Rolling Stock	Lad Labourer	23.7.18
Vorbach, P.	Transportation	Lad Porter	5.9.18
Walker, A.	Transportation	Acting Clerk	6.11.18
Walker, J. E.	Transportation	Acting Clerk	26.10.18
White, R.	Rolling Stock	Striker	24.9.18
Whyte, G.	Way and Works	Labourer	7.9.14
Wilson, J. W.	Rolling Stock	Labourer	18.10.18
Woodhead, C. D.	Transportation	Lad Porter	2.11.18
Wookey, S.	Rolling Stock	Apprentice Boiler Maker	4.9.18
Worsley, F. W.	Transportation	Lad Porter	11.11.18

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.	CANNON, B. H.	FLEET, A. G.	HOULIHAN, J. V.
ALFORD, G. T.	CANTWELL, A. W.	FLEMING, W. C.	HOUSTON, J. V.
ALLEN, A. E.	CAREY, F. W.	FLETT, A. H.	INGLIS, G. R.
ALLISON, F. C. C.	CARLESS, J. N.	FLYNN, J. P.	INGRAM, A. H.
ANDREW, P. R. C.	CARLILE, C. H.	FORDHAM, A. E.	JAMES, F.
ANGLAND, D.	CARLON, T.	FOREMAN, G. W.	JAQUES, R. F.
ANNAND, V. W. J.	CARMICHAEL, A. N.	FOWLER, J.	JENNINGS, H. C.
ARCHBELL, W. W.	CARWARDINE, F.	FRANCIS, A. R.	JOHANNSEN, P. N.
ARCHBOLD, E.	CASSON, J. H.	FRANKLIN, W. C.	JOHNSTON, J. A. K.
ARCHER, F.	CAUDRY, W. J.	FRASER, W. J.	JONES, F. J.
ASH, S. R.	CHALLIS, F. H.	FREEMAN, J. P.	JONES, V. H.
ASHBY, H. G.	CHALLIS, G.	FULLARD, H.	JUDE, D. H.
ATKINSON, C. B.	CHANDLER, S. A.	FULLERTON, L. D.	KEAY, S. P.
AULD, H. W.	CHAPMAN, A. F.	FURNELL, F.	KENNEDY, J. W. H.
BAINBRIDGE, J. S.	CHISHOLM, W. B.	FURNELL, G. J.	KENNEDY, W.
BAKER, H. W. A.	CLACK, E.	GALBRAITH, A.	KENNELLY, L. P.
BAKER, S. C.	COCK, E. C.	GALLIN, F. H.	KENNERLEY, T. F.
BALDCKOCK, W. J.	COLLIER, A. R.	GAME, E. A.	KER, N. H.
BARBER, H. L.	COLLINS, C. A.	GANDY, J. F.	KIDD, N.
BARKER, A. R.	COLLINS, J. O.	GARNER, V. G.	KIERNAN, E. J.
BATT, H. L.	COLLINSON, R. A.	GIBSON, A.	KILLEY, W.
BAXTER, H. E.	CONLEY, J.	GIBSON, H. S.	KING, C.
BAXTER, R. H.	CONNER, T.	GLANFIELD, W. D.	KINSMAN, H. S.
BEAN, R. A.	CONROY, J. P.	GOBLE, N. F.	KIRBY, D.
BEITH, J. H.	COOPER, J. C.	GOLDBY, W.	KISSACK, J.
BENJAMIN, A. L.	COPELAND, L. G.	GORDON, B. D.	KRONK, A. E.
BENNETT, R.	COUSINS, J. A.	GORDON, E. J.	LAMBERT, E.
BENSLEY, E. H.	COWARD, L.	GORDON, J. D.	LANCASTER, G. R.
BENSON, A.	COXHELL, L.	GORDON, P. L. D.	LAW, H. G.
BENZLEY, H. R.	CRONIN, P. F.	GRAHAM, A. G.	LAXON, W. J.
BERRYMAN, H. J.	DALTON, C. M.	GRANGER, W. B.	LEMAITRE, A. C.
BETTLES, H. F.	DALY, J. M.	GRAVES, F.	LESLIE, V.
BEYER, H. S.	DANAHER, M. T.	GRAY, W. V.	LETCH, H. A.
BLAIR, H.	DANIELL, C. C.	GREEN, W.	LEWIS, A. H.
BLAKE, G. F.	DAVIE, A.	GULLICK, R. C.	LEWIS, L.
BOLITHO, W.	DAVIES, J. S.	GUMMOW, C. G.	LOBB, R. T.
BOND, J. H.	DAY, A. A. J.	GUYATT, H. A.	LOWNE, F. W. M.
BONNETT, W.	DEARAUGO, F.	HARDER, W. J. C.	LUKE, J.
BOOLEY, J.	DEROSS, A. G. S.	HARDINO, D. D.	LUKE, W. H.
BOOTH, E. R.	DICKSON, J.	HARDY, L. G.	LYNCH, H.
BOTTOMLEY, H. T.	DITCHBURN, N. J.	HARNEY, J.	LYNCH, P. J.
BOTTOMLEY, O. G.	DIXON, F. R. O.	HARRIGAN, J. E.	LYNE, R. E.
BOWEN, T. E.	DONOHUE, S.	HARRIS, B.	MACKLEY, W. G.
BOYCE, G. H.	DOOLEY, J. A.	HARRY, S.	MADDERN, J. R.
BOYD, R. T. I.	DOUGLAS, J. C.	HARVEY, A. J.	MAHER, W. J.
BOYLE, A. R.	DREW, G. E.	HASSETT, H.	MARSHALL, J. C.
BRADIE, J. S.	DRISCOLL, A.	HAWKINS, A. G.	MARTIN, G.
BRAY, W. F.	DUFF, R. W.	HAYLE, F. T.	MARTIN, L. E.
BRENNAN, W.	DUKE, F.	HELSHAM, J. G. D.	MARTIN, ROBERT
BRIESE, A. O.	DUNCAN, J. G.	HEWITT, C. R.	MARTIN, ROY
BROMILOW, I. C.	DUNKLEY, H. E.	HINCHEN, R. J.	MASTERS, C.
BROWN, W. L.	DURKIN, J. H.	HITZERATH, G. R.	MATEER, L. A.
BROWNE, E. T.	EDMONDS, G.	HOBBS, A. A.	MATTHEWS, L.
BULL, E. L.	EGAN, E. A.	HOGG, J. G.	MAY, A.
BUNN, E. A.	ELLIS, E.	HOLDEN, E. J.	MAYBERRY, C. J.
BUNTING, F. P. P.	FARGHER, P.	HOLMES, G. P.	MAYO, G. A.
BURNS, J. B.	FARGHER, P. A.	HOOPER, R. M. F.	MEENAN, M.
BURROWS, T. E.	FARRELLY, M.	HOOPPELL, T. S.	MELLOR, W.
BUTTERS, C. R. A.	FERGUSON, W. J.	HORNBY, L. L.	MILES, H. F.
CAIN, T. F.	FERN, W. M.	HORSLEY, R. T.	MILNE, C. G.

OBITUARY—*continued.*

MINETT, C. A.	O'MARA, V. M.	ROWE, P.	SWINTON, T. T.
MINIFIE, P. C.	O'NEIL, J. F. J.	ROWE, W. C. H.	TAYLOR, H. G. L.
MOODIE, D. G.	O'SHANNASSY, R.	RUFF, V. H.	TAYLOR, H. W.
MOONEY, J. W.	PARKER, G. A.	RYAN, A. E.	TAYLOR, J. G.
MOOR, E. E.	PENDER, J. R.	RYAN, C. T.	TAYLOR, J. R.
MORAN, P. F.	PHELAN, G.	SAUL, H.	TEVLIN, J. T.
MORGAN, R. A.	PHILLIP, G.	SAXON, W. J.	THOMAS, S. G.
MORGAN, W. J. P.	PIKE, C. H.	SCORER, W. D.	THOMPSON, M. C.
MORRIS, A. E.	PIPPARD, A. V.	SCOTT, C. S.	THORNTON, W. J.
MUMMERY, T. H.	PLANT, L.	SCOTT, G. N.	TIERNEY, A. J.
MURRAY, S. A. H.	PLASTO, W.	SCOTT, J. A. P.	TILLEY, R. J.
MURRAY, W. J.	PLIM, J.	SCOTT, R. T.	TIPPETT, P. A.
McALEESE, G. H.	POLLARD, H. R.	SCOTT, R. J.	TOLMIE, R. C.
McANULTY, G. A.	POLLARD, L.	SCOULLER, A. J.	TORPEY, H.
McCARTHY, A. F.	POTTER, H.	SCULLY, R. H.	TOWNSEND, A. E.
McCLOSKEY, J.	POWELL, E. W.	SEDGMAN, T. E.	TRELOAR, J.
McDONALD, C. P.	POWELL, T. H. N.	SEYMOUR, F. C.	TREZISE, R.
McDONALD, H.	POZZI, L. L.	SHARE, H.	TULLY, J. L.
McDONALD, L.	PRANGNELL, W. R.	SHEARWOOD, E. M.	TYTHERLEIGH, J.
McGAHEY, J.	PRETTY, F.	SHEARER, J.	URQUHART, G. F.
MCGREGOR, E.	PRICE, A.	SHEEDY, W. F.	VALE, A. W.
MCGRILLEN, F. A.	PRICE, J. O.	SHERIDAN, H. C.	VAUGHAN, S. P.
McINNES, G. A.	PRIDEAUX, J.	SKEWS, J. H.	VERDON, W.
McINTOSH, F. R.	PRING, B.	SLATER, H. L.	VIDLER, E. G.
McKAY, A. H.	QUIRK, A.	SLATER, T. H.	WALKER, H. I.
McKAY, A. R.	QUIRKE, E. J.	SLEIGH, S.	WALKER, T.
McKEOWN, J. A.	RADCLIFFE, J. B.	SMART, G.	WATERS, J. B.
McLEISH, D.	RAMSAY, G. A. S.	SMITH, G. STEPHEN	WARDLEY, T. W.
McLISTER, A. G.	RASHLEIGH, W. C.	SMITH, G. STORDART	WARREN, S. M.
McNAMARA, J.	RAY, A. W.	SMITH, J.	WELLS, R. W.
NELSON, J. P.	READE, G. P.	SMITH, R. Y.	WEST, W. N.
NELSON, J. W.	REDDAN, W.	SMITH, W. C.	WHITELEY, E. C.
NICOL, H.	REEVES, A.	SNAPE, H. J.	WIGGINS, R. T.
NICHOLLS, R. J.	REGAN, C. G.	SPOTSWOOD, C. W. S.	WIGNEY, G. I. W.
NICHOLSON, R. H. B.	RENTON, G.	STAFF, C. R.	WILSON, A. G.
NORMAN, E. W.	RICH, C. E. O.	STAMP, J. B. R.	WILSON, C. R.
NORRIS, L.	RICHARD, W. J.	STATHAM, G. W.	WILSON, F.
OLDHAM, E.	RICKETTS, L. A.	STEAR, H. E.	WILSON, G. G.
OLSEN, M.	RING, W.	STEED, S. J.	WILSON, J. H.
ONLEY, E. R.	RITTER, G. L.	STENHOUSE, J. A. J.	WILSON, L. E.
ORCHARD, O. W. T.	ROBERTS, L. M.	STEPHENS, R. C.	WING, R.
OVERSEN, W. J.	ROBERTSON, J. N.	STEVENS, J. T.	WITHERS, H. A.
O'BRIEN, P. J.	ROBERTSON, T. P.	STEWART, H. A.	WOOD, R. A.
O'BRIEN, W.	ROBIN, R.	STEWART, J.	WOOLCOCK, R.
O'CONNOR, J.	RODDA, B.	STONE, H.	WORLE, T. H.
O'CONNOR, T. H.	ROSS, C. F.	STOREY, T. T.	WRIGHT, L.
O'DONNELL, T. J.	ROSS, H.	STUCKEY, E.	WRIGHT, S. J. K.
O'LEARY, J.	ROSS, J. A.	SULLIVAN, F.	YOUNG, F. G.
O'LOGHLEN, F. A.	ROSS, R. H.	SUTTON, C.	ZEIS, W. A.
O'MALLAY, T. J.			

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3	„	Certificate respecting Way and Works.
4	„	Certificate respecting Stores.
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APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary	...	...	...	...	...	MR. G. H. SUTTON.
Chief Mechanical Engineer	...	...	...	...	...	" A. E. SMITH.
Chief Engineer of Way and Works	..	...	...	...	...	" E. H. BALLARD.
General Superintendent of Transportation		...	...	...	...	" T. B. MOLOMBY.
Chief Electrical Engineer	...	...	...	...	...	" W. STONE.
Chief Accountant	...	...	...	...	...	" T. F. BRENNAN.
General Passenger and Freight Agent	...	...	...	...	...	" W. E. KEAST.
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 1918-19, maintained in good working order and repair.

A. E. SMITH,
Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, and other works on the Victorian Railways were, during the year 1918-19, 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, 1919, was £1,096,700 2s. 9d.

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	56,442,889	11	5			
Less Discounts and Floating Charges £2,225,410 19 1	10						
Less Premiums 453,928 14 6	10						
	...	1,771,482	4	7			
Net Proceeds	10	...			54,671,407	6	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 ...	...	457,444	18	10			
					3,917,029	7	0
„ Advance from Public Account pending Loan provision	...	...			301,028	0	4
„ Advance from Treasurer's Advance pending Loan provision	...	...			3,436	19	7
„ Advances from Public Account (to be reconped) on account of Relaying ...	17	...			190,512	14	6
„ Special Funds	...	...			37,349	0	5
„ Sundry Creditors	...	...			236,498	4	11
„ Suspense Account—Net amount to be subsequently paid to Consolidated Revenue	...	...			109,278	15	11
„ Interest Charges and Expenses, Pensions and Gratuities, and Border Railways Adjustment	...	2,331,010	14	6			
Less Net Revenue for the year after providing for working expenses and special and abnormal charges and payment of £50,000 into the Rolling Stock Replacement Fund...	...	2,167,413	16	6	163,596	18	0
Total	...	...			£59,630,137	7	6

Audited and found correct. The statement shows the booked expenditure to the 30th June, 1919, on the various works, &c. No liability is included therein for the deficiency in the valuation of the rolling stock as mentioned by the Commissioners on page 21 of their report.

J. A. NORRIS,
Auditor-General.

No. 5.

30TH JUNE, 1919.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix. No.						
By Way, Works, Buildings, and Equip- ment, at cost	23	46,090,398	5	0			
„ Rolling Stock, at cost	23	11,292,990	14	9			
		57,383,388	19	9			
„ Surveys for proposed Railways, at cost ...	...	369,000	7	10	57,752,389	7	7
„ Advances from Public Account —Balance of Expenditure on account of Re- laying	17	...			190,512	14	6
„ Stores and Materials on hand ...	18	1,096,700	2	9			
„ „ „ in transit ...	...	1,726	1	7			
		1,098,426	4	4			
Less amount at credit of Stores Deprecia- tion Account	18	6,211	14	10	1,092,214	9	6
„ Cash at credit of Railway Stores Suspense Account	18	33,614	1	10			
„ Cash in hands of Agent-General, London, and in transit	18	68,178	2	0	101,792	3	10
„ Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			29,603	8	3
„ Cash at credit of Special Funds:— Rolling Stock Replacement Fund ...	16	26,694	6	0			
Railway Loans Repayment Fund ...	...	7,445	9	1			
Trust Fund—Surplus Railway Land	...	527	12	6			
Railways Accident and Fire In- surance Fund	7	10,654	14	5	45,322	2	0
„ Cash and Securities at credit of the following Accounts:— Sundry Repayments to Treasury ...	...	26,872	5	6			
Preliminary Deposits	...	1,651	16	5			
Bills Receivable... ..	...	665	16	8			
Trust Funds—Cash and Securities ...	...	88,139	11	1	117,329	9	8
„ Sundry Debtors:— Working Expenses Account ...	...	5,429	0	11			
Stores Suspense Account—Sales of Stores and Materials	...	10,915	5	8			
Revenue Account	...	107,537	7	5	123,881	14	0
„ Unexpended Balance of Loan Moneys ...	...	...			13,494	19	2
„ Balance—Deficit	...	...			163,596	18	0
Total	...	...			£59,630,137	7	6

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 6.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1918-19 COMPARED WITH 1917-18,
EXCLUSIVE OF THE ELECTRIC TRAMWAYS.

	1917-18.	1918-19.
TRANSPORTATION BRANCH.		
General Superintendence and Staff	£75,592	£76,269
Stationery, Printing, and Advertising	37,388	35,581
Stores Expenses	3,853	3,940
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	£854,125	£889,166
Fuel	3,163	604
Light	23,791	25,112
Uniforms	5,330	8,653
Other Supplies	27,071	29,589
Sanitary and Other Expenses	5,810	6,586
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£919,290	£959,710
Guards and Conductors—Wages and Expenses	£137,063	£137,359
„ „ Uniforms and Supplies	3,869	4,096
Gatekeeping	28,255	25,311
Loss and Damage to Property and Goods	Cr. 2,763	Cr. 2,509
Other Expenses	4,480	3,909
Dining Car Service	18,452	14,019
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£1,225,479	£1,257,685
Less Special and Abnormal Charges	6,970	9,400
Balance of Working Expenses	£1,218,509	£1,248,285
Percentage of Gross Revenue	18·57	19·41
Per Traffic Train Mile	21·46d.	22·99d.
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£50,521	£50,369
Stationery, Printing, and Advertising	3,313	4,691
Stores Expenses	6,026	7,862
TOTAL COST OF WAY AND WORKS	£59,860	£62,922
MAINTENANCE OF WAY—		
Superintendence and Staff	£20,693	£21,086
General Labour	373,148	330,546
Track Materials	106,388	101,187
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	10,352	14,961
Tools and Supplies	10,459	11,578
Filling and Graveling Platforms and Stock Yards	811	1,367
Gardens, Plantations, &c.	2,700	2,835
TOTAL COST OF MAINTENANCE OF WAY	£524,551	£483,560
Per Mile of Railway worked	127	116
„ „ Track „ (exclusive of Sidings)	117	107
MAINTENANCE OF WORKS—		
Superintendence and Staff	£20,501	£21,023
Fences, Gates, Cattle Guards, Signs, &c.	11,491	14,994
Bridges, Culverts, and Drains	30,824	32,665
Piers and Wharfs	..	984
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	6,286	5,966
Buildings, Platforms, and Fixtures	46,912	61,356
Stock Yards	3,698	3,742
Water Supply	9,421	10,105
Machinery, Tools, and Supplies	6,982	5,784
Other Expenses	1,623	914
TOTAL COST OF MAINTENANCE OF WORKS	£137,738	£157,533

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1918-19, ETC.—continued.

	1917-18.	1918-19.
WAY AND WORKS BRANCH—continued.		
MAINTENANCE OF SIGNALS—		
Superintendence and Staff	£7,381	£7,558
Signals and Interlocking	49,821	62,198
Machinery, Tools, and Supplies	7,480	6,853
Other Expenses	216	213
TOTAL COST OF MAINTENANCE OF SIGNALS	£64,898	£76,822
Telegraph, &c., Lines and Instruments	£12,197	£11,551
Special Maintenance Expenditure.. .. .	£250,026	£77,735
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£1,049,270	£870,123
Less Special and Abnormal Charges	105,528	112,765
Balance of Working Expenses	£943,742	£757,358
Percentage of Gross Revenue	14·38	11·77
Per Mile of Railway worked	£228	£182
Per Traffic Train Mile	16·62d.	13·95d.
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£23,625	£24,990
Stationery, Printing, and Advertising	3,433	4,403
Stores Expenses	11,192	11,747
LOCOMOTIVE WORKING—		
Superintendence and Staff	£21,589	£22,699
Running Sheds { Staff	72,882	73,513
Supplies	4,187	4,257
Drivers and Firemen	410,356	400,915
Coal, Wood, and Kindlers for Locomotives	579,363	568,426
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	39,683	38,994
Water for Locomotives and Running Sheds	23,305	21,950
Oil, Tallow, Waste, and other Running Supplies for Locomotives	22,258	27,733
Other Expenses	190	489
TOTAL COST OF LOCOMOTIVE WORKING	£1,173,813	£1,158,976
Locomotive Miles Run	16,144,561	15,415,862
Per Locomotive Mile.. .. .	17·45d.	18·04d.
Per Traffic Train Mile	20·67d.	21·34d.
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£80,129	£81,930
Supplies	3,006	3,025
Lubricants	3,449	5,384
Light	27,647	28,422
Ice	1,194	1,397
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£115,425	£120,158
Per 1,000 Car Miles.. .. .	153·84d.	173·56d.
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£1,327,488	£1,320,274

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1918-19, ETC.—continued.

	1917-18.	1918-19.
ROLLING STOCK BRANCH—continued.		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
Superintendence and Staff	£19,139	£21,380
Repairs and Renewals of Locomotives	220,835	240,476
" " Passenger Cars and Vans	149,220	144,494
" " Trucks	141,683	124,655
" " Covers	63,070	34,365
" " Machinery and Tools	18,596	22,068
Power, Heat, Light, &c., for Shops	48,003	53,646
Sundry Charges	4,196	4,295
Other Expenses	616	917
Payment into Rolling Stock Replacement Fund	50,000	50,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..	£715,358	£696,296
Per Traffic Train Mile	12·60d.	12·82d.
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£2,042,846	£2,016,570
Less Special and Abnormal Charges	143,019	140,420
Balance of Working Expenses	£1,899,827	£1,876,150
Percentage of Gross Revenue	28·95	29·17
Per Traffic Train Mile	33·46d.	34·55d.
ELECTRICAL BRANCH.		
General Superintendence	..	281
Main Power Station Expenditure	..	2,258
Inspection, Cleaning, and Lubricating, &c., of Electrical Equipment of Cars	..	437
Maintenance of Electrical Equipment of Rolling Stock	..	296
Car Shed Expenses	..	109
Transmission and Distribution Systems and Sub-stations Expenditure	..	1,055
Other Operations (Credit)	..	Cr. 1,039
		£3,397
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£15,537	£17,225
" " Chief Accountant's Office	27,530	27,930
" " Auditor of Receipts' Office	29,852	31,184
Estate Office	1,948	1,941
General Office Expenses	2,654	2,196
Flinders-street Station Buildings General Expenses	1,865	1,535
Legal and Medical Expenses	5,190	5,879
Stationery, Printing, and Advertising (General)	1,335	2,097
Other General Expenses	11,293	9,653
Classification Board	3,107	454
TOTAL GENERAL EXPENSES	£100,911	£100,094
Less Special and Abnormal Charges	7,529	6,289
Balance of Working Expenses	£93,382	£93,805
Percentage of Gross Revenue	1·42	1·46
Per Traffic Train Mile	1·65d.	1·72d.
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£32,586	£31,794
Percentage of Gross Revenue	·50	·49
Per Traffic Train Mile	·57d.	·59d.
TOTAL WORKING EXPENSES	£4,451,092	£4,279,663
Less Special and Abnormal Charges	263,046	268,874
Balance of Working Expenses	£4,188,046	£4,010,789
Percentage of Gross Revenue	63·82	62·35
Per Traffic Train Mile	73·76d.	73·87d.
Per Mile of Railway Worked	£1,012	£964

APPENDIX No. 7.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1919.

Receipts.	Amount.	Expenditure.	Amount.
£ s. d.	£ s. d.		£ s. d.
To Balance at 30th June, 1918	11,209 14 10	By Expenditure for the year ending 30th June, 1919—	
" Payment to Fund during the year ending 30th June, 1919 (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	32,013 4 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	3,667 11 1
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	1,391 6 7
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b)	208 17 6
		(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	13,035 4 5
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	2,870 11 0
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	9,141 6 9
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c.	2,253 8 0
		" Balance at 30th June, 1919	10,654 14 5
	£43,222 19 9		43,222 19 9

APPENDIX No. 8.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS
AT 30TH JUNE, 1919, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1918,
ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1918.	At 30th June, 1919.
Secretary's	5	5
Accountancy and Audit of Receipts	21	20
Electrical Engineering	3	4
Rolling Stock	309	254
Stores	9	8
Telegraph and Stationery ...	13 (a)	1 (b)
Transportation and Traffic ...	352	314
Way and Works	221	181
Total ...	933	787

(a) On 10th March, 1919, the Telegraph Branch was disestablished, and officers released therefrom were transferred to other Branches.
(b) Employed in Printing and Stationery Branch.

APPENDIX No. 9.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1919.

	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	15 0 0	337 0 2	352 0 2	
Alberton to Won Wron	12 0 0	91 7 3	103 7 3	
Elmore to Cohuna	1 0 0	Cr. 207 1 5	Cr. 206 1 5	
Gheringhap to Maroona	99 2 11	624 9 3	723 12 2	
Heywood to Mumbannar	89 3 4	3,147 16 6	3,236 19 10	
Manangatang to Bryden's Tank	15 0 0	826 4 5	841 4 5	
Piangil to Pine Tank	201 0 0	28,352 14 0	28,553 14 0	
Sandringham to Black Rock Electric Street Railway	284 0 0	7,317 7 6	7,601 7 6	
Cavendish to Toolondo	347 10 10	19,468 1 0	19,815 11 10	
Neerim South to Toorongo River	364 0 0	22,319 16 9	22,683 16 9	
Tallangatta to Cudgewa	365 10 0	19,991 10 8	20,357 0 8	
Koo-wee-rup to McDonald's Track	86 0 0	1,836 19 6	1,902 19 6	
North Geelong to Pyansford	272 0 0	824 17 0	1,096 17 0	
Nandaly to Kulwin	314 0 0	23,617 2 4	23,931 2 4	
South Australian and Victorian Border Railways—				
Mumbannar to Mount Gambier	£58 4 1			
Murrayville to Pinnaroo ... Cr.	20 6 0			
	80 0 0	Cr. 42 1 11	37 18 1	
Surveys		4,136 3 0	4,136 3 0	
Totals	2,525 7 1	132,642 6 0	135,167 13 1	135,167 13 1
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.				
Additions and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, and new stations, &c., and other works ...			22,875 11 2	
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works ...			2,867 13 9	
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working ...			2,291 8 7	
Additions and improvements to and strengthening of bridges ...			6,136 10 2	
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast ...			16,958 16 5	
Additional telegraph and telephone lines (including instruments) ...			508 5 3	
Ballarat—Construction of locomotive workshops and tracks in connexion therewith ...			1,320 13 7	
Additional and improved dwelling accommodation for employes ...			1,169 13 5	
Additional cars for repair gangs and shelters for gang cars ...			665 0 1	
Additional electric lighting ...			635 6 2	
Aspendale and Chelsea (between)—Provision of a new station at Edithvale ...			657 1 9	
Geelong—Improved shelter and coaling accommodation for engines and tracks in connexion therewith ...			2,990 5 0	
Hawthorn to East Camberwell—Regrading of the lines ...			41,785 15 11	
Melbourne (Flinders-street)—Renewal and strengthening of viaduct ...			2,734 2 9	
Melbourne suburban lines—Equipping tracks with rail anchors ...			1,632 9 5	
Melbourne (Flinders-street and Princes Bridge)—Shelter and sanitary accommodation for employes engaged in the yard ...			559 3 6	
Mentone and Mordialloc (between)—Provision of a new station at Parker's Road ...			1,094 2 9	
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) ...			2,038 1 4	
Melbourne (Spencer-street)—Construction and electrical equipment of sub-station ...			2,684 3 11	
Melbourne—Provision of a new shipping shed and accommodation in connexion therewith ...			652 9 1	
Melbourne and Footscray (between)—Purchase of land and other preliminary work in connexion with proposed locomotive depôt ...			7,656 14 3	
Melbourne Suburban Lines—Installation of power signalling ...			62,776 19 9	
Newport and North Melbourne Rolling-stock Branch Workshops—Equipment for the Electrical operation of plant, including sub-station building at Newport ...			5,103 12 8	
Newport Workshops—Additions and Extensions to Shops, &c. ...			1,077 13 1	
Tocumwal—Accommodation for live stock traffic ...			2,568 11 2	
St. Kilda to Brighton Electric Street Railway—Construction and electrical equipment of the Elwood sub-station ...			4,285 18 3	
Various—Additional sidings and sites for the storage of grain ...			36,151 17 4	
Workshops Machinery—				
Ballarat Workshops		1,946 1 8		
Bendigo Workshops		2,438 5 2		
Newport Workshops		656 9 0		
			5,040 15 10	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account			Cr. 8,643 4 0	228,275 12 4
Carried forward				363,443 5 5

APPENDIX No. 9—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1919—*continued.*

							Loan Application Acts, &c.	Total Amount.
							£ s. d.	£ s. d.
Brought forward							...	363,443 5 5
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING-STOCK BUT INCLUDING THE ELECTRICAL EQUIPMENT THEREOF							479,464 2 0	479,464 2 0
ROLLING-STOCK.								
Carriage stock							21,364 8 8	
Locomotives							22,294 19 3	
St. Kilda to Brighton Electric Street Railway—Rolling-stock							217 6 6	
Truck stock							49,565 14 3	
Van and sundry stock... ..							1,143 6 4	
							94,585 15 0	94,585 15 0
Net Expenditure charged to Capital Account for the year							...	£937,493 2 5

APPENDIX No. 10.

STATEMENT OF LOANS AT 30TH JUNE, 1919, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR.

Act	Rate of Interest	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Date Redeemable.		Where Redeemable.
						Earliest.	Latest.	
48 Viet. No. 805	4	£ 3,251,172 4 3	£ 130,046 17 9	£ 483 12 3	£ 130,530 10 0	1st October, 1919	...	London
49 Viet. No. 845	4	4,610,110 6 11	184,404 8 3	686 4 8	185,090 12 11	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	729 14 4	172,741 5 3	...	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	435 12 10	92,847 6 5	1st January, 1929	1st January, 1949	London
62 Viet. No. 1560	3½	3,718,478 14 3	130,146 15 1	549 9 4	130,696 4 5	1st January, 1929	1st January, 1949	Melbourne
62 Viet. No. 1560	4	965,681 4 0	38,627 4 11	144 17 1	38,772 2 0	1st October, 1929	1st October, 1949	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	...	78,750 0 0	...	78,750 0 0	1st July, 1915	1st April, 1922	Melbourne
5 Edw. VII. No. 1990	4½	2,500,000 0 0	35,625 0 0	...	35,625 0 0	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026	3½	258,966 13 10	9,063 16 8	...	9,063 16 8	...	...	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	...	...	...
6 Edw. VII. No. 2026	4	3,467,608 18 9	140,562 19 8	436 12 8	140,999 12 4	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2026	4½	542,200 0 0	23,043 10 0	...	23,043 10 0	...	...	...
6 Edw. VII. No. 2026	4½	704,431 19 4	30,038 11 2	...	30,038 11 2	...	...	...
6 Edw. VII. No. 2026	5	1,865,735 0 0	86,694 6 4	...	86,694 6 4	...	...	...
6 Edw. VII. No. 2041	3½	411,555 0 0	14,404 8 6	...	14,404 8 6	...	...	...
6 Edw. VII. No. 2041	4	246,745 0 0	11,728 8 7	...	11,728 8 7	...	...	...
6 Edw. VII. No. 2041	4½	24,700 0 0	1,297 13 4	...	1,297 13 4	30th September, 1917	1st October, 1930	Melbourne
6 Edw. VII. No. 2041	4½	7,000 0 0	55 8 4	...	55 8 4	...	...	...

APPENDIX No. 10—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1919, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR—continued.

Aot.	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	150 0 0	35,150 0 0	1st October, 1929	1st October, 1949	London
9 Edw. VII. No. 2161	3	300,000 0 0	9,000 0 0	...	9,000 0 0	30th September, 1917	...	Melbourne
9 Edw. VII. No. 2163	3½	144,676 12 6	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	353,027 15 8	14,116 6 8	...	14,116 6 8	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323	3½	1,650,000 0 0	57,750 0 0	...	57,750 0 0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428	4	2,000,000 0 0	80,000 0 0	298 7 0	80,298 7 0	1st April, 1940	1st April, 1960	London
3 Geo. V. No. 2429	3½	5,400 0 0	162 0 0	...	162 0 0	30th September, 1917	...	Melbourne
3 Geo. V. No. 2429	3½	130,615 14 4	13,315 3 9	...	13,315 3 9	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429	3½	...	108 18 1	...	108 18 1	17th February, 1915	17th February, 1918	Melbourne
3 Geo. V. No. 2429	4	4,166 2 1	166 12 11	...	166 12 11	...	...	...
3 Geo. V. No. 2429	4½	259,818 3 7	337 14 1	...	337 14 1	...	...	...
4 Geo. V. No. 2480/2531	4½	2,250,000 0 0	101,250 0 0	337 10 0	101,587 10 0	...	...	...
4 Geo. V. No. 2481	3½	110,303 0 7	3,860 12 1	...	3,860 12 1	...	...	...
4 Geo. V. No. 2481	4	420,686 19 5	16,847 13 7	...	16,847 13 7	...	...	...
4 Geo. V. No. 2481	4½	575,000 0 0	23,718 15 0	...	23,718 15 0	...	...	...
4 Geo. V. No. 2481	4½	1,010 0 0	23 19 9	...	23 19 9	...	...	...
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	137,493 4 5	3,137 6 11	...	3,137 6 11	...	...	...
5 Geo. V. No. 2794	3½	13 17 3	0 9 8	...	0 9 8	...	...	...
5 Geo. V. No. 2794	4	789 1 6	31 11 3	...	31 11 3	...	...	...
5 Geo. V. No. 2794	4½	187,000 0 0	1,689 3 6	...	1,689 3 6	...	...	...
5 Geo. V. No. 2794	5	645,760 0 0	32,117 15 10	...	32,117 15 10	...	...	...
5 Geo. V. No. 2794	5½	650,000 0 0	28,875 0 0	55 0 0	28,930 0 0	...	...	...
5 Geo. V. No. 2794	5½	1,109,480 19 4	61,021 9 1	110 19 0	61,132 8 1	...	...	...
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures	...	1,000 0 0	...	...	...	...	...	...
		56,442,889 11	52,159,687 9 4	5,245 9 2	52,164,932 18 6	...	...	...

Total amount of current loans at 30th June, 1919	...	56,442,889	11	52,159,687	9	4	5,245	9	2	2,164,932	18	6
Less—Interest paid by the Commonwealth Government on transferred railways properties ...	...	...		31 10 0			...			31 10 0		
				2,159,655	19	4	5,245	9	2	2,164,901	8	6
Less Discount and Expenses on the Sale of Debentures ...£2,225,410	1											
Deduct Net Premiums on Debentures ...	453,928	14	6									
	1,771,482	4	7									
Total Net Proceeds of Current Loans at 30th June, 1919	...	54,671,407	6	10								

APPENDIX No. 11.

DETAILED STATEMENT OF RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY FOR 1918-19, COMPARED WITH 1917-18.

	1917-18.	1918-19.
Average Mileage of Railway Worked	5·16	5·16
Car Mileage	521,525	527,305
Number of Passengers carried	3,854,677	4,945,627
Average Fare paid per Passenger	1·96d.	1·94d.
GROSS REVENUE—		
Passengers	£31,559	£39,995
Parcels	2	2
Miscellaneous	53	51
TOTAL GROSS REVENUE	£31,614	£40,048
Per Passenger Car Mile	14·55d.	18·23d.
Per Mile of Single Track	£3,063	£3,881
ORDINARY WORKING EXPENSES—		
Transportation Account	£10,441	£11,134
Way and Works Account	2,572	2,498
Rolling Stock Account	4,142	5,873
Power Account	5,689	6,717
General Expenditure	651	785
Payment into Railway Accident and Fire Insurance Fund	158	200
TOTAL WORKING EXPENSES	£23,653	£27,207
Per cent. of Gross Revenue	74·82	67·94
Per Passenger Car Mile	10·89d.	12·38d.
Per Mile of Single Track	£2,292	£2,636
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£7,961	£12,841
INTEREST ON THE TOTAL CAPITAL COST	£6,359	£6,574
PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ..	£1,602	£6,267

APPENDIX No. 11A.

DETAILED STATEMENT OF RESULTS OF WORKING OF THE SANDRINGHAM AND BLACK
ROCK ELECTRIC TRAMWAY, FROM THE DATE OF OPENING, VIZ., 10th MARCH, 1919,
TO 30th JUNE, 1919.

Average Mileage of Railway Worked	..	..	..	..	..	..	74
Car Mileage	..	..	..	..	..	..	29,008
Number of Passengers carried	..	..	..	..	..	..	616,746
Average Fare paid per Passenger	..	..	..	..	..	..	1'45d.
GROSS REVENUE--							
Passengers	..	..	..	..	..	..	£3,735
Pareels	..	..	..	..	..	..	..
Miscellaneous	..	..	..	..	..	..	16
TOTAL GROSS REVENUE	..	..	..	..	..	..	£3,751
Per Passenger Car Mile	..	..	..	..	..	..	31'03d.
Per Mile of Single Track	..	..	..	..	..	..	£2,642
ORDINARY WORKING EXPENSES--							
Transportation Account	..	..	..	..	..	..	943
Way and Works Account	..	..	..	..	..	..	141
Rolling Stock Account	..	..	..	..	..	..	269
Power Account	..	..	..	..	..	..	351
General Expenditure	..	..	..	..	..	..	69
Payment into Railway Accident and Fire Insurance Fund	..	..	..	..	..	..	19
TOTAL WORKING EXPENSES	..	..	..	..	..	..	£1,792
Per cent of Gross Revenue	..	..	..	..	..	..	47'77
Per Passenger Car Mile	..	..	..	..	..	..	14'83d.
Per Mile of Single Track	..	..	..	..	..	..	£1,262
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	..	..	..	..	..	..	£1,959
INTEREST ON THE TOTAL CAPITAL COST	..	..	..	..	..	..	£529
PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	..	..	..	..	..	..	£,1430

APPENDIX No 12.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO
REVENUE AND WORKING EXPENSES (*VIDE* PAGE 6.)

REVENUE.

The Revenue of the Railways including the credit of £73,424 claimed under Section 102 of Act No. 2716 as referred to on page 14, was ...	£6,432,277	2	1
And of the St. Kilda and Brighton Electric Tramway ...	£40,047	17	10
And of the Sandringham and Black Rock Tramway ...	3,750	15	6
Making a total of ...	£6,476,075	15	5
That Total includes the net amount of unpaid accounts due as at 30th June, 1919, which is not included in the Treasury figures because it was not received on that date, and which therefore must be deducted, viz. ...	62,475	7	5
	£6,413,600	8	0
Whilst on the other hand it excludes the net amount of accounts outstanding at 30th June, 1918, paid in 1918-19, and therefore included in the Treasury figures, viz. ...	81,956	18	6
The Revenue as shown by the Treasury is thus ...	£6,495,557	6	6

WORKING EXPENSES.

The Working Expenses of the Railways amounted to ...	£4,279,663	10	9
And of the Electric Tramways to ...	28,998	8	2
Making a total of ...	£4,308,661	18	11

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, 1919, which will be debited by the Treasury in the year or years in which they are paid	3,531	19	6
(2) Amounts paid in 1918-19 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 1918-19, but not in the Railway Working Expenses ...	4,561	19	8
(3) Amount paid by Public bodies in respect of works to be constructed in 1919-20 ...	16	15	9
(4) Amount charged to Surplus Revenue Act 2958 ...	66,000	0	0
	74,110	14	11
	£4,234,551	4	0

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

(1) Amount of wages and accounts unpaid at 30th June, 1918, and charged in the Treasury to the year 1918-19, but debited by the Railways in previous years ...	1,915	17	1
() Amount incurred, and defrayed from the Vote of 1918-19, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1919, and not charged to the Railway Working Expenses ...	5,201	17	9
(3) Amount paid by sundry persons in 1915-16, 1917-18, and credited in the Treasury figures for those years, in respect of works carried out in 1918-19, the cost of such works not being chargeable to Railway Working Expenses ...	9	12	4
(4) Amount paid to the State of South Australia in respect of Adjustment Account Working of Border Railways ...	14,521	0	0
	21,648	7	2
	£4,256,199	11	2

APPENDIX No. 12—*continued.*RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES, ETC.—*continued.*

The Working Expenses as shown by the Treasury are :—

Division 88, subdivision 1 of the Appropriation Act 1918-19	...	...	...	£4,164,727	17	9
Division 88, subdivision 1A (Life Assurance Premiums of Employees serving with Australian Expeditionary Forces)	...	...	...	6,288	16	3
Division 88, subdivision 2 (Rolling Stock Replacement Fund)	...	...	...	34,000	0	0
Division 88, subdivision 2 (Railway Accident and Fire Insurance Fund)	...	...	...	32,013	4	11
Division 88, subdivision 5 Amount paid to the State of South Australia account Adjustment Border Railways	...	...	...	14,521	0	0
Act No. 2814 (Commissioners' Salaries)	...	...	...	4,648	12	3
				£4,256,199	11	2

APPENDIX No. 13.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30TH JUNE, 1919.

Section.	Miles.	Date opened.
North Geelong to Fyansford	2·93	9·9·18
Shelley to Beetomba (part of Tallangatta to Cudgewa)	9·73	10·4·19
Nayook to Noojee	5·99	28·4·19
Nandaly to Mityack (part of Nandaly to Kulwin)	11·07	28·5·19
Kanagulk to Balmoral (part of Cavendish to Toolondo)	8·16	16·6·19
Sandringham to Black Rock	2·41	10·3·19
Total	40·29	...

NOTE.—All the above lines are single tracks of 5-ft. 3-in. gauge, except that from Sandringham to Black Rock, which is an Electric Tramway, consisting of 2·22 miles double, and 19 mile single track, and is of 4-ft. 8½-in. gauge).

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1919.

Section.	Miles.
Beetomba to Cudgewa	9·91
Cavendish to Balmoral	25·29
Koo-Wee-Rup to McDonald's Track	30·75
Mityack to Kulwin	8·43
Manangatang to Bryden's Tank	14·25
Piangil to Pine Tank	15·75
Total	104·38

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1919.

Line.	Miles.
Merbein to Yelta	10·00
Alberton to Won Wron	12·25
Bittern to Red Hill	10·00
Total	32·25

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 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 Street Railway, 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
Year 1918-19.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3744'79	4067'62	4420'87	837'74	5258'61
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'07	130'97
	Total ...	3'15	7'69	2'43	309'56	3866'69	4189'52	4542'77	846'81	5389'58
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'22	'19	2'41	4'63	'26	4'89
Grand Total		3'15	7'69	2'43	316'94	3866'88	4197'09	4557'72	848'16	5405'88

		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 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 Street Railway, 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
Year 1918-19.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3713'85	4036'68	4389'93	828'34	5218'27
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'07	130'97
	Total ...	3'15	7'69	2'43	309'56	3835'75	4158'58	4511'83	837'41	5349'24
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	'68	'06	'74	1'42	'08	1'50
Grand Total		3'15	7'69	2'43	315'40	3835'81	4164'48	4523'57	838'58	5362'15

NOTE.—The mileage of Sidings as shown does not include 76'65 miles of Sidings which are not owned by the Department.

APPENDIX No. 15.
INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1919.—NUMBERS.

LOCOMOTIVES.

Class Letter	...	...	A	AA	A'	C	D	DD	DDE	E	EE	F Motor.	F Tender.	M	O	P	R	T	V	W	X	RY	Y	Combined Shunting Engines and Steam Cranes Coaling and Wreckage Cranes.	Full Motor Cars.	Unclassified.	Narrow Gauge.	Total.
Rating, as per Load Table	...	...	% 80	% 85	% 130	% 205	% 70	% 100	% 113	% 75	% 80	% 53	% 53	% 65	% 80	% 60	% 80	% 70	% 128	% 70	% 95	% 113	% 113	...	...	% 80	...	...
In existence, as per Register of Rolling-stock, at 30th June, 1919	...	...	8 15	19 154	1	20	241	58	64	9	7	6	3	7	3	53	8	16	13	7	20	51	10	1	2	17	798	

Note.—The Dd Class locomotive is taken as a standard and is therefore rated at 100%. Thirty-five A-2 Class, one "C" Class, and twenty-one Dd Class Locomotives fitted with superheaters at 30th June.

CARRIAGE, VAN, AND SUNDRY STOCK.

CARRIAGE STOCK.

[illegible]

APPENDIX No. 15—continued.

Class Letter	CARRIAGE STOCK—continued.										VAN STOCK.										SUNDAY STOCK.										ELECTRIC STREET RAILWAY STOCK.																																																																																																																																																																																																																																																																																																																																																																														
	Cars and Vans Combined.					Narrow-Gauge.					Mail Vans.					Luggage Vans.					Horse Boxes.					Workmen's Sleeping Cars.					Motor Cars.		Open Trailer Cars.																																																																																																																																																																																																																																																																																																																																																																												
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TRUCK STOCK.

Class Letter	BROAD-GAUGE.																				NARROW-GAUGE.						Total.	Oil Tank, 4 wheels.	PRIVATE STOCK.						
	Goods Covered, 4 wheels.	Goods Open, 4 wheels.	Goods No sides, 4 wheels.	Sheep, 4 wheels.	Cattle, 4 wheels.	Ballast, 4 wheels.	Ballast Hopper.	Hopper Coal, 4 wheels.	Breakdown.	Powder, 4 wheels.	No sides.	Boiler and Timber.	Combination Trucks for Ballast Sleepers, and Hoppers.	Goods open Movable sides.	Goods Open.	Refrigerator.			Meat.		Carriage	Water Tank.		Oil tank.	Liquid Fuel.	Weightbridge Testing.				Live Stock.	Goods covered.	Goods open.	Refrigerator.	Meat.	
	H	I	K	L	M	N	Ns	O	Late Oo	P	Q	QB	QN	QR	R	4 wheels.	6 wheels.	4 wheels.	4 wheels.	U	G	4 wheels.	6 wheels.	4 wheels.	6 wheels.	4 whs.				4 whs.	4 whs.	whs.	whs.	whs.	NT
...	14,815	117	1,125	652	60	46	198	6	24	66	11	91	351	11	191	151	5	31	569	431	17	2	171	3	1	3	2	5	25	1	212	1	14	19,481	4

Notes.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.
The following stock is in existence in addition to the above:—Two Steam Shovels and four 3-ton Stream Cranes (Wax and Works Branch); and four Trolleys for Welshpool line.

A. E. SMITH,
Chief Mechanical Engineer.

APPENDIX No. 16.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1919.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railway, up to 30th June, 1919.	In existence at 30th June, 1919.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	...	14,875,322 lbs. (a) ¶	771,377 lbs.	...	£ 192,844	£ ...
Carriage Stock (floor area) ...	584,651 sq. ft.	583,077 sq. ft. (b) ¶	1,574 sq. ft.	...	7,870	...
Van Stock (floor area) ...	165,853 sq. ft.	169,338 sq. ft. (c)	...	3,485 sq. ft.	...	12,198
Sundry Stock (floor area) ...	31,575 sq. ft.	32,209 sq. ft. (d)	...	634 sq. ft.	...	1,268
Truck Stock (carrying capacity) ...	239,741 tons	241,275 tons (e)	...	1,534 tons	...	26,078
					200,714	39,544

¶ Excess of cost of making good Deficiency over Value of Surplus

Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1919, available for replacement of Rolling-Stock ... £161,170
 Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1919, available for replacement of Rolling-Stock ... 26,694

¶ 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, 1919.
 (a) 73 locomotives have been written down to the tractive power represented by their value as scrap materials, and 17 to one-half tractive power.
 (b) 96 vehicles have been written down to internal floor area represented by their value as scrap materials, 90 vehicles have been written down to half area, and 149 to one-fourth area. Only 60 per cent. of internal floor area of 18 cars and 50 per cent. of 2 sleeping cars included on account of these vehicles being owned jointly with the South Australian Railways.
 (c) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and 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.
 (d) 111 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half area.
 (e) 740 "I," 60 "N," 117 "K," 92 "H," 5 "TH," 16 "Q," and 10 water trucks (total 1,040) have been written down to tonnage represented by their value as scrap materials, and 6 "O" (break down) trucks to half tonnage capacity.

A. E. SMITH,

Chief Mechanical Engineer.

APPENDIX No. 17.

STATEMENT SHOWING FUNDS ADVANCED TO 30th JUNE, 1919, FROM THE PUBLIC ACCOUNT UNDER THE PROVISIONS OF THE RAILWAYS ADVANCES ACTS 1910, 1912, 1914, AND 1915, FOR THE PURPOSE OF SUBSTITUTING HEAVY RAILS FOR LIGHT RAILS ON VARIOUS LINES.

Act No.	Amount Authorized.	Expenditure to 30th June, 1919.	Amount Repaid to 30th June, 1919.	Amount.	Balance Outstanding at 30th June, 1919.
	£	£ s. d.	£	£ s. d.	How Repayable.
2268	200,000	Year 1910-11 ... 98,518 11 5 " 1911-12 ... 99,244 4 10 " 1912-13 ... 2,237 3 9	Year 1910-11 ... 50,000 " 1911-12 ... 50,000 " 1912-13 ... 50,000 " 1914-15 ... 25,000 " 1915-16 ... 25,000	Nil	
2432	200,000	Year 1912-13 ... 200,000 0 0 " 1913-14 ... 82,457 17 0 " 1914-15 ... 117,542 3 0	Year 1914-15 ... 200,000 " 1915-16 ... 25,000 " 1916-17 ... 25,000 " 1917-18 ... 50,000 " 1918-19 ... 25,000	Nil	
2550	200,000	Year 1913-14 ... 19,632 15 7 " 1914-15 ... 180,367 4 5	Year 1914-15 ... 25,000 " 1915-16 ... 25,000 " 1916-17 ... 25,000 " 1917-18 ... 25,000 " 1918-19 ... 25,000	50,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:— 1st July, 1919 ... £25,000 1st July, 1920 ... 25,000
2585	150,000	Year 1914-15 ... 7,837 18 4 " 1915-16 ... 73,333 2 11 " 1916-17 ... 10,039 17 2 " 1917-18 ... 1,705 18 2 " 1918-19 ... 22,595 17 11	Year 1915-16 ... 25,000 " 1916-17 ... 25,000	75,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:— 1st July, 1919 ... £25,000 1st July, 1920 ... 25,000 1st July, 1921 ... 25,000
	750,000	115,512 14 6 715,512 14 6	50,000 525,000	65,512 14 6 190,512 14 6	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:— 1st July, 1921 ... £ 25,000 0 0 1st July, 1922 ... 40,512 14 6

APPENDIX No. 18.

RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1919.

Dr.	RAILWAY STORES SUSPENSE ACCOUNT AT 30th JUNE, 1919.			Cr.		
	£	s.	d.	£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20) ...	...	...	...	50,000	0	0
„ Advances from Loan Funds ...	630,000	0	0	33,614	1	10
Less repaid February, 1918 ...	50,000	0	0	68,178	2	0
„ Sundry Outstanding Accounts at 30th June, 1919	580,000	0	0	101,792	3	10
	102,859	15	7	1,096,700	2	9
				6,211	14	10
				1,090,488	7	11
				1,242,280	11	9

APPENDIX No. 19.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDING 30TH JUNE, 1918 AND 1919.

COUNTRY—	Year ending 30th June, 1918						Year ending 30th June, 1919.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
Single and Return Tickets ...	1,258,930	5,374,976	6,633,906	£ 502,345	£ 1,056,693	£ 1,559,038	1,421,410	5,102,450	6,523,860	£ 526,690	£ 958,706	£ 1,485,396.
Periodical Tickets ...	1,062,908	645,409	1,708,317	104,453	23,344	127,797	1,048,592	618,914	1,667,506	113,304	21,653	134,957
Weekly Workmen's Tickets	...	...	...	...	...	...	...	26,048	26,048	...	388	388
Total ...	2,321,838	6,020,385	8,342,223	606,798	1,080,037	1,686,835	2,470,002	5,747,412	8,217,414	639,994	980,747	1,620,741
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	21,910,988	27,900,668	49,811,656	386,560	384,789	771,349	24,633,039	28,702,232	53,335,271	421,972	368,412	790,385
Race and Special Picnic Tickets ...	532,083	486,593	1,018,676	20,965	12,947	33,912	572,381	540,988	1,113,369	20,629	13,936	34,565
Periodical Tickets ...	21,033,848	15,259,423	36,293,271	207,401	104,545	311,946	23,022,081	14,746,202	37,768,283	249,835	100,385	350,220
" (Free Building Tickets) ...	32,240	...	32,240	...	...	...	16,740	...	16,740	...	...	...
Weekly Workmen's Tickets	...	10,255,007	10,255,007	...	88,514	88,514	...	11,453,709	11,453,709	...	98,498	98,498
Total ...	43,509,159	53,901,691	97,410,850	614,926	590,795	1,205,721	48,244,241	55,443,131	103,687,372	692,436	581,231	1,273,668
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	45,830,997	59,922,076	105,753,073	1,221,724	1,670,832	2,892,556	50,714,243	61,190,543	111,904,786	1,332,430	1,561,978	2,894,409
St. KILDA AND BRIGHTON ELECTRIC TRAMWAY ...	...	...	3,854,677	...	...	31,559	...	...	4,945,627	...	...	39,995
SANDRINGHAM AND BLACK ROCK ELECTRIC TRAMWAY ...	...	...	...	...	...	...	...	...	616,746	...	...	3,734

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1918, AND 30TH JUNE, 1919.

Kind of Goods.	Year ending 30th June, 1918.		Year ending 30th June, 1919.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
2nd Class	86,524	170,331	74,374	150,838
1st Class	98,810	159,276	88,997	142,880
"C" Class	77,792	88,012	81,012	96,581
"B" Class	150,012	125,254	141,699	107,807
"A" Class	181,614	139,907	190,950	141,334
Miscellaneous	256,132	88,250	318,942	118,788
Fish	5,123	6,798	5,736	7,976
Fruit	69,592	48,054	78,643	57,857
Butter	31,245	29,455	28,048	27,638
Other Dairy Produce	16,686	14,401	20,117	16,624
Wine	5,296	6,688	5,050	6,046
Wool	70,059	130,888	83,014	152,492
Flour, Bran, Sharps, and Pollard	319,565	133,898	333,260	140,285
*Wheat	1,317,125	609,937	1,314,004	271,495
All other Agricultural Produce	392,712	170,480	443,135	188,680
Hay, Straw, and Chaff	311,443	90,037	332,499	96,276
Fertilizers	181,278	54,101	193,192	52,846
Minerals (including Coal, Coke, Ores, &c.)	487,171	105,745	437,136	92,684
Firewood	538,133	145,612	538,863	145,583
Timber	261,676	91,156	332,249	101,813
Stone, Gravel, and Sand	633,075	67,782	669,357	76,858
All other Goods	288,326	265,187	316,340	264,375
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing	...	26,092	...	66,713
Total Tonnage of Goods carried, and Total Revenue derived therefrom	5,779,389	2,767,341	6,026,617	2,526,469
Live Stock	451,704	370,206	488,853	431,320
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	6,231,093	3,137,547	6,515,470	2,957,789

Number of Live Stock.

	Year ending 30th June, 1918.	Year ending 30th June, 1919.
Calves	96,300	50,353
Cattle	386,120	354,720
Horses	46,593	35,147
Pigs	329,572	346,435
Sheep	5,579,704	7,241,670

* NOTE.—In the year 1918-19 only 536,625 tons of wheat were carried from country stations as compared with 1,050,097 tons in the year 1917-18, the balance of the total tonnage in each year being wheat handled from the stacking sites near the seaboard to the Williamstown and Geelong piers for export, and to Metropolitan Flour Mills, for which services a haulage charge of only 6d. per ton for thirty-ton lots is imposed. This fact, together with the shorter haul to the country stacking sites which were not in existence in 1917-18, accounts for the marked reduction in revenue derived from the wheat traffic in the year 1918-19.

APPENDIX No. 21.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1904, TO 30TH JUNE, 1919.

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 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.		
			£	£	Number.	Number.	Number.	Number.	Number.				£	£	s. d.	
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	9,302,069	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	4,567,627	2,438,532	2,457,678	4,896,210	1,397	7/6.58
1911-12	3,622	3,543	45,836,571	12,655	623	1,352	14,292	634	13,836,375	104,244,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7/6.53
1912-13	3,647	3,639	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7/3.77
1913-14	3,835	3,747	49,529,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,816,088	2,937,543	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	15,303,409	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,341	6.8.94
1915-16	4,100	3,955	54,600,928	13,317	808	1,584	18,913	865	13,826,538	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8.3.03
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	14,022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5.89
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
1918-19	4,190	4,159	57,545,337	13,734	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,188	2,957,789	6,432,77	1,547	9/10.46

Exclusive of St. Kilda to Brighton and Sandringham to Black Rock Electric Tramways.

APPENDIX No. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1904, TO 30TH JUNE, 1919.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).				EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICITY BRANCH.	RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Per Average Mile open.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.		REPAIRS AND RENEWALS.		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								s. d.	£	s. d.	£										
1904-05	562,370	1/2 96	15.70	148	502,022	1/1 35	14.01	488,240	1/0 99	13.63	274,931	0/7 31	7.67	43,575	0/1 16	1.22	...	...	...	...	...
1905-06	588,123	1/3 03	15.53	169	572,297	1/2 62	15.11	481,483	1/0 30	12.71	306,842	0/7 84	8.10	50,278	0/1 29	1.33	...	...	...	...	...
1906-07	593,248	1/2 19	14.78	174	589,452	1/2 10	14.69	521,083	1/0 46	12.99	323,858	0/7 74	8.07	49,032	0/1 17	1.22	...	...	...	...	...
1907-08	612,719	1/2 16	15.82	191	648,589	1/2 99	16.75	573,990	1/1 27	14.82	382,477	0/8 84	9.88	52,455	0/1 22	1.35	...	...	...	...	...
1908-09	641,431	1/1 64	15.35	184	625,602	1/1 30	14.97	620,669	1/1 19	14.86	372,766	0/7 92	8.92	58,108	0/1 24	1.39	...	...	...	...	...
1909-10	684,394	1/2 03	15.40	187	643,912	1/1 20	14.49	696,477	1/2 28	15.67	529,725	0/10 86	11.92	59,818	0/1 23	1.35	...	...	...	...	...
1910-11	766,784	1/2 19	15.66	215	753,312	1/1 94	15.38	756,802	1/2 00	15.46	507,056	0/9 18	10.35	65,987	0/1 22	1.35	...	...	...	...	...
1911-12	901,024	1/3 63	17.27	237	840,141	1/2 57	16.10	842,438	1/2 62	16.14	547,940	0/9 50	10.50	74,237	0/1 29	1.42	...	...	...	...	...
1912-13	947,868	1/3 98	18.21	241	876,631	1/2 78	16.84	914,709	1/3 42	17.57	551,023	0/9 29	10.59	80,937	0/1 37	1.55	...	...	...	...	...
1913-14	1,066,738	1/5 03	19.18	248	928,702	1/2 83	16.70	1,003,621	1/4 03	18.05	632,859	0/10 11	11.38	85,968	0/1 37	1.55	...	...	...	...	...
1914-15	1,081,816	1/4 97	20.96	218	838,014	1/1 14	16.24	1,025,934	1/4 09	19.88	690,861	0/10 84	13.38	92,996	0/1 46	1.80	...	...	...	...	...
1915-16	1,085,329	1/6 84	19.02	210	830,674	1/2 42	14.56	1,068,660	1/6 55	18.73	600,469	0/10 42	10.53	91,490	0/1 59	1.60	...	...	...	...	...
1916-17	1,095,703	1/6 76	18.41	181	743,391	1/0 72	12.49	1,220,959	1/8 90	20.51	610,078	0/10 44	10.25	89,509	0/1 53	1.50	...	...	...	...	...
1917-18	1,218,509	1/9 46	18.57	228	943,742	1/4 62	14.38	1,265,898	1/10 30	19.29	633,929	0/11 16	9.66	93,382	0/1 65	1.42	...	...	...	...	...
1918-19	1,248,285	1/10 99	19.41	182	757,358	1/1 95	11.77	1,238,979	1/10 82	19.26	637,171	0/11 73	9.91	93,805	0/1 72	1.46	...	...	...	...	...

* 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, year 1917-18, £50,000, and year 1918-19, £50,000.

Exclusive of St. Kilda to Brighton and Sandringham to Black Rock Electric Tramways.

APPENDIX No. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1904, TO 30TH JUNE, 1919.

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.	Border Railways Adjustment.	DEFICIT.	SURPLUS.
	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	s. d.	£	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.									
1904-05	...	...	...	...	1,711,128	506	3/9/51	4.15	4.34	4.34	248,485	1,462,643	3.54	3.71	1,461,994	102,656	...	£	...
1905-06	...	...	...	...	1,788,596	527	3/9/71	4.32	4.51	4.51	117,542	1,671,362†	4.03†	4.22†	1,472,397†	99,637	...	...	99,328†
1906-07	...	...	...	...	1,935,968	570	3/10/30	4.66	4.88	4.88	165,749	1,762,417†	4.24†	4.44†	1,483,284†	110,881	...	...	168,252†
1907-08	...	...	...	...	1,587,471	468	3/0/69	3.79	3.98	3.98	47,058	1,536,488†	3.66†	3.85†	1,483,807†	103,064	...	...	50,383†
1908-09	...	...	...	...	1,788,685	521	3/1/59	4.16	4.35	4.35	...	1,770,551†	4.16†	4.35†	1,430,093†	105,415*	...	...	235,043†
1909-10	...	...	...	...	1,732,318	503	2/11/52	4.02	4.19	4.19	...	1,734,343†	4.02†	4.20†	1,472,916†	106,330*	...	...	155,097†
1910-11	...	...	...	...	1,954,883	558	3/0/16	4.43	4.60	4.60	50,346	1,907,570†	4.32†	4.49†	1,516,764†	107,831*	...	...	282,975†
1911-12	...	...	...	...	1,987,092	561	2/10/47	4.34	4.50	4.50	78,609	1,910,212†	4.16†	4.33†	1,513,102†	131,319*	...	...	265,791†
1912-13	...	...	...	...	1,808,247	496	2/6/49	3.80	3.98	3.98	79,762	1,729,506†	3.64†	3.81†	1,595,020†	112,236*	...	...	22,250†
1913-14	...	...	...	...	1,815,265	484	2/4/99	3.66	3.77	3.77	6,950	1,807,981†	3.64†	3.76†	1,677,369†	112,855*	...	...	17,757†
1914-15	...	...	...	...	1,405,647	365	1/10/04	2.69	2.68	2.68	359,547	1,048,809†	2.00†	2.00†	1,767,807†	123,438*	...	842,436†	...
1915-16	...	...	...	...	2,000,015	506	2/10/72	3.65	3.68	3.68	292,264	1,710,487†	3.15†	3.15†	1,927,107†	121,332*	...	337,952†	...
1916-17	...	...	...	...	2,153,276	524	3/0/86	3.86	3.90	3.90	354,597	1,806,096†	3.23†	3.27†	2,012,447†	131,416*	...	337,767†	...
1917-18	...	...	...	...	2,374,213	573	3/5/82	4.19	4.23	4.23	263,046	2,119,128†	3.74†	3.78†	2,126,906†	129,160*	...	136,938†	...
1918-19	...	...	...	...	2,421,488	582	3/8/60	4.21	4.29	4.29	268,874	2,167,414†	3.77†	3.84†	2,164,902†	151,588*	14,521	163,597†	...

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

APPENDIX No. 22.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1919.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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†
1919	135,167	‡707,740†	94,586†	937,493†
Total ...	4,090,868	8,796,218	5,808,853	18,695,939

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

† Includes Electric Tramways.

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

Year 1912-13	...	...	...	£27,976
„ 1913-14	...	...	...	151,618
„ 1914-15	...	...	...	751,980
„ 1915-16	...	...	...	690,483
„ 1916-17	...	...	...	532,102
„ 1917-18	...	...	...	290,038
„ 1918-19	...	...	...	479,464

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, 1919.

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	4,952,520 16 10	49,088	
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	731,163 15 11	13,052	
* 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	66,686 7 9	4,599	
† Lancefield to Kilmore ...	...	18·10	18·10	1,734	1,160	1 " 40	108,328 14 11	5,985	
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67·82	67·82	1,450	526	1 " 50	403,504 15 10	5,950	
Carlsruhe to Daylesford ...	0·38	22·17	22·55	2,469	1,791	1 " 50	177,819 15 6	7,886	
Daylesford Junction to North Creswick ...	...	23·11	23·11	2,292	1,429	1 " 40	182,129 13 10	7,881	
Kyneton (Redesdale Junction) to Redesdale ...	...	16·25	16·25	1,636	973	1 " 50	90,401 8 5	5,563	
Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	1 " 40	425,364 7 3	9,081	
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...	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	114,697 6 0	4,807	
Donald to Birehip ...	...	32·30	32·30	394	330	1 " 100	94,999 5 2	2,941	
Birchip to Cronomby (Woomelang) ...	...	26·45	26·45	351	260	1 " 75	71,433 2 7	2,701	
Woomelang to Mildura ...	...	110·15	110·15	334	128	1 " 75	291,037 10 11	2,642	
Mildura to White Cliffs ...	...	6·92	6·92	186	126	1 " 75	17,810 8 9	2,574	
White Cliffs to Yelta ...	...	...	...	...	...	...	4 9 6	In progress	
Dunolly to Inglewood ...	...	24·24	24·24	794	457	1 in 50	96,108 14 1	3,965	
Ouyen to Kow Plains ...	...	56·39	56·39	351	137	1 " 60	138,107 0 6	2,449	
Kow Plains to Murrayville ...	...	11·48	11·48	218	146	1 " 75	31,455 17 8	2,740	
Murrayville to South Australian Border ...	...	12·53	12·53	351	192	1 " 80	61 13 9	...	
South Australian Border to Pinnaroo (3·55 mls.) ...	...	...	...	...	...	...	2 13 7	...	
Castlemaine (Maldon Junction) to Maldon ...	...	10·24	10·24	1,177	890	1 in 40	62,431 10 3	6,097	
Maldon (Laaneoorie Junction) to Melbourne ...	...	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	298,220 0 11	7,146	
Wauha Junction to Ballarat Race-course ...	...	2·10	2·10	1,508	1,466	1 " 50	7,485 3 4	3,564	
Pisgah Junction to Wauha ...	...	13·74	13·74	1,533	1,341	1 " 60	73,098 19 7	5,320	
Maryborough to Avoca ...	...	14·93	14·93	885	721	1 " 40	64,727 5 5	4,335	
Avoca to Ararat ...	...	39·04	39·04	1,215	763	1 " 50	174,675 10 8	4,474	
Crowland to Navarre ...	...	22·87	22·87	885	720	1 " 66	66,313 16 10	2,900	
Bendigo to Inglewood ...	0·80	28·13	28·93	779	443	1 " 70	198,052 13 10	6,846	
Inglewood to Charlton ...	...	42·82	42·82	639	422	1 " 50	248,721 10 5	5,809	
Charlton to Wycheproof ...	...	16·48	16·48	521	356	1 " 50	97,836 0 2	5,937	
Wycheproof to Sea Lake ...	...	47·89	47·89	357	172	1 " 94	85,532 3 2	1,786	
Sea Lake towards Pier Millan (Nandaly) ...	...	17·68	17·68	265	172	1 " 66	43,620 17 11	2,467	
Nandaly to Mityack, towards Kulwin ...	...	11·07	11·07	256	193	1 " 75	42,566 13 9	In progress	
Wedderburn Junction to Wedderburn ...	...	4·86	4·86	660	554	1 " 50	18,724 14 5	3,853	
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	50,423 11 0	2,296	
Quambatook to Ultima ...	...	30·31	30·31	371	256	1 " 100	54,176 12 11	1,787	
Ultima to Chillingollah ...	...	20·14	20·14	263	164	1 " 60	34,401 17 10	1,708	
Chillingollah to Manangatang ...	...	18·59	18·59	245	169	1 " 75	38,138 2 6	2,052	
Manangatang to Bryden's Tank ...	...	...	...	...	...	...	841 4 5	In progress	
Eaglehawk to Kerang ...	...	72·99	72·99	742	255	1 " 70	347,750 12 9	4,764	
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35·16	35·16	286	225	1 " 100	165,280 6 2	4,701	
Swan Hill to Piangil ...	...	27·39	27·39	291	216	1 " 75	66,806 1 2	2,439	
Piangil to Pine Tank ...	...	...	...	...	...	...	28,553 14 0	In progress	
Elmore to Cohuna ...	...	57·09	57·09	438	264	1 " 100	141,355 3 10	2,476	
Footscray to Williamstown (including cost of piers at Williamstown) ...	5·50	0·37	5·87	66	8	1 " 100	581,541 0 6	99,070	
* Newport to Braybrook Junction ...	...	4·29	4·29	110	48	1 " 92	48,620 10 6	11,334	
Newport to Geelong (including cost of Geelong Pier) ...	2·90	35·61	38·51	113	11	1 " 81	1,330,611 11 1	33,944	
* 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	414,379 12 11	7,938	
† Geelong Race-course Branch ...	...	1·96	1·96	43	10	1 " 50			
Colac to Camperdown ...	...	28·11	28·11	569	405	1 " 50	156,544 15 8	5,569	
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0·90	41·81	42·71	550	13	1 " 50	384,109 16 7	8,993	
Warrnambool to Koroit ...	...	9·36	9·36	245	19	1 " 50	89,553 19 2	9,568	
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	116,937 16 9	5,644	
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	147,761 0 2	7,444	
Irrewarra to Beeac ...	...	8·70	8·70	432	390	1 " 66	47,525 3 1	5,463	
Beeac to Newtown ...	...	35·85	35·85	443	388	1 " 50	113,188 1 5	3,157	
¶ Colac to Beech Forest ...	...	29·66	29·66	1,748	225	1 " 30	78,019 1 5	2,631	
¶ Beech Forest to Crowe's ...	...	14·24	14·24	1,826	1,356	1 " 30	44,178 15 10	3,102	
Camperdown (Cnr die's River Junction) to Timboon ...	...	22·32	22·32	673	52	1 " 40	116,174 15 8	5,205	
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	1,960,540 5 2	36,694	
* North Geelong Loop Line ...	...	0·22	0·22	53	46	1 " 57			
North Geelong to Fyansford ...	...	2·93	2·93	212	56	1 " 50	13,133 6 5	In progress	
Ballarat to Ararat ...	4·33	52·84	57·17	1,517	960	1 " 50	472,758 3 10	8,269	
Ararat to Stawell ...	...	18·85	18·85	1,086	761	1 " 100	192,453 3 0	10,210	
Stawell to Horsham ...	1·18	52·26	53·44	761	423	1 " 100	389,663 3 4	5,624	
* Stawell to Grampians ...	...	15·84	15·84	815	621	1 " 30			
Carried forward ...	162·44	1,735·89	1,898·33	...	...	...	17,628,001 13 6	...	

* 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.	Feet.	£ s. d.	£
Brought forward	162.44	1,735.89	1898.33	...	...	...	17,628,001 13 6	...
Horsham to Dimboola	0.36	21.10	21.46	477	361	1 in 50	124,545 11 7	5,804
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	437,063 5 1	6,913
Braybrook Junction to Parwan	...	21.65	21.65	466	119	1 " 50	273,031 10 7	12,611
Parwan to Gordon	...	27.46	27.46	1,877	341	1 " 48	356,350 10 9	12,977
Gordon to Warrenbeip	0.09	12.78	12.87	1,940	1,707	1 " 50	130,141 5 0	10,112
* Bungaree Junction to Race-course Reserve	...	1.53	1.53	1,884	1,848	1 " 50	3,332 4 2	2,178
Gberinghap to Maroona	...	99.76	99.76	978	193	1 " 100	426,687 4 0	4,277
* Lal Lal Race-course Branch	...	2.00	2.00	1,539	1,532	1 " 112	11,420 12 4	5,711
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	60,446 9 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	56,843 19 4	4,458
* Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1.14	1.14	1,297	1,256	1 " 50	3,689 9 1	3,236
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	...	66.06	66.06	1,028	572	1 " 50	391,461 10 7	5,926
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53.82	53.82	606	11	1 " 40	311,625 6 9	5,790
† Dunkeld to Koroit	...	48.99	48.99	834	207	1 " 60	171,446 11 3	3,500
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	...	18.10	18.10	727	590	1 " 60	77,639 8 5	4,289
Hamilton (Coleraine Junction) to Coleraine	...	23.01	23.01	668	301	1 " 40	112,537 2 3	4,891
Hamilton to Cavendish	...	15.47	15.47	794	577	1 " 50	45,626 15 6	2,949
Cavendish to Toolondo (Toolondo to Balmoral)	...	18.71	18.71	588	558	1 " 161	106,221 12 4	5,677
Branxholme to Casterton	...	32.09	32.09	572	149	1 " 40	182,358 7 9	5,683
Heywood to Mumbannar	...	38.82	38.82	422	85	1 " 50	138,863 0 6	3,577
Mumbannar to South Australian Border	...	5.65	5.65	223	209	1 " 100	15,290 1 7	2,706
* South Australian Border to Mount Gambier (11.67 miles)	...	...	...	...	...	...	46,624 2 3	...
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	31,568 18 1	2,053
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31.20	31.20	464	360	1 " 66	157,490 4 6	5,048
Warracknabeal to Beulah	...	21.92	21.92	359	288	1 " 80	59,113 15 2	2,697
Beulah to Hopetoun	...	16.01	16.01	290	258	1 " 100	38,145 11 2	2,383
Horsham to Noradjuha	...	19.95	19.95	488	395	1 " 50	81,530 11 2	4,087
Noradjuha to Toolondo	...	11.24	11.24	560	475	1 " 100	27,426 10 10	2,440
Natimuk (East Natimuk) to Goroke	...	28.32	28.32	624	394	1 " 50	69,230 7 7	2,445
Dimboola to Jeparit	...	21.59	21.59	387	268	1 " 75	50,221 9 11	2,326
Jeparit to Albacutya (Rainbow)	...	18.47	18.47	388	263	1 " 75	35,450 18 4	1,919
Jeparit to Lorrquon	...	13.68	13.68	395	271	1 " 100	33,230 6 7	2,429
Lorrquon to Yauae-a-Yanae	...	18.38	18.38	473	355	1 " 75	47,260 11 1	2,571
Rainbow to Nypo	...	10.59	10.59	294	237	1 " 75	27,378 4 7	2,585
Essendon Junction to Essendon	3.50	...	3.50	148	14	1 " 67	211,565 18 6	42,313
* 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	2,398,444 14 4	13,179
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1.94	...	1.94	538	312	1 " 75	62,399 10 6	32,165
North Melbourne to Coburg	5.07	...	5.07	202	13	1 " 50	221,676 13 6	43,723
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	160,902 9 8	67,323
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	290,617 5 9	13,174
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	164,301 9 4	6,935
Yea to Mansfield and Alexandra-road	...	55.82	55.82	1,304	557	1 " 40	345,136 10 8	6,183
Alexandra-road to Alexandra	...	4.32	4.32	922	716	1 " 30	29,091 7 5	6,734
Mangalore to Shepparton	0.29	44.96	45.25	499	372	1 " 100	292,786 16 7	6,470
Shepparton to Numurkah	2.16	18.60	20.76	376	348	1 " 206	88,566 16 4	4,266
Numurkah to Cobram	0.20	21.45	21.65	376	355	1 " 165	89,789 7 8	4,147
Murchison East to Rushworth	...	12.87	12.87	476	391	1 " 80	70,866 15 6	5,506
Rushworth to Colbinabbin	...	12.82	12.82	510	363	1 " 50	38,382 17 7	2,994
Rushworth to Stanhope North	...	14.22	14.22	516	347	1 " 50	48,982 8 2	3,445
Toolamha 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	158,497 8 10	4,652
Shepparton to Dookie	...	14.84	14.84	500	372	1 " 100	55,269 10 8	3,724
Dookie to Katamatite	...	17.02	17.02	490	383	1 " 69	41,059 5 2	2,412
Numurkah to Nathalia	...	13.79	13.79	356	335	1 " 330	52,314 15 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	20,713 17 9	2,526
Strathmerton to Tocumwal Extension	...	2.07	2.07	372	365	1 " 92	17,528 2 3	8,468
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	98,600 19 0	4,965
Benalla to Tatong	...	18.08	18.08	760	556	1 " 60	50,447 6 0	2,790
† Wangaratta to Whitfield	...	30.49	30.49	811	481	1 " 80	40,134 17 1	1,316
Wangaratta (Beechworth June.) to Beechworth	...	22.26	22.26	1,831	502	1 " 30	165,984 2 5	7,457
Beechworth to Yackandandah	...	12.84	12.84	1,912	981	1 " 30	97,178 2 8	7,568
Everton to Myrtleford	...	16.56	16.56	989	581	1 " 40	77,980 7 11	4,709
Myrtleford to Bright	...	18.54	18.54	1,004	688	1 " 50	112,697 15 5	6,079
Carried forward	247.17	3,203.69	3,450.86	...	...	...	27,755,724 15 6	...

* 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	3,203'69	3,450'86	...	...	...	27,755,724	15	6
Springhurst to Wahgunyah ...	...	13'95	13'95	623	454	1 in 50	75,754	5	1
Wodonga to Tallangatta ...	...	25'71	25'71	726	530	1 " 40	192,286	3	11
Tallangatta to Beetomba ...	...	32'59	32'59	2580	625	1 " 30	239,708	14	3
Spencer Street to Flinders Street ...	0'76	...	0'76	33	17	1 " 40	277,546	13	6
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	2,749,975	7	0
Prince's Bridge to Collingwood ...	2'22	...	2'22	85	23	1 " 62	200,200	6	0
Collingwood to Heidelberg ...	2'92	2'57	5'49	196	68	1 " 50	245,307	8	9
Heidelberg to Eltham ...	...	8'35	8'35	303	110	1 " 40	62,953	9	10
Eltham to Hurst's Bridge ...	...	6'64	6'64	248	116	1 " 50	45,068	7	9
Brighton Beach to Sandringham ...	2'20	...	2'20	58	20	1 " 97	82,530	7	1
South Yarra to Oakleigh ...	7'05	...	7'05	184	22	1 " 54	648,514	9	6
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	1,226,342	9	4
Sale to Stratford (Junction) ...	...	8'97	8'97	64	33	1 " 66	45,415	0	8
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	0'20	10'10	10'30	249	72	1 " 50	298,115	15	6
‡ Caulfield to Frankston ...	19'65	0'23	19'88	166	10	1 " 50	273,623	13	9
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18'85	18'85	327	10	1 " 50	113,919	7	4
Mornington Junction to Mornington ...	...	7'67	7'67	194	60	1 " 50	68,637	13	1
Bittern to Red Hill ...	...	...	...	...	...	...	59	14	9
Frankston Cemetery Line ...	...	...	...	...	...	...	330	16	11
Spring Vale Cemetery Line ...	...	1'60	1'60	231	145	1 in 50	9,278	16	6
Dandenong (Great Southern Junction) to Port Albert ...	0'17	117'11	117'28	746	10	1 " 40	1,038,247	8	4
Koo-wee-rup to McDonald's Track ...	...	...	...	...	...	...	9,674	15	4
Nyora to Woolamai ...	...	16'79	16'79	410	58	1 in 50	77,870	1	7
Woolamai to Powlett Coal Field (including sidings, Wonthaggi) ...	...	13'75	13'75	233	14	1 " 60	135,289	0	9
Korumburra to Coal Creek ...	...	0'89	0'89	735	630	1 " 30	5,741	7	11
Korumburra (Strzelecki Junction) to Strzelecki (Junction with Coal Creek Line) ...	...	2'25	2'25	764	573	1 " 30	11,533	5	7
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,806	7	4
Jumbunna to Outtrim ...	...	2'40	2'40	649	539	1 " 40	27,915	8	11
¶ Welshpool to Welshpool Jetty ...	...	3'23	3'23	57	6	1 " 100	3,167	18	0
Alberton to Won Wron ...	...	...	...	...	...	...	302	17	5
Warragul to Neerim South ...	...	13'49	13'49	681	349	1 in 40	124,509	10	1
Neerim South to Torongo River (Neerim South to Noojee) ...	...	14'01	14'01	1,415	676	1 " 30	125,648	1	5
Moe (Junction) to Thorpdale ...	...	10'67	10'67	798	219	1 " 40	116,685	17	4
¶ Moe to Walhalla ...	...	26'06	26'06	1,323	174	1 " 30	113,324	11	10
Morwell to North Mirboo ...	...	20'16	20'16	784	184	1 " 40	154,238	0	2
Traralgon to Heyfield ...	...	22'06	22'06	262	93	1 " 50	125,113	3	3
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0'52	49'30	49'82	296	9	1 " 50	293,209	14	3
Bairnsdale to Orbost ...	...	60'24	60'24	423	23	1 " 50	430,861	0	7
Maffra to Briagolong ...	...	11'79	11'79	238	109	1 " 50	62,010	0	8
Burnley to Waverley Road ...	...	5'23	5'23	111	33	1 " 60	174,519	6	5
Hawthorn to Lilydale ...	11'82	8'20	20'02	484	41	1 " 40	662,638	19	4
Lilydale to Healesville ...	0'26	15'11	15'37	351	230	1 " 40	224,334	5	6
Hawthorn (Kew Junction) to Kew ...	...	0'96	0'96	119	41	1 " 40	76,453	14	0
Ringwood to Upper Ferntree Gully ...	...	7'44	7'44	436	314	1 " 40	69,105	15	7
¶ Ferntree Gully to Gembrook ...	...	18'22	18'22	1,057	412	1 " 30	63,316	18	11
Lilydale to Warburton ...	...	23'97	23'97	738	289	1 " 37½	128,632	0	5
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach ...	5'16	...	5'16	59	7	1 " 21½	115,113	4	3
Sandringham to Black Rock Electric Street Railway † ...	2'22	'19	2'41	112	41	1 " 18½	42,705	11	9
Total mileage of lines constructed ‡	330'41	3,914'64	4,245'05	...	...	...	...	...	...
Less mileage closed for traffic at 30th June, 1919.									
Double. Single. Total.									
Dunkeld to Peshurst (dismantled 19th February, 1898) ...	15'87	15'87	...						
Lancefield to Kilmore (dismantled) ...	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, 1919 ...	330'21	3,866'88	4,197'09						
Carried forward ...	330'21	3,866'88	4,197'09				39,044,262	2	11

† See lines closed for traffic.

‡ Including portion dismantled.

§ Gauge of lines constructed—miles 5-ft. 3-in., 4,072'78;

miles 2-ft. 6-in., 121'90.

¶ 2-ft. 6-in. gauge.

|| 4-ft. 8-in. gauge, 2'41 miles.

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	330·21	3,866·88	4,197·09	...	...	...	39,044,262	2	11
Works, Melbourne to Essendon Junction	...	...	...	...	...	...	1,986,988	15	9
Railway Offices, Spencer Street	...	...	...	...	...	...	193,997	18	10
Sheds and Workshops, Williamstown	...	...	...	...	...	...	154,029	0	1
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	...	...	...	...	...	...	633,281	3	2
Sheds and Workshops, Country Depôts (including cost of machinery)	...	...	...	...	...	...	28,310	12	10
Workshops, Bendigo (including cost of machinery)	...	...	...	...	...	...	130,091	3	5
Workshops, Ballarat (including cost of machinery)	...	...	...	...	...	...	126,312	1	11
General Construction Account, (Capital Expenditure common to all lines)	...	...	...	...	...	...	869,464	4	10
Rolling-stock, Broad-gauge... ..	...	...	...	...	...	...	11,118,699	3	6
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	105,586	19	8
Rolling-stock, Electric Tramway	...	...	...	...	...	...	49,233	8	6
McKeen Motor Cars	...	...	...	...	...	...	15,078	0	8
Steam Motor Car (Great Western type)	...	...	...	...	...	...	4,393	2	5
Electrification Melbourne Suburban Lines	...	...	...	...	...	...	2,923,661	1	3
Grand Total	330·21	3,866·88	4,197·09	...	...	...	57,383,388	19	9

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
					150
1859—Jan. 17	Footscray	Williamstown Pier	5.87		36
" 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	Salc	Morwell ...	39.10		475
" July 27	Birregurra	Colac ...	11.81		475
" Oct. 8	Oakleigh	Bunyip ...	38.77		475
" " 29	Dunkeld	Hamilton ...	19.05		475
" Dec. 1	Moe	Morwell ...	8.76		475
" " 19	Hamilton	Portland North ...	52.81		475
" " 19	Portland North	Portland Pier ...	1.00		475
1878—Feb. 1	Race-course Junction ...	† Geelong Race-course	1.96		580
" March 1	Moe	Bunyip ...	31.59		475
" Sept. 3	Dunolly	Bealiba ...	12.16		580
" Dec. 17	Stawell	Murtoa ...	35.49		580
" " 23	Bealiba	St. Arnaud ...	20.85		580
1879—Jan. 29	Springhurst	Wahgunyah ...	13.95		580
" Feb. 5	Murtoa	Horsham ...	18.00		580
" April 2	South Yarra	Oakleigh ...	7.05		604
" May 7	Warrenheip	Gordons ...	12.86		580
" " 21	Geelong	Queenscliff ...	20.71		580
1880—Jan. 13	Mangalore	Shepparton ...	45.24		603
" " 13	Toolamba	Tatura ...	6.83		636
" Feb. 16	Carlsruhe	Trentham ...	10.82		606
" March 17	Trentham	{ Daylesford (includ- ing extension) }	11.75		671
Carried forward			1193.81		

* Trains run only as required for traffic.

† Dismantled 18th 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 ...	Camherwell ...	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	Camherwell ...	Lilydale ...	17'94	682
" " 15	Eaglehawk ...	Raywood ...	13'42	682
1883—April 20	Korong Vale ...	Charlton ...	22'62	682
" June 14	Wodonga ...	River Murray ...	1'94	682
" " 21	Raywood ...	Mitiamo ...	22'44	682
" July 2	Korong Vale ...	Boort ...	17'86	682
" " 2	Colac ...	Camperdown ...	28'10	682
" Aug. 1	Ballarat ...	Scarsdale ...	13'11	682
" Sept. 3	Benalla ...	St. James ...	20'33	682
" Oct. 1	Charlton ...	Wycheproof ...	16'47	682
" Nov. 13	Traralgon ...	Heyfield ...	22'06	682
" " 16	Tallarook ...	Yea ...	23'69	682
" Dec. 17	Everton ...	Myrtleford ...	16'56	682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12'59	682
" " 15	Branxholme ...	Henty ...	23'19	682
" April 2	Braybrook Junction ...	Melton ...	15'64	682
" June 16	Castlemaine ...	Maldon ...	10'24	682
" Sept. 1	Henty ...	Casterton ...	8'90	682
" " 9	North Melbourne ...	Coburg ...	5'07	682
" Oct. 25	Pyramid Hill ...	Kerang ...	24'54	682
1885—April 6	Race-course Junction ...	*Williamstown Race-course ...	0'69	860, 889, 962 & 1381
" " 10	Morwell ...	Boolarra ...	12'11	682
" Sept. 8	Boolarra ...	Darlimurla ...	4'44	682
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course ...	2'00	821 and 1381
" " 7	Darlimurla ...	North Mirboo ...	3'61	682
" April 1	Melton ...	Parwan ...	6'00	682
" May 6	St. James ...	Yarrawonga ...	19'86	821 and 1381
" " 12	Murtoa ...	Warracknabeal ...	31'20	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards ...	2'92	821 " 1381
" Dec. 22	Gordon ...	Ballan ...	7'37	821 " 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	63'19	821 " 1381
" " 19	North Creswick ...	Rocky Lead ...	12'65	821 " 1381
" Feb. 16	Parwan ...	Bacchus Marsh ...	2'54	821 " 1381
" March 18	Heyfield ...	Maffra ...	10'92	821 " 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4'86	821 " 1381
" " 23	Camperdown ...	Terang ...	13'87	821 " 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10'46	821 " 1381
" " 1	Lubeck ...	Rupanyup ...	9'77	821 " 1381
" Aug. 19	Tatura ...	Echuca ...	34'07	821 " 1381
" " 25	Horsham ...	Noradjuha ...	19'95	821 " 1381
" Sept. 2	Brighton Beach ...	Sandringham ...	2'20	821 " 1381
" " 24	Braybrook Junction ...	*Newport ...	4'29	821 " 1381
" Nov. 8	Maffra ...	Stratford ...	6'11	821 " 1381
" Dec. 19	Hawthorn ...	Kew ...	0'96	821 " 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2'39	821 " 1381
" " 8	Nicholson-street ...	Fitzroy ...	0'95	821 " 1381
" " 8	Clifton Hill ...	Collingwood ...	0'90	821 " 1381
" " 8	Clifton Hill ...	Alphington ...	2'35	682
" " 8	Alphington ...	Heidelberg ...	2'24	821 and 1381
" " 8	Moe Junction ...	Thorpdale ...	10'67	821 " 1381
" " 8	Sale Junction ...	Stratford Junction ...	8'97	821 " 1381
" " 8	Stratford ...	Bairnsdale ...	32'79	821 " 1381
" " 15	Lilydale ...	Yarra Flats ...	7'35	821 " 1381
" Oct. 1	Numurkah ...	Nathalia ...	13'79	821 " 1381
" " 1	Numurkah ...	Cobram ...	21'65	821 " 1381
" " 1	Shepparton ...	Dookie ...	14'84	821 " 1381
" " 1	Kilmore Junction ...	Kilmore ...	9'51	821 " 1381
" " 1	Bendigo ...	Heathcote ...	27'64	821 " 1381
" " 1	Pisgah Junction ...	Wanbra ...	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 ...	Rokety ...	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	Mnrehison East ...	Rushworth ...	12'87	821 " 1381	
" " 16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381	
" Oct. 10	Scarsdale ...	Linton ...	7'97	821 " 1381	
" " 17	Myrtleford ...	Bright ...	18'54	821 " 1381	
" Nov. 10	Cathkin ...	Merton ...	15'47	821 " 1381	
" " 11	Tooradin ...	Loch ...	23'53	821 " 1381	
" " 18	Ararat ...	Avoca ...	39'04	821 " 1381	
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale ...	16'25	821 " 1381	
" March 24	Fairfield Park ...	†Riversdale (including †Canterbury loop line)	4'99	821 " 1381	
" " 24	Maldon (Laanecoorie Junction)	Shelbourne ...	9'89	821 " 1381	
" May 7	Merton ...	Maindample ...	13'86	821 " 1381	
" June 2	Loch ...	Korumburra ...	9'89	821 " 1381	
" " 5	Birregurra ...	Forrest ...	19'85	821 " 1381	
" July 23	Beechworth ...	Yackandandah ...	12'84	821 " 1381	
" " 24	Bolga ...	Tallangatta ...	5'02	821 " 1381	
" Oct. 6	Maindample ...	Mansfield ...	8'64	821 " 1381	
" Nov. 23	Spencer Street ...	§Flinders St. (Viaduct)	0'76	821 " 1187	
" Dec. 17	Korumburra ...	Leongatha ...	9'19	821 " 1381	
1892—Jan. 13	Leongatha ...	Port Alhert ...	58'75	821 " 1381	
" March 18	Rokeby ...	Neerim South ...	5'36	1030 " 1300	
" April 5	Cordie's River Junction ...	Timboon ...	22'32	821 " 1381	
" " 6	Lancefield ...	†Kilmore ...	18'10	821 " 1381	
" Oct. 28	Korumburra ...	Coal Creek ...	0'89	1240 " 1255	
" Nov. 22	Dookie ...	Katamatite ...	17'02	1529	
1893—Jan. 5	Warracknabeal ...	Beulah ...	21'92	1273	
" March 28	Donald ...	Birchip ...	32'30	1273	
1894—March 6	Beulah ...	Hopetoun ...	16'01	1316	
" May 7	Korumburra (Jumbunna Junction)	Jumbunna ...	3'74	1240 and 1294	
" " 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards	0'89	1030 " 1381	
" June 1	Korumburra (Strezlecki Junction)	Strezlecki ...	2'25	1240 " 1294	
" " 19	Dimboola ...	Jeparit ...	21'59	1312	
" July 31	Natimuk (East Natimuk)	Goroke ...	28'32	1292	
" Aug. 7	Boort ...	Quambatook ...	21'96	1312	
1895—March 8	Wyeheproof ...	Sea Lake ...	47'89	1383	
1896—Feb. 5	Jumbunna ...	Outtrim ...	2'40	1371 and 1420	
" Dec. 15	Nathalia ...	Picola ...	6'74	1293	
1899—March 14	Wangaratta ...	†Whitfield ...	30'49	1492	
" Sept. 18	Birchip ...	Woomelang ...	26'45	1550	
" Nov. 2	Jeparit ...	Rainbow ...	18'47	1558	
1900—March 1	Quambatook ...	Ultima ...	30'30	1555	
" Dec. 18	Upper Fern Tree Gully ...	†Gembrook ...	18'22	1549	
" " 26	Bungaree ...	*Race-course ...	1'53	1682	
1901—Oct. 21	Melbourne ...	Collingwood ...	2'22	1590	
" Nov. 13	Lilydale ...	Warburton ...	23'97	1589	
1902—March 1	Colac ...	†Beech Forest ...	29'66	1594 and 1760	
" June 5	Heidelberg ...	Eltham ...	8'35	1299	
		Carried forward	3299'78		

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2-ft. 6-in. gauge.

APPENDIX No. 24—continued.

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

Date of Opening.	From—	To—	Length, in Miles	Authorization Act.	
				Number.	
		Brought forward ...	3299.78		
1903—Jan. 15	Woomelang	Hattah	68.79	1679	
" May 25	Hattah	Nowingi	11.94	1679	
" Sept. 30	Nowingi	Yatpool	16.19	1679	
" Oct. 27	Yatpool	Mildura	13.23	1679	
" Dec. 21	North Geelong Loop Line	"	0.22	1884	
1904—Jan. 1	Burrumbet Race-course Junction	*Burrumbet 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 Toomwal ...	3.20	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	Toomwal Extension	2.07	2078	
1909—June 15	Rupanyup	Marnoo	15.38	2124	
" July 1	Ultima	Chillingollah	20.14	2144	
" Oct. 28	Alexandra Road	Alexandra	4.32	2104	
1910—May 3	Moe	¶ Walhalla	26.06	1691 and 2180	
" " 9	Nyora	Woolamai	16.79	2125	
" " 9	Woolamai	Powlett Coal Field ...	13.75	2221	
" July 4	Mildura	White Cliffs	6.92	1679	
" Dec. 1	Beeac	Cressy	11.36	2178	
1911—June 20	Beech Forest	¶ Crowes	14.24	2149	
" Sept. 25	Cressy	Newtown	24.49	2178	
1912—June 25	Ouyen	Kow Plains	56.39	2179	
" " 25	Kow Plains	Murrayville	11.48	2290	
" " 25	Eltham	Hurst's Bridge	6.64	2217	
1912—Sept. 24	Noradjuha	Toolondo	11.24	2222	
" Dec. 10	Jeparit	Lorquon	13.68	2224	
1913—May 17	St. Kilda and Brighton Electric Tramway†	"	.03		
" Aug. 8	Gheringbap	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	Mumbanna†	12.80	2424	
" " "	Mumbanna†	South Australian Border	5.65	2424	
" Dec. 17	Toolondo	Kanagulk	10.55	2502	
1918—Sept. 9	North Geelong	Fyansford	2.93	2879	
1919—March 10	Sandringham	¶ Black Rock	2.41	2556	
" April 10	Shelley	Beetomba	9.73	2414	
" " 28	Nayook	Noojee	5.99	2504	
" May 28	Nandaly	Mityack	11.07	2765	
" June 16	Kanagulk	Balmoral	8.16	2502	
Total mileage			4,245.05		
Less mileage closed for Traffic at 30th June, 1919—			Miles.		
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		
			5.91		
Burnley to Waverley Road—					
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, 1919 ...			4,197.09		

* Trains run only as required for traffic. † Electric Tramway, 5-ft. 3-in. gauge. ¶ 2-ft. 6-in. gauge. || 4-ft. 8½-in. gauge.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal 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, 1909, TO 30th JUNE, 1919

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employees while in the Execution of their Duty.						Employees proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.		Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.		Killed.		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.		
1909-10	..	..	11	5	2	98	.000	.120	..	7	..	38	6	167	..	4	4	3	8	7	1	15	21	353
1910-11 (a)	..	..	10	..	8	99	.106	5.608	..	31	..	20	5	128	..	1	7	12	19	7	..	5	49	829
1911-12	..	..	13	1	9	116	.000	.124	..	44	..	12	23	134	3	11	9	13	19	11	4	7	67	362
1912-13 (b)	..	..	2	3	5	128	.001	3.953	1	15	1	10	4	179	..	..	10	12	13	12	..	12	36	812
1913-14	..	..	33	2	8	197	.000	.283	1	61	7	49	4	184	2	1	8	7	12	13	3	17	45	56
1914-15	..	..	40	3	6	182	.000	.341	2	36	4	51	4	202	2	2	9	18	18	7	3	17	48	558
1915-16	..	..	29	3	11	195	.000	.250	2	28	5	33	5	209	..	..	2	18	24	7	5	12	54	534
1916-17	..	..	46	2	5	131	.000	.424	1	35	3	70	1	155	1	..	4	7	11	3	6	16	32	465
1917-18	..	..	33	5	4	192	.000	.311	2	46	4	63	5	183	..	9	12	15	14	1	3	14	44	561
1918-19	..	..	41	2	6	172	.000	.366	1	31	3	56	4	166	1	3	11	15	21	6	5	18	52	510
Totals ..	..	12	1,213	26	64	1,508	.000	1.039	10	334	27	402	61	1,707	9	31	76	120	159	74	30	133	448	5,548

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 1908-9 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.	1908-9.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1908-9.	1918-19.
Spencer-street—													
Suburban ..	792,	823,	963,	1,091,	1,046,	1,079,	1,079,	1,137,	1,090,	1,106,	1,153,	35	32
North Melbourne ..	851,	981,	1,122,	1,245,	1,219,	1,192,	1,175,	1,133,	1,022,	928,	974,	29	38
Kensington ..	1,044,	1,130,	1,236,	1,424,	1,511,	1,542,	1,535,	1,501,	1,454,	1,365,	1,420,	23	20
Newmarket ..	1,260,	1,400,	1,578,	1,760,	1,822,	1,817,	1,850,	2,026,	1,751,	1,615,	1,639,	18	14
Ascot Vale ..	1,948,	2,044,	2,276,	2,413,	2,587,	2,647,	2,646,	2,636,	2,592,	2,530,	2,597,	4	5
Moonee Ponds ..	1,384,	1,477,	1,631,	1,814,	1,974,	2,067,	2,066,	2,023,	1,969,	1,946,	2,050,	14	8
Essendon ..	1,031,	1,141,	1,282,	1,431,	1,540,	1,700,	1,839,	1,821,	1,745,	1,755,	1,874,	24	11
Footscray ..	2,112,	2,242,	2,460,	2,797,	2,808,	2,902,	2,835,	2,907,	2,745,	2,716,	2,828,	3	4
Seddon ..	631,	706,	777,	902,	1,067,	1,165,	1,201,	1,232,	1,213,	1,258,	1,351,	41	21
Yarraville ..	795,	804,	920,	1,008,	1,130,	1,235,	1,276,	1,288,	1,286,	1,247,	1,299,	34	23
Newport ..	652,	741,	847,	977,	1,079,	1,131,	1,172,	1,150,	1,123,	1,158,	1,240,	39	28
North Williamstown ..	666,	694,	715,	767,	787,	792,	815,	886,	834,	846,	894,	38	44
Williamstown Beach ..	450,	447,	474,	516,	529,	539,	503,	502,	500,	508,	552,	55	62
Brunswick ..	537,	609,	652,	672,	699,	703,	686,	678,	610,	551,	583,	46	61
Moreland ..	465,	506,	563,	607,	623,	679,	716,	677,	628,	598,	644,	52	57
Coburg ..	643,	700,	807,	905,	975,	1,049,	1,060,	1,046,	918,	885,	953,	40	40
Northcote ..	351,	363,	412,	490,	555,	614,	664,	676,	655,	638,	707,	59	53
Croxton ..	499,	553,	645,	735,	857,	949,	1,030,	1,063,	1,036,	949,	959,	49	39
Thornbury ..	281,	308,	376,	452,	574,	690,	806,	883,	893,	884,	919,	61	42
Bell ..	301,	304,	350,	368,	406,	429,	423,	455,	481,	491,	502,	60	67
Prince's-bridge—													
Suburban ..	850,	872,	861,	958,	1,043,	1,183,	1,250,	1,238,	1,180,	1,157,	1,234,	30	29
Hawthorn ..	1,937,	1,984,	2,004,	2,091,	2,148,	2,035,	1,872,	1,698,	1,569,	1,497,	1,504,	5	16
Toorak ..	844,	873,	898,	953,	991,	969,	972,	876,	859,	842,	904,	31	43
Armadale ..	1,371,	1,341,	1,522,	1,694,	1,765,	1,624,	1,679,	1,462,	1,448,	1,343,	1,447,	15	19
Malvern ..	1,668,	1,782,	1,812,	1,964,	2,101,	2,145,	2,102,	2,100,	2,129,	2,128,	2,193,	9	6
Caulfield ..	835,	904,	938,	1,078,	1,248,	1,402,	1,510,	1,593,	1,702,	1,828,	1,981,	33	10
Carnegie ..	128,	128,	153,	210,	313,	437,	473,	515,	568,	634,	700,	67	55
Murrambeena ..	168,	175,	201,	239,	284,	356,	435,	472,	522,	568,	619,	65	58
Oakleigh ..	443,	466,	526,	628,	761,	872,	888,	948,	977,	1,023,	1,067,	56	35
Glen Huntly ..	130,	189,	262,	333,	412,	486,	521,	551,	591,	652,	694,	66	56
East Richmond ..	1,011,	1,032,	1,116,	1,215,	1,256,	1,286,	1,227,	1,114,	653,	539,	545,	25	63
Burnley ..	957,	980,	1,071,	1,217,	1,322,	1,378,	1,349,	1,247,	879,	785,	748,	26	51
Hawthorn ..	1,297,	1,340,	1,410,	1,499,	1,573,	1,537,	1,384,	1,269,	1,100,	1,076,	1,097,	16	33
Glenferrie ..	1,664,	1,705,	1,852,	1,936,	2,145,	2,530,	2,438,	2,189,	1,975,	1,828,	1,829,	10	12
Auburn ..	1,661,	1,656,	1,737,	1,879,	1,972,	1,946,	1,796,	1,611,	1,322,	1,235,	1,274,	11	25
Camberwell ..	1,459,	1,492,	1,595,	1,730,	1,868,	1,949,	1,824,	1,725,	1,513,	1,455,	1,485,	13	18
East Camberwell ..	491,	549,	614,	691,	777,	844,	901,	919,	863,	901,	921,	50	41
Canterbury ..	719,	766,	849,	996,	1,118,	1,276,	1,359,	1,396,	1,337,	1,235,	1,336,	37	22
Surrey Hills ..	429,	469,	497,	569,	599,	655,	691,	759,	753,	748,	769,	57	49
Box Hill ..	426,	455,	502,	600,	683,	743,	758,	761,	778,	820,	854,	58	46
Kew ..	922,	951,	1,015,	1,121,	1,194,	1,054,	1,008,	659,	536,	538,	593,	27	60
West Richmond ..	558,	595,	653,	691,	744,	781,	762,	683,	599,	501,	521,	45	65
North Richmond ..	527,	575,	646,	706,	729,	786,	795,	739,	616,	515,	544,	47	64
Collingwood ..	486,	504,	553,	594,	629,	683,	692,	668,	600,	495,	521,	51	66
Victoria Park ..	627,	647,	720,	807,	861,	951,	939,	879,	748,	640,	705,	42	54
Clifton Hill ..	1,108,	1,128,	1,221,	1,312,	1,408,	1,508,	1,543,	1,499,	1,339,	1,199,	1,289,	22	24
Westgarth ..	454,	498,	603,	629,	671,	726,	790,	800,	738,	684,	763,	54	50
Fairfield Park ..	521,	572,	716,	863,	1,020,	1,199,	1,285,	1,298,	1,292,	1,193,	1,247,	48	27
Ivanhoe ..	251,	282,	336,	408,	474,	554,	648,	673,	696,	742,	790,	62	48
Flinders-street—													
Suburban ..	6,705,	6,890,	7,730,	8,828,	9,396,	9,597,	9,880,	9,930,	8,955,	8,445,	8,650,	1	1
North Port ..	580,	610,	694,	732,	764,	777,	771,	765,	622,	490,	497,	44	68
Graham ..	618,	661,	744,	800,	823,	828,	794,	759,	685,	594,	617,	43	59
South Melbourne ..	864,	946,	1,049,	1,180,	1,224,	1,268,	1,193,	1,167,	1,007,	800,	837,	28	47
Albert Park ..	1,909,	2,027,	2,234,	2,550,	2,656,	2,680,	2,568,	2,404,	2,169,	1,883,	2,041,	7	9
Middle Park ..	1,253,	1,384,	1,570,	1,829,	1,966,	2,031,	2,044,	2,099,	2,084,	2,037,	2,097,	19	7
St. Kilda ..	1,771,	1,888,	2,083,	2,345,	2,642,	2,771,	2,701,	2,828,	2,931,	2,918,	3,060,	8	2
Richmond ..	2,300,	2,364,	2,585,	2,810,	2,934,	2,870,	2,706,	2,418,	1,545,	1,443,	1,509,	2	15
South Yarra ..	1,927,	1,958,	1,961,	2,087,	2,150,	2,132,	2,039,	1,916,	1,758,	1,614,	1,699,	6	13
Prahran ..	1,294,	1,341,	1,523,	1,675,	1,690,	1,643,	1,505,	1,429,	1,303,	1,169,	1,231,	17	30
Windsor ..	1,221,	1,267,	1,285,	1,384,	1,529,	1,483,	1,445,	1,375,	1,298,	1,195,	1,249,	21	26
Balaclava ..	1,241,	1,294,	1,386,	1,492,	1,394,	1,516,	1,498,	1,450,	1,405,	1,402,	1,490,	20	17
Ripponlea ..	..	..	..	69,	576,	752,	859,	830,	822,	807,	866,	..	45
Elsternwick ..	1,535,	1,684,	1,899,	2,282,	2,317,	2,413,	2,502,	2,494,	2,588,	2,662,	2,906,	12	3
Garden Vale ..	211,	233,	257,	311,	380,	481,	613,	706,	841,	901,	1,007,	63	36
Brighton ..	837,	847,	883,	1,020,	1,063,	1,108,	1,109,	1,058,	1,048,	1,105,	1,167,	32	31
Middle Brighton ..	749,	757,	826,	902,	977,	1,022,	1,034,	990,	962,	988,	981,	36	37
Hampton ..	187,	234,	311,	392,	470,	551,	595,	643,	679,	700,	731,	64	52
Sandringham ..	460,	516,	580,	707,	831,	925,	937,	940,	937,	987,	1,078,	53	34

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

APPENDIX No. 27.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1919,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

NOTES.—(1) During the year 1917-18 and 1918-19 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.	Year ending 30th June, 1919.
	No. of Bags.	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	45,519
Rochester ..	130,087	..	86,823	121,612	41,298	35,423
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	..	..	..
Carapooce ..	..	..	40,078	..	..	..
St. Arnaud ..	34,573	36,714	38,058	56,742	..	..
Sutherland ..	65,472	..	113,984	96,472	73,877	50,966
Swanwater ..	47,237	..	85,926	39,758	62,580	42,405
Cope Cope ..	87,811	..	68,492	153,184	116,938	59,273
Donald ..	91,414	..	91,895	167,848	..	57,332
Litchfield ..	62,406	..	69,123	150,136	128,935	67,901
Massey ..	..	..	..	62,416	45,656	..
Watchem ..	57,984	..	43,883	165,982	112,151	46,195
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	37,123
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	38,407
Walpeup ..	..	..	57,759	142,599	141,549	55,267
Nyang ..	..	..	..	34,154	48,738	..
Underbool ..	..	..	58,775	76,034	123,094	40,800
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	32,846
Danyo ..	..	..	39,417	44,893	69,443	..
Murrayville ..	52,058	..	34,509	122,090	158,807	39,042
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	..	..
Wychitella ..	52,296	..	44,847	76,530	40,951	..
Buckrabanyule ..	49,848	..	..	88,208	30,492	30,325
Barrakee ..	43,518	..	..	92,556	49,560	..
Charlton ..	110,305	..	82,674	237,678	156,442	136,794
Teddywaddy ..	..	..	..	60,422	48,074	..
Glenloth ..	46,086	..	39,546	77,477	83,927	34,419
Wycheproof ..	46,707	..	51,703	175,585	116,654	49,290
Dumosa ..	..	..	50,472	85,035	75,327	36,358

APPENDIX No. 27—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1919,
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.	Year ending 30th June, 1919.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Nullawil	40,579	..	63,682	92,455	60,616	34,950
Warne	..	..	..	33,908	..	..
Kaneira	41,559	..	54,973	152,048	70,987	44,474
Berriwillock ..	63,509	..	107,599	173,540	132,376	55,784
Boigbeat.. ..	..	..	..	48,557	59,379	..
Sea Lake	63,267	..	52,767	138,728	112,320	35,244
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	48,585
Barraport ..	87,624	..	85,989	127,802	121,649	85,482
Gredgwin ..	..	..	..	34,739	41,977	..
Oakvale	35,217	..	38,772	38,594	41,814	..
Quambatook ..	76,358	..	93,204	157,217	104,138	76,166
Cannie	39,444	..	55,053	87,080	62,389	36,286
Lalbert	42,976	..	81,616	115,799	107,120	56,942
Meatian	45,319	..	73,695	111,987	117,139	48,913
Ultima	37,459	..	73,164	168,709	140,534	..
Gowan... ..	..	..	31,051	45,542	36,675	..
Waitchie	..	..	36,341	98,542	126,827	30,149
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	30,123
Tandarra	53,079	..	82,409	78,426	59,318	37,416
Dingee... ..	52,595	..	76,570	98,007	62,153	36,737
Prairie... ..	83,604	..	79,904	94,229	93,676	34,571
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	..
Bamawm	..	..	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	61,236
Jung	118,094	39,172	37,522	214,682	200,315	139,257
Dooen... ..	74,959	..	37,737	136,437	99,850	92,222
Horsham	43,088	..	30,913	96,272	..	..
Pimpinio	68,793	..	37,739	116,131	81,799	71,638
Wail	89,209	..	41,974	154,893	129,108	110,991
Dimboola	43,179	33,288	..	160,634	55,570	..
Gerang	49,261	..	..	110,331	87,200	52,869
Kiata	31,408	..	..	96,784	39,951	54,475
Salisbury	30,722	..	..	51,654	30,940	..
Nhill	..	..	..	92,311	..	..
Tarranginnie ..	31,332	..	..	70,092	..	45,959
Diapur	74,611	..	..	47,829	31,498	..
Miram	..	45,996	40,553	75,687	67,734	35,555

APPENDIX No. 27—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1919,
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.	Year ending 30th June, 1919.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Kaniva ..	50,682	32,983	..	105,611	59,520	33,649
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	..
Tatyoona ..	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	37,715
Staveley ..	30,212	..	57,173	..	..	..
Rupanyup ..	42,039	..	41,555	96,998	63,042	..
Burru ..	..	..	..	71,157	51,252	49,146
Banyena ..	61,866	..	75,341	113,491	70,690	55,221
Marnoo ..	104,042	..	79,324	202,512	145,891	61,220
Coromby ..	52,502	..	36,606	72,978	114,478	61,274
Minyip ..	127,376	58,287	54,563	320,643	199,816	192,333
Nullan ..	30,582	..	..	90,296	93,927	54,792
Sheep Hills ..	112,880	..	61,152	245,792	153,021	113,999
Warracknabeal ..	46,831	..	70,212	188,401	91,749	..
Lah ..	44,970	..	64,606	121,961	122,688	34,705
Brim ..	64,505	..	53,041	184,352	172,941	81,164
Galaquill ..	30,949	..	67,224	78,385	83,834	46,562
Beulah ..	48,689	..	69,324	212,022	119,425	82,585
Rosebery ..	..	..	59,537	106,011	87,738	34,210
Goyura ..	..	..	31,664	38,322	..	..
Hopetoun ..	60,264	..	110,524	214,647	101,296	54,392
Remlaw ..	..	..	..	45,221	..	31,774
Vectis ..	35,188	..	..	62,852	65,729	37,004
Natimuk ..	..	..	36,624	40,113	..	..
Goroke ..	30,574	..	..	38,003	34,562	..
Arkona ..	..	..	..	58,412	31,451	39,916
Antwerp ..	68,326	..	31,786	108,151	88,811	68,509
Tarranyurk ..	40,334	..	36,953	82,368	86,264	61,485
Jeparit ..	45,932	..	..	114,859	55,181	31,845
Ellam ..	..	..	..	87,047	66,755	36,808
Pullut ..	..	..	33,534	82,284	61,340	..
Rainbow ..	68,371	..	42,916	188,258	56,433	32,929
Detpa ..	31,262	..	32,343	69,573	92,655	42,370
Lorquon ..	62,353	..	48,414	106,727	102,266	52,176
Netherby ..	..	..	33,634	40,855	68,558	32,610
Yaapeet ..	..	..	33,553	91,866	116,830	30,702
Albacutya ..	..	..	33,876	38,981	30,188	..
Yanac ..	..	..	..	84,462	91,785	37,296
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	..	..
Numurkab ..	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	36,571
Girgarre ..	..	..	..	..	30,309	..
Tatura..	31,325	..	55,561	42,981	..	..

APPENDIX No. 27—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1919,
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.	Year ending 30th June, 1919.
	No. of Bags.	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	58,828
Nathalia ..	62,256	..	52,499	71,883	36,666	..
Picola ..	66,036	..	71,927	121,601	78,315	39,949
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	87,123
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	2,396,924
TOTALS ..	8,883,012	1,363,059	10,909,750	18,461,822	12,601,167	6,439,495

APPENDIX No. 28.

RETURN OF TRAFFIC AT EACH STATION.

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.	Tons.	Number of Trucks.			Number of Trucks.			Revenue.														
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.			Sheep.	Pigs.											
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.											
MARYBOROUGH-MILDURA LINE—continued.																												
Woomelang	6,029	2,175	8	0	100	9	10	4,829	1,913	3,019	5	2	24	40	84	5	20	7	18	2	813	0	1	6,122	10	3		
Lascelles	2,801	1,007	17	7	50	12	4	3,898	806	2,590	17	3	9	3	23	..	4	1	2	..	133	16	8	3,829	18	8		
Gama	144	66	16	8	13	2	2	957	404	1,833	5	1	1	..	..	..	1	..	2	..	3	17	6	617	7	11		
Turiff	765	265	19	5	23	12	3	1,766	482	1,066	12	2	9	..	..	..	1	..	3	..	11	9	8	1,370	10	10		
Speed	1,424	437	15	4	37	14	1	2,261	918	1,420	12	0	9	7	5	6	17	3	15	..	141	15	8	2,046	0	3		
Tempy	1,698	570	11	6	22	11	4	2,721	1,211	1,598	16	9	2	1	..	1	11	3	..	..	16	14	6	2,200	0	7		
Austral Gypsum Siding	..	..	..	..	..	..	..	694	80	398	3	10	..	..	..	..	..	..	..	..	..	..	..	..	1,401	4	10	
Nunga	297	137	14	9	..	..	..	2,234	406	1,262	5	2	..	..	..	..	..	..	..	..	..	..	..	..	1,401	4	10	
Ouyen	10,754	5,013	1	9	401	17	5	4,434	4,658	3,396	14	4	48	18	6	10	52	22	31	2	269	2	9	9,105	1	6		
Kialla	208	90	5	0	..	..	..	1,761	381	1,026	9	10	..	..	..	..	11	77	..	..	..	..	..	..	1,117	8	11	
Hatfield	683	159	4	3	139	12	5	1,398	120	805	11	11	7	17	45	..	..	..	..	..	..	..	..	..	1,712	2	4	
Nowingi	63	25	8	5	73	12	0	..	8	3	1	10	..	..	..	..	17	0	..	..	..	..	..	..	102	2	9	
Carward Siding	1,097	295	3	4	52	7	7	2,585	928	876	3	10	5	2	..	..	8	2	..	..	22	0	6	1,240	12	3		
Yatpool	720	193	5	2	116	9	7	3,897	428	921	1	2	2	1	..	..	10	9	..	..	4	10	9	1,235	16	2		
Trynple	2,564	2,133	17	6	135	3	11	5,058	6,263	8,439	13	11	7	..	..	..	18	6	..	..	18	15	2	10,738	16	0		
Mildura	19,309	14,446	0	11	1,453	2	5	9,194	18,883	13,547	3	11	24	12	544	3	70	18	77	..	5,067	13	8	34,505	12	11		
MERBEIN LINE.																												
Merbein	2,227	658	7	7	242	6	9	7,550	9,776	11,358	12	1	2	2	..	..	12	5	..	..	25	3	10	12,286	18	3		
MARYBOROUGH-ARARAT LINE.																												
Adehide Lead	348	10	0	0	4	15	5	..	..	2	11	1	..	..	..	..	..	..	..	..	..	..	..	..	17	6	6	
Bung Bong	259	18	2	6	17	8	9	1,816	35	738	4	5	..	..	..	..	..	..	..	..	1	12	0	775	8	8		
Homebush	1,572	91	11	8	125	11	2	1,742	47	506	3	11	7	31	186	9	3	9	28	..	889	17	7	607	15	1		
Avoca	6,119	1,280	1	2	125	11	2	12,771	1,951	5,026	3	11	7	31	186	9	3	9	28	..	889	17	7	7,304	13	10		
Amphitheatre	2,004	201	1	7	36	6	4	9,090	428	2,438	4	1	1	1	..	..	2	1	..	..	12	15	4	2,089	0	4		
Elmhurst	1,778	433	4	8	27	18	11	2,079	677	925	10	1	4	24	57	25	6	2	..	..	362	18	8	1,751	2	1		
Eversley	82	141	7	11	..	..	..	141	111	109	17	10	..	..	..	..	..	..	..	..	18	2	6	133	12	1		
Ben Nevis	1,856	197	11	10	0	11	0	502	114	246	5	7	..	..	..	..	..	..	..	..	1	18	9	455	16	8		
Dunneworthy	581	33	9	3	0	0	9	5,183	120	602	5	2	..	..	..	..	..	..	..	..	0	11	3	636	12	5		
Warra Yadin	156	6	1	6	..	..	..	103	18	57	7	1	..	..	..	..	..	..	..	..	..	..	..	..	63	8	7	
NAVARRE LINE.																												
Crowland	1,292	136	18	5	5	19	8	1,830	143	656	0	0	..	..	..	5	..	..	..	..	10	11	8	814	3	11		
Joel	616	53	10	2	8	17	8	1,723	148	659	14	3	..	..	..	..	..	..	..	..	..	..	..	..	721	0	5	
Landsborough	1,102	186	3	4	8	10	2	4,766	724	2,392	9	9	0	5	53	4	..	1	0	..	299	4	7	2,903	11	6		
*Cowley's Siding	..	..	..	..	..	..	..	2,425	147	1,119	14	10	..	..	..	..	..	..	..	..	..	..	..	..	..	1,119	14	10
Tulkara	236	33	5	8	2	13	1	4,554	147	2,262	14	2	..	..	..	..	..	..	5	..	10	2	0	2,354	13	0		
Navarre	1,483	378	16	10	16	0	0	16,035	748	8,045	6	5	2	4	14	1	..	5	6	..	113	8	8	8,555	1	11		
BALLARAT-MARYBOROUGH LINE.																												
Selkirk Siding	2,322	67	13	10	..	..	..	13,120	..	5,037	19	6	..	..	..	..	..	..	..	..	..	..	..	..	..	5,037	19	6
Wandra Junction	1,795	43	17	5	1	2	10	..	7	26	12	6	..	..	..	..	..	1	..	..	..	..	..	..	70	6	9	
Sulky	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	75	16	2
Bald Hills	2,435	63	19	1	1	1	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	68	0	1

[illegible]

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.				Outwards.		
	Number of Passenger Journeys.	Revenue.	£	s. d.	£	s. d.	Tons.	Tons.	Number of Trucks.			Number of Trucks.				Revenue.		
									Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.			Sheep.	Pigs.
BENDIGO—SEA LAKE LINE—continued.																		
Kuriting	590	75 12 11	4 18 7	2,500	149	648 14 3	2,500	149	1	1	60	..	1	1	3	..	162 15 4	892 1 1
Glenalbyn	687	104 0 3	6 17 4	2,249	132	532 15 3	2,249	132	3	..	7	..	..	..	..	..	33 10 6	677 4 4
Wedderburn Junction	3 084	821 0 3	31 2 5	300	75	178 13 8	300	75	3	..	..	..	..	..	..	..	11 4 3	1,046 5 0
Korong Vale	5,207	1,255 0 1	70 0 4	2,436	1,284	1,328 8 1	2,436	1,284	12	16	66	3	6	2	3	..	209 14 2	2,873 11 8
Wychebilla	740	101 16 9	14 16 8	2,973	536	1,217 19 4	2,973	536	4	9	79	2	2	2	2	..	422 12 6	1,924 9 7
Bucknabanyne	891	223 7 7	18 6 10	3,099	784	1,664 8 10	3,099	784	6	1	83	1	1	..	7	..	435 6 5	2,371 1 9
Burrakee	589	119 13 10	22 5 8	3,026	381	1,145 7 2	3,026	381	..	..	51	..	1	7	..	..	263 18 0	1,551 19 2
Charlton	4,720	2,020 4 9	231 17 6	16,156	4,723	8,042 0 0	16,156	4,723	22	14	234	5	11	2	24	..	1,353 18 4	12,258 4 3
Teddlywaddy	443	18 12 8	5 2 7	2,363	356	1,072 10 6	2,363	356	4	4	21	..	3	2	..	..	142 3 1	1,238 10 1
Glenloch	1,656	313 17 10	21 4 4	3,629	628	2,189 10 11	3,629	628	4	10	156	1	5	2	12	..	917 14 6	3,448 18 3
Fairview	84	12 5 2	..	145	22	51 9 4	145	22	..	..	..	..	..	..	..	..	63 14 6	..
Wycheproof	4,708	1,708 10 6	158 18 5	7,812	11,257	4,189 2 11	7,812	11,257	6	57	304	2	11	5	41	..	2,435 8 6	8,499 6 8
Dumosa	775	103 19 8	37 9 11	3,635	601	1,814 2 10	3,635	601	..	..	144	..	..	..	..	..	1,080 3 3	2,986 10 2
Nullavill	1,554	236 2 8	0 11 11	3,045	1,542	2,080 12 9	3,045	1,542	2	..	67	..	2	3	23	..	326 0 3	2,850 4 10
Warne	77	38 2 3	1 17 8	1,274	183	911 3 8	1,274	183	..	..	83	..	..	2	..	..	266 13 6	1,218 1 1
Kanella	1,047	591 0 10	45 17 1	4,581	1,740	2,647 16 4	4,581	1,740	2	22	225	2	7	7	68	..	1,630 10 6	4,917 4 3
Herrwillcock	1,074	448 11 6	37 16 0	6,529	1,612	3,854 17 5	6,529	1,612	3	..	120	..	1	5	29	..	804 11 6	5,208 12 2
Reidbeat	47	34 9 9	4 5 8	3,035	320	1,641 19 0	3,035	320	..	..	..	..	..	..	..	..	1,680 15 2	1,680 15 2
Sea Lake	2,749	1,302 2 0	122 1 0	6,466	2,796	4,451 1 11	6,466	2,796	11	16	176	5	20	2	32	1	1,359 16 10	7,253 19 1
NANDAILY LINE.																		
Ninda	50	3 14 1	0 5 7	1,975	270	1,080 3 9	1,975	270	..	..	..	..	..	..	..	..	..	1,084 3 5
Nyarain	101	9 11 9	1 8 2	1,550	521	895 0 9	1,550	521	..	..	..	..	..	..	..	..	0 9 0	907 0 8
Nandaily	834	308 10 6	18 11 6	1,408	4,355	546 14 8	1,408	4,355	9	3	15	..	10	1	14	..	134 12 8	1,308 13 10
NANDAILY—MITTYACK LINE.																		
Pier Millan	..	1 15 3	0 1 1	604	150	391 10 1	604	150	..	..	..	..	..	..	..	..	..	391 11 2
Mittyack	..	..	3 19 1	477	106	329 0 2	477	106	..	..	..	..	..	..	..	..	..	334 14 6
WEDDERBURN LINE.																		
Wedderburn	1,645	351 4 10	48 11 0	15,235	3,063	6,803 9 8	15,235	3,063	..	10	77	2	..	5	23	..	238 3 10	7,532 8 1
KORONG VALE—CHILLINGOLLAH LINE.																		
Boring	908	166 8 9	21 17 11	3,032	643	1,275 12 6	3,032	643	3	2	118	4	2	7	44	..	407 0 10	1,871 15 3
Myala	1,095	253 4 7	17 13 10	1,625	696	1,189 11 5	1,625	696	8	10	101	1	3	2	5	..	512 1 0	1,973 11 1
Boort	4,748	1,638 14 6	247 6 6	6,672	3,934	3,792 4 10	6,672	3,934	22	115	322	13	22	8	46	..	2,115 11 5	7,802 7 1
Barraport	853	130 9 2	9 5 0	8,458	1,045	3,966 3 6	8,458	1,045	2	..	90	..	..	..	..	..	600 17 0	4,737 16 8
Greigpoint	788	94 1 6	8 11 8	2,147	294	952 11 5	2,147	294	3	..	50	..	1	..	5	..	302 11 1	1,358 1 5
Oakvale	397	58 2 0	2 1 4	2,918	250	1,355 0 1	2,918	250	..	..	..	..	..	..	..	..	..	1,415 4 5
Quambatook	2,890	987 18 4	87 7 6	7,547	3,511	4,247 19 4	7,547	3,511	8	13	209	4	6	9	35	..	1,251 14 2	6,577 15 4
Canncie	1,531	106 5 2	0 14 0	4,021	534	1,820 12 2	4,021	534	1	..	54	3	..	..	..	..	296 13 2	2,331 0 9
Labert	1,719	591 4 8	60 0 2	6,066	1,097	3,375 19 11	6,066	1,097	5	22	170	3	7	1	12	..	1,120 0 9	5,157 18 0
Mutton	459	147 8 2	30 5 5	5,453	744	2,875 14 5	5,453	744	..	..	37	..	..	..	8	..	262 12 8	3,416 14 2
Ultima	2,907	1,005 0 11	86 17 6	4,232	3,473	2,560 3 7	4,232	3,473	13	8	100	4	11	3	68	..	759 8 5	4,419 13 2
Gowan	47	3 15 7	5 9 11	1,745	223	986 2 6	1,745	223	..	..	..	..	..	..	..	..	8 13 10	1,004 1 10
Waltchie	488	227 3 9	14 18 1	3,181	837	2,038 9 10	3,181	837	1	..	2	..	4	1	15	..	49 19 6	2,381 7 8
Chillingollah	1,364	666 9 4	36 3 10	2,793	544	1,650 16 1	2,793	544	2	7	2	1	7	5	14	..	55 12 0	2,410 17 9

MANANGATANG LINE.									
Chinkapook	321	90 16 2	27 0 10	0 6 0	2,502	828	1,560 10 11	..	1,084 10 7
Cocamba	319	90 7 0	23 7 0	0 4 0	1,668	499	995 19 3	..	1,123 15 0
Manangatang	728	399 5 11	32 17 8	7 6 6	2,189	1,609	1,452 19 10	..	1,919 14 11
SWAN HILL LINE.									
Myer's Flat	692	15 23 5	3 11 7	0 0 6	..	95	69 1 1	..	19 5 0
Woodvale	318	28 5 11	2 17 1	1 0 1	1,101	321	594 1 8	..	101 10 2
Sebastian	2,073	174 15 7	10 13 3	0 7 0	3,008	1,276	1,907 2 4	..	784 18 3
Raywood	4,188	501 4 7	45 2 7	13 17 11	6,318	1,079	1,040 6 3	..	2,813 9 5
Tadarrua	2,308	314 0 1	16 14 11	14 4 5	3,398	1,886	1,071 16 0	..	1,509 3 11
Dingee	3,567	549 0 1	37 13 11	0 17 6	4,331	2,346	1,471 0 1	..	2,920 17 0
Prairie	3,150	591 19 9	28 7 10	14 2 0	3,542	1,907	1,618 2 10	..	2,557 8 10
Milomo	4,599	1,020 12 10	37 10 9	12 10 11	3,302	1,907	1,618 2 10	..	4,179 15 3
Milomo	1,533	1,234 10 4	23 1 7	0 1 6	2,443	485	1,987 17 8	..	1,545 10 8
Pyramid	4,190	1,317 18 3	139 13 7	9 8 8	2,923	2,059	1,776 2 1	..	5,185 8 4
Mincha	625	121 10 8	16 2 9	0 12 6	496	808	1,693 4 0	..	1,202 14 6
Macorna	2,515	702 9 10	44 17 6	1 19 0	1,065	1,690	1,038 15 11	..	3,724 16 2
Tragovel	707	79 10 6	19 6 6	1 0 0	215	514	292 13 9	..	762 9 9
South Keating	..	..	3 7 8	1 0 0	6	11	16 13 5	..	20 1 1
Kerang	13,871	6,643 19 0	543 4 7	102 11 5	13,627	7,277	10,429 1 0	..	28,273 17 10
Parley	154	8 4 8	3 17 0	6 17 3	195	34	189 10 9	..	397 3 2
Lake Churm	3,908	233 1 1	29 12 4	27 16 3	2,413	527	1,010 4 1	..	3,574 17 0
Myrtle Park	3,228	240 0 9	24 5 9	3 5 0	2,644	616	1,770 2 4	..	2,602 5 5
Tresco	987	223 12 4	7 17 9	0 0 9	322	799	342 15 8	..	571 6 6
Lake Doza	3,056	794 2 4	51 14 11	1 19 9	4,640	3,016	2,967 4 2	..	4,687 13 1
Swan Hill	12,535	6,051 5 5	633 12 7	85 2 7	6,876	8,983	6,553 14 11	..	21,855 13 8
SWAN HILL-PIANGIL LINE.									
Wooten	156	12 7 2	0 9 7	..	1,485	523	734 5 8	..	747 2 5
Pira	315	21 4 4	1 4 3	..	1,624	510	805 1 11	..	932 18 0
Nyala	2,311	604 11 8	40 11 8	0 19 0	2,583	5,224	1,879 15 3	..	2,622 17 7
Middle	1,125	136 7 10	7 8 10	..	1,642	359	762 13 9	..	915 1 5
Piangil	3,033	729 8 4	177 15 11	4 12 7	2,699	3,288	1,685 11 5	..	5,821 1 0
CORTINA LINE.									
Hunter	226	31 17 7	1 18 5	2 10 9	3,279	303	964 0 5	..	1,007 8 2
Warrugamba	507	91 18 1	6 4 5	0 2 0	1,748	433	600 1 2	..	1,057 8 5
McCull	243	40 10 11	0 4 2	..	1,402	332	443 10 9	..	506 16 1
Panawen	1,433	295 11 10	34 11 10	1 17 3	2,247	1,291	1,130 7 8	..	2,074 7 1
Korta	264	84 6 2	3 7 11	0 10 6	2,545	624	942 1 7	..	1,410 2 1
Kyener	121	30 9 7	2 4 7	0 10 0	840	232	412 5 9	..	601 0 11
Peluo	201	83 11 1	17 19 1	0 6 9	583	312	300 7 0	..	783 0 8
Gunsower	1,171	514 7 7	64 11 11	1 7 3	755	720	784 8 2	..	2,093 11 3
Leitchville	1,157	172 7 1	26 13 10	12 16 7	1,697	804	1,012 2 2	..	2,042 11 3
Realy	379	173 13 0	10 6 1	1 2 0	298	155	225 19 4	..	413 0 5
Coluna	1,706	1,053 9 4	92 1 8	30 6 3	2,112	4,428	2,272 16 6	..	4,784 9 0
MELBOURNE-SERVICENTON LINE.									
Federal Manure Sliding	..	722 15 3	117 16 5	0 4 3	11,611	15,296	4,340 0 0	..	4,340 0 9
Deer Park	4,586	900 11 4	125 8 1	13 0 3	523	308	416 7 5	..	1,650 12 4
Rockbank	5,011	1,215 9 11	131 6 7	05 5 10	8,354	1,974	2,992 14 5	..	1,882 14 8
Stanton	10,559	..	..	..	13,304	3,501	382 9 0	..	4,613 5 0
Marston	..	..	..	..	1,693	178	1,608 0 10	..	2,383 9 6
Parwan	4,271	366 4 11	19 12 5	270 2 8	7,438	870	4,560 15 5	..	2,139 1 8
Bacchus Marsh	33,014	3,218 10 3	1,211 12 9	..	11,132	8,586	4,560 15 5	..	10,113 3 9
Gowesley	482	40 4 3	5 13 2	..	4,332	348	1,038 0 10	..	1,987 0 5
Ingliston	850	104 13 3	18 12 0	23 12 6	1,197	187	96 12 6	..	2,225 7 8
Badian	9,088	1,364 16 2	177 16 9	3 3 5	3,642	2,163	1,150 17 11	..	4,056 4 0
Bradshaw	397	..	..	..	674	..	..	..	47 1 9
Llandello	..	..	..	..	..	..	..	..	93 10 5
Gordon	7,032	825 13 0	91 6 11	0 1 0	4,540	1,119	1,483 16 16	..	2,377 15 7
Mildbrook	1,941	185 7 10	11 4 7	1 4 3	2,583	203	1,026 12 1	..	1,581 13 5

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.						TOTAL OUTWARDS TRAFFIC REVENUE.																	
	Number of Passenger Journeys.	Outwards.	Outwards.	Revenue.	Outwards.	Inwards.	Outwards.	Inwards.	Outwards.		Inwards.		Outwards.																			
									Number of Trucks.		Number of Trucks.																					
									Horses.	Cattle.	Sheep.	Pigs.		Horses.		Cattle.	Sheep.	Pigs.														
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.																		
CASTERTON LINE.																																
Makite	5	0	3	6	..	9	19	10	..	0	0	0	..	448	551	18	3	..	1	..	2	..	11	..	1	..	0	3	0			
Grassdale	1,884	258	6	11	81	4	9	940	1,794	3	1	8	83	26	1,109	15	0	2	7	4	4	4	4	4	1	602	18	3	2,535	7	8	
Merino	3,803	738	7	11	13	6	5	258	563	7	17	5	1	36	433	5	2	1	1	1	3	7	7	1	1	867	12	7	1,261	0	0	
Henry	1,017	139	4	6	18	0	11	547	372	26	7	9	4	306	619	3	10	2	2	4	20	50	14	1	1	3,370	7	10	4,440	4	8	
Sandford	8,666	406	4	4	236	19	4	6,157	3,817	04	18	10	10	2	6,831	15	7	..	1	7	7	14	..	..	..	377	4	5	10,278	12	8	
Casterton	7,291	2,707	14	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
HEYWOOD-MT. GAMBIER LINE.																																
Lyons	275	22	10	1	2	1	3	327	34	0	14	3	..	..	125	2	11	..	..	..	..	..	..	..	..	..	..	..	..	150	8	6
Greenwald	709	87	10	9	3	7	1	1,916	100	0	15	6	..	..	688	17	0	..	..	..	..	..	..	..	..	..	..	..	..	781	14	10
Winnap	785	139	15	5	6	13	6	2,283	301	1	18	7	..	..	991	19	6	..	..	..	..	..	..	..	..	..	..	..	..	1,183	0	2
Darinoor	1,432	333	3	2	14	11	8	469	288	481	16	2	..	24	481	16	2	2	1	3	25	..	..	..	..	..	..	..	..	991	10	1
Marp	144	13	19	8	0	3	7	83	13	75	11	6	..	..	75	11	6	..	..	..	..	..	..	..	..	..	..	..	..	89	14	9
Malanganee	290	22	7	8	0	2	7	288	80	357	14	5	..	..	357	14	5	..	..	..	..	..	..	..	..	..	..	..	..	380	7	8
Reunick	161	19	6	2	0	1	6	95	9	49	10	2	..	..	49	10	2	..	..	..	..	..	..	..	..	..	..	..	..	68	17	10
GRAMPIANS LINE.																																
Fyan's Creek	..	..	..	..	..	..	..	365	27	71	0	0	..	..	288	6	1	..	..	..	..	..	..	..	..	..	..	..	..	71	0	0
Grampians	..	..	..	..	..	..	..	2,390	..	288	6	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	288	6	1
MARNOO LINE.																																
Jackson	8	0	5	4	0	3	0	1,215	101	246	0	2	..	..	246	0	2	..	..	..	..	..	..	..	..	..	..	..	..	246	9	3
Rupanyup	3,077	1,005	17	1	79	3	4	7,916	4,239	4,121	5	10	7	122	4,121	5	10	1	10	4	12	..	..	..	..	..	..	..	..	5,877	18	3
Burru	82	4	2	11	1	17	7	4,233	314	1,305	8	11	..	..	1,305	8	11	..	..	..	..	..	..	..	..	..	..	..	..	1,311	19	5
Banyena	422	28	1	2	6	10	10	4,843	779	1,466	1	7	..	..	1,466	1	7	..	..	..	..	..	..	..	..	..	..	..	..	1,512	8	4
Marnoo	850	205	7	11	34	10	11	6,602	2,083	3,092	14	8	..	7	3,092	14	8	3	10	4	6	..	..	..	..	..	..	..	..	4,537	10	5
HOPETOUN LINE.																																
Coromby	1,313	36	19	0	3	13	1	7,728	405	2,187	6	6	..	..	2,187	6	6	..	..	..	..	..	..	..	..	..	..	..	..	2,230	12	7
Minyip	5,448	1,479	0	6	144	17	6	17,736	4,027	7,756	2	4	14	101	7,756	2	4	1	11	4	4	..	..	..	..	..	..	..	..	10,413	0	2
Nulbin	582	25	6	11	4	6	1	4,809	220	1,575	14	7	..	..	1,575	14	7	..	..	..	..	..	..	..	..	..	..	..	..	1,605	12	7
Sheep Hills	2,536	449	15	4	35	6	7	10,385	1,676	4,627	13	10	4	136	4,627	13	10	1	15	..	..	..	..	..	..	..	..	..	..	5,778	4	0
Mellis	29	4	19	9	0	1	8	1,477	75	569	12	6	..	..	569	12	6	..	..	..	..	..	..	..	..	..	..	..	..	574	14	11
Warracknabeal	11,666	4,473	15	7	554	14	2	19,072	15,062	12,901	8	0	..	..	12,901	8	0	..	..	..	..	..	..	..	..	..	..	..	..	20,945	10	1
Lah	1,152	59	19	1	5	1	7	6,102	634	2,302	11	11	..	..	2,302	11	11	..	..	..	..	..	..	..	..	..	..	..	..	2,877	18	1
Brim	2,343	403	3	0	22	10	8	7,620	2,615	3,811	18	0	..	..	3,811	18	0	..	..	..	..	..	..	..	..	..	..	..	..	5,095	6	10
Gakapit	635	53	0	3	8	16	1	4,566	618	2,004	5	6	..	..	2,004	5	6	2	2	4	36	..	..	..	..	..	..	..	..	2,068	15	10
Beulah	4,036	1,111	7	8	117	6	8	8,297	3,302	4,219	14	6	18	28	4,219	14	6	..	..	..	..	..	..	..	..	..	..	..	..	7,081	4	5
Boobery	935	164	5	9	8	1	1	3,899	1,215	1,959	15	11	1	..	1,959	15	11	..	..	..	..	..	..	..	..	..	..	..	..	2,674	16	9
Goyura	473	80	14	9	4	3	4	987	152	530	2	1	..	..	530	2	1	..	..	..	..	..	..	..	..	..	..	..	..	7,015	18	2
Hopetoun	3,640	1,278	9	2	83	2	0	5,512	3,347	3,589	19	9	10	28	3,589	19	9	..	..	..	..	..	..	..	..	..	..	..	..	7,100	17	4
NORADJURA LINE.																																
Rumlaw	107	3	14	6	..	..	..	2,822	246	981	5	2	..	..	981	5	2	..	..	..	..	..	..	..	..	..	..	..	..	984	19	8
Vectis	402	24	0	0	0	4	1	3,314	477	1,361	18	11	..	..	1,361	18	11	..	..	..	..	..	..	..	..	..	..	..	..	1,389	16	6
Qualong	2,275	163	6	9	4	16	7	1,331	1,025	955	16	7	..	..	955	16	7	..	..	..	..	..	..	..	..	..	..	..	..	1,127	3	2

[illegible]

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.		LIVE STOCK.				TOTAL OUTWARDS TRAFFIC REVENUE.					
	Number of Passenger Journeys.	Revenue.	Outwards.	Revenue.	Outwards.	Revenue.	Tons.	Inwards.	Outwards.		Inwards.							
									Number of Trucks.		Number of Trucks.							
									Horses.	Cattle.	Sheep.	Pigs.		Horses.	Cattle.	Sheep.	Pigs.	
GEELONG-PORT FAIRY LINE—continued.																		
Colac	46,870	9,868 14 10	£ s. d.	£ s. d.	£ s. d.	£ s. d.	23,983	10,440	138	571	268	334	116	580	257	133	3,579 3 2	21,613 12 11
Larport	1,736	292 10 8	4 1 4	17 16 9	4 1 4	17 16 9	5,216	5,216	5	25	46	..	5	29	26	..	269 1 3	3,414 1 0
Pirron Yallock	4,739	585 3 11	9 10 5	174 9 6	9 10 5	174 9 6	1,388	1,388	2	25	37	..	2	42	18	..	227 0 2	1,608 4 8
Stoneyford	2,536	239 10 1	0 8 6	320 9 7	0 8 6	320 9 7	309	309	..	..	..	..	..	5	11	..	115 10 8	915 4 7
Pomborneit	4,857	553 10 5	80 13 10	460 12 7	80 13 10	460 12 7	1,427	1,427	15	7	31	14	15	25	11	..	776 16 4	2,975 17 4
Weerle	1,816	293 7 1	..	25 8 8	..	25 8 8	444	444	..	..	..	..	..	9	1	..	2,202 7 9	1,473 2 5
Camperdown	30,553	6,612 10 0	179 7 8	559 17 0	179 7 8	559 17 0	3,671	3,671	43	74	87	61	29	182	52	..	2,943 8 6	13,256 4 0
Boorcan	575	25 3 8	10 3 0	10 1 2	10 3 0	10 1 2	181	181	1	53	99	30	32	300	20	..	161 17 0	926 17 0
Terrag	22,137	4,913 3 6	62 11 7	432 17 0	62 11 7	432 17 0	4,133	4,133	49	254	343	60	49	300	20	..	2,943 8 6	13,371 16 3
Garvoc	3,513	499 9 11	22 14 4	28 10 4	22 14 4	28 10 4	5,555	5,555	5	..	..	..	4	9	18	2	161 17 0	1,616 0 7
Pannuro	3,034	441 5 3	0 9 3	33 0 8	0 9 3	33 0 8	4,696	4,696	..	..	..	..	..	..	..	..	6 9 0	1,517 11 6
Cudgee	1,889	209 13 11	14 10 8	0 0 2	14 10 8	0 0 2	180	180	..	..	..	..	..	..	..	..	6 9 0	1,517 11 6
Allansford	4,229	768 7 11	36 17 4	36 17 4	36 17 4	36 17 4	833	833	6	47	14	1	1	93	3	..	287 17 4	457 9 3
Warrnambool	45,024	11,356 0 5	448 8 5	768 11 10	448 8 5	768 11 10	2,508	2,508	50	279	134	119	50	231	184	56	2,765 12 3	27,896 0 6
Deunington	2,436	106 10 2	8 18 0	14 18 8	8 18 0	14 18 8	14,347	14,347	..	..	..	..	..	..	..	..	2,765 12 3	3,803 19 0
Ilwaa	3,553	444 9 2	0 5 6	14 18 8	0 5 6	14 18 8	4,269	4,269	3	..	..	..	..	7	4	..	7 1 3	3,924 18 9
Koroit	18,555	2,097 10 1	158 15 1	17 10 10	107 8 5	158 15 1	5,907	5,907	14	82	329	30	13	121	83	3	2,240 14 5	10,506 17 11
Grosley	426	16 8 3	0 10 0	1 9 2	17	0 10 0	8,011	8,011	..	..	..	..	..	..	..	..	..	2,829 17 11
Kirkstall	348	7 10 3	..	0 11 4	..	0 11 4	4,680	4,680	..	..	..	..	..	..	..	..	..	56 8 2
Moyro	201	19 1 3	..	0 3 4	..	0 3 4	109	109	..	..	..	..	..	..	..	..	1 4 6	123 5 6
Rosebrook	268	7 18 3	..	..	..	..	17	17	..	..	..	..	..	..	..	..	..	21 13 6
Port Fairy	7,379	21,30 17 11	14 12 4	21 18 3	14 12 4	21 18 3	2,748	2,748	8	24	87	8	5	50	21	..	424 17 2	6,053 15 10
GEELONG-BALLARAT LINE.																		
Moorabool	3,246	192 17 6	40 19 8	40 19 8	8 5 7	40 19 8	1,325	1,325	..	1	..	..	1	1	1	..	6 11 6	580 11 6
Gheringhap	5,317	105 18 5	0 6 3	20 9 1	0 6 3	20 9 1	786	786	..	..	..	..	..	..	..	..	447 18 7	2,617 1 3
Bannockburn	11,393	880 0 0	4 12 3	119 1 7	4 12 3	119 1 7	3,074	3,074	2	14	57	4	2	16	27	3	250 15 11	1,603 11 1
Lethbridge	6,105	515 11 3	2 14 0	45 18 7	2 14 0	45 18 7	538	538	1	4	1	19	3	5	6	..	16 4 3	1,398 6 0
Lethbridge Quarry Siding	..	..	..	..	..	..	0,107	0,107	..	..	..	..	..	..	..	..	..	1,398 6 0
Meredith	9,706	1,051 15 5	2 10 0	101 1 9	2 10 0	101 1 9	6,904	6,904	..	17	103	15	5	10	58	1	268 9 6	3,070 9 1
Elaine	5,131	506 4 7	9 11 1	40 4 6	9 11 1	40 4 6	6,109	6,109	2	2	80	1	4	2	33	..	159 6 7	2,265 13 9
Fal Lal	4,429	308 19 0	0 13 2	30 2 7	0 13 2	30 2 7	3,352	3,352	4	2	15	5	2	1	1	..	19 16 6	1,180 13 2
Yendon	2,859	219 3 2	2 12 8	99 2 1	2 12 8	99 2 1	606	606	3	2	..	..	..	..	..	..	24 9 2	635 12 1
Navigator	1,931	71 6 5	..	2 5 7	..	2 5 7	..	..	..	..	..	..	..	..	..	..	..	73 15 0
FYANSFORD LINE.																		
Fyansford	..	..	..	..	..	..	25,632	32,310	..	..	..	..	..	..	..	..	..	14,260 1 2
GHERINGHAP-MAROONA LINE.																		
Murghebooc	82	6 3 5	1 4 1	1 4 1	2 2 0	1 4 1	79	79	..	..	..	..	..	..	..	..	326 0 9	29 7 9
Inverleigh	..	17 18 8	2 10 0	29 18 6	2 10 0	29 18 6	2,056	2,056	..	10	122	19	3	4	28	..	16 11 0	1,092 10 2
Doroq	158	72 0 0	0 9 0	8 0 11	0 9 0	8 0 11	1,503	1,503	4	1	..	..	..	2	22	..	576 8 0	576 8 0
Winguel	373	35 15 4	0 0 0	8 0 1	0 0 0	8 0 1	179	179	..	..	..	..	..	2	42	..	222 18 1	368 13 7
Poonerit	217	67 3 9	0 4 0	7 6 7	0 4 0	7 6 7	293	293	..	..	..	..	..	..	..	..	4 11 7	162 13 2
Darveney	241	190 6 10	0 8 9	21 17 0	0 8 9	21 17 0	4,454	4,454	..	..	..	..	..	..	..	..	..	1,911 1 2
Berrybank	675	27 18 3	0 1 6	12 12 8	0 1 6	12 12 8	7,134	7,134	3	..	36	5	2	7	14	1	134 13 10	3,749 6 0
Gnarkeat	85	589 12 4	6 9 6	86 12 9	6 9 6	86 12 9	1,134	1,134	13	4	120	19	8	18	13	..	508 5 0	5,003 1 3
Lismore	1,987	589 12 4	6 9 6	86 12 9	6 9 6	86 12 9	2,309	2,309	13	4	120	19	8	18	13	..	508 5 0	5,003 1 3
Derrinlham	1,830	303 5 3	13 5 0	53 1	13 5 0	53 1	843	843	3	13	153	25	3	18	8	..	601 9 0	1,842 9 10

Badlaginlie ..	..	2,082	328	8 11	39	9 1	0 8 3	7,663	721	3,231	9 7	4	53	49	2	22	12	..	441	0 8	4,040	18 6
Hason's Siding ..	..	37,413	7,901	10 7	556	10 6	63 16 10	2,058	8,931	3,522	8 0	53	203	172	39	92	146	1,972	4 9	775	12 6	
Beaulia ..	..	1,191	130	4 2	11 19 1	0 10	0 17 0	5,805	117	568	16 3	..	..	..	..	..	..	..	..	711	16 6	
Winton ..	..	..	..	..	..	..	..	1,315	12	424	7 9	..	..	..	..	..	..	..	..	424	7 9	
Head's Siding ..	..	8,043	839	2 8	64 0 2	0 2	2 16 9	1,056	973	2,697	14 11	1	18	..	..	15	20	487	12 0	4,391	7 3	
Glenrowan ..	..	41,295	9,096	5 1	785 3 6	6 6	25 2 4	15,414	19,162	6,051	13 5	142	300	500	143	153	348	3,402	16 3	20,771	0 7	
Wangaratta ..	..	801	130	10 5	10 19 5	0 10	0 12 9	12,009	1,160	1,269	18 1	..	..	..	..	..	..	2 18 8	1,414	19 4		
Beechworth Junction ..	..	6,307	1,239	10 4	122 14 11	11 5	1 11 0	2,622	1,366	677	2 9	..	27	154	3	8	25	948	5 4	3,029	4 4	
Springhurst ..	..	7,630	1,663	7 9	110 11 5	0 1	1 11 8	865	3,653	1,171	8 0	12	8	21	5	29	41	110	6 6	3,067	2 2	
Chiltern ..	..	3,378	679	12 9	39 0 1	0 1	19 8 10	1,784	874	800	1 10	5	83	21	8	29	41	1,192	17 10	2,731	10 4	
Baranawatha ..	..	..	..	..	265 6 3	0 3	138 7 3	5,438	8,409	2,027	8 1	273	2,050	1,874	198	2,728	1,982	10,970	11 3	18,000	7 2	
Wodonga ..	..	23,375	4,598	14 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
WALLAN-BENDIGO LINE.																						
Leslie ..	..	5	0	4 4	0 4 6	0 6	0 0 6	253	21	47	5 6	..	..	..	..	..	..	..	..	..	47	14 10
Bylands ..	..	298	26	7 6	5 19 10	0 1	0 1 9	890	50	184	4 5	..	..	..	..	..	..	..	..	269	19 3	
Kilmore ..	..	2,573	430	10 8	81 3 11	0 8	9 14 2	1,317	3,249	760	6 9	8	40	82	6	9	45	202	18 1	1,544	13 7	
Willowmavin ..	..	215	32	12 1	10 16 9	0 1	0 7 0	118	178	51	19 2	..	2	45	1	2	6	69	9 10	164	17 10	
Morand ..	..	159	24	13 2	14 14 8	0 7	0 7 0	557	50	102	16 4	..	..	..	..	..	..	..	..	149	13 8	
High Camp ..	..	680	101	19 11	19 10 8	0 9	0 9 0	443	120	245	0 11	..	7	101	..	4	21	227	12 7	594	13 10	
Pyalong ..	..	1,105	149	16 11	89 7 6	0 3	2 3 9	7,379	266	1,668	11 3	1	10	63	2	3	21	157	4 3	2,067	3 8	
Tooborac ..	..	1,626	278	16 0	128 10 10	0 14	0 14 3	1,573	695	732	18 4	1	7	70	1	6	17	193	8 2	1,334	7 7	
McIvor Siding ..	..	..	..	..	..	..	..	22,028	144	7,432	14 9	..	..	..	..	..	..	..	..	7,432	14 9	
Argyle ..	..	1,575	288	18 11	64 8 5	0 11	0 11 6	7,375	489	2,119	19 3	..	..	..	..	..	..	..	..	2,473	18 1	
Reathote ..	..	5,442	1,114	16 3	145 0 4	0 4	14 17 5	7,028	2,314	1,848	18 5	9	13	143	2	21	88	377	1 4	3,500	13 9	
Derrinal ..	..	519	87	1 2	9 2 8	0 7	0 7 3	1,889	93	453	7 9	8	11	66	1	5	44	217	6 2	767	5 0	
Knowsley ..	..	1,086	178	0 6	22 9 1	6 2	6 2 0	3,746	367	893	6 11	4	2	80	3	5	55	153	11 2	1,253	9 8	
Inglan ..	..	..	..	..	..	..	..	1,869	35	284	19 0	..	..	..	..	..	..	..	..	284	19 0	
Axedale ..	..	1,886	131	1 0	17 8 10	0 3	0 3 6	5,933	391	982	4 9	..	6	..	..	6	6	..	..	1,136	11 4	
Longlea ..	..	390	22	0 10	3 11 1	..	..	175	77	31	3 4	..	..	..	..	..	..	..	..	56	15 3	
MAN-SFIELD LINE.																						
Trawool ..	..	818	63	3 8	22 5 7	0 6	0 6 0	76	117	67	4 3	..	4	..	..	1	..	..	..	161	19 6	
Granite ..	..	37	3	16 2	0 16 5	0 1	0 1 6	..	..	13	3 10	..	..	..	..	..	..	..	..	17	10 4	
Kerrisdale ..	..	710	91	4 10	19 7 9	0 9	0 9 0	168	206	129	6 0	16	..	18	..	..	4	104	16 6	351	0 1	
Homewood ..	..	533	94	17 4	9 6 6	0 9	0 9 0	141	90	157	1 0	12	16	20	..	8	1	209	0 8	470	14 6	
Yea ..	..	6,455	1,582	5 1	177 5 3	0 9	0 9 0	2,216	3,273	1,341	8 2	12	84	109	13	15	55	651	1 5	3,973	18 7	
Cheviot ..	..	216	8	15 0	4 6 3	0 0	0 0 9	5,621	459	2,445	16 4	..	..	..	..	2	1	..	..	2,461	13 9	
Molesworth ..	..	784	129	18 9	19 3 11	0 16	0 16 2	905	248	401	16 7	18	46	73	1	9	33	403	4 1	1,019	19 6	
Cathkin ..	..	2,004	449	4 11	24 7 2	0 12	0 12 9	118	102	132	5 11	1	3	..	..	26	63	247	8 2	631	17 4	
Yarok ..	..	1,174	271	7 4	37 6 5	0 8	0 8 6	1,027	573	550	0 8	2	13	47	3	6	23	173	18 0	1,103	13 1	
Kanumbra ..	..	482	108	12 8	9 12 10	0 10	0 10 6	144	141	184	19 4	4	12	33	..	..	6	170	3 6	1,065	13 6	
Merton ..	..	1,284	217	2 4	20 13 10	0 5	0 5 3	1,145	335	648	9 7	4	11	44	1	..	4	101	19 7	593	17 3	
Woodfield ..	..	901	132	19 0	17 5 3	0 10	0 10 0	175	64	191	3 5	1	11	29	..	..	5	509	5 1	1,502	14 2	
Bonnie Doon ..	..	2,401	387	16 11	29 14 1	5 15	5 15 6	490	521	570	2 7	3	75	40	..	1	5	188	10 4	734	16 4	
Malindamle ..	..	1,171	163	5 8	12 13 3	1 3	1 3 0	283	211	368	16 1	3	7	40	..	2	10	..	..	8,585	19 9	
Mansfield ..	..	4,720	2,415	15 4	245 13 6	16 0	16 0 9	4,960	3,743	3,033	2 3	21	328	380	20	30	98	2,872	7 11	..	..	
ALEXANDRA LINE.																						
Korlesia ..	..	440	56	15 5	3 12 10	0 2	0 2 6	213	84	170	7 3	..	1	12	..	2	3	50	17 3	281	15 3	
Alexandra ..	..	3,542	1,311	15 9	122 8 8	8 18	8 18 8	5,801	7,881	3,868	5 5	7	67	58	..	35	63	596	4 9	5,907	13 3	
SEYMOUR-TOCUMMAL LINE.																						
Tablik ..	..	1,635	231	13 0	42 10 2	17 10	17 10 6	1,932	436	829	5 2	7	2	31	20	19	13	111	5 4	1,257	12 3	
Nagambie ..	..	9,462	1,699	5 3	178 6 1	35 1 6	35 1 6	11,710	1,932	4,517	17 4	33	102	149	3	30	62	707	18 9	7,228	8 11	
Walling ..	..	1,725	379	6 8	39 11 3	22 7 9	22 7 9	3,182	434	1,299	17 10	..	14	63	4	17	12	228	16 1	1,969	19 7	
Murchison East ..	..	7,676	1,567	0 6	74 8 9	33 9 1	33 9 1	765	395	504	10 7	38	103	249	21	17	46	1,105	8 1	3,374	17 0	
Aracata ..	..	3,651	446	3 8	27 9 9	3 9 1	3 9 1	7,702	2,427	2,929	13 7	6	91	96	..	1	58	623	1 5	4,020	17 6	
Toolamba ..	..	6,287	896	19 1	39 7 3	17 5 9	17 5 9	2,053	761	1,029	5 3	22	57	103	6	23	57	607	12 10	2,650	10 6	
Mooroopna ..	..	10,502	1,617	9 9	14 12 1	14 12 1	14 12 1	15,441	15,491	8,755	6 2	7	50	96	1	8	18	575	18 4	11,110	6 4	
Shepparton ..	..	28,746	7,170	5 4	72 2 19	5 4	5 4 6	9,178	22,120	7,009	4 5	111	185	415	00	71	966	3,113	3 5	18,192	4 4	
Conzupna ..	..	832	139	10 11	7 6 7	0 6	0 6 6	981	260	217	15 2	1	17	21	..	2	16	84	5 3	449	1 5	
Tullynacropna ..	..	3,999	470	13 2	29 1 5	6 3	6 3 3	4,065	1,026	1,641	4 9	7	17	53	6	6	12	339	2 8	2,486	19 3	
Winguna ..	..	3,301	407	0 3	24 3 5	0 14	0 14 3	2,844	462	1,280	0 7	8	54	75	1	5	15	509	1 0	2,310	19 6	
Nunurkah ..	..	11,910	3,355	15 7	260 4 2	42 6 2	42 6 2	4,202	3,542	2,723	0 0	64	86	197	27	21	10	1,208	7 0	7,688	12 11	
Katunga ..	..	808	172	14 11	2 17 0	3 9 0	3 9 0	3,393	593	1,068	7 6	4	38	109	9	2	3	760	5 11			

APPENDIX N 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.	Revenue.	Tons.	Tons.	Number of Trucks.		Number of Trucks.		Number of Trucks.			
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	
RUSHWORTH LINE.															
Murchison	1,591	96 6 2	38 6 2	£ s. d.	£ s. d.	1,667	2,559	937 11 8	..	..	..	..	..	..	1,072 4 0
Hammond	2	0 1 6	..	..	..	1,532	..	534 4 10	..	..	..	..	..	..	534 5 10
Waranga	265	34 13 0	13 5 1	..	..	2,826	155	1,069 3 4	..	..	..	..	..	..	1,117 1 5
Rushworth	5,339	1,267 7 2	131 14 2	5 8 3	5 8 3	14,322	4,123	5,769 5 3	8	16	122	..	10	7	7,684 5 8
COLBINABBIN LINE.															
Erwen	18	0 16 4	0 14 3	..	..	9,941	122	3,606 8 1	..	..	..	..	..	..	3,607 18 8
Wanaka	107	32 2 3	20 1 2	..	..	8,448	175	3,220 13 4	..	..	..	..	..	..	3,278 16 9
Colbinabbin	445	150 2 11	16 10 1	..	..	5,530	3,150	2,810 15 7	6	6	181	8	94	..	3,854 10 7
GIRGARE LINE.															
Karoak	1	0 1 2	..	..	..	117	8	54 4 4	..	..	..	..	..	..	54 5 6
Stanhope	240	77 16 1	6 19 10	0 1 6	0 1 6	976	754	552 3 4	1	3	22	9	14	..	900 13 9
Girgare	177	63 16 0	5 9 5	..	..	3,373	550	1,476 17 3	7	10	90	2	1	..	1,975 4 1
TOOLAMBA-ECHUCA LINE.															
Tatura	7,845	1,933 17 0	188 16 7	80 15 2	80 15 2	3,655	3,364	2,302 8 1	57	102	202	65	40	20	5,975 4 4
Byreside	750	141 15 7	10 9 0	0 8 0	0 8 0	636	282	336 15 7	4	19	24	12	2	6	692 0 1
Merrigum	3,475	610 15 5	52 18 6	1 1 6	1 1 6	3,506	3,744	2,471 6 10	19	10	160	12	19	7	3,808 16 10
Kyabram	11,434	2,965 0 10	264 1 1	37 0 11	37 0 11	7,050	12,582	5,011 5 4	16	08	350	69	1	42	10,201 2 5
Tongala	4,398	1,954 6 7	97 11 4	23 6 6	23 6 6	2,376	2,738	2,025 17 5	16	83	171	63	21	21	4,718 6 6
Koyaga	1,160	130 14 1	8 8 8	0 0 6	0 0 6	1,919	700	938 5 4	5	43	96	6	4	24	1,684 2 1
KATAMATITE LINE.															
Pine Lodge	290	15 12 1	4 14 7	..	..	1,300	282	271 10 7	..	..	..	..	..	..	291 17 8
Lanrock	1	0 0 10	..	..	..	12,788	15	1,365 16 4	..	..	..	..	..	..	1,365 17 2
Cogrove	1,374	131 0 9	19 13 11	0 3 0	0 3 0	2,857	478	881 11 6	7	14	62	9	3	8	1,447 12 7
Dookie	4,010	1,014 19 4	105 8 6	2 8 6	2 8 6	15,731	1,745	2,470 19 0	16	47	246	17	9	4	4,441 16 3
Yabba South	..	70 10 9	0 1 1	..	..	2,097	35	867 16 7	..	..	..	..	..	..	897 17 8
Yabba North	402	10 15 7	10 1 1	0 9 0	0 9 0	3,078	473	1,514 15 2	1	..	29	..	1	..	1,723 13 3
Younanite	304	60 15 4	10 4 1	0 10 6	0 10 6	1,811	437	861 13 3	..	..	2	2	2	4	943 4 1
Katamatite	878	287 1 3	44 6 11	5 1 8	5 1 8	3,368	905	1,625 6 11	7	19	111	13	3	15	2,012 0 7
PICOLA LINE.															
Wadla	1,097	94 5 4	15 7 0	9 0 4	9 0 4	5,571	872	2,122 9 10	7	27	97	1	10	9	2,823 0 10
Nathalia	4,024	1,483 0 7	147 10 4	7 16 6	7 16 6	8,367	4,095	5,664 18 6	17	92	206	19	6	15	8,773 2 1
Barwo	83	1 14 2	..	12 11 3	12 11 3	..	..	..	..	..	..	..	..	..	1 14 2
Picola	1,634	472 13 11	132 13 1	12 11 3	12 11 3	4,831	853	2,573 14 6	11	85	209	10	14	25	4,613 14 1
COBRAM LINE.															
Yarroweiah	656	125 15 11	12 19 1	2 15 1	2 15 1	1,696	257	440 2 1	2	13	82	2	2	9	1,048 18 2
Cobram	4,280	1,805 6 3	103 1 1	51 0 0	51 0 0	13,004	10,825	7,347 5 11	25	111	350	7	6	21	11,966 14 11

NORTH MURDOO LINE.									
Haselwood	91	4 14 2	0 10 11	10 12 3	23	60	21 0 1	17	17 1 9
Yinnar	2,078	310 8 2	79 19 1	2 1 6	563	947	473 9 7	308 9 7	1,182 16 8
Boolarra	5,043	762 1 7	60 0 10	0 2 6	1,066	1,384	737 6 11	605 9 2	2,107 0 0
Darimunda	1,665	80 9 4	9 0 11	0 2 6	1,79	1,01	100 8 4	180 7 1	190 7 1
North Murdoch	5,903	1,250 19 5	106 2 7	11 2 5	1,907	2,485	1,427 13 5	1,302 3 4	4,098 1 2
TEARAGON-STRAITFORD LINE.									
Glengarry	2,811	296 1 3	22 6 11	6 10 1	1,908	1,953	706 8 6	202 14 8	1,294 7 5
Tooncabilla	2,951	303 18 4	22 9 0	0 1 0	1,338	1,332	431 13 8	81 9 5	859 11 5
Cowwar	3,919	678 4 5	42 17 9	12 13 7	3,002	1,207	1,033 11 2	629 18 10	2,297 5 9
Dawson	335	45 2 6	0 18 1	0 1 0	713	44	245 3 0	291 3 7	291 3 7
Heyfield	5,546	1,100 10 1	168 16 10	24 11 10	3,705	1,859	1,958 13 10	1,281 2 2	4,623 14 9
Tianaba	2,471	751 11 0	38 7 6	22 9 7	1,290	1,131	940 6 3	1,831 17 8	3,637 12 0
Mafra	8,903	2,660 10 8	689 10 10	44 5 4	8,611	25,493	7,038 14 6	608 13 9	11,011 15 3
Powdercourt	..	..	..	..	6,064	..	308 5 5	..	308 5 5
BRAGALONG LINE.									
Boldale	533	135 15 11	14 15 0	0 14 9	1,900	422	683 10 8	517 13 11	1,827 16 3
Busby Park	..	..	..	..	3,139	46	368 7 1	..	368 7 1
Brigalong	536	186 10 9	23 17 9	0 7 0	3,086	515	1,140 3 3	99 8 6	1,450 7 9
PORT ALBERT LINE.									
Lyndhurst	3,447	173 7 2	927 11 10	1 0 9	2,797	3,382	415 9 2	16 11 1	1,634 0 0
Geabourne	12,035	848 12 0	1,412 1 2	4 3 5	4,700	4,210	834 12 7	219 19 8	3,319 8 10
Clyde	6,423	535 15 4	1,410 15 7	4 1 2	3,201	1,840	564 18 10	12 1 2	1,957 12 1
Tooradin	3,763	374 14 11	242 11 11	2 3 6	1,198	1,624	404 9 10	136 18 0	1,220 18 2
Dalmore	2,857	247 14 8	130 16 5	0 11 6	4,334	1,338	1,434 9 10	44 1 6	1,837 18 2
Koo-Wee-Rup	13,233	1,508 18 5	486 14 7	3 19 3	14,173	5,521	4,092 11 5	256 17 10	7,279 1 0
Monomith	1,794	247 7 7	611 6 11	13 13 10	1,131	540	63 18 1	721 2 1	1,657 8 10
Caldernaudo	3,149	369 14 3	1,083 9 5	9 14 3	219	1,015	192 14 7	429 9 7	2,020 2 1
Laag Lang	7,684	1,018 8 8	189 5 8	5 7 3	1,188	1,718	518 4 11	489 8 0	2,220 14 6
Nyora	9,858	1,391 17 2	79 0 10	4 7 6	4,953	2,970	1,306 10 8	124 12 4	2,986 8 6
Leach	8,002	974 4 0	232 18 2	2 8 0	1,562	1,735	1,735 13 3	862 3 1	2,713 15 6
Jetho	2,048	169 7 8	186 4 1	0 4 0	1,06	164	67 16 4	130 14 2	621 1 1
Bena	5,188	436 9 10	168 4 1	1 8 3	573	3,701	370 12 9	584 4 2	1,560 19 1
Whidlaw	120	5 12 9	0 7 3	..	61	79	28 17 5	935 2 10	43 17 5
Korumburra	28,033	4,038 1 5	612 13 11	33 18 3	17,034	9,003	5,089 7 7	211	10,710 4 0
Kardulla	8,029	226 6 4	45 1 9	1 1 9	4,449	238	284 18 5	..	537 8 3
Ruby	3,389	202 13 2	5 15 9	1 7 6	1,436	1,376	676 0 7	214 1 9	1,099 18 9
Leongatha	19,274	3,675 8 6	428 3 10	54 18 8	5,224	4,424	2,744 5 4	1,908 0 7	8,810 10 11
Rumf's Siding	..	..	..	..	23,341	..	2,316 12 8	..	2,316 12 8
Gwyther	..	..	..	..	206	18	57 7 3	..	57 7 3
Koonawarra	1,440	109 4 5	6 0 1	0 1 6	488	1,070	236 9 2	197 0 0	548 15 2
Tarwin	2,528	189 3 3	11 18 3	0 12 0	476	1,422	234 1 7	299 15 11	735 11 0
Mcenlyan	6,010	1,012 16 1	90 14 0	0 14 1	751	1,782	643 13 9	203 18 4	2,457 16 8
Sony Creek	2,217	488 7 11	32 18 10	5 11 4	779	801	542 17 5	513 17 1	1,583 12 7
Buffalo	1,575	237 8 5	0 18 11	0 19 9	186	202	146 13 2	325 9 1	741 9 4
Boys	92	5 17 9	1 4 11	..	643	35	141 18 6	544 13 8	152 11 2
Fish Creek	3,644	608 12 10	56 13 10	1 9 9	1,559	587	950 2 5	216 12 6	2,611 12 6
Hodde	1,212	96 11 6	7 6 10	0 4 9	137	118	130 12 3	112 12 7	337 10 11
Foster	5,090	1,021 19 7	111 6 2	3 8 3	1,908	8,209	1,065 17 13	448 15 0	2,651 6 11
Bennison	2,050	163 18 7	83 15 7	0 5 0	263	364	383 1 8	631 0 10	631 0 10
Toora	3,658	1,092 13 11	98 8 6	10 10 0	974	1,699	891 16 9	543 17 7	2,833 0 3
Agnes	415	98 19 7	10 17 4	..	449	46	80 5 9	154 4 4	1,805 5 4
Welshpool	2,756	711 17 8	83 9 0	17 13 11	671	1,656	328 8 5	665 16 4	1,224 0 8
Welshpool Jetty	5,053	121 12 0	108 13 4	..	642	210	993 17 13	242 1 7	1,588 9 10
Hedley	1,032	131 9 11	21 13 10	4 7 3	588	71	138 17 3	986 8 3	1,871 5 1
Gallondale	1,409	473 12 2	26 16 4	16 14 9	611	482	331 14 5	2,826 13 6	3,498 17 4
Alberton	5,257	2,351 11 7	137 0 2	2 6 6	1,874	4,808	2,387 2 8	..	..
Port Albert	1,261	251 2 2	80 19 11	..	5,340	348	3,164 8 9	..	..
WONTEAGGI LINE.									
Woodleigh	1,828	252 11 5	415 18 9	6 18 9	848	472	271 9 8	68 16 6	1,009 15 1
Karnock	1,987	227 7 0	241 11 11	0 8 0	338	210	65 17 9	384 7 5	949 12 7
Almura	2,145	390 10 0	27 3 3	12 0 5	432	1,249	266 9 9	350 5 6	1,076 8 11
Glen Forbes	2,006	303 15 11	207 1 3	0 14 0	228	318	182 15 0	77 8 11	781 10 1

[illegible]

PORT MELBOURNE LINE.													
Montague	278,135	2,168	6	9	116	10	6	0	13	6	..	..	2,285 10 9
North Port	497,725	4,205	3	6	57	16	9	0	9	9	..	..	4,205 6 0
Graham	617,545	4,704	3	0	68	15	2	0	12	9	..	..	4,704 10 11
Port Melbourne	197,820	2,158	11	0	92	7	10	0	4	0	..	2 13 3	14,983 13 0
ST. KILDA LINE.													
South Melbourne	837,388	6,876	15	3	353	17	0	0	15	3	..	..	7,231 12 9
Albert Park	2,041,383	16,168	18	10	212	8	10	0	1	9	..	..	16,410 11 5
Middle Park	2,007,988	16,269	16	9	207	2	5	0	1	9	..	..	16,478 11 11
St. Aulda	3,060,992	28,402	4	7	302	6	2	0	3	8	..	..	28,888 6 11
DEIGHTON-SANDRINGHAM LINE.													
Richmond	1,509,604	20,007	0	2	1,498	10	0	0	10	0	..	..	22,345 10 7
South Yarra	1,609,731	18,813	13	1	1,805	12	4	0	9	12	..	..	19,718 7 5
Prinsep	1,231,860	12,665	6	6	1,513	1	10	0	3	17	..	..	14,082 3 4
Windsor	1,420,041	12,665	2	7	2,094	1	19	0	1	13	..	..	14,082 13 10
Balchova	1,480,935	13,337	16	3	218	12	3	0	3	2	..	..	15,339 10 9
Ripponville	1,480,935	9,925	13	11	174	13	3	0	1	15	..	..	10,102 3 1
Kilmerwick	2,806,905	37,362	19	11	408	19	3	0	4	13	..	..	38,009 11 4
Gardenvale	1,007,984	12,921	10	11	69	5	9	0	0	11	..	..	12,991 9 1
Geelongville Building Tickets (Free)	180	..	..	..	..	..	..	..	..	..	..	..	..
Brighton	1,167,389	15,731	18	8	236	18	0	0	3	11	..	..	16,232 9 10
Middle Brighton	981,409	14,325	2	4	160	9	3	0	2	11	..	..	14,587 18 8
Irrigation Reach	451,684	7,592	0	9	56	10	9	0	0	12	..	..	7,649 3 3
Hampton	731,731	11,662	3	2	113	1	2	0	1	15	..	..	11,776 19 4
Hampton Building Tickets (Free)	1,020	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham	1,078,769	20,181	8	4	204	5	11	0	3	15	..	1 7 1	20,601 3 9
Sandringham Building Tickets (Free)	3,060	..	..	..	..	..	..	..	..	..	..	..	..
VARIOUS.													
Traffic derived from Deniliquin and Moama Stations	1,676	1,252	14	1	444	3	2	0	91	4	9	..	36,331 12 9
Traffic derived from South Australia Stations	41,992	53,425	8	8	7,094	17	8	0	414	19	2	..	110,366 1 10
Traffic derived from New South Wales Stations	109,177	78,502	7	10	11,779	4	1	0	948	19	9	..	138,900 16 9
Traffic derived from Queensland Stations	3,728	2,140	5	5	167	14	8	0	..	..	..	..	2,681 11 7
Traffic derived from Commonwealth Stations	..	..	..	..	11	17	8	0	..	..	..	..	63 4 9
Traffic derived from West Australian Stations	6,367	6,204	12	2	195	0	1	0	..	..	..	..	6,425 15 5
Government Tourist Bureau	1,163,810	182,199	7	0	..	..	..	0	..	..	..	..	182,199 7 0
Steam Tug and Son, to New South Wales, South Australia, &c.	20,960	515	12	3	..	..	..	0	..	..	..	..	515 12 3
Totals	4,076	2,675	19	5	..	..	..	0	..	..	..	..	2,675 19 5
Less Unallotted Credit Notes	111,904,786	2,660,267	3	34	276,181	5	6	0	19,559	9	1	..	6,278,303 6 54
	..	65,858	12	0	4,119	5	2	0	278	18	4	..	134,963 9 04
Mails and Telegraph	..	..	..	..	..	..	..	..	..	..	..	..	..
Hiring Car Service	..	..	..	..	..	..	..	..	..	..	..	..	..
Rentals	..	..	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous	..	..	..	..	..	..	..	..	..	..	..	..	..
GRAND TOTAL RAILWAYS													
St. Kilda and Deighton Electric Tramway	111,904,786	2,894,408	11	34	272,062	0	4	0	19,280	10	9	..	6,358,853 2 1
Sandringham and Black Rock Electric Tramway	4,945,627	..	..	..	..	..	..	..	..	..	..	..	40,047 17 10
GRAND TOTALS	616,746	2,894,408	11	34	272,062	0	4	0	10,280	10	9	..	3,750 15 64
GRAND TOTALS	117,407,159	2,894,408	11	34	272,062	0	4	0	10,280	10	9	..	6,402,651 15 54

* Stations open for only portion of the year.

DIAGRAM N° 1

AVERAGE MILEAGE OPERATED

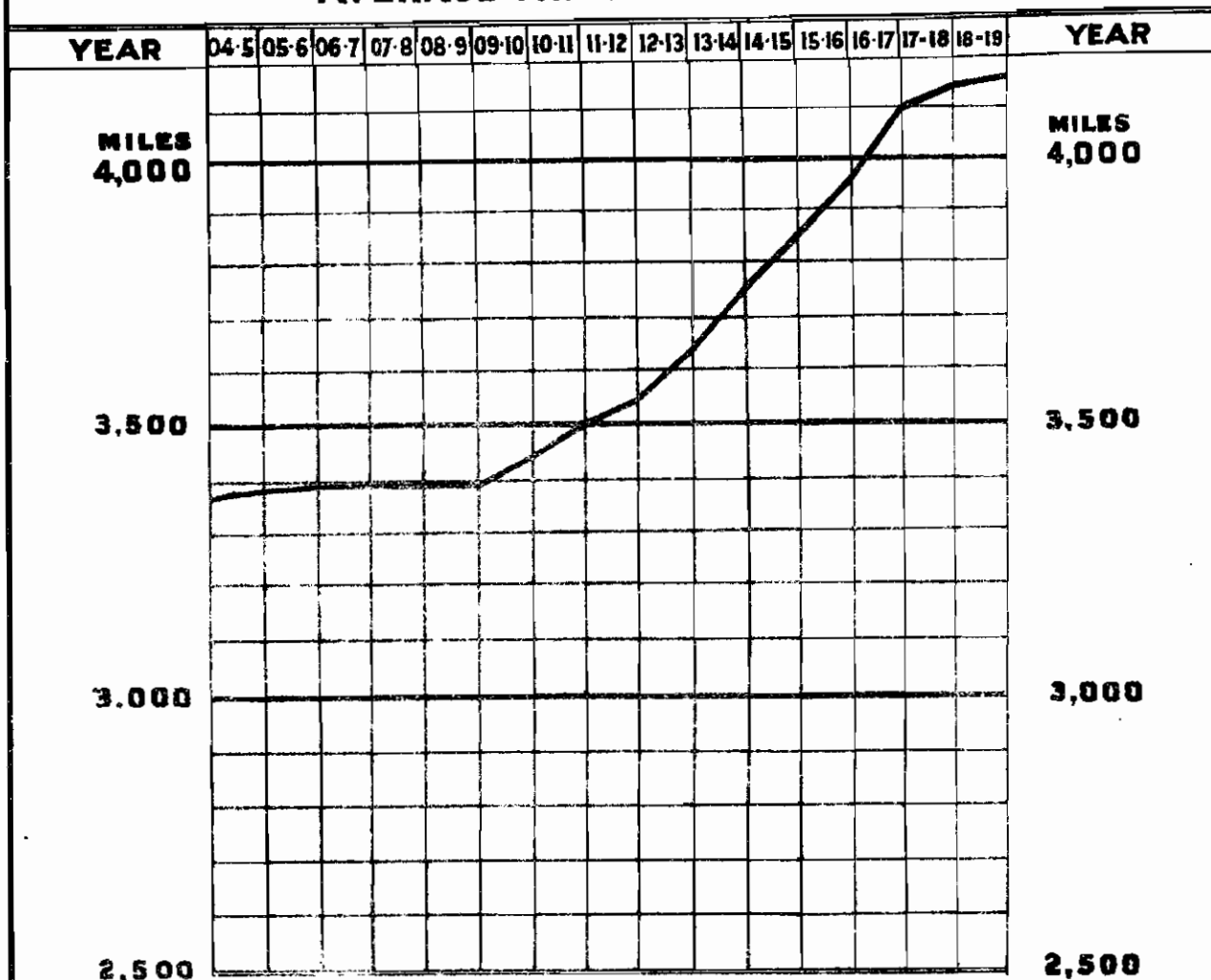


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

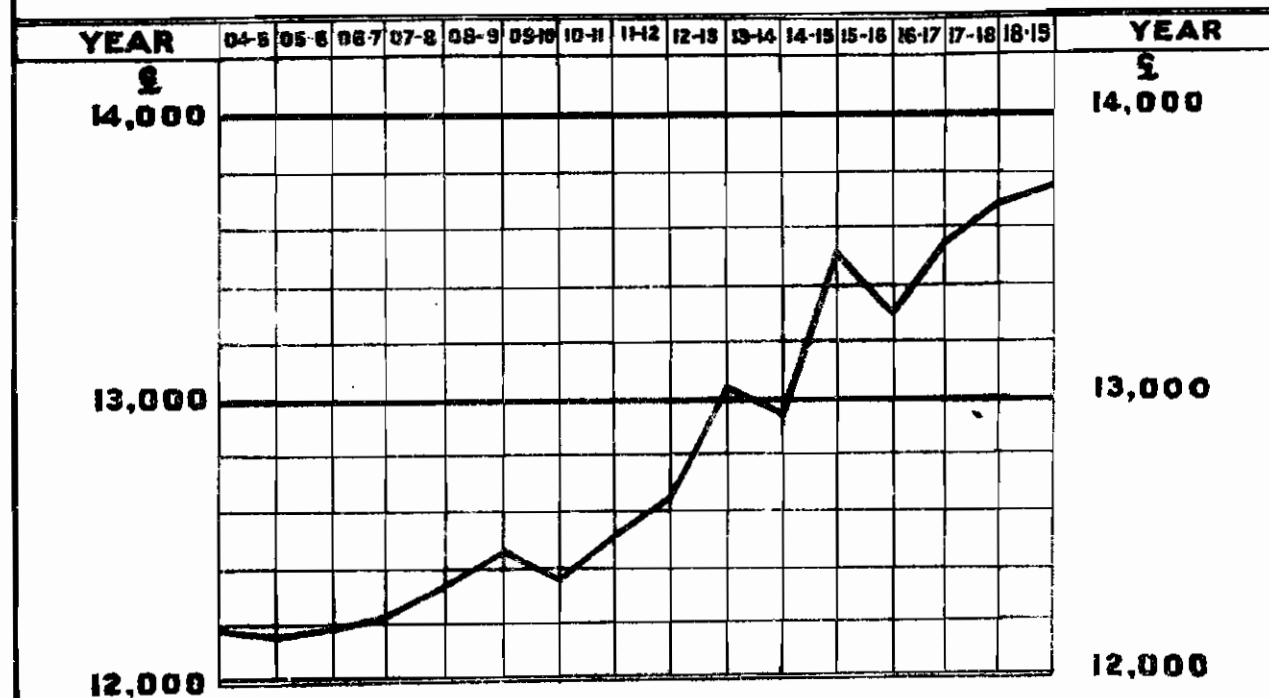


DIAGRAM N° 3

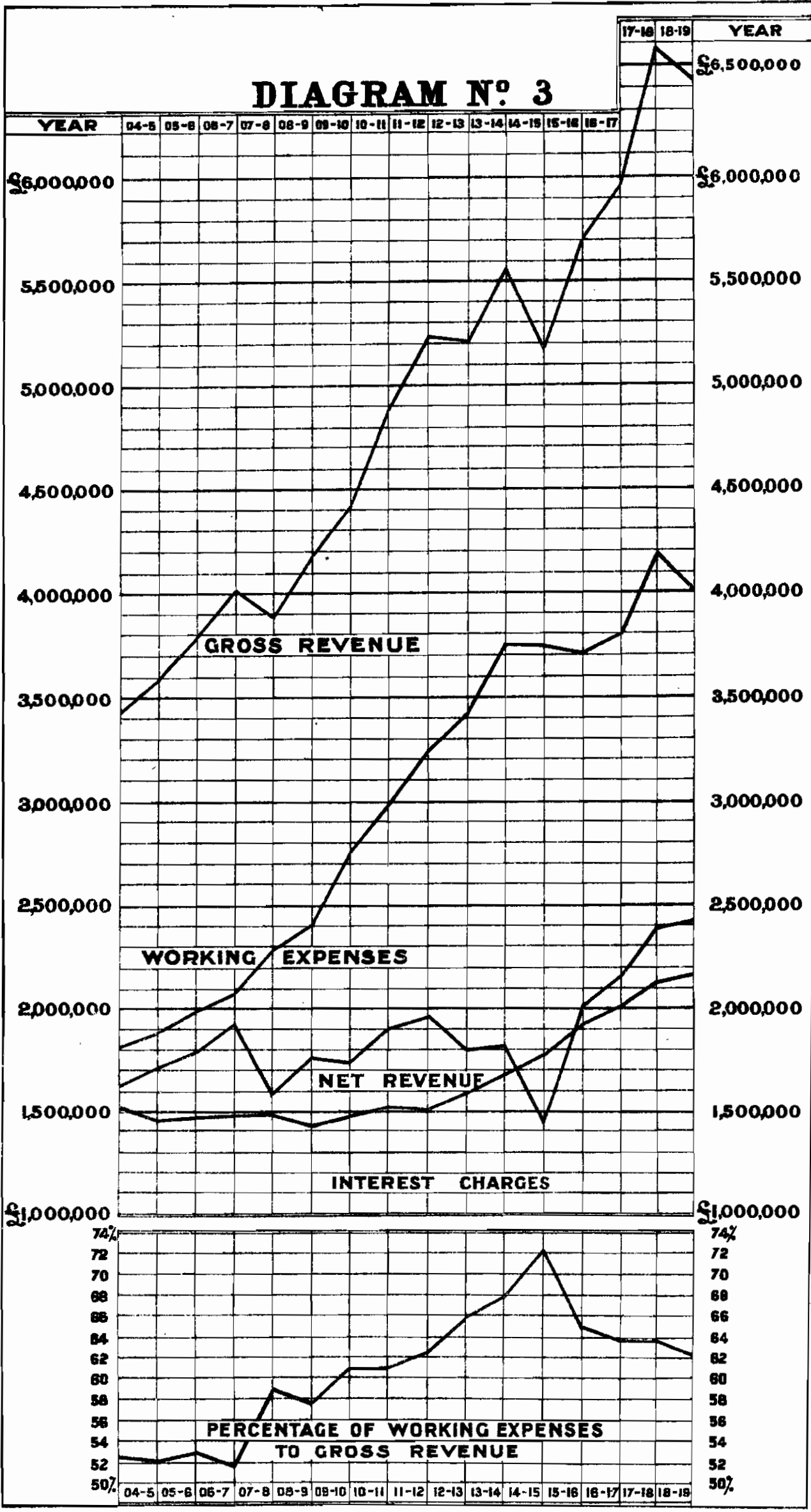


DIAGRAM N° 3^A

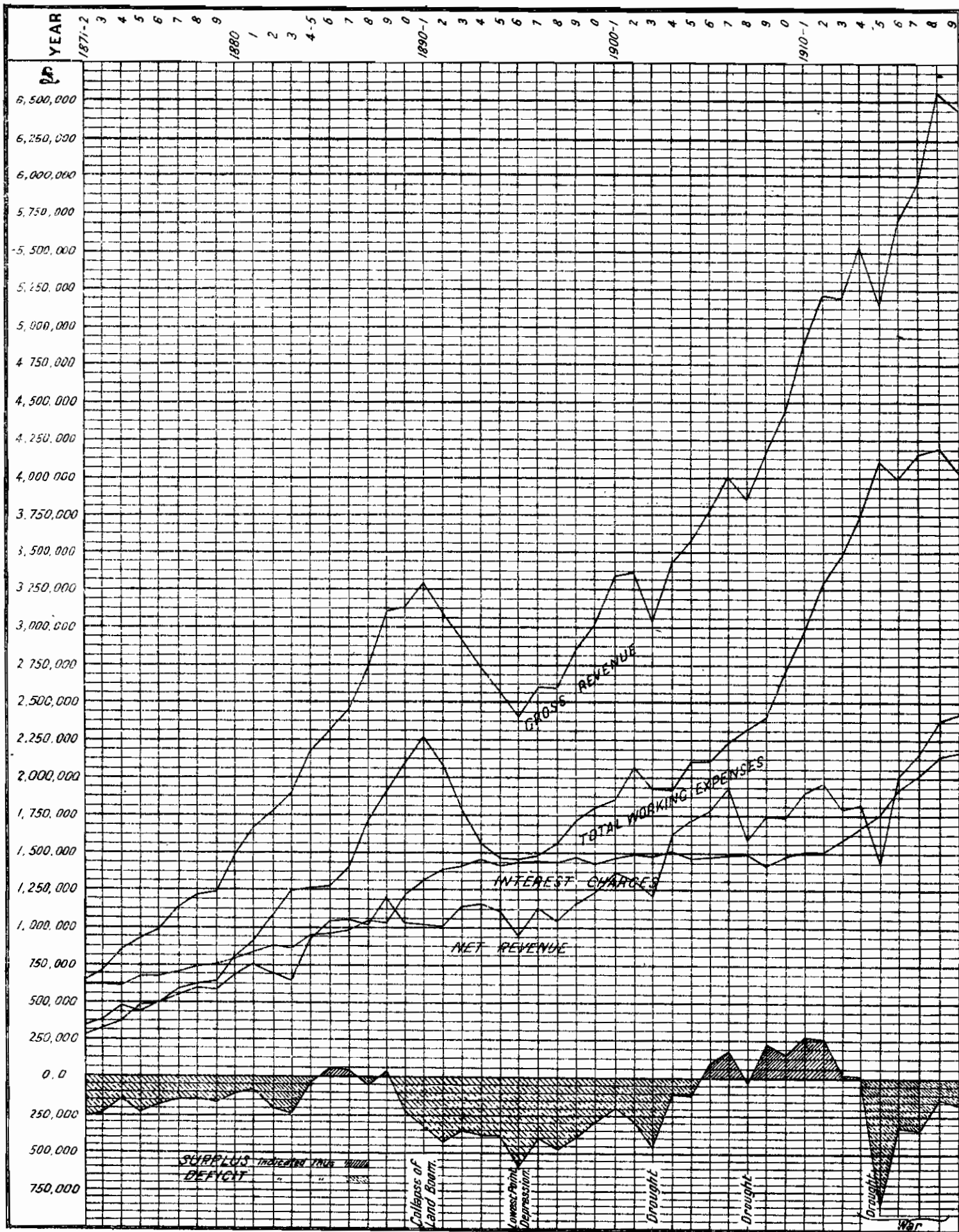


DIAGRAM N° 4 **PER** **AVERAGE MILE OF RAILWAY** **OPEN**

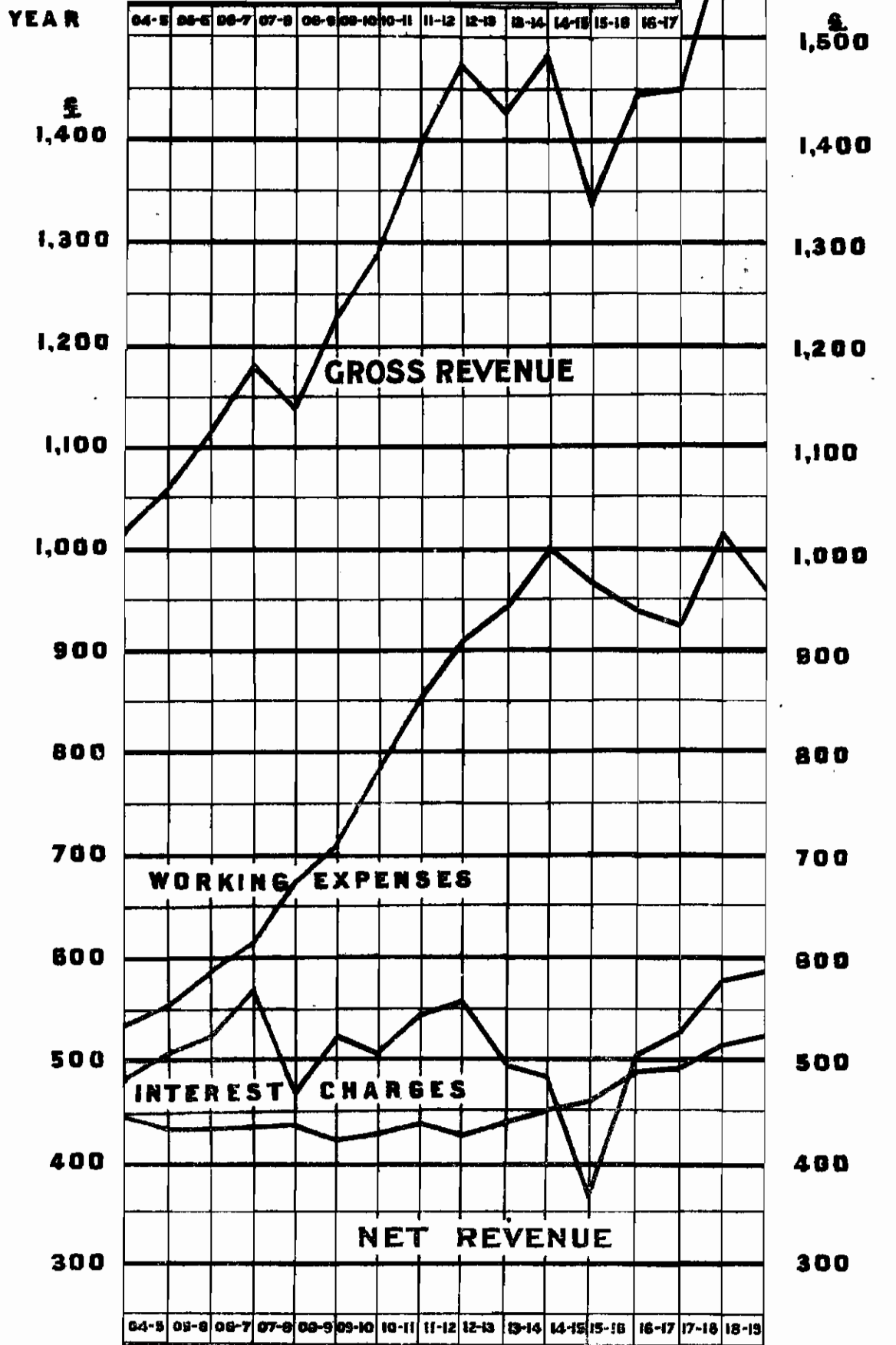
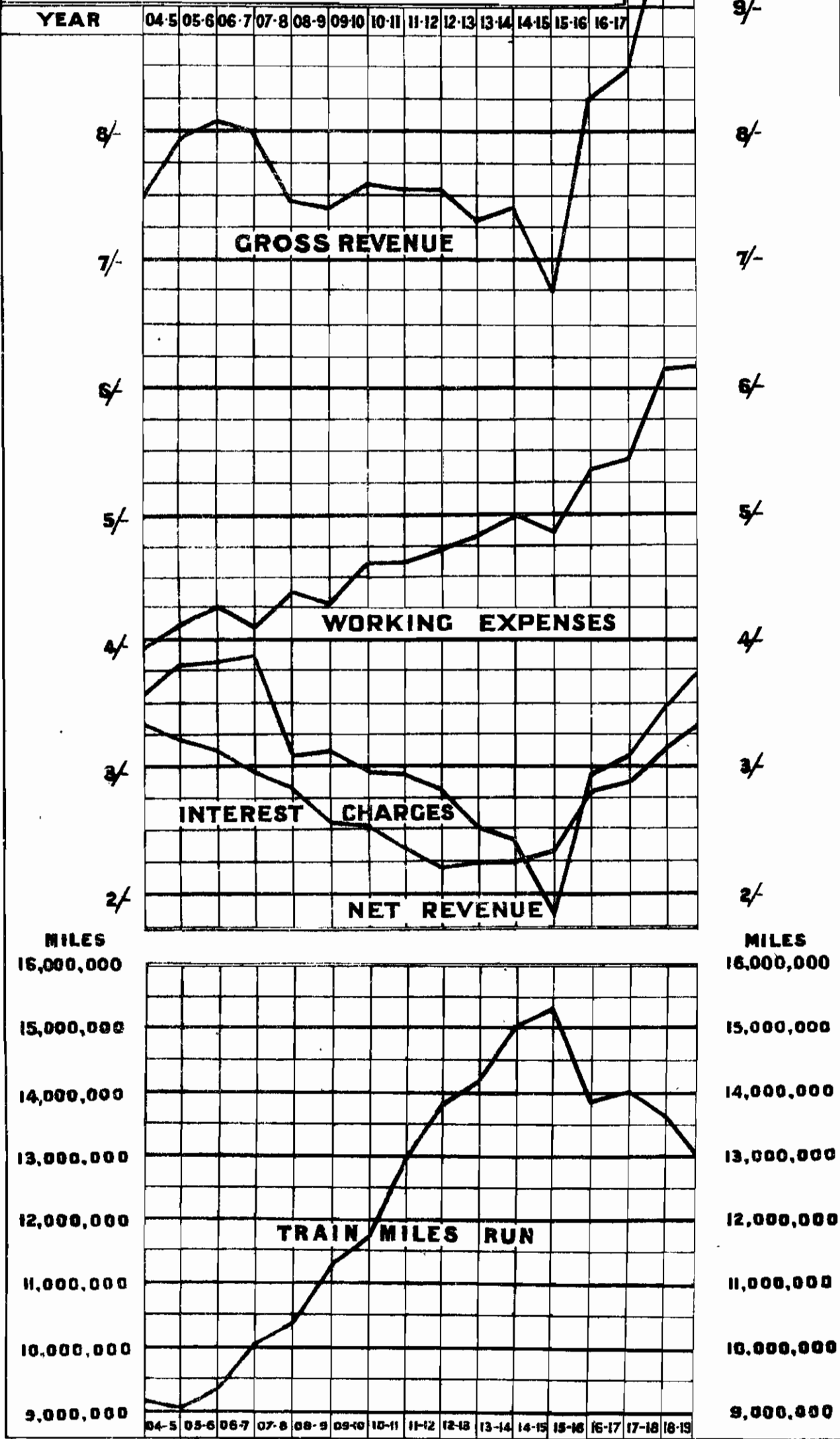
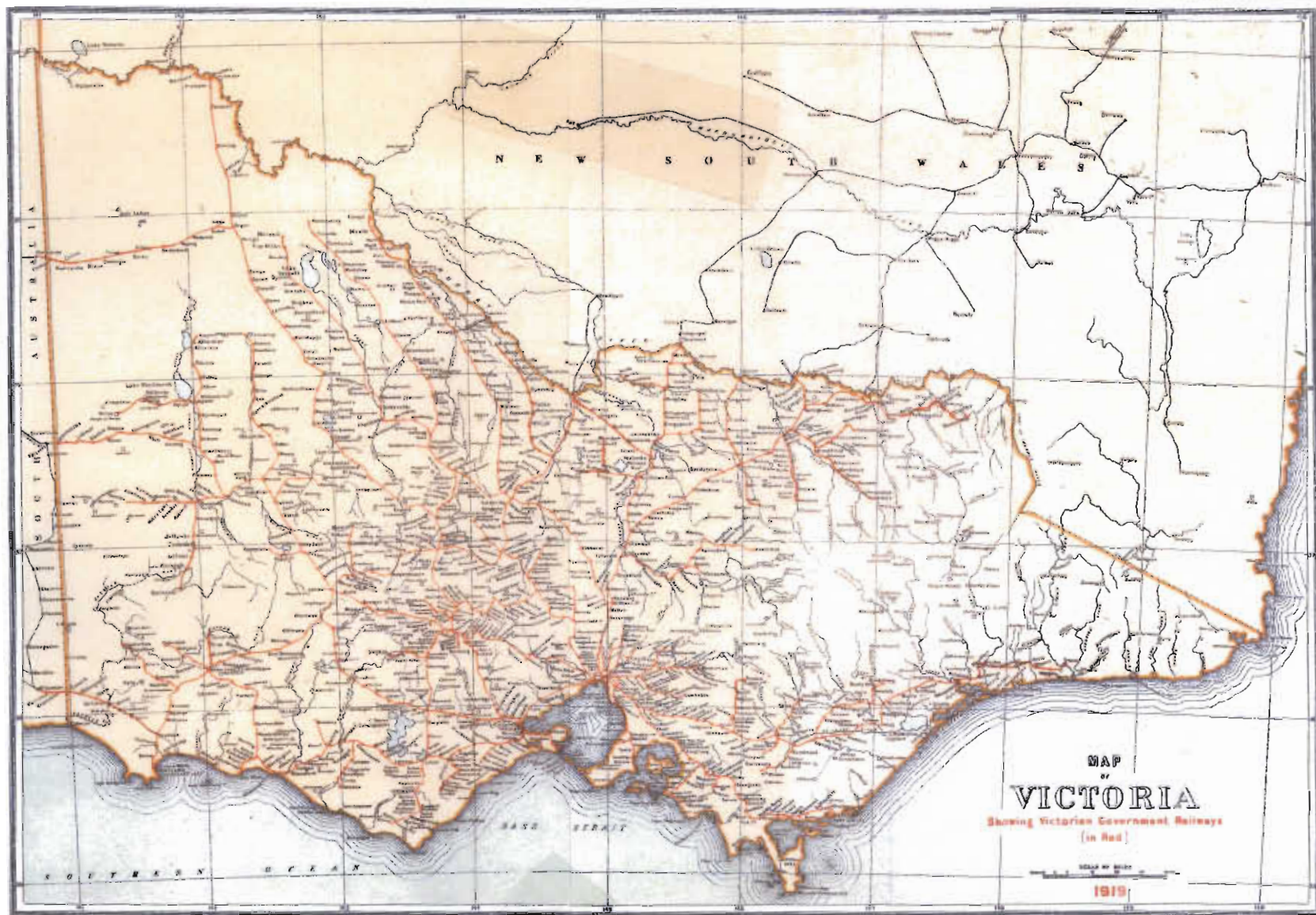
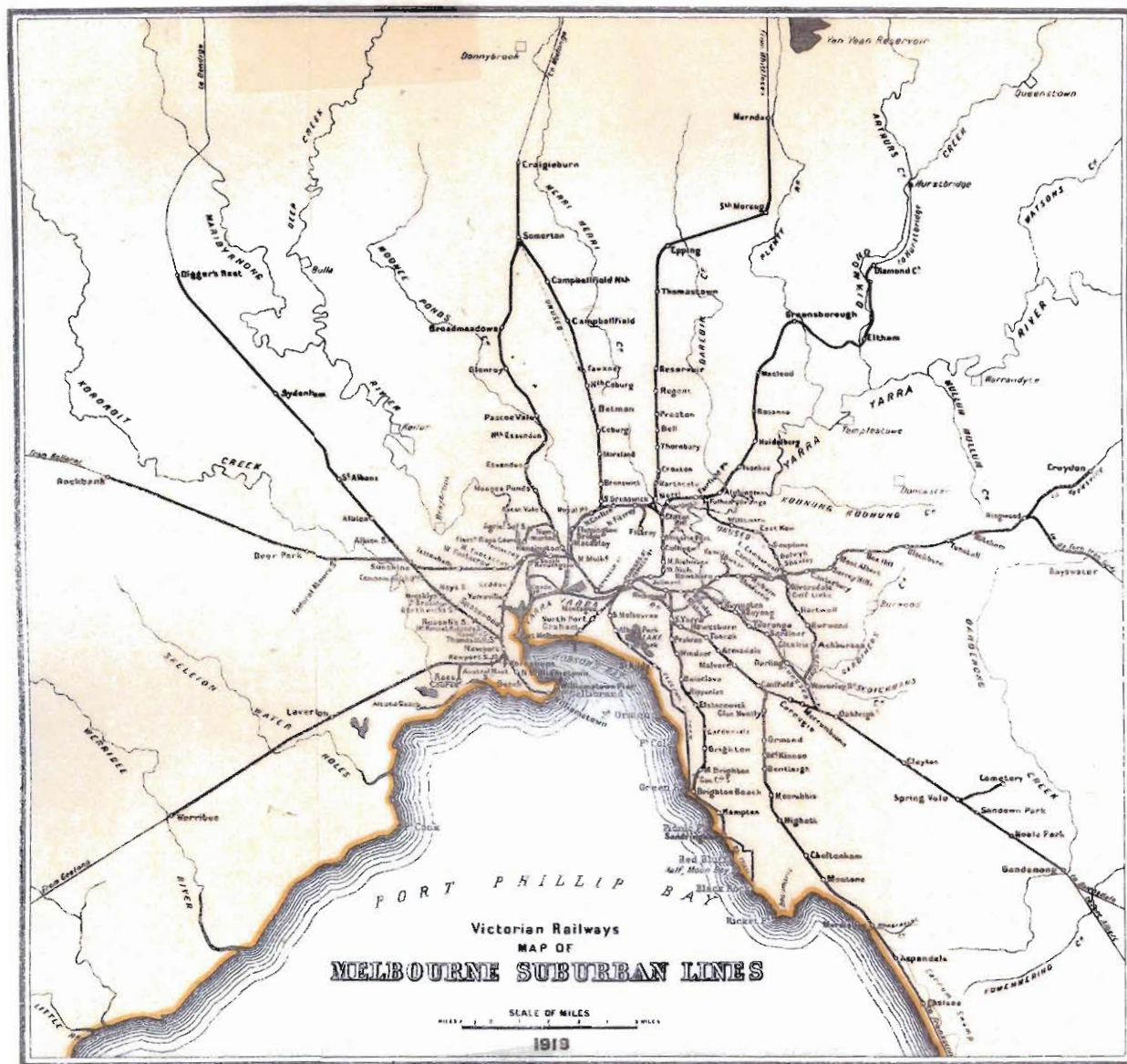


DIAGRAM N° 5 PER TRAIN MILE RUN







Stages of the Project



Total Distance—Frisco to Bixine 3,483 Miles

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