

1920.  
VICTORIA.

# VICTORIAN RAILWAYS.

## R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1920.

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

[*Approximate Cost of Report.*—Preparation, not given. Printing 350 copies, £11p.]

By Authority:

ALBERT J. MULLETT, GOVERNMENT PRINTER, MELBOURNE.

No. 8. —[3s.] —12977.

# REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDING 30TH JUNE, 1920.

VICTORIAN RAILWAYS,  
Commissioners' Office, Spencer-street,  
Melbourne, 15th September, 1920.

*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, 1920.

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<br>Sandringham-Black<br>Rock Electric Tram-<br>ways. |    |    | Total.          |           |          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----|----|-----------------------------------------------------------------------------|----|----|-----------------|-----------|----------|
|                                                                                                                                                                                        | £         | s. | d. | £                                                                           | s. | d. | £               | s.        | d.       |
| <b>GROSS REVENUE—</b>                                                                                                                                                                  |           |    |    |                                                                             |    |    |                 |           |          |
| Earnings .. .. .                                                                                                                                                                       | 8,133,617 | 9  | 1  | 62,090                                                                      | 16 | 11 | 8,195,708       | 6         | 0        |
| Amount payable under the provisions<br>of Section 102 of Act 2716, in<br>respect of the loss resulting from<br>the working of certain lines of<br>railway, <i>vide</i> page 14 .. .. . | 91,355    | 0  | 0  | ..                                                                          | .. | .. | 91,355          | 0         | 0        |
|                                                                                                                                                                                        | 8,224,972 | 9  | 1  | 62,090                                                                      | 16 | 11 | 8,287,063       | 6         | 0        |
| <b>WORKING EXPENSES</b> .. .. .                                                                                                                                                        | 6,032,951 | 2  | 6  | 50,711                                                                      | 5  | 11 | 6,083,662       | 8         | 5        |
| <b>NET REVENUE</b> .. .. .                                                                                                                                                             | 2,192,021 | 6  | 7  | 11,379                                                                      | 11 | 0  | 2,203,400       | 17        | 7        |
| <b>INTEREST CHARGES and<br/>EXPENSES</b> .. .. .                                                                                                                                       |           |    |    | £                                                                           | s. | d. |                 |           |          |
|                                                                                                                                                                                        |           |    |    | 2,234,201                                                                   | 13 | 1  |                 |           |          |
| <b>PENSIONS and GRATUITIES</b> .. .. .                                                                                                                                                 |           |    |    | 152,932                                                                     | 15 | 5  |                 |           |          |
| Adjustment with South Australia<br>in connexion with Border Rail-<br>ways, <i>vide</i> page 6 .. .. .                                                                                  |           |    |    | 3,199                                                                       | 0  | 0  |                 |           |          |
| Repayment to Capital Account<br>in respect of the Wheat Com-<br>mission's sidings, <i>vide</i> page 6 .. .. .                                                                          |           |    |    | 25,960                                                                      | 19 | 8  |                 |           |          |
|                                                                                                                                                                                        |           |    |    |                                                                             |    |    | 2,416,294       | 8         | 2        |
| <b>DEFICIT</b> .. .. .                                                                                                                                                                 |           |    |    |                                                                             |    |    | <u>£212,893</u> | <u>10</u> | <u>7</u> |

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

|                                                                                                                                                                                          | Year 1918-19. |    |    | Year 1919-20. |    |    | Increase. (+)<br>Decrease. (-) |    |    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----|----|---------------|----|----|--------------------------------|----|----|
|                                                                                                                                                                                          | £             | s. | d. | £             | s. | d. | £                              | s. | d. |
| <b>Gross Revenue—</b>                                                                                                                                                                    |               |    |    |               |    |    |                                |    |    |
| Railways—Earnings .. .. .                                                                                                                                                                | 6,358,853     | 2  | 1  | 8,133,617     | 9  | 1  | + 1,774,764                    | 7  | 0  |
| „ 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 | 73,424        | 0  | 0  | 91,355        | 0  | 0  | + 17,931                       | 0  | 0  |
| St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways .. .. .                                                                                                                  | 6,432,277     | 2  | 1  | 8,224,972     | 9  | 1  | + 1,792,695                    | 7  | 0  |
|                                                                                                                                                                                          | 43,798        | 13 | 4  | 62,090        | 16 | 11 | + 18,292                       | 3  | 7  |
| Total .. .. .                                                                                                                                                                            | 6,476,075     | 15 | 5  | 8,287,063     | 6  | 0  | + 1,810,987                    | 10 | 7  |
| <b>Working Expenses—</b>                                                                                                                                                                 |               |    |    |               |    |    |                                |    |    |
| Railways .. .. .                                                                                                                                                                         | 4,279,663     | 10 | 9  | 6,032,951     | 2  | 6  | + 1,753,287                    | 11 | 9  |
| St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways .. .. .                                                                                                                  | 28,998        | 8  | 2  | 50,711        | 5  | 11 | + 21,712                       | 17 | 9  |
| Total .. .. .                                                                                                                                                                            | 4,308,661     | 18 | 11 | 6,083,662     | 8  | 5  | + 1,775,000                    | 9  | 6  |
| <b>Net Revenue</b> .. .. .                                                                                                                                                               | 2,167,413     | 16 | 6  | 2,203,400     | 17 | 7  | + 35,987                       | 1  | 1  |
| <b>Interest Charges and Expenses</b> ..                                                                                                                                                  | 2,164,901     | 8  | 6  | 2,234,201     | 13 | 1  | + 69,300                       | 4  | 7  |
| <b>Pensions and Gratuities</b> .. .. .                                                                                                                                                   | 151,588       | 6  | 0  | 152,932       | 15 | 5  | + 1,344                        | 9  | 5  |
| Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 6 .. .. .                                                                                            | 14,521        | 0  | 0  | 3,199         | 0  | 0  | — 11,322                       | 0  | 0  |
| Repayment to Capital Account in respect of the Wheat Commission's sidings, <i>vide</i> page 6 ..                                                                                         | ..            |    |    | 25,960        | 19 | 8  | + 25,960                       | 19 | 8  |
| <b>Total of Interest Charges and Expenses, Pensions and Gratuities. &amp;c.</b> ..                                                                                                       | 2,331,010     | 14 | 6  | 2,416,294     | 8  | 2  | + 85,283                       | 13 | 8  |
| <b>Deficit</b> .. .. .                                                                                                                                                                   | £163,596      | 18 | 0  | £212,893      | 10 | 7  | + £49,296                      | 12 | 7  |

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

|                                                              | Year<br>1916-1917. | Year<br>1917-1918. | Year<br>1918-1919. | Year<br>1919-1920. |
|--------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|
| <b>Average Mileage of Railways operated</b>                  | 4,104              | 4,139              | 4,159              | 4,194              |
| <b>TRAFFIC TRAIN MILEAGE.</b>                                |                    |                    |                    |                    |
| Passenger—Country ... ..                                     | 2,869,096          | 2,839,226          | 2,816,728          | 3,103,611          |
| " Suburban ... ..                                            | 3,634,709          | 3,603,069          | 3,651,904          | 3,999,770          |
| Mixed ... ..                                                 | 2,578,948          | 2,513,111          | 2,509,505          | 2,528,802          |
| Goods (including Live Stock) ... ..                          | 4,939,287          | 4,670,965          | 4,053,518          | 5,390,282          |
| <b>Total</b> ... ..                                          | 14,022,040         | 13,626,371         | 13,031,655         | 15,022,465         |
| Number of Passenger Journeys ... ..                          | 108,341,540        | 105,753,073        | 111,904,786        | 134,012,162        |
| Tonnage of Goods ... ..                                      | 5,554,361          | 5,779,389          | 6,026,617          | 7,073,157          |
| Tonnage of Live Stock ... ..                                 | 408,241            | 451,704            | 488,853            | 697,537            |
| <b>GROSS REVENUE.</b>                                        |                    |                    |                    |                    |
| <b>Passenger, &amp;c., Business.</b>                         |                    |                    |                    |                    |
| Passenger—Country ... ..                                     | £ 1,465,429        | £ 1,686,835        | £ 1,620,741        | £ 2,195,888        |
| " Suburban ... ..                                            | 1,113,050          | 1,205,721          | 1,273,668          | 1,584,363          |
| Dining Car Service ... ..                                    | 16,067             | 18,953             | 15,730             | 25,471             |
| Refreshment Rooms Service ... ..                             | ...                | ...                | ...                | 105,619            |
| Parcels, &c. ... ..                                          | 244,231            | 267,129            | 272,062            | 343,186            |
| Horses, Carriages, and Dogs ... ..                           | 17,254             | 19,214             | 19,280             | 25,253             |
| Mails ... ..                                                 | 62,526             | 56,422             | 39,713             | 31,259             |
|                                                              | 2,918,557          | 3,254,274          | 3,241,194          | 4,311,039          |
| <b>Goods, &amp;c., Business.</b>                             |                    |                    |                    |                    |
| Goods ... ..                                                 | 2,558,447          | 2,661,596          | 2,433,785          | 2,930,598          |
| Live Stock ... ..                                            | 305,638            | 370,206            | 431,320            | 600,217            |
| Minerals ... ..                                              | 70,174             | 105,745            | 92,684             | 190,307            |
|                                                              | 2,934,259          | 3,137,547          | 2,957,789          | 3,721,122          |
| <b>Rentals</b> ... ..                                        | 90,066             | 102,893            | 148,686            | 85,643             |
| <b>Miscellaneous</b> ... ..                                  | 9,837              | 67,545             | 84,608             | 107,168            |
| <b>Total</b> ... ..                                          | 5,952,719          | 6,562,259          | 6,432,277          | 8,224,972          |
| Per mile of Railway worked ... ..                            | 1,450              | 1,585              | 1,547              | 1,961              |
| Per traffic train mile ... ..                                | 8s. 5'89d.         | 9s. 7'58d.         | 9s. 10'46d.        | 10s. 11'40d.       |
| <b>WORKING EXPENSES.</b>                                     |                    |                    |                    |                    |
| Transportation Branch ... ..                                 | £ 1,137,703        | £ 1,225,479        | £ 1,257,685        | £ 1,820,588        |
| Way and Works Branch ... ..                                  | 927,315            | 1,049,270          | 870,123            | 1,288,030*         |
| Rolling-Stock Branch—Operating Expenses ... ..               | 1,283,198          | 1,327,488          | 1,320,274          | 1,722,967          |
| " " Repairs and Renewals ... ..                              | 620,064            | 665,358            | 646,296            | 926,684            |
| " " Payment into Rolling-Stock Replacement Fund ... ..       | 50,000             | 50,000             | 50,000             | 50,000             |
| Electrical Branch ... ..                                     | ...                | ...                | 3,397              | 85,963             |
| General Expenses ... ..                                      | 95,997             | 100,911            | 100,094            | 124,012            |
| Payment into Railway Accident and Fire Insurance Fund ... .. | 39,763             | 32,586             | 31,794             | 40,668             |
| <b>Total Working Expenses</b> ... ..                         | 4,154,040          | 4,451,092          | 4,279,663          | 6,058,912*(a)      |
| Per mile of Railway worked ... ..                            | 1,012              | 1,075              | 1,029              | 1,445              |
| Per traffic train mile ... ..                                | 5s. 11'10d.        | 6s. 6'40d.         | 6s. 6'82d.         | 8s. 0'80d.         |
| Percentage of Gross Revenue ... ..                           | 69'78              | 67'83              | 66'53              | 73'66              |
| <b>Net Revenue</b> ... ..                                    | 1,708,679          | 2,111,167          | 2,152,614          | 2,166,060          |
| Per mile of Railway worked ... ..                            | 438                | 510                | 518                | 516                |
| Per traffic train mile ... ..                                | 2s. 6'79d.         | 3s. 1'18d.         | 3s. 3'64d.         | 2s. 10'61d.        |

(a) For details see Appendix No. 6. — \* Inclusive of £25,961 repayment to Capital Account in respect of the Wheat Commission's sidings.

### Gross Revenue of the Railways.

The Gross Revenue of the Railways, which amounted to £8,224,972, was £1,792,695 greater than that of the preceding year, viz., £6,432,277, or equivalent to an increase of 27·87 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 ... ..                                                                                                                                                                                 | 575,147    | 35·48     | ...       | ...       |
| Suburban ... ..                                                                                                                                                                                | 310,695    | 24·39     | ...       | ...       |
| Dining Car Service ... ..                                                                                                                                                                      | 9,741      | 61·93     | ...       | ...       |
| Refreshment Rooms Service ... ..                                                                                                                                                               | 105,619    | ...       | ...       | ...       |
| Parcels, &c. ... ..                                                                                                                                                                            | 71,124     | 26·14     | ...       | ...       |
| Horses, Carriages, and Dogs ... ..                                                                                                                                                             | 5,973      | 30·98     | ...       | ...       |
| Mails ... ..                                                                                                                                                                                   | ...        | ...       | 8,454     | 21·29     |
| Goods ... ..                                                                                                                                                                                   | 496,813    | 20·41     | ...       | ...       |
| Live Stock ... ..                                                                                                                                                                              | 168,897    | 39·16     | ...       | ...       |
| Minerals ... ..                                                                                                                                                                                | 97,623     | 105·33    | ...       | ...       |
| Rentals ... ..                                                                                                                                                                                 | ...        | ...       | 63,043    | 42·40     |
| Miscellaneous ... ..                                                                                                                                                                           | 4,625      | 41·39     | ...       | ...       |
| 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 ... .. | 17,931     | ...       | ...       | ...       |
| Total ... ..                                                                                                                                                                                   | 1,864,192  | ...       | 71,497    | ...       |
| Net Increase ... ..                                                                                                                                                                            | £1,792,695 |           |           |           |

The Gross Revenue per traffic train mile was 10s. 11·40d., as compared with 9s. 10·46d. in the preceding year, and was the highest obtained during the past 42 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, 1920 :—

| Year.   |     | Revenue per traffic train mile. |       |
|---------|-----|---------------------------------|-------|
|         |     | s.                              | d.    |
| 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 |
| 1919-20 | ... | 10                              | 11·40 |

### Working Expenses of the Railways.

The percentage of Working Expenses to Gross Revenue was 73·66, by contrast with 66·53 in the preceding year, and 67·83 in 1917-18. The higher percentage during the year under review is more than accounted for by the additional charges itemized on page 27.

### **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.**

Under the financial provisions of an agreement between the Victorian and South Australian Governments (which was ratified by Act No. 2424) in connexion with the construction of the line from Murrayville to Pinnaroo, and from Melangane to Mount Gambier, it is prescribed 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.

An amount of £3,199 became due to South Australia under this agreement in respect of the year 1919-20, and it has been paid and charged to the Working Expenditure.

### **Wheat Commission's Sidings.**

During recent years sites for the storage of wheat were established at a number of terminal points, such as Brooklyn, Spotswood, North Geelong, Corio Quay, &c., and storage accommodation for the 1918-19 harvest was provided at Broadmeadows, Huntly, Maryborough, and Stawell; the cost of which was charged to Capital.

The Wheat Commission agreed in July, 1919, to reimburse the Department the amount that had been incurred in providing the facilities at certain terminals, and also at the four country depôts, with interest at the rate of 5 per cent. on the Capital expended: the arrangement being that the Commission would be credited with the rentals charged for the different sites up to the 30th June, 1919, which amounted to £35,223; and a settlement on this basis was effected in October last, the amount paid by the Commission being credited to Capital.

In order to fully recoup Capital, the sum of £25,961, representing the difference between £35,223 and the amount due as interest on the cost of providing the accommodation and for freight on the materials used, viz., £9,262, was debited to the working expenses of the year and credited to Capital Account.

### **Percentage of Net Revenue to Capital Liability.**

The Net Revenue, after providing for the payment of Working Expenses, Pensions and Gratuities, the adjustment with South Australia in connexion with the Border Railways, and the repayment to Capital Account in respect of the Wheat Commission's sidings, was equivalent to 3.51 per cent. of the total loan liability, as compared with 3.55 in 1918-19.

## Credits under the Provisions of Section 102 of Act No. 2716.

|                                                                                                                                                                                                                                                                                                                            | £       | s. | d. |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----|----|
| In conformity with the provisions of Section 102 of the <i>Railways Act</i> 1915, No. 2716, an amount was appropriated by Parliament and paid to the Department to make good the decrease in the revenue of the year owing to the carriage at reduced rates of Victorian Coal purchased by the general public, viz. ... .. | 2,284   | 3  | 11 |
| The loss incurred in the operation of certain non-paying lines ( <i>vide</i> page 14), viz. ... ..                                                                                                                                                                                                                         | 91,355  | 0  | 0  |
| and the amount due in respect of the preference granted on goods of Australian manufacture, viz. ... ..                                                                                                                                                                                                                    | 1,923   | 12 | 0  |
| have not yet been paid to the Department, but credit has been taken for these amounts in the accounts for the year.                                                                                                                                                                                                        |         |    |    |
| Total ... ..                                                                                                                                                                                                                                                                                                               | £95,562 | 15 | 11 |

### 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 £310 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, was £40,978.

### Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £151,044 and £1,888 respectively, or a total of £152,932, as compared with £137,749 and £13,839 respectively, or a total of £151,588 in the preceding year.

At 30th June, 1920, there were 627 employees still in the Service entitled to either pension or compensation on retirement, by contrast with 787 at 30th June, 1919, or a decrease of 160, *vide* Appendix No. 8.

### Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1919, was ... .. £ 57,752,389 7 7  
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 ... ..       | 242,915 | 12 | 3  |
| Electrification of Melbourne Suburban Lines ... .. | 389,772 | 18 | 10 |
| Additions and Improvements to—                     |         |    |    |
| Way and Works ... ..                               | 141,825 | 4  | 8  |
| Rolling-stock ... ..                               | 126,981 | 2  | 5  |

**Total Increase in Expenditure on Capital Account** ... .. 901,494 18 2  
so that the total expenditure charged to Capital Account at 30th June, 1920, was ... .. £58,653,884 5 9

### Loan Funds.

The total liability, at 30th June, 1919, in respect of Current Loans was ... .. £ s. d.  
56,442,889 11 5  
and during the year the additional amount allocated was as follows :—

|                                                                                                                                                                                                           | £           | s. | d. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----|----|
| For Construction works ... ..                                                                                                                                                                             | 1,138,808   | 3  | 5  |
| For Redemption purposes ... ..                                                                                                                                                                            | 3,683,491   | 16 | 9  |
|                                                                                                                                                                                                           | 4,822,300   | 0  | 2  |
| Less Amount redeemed ... ..                                                                                                                                                                               | 3,638,872   | 4  | 3  |
| Net Increase for the year ... ..                                                                                                                                                                          | 1,183,427   | 15 | 11 |
| so that the total liability, at 30th June, 1920, in respect of Current Loans was ( <i>vide</i> Appendix No. 10) ... ..                                                                                    | £57,626,317 | 7  | 4  |
| The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1919, to ... ..                                                                        | £54,671,407 | 6  | 10 |
| and as this amount was increased during the year ending 30th June, 1920, by ... ..                                                                                                                        | 1,138,681   | 19 | 7  |
| the total proceeds of Loans at 30th June, 1920, were ... ..                                                                                                                                               | £55,810,089 | 6  | 5  |
| The difference between the increase in the proceeds of Loans and the net increase in the total amount of Current Loans allocated, which represents the Net Discount and Expenses for the year, was ... .. | £44,745     | 16 | 4  |

### Interest Account.

|                                                                                                                      |            |    |   |
|----------------------------------------------------------------------------------------------------------------------|------------|----|---|
| The Interest Charges on Current Loans ( <i>vide</i> Appendix No. 10) amounted to ... ..                              | £2,228,293 | 10 | 5 |
| In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of ... .. | 5,908      | 2  | 8 |
| The debit for Interest Charges and Expenses for the year 1919-20 was therefore ... ..                                | £2,234,201 | 13 | 1 |
| which represents an increase of £69,300 as compared with the debit for the previous year.                            |            |    |   |

### Non-Interest Bearing Funds.

|                                                                                                                                                                        |            |    |   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----|---|
| The amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was, at 30th June, 1919 ... .. | £3,917,029 | 7  | 0 |
| 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 ... ..         | 4,168      | 6  | 0 |
| The total amount so provided as at 30th June, 1920 ( <i>vide</i> Appendix No. 5), was therefore ... ..                                                                 | £3,921,197 | 13 | 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 Peshurst (dismantled)      | ... | ... | ... | 15·87  | ...                       | 50,000   |
| Canterbury Loop Line (dismantled)     | ... | ... | ... | 0·20   | }                         | 160,000  |
| Ashburton to Oakleigh                 | ... | ... | ... | 2·37   |                           |          |
| Fairfield Park to Deepdene            | ... | ... | ... | 3·34   |                           |          |
| Darling to Waverley                   | ... | ... | ... | 0·84   |                           |          |
| Lancefield to Kilmore (dismantled)    | ... | ... | ... | 18·10  | ...                       | 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     | ... | ... | ... | ...    | ...                       | 371,858  |
| Grand Total                           | ... | ... | ... | ...    | ...                       | £755,721 |

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 **£30,229** per annum, and again we must point out the inequity of requiring the Administration to meet interest on the cost of lines which should never have been built or in respect of proposed lines which have not been constructed.

### New Lines of Railways.

During the year 24·48 miles of new railways were opened for traffic, and at 30th June last, 92·45 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 1918-19 :—

|                                                                      | At 30th June |         | Average for Year. |          |
|----------------------------------------------------------------------|--------------|---------|-------------------|----------|
|                                                                      | 1919.        | 1920.   | 1918-19.          | 1919-20. |
|                                                                      | Miles.       | Miles.  | Miles.            | Miles.   |
| Route Mileage ...                                                    | 4189·52      | 4214·00 | 4158·58           | 4194·17  |
| Main Tracks ...                                                      | 4542·77      | 4567·24 | 4511·83           | 4547·41  |
| Sidings ...                                                          | 846·81       | 849·57  | 837·41            | 848·16   |
| St. Kilda-Brighton and Sandringham-<br>Black Rock Electric Tramways— |              |         |                   |          |
| Main tracks ...                                                      | 14·95        | 14·95   | 11·74             | 11·95    |
| Sidings ...                                                          | 1·35         | 1·35    | 1·17              | 1·35     |

### St. Kilda—Brighton Electric Tramway.

A comparison of the results of the operation of the St. Kilda—Brighton Electric Tramway with those of the preceding year is embodied in Appendix No. 11, the principal items being as follow :—

|                          |     | Year<br>1918-19. |     | Year<br>1919-20. |
|--------------------------|-----|------------------|-----|------------------|
| Number of Passengers ... | ... | 4,945,627        | ... | 6,805,892        |
|                          |     | £                |     | £                |
| Gross Revenue ...        | ... | 40,048           | ... | 50,494           |
| Working Expenses ...     | ... | 27,207           | ... | 42,813           |
| Net Revenue ...          | ... | 12,841           | ... | 7,681            |
| Interest Charges ...     | ... | 6,574            | ... | 6,005            |
| Net Result ...           | ... | Profit £6,267    | ... | Profit £1,676    |

There was an increase of 1,860,265 in the number of passengers carried, and of £10,446 in the gross earnings; but owing to the higher cost of wages and materials, the provision of an increased service to meet the traffic requirements, and the fact that an amount of £5,497 was written off the Capital Cost of the Power Plant at Elwood, the working expenses were greater by £15,606 than in 1918-19.

|                                                           |          |
|-----------------------------------------------------------|----------|
| The Capital Expenditure at 30th June, 1920, on account of | £        |
| the construction of the line was ...                      | 108,252  |
| and of rolling stock ...                                  | 41,876   |
| or a total of ...                                         | £150,128 |

### Sandringham—Black Rock Electric Tramway.

Detailed particulars of the operation of this Tramway are shown in Appendix No. 11A. The line, which was opened for traffic on 10th March, 1919, has proved an incentive to the development of the district which it serves, as during the year 2,433,162 passengers were carried over it, and the financial results were as under :—

|                  |     |     |        |        |
|------------------|-----|-----|--------|--------|
|                  |     |     |        | £      |
| Gross Revenue... | ... | ... | ...    | 11,597 |
| Working Expenses | ... | ... | ...    | 7,898  |
| Net Revenue      | ... | ... | ...    | 3,699  |
| Interest Charges | ... | ... | ...    | 2,316  |
| Net Result       | ... | ... | Profit | £1,383 |

The Capital Outlay incurred on the line (including Rolling Stock) up to 30th June, 1920, was £57,910.

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

There was a large increase in the passenger traffic both as regards volume and revenue, the number of passenger journeys and the revenue being respectively 20 per cent. and 31 per cent. greater than in 1918-19. The figures for the year constitute a record, the passenger journeys and the receipts having exceeded the best totals previously recorded by 14 per cent. and 31 per cent. respectively. This expansion of business is attributable mainly to the prosperous conditions which existed, the return of large numbers of soldiers from overseas, and to some extent, as regards the suburban traffic, to the improved services provided on the lines worked under electric traction.

An analysis of the passenger traffic during the years 1918-19 and 1919-20 appears in Appendix No. 19, but for ready reference the figures are summarized hereunder :—

|                          | Country Passenger Traffic. |               | Suburban Passenger Traffic. |               | Totals.       |               |
|--------------------------|----------------------------|---------------|-----------------------------|---------------|---------------|---------------|
|                          | Year 1918-19.              | Year 1919-20. | Year 1918-19.               | Year 1919-20. | Year 1918-19. | Year 1919-20. |
| Total number of journeys | 8,217,414                  | 10,263,863    | 103,687,372                 | 123,748,299   | 111,904,786   | 134,012,162   |
| Revenue .. ..            | £1,620,741                 | £2,195,888    | £1,273,668                  | £1,584,363    | £2,894,409    | £3,780,251    |

In Appendix No. 26 will be found a further statement showing in respect of the metropolitan and suburban stations which in 1909-10 had a volume of more than 500,000 passenger journeys on which have since developed at least that volume of traffic, the fluctuations in the passenger traffic and the changes in relative order of importance which have arisen during the past decade.

The volume of goods and live stock business and the revenue derived therefrom were much greater in 1919-20 than in any preceding year. The total tonnage was 1,255,224 tons, or equivalent to 19 per cent., in excess of the record tonnage carried in 1918-19, while the revenue was £763,333, or 26 per cent., greater than the receipts in that year, and 19 per cent. in excess of the highest revenue previously obtained. A comparative analysis of the traffic for the years 1918-19 and 1919-20 appears in Appendix No. 20, from which it may be seen that there was an increase in the tonnage of nearly every class of goods dealt with, the principal increases being in respect of wheat, coal, hay, straw and chaff, firewood, and live stock.

In addition to the general expansion of local business, factors that led to the greater volume of traffic were the diversion of a large amount of Inter-State business to the railways as a result of the strike of seamen and the subsequent strike of marine engineers, both of which necessitated the overlanding from New South Wales of a very large tonnage of coal for the railways, gas companies, and industries of this State, as well as for the South Australian railways and the Adelaide Gas Company; an extraordinary development in the firewood traffic as a result of the shortage of coal; heavy fodder traffic to New South Wales; and the abnormal quantity of live stock conveyed to markets and removed from drought-stricken areas to distant parts of the State for agistment.

### The Harvest.

The harvest yield was the smallest obtained since 1914-15, and consequently there was a heavy decrease in the number of bags of wheat carried by rail from country stations in the producing districts, the figures for the last four years being as follow :—

| Year.   |    |    |    | No. of Bushels Produced. | No. of Bags of Wheat carried by Rail from Country Stations. |
|---------|----|----|----|--------------------------|-------------------------------------------------------------|
| 1916-17 | .. | .. | .. | 51,162,438               | 18,461,822                                                  |
| 1917-18 | .. | .. | .. | 37,737,552               | 12,601,167                                                  |
| 1918-19 | .. | .. | .. | 25,239,871               | 6,439,495                                                   |
| 1919-20 | .. | .. | .. | 14,858,380               | 4,854,737                                                   |

During the year 2,676,373 bags of previous seasons' wheat were despatched from the wheat depôts at Broadmeadows, Huntly, Maryborough, and Stawell, and these are included in the 4,854,737 bags shown as having been carried by rail in 1919-20.

There was a large increase in the quantity of wheat exported, 9,430,195 bags of wheat held over from previous seasons having been shipped (the bulk of which had been stacked at the seaboard), whereas in the previous year 7,246,232 bags were exported.

As will be seen from the following statement, which shows the quantity of wheat on hand at the seaboard and in the country at the 30th June last (as well as in each of the previous three years), this large exportation resulted in an appreciable reduction in the accumulated stocks at the seaboard.

|                                             | Number of Bags of<br>Wheat Stacked at<br>30th June, 1917. | Number of Bags of<br>Wheat Stacked at<br>30th June, 1918. | Number of Bags of<br>Wheat Stacked at<br>30th June, 1919. | Number of Bags of<br>Wheat Stacked at<br>30th June, 1920. |
|---------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|
| At or in the vicinity of<br>Williamstown .. | 10,599,183                                                | 14,022,844                                                | 5,871,166                                                 | 206,291                                                   |
| At or in the vicinity of<br>Geelong ..      | 3,882,015                                                 | 6,616,145                                                 | 4,773,352                                                 | 405,993                                                   |
| At country stations ..                      | 3,134,458                                                 | 697,070                                                   | 392,044                                                   | 1,153,322                                                 |
| At country depôts ..                        | ..                                                        | ..                                                        | 4,201,248                                                 | 1,492,243                                                 |
| Totals ..                                   | 17,615,656                                                | 21,336,059                                                | 15,237,810                                                | 3,257,849                                                 |

A considerable number of trucks was used exclusively in the traffic between the stacks, the sterilizers, and the vessels at Williamstown and Geelong, and this special allocation contributed materially to the difficulties experienced during the year in meeting the requirements of the general goods business.

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 total train mileage run during the year amounted to 15,022,465, as compared with 13,031,655 in the previous year, the increase of 1,990,810 miles being made up as follows:

|                                       | Train Miles. |
|---------------------------------------|--------------|
| Country passenger train service .. .. | 286,883      |
| Suburban passenger service .. ..      | 347,866      |
| Mixed train service .. ..             | 19,297       |
| Goods train service .. ..             | 1,336,764    |
| Total .. ..                           | 1,990,810    |

The greater country passenger mileage was due principally to the heavy Inter-State traffic consequent on the restricted shipping facilities, and to the restoration of portion of the services which were curtailed during the period of the war; the additional suburban mileage is accounted for by the improved services provided under electric traction on the Essendon-Sandringham, St. Kilda and Port Melbourne lines, and the extra traffic consequent on the visit of His Royal Highness the Prince of Wales; and the larger mixed train mileage was wholly incurred in connexion with the operation of the new lines opened during the year.

The increase in the goods train mileage was necessitated by the much greater volume of traffic dealt with, and by the longer haulage involved in the despatch of live stock, and in the transport of a considerable tonnage of fodder to border stations. The gross ton mileage of goods traffic handled during the year increased, however, in the same ratio as the goods train mileage, and this serves to indicate that efficient methods were maintained and that only the minimum train mileage required to transport the loading was incurred.

Particulars of the train and truck performances for each year from 1905-6 to 1909-10, and from 1915-16 to 1919-20, inclusive, are shown in the following statement :—

| —                                                               |           | 1905-6. | 1906-7 | 1907-8. | 1908-9. | 1909-10. | 1915-16. | 1916-17. | 1917-18. | 1918-19. | 1919-20. |
|-----------------------------------------------------------------|-----------|---------|--------|---------|---------|----------|----------|----------|----------|----------|----------|
| Percentage of actual to authorized load over ruling grade       | Mixed ..  | 64      | 66     | 65      | 67      | 71       | 70       | 72       | 73       | 72       | 74       |
|                                                                 | Goods ..  | 80      | 79     | 79      | 79      | 80       | 83       | 87       | 89       | 89       | 88       |
| Average gross tonnage per traffic train mile                    | Passenger | 151     | 152    | 154     | 158     | 164      | 192      | 199      | 197      | 194      | 197      |
|                                                                 | Mixed ..  | 161     | 167    | 167     | 169     | 174      | 199      | 205      | 207      | 202      | 202      |
| Average goods and live stock tonnage per loaded truck mile      | Goods ..  | 267     | 270    | 275     | 272     | 270      | 300      | 319      | 322      | 322      | 323      |
|                                                                 | ..        | 6.2     | 6.2    | 5.8     | 6.2     | 6.3      | 7.5      | 8.3      | 8.1      | 7.4      | 7.8      |
| 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    | 92.85    |
|                                                                 | Suburban  | 102.70  | 101.95 | 105.70  | 112.34  | 117.50   | 147.67   | 146.33   | 144.67   | 164.00   | 179.02   |

It will be seen that the average gross tonnage per goods train mile during the year, viz., 323, exceeds the previous record, which was obtained in 1917-18 and again in 1918-19; while the number of passengers carried per passenger and mixed train mile is also greater than in any preceding year.

The increase of 0.4 per cent. or equivalent to 8 cwt. in the average goods and live stock tonnage per loaded truck mile was effected despite the abnormal volume of live stock business dealt with, which, owing to the small contents weight per truck, i.e., 5 tons, adversely affected the average figure, and also notwithstanding the lesser quantity of wheat railed from country stations, which, when available, affords good loading.

In recent years the carrying capacity of the standard type of goods truck has been increased, but the minimum tonnage necessary to secure the cheapest freight rate, viz., 6 tons, remained unaltered until the 1st April, 1920, when a by-law was introduced to increase the class weight minimums for various commodities so as to more nearly accord with the quantities which can suitably be loaded into trucks. Mainly as a result of this action, the average contents weight of loaded trucks during the months of April, May, and June showed an increase of 10 cwt., 14 cwt., and 18 cwt. respectively as compared with the corresponding months of the previous year. We are continuing to solicit the co-operation of traders with a view to obtaining still better results in this connexion.

### Inter-State Traffic.

Reference has already been made to the heavy Inter-State goods traffic during the year, and in order that the extent of the increase may be appreciated, the following statement is furnished showing the number of Victorian trucks loaded with goods for the New South Wales border stations during 1919-20, as contrasted with the number in the previous year :

|              | Number of trucks loaded for— |        |           |       |            |       |
|--------------|------------------------------|--------|-----------|-------|------------|-------|
|              | Albury.                      |        | Tocumwal. |       | Walgunyah. |       |
| Year 1919-20 | ..                           | 24,757 | ..        | 6,891 | ..         | 5,936 |
| Year 1918-19 | ..                           | 13,871 | ..        | 2,543 | ..         | 2,515 |
| Increase     | ..                           | 10,886 | ..        | 4,348 | ..         | 3,421 |

Owing to the inability of the New South Wales Railway Authorities to release each day the whole of the trucks landed at the border stations with goods requiring transshipment, considerable difficulty was experienced in operating the traffic, and notwithstanding the efforts that were made to regulate the acceptance of loading so as to accord with the quantity that could be handled, the frequent interruptions to transfer operations rendered it necessary to periodically block back large numbers of loaded vehicles for several days at a time, which had the effect of seriously decreasing the service obtained from the trucks employed in this particular traffic.

### 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.

The actual amount for which credit has been taken on this account, after certification by the Auditor-General, in respect of the twelve months ending 28th February, 1920, is £91,355, 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, 1920. |
|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
|                                                      | £                                                                                                                               |
| Bairnsdale to Orbost .. .. .                         | 15,848                                                                                                                          |
| Beeac to Newtown .. .. .                             | 1,600                                                                                                                           |
| Benalla to Tatong .. .. .                            | 1,420                                                                                                                           |
| Cavendish to Toolondo (Toolondo to Balmoral) .. .. . | 5,533                                                                                                                           |
| Chillingollah to Manangatang .. .. .                 | 2,178                                                                                                                           |
| Colac to Crowes .. .. .                              | 7,904                                                                                                                           |
| Jeparit to Lorquon .. .. .                           | 1,021                                                                                                                           |
| Eltham to Hurstbridge .. .. .                        | 2,995                                                                                                                           |
| Ferntree Gully to Gembrook .. .. .                   | 8,478                                                                                                                           |
| Hamilton to Cavendish .. .. .                        | 1,933                                                                                                                           |
| Heywood to Mumbannar (Melangance) .. .. .            | 5,488                                                                                                                           |
| Linton to Skipton .. .. .                            | 3,077                                                                                                                           |
| Lorquon to Yanac .. .. .                             | 2,079                                                                                                                           |
| Moe to Walhalla .. .. .                              | 6,398                                                                                                                           |
| Neerim South to Toorongo River (Noogee) .. .. .      | 5,122                                                                                                                           |
| Noradjuha to Toolondo .. .. .                        | 1,605                                                                                                                           |
| Rainbow to Nypo (Yaapect) .. .. .                    | 981                                                                                                                             |
| Rushworth to Stanhope North (Girgarre) .. .. .       | 1,810                                                                                                                           |
| Sea Lake to Pier Millan (Nandaly) .. .. .            | 1,546                                                                                                                           |
| Tallangatta to Cudgewa (Beetomba) .. .. .            | 9,584                                                                                                                           |
| Wangaratta to Whitfield .. .. .                      | 2,167                                                                                                                           |
| Nandaly to Kulwin .. .. .                            | 2,588                                                                                                                           |
| Total .. .. .                                        | £91,355                                                                                                                         |

### Fares and Rates.

In our last Report we pointed out that in view of the upward tendency in the cost of wages, the continued high price of coal, stores, materials and supplies of all kinds, as well as the increased interest charges, it would be necessary to impose higher fares and rates if the railways of this State were to be self-supporting.

The further marked advance which took place during the year in the operating costs, especially in the wages bill following upon the first award of the Railways Classification Board, rendered it inevitable that a large deficit would arise unless additional revenue were obtained by means of an increase in the charges, and the Government approved of our recommendation that the fares and rates should be increased as from the 17th May, 1920.

With a view to furthering the policy of decentralization and assisting the primary producer, the increased rates were not applied to agricultural produce, artificial manures, raw materials for country industries, and certain products of such industries on the "up" journey, whilst firewood was also exempted from the higher charges.

It was estimated that additional revenue to the extent of £950,000 per annum would be obtained from the increase, and on this basis the higher charges now in effect are equivalent to an all-round increase of approximately 12½ per cent.

Since 1st July, 1913, the aggregate increase in the railway charges in this State (including the increase as from the 17th May) amounts to 22 per cent., which is appreciably less than the total increase in any other Australian State, with the exception of South Australia, and considerably less than in other countries.

On every railway system of importance throughout the world heavy increases in expenditure on account of wages, materials, &c., have arisen owing to the altered conditions due to the war, and that substantial increases in the fares and rates have had to be made by Railway Administrations in other parts of the world in order to meet such increased costs is evidenced by the fact that in Great Britain the passenger fares are now 75 per cent. and the goods rates from 25 to 100 per cent. higher than they were before the war, while in Canada and the United States of America the charges have been increased by 40 per cent.

It is understood that additional increases in the fares and rates have either recently been imposed or are in contemplation on various systems, in order to meet the further demands for higher wages, improved conditions of employment, &c.; and in view of the upward trend of the working costs in this State due to causes outside our control no assurance can be given that the present charges will remain as they are for any length of time.

### **Electrification of the Suburban Lines.**

The Electrification of the Suburban Railway System was authorized by Parliament in December, 1912, and it was expected that the conversion would be completed by the end of 1917. Owing to the war, however, the scheme cannot be completed until about the middle of 1923, and in view of the many difficulties that arose as a result of the war, it is satisfactory to record that nearly one-half of the suburban system, in point of traffic, will soon be electrically operated.

The Sandringham-Essendon, St. Kilda, Port Melbourne, and Williamstown lines are now being worked electrically, and the Coburg line will be converted at an early date. It is expected that the lines to Reservoir and Heidelberg will be ready for electric traction about the beginning of 1921, and the lines to Dandenong and Frankston in the following year, while the conversion of the Ringwood line and branches should be accomplished about the middle of 1923.

The electric services have given much satisfaction, and when the scheme is completed the metropolis will be provided with a greatly improved system of railway transit which will enable additional services to be afforded at an economical cost compared with steam operation. Every effort is being made to expedite the completion of the scheme, not only to enable all parts of the metropolis to experience the benefits derivable therefrom, but also to secure the greater operating facilities thereby afforded the Department. At Flinders-street Station, for instance, on the lines electrically operated, engine movements have been eliminated, the work of the signalmen has been lessened, and the capacity of the station to handle additional trains increased.

A considerable amount of constructional work yet remains to be done. The last two turbo alternators for the Newport Power House are expected to be installed and ready for operation within the next twelve months. Additions to the existing rotary converting plant in the Newmarket, Middle Brighton, and Newport sub-stations will shortly be made, which will increase the security of the electric services against interruption by enabling reserve equipment to be available at times of maximum peak load.

The rotary converters at Jolimont sub-station are to be replaced by four 4,500 kilowatt machines, which will give this sub-station ample reserve capacity and enable it to meet all the demands likely to be made upon it for some years to come. The erection of the sub-station buildings at Caulfield, Mentone, Seaford, East Camberwell, Mitcham, Reservoir, Springvale, Rosanna, and Greensborough will require to be completed during the next two years. A commencement has already been made with the erection of the Caulfield sub-station. A large number of structures for the overhead equipment of the Frankston, Dandenong, and Ringwood lines are under manufacture, and their erection will be started after the Reservoir and Heidelberg lines have been completed. The undergrounding of the high tension cables to the Caulfield, East Camberwell, and North Fitzroy sub-stations has yet to be accomplished, as well as considerable sections of track bonding, while the installation of automatic signals on certain sections, and the conversion of the track circuits on others from direct to alternating current, must all be finished before electric traction can be commenced on the Frankston, Dandenong, and Ringwood lines. Large shipments of electrical plant for the sub-stations are expected during the ensuing 18 months, and special steps have been taken to insure that all the work to be performed by the Department will be completed by the due time.

In connexion with the carrying out of the Electrification Scheme advantage has, whenever practicable, been taken of the remarkable developments of electrical engineering science since the war. For instance, the last two 14,500 kilowatt generators for the Newport Power House, which are under manufacture, will not differ in outward appearance from the generators already installed, but they will be capable of producing about 20 per cent. more power, at a lower consumption of coal per unit. Other improvements, such as automatically-operated converting and switching plant—which is also a recent development—are to be installed in the Reservoir, Rosanna, Greensborough, Mitcham, and Springvale sub-stations. This will enable regular attendants to be dispensed with, and a corresponding saving to be effected in the cost of operation. An appreciable reduction in the size of sub-station buildings yet to be erected, and in their cost, has also been rendered possible through a new type of 20,000-volt switchgear having now become available. This switchgear, while efficiently performing the same service as the apparatus which was ordered before the war, but not supplied, will occupy very much less space.

In the Newport Power House and in the Suburban Railways Electrification Scheme generally the State will possess a very valuable asset, and one which could not be provided, at present prices of electrical plant and materials, for anything like what it will have cost when completed, even after allowance is made for the various unavoidable additional charges for electrical equipment and other apparatus, increased Customs duty, the extra cost of labour, &c. A part of the scheme has been carried out and the greater portion of the Newport Power House built at almost pre-war prices. The Power House will be capable of producing over 100,000 horse power of electrical energy, or sufficient to drive the whole of the suburban railway system and at the same time to supply quantities of power to the Melbourne City Council and other distributors, and also to various important industries. This assistance will be given at an opportune time, as it will materially help to tide over the period that must elapse before the Morwell Scheme is in full operation, and during which a serious shortage in the supply, within the metropolitan area, of electric current for lighting and industrial purposes might otherwise have been experienced.

The total expenditure incurred 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            | 690,483    | 705,457    |
| 1916-17 .. | 11,250            | 532,102    | 543,352    |
| 1917-18 .. | 21,844            | 290,038    | 311,882    |
| 1918-19 .. | 4,686             | 479,464    | 484,150    |
| 1919-20 .. | 15,316            | 389,773    | 405,089    |
|            | £89,071           | £3,313,434 | £3,402,505 |

### Subsidiary Electrical Schemes.

The erection of an electric sub-station at Spencer-street to displace the present small electric lighting station, from which power is now supplied for lighting railway stations and yards, driving workshop tools, &c., has been commenced, and most of the electrical apparatus is already on hand. The plant at the existing electric lighting station is practically obsolete, and as an ample supply of cheap electrical energy is now available it is intended, in accordance with the general Electrification Scheme approved by Parliament in 1912, to convert current from the Newport Power House in a sub-station at Spencer-street to the pressure and frequency necessary to enable it to be used for driving the tool equipment in the Railway Workshops at North Melbourne, operating electric cranes at the Metropolitan Goods Sheds, and for all the purposes for which power is now obtained from the Spencer-street Electric Lighting Station.

### Automatic Signalling.

The automatic signals with train stops which have been installed on various lines have proved of great value in facilitating the working of the traffic, and substantial economies in working expenses have resulted through the closing of signal boxes, which to a considerable extent offset the interest charges on the capital cost of the installation. Automatic signals are now in operation between Essendon and North Melbourne, Spencer-street and Elsternwick, Newmarket and the Flemington Race-course, Flinders-street and Montague, Richmond and East Richmond, South Yarra and Hawksburn, and on the St. Kilda line, and the scheme is being steadily proceeded with as supplies of apparatus and materials become available. Work is now being carried out between Elsternwick and Sandringham and between Melbourne and Clifton Hill.

Before electric traction can be commenced existing track circuits require to be converted from direct current to alternating current operation. This is being done on routes where the track circuiting system of train protection has been installed and where the traffic does not at present warrant the additional expenditure that would be involved in providing a complete system of automatic signalling.

### 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 47·9 miles of track with steel rails was undertaken and completed as shown hereunder :—

| Description of Rails.                     |    |    |    |    | Miles of Track Relaid. |
|-------------------------------------------|----|----|----|----|------------------------|
| New 100 lbs.                              | .. | .. | .. | .. | 10·3                   |
| New 80 lbs.                               | .. | .. | .. | .. | 25·3                   |
| Serviceable 100 lbs. and 80 lbs.          | .. | .. | .. | .. | 3·4                    |
| Serviceable 75 lbs., 66 lbs., and 60 lbs. | .. | .. | .. | .. | 8·9                    |
| Total                                     |    |    |    |    | 47·9                   |

Of this total 13·9 miles were relaid with heavier rails in order to provide serviceable steel rails for the construction of new lines of railway and sidings.

The tracks were strengthened by 5,979 additional sleepers, and 129,005 sleepers were renewed and 32 miles of fencing rebuilt.

Two additional places were provided with interlocking appliances involving the installation of 8 levers, and the total number of interlocked places as at 30th June was 861, with 10,899 levers, the proportion of interlocked places representing 78·77 per cent.

Twenty-nine intermediate non-staff stations were equipped with 51 sets of staff, Annett, or Tablet Lock Gear; 16 sets of Plunger Locking Gear were installed at 11 staff stations, and 4 electric staff sections were completed.

### Regrading of Camberwell Line.

The only work which remained to be done at the date of our last Report was the provision of the permanent superstructures of the overhead bridges at Glenferrie-road and Auburn-road.

During the year the overhead bridge at Glenferrie-road was completed, and a contract was entered into on the 8th March for the erection of the superstructure at Auburn-road; the contract conditions providing for the completion of the work by about the middle of December next.

### New Shipping Shed at Montague.

Further progress was made with the work of completing this shed and yard, but a considerable amount still remains to be done before the building can be adapted to the use for which it was erected.

The shed is at present held by the Central Wool Committee under a lease which will not expire until the 31st March next. In the meantime it is intended to carry out as much of the balance of the work as possible, so as to admit of the shed being brought into use shortly after the expiration of the lease. The present shipping shed will then be removed and the site utilized in connexion with the general scheme for the rearrangement of the Spencer-street station yard.

### **Spencer-street Station and Terminal Accommodation.**

The formulation of a scheme for the rearrangement and extension of the passenger and goods yard accommodation at Spencer-street has been further advanced, and a plan approved showing the proposed location of platforms to meet the future requirements of the country passenger traffic. The sites for the new platforms needed for the suburban traffic have also been decided upon.

The additional facilities required for the passenger business, including the duplication of the suburban tracks between the Viaduct Junction and the Franklin-street Junction, will encroach very considerably upon the existing goods yard, which is already inadequate for requirements. The comprehensive scheme cannot be materially developed until the new marshalling yard at Tottenham is able to relieve the Melbourne yard of portion of the traffic now dealt with therein, nor until the new shipping shed at Montague is brought into use.

### **Proposed Gravitation and Marshalling Yards at Tottenham.**

In 1911 a tentative scheme was prepared for the construction of a gravity marshalling yard at Tottenham to provide for the future requirements of the goods business, and during the period from 1912 to 1915 a considerable amount of filling—principally from regrading works—was dumped on the site and suitably graded.

Owing to the conditions brought about by the war no further work was done during the following years, but the great increase which took place in the traffic last year, and the congestion which occurred in the Melbourne yard in consequence thereof, rendered it imperative that the scheme should be proceeded with.

Funds were made available for the provision of a section of the proposed yard, and the work was taken in hand; but while this section when completed will afford some slight measure of relief to the Melbourne yard full advantage will not be gained from the Tottenham yard as a means of preventing congestion in Melbourne until the entire scheme is carried out.

In order to secure the best results it will be necessary to afford direct connexion between the proposed yard and the Geelong, Western, and North-Eastern lines, in addition to providing separate goods lines between Tottenham and the Melbourne yard so as to keep the goods traffic clear of the passenger traffic; and such a comprehensive scheme as is essential will involve works of considerable magnitude that will take some years to carry out and entail a very large expenditure.

### **Proposed New Chaff and Potato Shed.**

Consequent upon the general development of goods business the accommodation at the various goods sheds and outside platforms at Melbourne has become quite inadequate for requirements, and it is essential that additional facilities be provided at the earliest possible date.

The matter was fully investigated during the year, and it was found that the needs could best be met by transferring the chaff and potato traffic to a site west of the present gravitation yard, which site embraces portion of the area that it is proposed to take over from the Melbourne Harbor Trust in connexion with the general scheme for the remodelling of the Spencer-street yard.

The proposition has been submitted for reference to the Parliamentary Standing Committee on Railways in accordance with the provisions of Section 21 of Act No. 2717.

In the interests of efficiency and economy it is important that the work should be undertaken and completed with the utmost expedition, and a commencement will be made as soon as the requisite consent is obtained and funds are made available by Parliament.

### **Port Melbourne.**

As a result of the development of the shipping traffic the siding accommodation and weighing facilities at Port Melbourne became inadequate for requirements, and not only was difficulty experienced in keeping the vessels at the piers supplied with freight, but the necessity for weighing at Spencer-street the larger sized trucks containing shipping goods added to the congestion in the Melbourne yard.

In order to admit of the shipping traffic being properly dealt with increased siding accommodation has been provided at Port Melbourne and the 25-ton weighbridge replaced by one with a capacity of 35 tons. These improved facilities not only tend to relieve congestion, but will ultimately enable better use to be made of the new shipping shed at Montague.

#### **Additional Accommodation at Country Depots.**

Owing to the necessity for curtailing expenditure little progress has been made in recent years with the schemes for the provision of additional and improved accommodation at important country depôts, such as Bendigo, Geelong, and North Geelong, but the marked growth of traffic which manifested itself during the year rendered it essential that increased yard accommodation be made available in the country.

The approval of the Government was accordingly sought and obtained for the provision of additional facilities at the above-mentioned places, and the works are in hand. Improvements at other important station yards are now in contemplation,

#### **Proposed New Metropolitan Locomotive Depot.**

The plans of the new locomotive depôt which it is intended to establish at South Kensington are being considered in connexion with the general scheme which is being formulated for the rearrangement of the Spencer-street yard.

Further progress was made with the work of filling up the site in order to make it suitable for the purpose of a depôt, approximately 88,000 cubic yards of surplus material obtained from other works having been deposited thereon during the year, making a total of about 248,000 cubic yards to date.

#### **Grain Silos.**

Since our last Report the question of inviting tenders for the construction of terminal silos at Williamstown and Geelong has been considered by the Government, which decided that no action should be taken in the matter for the time being.

#### **Electric Lighting of Stations, &c.**

The lighting of nineteen additional stations in the country and eight in the outer suburban area was converted to electricity. In addition, the goods yard at Kerang and the live stock trucking yards at five country stations were equipped with electric lighting, and the work of installing it at other stations is being proceeded with in order of urgency.

#### **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, 1920, based on numbers and capacity respectively, are embodied in Appendices Nos. 15 and 16.

During the year 19 obsolete locomotives, practically all of low capacity, were broken up and removed from the register, which was further reduced by the sale of 6 "E" class and 1 "D" class locomotives, and 1 "F" class motor. In addition 2 "Y" cars, 2 "Z" vans, 3 workmen's sleepers, and 15 obsolete trucks were broken up and withdrawn from the register.

In view of the heavy writing down of stock that was effected in 1918-19, in anticipation of the demolition of many of the older types of locomotives and the substitution of modern stock for the old fixed wheel base cars, it was not considered necessary to write down any additional stock in the year 1919-20.

At 30th June, 1919, the inventory of rolling stock showed a deficiency which it was estimated would cost £134,500 to make good, and, as will be seen from Appendix No. 16, this deficiency at 30th June last was reduced to, say, £112,000, which will be liquidated during the current and future years.

The output of rolling stock was as indicated hereunder :—

|                                                     |    |    |    |    |    | Number<br>Manufactured. |
|-----------------------------------------------------|----|----|----|----|----|-------------------------|
| <i>Locomotives—</i>                                 |    |    |    |    |    |                         |
| “ A2 ” class for heavy passenger service            | .. | .. | .. | .. | .. | 2                       |
| “ DD ” class for passenger and goods service        | .. | .. | .. | .. | .. | 14                      |
| Steam crane (purchased)                             | .. | .. | .. | .. | .. | 1                       |
| Total                                               | .. | .. | .. | .. | .. | 17                      |
| <i>Carriages—</i>                                   |    |    |    |    |    |                         |
| Sleeping cars for joint stock service               | .. | .. | .. | .. | .. | 4                       |
| Sliding door cars for special and excursion traffic | .. | .. | .. | .. | .. | 23                      |
| Cars for narrow gauge lines                         | .. | .. | .. | .. | .. | 9                       |
| Total                                               | .. | .. | .. | .. | .. | 36                      |
| <i>Van—</i>                                         |    |    |    |    |    |                         |
| Narrow gauge                                        | .. | .. | .. | .. | .. | 1                       |
| <i>Trucks—</i>                                      |    |    |    |    |    |                         |
| Sheep                                               | .. | .. | .. | .. | .. | 8                       |
| Hopper, coal                                        | .. | .. | .. | .. | .. | 55                      |
| Total                                               | .. | .. | .. | .. | .. | 63                      |

The “ DD ” engines were partly manufactured by Messrs. Thompson and Company, of Castlemaine, and 4 were completed at the Newport Workshops, 5 at the Ballarat Workshops, and 5 at the Bendigo Workshops.

The steam crane was purchased under contract, and the balance of the additional stock was manufactured at the Newport Workshops.

In addition, 2 new underframes and bogies for motor coaches were constructed, and 6 cars of the suburban bogie type altered for use in the electric service, the position at 30th June as regards the carriage equipment for operation under electrical conditions being as under :—

|                                           | Total number<br>required for<br>Electrification. | Output<br>during<br>1919-20. | Total number<br>completed at<br>30th June, 1920. | Balance<br>to be<br>completed. |
|-------------------------------------------|--------------------------------------------------|------------------------------|--------------------------------------------------|--------------------------------|
| <b>MOTOR COACHES.</b>                     |                                                  |                              |                                                  |                                |
| Construction of new sliding-door cars     | 195                                              | ..                           | 176                                              | 19                             |
| Alteration of bodies of swing-door cars   | 164                                              | 1                            | 157                                              | 7                              |
| Manufacture of new underframes and bogies | 164                                              | 2                            | 94                                               | 70                             |
| <b>TRAILERS AND DRIVING TRAILERS.</b>     |                                                  |                              |                                                  |                                |
| Alterations of bodies of existing cars    | 343                                              | 5                            | 323                                              | 20                             |

### Construction of Locomotives by Contract.

As mentioned in our last Report, Messrs. Thompson and Company, of Castlemaine, were relieved, at their own request, of the contract held by them for the construction of the third series of 20 “ DD ” class locomotives, all of which were taken over from the Company in a partially completed condition (practically no assembling having been done) under a mutually satisfactory arrangement.

There is now no obligation on the Department to have any locomotives constructed under contract, and it is anticipated that the Departmental workshops will be able to cope with all future locomotive construction requirements.

### **New Sleeping Cars.**

In order to meet the increasing demand for sleeping accommodation on the Melbourne-Adelaide service as a result of the restricted shipping facilities and the development of traffic on the trans-continental line, four additional 71 feet joint stock sleeping cars were completed at the Newport workshops during the year. These cars are equipped with all up-to-date conveniences for the comfort of passengers, and the berths are a decided improvement on the previous design, being separate from the seats and backs used during the day.

### **Narrow-Gauge Excursion Cars.**

During the year nine additional narrow-gauge cars of the special type decided upon some time ago for the week-end and holiday traffic on the Fern Tree Gully-Gembrook line were constructed at Newport and placed in service.

This type of car has been designed to afford a greater measure of comfort than the seated goods trucks used on this line on week-ends and holidays, and it reasonably meets the requirements of the special traffic, which would not justify the expense of manufacturing carriages of the ordinary type.

### **Car Equipment for Suburban, Special and Excursion Traffic.**

The requirements of the traffic at holiday periods and in connexion with race meetings, &c., have hitherto been met by the utilization of a number of carriages from the regular suburban service, but the equipment of these latter cars for electric traction rendered it necessary to provide other means of catering for the special traffic.

It was therefore decided some time ago to construct 222 cars of a new type, with sliding doors, and during the year 23 were completed at Newport and progress was made with a number of others. These cars will also be used to replace the fixed wheel base stock as it becomes due for scrapping, and it is intended to proceed with the construction of the new cars so that the requisite number will be completed concurrently with the final stages of the electrification scheme.

### **Electric Lighting of Carriages.**

The new joint stock sleeping cars constructed at Newport during the year, and some of the special cars, were equipped with electric lighting throughout, and it is proposed to convert some of the main line express trains from Pintsch gas to electric lighting in the near future.

The question of improving the lighting of trains on branch lines where kerosene is now used has been investigated, and small electric lighting sets have been experimented with and found satisfactory. It is considered, however, that so far as the less important branch lines are concerned the limited amount of lighting required would not justify the cost of equipping the cars running thereon with electric light.

### **Superheater Locomotives.**

The whole of the engines which were completed during the year, viz., two "A2" class and 14 "DD" class, were equipped with superheaters, and 21 "A2" class and three "DD" class saturated steam engines were fitted with similar apparatus, making a total of 97 superheater locomotives in service at the 30th June last.

The superheater type of locomotive is now regarded as the standard except for suburban and switching work, and all new locomotives constructed by the Department are being equipped with this apparatus.

### **Consolidation Locomotives.**

The results obtained from the pattern "C" class consolidation locomotive, which was designed for heavy goods work, have been highly satisfactory. Under ordinary circumstances additional engines of that type would have been placed in service during the year, but owing to the prevailing conditions the Department was unable to obtain the requisite materials for their construction. It is anticipated, however, that it will be practicable to complete ten locomotives of this class during the current financial year.

Another type of consolidation locomotive to be called the "K" class has been designed for use on light lines where there are heavy grades and sharp curves. This type will have greater power and flexibility than the "DD" class and faster speed than the "V" class. On a ruling grade of 1 in 50 the proposed new type of engine will be capable of hauling 378 tons behind the tender, as contrasted with 270 tons for the "DD" class and 346 tons for the "V" class.

In order to obviate the necessity for introducing other standards and the expense of obtaining new patterns, existing standard parts will be used wherever practicable, and arrangements are now being made to obtain the materials required for the construction of ten locomotives of this class during the calendar year 1921.

#### **Proposed New Foundry and Electric Steel Furnace at Newport.**

The proposal to establish a new foundry, equipped with an electric steel furnace, at the Newport workshops, as referred to in our last Report, was duly investigated by the Railways Standing Committee, and following upon the Committee's recommendation the Government approved, in February last, of the work being carried out.

The plans of the buildings are now in course of preparation, and it is proposed to invite tenders at an early date for the electric steel furnace, magnets, &c., while other necessary equipment, such as cupolas, furnaces, and ovens will be constructed at the Newport workshops.

#### **Newport Workshops.**

Satisfactory progress has been made with the conversion of the workshops from steam to electric drive, 95 per cent. of the work having been effected at the 30th June, and this improvement admits of more economical working and greater production.

In view of the increased construction programme and the heavier maintenance work consequent on the marked growth of the traffic mileage, the need for the rearrangement and enlargement of the workshops is becoming increasingly evident, and the work, which has been held in abeyance owing to financial considerations, cannot be much longer deferred.

The principal difficulty is experienced in connexion with the boiler shop, where the work has outgrown the accommodation in the existing building and consequently a large proportion has to be carried on out of doors under disadvantageous conditions. The capacity of the existing machines in the boiler shop is also insufficient for present requirements, but additional machines are being obtained.

It is proposed to build a new boiler and tender shop, which will enable the existing shop space to be allotted for the construction and repair of steel trucks and car underframes, to which end the plans prepared in 1913 for a new boiler shop are being brought up-to-date in the light of the experience gained by the Departmental officers who have investigated English and American practices during the past two years.

#### **Ballarat and Bendigo Workshops.**

Both workshops were kept fully employed during the year up to the capacity of the available equipment and staff. At each place five of the partially constructed locomotives taken over from Messrs. Thompson and Company, of Castlemaine, were assembled, and 44 engines were overhauled, while 152 cars, vans, &c, were renovated at Ballarat and 114 at Bendigo, and a large number of trucks were repaired.

The balance of the overhead cranes required for these workshops have only recently been received, the delay having been due to conditions arising out of the war; but they have been erected and are now in course of completion.

Consequent on the large rolling stock construction programme the workshops at Bendigo and Ballarat will require to be utilized to their utmost capacity, and it is intended shortly to undertake the complete construction of locomotives at each place, and to largely increase the overhaul work, which will render it necessary to appreciably augment the staff.

### Stores Branch.

The value of the stock of stores at 30th June, 1920, as per the certificate of the Chief Storekeeper (Appendix No. 4) was £1,147,829, or £51,129 more than the value of the stock as at 30th June, 1919.

The increased cost of commodities is reflected in the value of the stocks on hand, which, with the exception of coal, are somewhat less than at the close of the previous year.

Difficulty is being experienced in obtaining many of the important items of materials required, particularly timber, iron, steel, and cement, and the Department has been handicapped in carrying out its programme of works by the existing shortage. Many of the local industries from which supplies are ordinarily drawn are unable to satisfy our full requirements, and it has been found necessary to supplement local supplies by obtaining materials abroad at very much increased cost.

The usual practice of disposing of scrap and surplus material not required by the Department was followed, from which sales an amount of approximately £65,000 was derived, giving an estimated profit of £10,000.

### Coal Supplies.

Considerable trouble was also encountered during the year in obtaining adequate supplies of coal owing to the shortage of shipping and the strikes of seamen and marine engineers.

The total quantity purchased was 687,616 tons (including 49,537 tons of slack coal), of which 414,646 tons were obtained from New South Wales mines, 270,097 tons from the State Coal Mine, and 2,873 tons from other Victorian mines. The amount of coal procured from the State Coal Mine, including 48,398 tons of slack coal, was 63,000 tons more than in the previous year, but the quantity of New South Wales coal obtained by boat, viz., 156,494 tons, was 16,000 tons less than in 1918-19.

In order to maintain the train services and also to replenish the reserve stocks of coal, which at the beginning of the year had been reduced to slightly more than one month's requirements, it was necessary to overland from New South Wales to the coal depôts at Tocumwal and Wodonga a total of 258,152 tons, which is the largest quantity ever obtained by rail from that State. The bulk of this supply was obtained from western district mines, but a proportion was Maitland coal for use on express and fast passenger trains, and the cost of this latter coal especially was considerably enhanced owing to the long haulage by rail.

Since the inception of the control over the distribution of coal supplies we have not received sufficient New South Wales coal overseas to meet our requirements, and in order to make up the shortage it has been necessary to procure large quantities of coal from that State by rail. Furthermore, we were obliged to accept coal of lower calorific value than could have been secured if the necessary shipping had been available. The result was that our working costs for the extra coal purchased on this account and the additional haulage and handling charges involved were higher by approximately £132,000 than they would have been if coal had been procurable by sea, and we again contend that it is inequitable that we should be required to bear the burden of this extra expenditure instead of its being shared by all the consumers in Victoria and the other States who obtained sea-borne coal. We have repeatedly represented the unfairness of the position, but without avail.

The following statement shows the uncontrollable additional expenditure which the Department has had to bear in connexion with its coal supplies during the past three years:—

| Year.   | Coal Consumed. | Cost.   | Increased Expenditure through having to obtain coal overland. |
|---------|----------------|---------|---------------------------------------------------------------|
|         | Tons.          | £       | £                                                             |
| 1919-20 | 645,736        | 778,427 | 132,127                                                       |
| 1918-19 | 574,092        | 612,278 | 112,954                                                       |
| 1917-18 | 575,339        | 610,531 | 112,983                                                       |

### Travelling Irregularities.

The check on irregular travelling was rigorously maintained by the special staff employed for the purpose, and the following statement indicates the number of irregularities reported :—

| Detected by—                                        | Number of Irregularities detected during the Year ending 30th June— |       | Increase. |
|-----------------------------------------------------|---------------------------------------------------------------------|-------|-----------|
|                                                     | 1919.                                                               | 1920. |           |
| Special Checkers on Suburban Trains and Barriers .. | 2,703                                                               | 3,327 | 624       |
| Special Checkers on Country Trains .. ..            | 1,335                                                               | 1,581 | 246       |
| Conductors on Country Trains .. ..                  | 2,425                                                               | 2,611 | 186       |
| Flying Gangs on Suburban Trains .. ..               | 742                                                                 | 875   | 133       |
| Totals .. ..                                        | 7,205                                                               | 8,394 | 1,189     |

All cases of irregular travelling are fully investigated, and, except where the offence is trivial or of a technical character, offending passengers are prosecuted in the Courts.

### Pilfering of Goods.

Every effort was made during the year to prevent pilfering, and the staff of special officers who were constantly employed in that connexion rendered good service.

The subjoined statement indicates the number of prosecutions and convictions for theft during each of the past three years, and also the number of charges heard by the Board of Discipline in cases where the evidence against employees was not definite enough to justify a prosecution :

| Year ending 30th June. | Outsiders.         |                   | Employees.         |                                 | Charges against Employees before the Board of Discipline. |                                |
|------------------------|--------------------|-------------------|--------------------|---------------------------------|-----------------------------------------------------------|--------------------------------|
|                        | Number Prosecuted. | Number Convicted. | Number Prosecuted. | Number Convicted and Dismissed. | Number of Charges.                                        | Number of Employees Dismissed. |
| 1918..                 | 43                 | 33                | 50                 | 43                              | 9                                                         | 7                              |
| 1919..                 | 54                 | 49                | 27                 | 23                              | 13                                                        | 2                              |
| 1920..                 | 60                 | 54                | 46                 | 36                              | 5                                                         | 3                              |

### Ambulance Organization and Equipment.

During the year 226 employees qualified themselves in " First Aid " work.

The annual competitions for corps and individual employees throughout the State were again successful, and with a view to further stimulating interest in ambulance work it is proposed to institute Inter-State competitions, the first of which will probably be held in Melbourne in November next.

The ambulance equipment available at stations, depôts, and in vans of trains was increased by 18 chests, 53 boxes, and 37 stretchers.

### Dining Car Service.

The increased Inter-State passenger traffic consequent on the restricted shipping facilities, and the improvement in the passenger business generally, are reflected in the gross earnings on the dining cars, which show a marked advance over the best previous returns. The receipts obtained from the respective services during the year, as well as in each of the previous three years, are shown hereunder : —

|                        | *Year—   |          |          |          | Increase over the best previous returns. |
|------------------------|----------|----------|----------|----------|------------------------------------------|
|                        | 1916-17. | 1917-18. | 1918-19. | 1919-20. |                                          |
|                        | £        | £        | £        | £        | £                                        |
| Sydney Express .. ..   | 9,626    | 10,379   | 7,899    | 14,317   | 3,938                                    |
| Adelaide Express .. .. | 4,976    | 6,013    | 5,167    | 7,829    | 1,816                                    |
| Mildura Line .. ..     | 1,465    | 2,561    | 2,664    | 3,325    | 661                                      |
| Total .. ..            | 16,067   | 18,953   | 15,730   | 25,471   | 6,415                                    |

After allowing for Working Expenses and the cost of the stores consumed, the year's transactions resulted in a profit of £4,330, or £2,620 more than in 1918-19.

The growth of traffic on the Mildura line renders it necessary to afford additional dining facilities for travellers, and consideration is now being given to the matter, as well as to the question of raising to even a higher standard than at present the service on the Sydney and Adelaide Express trains.

### Refreshment Services.

The results achieved from the assumption of full control of the refreshment rooms at a number of the principal stations, to which we made reference in our last Report, proved so satisfactory both from the financial aspect and the point of view of the service rendered to the public, that it was decided to bring under departmental control the balance of the rooms held under lease, except those at a few unimportant places.

In order that the business would be efficiently conducted a new Branch—called the Refreshment Services Branch—was established on the 1st March, 1920, and this Branch now also has control of the dining car and laundry services, as well as the leased rooms, and the tobacco, fruit and book stalls, which are rented from the Department.

The net return, after providing for depreciation of plant and equipment to the extent of £622, as well as for the cost of maintenance and of making substantial additions to the equipment, was £20,657 in excess of the amount received as rental in the previous year, when all maintenance work was debited to working expenses and no allocation made for depreciation of buildings, and this result fully justifies the change in the system of management.

### The Staff.

The total number of new appointments for the year was 177, made up as follows :—

|                                                                               |     |
|-------------------------------------------------------------------------------|-----|
| Apprentices .. ..                                                             | 89  |
| Lads .. ..                                                                    | 58  |
| Persons appointed by Order in Council under Section 142 of Act No. 2716 .. .. | 30  |
| Total .. ..                                                                   | 177 |

On the other hand, the Permanent Staff was reduced by 502, owing to retirements, dismissals, resignations, deaths, &c. The number of permanent employees on the books of the Department at 30th June, 1920, was, therefore, 325 less than on the corresponding date of the previous year.

The apparent net loss in this respect was, however, more than counterbalanced by the return of employees from Military Service, and after excluding men still absent

on this account, the comparison between the number of employees in each Branch at the 30th June, 1919 and 1920, respectively, was as follows :—

| Branch.                   | At 30th June, 1919. |                |        | At 30th June, 1920. |                |        |
|---------------------------|---------------------|----------------|--------|---------------------|----------------|--------|
|                           | Permanent.          | Supernumerary. | Total. | Permanent.          | Supernumerary. | Total. |
| Secretary's .. ..         | 34                  | 8              | 42     | 40                  | 9              | 49     |
| Transportation .. ..      | 4,106               | 2,477          | 6,583  | 4,225               | 3,461          | 7,686  |
| Rolling Stock .. ..       | 4,585               | 2,281          | 6,866  | 4,894               | 3,410          | 8,304  |
| Way and Works .. ..       | 2,719               | 2,702          | 5,421  | 2,698               | 4,300          | 6,998  |
| Accountant's .. ..        | 117                 | 35             | 152    | 136                 | 27             | 163    |
| Audit .. ..               | 112                 | 37             | 149    | 124                 | 37             | 161    |
| Stores .. ..              | 80                  | 59             | 139    | 88                  | 97             | 185    |
| Printing .. ..            | 36                  | 28             | 64     | 37                  | 43             | 80     |
| Electrical Engineering .. | 201                 | 265            | 466    | 270                 | 496            | 766    |
| Traffic .. ..             | 44                  | Nil            | 44     | 47                  | 2              | 49     |
| Refreshment Services ..   | Nil                 | Nil            | Nil    | 21                  | 235            | 256    |
| Total .. ..               | 12,034              | 7,892          | 19,926 | 12,580              | 12,117         | 24,697 |

It has been the policy, since 1914 not to make any appointments to the Permanent Staff, except in the case of youths and of a limited number of persons with technical qualifications, so that the claims of men who enlisted for service abroad might not be prejudiced. As a result, the percentage of Supernumerary to Permanent employees is quite abnormal, but steps could not be taken to make additional permanent appointments of adults until recently, owing to the large number of supernumerary employees still absent as members of the Expeditionary Forces.

A recommendation on the subject has, however, been made for the consideration of the Government, with a view to increasing the Permanent Staff to more reasonable proportions.

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

| Year.           | Total Salaries and Wages. |    |    |    |    |            |
|-----------------|---------------------------|----|----|----|----|------------|
| 1917-18 .. .. . | ..                        | .. | .. | .. | .. | £3,150,437 |
| 1918-19 .. .. . | ..                        | .. | .. | .. | .. | 3,284,779  |
| 1919-20 .. .. . | ..                        | .. | .. | .. | .. | 4,594,106  |

**Railways Classification Board.**

In accordance with the decision of the Government to introduce legislation for the appointment of a Board with an independent Chairman to investigate and determine what increased rates of pay should be granted to the staff to meet the higher cost of living, &c., as referred to in our last Report, the Railways Classification Board Act (No. 3006) was passed in October last providing for the establishment of a Railways Classification Board consisting of a County Court Judge as Chairman, two persons nominated by the Commissioners, and two persons elected by the staff.

His Honour Judge Winneke was appointed Chairman, Messrs. W. E. Keast (General Passenger and Freight Agent) and W. J. Griffiths (manager for McKenzie and Holland Limited) were nominated by us, and Messrs. B. B. Deveney and P. J. Fogarty, both of the Rolling Stock Branch, were elected by the employees as the other members of the Board.

The functions of the Board are :—

- (1) To fix rates of salaries and wages up to a limit of £400 per annum, except in the case of employees whose work is substantially the same as that covered by outside Wages Board Determinations ;
- (2) to decide differences of opinion between the Commissioners and the staff as to the application of outside Wages Board rates ; and
- (3) to fix hours of duty, and, in respect of the whole staff up to a limit of £400 per annum, other conditions of employment affecting remuneration.

The Board immediately commenced operations and has made awards covering all grades within its jurisdiction. The basic wage adopted for the lowest grade of adult unskilled employee was 11s. 9d. per day, or 2s. 9d. per day in excess of the previous basic wage, and the rates of the balance of the staff up to £400 per annum were similarly increased by 2s. 9d. per day in the case of employees and £45 per annum in respect of officers. This latter course was adopted with a view to obviating for the time being the investigation of each grade in detail, which would have occupied some considerable time, and the Board was thus enabled to devote its attention to other conditions of employment.

It was provided in the Act that the rates fixed by Wages Board Determinations should be paid to employees performing substantially the same class of work as is covered thereby, and adjustments were also made in the salaries of certain officers receiving more than £400 per annum, who did not come within the scope of the Board.

The Awards made by the Board were operative as from the 1st July, 1919, and the total cost thereof during the year ending 30th June last was £699,938, of which £19,865 was chargeable to capital.

The Board is now engaged in investigating other matters which under the Act it is required to deal with.

### General Review.

The financial operations of the year resulted in a deficit of £212,894, or £49,297 more than in the previous year, when the loss was £163,597.

During the year under review, however, we were obliged to incur certain uncontrollable charges, which in the aggregate involved a considerable sum of money and converted what otherwise would have been a substantial surplus into the deficit quoted.

Compared with the previous year's results the revenue earned in 1919-20 was favoured by

|                                                                                                                                       |           |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------|
| the higher fares and rates which operated from the 17th May to the 30th June, and which increased the earnings by approximately .. .. | £ 115,000 |
| and the increased credit for the loss on non-paying lines ( <i>vide</i> page 14), viz. .. ..                                          | 17,931    |
| whilst the working expenses benefited by--                                                                                            |           |
| the decrease in the amount paid in connexion with the adjustment of the Border Railway Account ( <i>vide</i> page 6), viz. .. ..      | 11,322    |
| so that the operating results were favoured to the extent of .. ..                                                                    | £144,253  |

But against this we were obliged to incur very heavy debits for increased rates of pay to the Staff and other charges as itemized hereunder :

|                                                                                                                            |          |
|----------------------------------------------------------------------------------------------------------------------------|----------|
| Increased cost of salaries and wages due to Awards made by the Railways Classification Board ..                            | 680,073  |
| Increased cost involved in paying wages board rates under the provisions of the Classification Board Act .. ..             | 86,158   |
| Additional pensions and gratuities .. ..                                                                                   | 1,344    |
| Repayment to Capital Account in respect of sidings provided for the Victorian Wheat Commission ( <i>vide</i> page 6) .. .. | 25,961   |
| Increased price paid for coal as a result of the higher average price per ton in 1919-20 .. ..                             | 89,740   |
| or a total of .. ..                                                                                                        | £883,276 |

The difference between the favorable and unfavorable factors mentioned, viz. .. .. £739,023 represents the extent to which the financial results of the operations of the year were adversely affected by these ungovernable influences alone, and more than accounts for the increase in the percentage of working expenses to revenue from 66.53 per cent. in 1918-19 to 73.66 per cent. in 1919-20.

Without the burden of these charges the percentage of working expenses to revenue would have been in the neighbourhood of only 64 per cent., which would have been still further reduced but for the additional cost of bringing supplies of coal overland from the Western mines in New South Wales, which, after allowing for the lower calorific value thereof, entailed an outlay of £132,000 over and above the expenditure that would have been involved if the usual supplies from the Northern mines had been obtained by sea. Moreover, the higher prices which had to be paid for stores and materials of various kinds swelled the working costs considerably, and the value of the concessions granted to returned soldiers and their relatives during 1919-20 amounted to no less than £122,000.

The effect of these influences upon the financial results must be at once apparent, and serves to prove that economical methods were adopted in operating the business of the Department and that failure to produce a handsome surplus was not the fault of the Administration.

An important factor that has a distinct bearing upon economical working is the use of inferior quality coals. The experience of the Department in this connexion during the year under review was worse than in the previous year, and until the shipping facilities enable us to obtain a sufficient quantity of better class coal the operating results and train performances must continue to be prejudicially affected.

As regards the conduct of the traffic, unparalleled difficulties were encountered. Following on the termination of the War there was a sudden and material development of railway business, and with the increased traffic resulting from the extraordinary revival of trade, and the extra tonnage offering as a result of the two maritime strikes and the rush of fodder, &c., to New South Wales, we were called upon to deal with a volume of business that easily eclipsed all previous records and for a period was beyond the capacity of the available facilities. The unusual nature of the traffic, the longer haulages involved, the considerable increase in the tonnage to suburban stations, practically all of which had to pass through the Melbourne terminal, and the inability of New South Wales through lack of adequate facilities at the border stations to tranship the loading as fast as it was being sent forward, added to the difficulty of the task, with the inevitable result that whilst the strain was at its greatest congestion arose. This tax upon the Department was brought about by circumstances which may never again be experienced.

We are, however, pleased to be able to state that the efforts made, and still being pursued, to develop the resources of the State are proving very satisfactory indeed, which is best evidenced by the buoyancy of the railway earnings, and the favorable conditions now obtaining and the prospects of a bountiful harvest lead us to confidently expect that the revenue of the current year will exceed £9,000,000.

With such a marked and sustained development of traffic in an exceptionally short space of time it can be well understood that the available accommodation at many junction stations and terminals is far short of requirements. Certain works—some of considerable magnitude—are, however, now well in hand, such as the provision of increased yard accommodation at various important country stations, and the completion of a section of the proposed gravity marshalling yard at Tottenham, which is necessary as a relief to the Melbourne terminal, where for some time the available accommodation has been considerably overtaxed.

In order to enable the traffic to be conducted as efficiently and expeditiously as it should be dealt with in the interests of the public and the development of the State many additional facilities are required generally in the way of the duplication of sections of some important main lines, the construction of more siding accommodation, &c., which works will have to be undertaken as soon as funds are available and the requisite authority can be obtained.

The continued rising tendency in the cost of coal and supplies, and the increasing rates of pay to the Staff, make it impracticable to estimate with even approximate accuracy the prospects of the future. The prevailing conditions accordingly leave no assurance that the revenue derivable from the existing fares and rates will be sufficient to fully cover the working expenses and interest charges of the current year, especially as the interest bill will be considerably increased by the additional expenditure on Capital Account involved in the provision of requisite accommodation and the higher percentage rate which now has to be paid on Loan money.

### **Visit of His Royal Highness the Prince of Wales.**

The visit of His Royal Highness the Prince of Wales to Victoria occasioned a considerable increase in the passenger traffic over the railways, particularly on the suburban lines.

Special arrangements were made for the efficient conduct of the traffic, as well as for the journeys undertaken by His Royal Highness and Staff, and the fact that the extraordinarily heavy traffic offering was catered for in a manner which gave satisfaction to the public reflects credit upon every officer and employee concerned.

### **Acknowledgment of Services of Staff.**

Satisfactory service has again been given by the officers and employees generally, and we have pleasure in recording our appreciation of their loyal co-operation and assistance.

### **State Coal Mine.**

After payment of working expenses and interest charges, providing for a contribution of £6,236 to the sinking fund, and allowing for depreciation of assets to the extent of £30,000, a loss of £4,319 was incurred in the operation of the State Coal Mine.

The output of the mine for the twelve months was 424,985 tons, which represents an increase of 81,667 tons by comparison with the previous year. Of the total yield 278,904 tons were consumed by the Railway Department, 16,026 tons were sold to other Public Departments, and 106,608 tons of slack coal were disposed of to the general public, the balance of 23,447 tons being accounted for by colliery consumption, sales to miners, &c.

As a result of strikes, stop work meetings, &c., operations were suspended for thirteen days, and work also ceased on four days owing to three fatal accidents. Two days were lost in connexion with Peace Day and the visit of His Royal Highness the Prince of Wales to Victoria, and three days on account of floods and machinery troubles.

The working cost per ton amounted to 17/4·6d. as contrasted with 15/6d. in the previous year, or an increase of 1/10·6d., which is due mainly to the increase in wages (approximately 15 per cent. on existing rates, including rates for piece work) ordered by the Acting Prime Minister in June, 1919, under the War Precautions (Coal) Regulations.

At the Eastern area development proceeded expeditiously, and the output from this source amounted to 51,614 tons, the daily output now being 370 tons, while the Station area has been fully developed and is yielding a daily output of 200 tons. The total quantity of coal obtained from the latter portion of the field during the year was 30,262 tons.

The work of developing Nos. 3 and 4 benches in the McBride tunnel has been further advanced, and the shaft which is being sunk to ventilate these benches should be completed in November next.

The total sum expended in wages for the year amounted to £322,516, as against £242,530 in 1918-19, and employment was furnished to an average number of 1,390 employees, or 42 less than in the previous year. The net average earnings of the miners who worked throughout the year was 22/11d. per shift, after allowing for the cost of explosives.

### **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 32.

We have the honour to be, Sir,

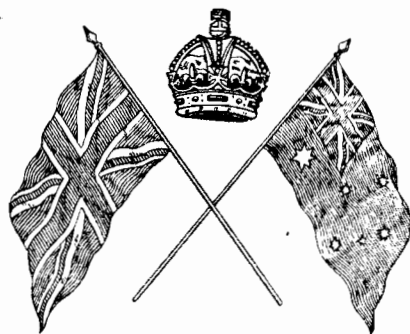
Your obedient Servants,

C. E. NORMAN, Chairman,

W. M. SHANNON,

C. MISCAMBLE,

} Victorian Railways  
Commissioners.



## ROLL OF HONOUR.

The following is a list of the names of the Officers and Employees who gave 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.   | BRAY, W. F.       | DANAHER, M. T.   | GALBRAITH, A.     |
| ALFORD, G. T.     | BRENNAN, W.       | DANIELL, C. C.   | GALLIN, F. H.     |
| ALLEN, A. E.      | BRIESE, A. O.     | DAVIE, A.        | GAME, E. A.       |
| ALLISON, F. C. C. | BROMILOW, I. C.   | DAVIES, J. S.    | GANDY, J. F.      |
| ANDREW, P. R. C.  | BROWN, W. L.      | DAVIS, J. W.     | GARNER, V. G.     |
| ANGLAND, D.       | BROWNE, E. T.     | DAY, A. A. J.    | GIBSON, A.        |
| ANNAND, V. W. J.  | BULL, E. L.       | DEARAUGO, F.     | GIBSON, H. S.     |
| ARCHBELL, W. W.   | BUNN, E. A.       | DEROSS, A. G. S. | GLANFIELD, W. D.  |
| ARCHBOLD, E.      | BUNTING, F. P. P. | DICKSON, J.      | GOBLE, N. F.      |
| ARCHER, F.        | BURNS, J. B.      | DITCHBURN, N. J. | GOLDBY, W.        |
| ASH, S. R.        | BURROWS, T. E.    | DIXON, F. R. O.  | GORDON, B. D.     |
| ASHBY, H. G.      | BUTLER, C. J.     | DONOHUE, S.      | GORDON, E. J.     |
| ATKINSON, C. B.   | BUTTERS, C. R. A. | DOOLEY, J. A.    | GORDON, J. D.     |
| AULD, H. W.       | CAIN, T. F.       | DOUGLAS, J. C.   | GORDON, P. L. D.  |
| BAINBRIDGE, J. S. | CANNON, B. H.     | DREW, G. E.      | GRAHAM, A. G.     |
| BAKER, H. W. A.   | CANTWELL, A. W.   | DRISCOLL, A.     | GRANGER, W. B.    |
| BAKER, S. C.      | CAREY, F. W.      | DUFF, R. W.      | GRAVES, F.        |
| BALDCKOCK, W. J.  | CARLESS, J. N.    | DUKE, F.         | GRAY, W. V.       |
| BALL, J. P.       | CARLILE, C. H.    | DUNCAN, J. G.    | GREEN, W.         |
| BARBER, H. L.     | CARLON, T.        | DUNKLEY, H. E.   | GULLICK, R. C.    |
| BARKER, A. R.     | CARMICHAEL, A. N. | DURKIN, J. H.    | GUMMOW, C. G.     |
| BATT, H. L.       | CARWARDINE, F.    | DYSON, F. W. H.  | GUYATT, H. A.     |
| BAXTER, H. E.     | CASSON, J. H.     | EDMONDS, G.      | HARDER, W. J. C.  |
| BAXTER, R. H.     | CAUDRY, W. J.     | EGAN, C. J.      | HARDING, D. D.    |
| BEAN, R. A.       | CHALLIS, F. H.    | EGAN, E. A.      | HARDY, L. G.      |
| BEITH, J. H.      | CHALLIS, G.       | ELLIS, E.        | HARNEY, J.        |
| BENJAMIN, A. L.   | CHANDLER, S. A.   | EWART, G. E.     | HARRIGAN, J. E.   |
| BENNETT, R.       | CHAPMAN, A. F.    | FARGHER, P.      | HARRIS, B.        |
| BENSLEY, E. H.    | CHISHOLM, W. B.   | FARGHER, P. A.   | HARRY, S.         |
| BENSON, A.        | CLACK, E.         | FARRELLY, M.     | HARVEY, A. J.     |
| BENZLEY, H. R.    | COCK, E. C.       | FERGUSON, W. J.  | HASSETT, H.       |
| BERRYMAN, H. J.   | COLLIER, A. R.    | FERN, W. M.      | HAWKINS, A. G.    |
| BETTLES, H. F.    | COLLINS, C. A.    | FLEET, A. G.     | HAYLE, F. T.      |
| BEYER, H. S.      | COLLINS, J. O.    | FLEMING, W. C.   | HELSHAM, J. G. D. |
| BLAIR, H.         | COLLINSON, R. A.  | FLETT, A. H.     | HEWITT, C. R.     |
| BLAKE, G. F.      | CONLEY, J.        | FLYNN, J. P.     | HINCEN, R. J.     |
| BOLITHO, W.       | CONNERY, T.       | FORDHAM, A. E.   | HITZERATH, G. R.  |
| BOND, J. H.       | CONROY, J. P.     | FOREMAN, G. W.   | HOBBS, A. A.      |
| BONNETT, W.       | COOK, G. C.       | FOWLER, J.       | HOGG, J. G.       |
| BOOLEY, J.        | COOPER, J. C.     | FRANCIS, A. R.   | HOLDEN, E. J.     |
| BOOTH, E. R.      | COPELAND, L. G.   | FRANKLIN, W. C.  | HOLMES, G. P.     |
| BOTTOMLEY, H. T.  | CORBETT, W.       | FRASER, W. J.    | HOOPER, R. M. F.  |
| BOTTOMLEY, O. G.  | COUSINS, J. A.    | FREEMAN, J. P.   | HOOPFELL, T. S.   |
| BOWEN, T. E.      | COWARD, L.        | FRYNE, W.        | HORNBY, L. L.     |
| BOYCE, G. H.      | COXHILL, L.       | FULLARD, H.      | HORSLEY, R. T.    |
| BOYD, R. T. I.    | CRONIN, P. F.     | FULLERTON, L. D. | HOULIHAN, J. V.   |
| BOYLE, A. R.      | DALTON, C. M.     | FURNELL, F.      | HOUSTON, J. V.    |
| BRADIE, J. S.     | DALY, J. M.       | FURNELL, G. J.   | HOWARD, F. M.     |

## OBITUARY—continued.

|                    |                     |                     |                     |
|--------------------|---------------------|---------------------|---------------------|
| HYNES, J.          | MORAN, P. F.        | PRICE, A.           | STATHAM, G. W.      |
| INGLIS, G. R.      | MORGAN, R. A.       | PRICE, J. O.        | STEAR, H. E.        |
| INGRAM, A. H.      | MORGAN, W. J. P.    | PRIDEAUX, J.        | STEED, S. J.        |
| JAMES, F.          | MORRIS, A. E.       | PRING, B.           | STENHOUSE, J. A. J. |
| JAQUES, R. F.      | MORRISEY, M.        | QUIRK, A.           | STEPHENS, R. C.     |
| JENNINGS, H. C.    | MUMMERY, T. H.      | QUIRKE, E. J.       | STEVENS, J. T.      |
| JOHANNSEN, P. N.   | MURRAY, S. A. H.    | RADCLIFFE, J. B.    | STEWART, H. A.      |
| JOHNSTON, J. A. K. | MURRAY, W. J.       | RAMSAY, G. A. S.    | STEWART, J.         |
| JONES, F. J.       | MCALKESE, G. H.     | RASHLEIGH, W. C.    | STONE, H.           |
| JONES, V. H.       | MCANULTY, G. A.     | RAY, A. W.          | STOREY, T. T.       |
| JUDE, D. H.        | MCCARTHY, A. F.     | READE, G. P.        | STUCKEY, E.         |
| KEAY, S. P.        | MCCLOSKEY, J.       | REDDAN, W.          | SULLIVAN, F.        |
| KENNEDY, J. W. H.  | MCDONALD, C. P.     | REEVES, A.          | SUTTON, C.          |
| KENNEDY, W.        | MCDONALD, H.        | REGAN, C. G.        | SWINTON, T. T.      |
| KENNELLY, L. P.    | MCDONALD, L.        | RENTON, G.          | SYMES, R. S.        |
| KENNERLEY, T. F.   | MCGAHEY, J.         | RICH, C. E. O.      | TAYLOR, H. G. L.    |
| KER, N. H.         | MCGREGOR, E.        | RICHARD, W. J.      | TAYLOR, H. W.       |
| KIDD, N.           | MCGRILLEN, F. A.    | RICKETTS, L. A.     | TAYLOR, J. G.       |
| KIERNAN, E. J.     | MCINNES, G. A.      | RING, W.            | TAYLOR, J. R.       |
| KILLEY, W.         | MCINTOSH, F. R.     | RITTER, G. L.       | TEVLIN, J. T.       |
| KING, C.           | McKAY, A. H.        | ROBERTS, L. M.      | THOMAS, S. G.       |
| KINSMAN, H. S.     | McKAY, A. R.        | ROBERTSON, J. N.    | THOMPSON, M. C.     |
| KIRBY, D.          | McKEOWN, J. A.      | ROBERTSON, T. P.    | THOMPSON, W. H.     |
| KISSACK, J.        | MCLEISH, D.         | ROBIN, R.           | THORNTON, W. J.     |
| KRONK, A. E.       | McLISTER, A. G.     | RODDA, B.           | TIERNEY, A. J.      |
| LAMBERT, E.        | MCMAMARA, J.        | ROSS, C. F.         | TILLEY, R. J.       |
| LANCASTER, G. R.   | NELSON, J. P.       | ROSS, H.            | TIPPETT, P. A.      |
| LAW, H. G.         | NELSON, J. W.       | ROSS, J. A.         | TOLMIE, R. C.       |
| LAXON, W. J.       | NICOL, H.           | ROSS, R. H.         | TORPEY, H.          |
| LEMAITRE, A. C.    | NICHOLLS, R. J.     | ROWE, P.            | TOWNSEND, A. E.     |
| LESLIE, V.         | NICHOLSON, R. H. B. | ROWE, W. C. H.      | TRELOAR, J.         |
| LETCH, H. A.       | NORMAN, E. W.       | RUFF, V. H.         | TREZISE, R.         |
| LEWIS, A. H.       | NORRIS, L.          | RYAN, A. E.         | TULLY, J. L.        |
| LEWIS, L.          | OLDHAM, E.          | RYAN, C. T.         | TYTHERLEIGH, J.     |
| LINDSAY, W. J.     | OLSEN, M.           | SAUL, H.            | URQUHART, G. F.     |
| LOBB, R. T.        | ONLEY, E. R.        | SAXON, W. J.        | VALE, A. W.         |
| LOCKHART, J. A.    | ORCHARD, O. W. T.   | SCORER, W. D.       | VAUGHAN, S. P.      |
| LOWNE, F. W. M.    | OVERSEN, W. J.      | SCOTT, C. S.        | VERDON, W.          |
| LUKE, J.           | O'BRIEN, P. J.      | SCOTT, F. G.        | VIDLER, E. G.       |
| LUKE, W. H.        | O'BRIEN, W.         | SCOTT, G. N.        | WALKER, H. I.       |
| LYNCH, H.          | O'CONNOR, J.        | SCOTT, J. A. P.     | WALKER, T.          |
| LYNCH, P. J.       | O'CONNOR, T. H.     | SCOTT, R. T.        | WATERS, J. B.       |
| LYNE, R. E.        | O'DONNELL, T. J.    | SCOTT, R. J.        | WARDLEY, T. W.      |
| MACKLEY, W. G.     | O'LEARY, J.         | SCULLER, A. J.      | WARREN, S. M.       |
| MADDERN, J. R.     | O'LOGHLEN, F. A.    | SCULLY, R. H.       | WELLS, R. W.        |
| MAHER, W. J.       | O'MALLAY, T. J.     | SEDGMAN, T. E.      | WEST, W. N.         |
| MARSHALL, J. C.    | O'MARA, V. M.       | SEYMOUR, F. C.      | WHITELEY, E. C.     |
| MARTIN, G.         | O'NEIL, J. F. J.    | SHARE, H.           | WIGGINS, R. T.      |
| MARTIN, L. E.      | O'SHANNASSY, R.     | SHEARWOOD, E. M.    | WIGNEY, G. I. W.    |
| MARTIN, ROBERT     | PARKER, G. A.       | SHEARER, J.         | WILSON, A. G.       |
| MARTIN, ROY        | PENDER, J. R.       | SHEEDY, W. F.       | WILSON, C. R.       |
| MASTERS, C.        | PHELAN, G.          | SHERIDAN, H. C.     | WILSON, F.          |
| MATEER, L. A.      | PHILLIP, G.         | SKEWS, J. H.        | WILSON, G. G.       |
| MATTHEWS, L.       | PIKE, C. H.         | SLATER, H. L.       | WILSON, J. H.       |
| MAY, A.            | PIPPARD, A. V.      | SLATER, T. H.       | WILSON, L. E.       |
| MAYBERRY, C. J.    | PLANT, L.           | SLEIGH, S.          | WING, R.            |
| MAYO, G. A.        | PLASTO, W.          | SMART, G.           | WITHERS, H. A.      |
| MEENAN, M.         | PLIM, J.            | SMITH, G. STEPHEN   | WOOD, R. A.         |
| MELLOR, W.         | POLLARD, H. R.      | SMITH, G. STORDART  | WOOLCOCK, R.        |
| MILES, H. F.       | POLLARD, L.         | SMITH, J.           | WOOLLEY, C.         |
| MILNE, C. G.       | POTTER, H.          | SMITH, R. Y.        | WORLE, T. H.        |
| MINETT, C. A.      | POWELL, E. W.       | SMITH, W. C.        | WRIGHT, L.          |
| MINIFIE, P. C.     | POWELL, T. H. N.    | SNAPE, H. J.        | WRIGHT, S. J. K.    |
| MOODIE, D. G.      | POZZI, L. L.        | SPOTSWOOD, C. W. S. | YOUNG, F. G.        |
| MOONEY, J. W.      | FRANGNELL, W. R.    | STAFF, C. R.        | ZEIS, W. A.         |
| MOOR, E. E.        | PRETTY, F.          | STAMP, J. B. R.     |                     |

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| 21      | 60    | General Comparative Statement for Fifteen Years.                                                                                                         |
| 22      | 63    | Expenditure charged to Capital Account for Twenty Years.                                                                                                 |
| 23      | 64    | Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line ; also the Cost of Rolling Stock, Workshops, General Offices, &c. |
| 24      | 68    | Date of Opening, Length, and Authority for Construction of each Line.                                                                                    |
| 25      | 72    | Return of Persons Killed or Injured.                                                                                                                     |
| 26      | 73    | Return of Passenger Traffic at Metropolitan and Suburban Stations.                                                                                       |
| 27      | 74    | Return of Principal Wheat Loading Stations.                                                                                                              |
| 28      | 78    | Return of Traffic at each Station.                                                                                                                       |
|         |       | Statistical Diagrams.                                                                                                                                    |
|         |       | Map of the Victorian Railways.                                                                                                                           |
|         |       | Map of Melbourne Suburban Lines.                                                                                                                         |
|         |       | Map showing through Railway connexions.                                                                                                                  |

## 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 ... ..              | " H. P. COLWELL.    |
| 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 Refreshment Services ... .. | " C. J. HARRIS.     |
| 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 1919-20, 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 1919-20, 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, 1920, was £1,147,829.

C. W. J. COLEMAN,  
Chief Storekeeper.

Dr.

## GENERAL BALANCE-SHEET AT

|                                                                                                                                                                        | Reference.<br>Appendix.<br>No | £          | s. | d. | £           | s. | d. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|------------|----|----|-------------|----|----|
| To face value of Bonds and Stock allocated to the Railways ... ..                                                                                                      | 10                            | 57,626,317 | 7  | 4  |             |    |    |
| Less Discounts and Floating Charges £2,279,156 15 5                                                                                                                    | 10                            |            |    |    |             |    |    |
| Less Premiums 453,928 14 6                                                                                                                                             | 10                            |            |    |    |             |    |    |
|                                                                                                                                                                        | ...                           | 1,816,228  | 0  | 11 |             |    |    |
| Net Proceeds ... ..                                                                                                                                                    | 10                            | ...        |    |    | 55,810,089  | 6  | 5  |
| „ 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 ...                                                                                                       | ...                           | 461,613    | 4  | 10 | 3,921,197   | 13 | 0  |
| „ Advance from Public Account pending Loan provision ... ..                                                                                                            | ...                           | ...        |    |    | 136,617     | 0  | 7  |
| „ Advance from Treasurer's Advance pending Loan provision ... ..                                                                                                       | ...                           | ...        |    |    | 21,646      | 10 | 9  |
| „ Advances from Public Account (to be recouped) on account of Relaying ...                                                                                             | 17                            | ...        |    |    | 157,814     | 1  | 3  |
| „ Special Funds ... ..                                                                                                                                                 | ...                           | ...        |    |    | 13,883      | 3  | 4  |
| „ Sundry Creditors ... ..                                                                                                                                              | ...                           | ...        |    |    | 421,051     | 2  | 1  |
| „ Suspense Account—Net amount to be subsequently paid to Consolidated Revenue                                                                                          | ...                           | ...        |    |    | 299,590     | 7  | 10 |
| „ Interest Charges and Expenses, Pensions and Gratuities, Border Railways Adjustment, Repayment to Capital Account in respect of the Wheat Commission's sidings ... .. | ...                           | 2,416,294  | 8  | 2  |             |    |    |
| Less Net Revenue for the year after providing for working expenses and payment of £50,000 into the Rolling Stock Replacement Fund...                                   | ...                           | 2,203,400  | 17 | 7  | 212,893     | 10 | 7  |
| Total ... ..                                                                                                                                                           | ...                           | ...        |    |    | £60,994,782 | 15 | 10 |

The statement has been audited and found correct. The Assets are set down at the Cost Value at the 30th June, 1920. No provision has been made for the loss of capital, and no liability is included for the deficiency in the valuation of the Rolling Stock amounting to £111,833. Credit has been taken in the accounts for £136,417, representing the amount due by the Treasurer for loss on non-paying lines. The working expenses have been charged with a sum of £25,961 credited to Revenue in previous years which has now been transferred to Capital.

J. A. NORRIS,  
Auditor-General.

No. 5.

30TH JUNE, 1920.

Cr.

|                                                                                                                | Reference.      | £          | s. | d. | £           | s. | d. |
|----------------------------------------------------------------------------------------------------------------|-----------------|------------|----|----|-------------|----|----|
|                                                                                                                | Appendix.<br>No |            |    |    |             |    |    |
| By Way, Works, Buildings, and Equip-<br>ment, at cost ... ..                                                   | 23              | 46,862,053 | 19 | 8  |             |    |    |
| „ Rolling Stock, at cost ... ..                                                                                | 23              | 11,419,971 | 17 | 2  |             |    |    |
| „ Surveys for proposed Railways, at cost ... ..                                                                | ...             | 58,282,025 | 16 | 10 |             |    |    |
|                                                                                                                |                 | 371,858    | 8  | 11 | 58,653,884  | 5  | 9  |
| „ Advances from Public Account —Balance<br>of Expenditure on account of Re-<br>laying ... ..                   | 17              | ...        |    |    | 157,814     | 1  | 3  |
| „ Stores and Materials on hand ... ..                                                                          | 18              | 1,147,829  | 13 | 7  |             |    |    |
| „ „ „ in transit ... ..                                                                                        | ...             |            | 7  | 9  |             |    |    |
|                                                                                                                |                 | 1,147,837  | 2  | 10 |             |    |    |
| Less amount at credit of Stores Deprecia-<br>tion Account ... ..                                               | 18              | 5,379      | 8  | 7  | 1,142,457   | 14 | 3  |
| „ Cash at credit of Railway Stores Suspense<br>Account ... ..                                                  | 18              | 156,268    | 13 | 3  |             |    |    |
| „ Cash in hands of Agent-General, London,<br>and in transit ... ..                                             | 18              | 11,327     | 0  | 8  |             |    |    |
|                                                                                                                |                 |            |    |    | 167,595     | 13 | 11 |
| „ Cash in hands of Agent-General on<br>account of the Electrification of the<br>Melbourne Suburban Lines... .. | ...             | ...        |    |    | 145,157     | 16 | 7  |
| „ Cash at credit of Special Funds:—<br>Rolling Stock Replacement Fund ... ..                                   | 16              | 3,528      | 3  | 1  |             |    |    |
| Trust Fund—Surplus Railway Land<br>Railways Accident and Fire In-<br>surance Fund ... ..                       | ...             | 1,725      | 11 | 0  |             |    |    |
|                                                                                                                | 7               | 10,355     | 0  | 3  | 15,608      | 14 | 4  |
| „ Cash and Securities at credit of the<br>following Accounts:—<br>Sundry Repayments to Treasury ... ..         | ...             | 67,171     | 11 | 3  |             |    |    |
| Preliminary Deposits ... ..                                                                                    | ...             | 3,493      | 12 | 7  |             |    |    |
| Bills Receivable... ..                                                                                         | ...             | 385        | 6  | 8  |             |    |    |
| Trust Funds—Cash and Securities ... ..                                                                         | ...             | 93,898     | 7  | 1  | 164,948     | 17 | 7  |
| „ Sundry Debtors:—<br>Working Expenses Account ... ..                                                          | ...             | 6,365      | 2  | 0  |             |    |    |
| Stores Suspense Account—Sales of<br>Stores and Materials ... ..                                                | ...             | 28,126     | 9  | 7  |             |    |    |
| Revenue Account ... ..                                                                                         | ...             | 299,930    | 10 | 0  |             |    |    |
|                                                                                                                |                 |            |    |    | 334,422     | 1  | 7  |
| „ Balance—Deficit ... ..                                                                                       | ...             | ...        |    |    | 212,893     | 10 | 7  |
| Total ... ..                                                                                                   | ...             | ...        |    |    | £60,994,782 | 15 | 16 |

T. F. BRENNAN,  
Chief Accountant.

## APPENDIX No. 6.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1919-20 COMPARED WITH 1918-19.  
EXCLUSIVE OF THE ELECTRIC TRAMWAYS.

|                                                                                            | 1918-19.          | 1919-20.          |
|--------------------------------------------------------------------------------------------|-------------------|-------------------|
| <b>TRANSPORTATION BRANCH.</b>                                                              |                   |                   |
| General Superintendence and Staff .. .. .                                                  | £76,269           | £104,121          |
| Stationery, Printing, and Advertising .. .. .                                              | 35,581            | 45,388            |
| Stores Expenses .. .. .                                                                    | 3,940             | 5,520             |
| <b>STATION, YARD, AND SIGNAL SERVICE—</b>                                                  |                   |                   |
| Salaries, Wages, and Expenses of Staff .. .. .                                             | £889,166          | £1,248,236        |
| Fuel .. .. .                                                                               | 604               | 3,180             |
| Light .. .. .                                                                              | 25,112            | 27,529            |
| Uniforms .. .. .                                                                           | 8,653             | 7,947             |
| Other Supplies .. .. .                                                                     | 29,589            | 34,931            |
| Sanitary and Other Expenses .. .. .                                                        | 6,586             | 7,076             |
| <b>TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE .. .. .</b>                             | <b>£959,710</b>   | <b>£1,328,899</b> |
| Guards and Conductors—Wages and Expenses .. .. .                                           | £137,359          | £200,250          |
| „ „ Uniforms and Supplies .. .. .                                                          | 4,096             | 4,134             |
| Gatekeeping .. .. .                                                                        | 25,311            | 29,823            |
| Loss and Damage to Property and Goods .. .. .                                              | Cr 2,509          | Cr. 2,658         |
| Other Expenses .. .. .                                                                     | 3,909             | 5,130             |
| Dining Car Service .. .. .                                                                 | 14,019            | 21,141            |
| Refreshment Rooms Service .. .. .                                                          | ..                | 78,840            |
| <b>TOTAL EXPENSES OF TRANSPORTATION BRANCH .. .. .</b>                                     | <b>£1,257,685</b> | <b>£1,820,588</b> |
| Percentage of Gross Revenue .. .. .                                                        | 19·55             | 22·13             |
| Per Traffic Train Mile .. .. .                                                             | 23·16d.           | 29·09d.           |
| <b>WAY AND WORKS BRANCH.</b>                                                               |                   |                   |
| General Superintendence and Staff .. .. .                                                  | £50,369           | £67,364           |
| Stationery, Printing, and Advertising .. .. .                                              | 4,691             | 4,794             |
| Stores Expenses .. .. .                                                                    | 7,862             | 11,115            |
|                                                                                            | £62,922           | £83,273           |
| <b>MAINTENANCE OF WAY—</b>                                                                 |                   |                   |
| Superintendence and Staff .. .. .                                                          | £21,086           | £23,343           |
| General Labour .. .. .                                                                     | 330,546           | 422,044           |
| Track Materials .. .. .                                                                    | 101,187           | 160,759           |
| Fences, Gates, Cattle Guards, Roadways, Signs, &c. .. .. .                                 | 14,961            | 21,526            |
| Tools and Supplies .. .. .                                                                 | 11,578            | 18,389            |
| Filling and Graveling Platforms and Stock Yards .. .. .                                    | 1,367             | 1,303             |
| Gardens, Plantations, &c. .. .. .                                                          | 2,835             | 3,817             |
| <b>TOTAL COST OF MAINTENANCE OF WAY .. .. .</b>                                            | <b>£483,560</b>   | <b>£651,181</b>   |
| Per Mile of Railway worked .. .. .                                                         | 116               | 154               |
| „ „ Track „ (exclusive of Sidings) .. .. .                                                 | 107               | 142               |
| <b>MAINTENANCE OF WORKS—</b>                                                               |                   |                   |
| Superintendence and Staff .. .. .                                                          | £21,023           | £23,974           |
| Fences, Gates, Cattle Guards, Signs, &c. .. .. .                                           | 14,994            | 26,075            |
| Bridges, Culverts, and Drains .. .. .                                                      | 32,665            | 57,249            |
| Piers and Wharfs .. .. .                                                                   | 984               | 570               |
| Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c. .. .. . | 5,966             | 11,386            |
| Buildings, Platforms, and Fixtures .. .. .                                                 | 61,356            | 124,732           |
| Stock Yards .. .. .                                                                        | 3,742             | 7,321             |
| Water Supply .. .. .                                                                       | 10,105            | 14,471            |
| Machinery, Tools, and Supplies .. .. .                                                     | 5,784             | 11,930            |
| Other Expenses .. .. .                                                                     | 914               | 150               |
| <b>TOTAL COST OF MAINTENANCE OF WORKS .. .. .</b>                                          | <b>£157,533</b>   | <b>£277,858</b>   |

APPENDIX No. 6—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR 1919-20, ETC.—*continued.*

|                                                                                               | 1918-19.          | 1919-20.          |
|-----------------------------------------------------------------------------------------------|-------------------|-------------------|
| <b>WAY AND WORKS BRANCH—<i>continued.</i></b>                                                 |                   |                   |
| <b>MAINTENANCE OF SIGNALS—</b>                                                                |                   |                   |
| Superintendence and Staff .. .. .                                                             | £7,558            | £8,669            |
| Signals and Interlocking .. .. .                                                              | 62,198            | 87,950            |
| Machinery, Tools, and Supplies .. .. .                                                        | 76,853            | 9,729             |
| Other Expenses .. .. .                                                                        | 213               | 176               |
| <b>TOTAL COST OF MAINTENANCE OF SIGNALS .. .. .</b>                                           | <b>£76,822</b>    | <b>£106,524</b>   |
| Telegraph, &c., Lines and Instruments .. .. .                                                 | £11,551           | £11,729           |
| Special Maintenance Expenditure .. .. .                                                       | £77,735           | £131,504          |
| Repayment to Capital Account in respect of the Wheat Commission's Sidings .. .. .             | ..                | 25,961            |
| <b>TOTAL EXPENSES OF WAY AND WORKS BRANCH .. .. .</b>                                         | <b>£870,123</b>   | <b>£1,288,030</b> |
| Percentage of Gross Revenue .. .. .                                                           | 13·53             | 15·66             |
| Per Mile of Railway worked .. .. .                                                            | £209              | £307              |
| Per Traffic Train Mile .. .. .                                                                | 16·02d.           | 20·58d.           |
| <b>ROLLING STOCK BRANCH.</b>                                                                  |                   |                   |
| General Superintendence and Staff .. .. .                                                     | £24,990           | £30,584           |
| Stationery, Printing, and Advertising .. .. .                                                 | 4,403             | 4,690             |
| Stores Expenses .. .. .                                                                       | 11,747            | 12,685            |
| <b>LOCOMOTIVE WORKING—</b>                                                                    |                   |                   |
| Superintendence and Staff .. .. .                                                             | £22,699           | £30,239           |
| Running Sheds (Staff .. .. .                                                                  | 73,513            | 98,730            |
| Supplies .. .. .                                                                              | 4,257             | 7,353             |
| Drivers and Firemen .. .. .                                                                   | 400,915           | 556,041           |
| Coal, Wood, and Kindlers for Locomotives .. .. .                                              | 568,426           | 710,570           |
| Handling and Inspection of Coal, Wood, and Kindlers for Locomotives .. .. .                   | 38,994            | 53,419            |
| Water for Locomotives and Running Sheds .. .. .                                               | 21,950            | 32,183            |
| Oil, Tallow, Waste, and other Running Supplies for Locomotives .. .. .                        | 27,733            | 29,253            |
| Other Expenses .. .. .                                                                        | 489               | 426               |
| <b>TOTAL COST OF LOCOMOTIVE WORKING .. .. .</b>                                               | <b>£1,158,976</b> | <b>£1,518,214</b> |
| Locomotive Miles Run .. .. .                                                                  | 15,415,862        | 16,577,887        |
| Per Locomotive Mile.. .. .                                                                    | 18·04d.           | 21·98d.           |
| Per Traffic Train Mile .. .. .                                                                | 21·34d.           | 24·26d.           |
| <b>INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—</b>                      |                   |                   |
| Labour .. .. .                                                                                | £81,930           | £109,122          |
| Supplies .. .. .                                                                              | 3,025             | 4,287             |
| Lubricants .. .. .                                                                            | 5,384             | 6,922             |
| Light .. .. .                                                                                 | 28,422            | 35,114            |
| Ice .. .. .                                                                                   | 1,397             | 1,349             |
| <b>TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS .. .. .</b> | <b>£120,158</b>   | <b>£156,794</b>   |
| Per 1,000 Car Miles.. .. .                                                                    | 173·56d.          | 189·56d.          |
| <b>TOTAL COST OF WORKING ROLLING STOCK BRANCH .. .. .</b>                                     | <b>£1,320,274</b> | <b>£1,722,967</b> |

APPENDIX No. 6—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR 1919-20, ETC.—*continued.*

|                                                                                     | 1918-19.          | 1919-20.             |
|-------------------------------------------------------------------------------------|-------------------|----------------------|
| <b>ROLLING STOCK BRANCH—continued.</b>                                              |                   |                      |
| <b>REPAIRS AND RENEWALS OF ROLLING STOCK—</b>                                       |                   |                      |
| Superintendence and Staff .. .. .                                                   | £21,380           | £30,017              |
| Repairs and Renewals of Locomotives .. .. .                                         | 240,476           | 350,539              |
| "    "    Passenger Cars and Vans .. .. .                                           | 144,494           | 184,632              |
| "    "    Trucks .. .. .                                                            | 124,655           | 191,767              |
| "    "    Covers .. .. .                                                            | 34,365            | 53,509               |
| "    "    Machinery and Tools .. .. .                                               | 22,068            | 37,644               |
| Power, Heat, Light, &c., for Shops .. .. .                                          | 53,646            | 72,391               |
| Sundry Charges .. .. .                                                              | 4,295             | 4,946                |
| Other Expenses .. .. .                                                              | 917               | 1,239                |
| Payment into Rolling Stock Replacement Fund .. .. .                                 | 50,000            | 50,000               |
| <b>TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..</b>                       | <b>£696,296</b>   | <b>£976,684</b>      |
| Per Traffic Train Mile .. .. .                                                      | 12·82d.           | 15·60d.              |
| <b>TOTAL EXPENSES OF ROLLING STOCK BRANCH .. ..</b>                                 | <b>£2,016,570</b> | <b>£2,699,651</b>    |
| Percentage of Gross Revenue .. .. .                                                 | 31·71             | 32·82                |
| Per Traffic Train Mile .. .. .                                                      | 37·14d            | 43·13d.              |
| <b>ELECTRICAL BRANCH.</b>                                                           |                   |                      |
| General Superintendence .. .. .                                                     | 281               | 4,780                |
| Main Power Station Expenditure .. .. .                                              | 2,258             | 58,053               |
| Inspection, Cleaning, and Lubricating, &c., of Electrical Equipment of Cars .. .. . | 437               | 8,091                |
| Maintenance of Electrical Equipment of Rolling Stock .. .. .                        | 296               | 8,728                |
| Car Shed Expenses .. .. .                                                           | 109               | ..                   |
| Transmission and Distribution Systems and Sub-stations Expenditure .. .. .          | 1,055             | 23,505               |
| Other Operations (Credit) .. .. .                                                   | Cr. 1,039         | Cr. 17,194           |
| <b>TOTAL EXPENSES OF ELECTRICAL BRANCH .. ..</b>                                    | <b>£3 397</b>     | <b>£85,963</b>       |
| Percentage of Gross Revenue .. .. .                                                 | } Nil. {          | 1·05                 |
| Per Traffic Train Mile .. .. .                                                      |                   | 15·06d.              |
| Per Car Mile .. .. .                                                                |                   | 2·63d.               |
| Cost Per Unit .. .. .                                                               |                   | 0·62d.               |
| <b>GENERAL EXPENSES.</b>                                                            |                   |                      |
| Salaries and Expenses, Commissioners' and Secretary's Offices .. .. .               | £17,225           | £21,230              |
| "    "    Chief Accountant's Office .. .. .                                         | 27,930            | 39,421               |
| "    "    Auditor of Receipts' Office .. .. .                                       | 31,184            | 40,290               |
| Estate Office .. .. .                                                               | 1,941             | 1,979                |
| General Office Expenses .. .. .                                                     | 2,196             | 2,661                |
| Flinders-street Station Buildings General Expenses .. .. .                          | 1,535             | 1,792                |
| Legal and Medical Expenses .. .. .                                                  | 5,879             | 6,460                |
| Stationery, Printing, and Advertising (General) .. .. .                             | 2,097             | 2,871                |
| Other General Expenses .. .. .                                                      | 9,653             | 3,326                |
| Classification Board .. .. .                                                        | 454               | 3,982                |
| <b>TOTAL GENERAL EXPENSES .. ..</b>                                                 | <b>£100,094</b>   | <b>£124,012</b>      |
| Percentage of Gross Revenue .. .. .                                                 | 1·56              | 1·51                 |
| Per Traffic Train Mile .. .. .                                                      | 1·84d.            | 1·98d.               |
| <b>PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND</b>                        | <b>£31,794</b>    | <b>£40,668</b>       |
| Percentage of Gross Revenue .. .. .                                                 | ·49               | 0·49                 |
| Per Traffic Train Mile .. .. .                                                      | ·59d.             | 0·65d.               |
| <b>TOTAL WORKING EXPENSES .. ..</b>                                                 | <b>£4,279,663</b> | <b>£6,058,912(a)</b> |
| Percentage of Gross Revenue .. .. .                                                 | 66·53             | 73·66                |
| Per Traffic Train Mile .. .. .                                                      | 78·82d.           | 96·80d               |
| Per Mile of Railway Worked .. .. .                                                  | £1,029            | £1,445               |

(a) Inclusive of £25,961 repayment to Capital Account in respect of the Wheat Commission's Sidings.

# APPENDIX No. 7.

## THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1920.

| Receipts.                                                                                                                                                                                                                                               | Amount.      | Expenditure.                                                                                                                                                       | Amount.      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
|                                                                                                                                                                                                                                                         | £ s. d.      |                                                                                                                                                                    | £ s. d.      |
| To Balance at 30th June, 1919                                                                                                                                                                                                                           | 10,654 14 5  | By Expenditure for the year ending 30th June, 1920—                                                                                                                |              |
| " Payment to Fund during the year ending 30th June, 1920 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Section 109 (2) of Act No. 2716) included in the Working Expenses of the Year | 40,978 10 6  | (a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners                          | 3,372 13 3   |
|                                                                                                                                                                                                                                                         |              | (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners                      | 3,617 12 2   |
|                                                                                                                                                                                                                                                         |              | (c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b)             | 356 3 0      |
|                                                                                                                                                                                                                                                         |              | (d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees | 10,815 0 2   |
|                                                                                                                                                                                                                                                         |              | (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners                          | 4,509 1 10   |
|                                                                                                                                                                                                                                                         |              | (f) Amount paid as compensation for loss of or damage to goods, parcels, &c.                                                                                       | 18,477 1 0   |
|                                                                                                                                                                                                                                                         |              | (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.   | 130 13 3     |
|                                                                                                                                                                                                                                                         |              | " Balance at 30th June, 1920                                                                                                                                       | 10,355 0 3   |
|                                                                                                                                                                                                                                                         | £51,633 4 11 |                                                                                                                                                                    | £51,633 4 11 |

## APPENDIX No. 8.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS  
AT 30TH JUNE, 1920, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1919,  
ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

| Branch.                           | At 30th June,<br>1919. | At 30th June,<br>1920. |
|-----------------------------------|------------------------|------------------------|
| Secretary's ... ..                | 5                      | 3                      |
| Accountancy and Audit of Receipts | 20                     | 18                     |
| Electrical Engineering ... ..     | 4                      | 1                      |
| *Refreshment Services ... ..      | ...                    | 1                      |
| Rolling Stock ... ..              | 254                    | 200                    |
| Stores ... ..                     | 8                      | 7                      |
| Printing and Stationery ... ..    | 1                      | 1                      |
| Transportation and Traffic ... .. | 314                    | 257                    |
| Way and Works ... ..              | 181                    | 139                    |
| Total ... ..                      | 787                    | 627                    |

\* New Branch created on 1st March, 1920.

## APPENDIX No. 9.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING  
30TH JUNE, 1920.

|                                                                                                                                                                                                                                                           | Construction<br>Branch Vote. | Loan<br>Application<br>Acts, &c. | Total.         | Total Amount. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|----------------------------------|----------------|---------------|
|                                                                                                                                                                                                                                                           | £ s. d.                      | £ s. d.                          | £ s. d.        | £ s. d.       |
| SURVEYS AND CONSTRUCTION OF NEW LINES, ETC.                                                                                                                                                                                                               |                              |                                  |                |               |
| Alberton to Won Wron ... ..                                                                                                                                                                                                                               | 371 10 0                     | 13,524 1 5                       | 13,895 11 5    |               |
| Rittern to Red Hill ... ..                                                                                                                                                                                                                                | 19 0 0                       | 263 4 9                          | 282 4 9        |               |
| Bairnsdale to Orbost ... ..                                                                                                                                                                                                                               | —                            | 913 0 6                          | 913 0 6        |               |
| Cavendish to Toolondo ... ..                                                                                                                                                                                                                              | 314 0 0                      | 43,144 2 6                       | 43,458 2 6     |               |
| Elmore to Cohuna ... ..                                                                                                                                                                                                                                   | —                            | 1,044 13 9                       | 1,044 13 9     |               |
| Gheringhap to Maroona ... ..                                                                                                                                                                                                                              | —                            | 698 0 1                          | 698 0 1        |               |
| Heywood to Mumbannar ... ..                                                                                                                                                                                                                               | 35 0 0                       | 415 6 11                         | 450 6 11       |               |
| Koo-wee-rup to McDonald's Track ... ..                                                                                                                                                                                                                    | 616 0 0                      | 39,977 5 3                       | 40,593 5 3     |               |
| Nandaly to Kulwin ... ..                                                                                                                                                                                                                                  | 257 10 0                     | 27,891 12 9                      | 28,149 2 9     |               |
| Neerim South to Toorongo River ... ..                                                                                                                                                                                                                     | 53 0 0                       | 986 5 2                          | 1,039 5 2      |               |
| North Geelong to Fyansford ... ..                                                                                                                                                                                                                         | 3 0 0                        | Cr. 266 15 8                     | Cr. 263 15 8   |               |
| Sandringham to Black Rock ... ..                                                                                                                                                                                                                          | 37 0 0                       | 6,585 1 4                        | 6,622 1 4      |               |
| South Australian and Victorian Border Railways—                                                                                                                                                                                                           |                              |                                  |                |               |
| Mumbannar to Mount Gambier ... ..                                                                                                                                                                                                                         | £170 14 9                    |                                  |                |               |
| Murrayville to Pinnaroo ... Cr.                                                                                                                                                                                                                           | 3 3 11                       | 167 10 10                        | 167 10 10      |               |
| Tallangatta to Cudgewa ... ..                                                                                                                                                                                                                             | 309 0 0                      | 19,608 2 9                       | 19,917 2 9     |               |
| Manangatang to Bryden's Tank ... ..                                                                                                                                                                                                                       | 448 18 0                     | 44,691 13 5                      | 45,140 11 5    |               |
| Piangil to Pine Tank ... ..                                                                                                                                                                                                                               | 691 0 0                      | 35,353 19 5                      | 36,044 19 5    |               |
| Orbost—Bridge over the Snowy River ... ..                                                                                                                                                                                                                 | —                            | 1,013 8 0                        | 1,013 8 0      |               |
| Surveys ... ..                                                                                                                                                                                                                                            | —                            | 3,750 1 1                        | 3,750 1 1      |               |
| Totals ... ..                                                                                                                                                                                                                                             | 3,154 18 0                   | 239,760 14 3                     | 242,915 12 3   | 242,915 12 3  |
| 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 ... .. |                              |                                  | 41,275 1 8     |               |
| Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works ... ..                                                                         |                              |                                  | 5,579 10 10    |               |
| Additions and improvements to signalling, interlocking, and other safety appliances for traffic working ... ..                                                                                                                                            |                              |                                  | 4,562 9 1      |               |
| Additions and improvements to and strengthening of bridges ... ..                                                                                                                                                                                         |                              |                                  | 3,923 0 1      |               |
| Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast ... ..                                                                                                                                |                              |                                  | 8,674 18 3     |               |
| Additions and improvements to level crossings, including cattle pits and stops ... ..                                                                                                                                                                     |                              |                                  | 1,350 0 8      |               |
| Additional and improved dwelling accommodation for employes ... ..                                                                                                                                                                                        |                              |                                  | 5,970 19 2     |               |
| Additional cars for repair gangs, &c., and shelters for gang cars, &c. ... ..                                                                                                                                                                             |                              |                                  | 1,044 3 1      |               |
| Additional telegraph and telephone lines (including instruments) ... ..                                                                                                                                                                                   |                              |                                  | 2,838 16 7     |               |
| Additional electric lighting and power ... ..                                                                                                                                                                                                             |                              |                                  | 967 5 9        |               |
| Ararat—Turntable and siding accommodation ... ..                                                                                                                                                                                                          |                              |                                  | 1,231 19 1     |               |
| Aspendale and Chelsea (between)—Provision of a new station at Edithvale ... ..                                                                                                                                                                            |                              |                                  | 2,139 10 8     |               |
| Ballarat—Construction of locomotive workshops and tracks in connexion therewith ... ..                                                                                                                                                                    |                              |                                  | 481 4 5        |               |
| Bendigo—Construction of locomotive workshops and tracks in connexion therewith ... ..                                                                                                                                                                     |                              |                                  | 278 0 3        |               |
| Hawthorn to East Camberwell—Regrading of the lines ... ..                                                                                                                                                                                                 |                              |                                  | 7,995 2 9      |               |
| Melbourne—Provision of a new shipping shed and accommodation in connexion therewith ... ..                                                                                                                                                                |                              |                                  | 3,600 14 3     |               |
| Melbourne and Footscray (between)—Purchase of land and other preliminary work in connexion with proposed locomotive depot ... ..                                                                                                                          |                              |                                  | 6,728 17 11    |               |
| Melbourne Suburban Lines—Installation of power signalling ... ..                                                                                                                                                                                          |                              |                                  | 41,293 6 7     |               |
| Melbourne suburban lines—Equipping tracks with rail anchors ... ..                                                                                                                                                                                        |                              |                                  | 2,207 17 8     |               |
| Melbourne (Flinders-street and Prince's-bridge)—Shelter and sanitary accommodation for employees engaged in the yards ... ..                                                                                                                              |                              |                                  | 1,396 1 0      |               |
| Melbourne (Spencer-street)—Extension of "Exhibition" shed ... ..                                                                                                                                                                                          |                              |                                  | 1,775 15 6     |               |
| Mentone and Mordialloc (between)—Provision of a new station at Parker's Road ... ..                                                                                                                                                                       |                              |                                  | 1,441 14 10    |               |
| Melbourne (Flinders-street Yard)—New carriage shed, sidings, and works in connexion therewith (proportion of the cost thereof which is not chargeable to Electrification) ... ..                                                                          |                              |                                  | 6,498 7 6      |               |
| Newport and North Melbourne Rolling Stock Branch Workshops—Equipment for the Electrical operation of plant, including sub-station building at Newport ... ..                                                                                              |                              |                                  | 1,062 3 10     |               |
| Newport Workshops—Additions and Extensions to Shops, &c. ... ..                                                                                                                                                                                           |                              |                                  | 3,647 14 11    |               |
| Port Melbourne—Increased siding accommodation and weighing facilities ... ..                                                                                                                                                                              |                              |                                  | 3,120 10 10    |               |
| Refreshment Rooms—Plant and equipment, &c. ... ..                                                                                                                                                                                                         |                              |                                  | 7,582 6 0      |               |
| St. Kilda to Brighton Electric Street Railway—Construction and electrical equipment of the Elwood sub-station ... ..                                                                                                                                      |                              |                                  | Cr. 9,455 16 4 |               |
| Serviceton—Additional Water Supply Works ... ..                                                                                                                                                                                                           |                              |                                  | 1,096 11 5     |               |
| Tottenham—Marshalling Yards ... ..                                                                                                                                                                                                                        |                              |                                  | 10,489 10 11   |               |
| Various—Provision of plant, &c., necessary to afford a supply of electric power in bulk to various consumers ... ..                                                                                                                                       |                              |                                  | 2,468 13 2     |               |
| Workshops Machinery—                                                                                                                                                                                                                                      |                              |                                  |                |               |
| Ballarat Workshops ... ..                                                                                                                                                                                                                                 |                              | 11,926 19 2                      |                |               |
| Bendigo Workshops ... ..                                                                                                                                                                                                                                  |                              | 14,501 14 2                      |                |               |
| Newport Workshops ... ..                                                                                                                                                                                                                                  |                              | 8,864 6 5                        |                |               |
| North Melbourne Workshops ... ..                                                                                                                                                                                                                          |                              | 145 17 1                         |                |               |
|                                                                                                                                                                                                                                                           |                              |                                  | 35,738 16 10   |               |
|                                                                                                                                                                                                                                                           |                              |                                  | 209,003 9 2    |               |
| Less credits on account of sales of land, materials, &c., originally charged to Capital Account ... ..                                                                                                                                                    |                              |                                  | Cr. 67,178 4 6 | 141,825 4 8   |
| Carried forward ... ..                                                                                                                                                                                                                                    |                              |                                  |                | 384,740 16 11 |

APPENDIX No. 9—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING  
30TH JUNE, 1920—*continued.*

|                                                                                                                                                                                                 | Loan<br>Application<br>Acts, &c. |    |    | Total Amount. |    |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----|----|---------------|----|----|
|                                                                                                                                                                                                 | £                                | s. | d. | £             | s. | d. |
| Brought forward ... ..                                                                                                                                                                          | ...                              |    |    | 384,740       | 16 | 11 |
| TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING<br>THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING STOCK BUT<br>INCLUDING THE ELECTRICAL EQUIPMENT THEREOF ... .. | 389,772                          | 18 | 10 | 389,772       | 18 | 10 |
| ROLLING STOCK.                                                                                                                                                                                  |                                  |    |    |               |    |    |
| Carriage stock ... ..                                                                                                                                                                           | 50,436                           | 6  | 5  |               |    |    |
| Locomotives ... ..                                                                                                                                                                              | 42,651                           | 10 | 6  |               |    |    |
| St. Kilda to Brighton Electric Street Railway—Rolling Stock ... ..                                                                                                                              | Cr. 7,356                        | 10 | 2  |               |    |    |
| Sandringham to Black Rock Electric Street Railway—Rolling Stock ... ..                                                                                                                          | 8,582                            | 15 | 7  |               |    |    |
| Truck stock ... ..                                                                                                                                                                              | 31,853                           | 18 | 5  |               |    |    |
| Van and sundry stock .. ..                                                                                                                                                                      | 813                              | 1  | 8  |               |    |    |
|                                                                                                                                                                                                 | 126,981                          | 2  | 5  | 126,981       | 2  | 5  |
| Net Expenditure charged to Capital Account for the year ... ..                                                                                                                                  | ...                              |    |    | £901,494      | 18 | 2  |

APPENDIX No. 10.

STATEMENT OF LOANS AT 30TH JUNE, 1920, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1919-20.

| Act                     | Rate of Interest per cent. | Principal.     | Interest Charges. | Expenses in connexion with Payment of Interest. | Total Interest Charges and Expenses. | Date Redeemable.     |                      | Where Redeemable. |
|-------------------------|----------------------------|----------------|-------------------|-------------------------------------------------|--------------------------------------|----------------------|----------------------|-------------------|
|                         |                            |                |                   |                                                 |                                      | Earliest.            | Latest.              |                   |
| 48 Viet. No. 805        | 4                          | ...            | £ 65,023 8 10     | £ 241 13 8                                      | £ 65,265 2 6                         | 1st October, 1920    | ...                  | London            |
| 49 Viet. No. 845        | 4                          | 4,610,110 6 11 | 184,404 8 3       | 685 15 6                                        | 185,090 3 9                          | 1st July, 1913       | 1st April, 1923      | Melbourne         |
| 55 Viet. No. 1296       | 4                          | 464,672 1 0    | 18,586 17 8       | ...                                             | 18,586 17 8                          | 1st October, 1923    | ...                  | London            |
| 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 9 10                                        | 172,741 0 9                          | 1st January, 1921    | 1st October, 1923    | London            |
| 54 Viet. No. 1196       | 3½                         | 1,666,666 13 4 | 58,333 6 8        | 250 0 0                                         | 58,583 6 8                           | 1st January, 1921    | 1st January, 1926    | London            |
| 55 Viet. No. 1217       | 3½                         | 700,000 0 0    | 21,000 0 0        | 105 0 0                                         | 21,105 0 0                           | 1st January, 1921    | 1st January, 1926    | London            |
| 62 Viet. No. 1562       | 3                          | 3,080,389 7 4  | 92,411 13 7       | 435 11 2                                        | 92,847 4 9                           | 1st January, 1929    | 1st January, 1949    | London            |
| 62 Viet. No. 1560       | 3½                         | 3,718,478 14 3 | 130,146 15 1      | 549 6 1                                         | 130,696 1 2                          | 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            |
| 62 Viet. No. 1560       | 5½                         | 2,850,400 0 0  | 78,386 0 0        | 651 14 4                                        | 79,037 14 4                          | ...                  | ...                  | ...               |
| 60 Viet. No. 1468       | 3                          | 1,130,372 18 0 | 33,911 3 9        | ...                                             | 33,911 3 9                           | ...                  | 30th September, 1917 | Melbourne         |
| 62 Viet. No. 1564       | 3                          | 24,426 18 10   | 732 16 2          | ...                                             | 732 16 2                             | ...                  | ...                  | ...               |
| 63 Viet. No. 1623       | 3                          | 257,701 0 0    | 7,731 0 7         | ...                                             | 7,731 0 7                            | 1st July, 1921       | 1st July, 1930       | Melbourne         |
| 64 Viet. No. 1659       | 3                          | 500,000 0 0    | 15,000 0 0        | ...                                             | 15,000 0 0                           | 1st January, 1923    | 1st January, 1932    | Melbourne         |
| 1 Edw. VII. No. 1753    | 3                          | 313,438 14 4   | 9,403 3 3         | ...                                             | 9,403 3 3                            | 1st January, 1934    | 1st January, 1954    | Melbourne         |
| 4 Edw. VII. No. 1901    | 3                          | 36,890 2 3     | 1,106 14 0        | ...                                             | 1,106 14 0                           | 1st July, 1915       | 1st April, 1922      | Melbourne         |
| Treasury Bonds Act 1982 | 4½                         | 2,500,000 0 0  | 118,750 0 0       | ...                                             | 118,750 0 0                          | 30th September, 1917 | ...                  | Melbourne         |
| 5 Edw. VII. No. 1990    | 3½                         | 258,966 13 10  | 9,063 16 8        | ...                                             | 9,063 16 8                           | ...                  | ...                  | ...               |
| 6 Edw. VII. No. 2026    | 3                          | 35,256 15 4    | 1,057 14 0        | ...                                             | 1,057 14 0                           | ...                  | ...                  | ...               |
| 6 Edw. VII. No. 2026    | 3½                         | 1,984,532 16 0 | 69,458 13 0       | ...                                             | 69,458 13 0                          | 30th September, 1917 | 24th October, 1946   | Melbourne         |
| 6 Edw. VII. No. 2026    | 4                          | 3,803,908 18 9 | 149,817 10 8      | 436 10 9                                        | 150,254 1 5                          | ...                  | ...                  | ...               |
| 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   | 33,460 10 4       | ...                                             | 33,460 10 4                          | ...                  | ...                  | ...               |
| 6 Edw. VII. No. 2026    | 5                          | 2,253,435 0 0  | 93,286 15 0       | ...                                             | 93,286 15 0                          | ...                  | ...                  | ...               |
| 6 Edw. VII. No. 2026    | 5½                         | 109,091 16 9   | 3,000 0 6         | 8 3 8                                           | 3,008 4 2                            | ...                  | ...                  | ...               |



|                                                                                             |           |     |     |            |    |    |           |    |    |           |    |    |
|---------------------------------------------------------------------------------------------|-----------|-----|-----|------------|----|----|-----------|----|----|-----------|----|----|
| Geo. V. No. 2968                                                                            | ...       | ... | 4½  | 100,000    | 0  | 0  | 2,225     | 6  | 10 | 2,225     | 6  | 10 |
| Geo. V. No. 2968                                                                            | ...       | ... | 5   | 100,000    | 0  | 0  | 2,500     | 0  | 0  | 2,500     | 0  | 0  |
| Geo. V. No. 2968                                                                            | ...       | ... | 5½  | 150,000    | 0  | 0  | 4,221     | 4  | 3  | 4,221     | 4  | 3  |
| Geo. V. No. 3012                                                                            | ...       | ... | 3½  | 631        | 5  | 11 |           |    |    |           |    |    |
| Geo. V. No. 3012                                                                            | ...       | ... | 4   | 508        | 13 | 2  |           |    |    |           |    |    |
| Geo. V. No. 3012                                                                            | ...       | ... | 4½  | 6,000      | 0  | 0  | 22        | 18 | 7  | 22        | 18 | 7  |
| Geo. V. No. 3012                                                                            | ...       | ... | 5   | 446,622    | 18 | 0  | 50        | 1  | 2  | 50        | 1  | 2  |
| Geo. V. No. 3012                                                                            | ...       | ... | 5½  | 83,000     | 0  | 0  | 1,826     | 11 | 4  | 1,826     | 11 | 4  |
| 42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures                             | ...       | ... | ... | 1,000      | 0  | 0  |           |    |    |           |    |    |
| Total amount of current loans at 30th June, 1920                                            | ...       | ... | ... | 57,626,317 | 7  | 4  | 2,224,764 | 16 | 4  | 2,230,672 | 19 | 0  |
| Add Interest on amounts charged to Public Account                                           | ...       | ... | ... |            |    |    |           |    |    |           |    |    |
| Advances Account pending Loan Funds                                                         | ...       | ... | ... | ...        |    |    | 3,843     | 1  | 1  | 3,843     | 1  | 8  |
| Less—Interest paid by the Commonwealth Government on transferred railways properties        | £31       | 10  | 0   |            |    |    |           |    |    |           |    |    |
| Amount paid by the South Australian Railways as interest on capital account Border Railways | 282       | 17  | 7   |            |    |    |           |    |    |           |    |    |
| Less Discount and Expenses on the Sale of Debentures                                        | 2,270,156 | 15  | 5   |            |    |    |           |    |    |           |    |    |
| Deduct Net Premiums on Debentures                                                           | 453,928   | 14  | 6   |            |    |    |           |    |    |           |    |    |
| Total Net Proceeds of Current Loans at 30th June, 1920                                      | ...       | ... | ... | 1,816,228  | 0  | 11 |           |    |    |           |    |    |
|                                                                                             | ...       | ... | ... | 55,810,589 | 6  | 5  |           |    |    |           |    |    |



## APPENDIX No. 11A.

DETAILED STATEMENT OF RESULTS OF WORKING THE SANDRINGHAM AND BLACK  
ROCK ELECTRIC TRAMWAY.

|                                                                | 10th March to<br>30th June, 1919. | Year<br>1919-20. |
|----------------------------------------------------------------|-----------------------------------|------------------|
| Average Mileage of Railway Worked .. .. .                      | 74                                | 2'41             |
| Car Mileage .. .. .                                            | 29,008                            | 113,405          |
| Number of Passengers carried .. .. .                           | 616,746                           | 2,433,162        |
| Average Fare Paid per Passenger .. .. .                        | 1'45d.                            | 1'12d.           |
| GROSS REVENUE—                                                 |                                   |                  |
| Passengers .. .. .                                             | £3,735                            | £11,456          |
| Parcels .. .. .                                                | ..                                | ..               |
| Miscellaneous .. .. .                                          | 16                                | 141              |
| TOTAL GROSS REVENUE .. .. .                                    | £3,751                            | £11,597          |
| Per Passenger Car Mile .. .. .                                 | 31'03d.                           | 24'53d.          |
| Per Mile of Single Track .. .. .                               | £2,642                            | £2,505           |
| ORDINARY WORKING EXPENSES—                                     |                                   |                  |
| Transportation Account .. .. .                                 | 943                               | 3,632            |
| Way and Works Account .. .. .                                  | 141                               | 1,564            |
| Rolling Stock Account .. .. .                                  | 269                               | 1,524            |
| Power Account .. .. .                                          | 351                               | 896              |
| General Expenditure .. .. .                                    | 69                                | 224              |
| Payment into Railway Accident and Fire Insurance Fund .. .. .  | 19                                | 58               |
| TOTAL WORKING EXPENSES .. .. .                                 | £1,792                            | £7,898           |
| Per cent. of Gross Revenue .. .. .                             | 47'77                             | 68'10            |
| Per Passenger Car Mile .. .. .                                 | 14'83d.                           | 16'71d.          |
| Per Mile of Single Track .. .. .                               | £1,262                            | £1,706           |
| NET REVENUE AFTER PAYMENT OF WORKING EXPENSES .. .. .          | £1,959                            | £3,699           |
| INTEREST ON THE TOTAL CAPITAL COST .. .. .                     | £529                              | £2,316           |
| PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES | £1,430                            | £1,383           |

## 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 £91,355 claimed under Section 102 of Act No. 2716 as referred to on page 14 was ...                                                                                 | ...     | ... | £8,224,972 | 9          | 1     |
| And of the St. Kilda and Brighton Electric Tramway ...                                                                                                                                                                  | £50,711 | 5   | 11         |            |       |
| And of the Sandringham and Black Rock Tramway ...                                                                                                                                                                       | 11,379  | 11  | 0          |            |       |
|                                                                                                                                                                                                                         |         |     |            | 62,090     | 16 11 |
| Making a total of ...                                                                                                                                                                                                   | ...     | ... | £8,287,063 | 6          | 0     |
| That Total includes the net amount of unpaid accounts due as at 30th June, 1920, which is not included in the Treasury figures because it was not received on that date, and which therefore must be deducted, viz. ... |         |     | 267,591    | 7          | 9     |
|                                                                                                                                                                                                                         |         |     |            | £8,019,471 | 18 3  |
| Whilst on the other hand it excludes the net amount of accounts outstanding at 30th June, 1919, paid in 1919-20, and therefore included in the Treasury figures, viz. ...                                               | ...     | ... | 62,475     | 7          | 5     |
| The Revenue as shown by the Treasury is thus ...                                                                                                                                                                        | ...     | ... | £8,081,947 | 5          | 8     |

## WORKING EXPENSES.

|                                                      |     |     |            |   |    |
|------------------------------------------------------|-----|-----|------------|---|----|
| The Working Expenses of the Railways amounted to ... | ... | ... | £6,058,912 | 2 | 2  |
| And of the Electric Tramways to ...                  | ... | ... | 50,711     | 5 | 11 |
| Making a total of ..                                 | ... | ... | £6,109,623 | 8 | 1  |

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, 1920, which will be debited by the Treasury in the year or years in which they are paid                                                                                                   | £6,208 | 10 | 3 |            |      |
| (2) Amounts paid in 1919-20 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 1919-20, but not in the Railway Working Expenses ... | 5,014  | 12 | 0 |            |      |
| (3) Amount paid by public bodies in respect of works to be constructed in 1920-21 ...                                                                                                                                                           | 83     | 1  | 8 |            |      |
| (4) Amount charged to Surplus Revenue Act 3021 ...                                                                                                                                                                                              | 75,478 | 0  | 0 |            |      |
|                                                                                                                                                                                                                                                 |        |    |   | 86,784     | 3 11 |
|                                                                                                                                                                                                                                                 |        |    |   | £6,022,839 | 4 2  |

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

|                                                                                                                                                                                                                                                |        |    |   |            |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----|---|------------|------|
| (1) Amount of wages and accounts unpaid at 30th June, 1919, and charged in the Treasury to the year 1919-20, but debited by the Railways in previous years ...                                                                                 | £3,276 | 19 | 0 |            |      |
| (2) Amount incurred, and defrayed from the Vote of 1919-20, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1920, and not charged to the Railway Working Expenses ... | 5,930  | 18 | 6 |            |      |
| (3) Amount paid by sundry persons in 1918-19, and credited in the Treasury figures for that year, in respect of works carried out in 1919-20, the cost of such works not being chargeable to Railway Working Expenses ...                      | 16     | 15 | 9 |            |      |
| (4) Amount paid to the State of South Australia in respect of Adjustment Account Working of Border Railways ...                                                                                                                                | 3,199  | 0  | 0 |            |      |
|                                                                                                                                                                                                                                                |        |    |   | 12,423     | 13 3 |
|                                                                                                                                                                                                                                                |        |    |   | £6,035,262 | 17 5 |

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 1919-20                                                             | ... | ... | £3,253,774 | 17 | 11 |
| Division 88, subdivision 1A (Life Assurance Premiums of Employees serving with Australian Expeditionary Forces)         | ... | ... | 958        | 12 | 10 |
| Division 88, subdivision 2 (Rolling Stock Replacement Fund)                                                             | ... | ... | 50,000     | 0  | 0  |
| Division 88, subdivision 2 (Railway Accident and Fire Insurance Fund)                                                   | ... | ... | 40,978     | 10 | 6  |
| Division 88, subdivision 3—Amount paid to the State of South Australia account Adjustment Border Railways               | ... | ... | 3,199      | 0  | 0  |
| Division 88, subdivision 4—To repay Capital Account moneys received from Wheat Commission on account of cost of silings | ... | ... | 482        | 19 | 8  |
| Act No. 2814 (Commissioners' Salaries)                                                                                  | ... | ... | 5,795      | 10 | 5  |
| Act No. 3034—Special Appropriation                                                                                      | ... | ... | 680,073    | 6  | 1  |
|                                                                                                                         |     |     | <hr/>      |    |    |
|                                                                                                                         |     |     | £6,035,262 | 17 | 5  |
|                                                                                                                         |     |     | <hr/>      |    |    |

## APPENDIX No. 13.

## NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30TH JUNE, 1920.

| Section.                     | Miles. | Date opened. |
|------------------------------|--------|--------------|
| Piangil to Kooloonong ... .. | 15·87  | 24.3.20      |
| Mittyack to Kulwin ... ..    | 8·61   | 16.6.20      |
| Total ... ..                 | 24·48  | ...          |

NOTE.—The above lines are single tracks of 5-ft. 3-in. gauge.

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1920.

| Section.                               | Miles. |
|----------------------------------------|--------|
| Beetomba to Cudgewa ... ..             | 9·91   |
| Cavendish to Balmoral ... ..           | 25·29  |
| Koo-Wee-Rup to McDonald's Track ... .. | 30·75  |
| Manangatang to Bryden's Tank ... ..    | 14·25  |
| Alberton to Won Wron ... ..            | 12·25  |
| Total ... ..                           | 92·45  |

## NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1920.

| Line.                      | Miles. |
|----------------------------|--------|
| Merbein to Yelta ... ..    | 10·00  |
| Bittern to Red Hill ... .. | 10·00  |
| Total ... ..               | 20·00  |

## 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 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 |
| Year 1919-20. | 5' 3" gauge ...                           | 3'15                                   | 7'69         | 2'43          | 309'56      | 3769'27    | 4092'10 | 4445'34 | 840'43   | 5285'77 |
|               | 2' 6" gauge ...                           | ...                                    | ...          | ...           | ...         | 121'90     | 121'90  | 121'90  | 9'14     | 131'04  |
|               | Total ...                                 | 3'15                                   | 7'69         | 2'43          | 309'56      | 3891'17    | 4214'00 | 4567'24 | 849'57   | 5416'81 |
|               | 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      | 3891'36    | 4221'57 | 4582'19 | 850'92   | 5433'11 |

|               |                                           | 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 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 |
| Year 1919-20. | 5' 3" gauge ...                           | 3'15                                              | 7'69         | 2'43          | 309'56      | 3749'44    | 4072'27 | 4425'51 | 839'02   | 5264'53 |
|               | 2' 6" gauge ...                           | ...                                               | ...          | ...           | ...         | 121'90     | 121'90  | 121'90  | 9'14     | 131'04  |
|               | Total ...                                 | 3'15                                              | 7'69         | 2'43          | 309'56      | 3871'34    | 4194'17 | 4547'41 | 848'16   | 5395'57 |
|               | 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      | 3871'53    | 4201'74 | 4562'36 | 849'51   | 5411'87 |

NOTE.—The mileage of Sidings as shown does not include 81'65 miles of Sidings which are not owned by the Department.



APPENDIX No. 15—continued.

| CARRIAGE STOCK—continued.                                             |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                             |  |                             |  |                                        |  |     |  |     |  |      |  |      |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |
|-----------------------------------------------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|--|-----------------------------|--|-----------------------------|--|----------------------------------------|--|-----|--|-----|--|------|--|------|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|
| Class Letter                                                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                         |  | Narrow-Gauge.               |  |                                        |  |     |  |     |  |      |  |      |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |
|                                                                       |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                             |  | Carriages.                  |  | 2nd Class Carriages and Vans Combined. |  |     |  |     |  |      |  |      |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |
|                                                                       |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                              |  |                             |  | 2nd Class and Mail Sorters. |  | Vegetable 2nd Class and Mail Sorters.  |  |     |  |     |  |      |  |      |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |
| 1st Class.                                                            |  | Swing Door Suburban Motor.   |  | Swing Door Suburban Motor.   |  | Swing Door Suburban Motor.   |  | Swing Door Suburban Motor.   |  | Swing Door Suburban Motor.   |  | Swing Door Suburban Motor.   |  | Swing Door Suburban Motor.   |  | Swing Door Suburban Motor.   |  | Swing Door Suburban Motor.   |  | 2nd Class and Mail Sorters. |  | Carriages.                  |  |                                        |  |     |  |     |  |      |  |      |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |
| Sliding Door Suburban.                                                |  | Sliding Door Suburban Motor. |  | Sliding Door Suburban Motor. |  | Sliding Door Suburban Motor. |  | Sliding Door Suburban Motor. |  | Sliding Door Suburban Motor. |  | Sliding Door Suburban Motor. |  | Sliding Door Suburban Motor. |  | Sliding Door Suburban Motor. |  | Sliding Door Suburban Motor. |  | 2nd Class and Mail Sorters. |  | 1st and 2nd Class.          |  | 2nd Class Carriages and Vans Combined. |  |     |  |     |  |      |  |      |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |
| ACP                                                                   |  | ACPM                         |  | ACPD                         |  | AC                           |  | ACM                          |  | ACD                          |  | ABC                          |  | ABCM                         |  | ABCL                         |  | XYZ                          |  | YZ                          |  | BC                          |  | BCM                                    |  | BCD |  | BCP |  | BCPM |  | BDSE |  | NB  |  | NAB |  | NBH |  | NBC |  |     |  |     |  |     |  |     |  |     |  |     |  |
| 73                                                                    |  | 42                           |  | 3                            |  | 90                           |  | 48                           |  | 5                            |  | 10                           |  | 2                            |  | 2                            |  | 12                           |  | 45                          |  | 4                           |  | 31                                     |  | 8   |  | 3   |  | 74   |  | 50   |  | 2   |  | 10  |  | 24  |  | 3   |  | 15  |  | 7   |  |     |  |     |  |     |  |     |  |
| ...                                                                   |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                         |  | ...                         |  | ...                                    |  | ... |  | ... |  | ...  |  | ...  |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  |     |  |     |  |     |  |     |  |
| In existence, as per Register of Rolling-stock, at 30th June, 1920... |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                         |  | ...                         |  | ...                                    |  | ... |  | ... |  | ...  |  | ...  |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  |     |  |     |  |     |  |     |  |
| Joint Stock                                                           |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                         |  | ...                         |  | ...                                    |  | ... |  | ... |  | ...  |  | ...  |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  |     |  |     |  |     |  |
| Total.                                                                |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                         |  | ...                         |  | ...                                    |  | ... |  | ... |  | ...  |  | ...  |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  |     |  |     |  |
| 1,671                                                                 |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                         |  | ...                         |  | ...                                    |  | ... |  | ... |  | ...  |  | ...  |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  |     |  |
| 22                                                                    |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                         |  | ...                         |  | ...                                    |  | ... |  | ... |  | ...  |  | ...  |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  |
| 1,693                                                                 |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                          |  | ...                         |  | ...                         |  | ...                                    |  | ... |  | ... |  | ...  |  | ...  |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  | ... |  |

| VAN STOCK.                                                         |  |               |   |       |    |          |           |              |     | SUNDREY STOCK. |     |                          |     |               |     |        |     |                          |     | ELECTRIC STREET RAILWAY STOCK. |     |           |     |     |     |           |     |                            |     |        |     |               |     |               |  |
|--------------------------------------------------------------------|--|---------------|---|-------|----|----------|-----------|--------------|-----|----------------|-----|--------------------------|-----|---------------|-----|--------|-----|--------------------------|-----|--------------------------------|-----|-----------|-----|-----|-----|-----------|-----|----------------------------|-----|--------|-----|---------------|-----|---------------|--|
| Mail Vans.                                                         |  | Luggage Vans. |   |       |    |          |           | Horse Boxes. |     |                |     | Workmen's Sleeping Cars. |     |               |     | Total. |     | Motor Cars.              |     | Open Trailer Cars.             |     |           |     |     |     |           |     |                            |     |        |     |               |     |               |  |
|                                                                    |  | Sorting.      |   | Bulk. |    | Sorting. |           | Vestibule.   |     | Vestibule.     |     | Vestibule Express.       |     | Narrow Gauge. |     | Total. |     | Hospital Cars, 6 wheels. |     | Hearse Cars.                   |     | 6 wheels. |     | W   |     | 4 wheels. |     | Dynamograph Car, 4 wheels. |     | Total. |     | Single Bogie. |     | Double Bogie. |  |
|                                                                    |  | CDS           | D | DS    | C  | Z        | 4 wheels. | Vestibule.   | CW  | CE             | NC  | Total.                   |     |               |     |        |     |                          |     |                                |     |           |     |     |     |           |     |                            |     |        |     |               |     |               |  |
| In existence, as per Register of Rolling-Stock, at 30th June, 1920 |  | 2             | 1 | 1     | 46 | 547      | (4)       | 15           | 21  | 6              | 647 |                          |     |               |     |        |     |                          |     |                                |     |           |     |     |     |           |     |                            |     |        |     |               |     |               |  |
| Joint Stock                                                        |  | ...           | 1 | 2     | 1  | ...      | ...       | ...          | ... | 4              | ... | 7                        | ... | ...           | ... | ...    | ... | ...                      | ... | ...                            | ... | ...       | ... | ... | ... | ...       | ... | ...                        | ... | ...    | ... | ...           | ... | ...           |  |
|                                                                    |  | 654           |   |       |    |          |           |              |     |                |     |                          |     |               |     |        |     |                          |     |                                |     |           |     |     |     |           |     |                            |     |        |     |               |     |               |  |

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

(4) Holiday Vans.



APPENDIX No. 16.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1920.—CAPACITY, ETC.

|                                     | Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1920. | In existence at 30th June, 1920. | Deficiency.  | Surplus.       | Cost of making good Deficiency. | Value of Surplus. |
|-------------------------------------|-----------------------------------------------------------------------------------------------------|----------------------------------|--------------|----------------|---------------------------------|-------------------|
|                                     |                                                                                                     |                                  |              |                | £                               | £                 |
| Locomotives (tractive power) ...    | ...                                                                                                 | 15,019,027 lbs. (a) ¶            | 852,209 lbs. | ...            | 276,968                         | ...               |
| Carriage Stock (floor area) ...     | ...                                                                                                 | 586,073 sq. ft.                  | ...          | 14,762 sq. ft. | ...                             | 103,334           |
| Van Stock (floor area) ...          | ...                                                                                                 | 166,000 sq. ft.                  | ...          | 3,445 sq. ft.  | ...                             | 17,225            |
| Sundry Stock (floor area) ...       | ...                                                                                                 | 31,575 sq. ft.                   | ...          | 639 sq. ft.    | ...                             | 1,598             |
| Truck Stock (carrying capacity) ... | ...                                                                                                 | 240,646 tons                     | ...          | 1,578 tons     | ...                             | 39,450            |
|                                     |                                                                                                     |                                  |              |                | 276,968                         | 161,607           |

Excess of cost of making good Deficiency over Value of Surplus Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1920, available for replacement of Rolling-Stock ... £115,361

¶ 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, 1920.

(a) 54 locomotives have been written down to the tractive power represented by their value as scrap materials, and 12 to one-half tractive power.

(b) 92 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 148 to one-fourth area. Only 60 per cent. of internal floor area of 22 cars included on account of these vehicles being owned jointly with the South Australian Railways.

(c) 1 vehicle has been written down to internal floor area represented by its 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," 52 "N," 117 "K," 89 "H," 3 "TH," 16 "Q," and 8 water trucks (total 1,025) 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, 1920, 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, 1920.                                                                                                                                             | Amount Repaid to 30th June, 1920.                                                                                                               | Amount. |       | Balance Outstanding at 30th June, 1920.                                                                                                                                                                                    |       |
|---------|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
|         |                    |                                                                                                                                                                             |                                                                                                                                                 | £       | s. d. | £                                                                                                                                                                                                                          | s. d. |
| 2268    | £0,000             | Year 1910-11 ... 98,518 11 5<br>" 1911-12 ... 99,244 4 10<br>" 1912-13 ... 2,237 3 9                                                                                        | Year 1910-11 ... 50,000<br>" 1911-12 ... 50,000<br>" 1912-13 ... 50,000<br>" 1914-15 ... 25,000<br>" 1915-16 ... 25,000                         | Nil     |       | How Repayable.                                                                                                                                                                                                             |       |
| 2432    | 200,000            | Year 1912-13 ... 82,457 17 0<br>" 1913-14 ... 117,542 3 0                                                                                                                   | Year 1914-15 ... 25,000<br>" 1915-16 ... 25,000<br>" 1916-17 ... 50,000<br>" 1917-18 ... 25,000<br>" 1918-19 ... 25,000<br>" 1919-20 ... 25,000 | Nil     |       |                                                                                                                                                                                                                            |       |
| 2550    | 200,000            | Year 1913-14 ... 19,632 15 7<br>" 1914-15 ... 180,367 4 5                                                                                                                   | Year 1914-15 ... 25,000<br>" 1915-16 ... 25,000<br>" 1916-17 ... 25,000<br>" 1917-18 ... 25,000<br>" 1918-19 ... 25,000<br>" 1919-20 ... 25,000 | 25,000  | 0 0   | Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:—<br>1st July, 1920 ... £25,000                                                                             |       |
| 2585    | 150,000            | Year 1914-15 ... 7,837 18 4<br>" 1915-16 ... 73,333 2 11<br>" 1916-17 ... 10,039 17 2<br>" 1917-18 ... 1,705 18 2<br>" 1918-19 ... 22,595 17 11<br>" 1919-20 ... 17,301 6 9 | Year 1915-16 ... 25,000<br>" 1916-17 ... 25,000                                                                                                 | 50,000  | 0 0   | Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:—<br>1st July, 1920 ... £25,000<br>1st July, 1921 ... 25,000                                                |       |
|         | 750,000            | 132,814 1 3<br>732,814 1 3                                                                                                                                                  | 50,000<br>575,000                                                                                                                               | 82,814  | 1 3   | Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:— £ s. d.<br>1st July, 1921 ... 25,000 0 0<br>1st July, 1922 ... 50,000 0 0<br>1st July, 1923 ... 7,814 1 3 |       |

APPENDIX No. 18.

| RAILWAY STORES SUSPENSE ACCOUNT AT 30th JUNE, 1920.                                                       |     |         |                                                                                   |     |     |           |     |     |        | Cr. |    |
|-----------------------------------------------------------------------------------------------------------|-----|---------|-----------------------------------------------------------------------------------|-----|-----|-----------|-----|-----|--------|-----|----|
| Dr.                                                                                                       | £   |         |                                                                                   | £   |     |           | £   |     |        |     |    |
|                                                                                                           | s.  | d.      |                                                                                   | s.  | d.  |           | s.  | d.  |        | s.  | d. |
| To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20) ... | ... | ...     | By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ... | ... | ... | ...       | ... | ... | 50,000 | 0   | 0  |
| „ Advances from Loan Funds ...                                                                            | ... | 630,000 | „ Cash in Treasury ...                                                            | ... | ... | 156,268   | 13  | 3   |        |     |    |
| „ Less repaid February, 1918 ...                                                                          | ... | 50,000  | „ Cash with Agent-General in London and in Transit ...                            | ... | ... | 11,327    | 0   | 8   |        |     |    |
| „ Sundry Outstanding Accounts at 30th June, 1920                                                          |     |         | „ Stores and Materials on hand at 30th June, 1920 ...                             | ... | ... | 167,595   | 13  | 11  |        |     |    |
|                                                                                                           |     |         | „ Less Amount at Credit of Stores Depreciation Account ...                        | ... | ... | 1,147,829 | 13  | 7   |        |     |    |
|                                                                                                           |     |         |                                                                                   |     |     | 5,379     | 8   | 7   |        |     |    |
|                                                                                                           |     |         |                                                                                   |     |     | 1,142,450 | 5   | 0   |        |     |    |
|                                                                                                           |     |         |                                                                                   |     |     | 1,360,045 | 18  | 11  |        |     |    |

APPENDIX No. 19.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDING 30TH JUNE, 1919 AND 1920.

|                                                        | Year ending 30th June, 1919. |            |             |           | Year ending 30th June, 1920. |            |             |           |
|--------------------------------------------------------|------------------------------|------------|-------------|-----------|------------------------------|------------|-------------|-----------|
|                                                        | Number of Journeys.          |            | Revenue.    |           | Number of Journeys.          |            | Revenue.    |           |
|                                                        | 1st Class.                   | 2nd Class. | Total.      |           | 1st Class.                   | 2nd Class. | Total.      |           |
| <b>COUNTRY—</b>                                        |                              |            |             |           |                              |            |             |           |
| Single and Return Tickets ...                          | 1,421,410                    | 5,102,450  | 6,523,860   | £         | 1,925,656                    | 6,395,321  | 8,320,977   | £         |
| Periodical Tickets ...                                 | 1,048,592                    | 618,914    | 1,667,506   | 958,706   | 1,168,397                    | 686,209    | 1,854,606   | 1,268,268 |
| Weekly Workmen's Tickets                               | ...                          | 26,048     | 26,048      | 21,653    | ...                          | 88,280     | 88,280      | 27,070    |
| Total ...                                              | 2,470,002                    | 5,747,412  | 8,217,414   | 388       | ...                          | ...        | ...         | 926       |
| <b>METROPOLITAN (within 20 miles of Melbourne)—</b>    |                              |            |             |           |                              |            |             |           |
| Single and Return Tickets ...                          | 24,633,039                   | 28,702,232 | 53,335,271  | 980,747   | 3,094,053                    | 7,169,810  | 10,263,863  | 1,296,264 |
| Race and Special Picnic Tickets ...                    | 572,381                      | 540,988    | 1,113,369   | 368,413   | 33,187,243                   | 35,120,588 | 68,307,831  | 451,668   |
| Periodical Tickets ...                                 | 23,022,081                   | 14,746,202 | 37,768,283  | 13,936    | 739,319                      | 653,373    | 1,392,692   | 15,780    |
| " (Free Building Tickets) ...                          | 16,740                       | ...        | 16,740      | 100,385   | 26,530,579                   | 15,065,723 | 41,596,302  | 105,115   |
| Weekly Workmen's Tickets                               | ...                          | 11,453,709 | 11,453,709  | ...       | 1,500                        | ...        | 1,500       | ...       |
| Total ...                                              | 48,244,241                   | 55,443,131 | 103,687,372 | 98,498    | ...                          | 12,449,974 | 12,449,974  | 110,783   |
| <b>GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...</b>       |                              |            |             |           |                              |            |             |           |
| ...                                                    | 50,714,243                   | 61,190,543 | 111,904,786 | 1,273,668 | 60,458,641                   | 63,289,658 | 123,748,299 | 683,346   |
| <b>St. Kilda and Brighton Electric Tramway ...</b>     |                              |            |             |           |                              |            |             |           |
| ...                                                    | ...                          | ...        | 4,945,627   | 581,232   | 63,552,694                   | 70,459,468 | 134,012,162 | 1,979,610 |
| <b>SANDRINGHAM AND BLACK ROCK Electric Tramway ...</b> |                              |            |             |           |                              |            |             |           |
| ...                                                    | ...                          | ...        | 616,746     | 1,561,979 | ...                          | ...        | 6,805,892   | ...       |
| Total ...                                              | ...                          | ...        | ...         | ...       | ...                          | ...        | 2,433,162   | ...       |

## APPENDIX No. 20.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE  
FOR YEARS ENDING 30TH JUNE, 1919, AND 30TH JUNE, 1920.

| Kind of Goods.                                                                                  | Year ending 30th June,<br>1919. |               | Year ending 30th June,<br>1920. |               |
|-------------------------------------------------------------------------------------------------|---------------------------------|---------------|---------------------------------|---------------|
|                                                                                                 | Tons carried.                   | Revenue.<br>£ | Tons carried.                   | Revenue.<br>£ |
|                                                                                                 |                                 |               |                                 |               |
| 2nd Class ... ..                                                                                | 74,374                          | 150,838       | 104,141                         | 217,792       |
| 1st Class ... ..                                                                                | 88,997                          | 142,880       | 128,019                         | 212,575       |
| "C" Class ... ..                                                                                | 81,012                          | 96,581        | 91,776                          | 124,752       |
| "B" Class ... ..                                                                                | 141,699                         | 107,807       | 186,176                         | 160,923       |
| "A" Class ... ..                                                                                | 190,950                         | 141,334       | 209,909                         | 167,799       |
| Miscellaneous ... ..                                                                            | 318,942                         | 118,788       | 433,521                         | 156,615       |
| Fish ... ..                                                                                     | 5,736                           | 7,976         | 6,834                           | 7,691         |
| Fruit ... ..                                                                                    | 78,643                          | 57,857        | 104,584                         | 75,855        |
| Butter ... ..                                                                                   | 28,048                          | 27,638        | 25,999                          | 26,570        |
| Other Dairy Produce ... ..                                                                      | 20,117                          | 16,624        | 37,174                          | 32,226        |
| Wine ... ..                                                                                     | 5,050                           | 6,046         | 5,833                           | 8,659         |
| Wool ... ..                                                                                     | 83,014                          | 152,492       | 88,719                          | 142,982       |
| Flour, Bran, Sharps, and Pollard ... ..                                                         | 333,260                         | 140,285       | 369,165                         | 144,477       |
| *Wheat ... ..                                                                                   | 1,314,004                       | 273,495       | 1,510,196                       | 188,063       |
| All other Agricultural Produce ... ..                                                           | 443,135                         | 188,680       | 407,776                         | 246,080       |
| Hay, Straw, and Chaff ... ..                                                                    | 332,499                         | 96,276        | 421,217                         | 162,207       |
| Fertilizers ... ..                                                                              | 193,192                         | 52,846        | 224,207                         | 58,234        |
| Minerals (including Coal, Coke, Ores, &c.) ... ..                                               | 437,136                         | 92,684        | 668,117                         | 190,307       |
| Firewood ... ..                                                                                 | 538,863                         | 145,583       | 662,338                         | 194,372       |
| Timber ... ..                                                                                   | 332,249                         | 101,813       | 345,176                         | 114,765       |
| Stone, Gravel, and Sand ... ..                                                                  | 669,357                         | 76,858        | 659,439                         | 82,646        |
| All other Goods ... ..                                                                          | 316,340                         | 264,375       | 382,241                         | 331,061       |
| Haulage, Storage, Demurrage, Quayage, Hire of<br>Tarpaulins, Unloading, and Weighing ... ..     | ...                             | 66,713        | ...                             | 74,254        |
| Total Tonnage of Goods carried, and Total<br>Revenue derived therefrom ... ..                   | 6,026,617                       | 2,526,469     | 7,073,157                       | 3,120,905     |
| Live Stock ... ..                                                                               | 488,853                         | 431,320       | 697,537                         | 600,217       |
| Total Tonnage of Goods and Live Stock<br>carried, and Total Revenue derived<br>therefrom ... .. | 6,515,470                       | 2,957,789     | 7,770,694                       | 3,721,122     |

## Number of Live Stock.

|               | Year ending 30th June, 1919. |     | Year ending 30th June, 1920. |     |
|---------------|------------------------------|-----|------------------------------|-----|
| Calves ... .. | 50,353                       | ... | 61,479                       | ... |
| Cattle ... .. | 354,720                      | ... | 550,770                      | ... |
| Horses ... .. | 35,147                       | ... | 46,299                       | ... |
| Pigs ... ..   | 346,435                      | ... | 285,567                      | ... |
| Sheep ... ..  | 7,241,670                    | ... | 10,195,918                   | ... |

\* The lower revenue obtained in 1919-20 from the wheat traffic, notwithstanding the increase in the tonnage handled, is accounted for by the fact that there was a decrease in the quantity of wheat railed from country stations, and a large increase in the quantity trucked for export from the accumulated stocks at the seaboard, in respect of which a haulage charge of only 6d. per ton is imposed.

APPENDIX No. 21.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1905, TO 30TH JUNE, 1920.

| Year.   | Mileage of Railways Open for Traffic at end of Year. | Average Mileage of Railways Open for Traffic during the Year. | COST OF CONSTRUCTION.                  |                             | ROLLING-STOCK. |                 |         |           |                                  | Total Traffic Train Miles. | Number of Passenger Journeys. | Tonnage of Goods and Live Stock conveyed. | GROSS REVENUE.        |           |       | Per Average Mile open. | Per Traffic Train Mile. |
|---------|------------------------------------------------------|---------------------------------------------------------------|----------------------------------------|-----------------------------|----------------|-----------------|---------|-----------|----------------------------------|----------------------------|-------------------------------|-------------------------------------------|-----------------------|-----------|-------|------------------------|-------------------------|
|         |                                                      |                                                               | Capital Cost, including Rolling-stock. | Average Cost per Mile open. | Locomotives.   | Passenger Cars. | Trucks. | Vans, &c. | Passenger, Parcels, Rentals, &c. |                            |                               |                                           | Goods and Live Stock. | Total.    |       |                        |                         |
|         |                                                      |                                                               |                                        |                             |                |                 |         |           |                                  |                            |                               |                                           |                       |           |       |                        |                         |
|         |                                                      |                                                               | £                                      | £                           | Number.        | Number.         | Number. | Number.   | Number.                          |                            |                               |                                           | £                     | £         | s     | d                      |                         |
| 1905-06 | 3,394                                                | 3,394                                                         | 41,398,037                             | 12,194                      | 511            | 1,228           | 10,490  | 461       | 9,392,069                        | 65,088,394                 | 3,676,017                     | 1,786,182                                 | 2,001,437             | 3,787,619 | 1,116 | 8                      | 0.79                    |
| 1906-07 | 3,396                                                | 3,395                                                         | 41,533,136                             | 12,230                      | 497            | 1,233           | 10,625  | 494       | 10,035,914                       | 70,170,089                 | 3,965,792                     | 1,931,126                                 | 2,081,515             | 4,012,641 | 1,182 | 7                      | 11.96                   |
| 1907-08 | 3,396                                                | 3,396                                                         | 41,928,567                             | 12,346                      | 488            | 1,246           | 10,764  | 518       | 10,383,408                       | 74,907,425                 | 3,754,861                     | 2,004,927                                 | 1,868,441             | 3,873,368 | 1,141 | 7                      | 5.53                    |
| 1908-09 | 3,410                                                | 3,397                                                         | 42,486,323                             | 12,459                      | 503            | 1,272           | 11,009  | 522       | 11,290,578                       | 81,020,620                 | 4,166,786                     | 2,110,947                                 | 2,067,177             | 4,178,124 | 1,230 | 7                      | 4.81                    |
| 1909-10 | 3,491                                                | 3,441                                                         | 43,142,329                             | 12,358                      | 523            | 1,308           | 11,515  | 511       | 11,705,612                       | 85,280,235                 | 4,468,440                     | 2,221,482                                 | 2,222,381             | 4,443,863 | 1,294 | 7                      | 7.11                    |
| 1910-11 | 3,523                                                | 3,505                                                         | 44,121,767                             | 12,524                      | 547            | 1,345           | 12,069  | 554       | 12,972,723                       | 93,795,806                 | 4,967,627                     | 2,438,532                                 | 2,457,678             | 4,896,210 | 1,397 | 7                      | 6.58                    |
| 1911-12 | 3,622                                                | 3,543                                                         | 45,836,573                             | 12,655                      | 623            | 1,352           | 14,292  | 634       | 13,836,375                       | 104,234,732                | 5,297,685                     | 2,711,985                                 | 2,506,982             | 5,218,967 | 1,473 | 7                      | 6.53                    |
| 1912-13 | 3,647                                                | 3,639                                                         | 47,568,336                             | 13,043                      | 668            | 1,399           | 15,868  | 676       | 14,234,550                       | 111,513,908                | 5,150,404                     | 2,852,804                                 | 2,352,638             | 5,205,442 | 1,430 | 7                      | 3.77                    |
| 1913-14 | 3,835                                                | 3,747                                                         | 49,629,062                             | 12,941                      | 735            | 1,460           | 17,391  | 826       | 15,028,649                       | 116,611,448                | 5,816,088                     | 2,957,543                                 | 2,603,415             | 5,560,958 | 1,484 | 7                      | 4.81                    |
| 1914-15 | 3,875                                                | 3,848                                                         | 52,337,475                             | 13,506                      | 791            | 1,496           | 18,268  | 874       | 15,303,209                       | 117,259,926                | 5,410,045                     | 2,892,698                                 | 2,268,375             | 5,161,073 | 1,341 | 6                      | 8.94                    |
| 1915-16 | 4,100                                                | 3,955                                                         | 54,600,928                             | 13,317                      | 808            | 1,584           | 18,913  | 865       | 13,826,558                       | 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                | 6,315,470                     | 3,474,488                                 | 2,957,789             | 6,432,277 | 1,547 | 9                      | 10.46                   |
| 1919-20 | 4,214                                                | 4,194                                                         | 58,445,846                             | 13,936                      | 788            | 1,693           | 19,532  | 910       | 15,022,465                       | 134,012,162                | 7,770,694                     | 4,503,850                                 | 3,721,122             | 8,224,972 | 1,961 | 10                     | 11.40                   |

Exclusive of Electric Tramways.

APPENDIX No. 21—continued.  
GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1905, TO 30TH JUNE, 1920.

| Year.   | EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE). |                         |                             | EXPENDITURE: WAY AND WORKS BRANCH. |       |                             | EXPENDITURE: ROLLING-STOCK BRANCH. |         |                             |         | GENERAL EXPENSES.       |                             |                    | RAILWAY ACCIDENT AND FIRE INSURANCE FUND. |                         |                             |
|---------|-----------------------------------------------------------------------------------------------------|-------------------------|-----------------------------|------------------------------------|-------|-----------------------------|------------------------------------|---------|-----------------------------|---------|-------------------------|-----------------------------|--------------------|-------------------------------------------|-------------------------|-----------------------------|
|         | Amount.                                                                                             | Per Traffic Train Mile. | Per Cent. of Gross Revenue. | WORKING.                           |       |                             | REPAIRS AND RENEWALS.              |         |                             | Amount. | Per Traffic Train Mile. | Per Cent. of Gross Revenue. | ELECTRICAL BRANCH. | Amount.                                   | Per Traffic Train Mile. | Per cent. of Gross Revenue. |
|         |                                                                                                     |                         |                             | £                                  | s. d. | Per Cent. of Gross Revenue. | £                                  | s. d.   | Per Cent. of Gross Revenue. |         |                         |                             |                    |                                           |                         |                             |
| 1905-06 | 588,123                                                                                             | 1/3 03                  | 15 53                       | £                                  | s. d. | 15 52                       | 481,483                            | 1/0 30  | 12 71                       | 408,767 | 0/10 45                 | 10 79                       | ...                | 50,278                                    | 0/1 29                  | 1 33                        |
| 1906-07 | 593,248                                                                                             | 1/2 19                  | 14 78                       | 599,452                            | 177   | 1/2 34                      | 521,083                            | 1/0 46  | 12 99                       | 479,607 | 0/11 47                 | 11 95                       | ...                | 49,032                                    | 0/1 17                  | 1 22                        |
| 1907-08 | 612,119                                                                                             | 1/2 16                  | 15 82                       | 648,589                            | 191   | 1/2 99                      | 573,990                            | 1/1 27  | 14 82                       | 400,116 | 0/9 25                  | 10 33                       | ...                | 52,455                                    | 0/1 22                  | 1 35                        |
| 1908-09 | 641,431                                                                                             | 1/1 64                  | 15 35                       | 625,602                            | 184   | 1/1 30                      | 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                       | 643,912                            | 187   | 1/1 20                      | 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                       | 803,658                            | 229   | 1/2 87                      | 756,802                            | 1/2 00  | 15 46                       | 507,056 | 0/9 38                  | 10 35                       | ...                | 65,987                                    | 0/1 22                  | 1 35                        |
| 1911-12 | 901,024                                                                                             | 1/3 63                  | 17 27                       | 893,350                            | 252   | 1/3 50                      | 842,438                            | 1/2 62  | 16 14                       | 547,940 | 0/9 50                  | 10 50                       | ...                | 74,237                                    | 0/1 29                  | 1 42                        |
| 1912-13 | 947,868                                                                                             | 1/3 98                  | 18 21                       | 930,366                            | 256   | 1/3 68                      | 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                       | 935,652                            | 250   | 1/2 94                      | 1,003,621                          | 1/4 03  | 18 05                       | 632,859 | 0/10 11                 | 11 38                       | ...                | 85,968                                    | 0/1 37                  | 1 55                        |
| 1914-15 | 1,099,026                                                                                           | 1/5 24                  | 21 29                       | 1,107,310                          | 288   | 1/5 37                      | 1,070,973                          | 1/4 94  | 20 93                       | 709,863 | 0/11 13                 | 13 75                       | ...                | 92,996                                    | 0/1 46                  | 1 80                        |
| 1915-16 | 1,127,568                                                                                           | 1/7 57                  | 19 76                       | 998,619                            | 252   | 1/5 33                      | 1,075,002                          | 1/6 66  | 18 84                       | 672,317 | 0/11 67                 | 11 79                       | ...                | 95,380                                    | 0/1 66                  | 1 67                        |
| 1916-17 | 1,137,703                                                                                           | 1/7 47                  | 19 11                       | 927,315                            | 226   | 1/3 87                      | 1,283,198                          | 1/9 96  | 21 56                       | 670,064 | 0/11 47                 | 11 26                       | ...                | 95,997                                    | 0/1 64                  | 1 61                        |
| 1917-18 | 1,225,479                                                                                           | 1/9 58                  | 18 67                       | 1,049,270                          | 253   | 1/6 48                      | 1,327,488                          | 1/11 39 | 20 23                       | 715,358 | 1/0 60                  | 10 90                       | ...                | 100,911                                   | 0/1 78                  | 1 54                        |
| 1918-19 | 1,257,685                                                                                           | 1/11 16                 | 19 55                       | 870,123                            | 209   | 1/4 02                      | 1,320,274                          | 2/0 32  | 20 53                       | 696,296 | 1/0 82                  | 10 83                       | ...                | 100,094                                   | 0/1 84                  | 1 56                        |
| 1919-20 | 1,820,588                                                                                           | 2/5 09                  | 22 13                       | 1,288,030†                         | 307   | 1/8 58                      | 1,722,967                          | 2/3 53  | 20 95                       | 976,684 | 1/3 60                  | 11 87                       | ...                | 124,012                                   | 0/1 98                  | 1 51                        |
|         |                                                                                                     |                         |                             |                                    |       |                             |                                    |         |                             |         |                         |                             |                    | 85,963                                    | 0/0 65                  | 0 49                        |

\* Includes Special Payment into Fund, year 1908-9, £69,972; year 1909-10, £75,000; year 1910-11, £66,905; year 1911-12, £25,400; year 1912-13, £26,027; year 1916-17, £10,000.

† Includes payment into Rolling Stock Replacement Fund, year 1900-01, £170,000; year 1901-02, £100,000; year 1902-03, £100,000; year 1903-04, £100,000; year 1904-05, £100,000; year 1905-06, £100,000; year 1906-07, £100,000; year 1907-08, £100,000; year 1908-09, £100,000; year 1909-10, £100,000; year 1910-11, £100,000; year 1911-12, £100,000; 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; year 1918-19, £50,000; and year 1919-20, £50,000.

† Includes £25,961 Payment to Capital Account (Wheat Commission's Sidings).

Exclusive of Electric Tramways.



## APPENDIX No. 22.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY  
YEARS ENDING 30TH JUNE, 1920.

| Year ending 30th<br>June. | New Lines and Surveys. | Additions and Improve-<br>ments on Existing Lines. | Rolling-Stock. | Total.     |
|---------------------------|------------------------|----------------------------------------------------|----------------|------------|
|                           | £                      | £                                                  | £              | £          |
| 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†   |
| 1920                      | 242,916                | ‡531,598†                                          | 126,981†       | 901,495†   |
| Total ...                 | 4,143,158              | 9,037,160                                          | 5,814,748      | 18,995,066 |

\* 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 |
| „ 1919-20    | ... | ... | ... | 389,773 |

## 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, 1920.

| 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. | £           |
| Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...                             | 100·89                              | ...      | 100·89   | 1,902                                     | 18      | 1 in 50            | 4,957,674                         | 4                 | 5  | 49,139      |
| 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             | 718,605                           | 11                | 7  | 12,828      |
| * 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             | 66,802                            | 4                 | 8  | 4,607       |
| † Lancefield to Kilmore ...                                                                               | ...                                 | 18·10    | 18·10    | 1,734                                     | 1,160   | 1 " 40             | 108,323                           | 18                | 6  | 5,985       |
| Kilmore Junction to Bendigo (Cattle Siding) ...                                                           | ...                                 | 67·82    | 67·82    | 1,450                                     | 526     | 1 " 50             | 403,835                           | 4                 | 11 | 5,955       |
| Carlsruhe to Daylesford ...                                                                               | 0·38                                | 22·17    | 22·55    | 2,469                                     | 1,791   | 1 " 50             | 177,816                           | 1                 | 11 | 7,885       |
| Daylesford Junction to North Creswick ...                                                                 | ...                                 | 23·11    | 23·11    | 2,292                                     | 1,429   | 1 " 40             | 182,310                           | 10                | 2  | 7,889       |
| Kyneton (Redesdale Junction) to Redesdale ...                                                             | ...                                 | 16·25    | 16·25    | 1,636                                     | 973     | 1 " 50             | 90,437                            | 9                 | 9  | 5,565       |
| Castlemaine to Dunolly ...                                                                                | 0·38                                | 46·46    | 46·84    | 948                                       | 579     | 1 " 40             | 420,325                           | 15                | 7  | 8,974       |
| Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...                              | 0·28                                | 32·73    | 33·01    | 943                                       | 611     | 1 " 50             | 179,991                           | 14                | 3  | 5,453       |
| St. Arnaud to Donald ...                                                                                  | ...                                 | 23·86    | 23·86    | 868                                       | 374     | 1 " 50             | 114,774                           | 13                | 8  | 4,810       |
| Donald to Birchip ...                                                                                     | ...                                 | 32·30    | 32·30    | 394                                       | 330     | 1 " 100            | 95,289                            | 4                 | 1  | 2,950       |
| Birchip to Cronomby (Woomelang) ...                                                                       | ...                                 | 26·45    | 26·45    | 351                                       | 260     | 1 " 75             | 71,560                            | 17                | 6  | 2,706       |
| Woomelang to Mildura ...                                                                                  | ...                                 | 110·15   | 110·15   | 334                                       | 128     | 1 " 75             | 293,186                           | 18                | 2  | 2,662       |
| Mildura to White Cliffs and Yelta ...                                                                     | ...                                 | 6·92     | 6·92     | 186                                       | 126     | 1 " 75             | 18,127                            | 6                 | 7  | 2,619       |
| Dunolly to Inglewood ...                                                                                  | ...                                 | 24·24    | 24·24    | 794                                       | 457     | 1 in 50            | 96,165                            | 3                 | 7  | 3,967       |
| Ouyen to Kow Plains ...                                                                                   | ...                                 | 56·39    | 56·39    | 351                                       | 137     | 1 " 60             | 138,967                           | 14                | 9  | 2,464       |
| Kow Plains to Murrayville ...                                                                             | ...                                 | 11·48    | 11·48    | 218                                       | 146     | 1 " 75             | 31,485                            | 18                | 2  | 2,743       |
| Murrayville to South Australian Border ...                                                                | ...                                 | 12·53    | 12·53    | 351                                       | 192     | 1 " 80             | 58                                | 17                | 4  | ...         |
| South Australian Border to Pinnaroo (3·55 mls.) ...                                                       | ...                                 | ...      | ...      | ...                                       | ...     | ...                | 2                                 | 6                 | 1  | ...         |
| Castlemaine (Maldon Junction) to Maldon ...                                                               | ...                                 | 10·24    | 10·24    | 1,177                                     | 890     | 1 in 40            | 62,431                            | 10                | 3  | 6,097       |
| Maldon (Laanecoorie Junction) to Melbourne ...                                                            | ...                                 | 9·89     | 9·89     | 1,126                                     | 649     | 1 " 50             | 68,436                            | 10                | 6  | 6,920       |
| Maryborough to Ballarat ...                                                                               | 0·26                                | 41·47    | 41·73    | 1,525                                     | 732     | 1 " 40             | 298,183                           | 18                | 2  | 7,146       |
| Wandura Junction to Ballarat Race-course ...                                                              | ...                                 | 2·10     | 2·10     | 1,508                                     | 1,466   | 1 " 50             | 7,485                             | 3                 | 4  | 3,564       |
| Pisgah Junction to Wandura ...                                                                            | ...                                 | 13·74    | 13·74    | 1,533                                     | 1,341   | 1 " 60             | 73,097                            | 0                 | 3  | 5,320       |
| Maryborough to Avoca ...                                                                                  | ...                                 | 14·93    | 14·93    | 885                                       | 721     | 1 " 40             | 65,050                            | 3                 | 3  | 4,357       |
| 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             | 66,402                            | 2                 | 0  | 2,903       |
| Bendigo to Inglewood ...                                                                                  | 0·80                                | 28·13    | 28·93    | 779                                       | 443     | 1 " 70             | 198,554                           | 15                | 10 | 6,863       |
| Inglewood to Charlton ...                                                                                 | ...                                 | 42·82    | 42·82    | 639                                       | 422     | 1 " 50             | 251,241                           | 3                 | 7  | 5,867       |
| Charlton to Wycheproof ...                                                                                | ...                                 | 16·48    | 16·48    | 521                                       | 356     | 1 " 50             | 97,899                            | 7                 | 5  | 5,940       |
| Wycheproof to Sea Lake ...                                                                                | ...                                 | 47·89    | 47·89    | 357                                       | 172     | 1 " 94             | 85,887                            | 5                 | 4  | 1,793       |
| Sea Lake towards Pier Millan (Nandaly) ...                                                                | ...                                 | 17·68    | 17·68    | 265                                       | 172     | 1 " 66             | 43,622                            | 5                 | 11 | 2,467       |
| Nandaly to Kulwin ...                                                                                     | ...                                 | 19·68    | 19·68    | 256                                       | 148     | 1 " 60             | 70,715                            | 16                | 6  | 3,593       |
| Wedderburn Junction to Wedderburn ...                                                                     | ...                                 | 4·86     | 4·86     | 660                                       | 554     | 1 " 50             | 18,740                            | 5                 | 0  | 3,856       |
| Korong Vale to Boort ...                                                                                  | ...                                 | 17·86    | 17·86    | 459                                       | 296     | 1 " 50             | 78,168                            | 3                 | 6  | 4,377       |
| Boort to Quambatook ...                                                                                   | ...                                 | 21·96    | 21·96    | 419                                       | 287     | 1 " 75             | 50,520                            | 4                 | 0  | 2,301       |
| Quambatook to Ultima ...                                                                                  | ...                                 | 30·31    | 30·31    | 371                                       | 256     | 1 " 100            | 54,292                            | 19                | 2  | 1,791       |
| Ultima to Chillingollah ...                                                                               | ...                                 | 20·14    | 20·14    | 263                                       | 164     | 1 " 60             | 34,433                            | 19                | 11 | 1,710       |
| Chillingollah to Manangatang ...                                                                          | ...                                 | 18·59    | 18·59    | 245                                       | 169     | 1 " 75             | 38,928                            | 4                 | 9  | 2,094       |
| Manangatang to Bryden's Tank ...                                                                          | ...                                 | ...      | ...      | ...                                       | ...     | ...                | 45,981                            | 15                | 10 | In progress |
| Eaglehawk to Kerang ...                                                                                   | ...                                 | 72·99    | 72·99    | 742                                       | 255     | 1 " 70             | 348,294                           | 4                 | 6  | 4,772       |
| Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...                                 | ...                                 | 35·16    | 35·16    | 286                                       | 225     | 1 " 100            | 166,174                           | 14                | 9  | 4,726       |
| Swan Hill to Piangil ...                                                                                  | ...                                 | 27·39    | 27·39    | 291                                       | 216     | 1 " 75             | 67,544                            | 17                | 10 | 2,466       |
| Piangil to Kooloonong (Pine Tank) ...                                                                     | ...                                 | 15·87    | 15·87    | 243                                       | 199     | 1 " 75             | 64,598                            | 13                | 5  | 4,070       |
| Elmore to Cohuna ...                                                                                      | ...                                 | 57·09    | 57·09    | 438                                       | 264     | 1 " 100            | 142,399                           | 17                | 7  | 2,494       |
| Footscray to Williamstown (including cost of piers at Williamstown) ...                                   | 5·50                                | 0·37     | 5·87     | 66                                        | 8       | 1 " 100            | 576,937                           | 15                | 11 | 98,286      |
| * Newport to Braybrook Junction ...                                                                       | ...                                 | 4·29     | 4·29     | 110                                       | 48      | 1 " 92             | 32,183                            | 7                 | 11 | 7,502       |
| Newport to Geelong (including cost of Geelong Pier) ...                                                   | 2·90                                | 35·61    | 38·51    | 113                                       | 11      | 1 " 81             | 1,326,243                         | 7                 | 11 | 33,833      |
| * 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             | 413,723                           | 11                | 3  | 7,926       |
| † Geelong Race-course Branch ...                                                                          | ...                                 | 1·96     | 1·96     | 43                                        | 10      | 1 " 50             |                                   |                   |    |             |
| Colac to Camperdown ...                                                                                   | ...                                 | 28·11    | 28·11    | 569                                       | 405     | 1 " 50             | 156,999                           | 15                | 9  | 5,585       |
| Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...                         | 0·90                                | 41·81    | 42·71    | 550                                       | 13      | 1 " 50             | 384,164                           | 1                 | 2  | 8,995       |
| 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             | 116,945                           | 16                | 11 | 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             | 147,752                           | 12                | 2  | 7,443       |
| Irrewarra to Beacac ...                                                                                   | ...                                 | 8·70     | 8·70     | 432                                       | 390     | 1 " 66             | 47,498                            | 13                | 10 | 5,460       |
| Beacac to Newtown ...                                                                                     | ...                                 | 35·85    | 35·85    | 443                                       | 388     | 1 " 50             | 114,057                           | 8                 | 5  | 3,182       |
| † Colac to Beech Forest ...                                                                               | ...                                 | 29·66    | 29·66    | 1,748                                     | 225     | 1 " 30             | 78,134                            | 13                | 6  | 2,634       |
| † Beech Forest to Crowe's ...                                                                             | ...                                 | 14·24    | 14·24    | 1,826                                     | 1,356   | 1 " 30             | 44,217                            | 2                 | 6  | 3,105       |
| Camperdown (Curdie's River Junction) to Timboon ...                                                       | ...                                 | 22·32    | 22·32    | 673                                       | 52      | 1 " 40             | 116,222                           | 11                | 1  | 5,207       |
| 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             | 1,963,695                         | 5                 | 10 | 36,755      |
| * North Geelong Loop Line ...                                                                             | ...                                 | 0·22     | 0·22     | 53                                        | 46      | 1 " 57             |                                   |                   |    |             |
| North Geelong to Fyansford ...                                                                            | ...                                 | 2·93     | 2·93     | 212                                       | 56      | 1 " 50             | 13,357                            | 10                | 7  | 4,552       |
| Ballarat to Ararat ...                                                                                    | 4·33                                | 52·84    | 57·17    | 1,517                                     | 960     | 1 " 50             | 474,393                           | 16                | 10 | 8,298       |
| Ararat to Stawell ...                                                                                     | ...                                 | 18·85    | 18·85    | 1,086                                     | 761     | 1 " 100            | 192,463                           | 4                 | 6  | 10,210      |
| Stawell to Horsham ...                                                                                    | 1·18                                | 52·26    | 53·44    | 761                                       | 423     | 1 " 100            | 383,357                           | 9                 | 0  | 5,533       |
| * Stawell to Grampians ...                                                                                | ...                                 | 15·84    | 15·84    | 815                                       | 621     | 1 " 30             |                                   |                   |    |             |
| Carried forward                                                                                           | 162·44                              | 1,760·37 | 1,922·81 | ...                                       | ...     | ...                | 17,711,939                        | 17                | 1  | ...         |

\* 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<br>opened for Traffic. |          |          | Height of<br>Rail-level above<br>Low-water Mark. |         | Steepest<br>Gradient. | Cost, exclusive of<br>Rolling-stock. |     | Average<br>per Mile. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|----------|----------|--------------------------------------------------|---------|-----------------------|--------------------------------------|-----|----------------------|
|                                                                                                                                                                   | Double<br>and over                     | Single.  | Total.   | Highest.                                         | Lowest. |                       | Total.                               |     |                      |
|                                                                                                                                                                   | Miles.                                 | Miles.   | Miles.   | Feet.                                            | Feet.   | Feet.                 |                                      |     |                      |
| Brought forward ... ..                                                                                                                                            | 162'44                                 | 1,760'37 | 1,922'81 | ...                                              | ...     | ...                   | 17,711,939                           | 17  | 1                    |
| Horsham to Dimboola ... ..                                                                                                                                        | 0'36                                   | 21'10    | 21'46    | 477                                              | 361     | 1 in 50               | 124,545                              | 11  | 7                    |
| Dimboola to Serviceton (including cost of 1'16<br>miles constructed beyond Serviceton; also por-<br>tion of cost of the Warranook Ballast Pits<br>Tramway) ... .. | 1'35                                   | 61'87    | 63'22    | 631                                              | 315     | 1 " 50                | 439,286                              | 11  | 1                    |
| Braybrook Junction to Parwan ... ..                                                                                                                               | ...                                    | 21'65    | 21'65    | 466                                              | 119     | 1 " 50                | 273,176                              | 11  | 6                    |
| Parwan to Gordon ... ..                                                                                                                                           | ...                                    | 27'46    | 27'46    | 1,877                                            | 341     | 1 " 48                | 357,103                              | 9   | 11                   |
| Gordon to Warrenheip ... ..                                                                                                                                       | 0'09                                   | 12'78    | 12'87    | 1,940                                            | 1,707   | 1 " 50                | 130,267                              | 9   | 0                    |
| * Bungaree Junction to Race-course Reserve ... ..                                                                                                                 | ...                                    | 1'53     | 1'53     | 1,884                                            | 1,848   | 1 " 50                | 3,332                                | 4   | 2                    |
| Gheringhap to Maroona ... ..                                                                                                                                      | ...                                    | 99'76    | 99'76    | 978                                              | 193     | 1 " 100               | 427,385                              | 4   | 1                    |
| * Lal Lal Race-course Branch ... ..                                                                                                                               | ...                                    | 2'00     | 2'00     | 1,539                                            | 1,532   | 1 " 112               | 11,420                               | 12  | 4                    |
| Ballarat East to Buninyong ... ..                                                                                                                                 | ...                                    | 6'84     | 6'84     | 1,626                                            | 1,436   | 1 " 40                | 66,097                               | 6   | 8                    |
| * Ballarat Cattle-yards Branch ... ..                                                                                                                             | ...                                    | 2'92     | 2'92     | 1,523                                            | 1,446   | 1 " 60                | 12,911                               | 6   | 10                   |
| Ballarat (Linton Junction) to Scarsdale ... ..                                                                                                                    | ...                                    | 13'12    | 13'12    | 1,516                                            | 1,157   | 1 " 50                | 60,440                               | 16  | 0                    |
| Scarsdale to Linton ... ..                                                                                                                                        | ...                                    | 7'97     | 7'97     | 1,189                                            | 1,022   | 1 " 40                | 78,260                               | 4   | 0                    |
| Linton to Skipton ... ..                                                                                                                                          | ...                                    | 12'75    | 12'75    | 1,383                                            | 944     | 1 " 37                | 56,854                               | 4   | 10                   |
| * Burrumbeet Race-course Junction to Burrum-<br>beet Race-course ... ..                                                                                           | ...                                    | 1'14     | 1'14     | 1,297                                            | 1,256   | 1 " 50                | 3,689                                | 9   | 1                    |
| Ararat to Hamilton (including cost of Ripon<br>Ballast Crushing Plant) ... ..                                                                                     | ...                                    | 66'06    | 66'06    | 1,028                                            | 572     | 1 " 50                | 392,185                              | 2   | 7                    |
| Hamilton to Portland (including cost of sidings<br>to piers at Portland) ... ..                                                                                   | ...                                    | 53'82    | 53'82    | 606                                              | 11      | 1 " 40                | 311,731                              | 9   | 6                    |
| ‡ Dunkeld to Koroit ... ..                                                                                                                                        | ...                                    | 48'99    | 48'99    | 834                                              | 207     | 1 " 60                | 171,446                              | 11  | 3                    |
| Hamilton to Peshurst (including cost of Pens-<br>hurst Ballast Crushing Plant) ... ..                                                                             | ...                                    | 18'10    | 18'10    | 727                                              | 590     | 1 " 60                | 77,639                               | 8   | 5                    |
| Hamilton (Coleraine Junction) to Coleraine ... ..                                                                                                                 | ...                                    | 23'01    | 23'01    | 668                                              | 301     | 1 " 40                | 112,621                              | 17  | 5                    |
| Hamilton to Cavendish ... ..                                                                                                                                      | ...                                    | 15'47    | 15'47    | 794                                              | 577     | 1 " 50                | 45,930                               | 10  | 7                    |
| Cavendish to Toolondo (Toolondo to Balmoral) ... ..                                                                                                               | ...                                    | 18'71    | 18'71    | 588                                              | 558     | 1 " 161               | 149,679                              | 14  | 10                   |
| Brankholme to Casterton ... ..                                                                                                                                    | ...                                    | 32'09    | 32'09    | 572                                              | 149     | 1 " 40                | 182,468                              | 15  | 4                    |
| Heywood to Mumbannar ... ..                                                                                                                                       | ...                                    | 38'82    | 38'82    | 422                                              | 85      | 1 " 50                | 139,313                              | 7   | 5                    |
| Mumbannar to South Australian Border ... ..                                                                                                                       | ...                                    | 5'65     | 5'65     | 223                                              | 209     | 1 " 100               | 15,350                               | 12  | 7                    |
| South Australian Border to Mount Gambier<br>(11'67 miles) ... ..                                                                                                  | ...                                    | ...      | ...      | ...                                              | ...     | ...                   | 46,734                               | 6   | 0                    |
| Lubeck to Rupanyup (including portion of cost<br>of the Warranook Ballast Pits Tramway) ... ..                                                                    | ...                                    | 9'77     | 9'77     | 487                                              | 455     | 1 in 147              | 45,235                               | 6   | 8                    |
| Rupanyup to Marnoo ... ..                                                                                                                                         | ...                                    | 15'38    | 15'38    | 494                                              | 450     | 1 " 100               | 31,761                               | 7   | 1                    |
| Murtoa to Warracknabeal (including portion of<br>cost of the Warranook Ballast Pits Tramway) ... ..                                                               | ...                                    | 31'20    | 31'20    | 464                                              | 360     | 1 " 66                | 157,621                              | 2   | 6                    |
| Warracknabeal to Beulah ... ..                                                                                                                                    | ...                                    | 21'92    | 21'92    | 359                                              | 288     | 1 " 80                | 59,159                               | 3   | 8                    |
| Beulah to Hopetoun ... ..                                                                                                                                         | ...                                    | 16'01    | 16'01    | 290                                              | 258     | 1 " 100               | 38,921                               | 12  | 4                    |
| Horsham to Noradjuha ... ..                                                                                                                                       | ...                                    | 19'95    | 19'95    | 488                                              | 395     | 1 " 50                | 81,539                               | 7   | 6                    |
| Noradjuha to Toolondo ... ..                                                                                                                                      | ...                                    | 11'24    | 11'24    | 560                                              | 475     | 1 " 100               | 27,429                               | 13  | 10                   |
| Natimuk (East Natimuk) to Goroke ... ..                                                                                                                           | ...                                    | 28'32    | 28'32    | 624                                              | 394     | 1 " 50                | 69,267                               | 9   | 11                   |
| Dimboola to Jeparit ... ..                                                                                                                                        | ...                                    | 21'59    | 21'59    | 387                                              | 268     | 1 " 75                | 50,375                               | 12  | 0                    |
| Jeparit to Albacutya (Rainbow) ... ..                                                                                                                             | ...                                    | 18'47    | 18'47    | 388                                              | 263     | 1 " 75                | 35,450                               | 18  | 4                    |
| Jeparit to Lorquon ... ..                                                                                                                                         | ...                                    | 13'68    | 13'68    | 395                                              | 271     | 1 " 100               | 33,233                               | 16  | 7                    |
| Lorquon to Yanac-a-Yanac ... ..                                                                                                                                   | ...                                    | 18'38    | 18'38    | 473                                              | 355     | 1 " 75                | 47,266                               | 3   | 1                    |
| Rainbow to Nypo ... ..                                                                                                                                            | ...                                    | 10'59    | 10'59    | 294                                              | 237     | 1 " 75                | 27,382                               | 8   | 7                    |
| Essendon Junction to Essendon ... ..                                                                                                                              | 3'50                                   | ...      | 3'50     | 148                                              | 14      | 1 " 67                | 211,715                              | 15  | 8                    |
| * Flemington Race-course Branch ... ..                                                                                                                            | 1'50                                   | ...      | 1'50     | 70                                               | 42      | 1 " 96                | ...                                  | ... | ...                  |
| Essendon to Wodonga (including cost of Manga-<br>lore Ballast Pits Tramway) ... ..                                                                                | 61'12                                  | 120'87   | 181'99   | 1,147                                            | 105     | 1 " 50                | 2,399,719                            | 15  | 6                    |
| Wodonga to River Murray (including portion of<br>cost of Bridge over River Murray) ... ..                                                                         | 1'94                                   | ...      | 1'94     | 538                                              | 312     | 1 " 75                | 62,361                               | 7   | 11                   |
| North Melbourne to Coburg ... ..                                                                                                                                  | 5'07                                   | ...      | 5'07     | 202                                              | 13      | 1 " 50                | 222,808                              | 2   | 9                    |
| Coburg to Somerton ... ..                                                                                                                                         | ...                                    | 7'16     | 7'16     | 530                                              | 202     | 1 " 50                | 72,162                               | 10  | 8                    |
| Royal Park (Junction) to Clifton Hill ... ..                                                                                                                      | 2'28                                   | 0'11     | 2'39     | 136                                              | 103     | 1 " 50                | 160,975                              | 19  | 2                    |
| Fitzroy Branch ... ..                                                                                                                                             | 0'07                                   | 0'88     | 0'95     | 119                                              | 85      | 1 " 79                | 76,975                               | 19  | 2                    |
| Fitzroy (Whittlesea Junction) to Whittlesea ... ..                                                                                                                | 4'67                                   | 17'39    | 22'06    | 639                                              | 119     | 1 " 50                | 291,761                              | 8   | 3                    |
| Northcote Loop Line ... ..                                                                                                                                        | 0'13                                   | ...      | 0'13     | 128                                              | 119     | 1 " 70                | 8,698                                | 3   | 11                   |
| Tallaroek to Yea ... ..                                                                                                                                           | ...                                    | 23'69    | 23'69    | 698                                              | 488     | 1 " 40                | 164,301                              | 9   | 4                    |
| Yea to Mansfield and Alexandra-road ... ..                                                                                                                        | ...                                    | 55'82    | 55'82    | 1,304                                            | 557     | 1 " 40                | 345,113                              | 17  | 3                    |
| Alexandra-road to Alexandra ... ..                                                                                                                                | ...                                    | 4'32     | 4'32     | 922                                              | 716     | 1 " 30                | 29,091                               | 7   | 5                    |
| Mangalore to Shepparton ... ..                                                                                                                                    | 0'29                                   | 44'96    | 45'25    | 499                                              | 372     | 1 " 100               | 293,919                              | 17  | 2                    |
| Shepparton to Numurkah ... ..                                                                                                                                     | 2'16                                   | 18'60    | 20'76    | 376                                              | 348     | 1 " 206               | 88,601                               | 10  | 2                    |
| Numurkah to Cobram ... ..                                                                                                                                         | 0'20                                   | 21'45    | 21'65    | 376                                              | 355     | 1 " 165               | 90,050                               | 18  | 7                    |
| Murchison East to Rushworth ... ..                                                                                                                                | ...                                    | 12'87    | 12'87    | 476                                              | 391     | 1 " 80                | 68,929                               | 10  | 9                    |
| Rushworth to Colbinabbin ... ..                                                                                                                                   | ...                                    | 12'82    | 12'82    | 510                                              | 363     | 1 " 50                | 38,565                               | 14  | 7                    |
| Rushworth to Stanhope North ... ..                                                                                                                                | ...                                    | 14'22    | 14'22    | 516                                              | 347     | 1 " 50                | 49,269                               | 9   | 7                    |
| Toolamba to Tatura ... ..                                                                                                                                         | ...                                    | 6'83     | 6'83     | 385                                              | 371     | 1 " 108               | 29,427                               | 18  | 11                   |
| Tatura to Echuca ... ..                                                                                                                                           | ...                                    | 34'07    | 34'07    | 377                                              | 320     | 1 " 122               | 159,584                              | 4   | 1                    |
| Shepparton to Dookie ... ..                                                                                                                                       | ...                                    | 14'84    | 14'84    | 509                                              | 372     | 1 " 100               | 55,269                               | 10  | 8                    |
| Dookie to Katamatite ... ..                                                                                                                                       | ...                                    | 17'02    | 17'02    | 490                                              | 383     | 1 " 69                | 41,360                               | 7   | 9                    |
| Numurkah to Nathalia ... ..                                                                                                                                       | ...                                    | 13'79    | 13'79    | 356                                              | 335     | 1 " 330               | 52,314                               | 15  | 5                    |
| Nathalia to Picola ... ..                                                                                                                                         | ...                                    | 6'75     | 6'75     | 335                                              | 325     | 1 " 264               | 13,873                               | 15  | 4                    |
| Strathmerton towards Tocumwal ... ..                                                                                                                              | ...                                    | 8'20     | 8'20     | 390                                              | 358     | 1 " 330               | 20,717                               | 7   | 8                    |
| Strathmerton to Tocumwal Extension ... ..                                                                                                                         | ...                                    | 2'07     | 2'07     | 372                                              | 365     | 1 " 92                | 17,848                               | 16  | 10                   |
| Benalla to St. James ... ..                                                                                                                                       | ...                                    | 20'33    | 20'33    | 583                                              | 450     | 1 " 75                | 80,869                               | 7   | 11                   |
| St. James to Yarrowonga ... ..                                                                                                                                    | ...                                    | 19'86    | 19'86    | 514                                              | 414     | 1 " 50                | 98,656                               | 14  | 7                    |
| Benalla to Tatong ... ..                                                                                                                                          | ...                                    | 18'08    | 18'08    | 760                                              | 556     | 1 " 60                | 50,474                               | 9   | 10                   |
| * Wangaratta to Whitfield ... ..                                                                                                                                  | ...                                    | 30'49    | 30'49    | 811                                              | 481     | 1 " 80                | 40,542                               | 19  | 8                    |
| Wangaratta (Beechworth Junc.) to Beechworth ... ..                                                                                                                | ...                                    | 22'26    | 22'26    | 1,831                                            | 502     | 1 " 30                | 166,045                              | 6   | 8                    |
| Beechworth to Yackandandah ... ..                                                                                                                                 | ...                                    | 12'84    | 12'84    | 1,912                                            | 981     | 1 " 30                | 97,178                               | 2   | 8                    |
| Everton to Myrtleford ... ..                                                                                                                                      | ...                                    | 16'56    | 16'56    | 989                                              | 581     | 1 " 40                | 77,980                               | 7   | 11                   |
| Myrtleford to Bright ... ..                                                                                                                                       | ...                                    | 18'54    | 18'54    | 1,004                                            | 688     | 1 " 50                | 112,712                              | 12  | 2                    |
| Carried forward ... ..                                                                                                                                            | 247'17                                 | 3,228'17 | 3,475'34 | ...                                              | ...     | ...                   | 27,896,338                           | 12  | 1                    |

\* 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.   |                    |                                   |                   |
| Brought forward                                                                                                                                                          | 247'17                              | 3,228'17 | 3,475'34 | ...                                        | ...     | ...                | 27,896,338 12 1                   |                   |
| Springhurst to Wahgunyah                                                                                                                                                 | ...                                 | 13'95    | 13'95    | 623                                        | 454     | 1 in 50            | 75,827 5 4                        | 5,436             |
| Wodonga to Tallangatta                                                                                                                                                   | ...                                 | 25'71    | 25'71    | 726                                        | 530     | 1 " 40             | 192,274 18 6                      | 7,478             |
| Tallangatta to Beetomba                                                                                                                                                  | ...                                 | 32'59    | 32'59    | 2,580                                      | 625     | 1 " 30             | 259,625 17 c                      | 7,966             |
| Spencer Street to Flinders Street                                                                                                                                        | 0'76                                | ...      | 0'76     | 33                                         | 17      | 1 " 40             | 277,697 18 0                      | 365,392           |
| 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             | 2,762,213 13 3                    | 169,150           |
| Prince's Bridge to Collingwood                                                                                                                                           | 2'22                                | ...      | 2'22     | 85                                         | 23      | 1 " 62             | 200,660 15 3                      | 90,388            |
| Collingwood to Heidelberg                                                                                                                                                | 2'92                                | 2'57     | 5'49     | 196                                        | 68      | 1 " 50             | 245,282 5 5                       | 44,678            |
| Heidelberg to Eltham                                                                                                                                                     | ...                                 | 8'35     | 8'35     | 303                                        | 110     | 1 " 40             | 63,582 15 9                       | 7,615             |
| Eltham to Hurst's Bridge                                                                                                                                                 | ...                                 | 6'64     | 6'64     | 248                                        | 116     | 1 " 50             | 45,061 5 8                        | 6,786             |
| Brighton Beach to Sandringham                                                                                                                                            | 2'20                                | ...      | 2'20     | 58                                         | 20      | 1 " 97             | 82,379 11 6                       | 37,445            |
| South Yarra to Oakleigh                                                                                                                                                  | 7'05                                | ...      | 7'05     | 184                                        | 22      | 1 " 54             | 648,467 4 10                      | 91,981            |
| 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             | 1,228,867 0 10                    | 10,395            |
| Sale to Stratford (Junction)                                                                                                                                             | ...                                 | 8'97     | 8'97     | 64                                         | 33      | 1 " 66             | 45,415 0 8                        | 5,063             |
| † Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)                                                                                            | 0'20                                | 10'10    | 10'30    | 249                                        | 72      | 1 " 50             | 298,070 11 6                      | 28,939            |
| ‡ Caulfield to Frankston                                                                                                                                                 | 19'65                               | 0'23     | 19'88    | 166                                        | 10      | 1 " 50             | 277,294 13 2                      | 13,948            |
| Frankston to Stony Point (including cost of sidings to pier at Stony Point)                                                                                              | ...                                 | 18'85    | 18'85    | 327                                        | 10      | 1 " 50             | 114,941 5 10                      | 6,098             |
| Mornington Junction to Mornington                                                                                                                                        | ...                                 | 7'67     | 7'67     | 194                                        | 60      | 1 " 50             | 68,730 4 4                        | 8,961             |
| Bittern to Red Hill                                                                                                                                                      | ...                                 | ...      | ...      | ...                                        | ...     | ...                | 341 19 6                          | In progress       |
| Frankston Cemetery Line                                                                                                                                                  | ...                                 | ...      | ...      | ...                                        | ...     | ...                | 330 16 11                         |                   |
| Spring Vale Cemetery Line                                                                                                                                                | ...                                 | 1'60     | 1'60     | 231                                        | 145     | 1 in 50            | 9,278 16 6                        | 5,799             |
| Dandenong (Great Southern Junction) to Port Albert                                                                                                                       | 0'17                                | 117'11   | 117'28   | 746                                        | 10      | 1 " 40             | 1,039,902 11 8                    | 8,867             |
| Koo-wee-rup to McDonald's Track                                                                                                                                          | ...                                 | ...      | ...      | ...                                        | ...     | ...                | 50,268 0 7                        | In progress       |
| Nyora to Woolamai                                                                                                                                                        | ...                                 | 16'79    | 16'79    | 410                                        | 58      | 1 in 50            | 77,972 0 3                        | 4,644             |
| Woolamai to Powlett Coal Field (including sidings, Wonthaggi)                                                                                                            | ...                                 | 13'75    | 13'75    | 233                                        | 14      | 1 " 60             | 136,838 11 1                      | 9,952             |
| Korumburra to Coal Creek                                                                                                                                                 | ...                                 | 0'89     | 0'89     | 735                                        | 630     | 1 " 30             | 5,741 7 11                        | 6,451             |
| Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)                                                                                           | ...                                 | 2'25     | 2'25     | 765                                        | 573     | 1 " 30             | 11,533 5 7                        | 5,126             |
| Korumburra (Jumbunna Junction) to Jumbunna                                                                                                                               | ...                                 | 3'74     | 3'74     | 796                                        | 619     | 1 " 30             | 20,806 7 4                        | 5,563             |
| Jumbunna to Outtrim                                                                                                                                                      | ...                                 | 2'40     | 2'40     | 649                                        | 539     | 1 " 40             | 27,915 8 11                       | 11,631            |
| ¶ Welshpool to Welshpool Jetty                                                                                                                                           | ...                                 | 3'23     | 3'23     | 57                                         | 6       | 1 " 100            | 3,167 18 0                        | 981               |
| Alberton to Won Wron                                                                                                                                                     | ...                                 | ...      | ...      | ...                                        | ...     | ...                | 14,198 8 10                       | In progress       |
| Warragul to Neerim South                                                                                                                                                 | ...                                 | 13'49    | 13'49    | 681                                        | 349     | 1 in 40            | 124,869 4 8                       | 9,256             |
| Neerim South to Toorong River (Neerim South to Noojee)                                                                                                                   | ...                                 | 14'01    | 14'01    | 1,415                                      | 676     | 1 " 30             | 126,687 6 7                       | 9,043             |
| Moe (Junction) to Thorpdale                                                                                                                                              | ...                                 | 10'67    | 10'67    | 798                                        | 219     | 1 " 40             | 116,685 17 4                      | 10,936            |
| ¶ Moe to Walhalla                                                                                                                                                        | ...                                 | 26'06    | 26'06    | 1,323                                      | 174     | 1 " 30             | 113,565 1 7                       | 4,358             |
| Morwell to North Mirboo                                                                                                                                                  | ...                                 | 20'16    | 20'16    | 784                                        | 184     | 1 " 40             | 154,238 0 2                       | 7,651             |
| Traralgon to Heyfield                                                                                                                                                    | ...                                 | 22'06    | 22'06    | 262                                        | 93      | 1 " 50             | 125,464 7 7                       | 5,687             |
| Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)                                                                                                 | 0'52                                | 49'30    | 49'82    | 296                                        | 9       | 1 " 50             | 299,593 2 1                       | 6,014             |
| Bairnsdale to Orbost                                                                                                                                                     | ...                                 | 60'24    | 60'24    | 423                                        | 25      | 1 " 50             | 432,787 9 1                       | 7,184             |
| Maffra to Briagolong                                                                                                                                                     | ...                                 | 11'79    | 11'79    | 238                                        | 109     | 1 " 50             | 62,006 11 4                       | 5,259             |
| Burnley to Waverley Road                                                                                                                                                 | ...                                 | 5'23     | 5'23     | 111                                        | 33      | 1 " 60             | 175,352 2 11                      | 33,528            |
| Hawthorn to Lilydale                                                                                                                                                     | 11'82                               | 8'20     | 20'02    | 484                                        | 41      | 1 " 40             | 670,611 9 7                       | 33,497            |
| Lilydale to Healesville                                                                                                                                                  | 0'26                                | 15'11    | 15'37    | 351                                        | 230     | 1 " 40             | 224,394 14 2                      | 14,600            |
| Hawthorn (Kew Junction) to Kew                                                                                                                                           | ...                                 | 0'96     | 0'96     | 119                                        | 41      | 1 " 40             | 76,453 14 0                       | 79,640            |
| Ringwood to Upper Ferntree Gully                                                                                                                                         | ...                                 | 7'44     | 7'44     | 436                                        | 314     | 1 " 40             | 70,676 14 6                       | 9,500             |
| ¶ Ferntree Gully to Gembrook                                                                                                                                             | ...                                 | 18'22    | 18'22    | 1,057                                      | 412     | 1 " 30             | 64,149 15 7                       | 3,521             |
| Lilydale to Warburton                                                                                                                                                    | ...                                 | 23'97    | 23'97    | 738                                        | 289     | 1 " 37½            | 129,837 14 7                      | 5,417             |
| St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach                                                                                             | 5'16                                | ...      | 5'16     | 59                                         | 7       | 1 " 21½            | 108,251 1 6                       | 20,979            |
| Sandringham to Black Rock Electric Street Railway                                                                                                                        | 2'22                                | 19       | 2'41     | 112                                        | 41      | 1 " 18½            | 49,751 13 3                       | 20,644            |
| Total mileage of lines constructed                                                                                                                                       | 330'41                              | 3,939'12 | 4,269'53 |                                            |         |                    |                                   |                   |
| Less mileage closed for traffic at 30th June, 1920:                                                                                                                      |                                     |          |          |                                            |         |                    |                                   |                   |
| 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, 1920                                                                                                                        | 330'21                              | 3,891'36 | 4,221'57 |                                            |         |                    |                                   |                   |
| Carried forward                                                                                                                                                          | 330'21                              | 3,891'36 | 4,221'57 |                                            |         |                    | 39,306,399 12 6                   |                   |

† 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. || 4ft.-8½-in. gauge, 2'41 miles.

APPENDIX No. 23—continued.

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

| Lines.                                                                          | Length of Lines<br>opened for Traffic. |           |           | Height of<br>Rail-level above<br>Low water mark. |        | Steepest<br>Gradient. | Total.           |
|---------------------------------------------------------------------------------|----------------------------------------|-----------|-----------|--------------------------------------------------|--------|-----------------------|------------------|
|                                                                                 | Double<br>and over                     | Single.   | Total.    | Highest                                          | Lowest |                       |                  |
|                                                                                 | Miles.                                 | Miles.    | Miles.    | Feet.                                            | Feet.  | Feet.                 |                  |
| Brought forward ...                                                             | 330' 21                                | 3,891' 36 | 4,221' 57 | ...                                              | ...    | ...                   | 39,306,399 12 6  |
| Works, Melbourne to Essendon Junction ...                                       | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 1,997,419 14 3   |
| Railway Offices, Spencer Street ...                                             | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 194,131 5 1      |
| Sheds and Workshops, Williamstown ...                                           | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 154,029 0 1      |
| Sheds and Workshops, Newport (including cost<br>of Machinery and Equipment) ... | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 645,785 17 3     |
| Sheds and Workshops, Country Depôts (in-<br>cluding cost of machinery) ...      | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 28,310 12 10     |
| Workshops, Bendigo (including cost of machi-<br>nery) ...                       | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 145,168 17 10    |
| Workshops, Ballarat (including cost of machi-<br>nery) ...                      | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 138,720 5 6      |
| General Construction Account (Capital Ex-<br>penditure common to all lines) ... | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 938,654 14 3     |
| Rolling-stock, Broad-gauge... ..                                                | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 11,244,502 9 11  |
| Rolling-stock, Narrow-gauge ... ..                                              | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 105,538 10 3     |
| Rolling-stock, Electric Tramway ... ..                                          | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 50,459 13 11     |
| McKeen Motor Cars ... ..                                                        | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 15,078 0 8       |
| Steam Motor Car (Great Western type) ...                                        | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 4,393 2 5        |
| Electrification Melbourne Suburban Lines ...                                    | ...                                    | ...       | ...       | ...                                              | ...    | ...                   | 3,313,434 0 1    |
| Grand Total ... ..                                                              | 330' 21                                | 3,891' 36 | 4,221' 57 | ...                                              | ...    | ...                   | 58,282,025 16 10 |

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<br>in Miles. | Authorization Act. |
|------------------|--------------------------|-----------------------------------------|---------------------|--------------------|
|                  |                          |                                         |                     | Number.            |
| 1854—Sept. 13    | Flinders Street ...      | Port Melbourne                          | 16.33               | 20.1.53            |
| 1857—May 13      | Flinders Street ...      | St. Kilda                               |                     | 19.3.56            |
| 1859—Feb. 8      | Prince's Bridge ...      | Richmond                                |                     | 43                 |
| " Dec. 12        | Richmond ...             | Cremorne                                |                     | 43                 |
| " " 19           | Windsor ...              | North Brighton                          |                     | 42                 |
| 1860—Sept. 24    | Richmond ...             | Pic-nic Station                         |                     | 43                 |
| " Dec. 22        | Cremorne ...             | Windsor ...                             |                     | 43                 |
| 1861—April 13    | Pic-nic Station ...      | Hawthorn...                             |                     | 43                 |
| " Dec. 21        | North Brighton ...       | Brighton Beach                          |                     | 127                |
| 1857—June 17     | Williamstown Junction    | Geelong ...                             | 38.51               | 36                 |
| 1859—Jan. 17     | Footscray ...            | Williamstown Pier                       | 5.87                | 150                |
| " Feb. 10        | Melbourne ...            | Sunbury ...                             | 23.95               | 36                 |
| 1860—Oct. 21     | Essendon Junction ...    | Essendon ...                            | 3.50                | 331                |
| 1861—July 8      | Sunbury ...              | Woodend ...                             | 24.70               | 36                 |
| 1862—April 11    | North Geelong Junction   | Ballarat ...                            | 53.21               | 36                 |
| " " 25           | Woodend ...              | Kyneton ...                             | 8.32                | 36                 |
| " Oct. 21        | Kyneton ...              | Bendigo ...                             | 43.90               | 36                 |
| 1864—Sept. 19    | Bendigo ...              | Echuca ...                              | 55.13               | 36                 |
| 1867—Nov. 30     | Newmarket Junction ...   | *Race-course                            | 1.50                | 331                |
| 1872—April 18    | Essendon ...             | Schoolhouse-lane                        | 54.00               | 331                |
| " Aug. 26        | Schoolhouse-lane         | Seymour ...                             | 2.29                | 331                |
| " Nov. 20        | Seymour ...              | Longwood                                | 23.39               | 331                |
| 1873—March 20    | Longwood                 | Violet Town                             | 20.54               | 331                |
| " Aug. 18        | Violet Town ...          | Benalla ...                             | 16.14               | 331                |
| " Oct. 28        | Benalla ...              | Wangaratta                              | 24.04               | 331                |
| " Nov. 21        | Wangaratta ...           | Wodonga ...                             | 41.60               | 331                |
| 1874—July 7      | Castlemaine ...          | Maryborough                             | 33.02               | 415                |
| " " 7            | Ballarat ...             | Creswick ...                            | 11.05               | 415                |
| " Aug. 11        | Ballarat ...             | Beaufort ...                            | 28.74               | 415                |
| " Oct. 6         | Maryborough              | Dunolly ...                             | 13.81               | 415                |
| " Nov. 16        | Creswick ...             | Clunes ...                              | 11.19               | 415                |
| 1875—Feb. 2      | Clunes ...               | Maryborough                             | 19.49               | 415                |
| " April 7        | Beaufort ...             | Ararat ...                              | 28.64               | 415                |
| " July 7         | Beechworth Junction      | Everton ...                             | 12.05               | 475                |
| 1876—Feb. 15     | Ararat ...               | Scallan's Hill                          | 17.85               | 475                |
| " April 14       | Scallan's Hill           | Stawell ...                             | 1.00                | 475                |
| " Sept. 19       | Bendigo ...              | Bridgewater                             | 24.49               | 475                |
| " " 30           | Everton ...              | Beechworth                              | 10.21               | 475                |
| " Oct. 21        | Maryborough              | Avoca ...                               | 14.92               | 475                |
| " Nov. 18        | Bridgewater ...          | Inglewood                               | 4.44                | 475                |
| " " 25           | Geelong ...              | Winchelsea                              | 25.64               | 475                |
| 1877—March 13    | Winchelsea ...           | Birregurra                              | 12.79               | 475                |
| " April 24       | Ararat ...               | Dunkeld ...                             | 47.02               | 475                |
| " June 1         | Sale ...                 | Morwell ...                             | 39.10               | 475                |
| " July 27        | Birregurra ...           | Colac ...                               | 11.81               | 475                |
| " Oct. 8         | Oakleigh ...             | Bunyip ...                              | 38.77               | 475                |
| " " 29           | Dunkeld ...              | Hamilton ...                            | 19.05               | 475                |
| " Dec. 1         | Moe ...                  | Morwell ...                             | 8.76                | 475                |
| " " 19           | Hamilton ...             | Portland North                          | 52.81               | 475                |
| " " 19           | Portland North           | Portland Pier                           | 1.00                | 475                |
| 1878—Feb. 1      | Race-course Junction ... | +Geelong Race-course                    | 1.96                | 580                |
| " March 1        | Moe ...                  | Bunyip ...                              | 31.59               | 475                |
| " Sept. 3        | Dunolly ...              | Bealiba ...                             | 12.16               | 580                |
| " Dec. 17        | Stawell ...              | Murtoa ...                              | 35.49               | 580                |
| " " 23           | Bealiba ...              | St. Arnaud                              | 20.85               | 580                |
| 1879—Jan. 29     | Springhurst ...          | Wahgunyah                               | 13.95               | 580                |
| " Feb. 5         | Murtoa ...               | Horsham ...                             | 18.00               | 580                |
| " April 2        | South Yarra ...          | Oakleigh ...                            | 7.05                | 604                |
| " May 7          | Warrenheip ...           | Gordons ...                             | 12.86               | 580                |
| " " 21           | Geelong ...              | Queenscliff                             | 20.71               | 580                |
| 1880—Jan. 13     | Mangalore ...            | Shepparton                              | 45.24               | 603                |
| " " 13           | Toolamba ...             | Tatura ...                              | 6.83                | 636                |
| " Feb. 16        | Carlsruhe ...            | Trentham                                | 10.82               | 606                |
| " March 17       | Trentham ...             | {Daylesford (includ-<br>ing extension)} | 11.73               | 606                |
| Carried forward  |                          |                                         | 1193.81             | 671                |

\* Trains run only as required for traffic.

† Dismantled 28th May, 1909.

## APPENDIX No. 24—continued.

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

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

\* Trains run only as required for traffic.

## APPENDIX No. 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<br>in Miles. | Authorization Act. |  |
|------------------|--------------------------------------|--------------------------------------------------|---------------------|--------------------|--|
|                  |                                      |                                                  |                     | Number.            |  |
|                  |                                      | Brought forward...                               | 2179'32             |                    |  |
| 1889—March 1     | Yarra Flats ...                      | Healesville ...                                  | 8'02                | 821 and 1381       |  |
| " Aug. 7         | Maffra ...                           | Briagolong ...                                   | 11'79               | 821 " 1381         |  |
| " " 7            | Irrewarra ...                        | Beeac ...                                        | 8'70                | 821 " 1381         |  |
| " Sept. 10       | Mornington Junction ...              | Mornington ...                                   | 7'67                | 821 " 1381         |  |
| " " 10           | Mornington Junction ...              | Hastings ...                                     | 8'09                | 821 " 1381         |  |
| " " 10           | Wodonga ...                          | Huon-lane ...                                    | 14'07               | 821 " 1381         |  |
| " " 12           | Ballarat East ...                    | Buninyong ...                                    | 6'84                | 821 " 1381         |  |
| " Oct. 8         | Whittlesea Junction ...              | Preston Reservoir ...                            | 4'78                | 821 " 1381         |  |
| " " 8            | Coburg ...                           | †Somerton ...                                    | 7'16                | 821 " 1381         |  |
| " Nov. 12        | Yea ...                              | Molesworth ...                                   | 10'68               | 821 " 1381         |  |
| " Dec. 3         | Heathcote ...                        | Tooborac ...                                     | 10'56               | 821 " 1381         |  |
| " " 4            | Bacchus Marsh ...                    | Ballan ...                                       | 17'54               | 821 " 1381         |  |
| " " 4            | Ringwood ...                         | Upper Fern Tree Gully ...                        | 7'44                | 821 " 1381         |  |
| " " 17           | Hastings ...                         | Stony Point ...                                  | 5'74                | 821 " 1381         |  |
| " " 23           | Preston Reservoir ...                | Whittlesea ...                                   | 17'29               | 821 " 1381         |  |
| 1890—Feb. 4      | Terang ...                           | Mortlake ...                                     | 12'16               | 821 " 1381         |  |
| " " 4            | Terang ...                           | Warrnambool ...                                  | 28'82               | 821 " 1381         |  |
| " " 4            | Koroit ...                           | Warrnambool ...                                  | 9'36                | 821 " 1381         |  |
| " " 4            | Koroit ...                           | Port Fairy ...                                   | 11'34               | 821 " 1381         |  |
| " March 17       | Mount Moriac ...                     | *Wensleydale ...                                 | 10'92               | 821 " 1381         |  |
| " " 24           | Burnley ...                          | †Oakleigh ...                                    | 6'29                | 821 " 1381         |  |
| " May 12         | Warragul ...                         | Rokeby ...                                       | 8'12                | 821 " 1381         |  |
| " " 30           | Kerang ...                           | Swan Hill ...                                    | 35'16               | 821 " 1381         |  |
| " " 30           | Camberwell ...                       | †Waverley Road ...                               | 4'25                | 821 " 1381         |  |
| " June 17        | Molesworth ...                       | Cathkin ...                                      | 2'74                | 821 " 1381         |  |
| " July 18        | Huon-lane ...                        | Bolga ...                                        | 6'61                | 821 " 1381         |  |
| " Aug. 22        | Kilmore ...                          | Tooborac ...                                     | 20'10               | 821 " 1381         |  |
| " " 22           | Dunkeld ...                          | †Koroit ...                                      | 48'99               | 821 " 1381         |  |
| " " 22           | Hamilton ...                         | Penshurst ...                                    | 18'11               | 821 " 1381         |  |
| " Sept. 1        | Murchison East ...                   | Rushworth ...                                    | 12'87               | 821 " 1381         |  |
| " " 16           | Cathkin ...                          | Alexandra Road ...                               | 4'41                | 821 " 1381         |  |
| " Oct. 10        | Scarsdale ...                        | 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<br>†Canterbury loop line) | 4'99                | 821 " 1381         |  |
| " " 24           | Maldon (Laanecoorie Junction) ...    | Shelbourne ...                                   | 9'89                | 821 " 1381         |  |
| " May 7          | Merton ...                           | Maindample ...                                   | 13'86               | 821 " 1381         |  |
| " June 2         | Loch ...                             | Korumburra ...                                   | 9'89                | 821 " 1381         |  |
| " " 5            | Birregurra ...                       | Forrest ...                                      | 19'85               | 821 " 1381         |  |
| " July 23        | Beechworth ...                       | Yackandandah ...                                 | 12'84               | 821 " 1381         |  |
| " " 24           | Bolga ...                            | Tallangatta ...                                  | 5'02                | 821 " 1381         |  |
| " Oct. 6         | Maindample ...                       | Mansfield ...                                    | 8'64                | 821 " 1381         |  |
| " Nov. 23        | Spencer Street ...                   | §Flinders St. (Viaduct) ...                      | 0'76                | 821 " 1187         |  |
| " Dec. 17        | Korumburra ...                       | Leongatha ...                                    | 9'19                | 821 " 1381         |  |
| 1892—Jan. 13     | Leongatha ...                        | Port Albert ...                                  | 58'75               | 821 " 1381         |  |
| " March 18       | Rokeby ...                           | Neerim South ...                                 | 5'36                | 1030 " 1300        |  |
| " April 5        | Curdie's River Junction ...          | Timboon ...                                      | 22'32               | 821 " 1381         |  |
| " " 6            | Lancefield ...                       | †Kilmore ...                                     | 18'10               | 821 " 1381         |  |
| " Oct. 28        | Korumburra ...                       | Coal Creek ...                                   | 0'89                | 1240 " 1255        |  |
| " Nov. 22        | Dookie ...                           | Katamatite ...                                   | 17'02               | 1529               |  |
| 1893—Jan. 5      | Warracknabeal ...                    | Beulah ...                                       | 21'92               | 1273               |  |
| " March 28       | Donald ...                           | Birchip ...                                      | 32'30               | 1273               |  |
| 1894—March 6     | Beulah ...                           | Hopetoun ...                                     | 16'01               | 1316               |  |
| " May 7          | Korumburra (Jumbunna Junction) ...   | Jumbunna ...                                     | 3'74                | 1240 and 1294      |  |
| " " 14           | Bendigo Cattle-yards Junction ...    | *Bendigo Cattle-yards ...                        | 0'89                | 1030 " 1381        |  |
| " June 1         | Korumburra (Strezlecki Junction) ... | Strezlecki ...                                   | 2'25                | 1240 " 1294        |  |
| " " 19           | Dimboola ...                         | Jeparit ...                                      | 21'59               | 1312               |  |
| " July 31        | Natimuk (East Natimuk) ...           | Goroke ...                                       | 28'32               | 1292               |  |
| " Aug. 7         | Boort ...                            | Quambatook ...                                   | 21'96               | 1312               |  |
| 1895—March 8     | Wycheproof ...                       | Sea Lake ...                                     | 47'89               | 1383               |  |
| 1896—Feb. 5      | Jumbunna ...                         | Outtrim ...                                      | 2'40                | 1371 and 1420      |  |
| " Dec. 15        | Nathalia ...                         | Picola ...                                       | 6'74                | 1295               |  |
| 1899—March 14    | Wangaratta ...                       | ¶Whitfield ...                                   | 10'49               | 1492               |  |
| " Sept. 18       | Birchip ...                          | Woomelang ...                                    | 16'45               | 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<br>in Miles. | Authorization Act. |
|-----------------------------------------------------|------------------------------------------|--------------------------------|---------------------|--------------------|
|                                                     |                                          |                                |                     | Number.            |
|                                                     |                                          | Brought forward ...            | 3299·78             |                    |
| 1903—Jan. 15                                        | Woomelang ...                            | Hattah ...                     | 68·79               | 1679               |
| " May 25                                            | Hattah ...                               | Nowingi ...                    | 11·94               | 1679               |
| " Sept. 30                                          | Nowingi ...                              | Yatpool ...                    | 16·19               | 1679               |
| " Oct. 27                                           | Yatpool ...                              | Mildura ...                    | 13·23               | 1679               |
| " Dec. 21                                           | North Geelong Loop Line                  | * ...                          | 0·22                | 1884               |
| 1904—Jan. 1                                         | Burrumbeet Race-course Junction          | * Burrumbeet Race-course       | 1·14                | 1879               |
| " Feb. 7                                            | Springvale Cemetery Line                 | * ...                          | 1·60                | 1763               |
| " Dec. 5                                            | Northcote Loop Line                      | * ...                          | 0·13                | 1904               |
| 1905—Feb. 28                                        | Strathmerton                             | Towards Tocumwal               | 8·20                | 1958               |
| " June 26                                           | Welshpool                                | ¶ Welshpool Jetty              | 3·23                | 1911               |
|                                                     | Stawell                                  | * Grampians                    | 15·84               |                    |
| 1906—May 7                                          | St. Kilda                                | † Park Street, Middle Brighton | 4·07                | 1956 and 1973      |
| " Dec. 22                                           | Park Street, Middle Brighton             | † Brighton Beach               | 1·06                | 2035               |
| 1908—July 9                                         | Strathmerton                             | Tocumwal Extension             | 2·07                | 2078               |
| 1909—June 15                                        | Rupanyup                                 | Marnoo                         | 15·38               | 2124               |
| " July 1                                            | Ultima                                   | Chillingollah                  | 20·14               | 2144               |
| " Oct. 28                                           | Alexandra Road                           | Alexandra                      | 4·32                | 2104               |
| 1910—May 3                                          | Moe                                      | ¶ Walhalla                     | 26·06               | 1691 and 2180      |
| " " 9                                               | Nyora                                    | Woolamai                       | 16·79               | 2125               |
| " " 9                                               | Woolamai                                 | Powlett Coal Field             | 13·75               | 2221               |
| " July 4                                            | Mildura                                  | White Cliffs                   | 6·92                | 1679               |
| " Dec. 1                                            | Beac                                     | 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               |
| " 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                                            | Gheringhap                               | Maroona                        | 99·76               | 2220               |
| 1914—Jan. 28                                        | Chillingollah                            | Manangatang                    | 18·59               | 2418               |
| " May 28                                            | Crowland                                 | Navarre                        | 22·87               | 2351               |
| " June 26                                           | Rainbow                                  | Nypo (towards)                 | 10·59               | 2441               |
| " " 29                                              | Sea Lake                                 | Pier-Millan (towards)          | 17·68               | 2419               |
| " " 30                                              | Benalla                                  | Tatong                         | 18·08               | 2349               |
| " Aug. 26                                           | Rushworth                                | Colbinabbin                    | 12·82               | 2350               |
| 1915—May 27                                         | Swan Hill                                | Piangil                        | 27·39               | 2417               |
| " July 29                                           | Murrayville                              | S'th Australian Border         | 12·53               | 2424               |
| " Nov. 1                                            | Hamilton                                 | Cavendish                      | 15·47               | 2434               |
| " " 10                                              | Elmore                                   | Cohuna                         | 57·09               | 2433               |
| 1916—Jan. 17                                        | Linton                                   | Skipton                        | 12·75               | 2442               |
| " April 10                                          | Bairnsdale                               | Orbost                         | 60·24               | 2223               |
| " June 13                                           | Tallangatta                              | Shelley                        | 22·86               | 2414               |
| " " 20                                              | Heywood                                  | Dartmoor                       | 26·02               | 2424               |
| " " 27                                              | Lorquon                                  | Yanac-a-yanac                  | 18·38               | 2547               |
| 1917—March 27                                       | Neerim South                             | Nayook                         | 8·02                | 2504               |
| " May 15                                            | Rushworth                                | Girgarre (Stanhope North)      | 14·22               | 2754               |
| " Nov. 28                                           | Dartmoor                                 | Mumbannar                      | 12·80               | 2424               |
| " " "                                               | Mumbannar                                | S'th 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                                  | Mittyack                       | 11·07               | 2765               |
| " June 16                                           | Kanagulk                                 | Balmoral                       | 8·16                | 2502               |
| 1920—March 24                                       | Piangil                                  | Kooloonong (Pine Tank)         | 15·87               | 2978               |
| " June 16                                           | Mittyack                                 | Kulwui                         | 8·61                | 2765               |
| Total mileage                                       |                                          |                                | 4,269·53            |                    |
| Less mileage closed for Traffic at 30th June, 1920— |                                          |                                | Miles.              |                    |
| Dunkeld to Penshurst (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, 1920   |                                          |                                | 4,221·57            |                    |

\* 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, 1910, TO 30th JUNE, 1920.

| Year.       | Passengers.                              |          |                                  |          | Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control. |          |                                          |          | Employees while in the Execution of their Duty. |          |                                                |          |                                                                   |          | Persons Killed or Injured at Crossings. |          | Trespassers. |          | Miscellaneous. |          | Totals. |     |       |
|-------------|------------------------------------------|----------|----------------------------------|----------|-----------------------------------------------------------------------------------------------------|----------|------------------------------------------|----------|-------------------------------------------------|----------|------------------------------------------------|----------|-------------------------------------------------------------------|----------|-----------------------------------------|----------|--------------|----------|----------------|----------|---------|-----|-------|
|             | Through causes beyond their own Control. |          | Through Contributory Negligence. |          | Solely through their own Action or Negligence.                                                      |          | Through causes beyond their own Control. |          | Through Contributory Negligence.                |          | Solely through their own Action or Negligence. |          | Employees proceeding to or from Duty within the Railway Boundary. |          | Persons Killed or Injured at Crossings. |          | Trespassers. |          | Miscellaneous. |          |         |     |       |
|             | Killed.                                  | Injured. | Killed.                          | Injured. | Killed.                                                                                             | Injured. | Killed.                                  | Injured. | Killed.                                         | Injured. | Killed.                                        | Injured. | Killed.                                                           | Injured. | Killed.                                 | Injured. | Killed.      | Injured. | Killed.        | Injured. |         |     |       |
| 1910-11 (a) | 10                                       | 526      | ..                               | ..       | 8                                                                                                   | 99       | ..                                       | ..       | 31                                              | ..       | 20                                             | 5        | 128                                                               | ..       | 1                                       | 7        | 12           | 19       | 7              | ..       | 5       | 49  | 829   |
| 1911-12     | ..                                       | 13       | ..                               | 1        | 9                                                                                                   | 116      | ..                                       | ..       | 44                                              | ..       | 12                                             | 23       | 134                                                               | 3        | 11                                      | 9        | 13           | 19       | 11             | 4        | 7       | 67  | 362   |
| 1912-13 (b) | 2                                        | 441      | ..                               | 3        | 5                                                                                                   | 128      | ..                                       | 1        | 15                                              | 1        | 10                                             | 4        | 179                                                               | ..       | ..                                      | 10       | 12           | 13       | 12             | ..       | 12      | 36  | 812   |
| 1913-14     | ..                                       | 33       | ..                               | 2        | 8                                                                                                   | 197      | ..                                       | 1        | 61                                              | 7        | 49                                             | 4        | 184                                                               | 2        | 1                                       | 8        | 7            | 12       | 13             | 3        | 17      | 45  | 564   |
| 1914-15     | ..                                       | 40       | ..                               | 3        | 6                                                                                                   | 182      | ..                                       | 2        | 36                                              | 4        | 51                                             | 4        | 202                                                               | 2        | 2                                       | 9        | 18           | 18       | 7              | 3        | 17      | 48  | 558   |
| 1915-16     | ..                                       | 29       | ..                               | 3        | 11                                                                                                  | 195      | ..                                       | 2        | 28                                              | 5        | 33                                             | 5        | 209                                                               | ..       | ..                                      | 2        | 18           | 24       | 7              | 5        | 12      | 54  | 534   |
| 1916-17     | ..                                       | 46       | ..                               | 2        | 5                                                                                                   | 131      | ..                                       | 1        | 35                                              | 3        | 70                                             | 1        | 155                                                               | 1        | ..                                      | 4        | 7            | 11       | 3              | 6        | 16      | 32  | 465   |
| 1917-18     | ..                                       | 33       | ..                               | 5        | 4                                                                                                   | 192      | ..                                       | 2        | 46                                              | 4        | 63                                             | 5        | 183                                                               | ..       | 9                                       | 12       | 15           | 14       | 1              | 3        | 14      | 44  | 561   |
| 1918-19     | ..                                       | 41       | ..                               | 2        | 6                                                                                                   | 172      | ..                                       | 1        | 31                                              | 3        | 56                                             | 4        | 166                                                               | 1        | 3                                       | 11       | 15           | 21       | 6              | 5        | 18      | 52  | 510   |
| 1919-20     | ..                                       | 32       | ..                               | 4        | 8                                                                                                   | 170      | ..                                       | ..       | 33                                              | 4        | 35                                             | 4        | 129                                                               | 1        | 4                                       | 10       | 15           | 8        | 7              | 3        | 22      | 38  | 451   |
| Totals ..   | 12                                       | 1,234    | ..                               | 25       | 70                                                                                                  | 1,582    | ..                                       | 10       | 360                                             | 31       | 399                                            | 59       | 1,669                                                             | 10       | 31                                      | 82       | 132          | 159      | 74             | 32       | 140     | 465 | 5,646 |

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 1909-10 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.            | 1909-10. | 1910-11. | 1911-12. | 1912-13. | 1913-14. | 1914-15. | 1915-16. | 1916-17. | 1917-18. | 1918-19. | 1919-20. | Relative Order of Importance. |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------------------------|----------|
|                             | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | 1909-10.                      | 1910-20. |
| Spencer-street—Suburban ..  | 823,     | 963,     | 1,091,   | 1,046,   | 1,079,   | 1,079,   | 1,137,   | 1,090,   | 1,106,   | 1,158,   | 1,461,   | 34                            | 28       |
| North Melbourne ..          | 981,     | 1,122,   | 1,245,   | 1,219,   | 1,192,   | 1,175,   | 1,133,   | 1,022,   | 928,     | 974,     | 1,124,   | 26                            | 38       |
| Kensington ..               | 1,130,   | 1,236,   | 1,424,   | 1,511,   | 1,542,   | 1,535,   | 1,501,   | 1,454,   | 1,365,   | 1,420,   | 1,610,   | 23                            | 20       |
| Newmarket ..                | 1,400,   | 1,578,   | 1,760,   | 1,822,   | 1,817,   | 1,850,   | 2,026,   | 1,751,   | 1,615,   | 1,639,   | 1,873,   | 15                            | 15       |
| Ascot Vale ..               | 2,044,   | 2,276,   | 2,413,   | 2,587,   | 2,647,   | 2,646,   | 2,636,   | 2,592,   | 2,530,   | 2,597,   | 3,052,   | 4                             | 5        |
| Moonee Ponds ..             | 1,477,   | 1,631,   | 1,814,   | 1,974,   | 2,067,   | 2,066,   | 2,023,   | 1,969,   | 1,946,   | 2,050,   | 2,486,   | 14                            | 7        |
| Essendon ..                 | 1,141,   | 1,282,   | 1,431,   | 1,540,   | 1,700,   | 1,839,   | 1,821,   | 1,745,   | 1,755,   | 1,874,   | 2,335,   | 22                            | 11       |
| Footscray ..                | 2,242,   | 2,460,   | 2,707,   | 2,808,   | 2,902,   | 2,835,   | 2,907,   | 2,743,   | 2,716,   | 2,828,   | 3,213,   | 3                             | 4        |
| Seddon ..                   | 706,     | 777,     | 902,     | 1,067,   | 1,165,   | 1,201,   | 1,232,   | 1,213,   | 1,258,   | 1,351,   | 1,533,   | 40                            | 24       |
| Yarraville ..               | 804,     | 920,     | 1,008,   | 1,130,   | 1,235,   | 1,276,   | 1,288,   | 1,286,   | 1,247,   | 1,299,   | 1,477,   | 35                            | 27       |
| Newport ..                  | 741,     | 847,     | 977,     | 1,079,   | 1,131,   | 1,172,   | 1,150,   | 1,123,   | 1,158,   | 1,240,   | 1,426,   | 38                            | 31       |
| North Williamstown ..       | 694,     | 715,     | 767,     | 787,     | 792,     | 815,     | 886,     | 834,     | 846,     | 894,     | 1,029,   | 41                            | 43       |
| Williamstown Beach ..       | 447,     | 474,     | 516,     | 529,     | 539,     | 503,     | 502,     | 500,     | 508,     | 552,     | 627,     | 58                            | 64       |
| Williamstown ..             | 365,     | 408,     | 471,     | 487,     | 495,     | 486,     | 468,     | 428,     | 423,     | 495,     | 557,     | 59                            | 69       |
| Brunswick ..                | 609,     | 652,     | 672,     | 699,     | 703,     | 686,     | 678,     | 610,     | 551,     | 583,     | 632,     | 45                            | 63       |
| Moreland ..                 | 506,     | 563,     | 607,     | 623,     | 679,     | 716,     | 677,     | 628,     | 598,     | 644,     | 727,     | 52                            | 59       |
| Coburg ..                   | 700,     | 807,     | 905,     | 975,     | 1,049,   | 1,060,   | 1,046,   | 918,     | 885,     | 953,     | 1,067,   | 39                            | 40       |
| Northcote ..                | 363,     | 412,     | 490,     | 555,     | 614,     | 664,     | 676,     | 655,     | 638,     | 707,     | 771,     | 60                            | 56       |
| Croxton ..                  | 553,     | 645,     | 735,     | 857,     | 949,     | 1,030,   | 1,063,   | 1,036,   | 949,     | 959,     | 1,018,   | 49                            | 44       |
| Thornbury ..                | 308,     | 376,     | 452,     | 574,     | 690,     | 806,     | 883,     | 893,     | 884,     | 919,     | 1,003,   | 62                            | 46       |
| Bell ..                     | 304,     | 350,     | 368,     | 406,     | 429,     | 423,     | 455,     | 481,     | 491,     | 502,     | 538,     | 63                            | 70       |
| Prince's-bridge—Suburban .. | 872,     | 861,     | 958,     | 1,043,   | 1,183,   | 1,250,   | 1,238,   | 1,180,   | 1,157,   | 1,234,   | 1,489,   | 32                            | 26       |
| Hawkesburn ..               | 1,984,   | 2,004,   | 2,091,   | 2,148,   | 2,035,   | 1,872,   | 1,698,   | 1,569,   | 1,497,   | 1,504,   | 1,598,   | 6                             | 21       |
| Toorak ..                   | 873,     | 898,     | 953,     | 991,     | 969,     | 972,     | 876,     | 859,     | 842,     | 904,     | 995,     | 31                            | 47       |
| Armadale ..                 | 1,341,   | 1,522,   | 1,694,   | 1,765,   | 1,624,   | 1,679,   | 1,462,   | 1,448,   | 1,343,   | 1,447,   | 1,641,   | 17                            | 19       |
| Malvern ..                  | 1,782,   | 1,812,   | 1,964,   | 2,101,   | 2,145,   | 2,102,   | 2,100,   | 2,129,   | 2,128,   | 2,193,   | 2,480,   | 9                             | 8        |
| Caulfield ..                | 904,     | 938,     | 1,078,   | 1,248,   | 1,402,   | 1,510,   | 1,593,   | 1,702,   | 1,828,   | 1,981,   | 2,407,   | 30                            | 10       |
| Carnegie ..                 | 128,     | 155,     | 210,     | 313,     | 437,     | 473,     | 515,     | 568,     | 634,     | 700,     | 820,     | 70                            | 53       |
| Murrumbeena ..              | 175,     | 201,     | 239,     | 284,     | 356,     | 435,     | 472,     | 522,     | 568,     | 619,     | 769,     | 69                            | 57       |
| Oakleigh ..                 | 466,     | 526,     | 628,     | 761,     | 872,     | 888,     | 948,     | 977,     | 1,023,   | 1,067,   | 1,253,   | 55                            | 34       |
| Glen Huntly ..              | 189,     | 262,     | 333,     | 412,     | 486,     | 521,     | 551,     | 591,     | 652,     | 694,     | 820,     | 68                            | 52       |
| East Richmond ..            | 1,032,   | 1,116,   | 1,215,   | 1,256,   | 1,286,   | 1,227,   | 1,114,   | 653,     | 539,     | 545,     | 593,     | 25                            | 66       |
| Burnley ..                  | 980,     | 1,071,   | 1,217,   | 1,322,   | 1,378,   | 1,349,   | 1,247,   | 879,     | 785,     | 748,     | 800,     | 27                            | 55       |
| Hawthorn ..                 | 1,340,   | 1,410,   | 1,499,   | 1,573,   | 1,537,   | 1,384,   | 1,269,   | 1,100,   | 1,076,   | 1,097,   | 1,232,   | 19                            | 36       |
| Glenferrie ..               | 1,705,   | 1,852,   | 1,936,   | 2,145,   | 2,530,   | 2,438,   | 2,189,   | 1,975,   | 1,828,   | 1,829,   | 2,056,   | 10                            | 12       |
| Auburn ..                   | 1,656,   | 1,737,   | 1,879,   | 1,972,   | 1,946,   | 1,796,   | 1,611,   | 1,322,   | 1,235,   | 1,274,   | 1,502,   | 12                            | 25       |
| Camberwell ..               | 1,492,   | 1,595,   | 1,730,   | 1,868,   | 1,949,   | 1,824,   | 1,725,   | 1,513,   | 1,455,   | 1,485,   | 1,751,   | 13                            | 17       |
| East Camberwell ..          | 549,     | 614,     | 691,     | 777,     | 844,     | 901,     | 919,     | 863,     | 901,     | 921,     | 1,053,   | 50                            | 41       |
| Canterbury ..               | 766,     | 849,     | 996,     | 1,118,   | 1,276,   | 1,359,   | 1,396,   | 1,337,   | 1,235,   | 1,336,   | 1,552,   | 36                            | 23       |
| Surrey Hills ..             | 459,     | 497,     | 569,     | 599,     | 655,     | 691,     | 759,     | 753,     | 748,     | 769,     | 891,     | 56                            | 50       |
| Box Hill ..                 | 455,     | 502,     | 600,     | 683,     | 743,     | 758,     | 761,     | 778,     | 820,     | 854,     | 1,007,   | 57                            | 45       |
| Kew ..                      | 951,     | 1,015,   | 1,121,   | 1,194,   | 1,054,   | 1,008,   | 659,     | 536,     | 538,     | 593,     | 708,     | 28                            | 60       |
| West Richmond ..            | 595,     | 653,     | 691,     | 744,     | 781,     | 762,     | 683,     | 599,     | 501,     | 521,     | 598,     | 46                            | 65       |
| North Richmond ..           | 575,     | 646,     | 706,     | 729,     | 786,     | 795,     | 739,     | 616,     | 515,     | 544,     | 643,     | 47                            | 62       |
| Collingwood ..              | 504,     | 553,     | 594,     | 629,     | 683,     | 692,     | 668,     | 600,     | 495,     | 521,     | 590,     | 53                            | 67       |
| Victoria Park ..            | 647,     | 720,     | 807,     | 861,     | 951,     | 939,     | 879,     | 748,     | 640,     | 705,     | 811,     | 43                            | 54       |
| Clifton Hill ..             | 1,128,   | 1,221,   | 1,312,   | 1,408,   | 1,508,   | 1,543,   | 1,499,   | 1,339,   | 1,199,   | 1,289,   | 1,449,   | 24                            | 29       |
| Westgarth ..                | 498,     | 603,     | 629,     | 671,     | 726,     | 790,     | 800,     | 738,     | 684,     | 763,     | 862,     | 54                            | 51       |
| Fairfield Park ..           | 572,     | 716,     | 863,     | 1,020,   | 1,199,   | 1,285,   | 1,298,   | 1,193,   | 1,247,   | 1,247,   | 1,426,   | 48                            | 30       |
| Ivanhoe ..                  | 282,     | 336,     | 408,     | 474,     | 554,     | 648,     | 673,     | 696,     | 742,     | 790,     | 912,     | 64                            | 49       |
| Heidelberg ..               | 266,     | 278,     | 294,     | 329,     | 360,     | 389,     | 398,     | 402,     | 415,     | 449,     | 516,     | 65                            | 71       |
| Flinders-street—Suburban .. | 6,890,   | 7,730,   | 8,828,   | 9,396,   | 9,597,   | 9,880,   | 9,930,   | 8,955,   | 8,445,   | 8,650,   | 11,098,  | 1                             | 1        |
| North Port ..               | 610,     | 694,     | 732,     | 764,     | 777,     | 771,     | 765,     | 622,     | 490,     | 497,     | 670,     | 44                            | 61       |
| Graham ..                   | 661,     | 744,     | 800,     | 823,     | 828,     | 794,     | 759,     | 685,     | 594,     | 617,     | 745,     | 42                            | 58       |
| South Melbourne ..          | 946,     | 1,049,   | 1,180,   | 1,224,   | 1,268,   | 1,193,   | 1,167,   | 1,007,   | 800,     | 837,     | 1,039,   | 29                            | 42       |
| Albert Park ..              | 2,027,   | 2,234,   | 2,550,   | 2,656,   | 2,680,   | 2,568,   | 2,404,   | 2,169,   | 1,883,   | 2,041,   | 2,548,   | 5                             | 6        |
| Middle Park ..              | 1,384,   | 1,570,   | 1,829,   | 1,966,   | 2,031,   | 2,044,   | 2,099,   | 2,084,   | 2,037,   | 2,097,   | 2,451,   | 16                            | 9        |
| St. Kilda ..                | 1,888,   | 2,083,   | 2,345,   | 2,642,   | 2,771,   | 2,701,   | 2,828,   | 2,931,   | 2,918,   | 3,060,   | 4,251,   | 8                             | 2        |
| Richmond ..                 | 2,364,   | 2,585,   | 2,810,   | 2,934,   | 2,870,   | 2,706,   | 2,418,   | 1,545,   | 1,443,   | 1,509,   | 1,839,   | 2                             | 16       |
| South Yarra ..              | 1,958,   | 1,961,   | 2,087,   | 2,150,   | 2,132,   | 2,039,   | 1,916,   | 1,758,   | 1,614,   | 1,699,   | 2,030,   | 7                             | 13       |
| Prahran ..                  | 1,341,   | 1,523,   | 1,675,   | 1,690,   | 1,643,   | 1,505,   | 1,429,   | 1,303,   | 1,169,   | 1,231,   | 1,597,   | 18                            | 22       |
| Windsor ..                  | 1,267,   | 1,285,   | 1,384,   | 1,529,   | 1,483,   | 1,445,   | 1,375,   | 1,298,   | 1,195,   | 1,249,   | 1,658,   | 21                            | 18       |
| Balaclava ..                | 1,294,   | 1,386,   | 1,492,   | 1,394,   | 1,516,   | 1,498,   | 1,450,   | 1,405,   | 1,402,   | 1,490,   | 1,997,   | 20                            | 14       |
| Ripponlea ..                | ..       | ..       | 69,      | 576,     | 752,     | 859,     | 830,     | 822,     | 807,     | 866,     | 1,078,   | ..                            | 39       |
| Elsternwick ..              | 1,684,   | 1,899,   | 2,282,   | 2,317,   | 2,413,   | 2,502,   | 2,494,   | 2,588,   | 2,662,   | 2,906,   | 3,566,   | 11                            | 3        |
| Garden Vale ..              | 233,     | 257,     | 311,     | 380,     | 481,     | 613,     | 706,     | 841,     | 901,     | 1,007,   | 1,242,   | 67                            | 35       |
| North Brighton ..           | 847,     | 883,     | 1,020,   | 1,063,   | 1,108,   | 1,109,   | 1,058,   | 1,048,   | 1,105,   | 1,167,   | 1,393,   | 33                            | 33       |
| Middle Brighton ..          | 757,     | 826,     | 902,     | 977,     | 1,022,   | 1,034,   | 990,     | 962,     | 988,     | 981,     | 1,217,   | 37                            | 37       |
| Brighton Beach ..           | 328,     | 349,     | 400,     | 402,     | 444,     | 441,     | 422,     | 423,     | 452,     | 481,     | 571,     | 61                            | 68       |
| Hampton ..                  | 234,     | 311,     | 392,     | 470,     | 551,     | 595,     | 643,     | 679,     | 700,     | 731,     | 935,     | 66                            | 48       |
| Sandringham ..              | 516,     | 580,     | 707,     | 831,     | 925,     | 937,     | 940,     | 937,     | 987,     | 1,078,   | 1,405,   | 51                            | 32       |

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, 1920,  
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER  
ANNUM.

NOTES.—(1) During the years 1917-18, 1918-19 and 1919-20 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<br>30th June, 1915. | Year ending<br>30th June, 1916. | Year ending<br>30th June, 1917. | Year ending<br>30th June, 1918. | Year ending<br>30th June, 1919. | Year ending<br>30th June, 1920. |
|---------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
|                     | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    |
| Goornong .. ..      | ..                              | 75,722                          | 58,496                          | 31,262                          | ..                              | ..                              |
| Elmore .. ..        | ..                              | 70,078                          | 86,202                          | 48,543                          | 45,519                          | ..                              |
| Rochester .. ..     | ..                              | 86,823                          | 121,612                         | 41,298                          | 35,423                          | ..                              |
| Strathallan .. ..   | ..                              | 85,105                          | 63,307                          | 38,001                          | ..                              | ..                              |
| Echuca .. ..        | ..                              | 40,503                          | 70,660                          | 44,334                          | ..                              | ..                              |
| Shelbourne .. ..    | ..                              | 62,459                          | 113,952                         | 42,800                          | ..                              | ..                              |
| Bealiba... ..       | ..                              | 57,150                          | 41,949                          | ..                              | ..                              | ..                              |
| Emu .. ..           | ..                              | 45,858                          | ..                              | ..                              | ..                              | ..                              |
| Carapooee .. ..     | ..                              | 40,078                          | ..                              | ..                              | ..                              | ..                              |
| St. Arnaud .. ..    | 36,714                          | 38,058                          | 56,742                          | ..                              | ..                              | ..                              |
| Sutherland .. ..    | ..                              | 113,984                         | 96,472                          | 73,877                          | 50,966                          | 48,313                          |
| Swanwater .. ..     | ..                              | 85,926                          | 39,758                          | 62,580                          | 42,405                          | 32,776                          |
| Cope Cope .. ..     | ..                              | 68,492                          | 153,184                         | 116,938                         | 59,273                          | ..                              |
| Donald .. ..        | ..                              | 91,895                          | 167,848                         | ..                              | 57,332                          | ..                              |
| Litchfield .. ..    | ..                              | 69,123                          | 150,136                         | 128,935                         | 67,901                          | 37,725                          |
| Massey .. ..        | ..                              | ..                              | 62,416                          | 45,656                          | ..                              | ..                              |
| Watchem .. ..       | ..                              | 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 .. ..     | ..                              | 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 .. ..   | ..                              | 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 .. ..   | ..                              | 33,884                          | 66,230                          | ..                              | ..                              | ..                              |
| Wychitella .. ..    | ..                              | 44,847                          | 76,530                          | 40,951                          | ..                              | ..                              |
| Buckrabanyule .. .. | ..                              | ..                              | 88,208                          | 30,492                          | 30,325                          | ..                              |
| Barrakee .. ..      | ..                              | ..                              | 92,556                          | 49,560                          | ..                              | ..                              |
| Charlton .. ..      | ..                              | 82,674                          | 237,678                         | 156,442                         | 136,794                         | ..                              |
| Teddywaddy .. ..    | ..                              | ..                              | 60,422                          | 48,074                          | ..                              | ..                              |
| Glenloth .. ..      | ..                              | 39,546                          | 77,477                          | 83,927                          | 34,419                          | ..                              |
| Wycheproof .. ..    | ..                              | 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, 1920,  
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER  
ANNUM.

| Stations.        | Year ending<br>30th June, 1915. | Year ending<br>30th June, 1916. | Year ending<br>30th June, 1917. | Year ending<br>30th June, 1918. | Year ending<br>30th June, 1919. | Year ending<br>30th June, 1920. |
|------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
|                  | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    |
| Nullawil .. ..   | ..                              | 63,682                          | 92,455                          | 60,616                          | 34,950                          | ..                              |
| Warne .. ..      | ..                              | ..                              | 33,908                          | ..                              | ..                              | ..                              |
| Kaneira .. ..    | ..                              | 54,973                          | 152,048                         | 70,987                          | 44,474                          | ..                              |
| Berriwillock ..  | ..                              | 107,599                         | 173,540                         | 132,376                         | 55,784                          | ..                              |
| Boigbeat.. ..    | ..                              | ..                              | 48,557                          | 59,379                          | ..                              | ..                              |
| Sea Lake .. ..   | ..                              | 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 ..    | ..                              | ..                              | 86,790                          | ..                              | ..                              | ..                              |
| Borong... ..     | ..                              | 71,087                          | 77,154                          | 49,696                          | ..                              | ..                              |
| Mysia .. ..      | ..                              | 46,744                          | 35,181                          | ..                              | ..                              | ..                              |
| Boort .. ..      | ..                              | 57,694                          | 108,403                         | 78,604                          | 48,585                          | ..                              |
| Barraport .. ..  | ..                              | 85,989                          | 127,802                         | 121,649                         | 85,482                          | ..                              |
| Gredgwin .. ..   | ..                              | ..                              | 34,739                          | 41,977                          | ..                              | ..                              |
| Oakvale .. ..    | ..                              | 38,772                          | 38,594                          | 41,814                          | ..                              | ..                              |
| Quambatook ..    | ..                              | 93,204                          | 157,217                         | 104,138                         | 76,166                          | ..                              |
| Cannie .. ..     | ..                              | 55,053                          | 87,080                          | 62,389                          | 36,286                          | ..                              |
| Lalbert .. ..    | ..                              | 81,616                          | 115,799                         | 107,120                         | 56,942                          | ..                              |
| Meatian .. ..    | ..                              | 73,695                          | 111,937                         | 117,139                         | 48,913                          | ..                              |
| Ultima .. ..     | ..                              | 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 .. ..    | ..                              | 73,620                          | 77,555                          | 36,270                          | 30,123                          | ..                              |
| Tandarra .. ..   | ..                              | 82,409                          | 78,426                          | 59,318                          | 37,416                          | ..                              |
| Dingee... ..     | ..                              | 76,570                          | 98,007                          | 62,153                          | 36,737                          | ..                              |
| Prairie... ..    | ..                              | 79,904                          | 94,229                          | 93,676                          | 34,571                          | ..                              |
| Mitiamo .. ..    | ..                              | 114,645                         | 107,405                         | 71,320                          | ..                              | ..                              |
| Mologa .. ..     | ..                              | 47,530                          | 59,542                          | 44,225                          | ..                              | ..                              |
| Pyramid .. ..    | ..                              | 60,273                          | 61,768                          | 42,230                          | ..                              | ..                              |
| Kerang .. ..     | ..                              | 47,770                          | 89,314                          | 58,353                          | ..                              | ..                              |
| Mystic Park ..   | ..                              | ..                              | 56,074                          | ..                              | ..                              | ..                              |
| Lake Boga .. ..  | ..                              | 39,447                          | 92,564                          | 62,002                          | ..                              | ..                              |
| Swan Hill... ..  | ..                              | 65,388                          | 158,641                         | 67,722                          | ..                              | ..                              |
| Woorinen .. ..   | ..                              | ..                              | 39,611                          | ..                              | ..                              | ..                              |
| Pira .. ..       | ..                              | 38,117                          | 60,061                          | 41,849                          | ..                              | ..                              |
| Nyah .. ..       | ..                              | 44,524                          | 65,001                          | 53,030                          | ..                              | ..                              |
| 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... ..  | ..                              | 45,845                          | 72,183                          | ..                              | ..                              | ..                              |
| Wal Wal .. ..    | ..                              | 31,667                          | ..                              | ..                              | ..                              | ..                              |
| Lubeck .. ..     | ..                              | 50,170                          | 110,831                         | 44,048                          | 61,236                          | ..                              |
| Jung .. ..       | 39,172                          | 37,522                          | 214,682                         | 200,315                         | 139,257                         | ..                              |
| Dooen... ..      | ..                              | 37,737                          | 136,437                         | 99,850                          | 92,222                          | ..                              |
| Horsham .. ..    | ..                              | 30,913                          | 96,272                          | ..                              | ..                              | ..                              |
| Pimpinio .. ..   | ..                              | 37,739                          | 116,131                         | 81,799                          | 71,638                          | ..                              |
| Wail .. ..       | ..                              | 41,974                          | 154,893                         | 129,108                         | 110,991                         | 35,906                          |
| Dimboola .. ..   | 33,288                          | ..                              | 160,634                         | 55,570                          | ..                              | 47,182                          |
| Gerang .. ..     | ..                              | ..                              | 110,331                         | 87,200                          | 52,869                          | ..                              |
| Kiata .. ..      | ..                              | ..                              | 96,784                          | 39,951                          | 54,475                          | ..                              |
| Salisbury .. ..  | ..                              | ..                              | 51,654                          | 30,940                          | ..                              | ..                              |
| Nhill .. ..      | ..                              | ..                              | 92,311                          | ..                              | ..                              | ..                              |
| Tarranginnie ..  | ..                              | ..                              | 70,092                          | ..                              | 45,959                          | ..                              |
| Diapur .. ..     | ..                              | ..                              | 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 30<sup>TH</sup> JUNE, 1920,  
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER  
ANNUM.

| Stations.         | Year ending<br>30th June, 1915. | Year ending<br>30th June, 1916. | Year ending<br>30th June, 1917. | Year ending<br>30th June, 1918. | Year ending<br>30th June, 1919. | Year ending<br>30th June, 1920. |
|-------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
|                   | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    |
| Kaniva ..         | 32,983                          | ..                              | 105,611                         | 59,520                          | 33,649                          | ..                              |
| Lillimur ..       | ..                              | 39,569                          | 73,424                          | 53,136                          | ..                              | 42,949                          |
| Serviceton ..     | ..                              | 45,084                          | ..                              | ..                              | ..                              | ..                              |
| Duverney ..       | ..                              | ..                              | 39,983                          | ..                              | ..                              | ..                              |
| Berrybank ..      | ..                              | 42,299                          | 39,445                          | 30,645                          | ..                              | ..                              |
| Lismore ..        | 32,331                          | 40,960                          | 31,333                          | ..                              | ..                              | ..                              |
| Westmere ..       | ..                              | 76,086                          | 64,473                          | 85,960                          | ..                              | ..                              |
| Mininera ..       | ..                              | ..                              | 66,816                          | 32,202                          | ..                              | ..                              |
| Tatyoona ..       | ..                              | ..                              | 58,378                          | ..                              | ..                              | ..                              |
| Rokewood ..       | ..                              | ..                              | 38,737                          | 37,149                          | ..                              | ..                              |
| Werneth ..        | ..                              | ..                              | 51,500                          | ..                              | ..                              | ..                              |
| Skipton ..        | ..                              | 49,696                          | ..                              | ..                              | ..                              | ..                              |
| Maroona ..        | ..                              | ..                              | 30,439                          | ..                              | ..                              | ..                              |
| Calvert Siding .. | ..                              | ..                              | 51,008                          | ..                              | ..                              | ..                              |
| Willaura ..       | 33,036                          | ..                              | 91,672                          | 95,245                          | 37,715                          | ..                              |
| Staveley ..       | ..                              | 57,173                          | ..                              | ..                              | ..                              | ..                              |
| Rupanyup ..       | ..                              | 41,555                          | 96,998                          | 63,042                          | ..                              | ..                              |
| Burrum ..         | ..                              | ..                              | 71,157                          | 51,252                          | 49,146                          | ..                              |
| Banyena ..        | ..                              | 75,341                          | 113,491                         | 70,690                          | 55,221                          | ..                              |
| Marnoo ..         | ..                              | 79,324                          | 202,512                         | 145,891                         | 61,220                          | ..                              |
| Coromby ..        | ..                              | 36,606                          | 72,978                          | 114,478                         | 61,274                          | ..                              |
| Minyip ..         | 58,287                          | 54,563                          | 320,643                         | 199,816                         | 192,333                         | 59,522                          |
| Nullan ..         | ..                              | ..                              | 90,296                          | 93,927                          | 54,792                          | ..                              |
| Sheep Hills ..    | ..                              | 61,152                          | 245,792                         | 153,021                         | 113,999                         | ..                              |
| Warracknabeal ..  | ..                              | 70,212                          | 188,401                         | 91,749                          | ..                              | ..                              |
| Lah ..            | ..                              | 64,606                          | 121,961                         | 122,688                         | 34,705                          | 31,829                          |
| Brim ..           | ..                              | 53,041                          | 184,352                         | 172,941                         | 81,164                          | ..                              |
| Galaquil ..       | ..                              | 67,224                          | 78,385                          | 83,834                          | 46,562                          | ..                              |
| Beulah ..         | ..                              | 69,324                          | 212,022                         | 119,425                         | 82,585                          | ..                              |
| Rosebery ..       | ..                              | 59,537                          | 106,011                         | 87,738                          | 34,210                          | ..                              |
| Goyura ..         | ..                              | 31,664                          | 38,322                          | ..                              | ..                              | ..                              |
| Hopetoun ..       | ..                              | 110,524                         | 214,647                         | 101,296                         | 54,392                          | ..                              |
| Remlaw ..         | ..                              | ..                              | 45,221                          | ..                              | 31,774                          | ..                              |
| Vectis ..         | ..                              | ..                              | 62,852                          | 65,729                          | 37,004                          | ..                              |
| Natimuk ..        | ..                              | 36,624                          | 40,113                          | ..                              | ..                              | ..                              |
| Goroke ..         | ..                              | ..                              | 38,003                          | 34,562                          | ..                              | ..                              |
| Arkona ..         | ..                              | ..                              | 58,412                          | 31,451                          | 39,916                          | ..                              |
| Antwerp ..        | ..                              | 31,786                          | 108,151                         | 88,811                          | 68,509                          | ..                              |
| Tarranyurk ..     | ..                              | 36,953                          | 82,368                          | 86,264                          | 61,485                          | ..                              |
| Jeparit ..        | ..                              | ..                              | 114,859                         | 55,181                          | 31,845                          | ..                              |
| Ellam ..          | ..                              | ..                              | 87,047                          | 66,755                          | 36,808                          | ..                              |
| Pullut ..         | ..                              | 33,534                          | 82,284                          | 61,340                          | ..                              | ..                              |
| Rainbow ..        | ..                              | 42,916                          | 188,258                         | 56,433                          | 32,929                          | ..                              |
| Detpa ..          | ..                              | 32,343                          | 69,573                          | 92,655                          | 42,370                          | ..                              |
| Lorquon ..        | ..                              | 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 ..    | ..                              | 44,588                          | 31,794                          | ..                              | ..                              | ..                              |
| Toolamba ..       | ..                              | 34,832                          | ..                              | ..                              | ..                              | ..                              |
| Shepparton ..     | ..                              | 40,101                          | 46,691                          | ..                              | ..                              | ..                              |
| Congupna ..       | ..                              | 51,359                          | 32,028                          | ..                              | ..                              | ..                              |
| Tallygaroopna ..  | ..                              | 89,662                          | 92,059                          | 42,215                          | ..                              | ..                              |
| Wunghnu ..        | ..                              | 44,430                          | 64,795                          | ..                              | ..                              | ..                              |
| Numurkah ..       | ..                              | ..                              | 51,787                          | ..                              | ..                              | ..                              |
| Katunga ..        | ..                              | 71,222                          | 39,904                          | 52,044                          | ..                              | 35,330                          |
| Strathmerton ..   | ..                              | 57,609                          | 46,147                          | 39,705                          | ..                              | ..                              |
| Yarroweyah ..     | ..                              | ..                              | 31,440                          | ..                              | ..                              | ..                              |
| Cobram ..         | ..                              | 41,756                          | 35,812                          | ..                              | ..                              | ..                              |
| Rushworth ..      | ..                              | 44,677                          | 32,722                          | ..                              | ..                              | ..                              |
| Wanalta ..        | ..                              | 43,469                          | ..                              | ..                              | ..                              | ..                              |
| Colbinabbin ..    | ..                              | 83,443                          | 119,851                         | 52,156                          | 36,571                          | ..                              |
| Girgarre ..       | ..                              | ..                              | ..                              | 30,309                          | ..                              | ..                              |
| Tatura..          | ..                              | 55,561                          | 42,981                          | ..                              | ..                              | ..                              |

APPENDIX No. 27—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1920,  
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER  
ANNUM.

| Stations.         | Year ending<br>30th June, 1915. | Year ending<br>30th June, 1916. | Year ending<br>30th June, 1917. | Year ending<br>30th June, 1918. | Year ending<br>30th June, 1919. | Year ending<br>30th June, 1920. |
|-------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
|                   | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    | No. of Bags.                    |
| Merrigum ..       | ..                              | 52,799                          | 78,609                          | 36,109                          | ..                              | ..                              |
| Kyabram ..        | ..                              | 83,589                          | 93,653                          | 50,648                          | ..                              | ..                              |
| Tongala ..        | ..                              | 46,334                          | 46,128                          | ..                              | ..                              | ..                              |
| Koyuga ..         | ..                              | 69,198                          | 33,761                          | ..                              | ..                              | ..                              |
| Pine Lodge ..     | ..                              | 61,558                          | 64,929                          | ..                              | ..                              | ..                              |
| Cosgrove ..       | ..                              | 87,552                          | 72,023                          | ..                              | ..                              | ..                              |
| Dookie ..         | ..                              | 54,067                          | 42,539                          | ..                              | ..                              | ..                              |
| Yabba North ..    | ..                              | 65,685                          | 38,816                          | ..                              | ..                              | ..                              |
| Youanmite ..      | ..                              | 56,065                          | 32,720                          | ..                              | ..                              | ..                              |
| Katamatite ..     | ..                              | 70,776                          | 137,960                         | 64,686                          | ..                              | ..                              |
| Waaia ..          | ..                              | 62,963                          | 77,589                          | 86,433                          | 58,828                          | ..                              |
| Nathalia ..       | ..                              | 52,499                          | 71,883                          | 36,666                          | ..                              | ..                              |
| Picola ..         | ..                              | 71,927                          | 121,601                         | 78,315                          | 39,949                          | ..                              |
| Tocumwal ..       | ..                              | ..                              | ..                              | ..                              | ..                              | ..                              |
| Goorambat ..      | ..                              | 30,065                          | 65,048                          | ..                              | ..                              | ..                              |
| Devenish ..       | ..                              | 85,002                          | 44,544                          | ..                              | ..                              | ..                              |
| St. James ..      | ..                              | 72,583                          | 101,327                         | ..                              | ..                              | ..                              |
| Tungamah ..       | ..                              | 79,576                          | 76,430                          | ..                              | ..                              | ..                              |
| Telford ..        | ..                              | 82,133                          | 103,129                         | 37,308                          | ..                              | ..                              |
| Yarrawonga ..     | 71,495                          | 193,431                         | 315,261                         | 100,670                         | 87,123                          | ..                              |
| Rutherglen ..     | ..                              | 55,159                          | 46,374                          | ..                              | ..                              | ..                              |
| Wahgunyah ..      | 104,213                         | 53,533                          | ..                              | 54,580                          | ..                              | ..                              |
| Country Wheat     |                                 |                                 |                                 |                                 |                                 |                                 |
| Depôts ..         | ..                              | ..                              | ..                              | ..                              | ..                              | 2,676,373                       |
| Other Stations .. | 875,544                         | 2,121,977                       | 1,710,092                       | 1,767,825                       | 2,396,924                       | 1,806,832                       |
| TOTALS ..         | 1,363,059                       | 10,909,750                      | 18,461,822                      | 12,601,167                      | 6,439,495                       | 4,854,737                       |

## APPENDIX No. 28.

## RETURN OF TRAFFIC AT EACH STATION.

| STATIONS.                         | PASSENGERS.                   |              | PARCELS.    |             | HORSES, CARRIAGES, AND DOGS. |         | GOODS.       |       | LIVE STOCK.       |         |                   |       |       |         | TOTAL OUTWARDS TRAFFIC REVENUE. |              |               |
|-----------------------------------|-------------------------------|--------------|-------------|-------------|------------------------------|---------|--------------|-------|-------------------|---------|-------------------|-------|-------|---------|---------------------------------|--------------|---------------|
|                                   | Outwards.                     |              | Outwards.   |             | Outwards.                    |         | Inwards.     |       | Outwards.         |         | Inwards.          |       |       |         |                                 | Outwards.    |               |
|                                   | Number of Passenger Journeys. | Revenue.     | £           | s. d.       | £                            | s. d.   | Tons.        | Tons. | Number of Trucks. |         | Number of Trucks. |       | Pigs. |         |                                 |              |               |
|                                   |                               |              |             |             |                              |         |              |       | Horses.           | Cattle. | Sheep.            | Pigs. |       | Horses. |                                 |              | Cattle.       |
| Melbourne—Spencer-street, Country | 2,603,257                     | 586,889 10 8 | 114,795 8 2 | 3,753 10 11 | 751,504                      | 936,293 | 795,667 13 8 | 903   | 66                | 117     | 68                | 720   | 217   | 117     | 2,447                           | 2,796 5 9    | 1,503,902 9 2 |
| Melbourne—Spencer-st., Suburban   | 1,461,865                     | 22,498 15 4  | ..          | ..          | ..                           | ..      | ..           | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | ..           | 22,498 15 4   |
| MELBOURNE—BENDIGO LINE.           |                               |              |             |             |                              |         |              |       |                   |         |                   |       |       |         |                                 |              |               |
| North Melbourne                   | 1,124,719                     | 12,813 9 3   | 1,485 0 1   | 25 0 5      | 26,169                       | 173,963 | 8,265 5 10   | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | ..           | 14,323 9 9    |
| Arden-street                      | 331,311                       | 3,234 14 11  | 29 7 1      | 0 8 1       | ..                           | ..      | ..           | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | ..           | 8,265 5 10    |
| Middle Footscray                  | 501,969                       | 5,156 12 5   | 646 17 2    | 5 16 6      | 19,703                       | 44,615  | 4,795 12 5   | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | 0 16 0       | 10,007 14 6   |
| West Footscray                    | 69,052                        | 699 10 11    | ..          | ..          | ..                           | ..      | ..           | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | ..           | 699 10 11     |
| Tottenham                         | 374,149                       | 8,154 14 11  | 718 3 3     | 4 3 8       | 11,213                       | 27,745  | 10,572 13 7  | 6     | 2                 | ..      | ..                | ..    | ..    | ..      | ..                              | 15 0 5       | 19,464 15 10  |
| Swanline                          | 5,904                         | 82 7 11      | ..          | 0 6 6       | 70,427                       | 1,734   | 8,117 13 0   | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | ..           | 8,200 10 1    |
| Albion                            | 61,053                        | 1,123 1 0    | 52 7 7      | 0 11 11     | 391                          | 487     | 179 10 3     | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | ..           | 1,357 9 7     |
| St. Albans                        | 10,078                        | 379 5 0      | 50 9 6      | 0 11 7      | 4,518                        | 3,428   | 1,006 10 9   | 5     | 3                 | 11      | ..                | ..    | ..    | ..      | ..                              | 1 18 10      | 1,454 4 2     |
| Sydenham                          | 10,312                        | 489 10 3     | 79 13 11    | 0 11 7      | 5,953                        | 1,089   | 1,344 19 8   | 2     | 12                | 77      | 4                 | 5     | 13    | 37      | 1                               | 138 3 2      | 2,055 2 2     |
| Digger's Rest                     | 10,312                        | 489 10 3     | 79 13 11    | 0 11 7      | 5,953                        | 1,089   | 1,344 19 8   | 2     | 12                | 77      | 4                 | 5     | 13    | 37      | 1                               | 138 3 2      | 2,055 2 2     |
| Sturbury                          | 37,590                        | 2,625 9 10   | 307 2 8     | 19 3 10     | 3,085                        | 4,137   | 869 0 7      | 37    | 198               | 193     | 41                | 28    | 157   | 327     | ..                              | 979 7 9      | 4,800 4 8     |
| Lancefield Junction               | 7,430                         | 686 1 8      | 53 0 11     | 27 0 10     | 586                          | 777     | 285 7 8      | 6     | 127               | 155     | ..                | 5     | 97    | 219     | ..                              | 159 18 0     | 1,722 11 4    |
| Riddell                           | 7,806                         | 904 10 9     | 104 3 2     | 10 7 11     | 1,553                        | 2,069   | 543 11 6     | 9     | 23                | 52      | ..                | 6     | 10    | 27      | ..                              | 469 5 2      | 3,534 9 6     |
| Gisborne                          | 13,779                        | 1,542 7 6    | 162 7 2     | 10 7 11     | 1,553                        | 2,069   | 543 11 6     | 9     | 23                | 52      | ..                | 6     | 10    | 27      | ..                              | 469 5 2      | 3,534 9 6     |
| Woodend                           | 22,520                        | 2,242 11 10  | 474 11 7    | 13 5 11     | 2,633                        | 2,400   | 768 9 5      | 11    | 8                 | 111     | ..                | 19    | 16    | 5       | ..                              | 35 10 9      | 7,025 8 11    |
| Carlsruhe                         | 35,270                        | 3,876 12 3   | 286 5 6     | 67 8 0      | 5,275                        | 3,126   | 2,343 16 11  | 65    | 36                | 102     | ..                | 30    | 29    | 49      | 3                               | 451 6 3      | 17,338 18 6   |
| Kyneton                           | 2,363                         | 215 18 9     | 15 11 7     | 0 18 0      | 154                          | 49      | 67 1 0       | 2     | 2                 | 31      | ..                | 1     | 1     | 10      | ..                              | 74 7 4       | 373 16 8      |
| Redesdale Junction                | 50,581                        | 7,634 1 2    | 736 0 2     | 226 3 4     | 11,691                       | 9,930   | 5,317 7 2    | 20    | 379               | 811     | 31                | 18    | 179   | 392     | 19                              | 3,425 6 8    | 246 16 2      |
| Mansbury                          | 1,683                         | 143 5 6      | 24 13 11    | 0 2 11      | 128                          | 22      | 77 11 4      | ..    | 1                 | ..      | ..                | 1     | ..    | ..      | ..                              | 1 2 6        | 2847 6 8      |
| Melbourn                          | 11,616                        | 1,248 18 5   | 235 5 11    | 1 16 11     | 2,998                        | 602     | 953 8 0      | 7     | 61                | 90      | ..                | 7     | 61    | 54      | ..                              | 407 17 5     | 1,350 19 6    |
| Traralgon                         | 8,157                         | 561 7 0      | 76 13 1     | 0 15 5      | 2,966                        | 501     | 712 4 0      | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | 271 0 8      | 2,159 7 4     |
| Epiphinstone                      | 6,644                         | 578 4 2      | 86 10 2     | 1 10 0      | 4,317                        | 894     | 1,222 2 4    | 6     | 25                | 61      | 6                 | 5     | 16    | 14      | ..                              | 1 19 0       | 1,005 17 1    |
| Chewton                           | 8,689                         | 701 19 4     | 95 18 7     | 1 7 3       | 567                          | 342     | 204 12 11    | ..    | ..                | ..      | ..                | 23    | 15    | 140     | 69                              | 106 3 10     | 362 17 10     |
| Castlemaine                       | 80,995                        | 12,386 7 2   | 1,130 17 11 | 23 12 8     | 7,669                        | 24,544  | 7,710 12 10  | 6     | 8                 | 7       | 25                | 23    | 15    | 140     | 69                              | 106 3 10     | 362 17 10     |
| Barker's Creek                    | ..                            | ..           | ..          | ..          | ..                           | ..      | ..           | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | ..           | ..            |
| Harcourt                          | 17,903                        | 1,066 8 8    | 269 18 9    | 0 19 6      | 2,152                        | 2,589   | 362 17 10    | ..    | ..                | ..      | ..                | 2     | 4     | 3       | 5                               | 10 14 0      | 7,101 17 7    |
| Ravenswood                        | 3,008                         | 279 3 1      | 28 2 5      | 0 15 0      | 11,403                       | 3,774   | 5,723 16 8   | 2     | 7                 | 1       | ..                | ..    | ..    | ..      | ..                              | 157 0 11     | 791 1 1       |
| Kanaroo Flat                      | 5,481                         | 702 12 6     | 132 4 2     | 0 11 0      | 993                          | 451     | 665 6 2      | ..    | ..                | 52      | ..                | 4     | 3     | 80      | ..                              | 11 14 0      | 1,500 14 8    |
| Golden Square                     | 14,877                        | 2,496 13 3   | 271 7 8     | 3 19 11     | 4,769                        | 6,764   | 43,700 1 5   | 1     | ..                | ..      | ..                | 2     | 16    | 9       | 349                             | 11 14 0      | 5,187 15 3    |
| Bendigo                           | 234,007                       | 52,709 4 11  | 5,713 7 10  | 899 7 5     | 49,643                       | 86,760  | 2,404 0 5    | 225   | 755               | 3,662   | 100               | 220   | 1,437 | 3,779   | 220                             | 16,089 19 11 | 119,112 1 6   |
| Bendigo Wheat Depot               | ..                            | ..           | ..          | ..          | 8,633                        | 2       | 18,802 0 4   | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | ..           | 18,802 0 4    |
| LANCASHIRE LINE.                  |                               |              |             |             |                              |         |              |       |                   |         |                   |       |       |         |                                 |              |               |
| Polinda                           | 1,092                         | 106 8 2      | 7 9 9       | 0 1 6       | 1,008                        | 255     | 302 7 2      | ..    | 8                 | 61      | ..                | ..    | 11    | 18      | ..                              | 115 3 8      | 531 8 9       |
| Monaghan                          | 1,294                         | 132 10 11    | 38 6 6      | ..          | 531                          | 307     | 208 5 5      | ..    | ..                | ..      | ..                | ..    | ..    | 4       | ..                              | ..           | 374 4 4       |
| North Monaghan                    | 563                           | 55 16 5      | 16 14 6     | ..          | 3                            | 6       | 6 10 9       | ..    | ..                | ..      | ..                | ..    | ..    | ..      | ..                              | ..           | 79 1 8        |
| Rensay                            | 7,473                         | 1,115 7 1    | 180 18 9    | 9 11 11     | 5,859                        | 1,626   | 2,377 7 7    | ..    | 68                | 209     | ..                | 10    | 27    | 94      | ..                              | 560 8 1      | 4,243 13 5    |
| Lancfield                         | 7,887                         | 1,306 14 9   | 104 10 1    | 7 0 8       | 10,257                       | 2,146   | 3,286 12 6   | ..    | 54                | 309     | 12                | 11    | 48    | 83      | ..                              | 667 9        | 5,372 7 8     |

DAYLESFORD LINE.

|                |        |            |          |         |        |       |             |    |    |     |    |    |    |    |    |            |            |
|----------------|--------|------------|----------|---------|--------|-------|-------------|----|----|-----|----|----|----|----|----|------------|------------|
| Tyden          | 2,419  | 290 9 9    | 24 2 11  | 51 5 9  | 998    | 107   | 401 17 9    | 6  | 24 | 70  | .. | 9  | 15 | 17 | .. | 259 16 1   | 1,027 12 3 |
| Fern Hill      | 2,942  | 385 5 10   | 41 5 7   | 14 11 3 | 4,900  | 438   | 2,833 6 5   | 1  | 11 | 16  | .. | 1  | 13 | 13 | .. | 4 14 6     | 2,779 3 7  |
| Troutham       | 13,292 | 1,828 17 5 | 157 17 2 | 0 12 9  | 6,246  | 1,882 | 3,001 19 11 | 11 | .. | ..  | .. | 5  | .. | .. | .. | 118 7 10   | 4,808 15 1 |
| Lyonville      | 4,337  | 253 0 2    | 28 1 3   | 0 1 6   | 2,506  | 180   | 771 12 9    | .. | .. | ..  | .. | .. | .. | .. | .. | 9 11 3     | 1,052 15 8 |
| Bullarto       | 4,043  | 294 18 3   | 12 18 9  | 0 0 6   | 2,173  | 209   | 1,017 12 1  | .. | .. | ..  | .. | .. | .. | .. | .. | 1 9 3      | 1,335 0 4  |
| Musk           | 2,390  | 129 18 2   | 12 5 8   | 0 0 6   | 1,473  | 323   | 777 14 6    | .. | .. | ..  | .. | 15 | 32 | 76 | 11 | 282 3 6    | 921 8 1    |
| Daylesford     | 26,073 | 5,160 14 7 | 405 16 3 | 39 4 4  | 6,989  | 5,156 | 3,982 6 7   | 19 | 37 | 30  | .. | 41 | .. | .. | .. | 9,960 5 3  | 9,960 5 3  |
| Woodburn       | 502    | 13 4 5     | 2 6 8    | 0 2 6   | 1      | 31    | 0 2 6       | .. | .. | ..  | .. | .. | .. | .. | .. | 15 13 7    | 15 13 7    |
| Sailor's Falls | 1,024  | 41 8 4     | 8 4 10   | 0 7 0   | 1,515  | 31    | 347 13 8    | .. | .. | ..  | .. | .. | .. | .. | .. | 397 13 10  | 397 13 10  |
| Leonard        | 1,909  | 135 6 0    | 31 6 5   | 0 1 6   | 1,900  | 172   | 601 8 6     | .. | .. | ..  | .. | .. | .. | .. | .. | 771 15 2   | 771 15 2   |
| Wombat         | 1,127  | 64 13 8    | 2 11 3   | 0 4 9   | 1,195  | 56    | 223 6 10    | .. | .. | ..  | .. | .. | .. | .. | .. | 290 16 6   | 290 16 6   |
| Rooklyn        | 2,679  | 129 1 5    | 14 19 11 | 0 8 6   | 439    | 144   | 214 16 5    | .. | .. | ..  | .. | .. | .. | .. | .. | 359 6 3    | 359 6 3    |
| Newlyn         | 3,628  | 396 7 3    | 26 18 2  | 22 4 10 | 11,374 | 1,603 | 6,396 2 0   | 15 | 64 | 124 | .. | 3  | 18 | 11 | .. | 475 13 10  | 475 13 10  |
| Kingsdon       | 3,737  | 342 15 11  | 28 14 2  | 0 6 8   | 5,270  | 712   | 2,932 19 11 | .. | .. | ..  | .. | 1  | .. | .. | .. | 7,259 6 1  | 7,259 6 1  |
| Attendale      | 13,190 | 727 2 3    | 47 14 7  | 1 12 6  | 5,218  | 2,665 | 2,863 9 11  | 14 | 74 | 249 | .. | 13 | 5  | 22 | 13 | 0 8 6      | 3,302 15 2 |
| Broomfield     | 2,759  | 142 18 8   | 12 12 5  | 0 6 9   | 1      | 38    | 9 10 6      | .. | .. | ..  | .. | .. | .. | .. | .. | 4,265 16 5 | 4,265 16 5 |

REDESDALE LINE.

|              |       |           |          |        |       |     |            |    |    |    |    |    |    |    |    |          |            |
|--------------|-------|-----------|----------|--------|-------|-----|------------|----|----|----|----|----|----|----|----|----------|------------|
| Edgecombe    | 114   | 3 14 8    | 0 8 9    | ..     | 1,711 | 4   | 351 1 11   | .. | .. | .. | .. | .. | .. | .. | .. | ..       | 355 3 4    |
| Green Hill   | 212   | 7 14 0    | 9 11 9   | 0 0 6  | 50    | 28  | 22 15 5    | .. | .. | .. | .. | .. | .. | .. | .. | 65 16 0  | 40 1 2     |
| Past Metcalf | 331   | 19 7 9    | 12 3 10  | ..     | 222   | 56  | 163 19 3   | .. | .. | 15 | .. | .. | .. | .. | .. | 261 7 4  | 261 7 4    |
| Parberton    | 121   | 7 2 1     | 1 10 8   | 0 3 6  | 13    | 3   | 47 2 3     | .. | .. | .. | .. | 1  | 2  | 3  | .. | 15 14 4  | 15 14 4    |
| Parfield     | 564   | 40 13 1   | 7 19 8   | 0 3 6  | 885   | 183 | 430 11 6   | .. | .. | 59 | .. | .. | 2  | .. | .. | 225 18 3 | 705 6 0    |
| Redesdale    | 2,038 | 270 15 10 | 106 10 8 | 1 12 6 | 4,488 | 494 | 1,814 16 1 | 2  | .. | 95 | .. | 1  | 7  | 28 | .. | 220 18 2 | 2,414 13 3 |

SHELBORNE LINE.

|            |        |            |         |         |       |       |            |    |    |    |    |    |    |    |    |           |            |
|------------|--------|------------|---------|---------|-------|-------|------------|----|----|----|----|----|----|----|----|-----------|------------|
| Muckleford | 484    | 21 4 5     | 6 14 11 | 31 15 5 | 1,878 | 96    | 443 17 10  | 1  | 6  | 54 | .. | 9  | 2  | 10 | .. | 6 3 6     | 478 0 8    |
| Maldon     | 16,436 | 2,061 10 3 | 311 4 8 | ..      | 4,919 | 2,029 | 2,067 2 7  | 3  | .. | .. | .. | .. | .. | .. | .. | 174 16 11 | 5,246 9 10 |
| Pollard    | ..     | ..         | 25 11 7 | ..      | 15    | ..    | 25 0 1     | .. | .. | 16 | .. | .. | .. | .. | .. | 25 0 1    | 25 0 1     |
| Shelbourne | 548    | 169 13 4   | ..      | ..      | 5,217 | 895   | 2,578 12 4 | .. | .. | .. | .. | .. | .. | .. | .. | 57 16 6   | 2,831 13 9 |

CASTLEMAINE-MARYBOROUGH LINE.

|                                       |        |            |             |         |        |        |            |    |    |     |    |    |    |    |    |             |             |
|---------------------------------------|--------|------------|-------------|---------|--------|--------|------------|----|----|-----|----|----|----|----|----|-------------|-------------|
| Campbell                              | 3,453  | 157 1 11   | 42 17 8     | 1 15 7  | 980    | 386    | 632 12 1   | 1  | 2  | ..  | .. | 2  | 2  | 13 | .. | 9 9 7       | 843 16 10   |
| Guilford                              | 9,718  | 489 7 0    | 39 5 1      | 3 0 6   | 1,082  | 638    | 557 17 6   | 2  | .. | ..  | .. | .. | .. | .. | .. | 13 15 0     | 1,103 5 1   |
| Strangway                             | 1,788  | 163 0 11   | 19 14 5     | 0 3 3   | 178    | 24     | 72 5 6     | .. | .. | ..  | .. | .. | .. | .. | .. | 255 4 1     | 255 4 1     |
| Newstead                              | 9,447  | 1,265 2 7  | 204 4 6     | 58 15 5 | 5,525  | 1,920  | 2,566 14 0 | 9  | 83 | 261 | .. | 6  | 41 | 60 | .. | 1,169 19 1  | 5,264 15 7  |
| Joyce's Creek                         | 1,350  | 126 6 5    | 12 1 7      | 0 0 9   | 594    | 511    | 311 12 3   | .. | .. | ..  | .. | .. | 5  | .. | .. | 450 1 0     | 450 1 0     |
| Moofort                               | 1,325  | 223 1 10   | 19 11 9     | 0 11 3  | 2,216  | 316    | 1,271 18 5 | .. | 1  | ..  | .. | .. | .. | 2  | .. | 7 10 6      | 1,522 13 9  |
| *Seale Rivers and Water Supply Siding | ..     | ..         | ..          | 3 5 2   | 2,175  | ..     | 526 7 2    | .. | .. | ..  | .. | 1  | 21 | 53 | .. | 526 7 2     | 526 7 2     |
| Carisbrook                            | 5,322  | 834 1 9    | 77 14 3     | 59 12 2 | 3,457  | 439    | 1,746 17 8 | 8  | 39 | 205 | .. | 24 | 25 | 16 | .. | 1,081 0 5   | 3,742 19 3  |
| Maryborough                           | 50,740 | 13,233 7 9 | 1,052 10 10 | ..      | 16,949 | 17,470 | 10,644 5 3 | 3  | 26 | 9   | .. | .. | .. | .. | .. | 25,202 11 1 | 25,202 11 1 |
| Maryborough Wheat Depot               | ..     | ..         | ..          | ..      | 1,506  | 24     | 8,407 18 3 | .. | .. | ..  | .. | .. | .. | .. | .. | 8,407 18 3  | 8,407 18 3  |

MARYBOROUGH-MILDURA LINE.

|                     |        |             |          |          |        |        |             |    |     |     |    |    |    |     |    |             |             |
|---------------------|--------|-------------|----------|----------|--------|--------|-------------|----|-----|-----|----|----|----|-----|----|-------------|-------------|
| Stinson             | 900    | 21 19 6     | 14 11 0  | ..       | 911    | 146    | 367 10 6    | .. | ..  | ..  | .. | .. | .. | ..  | .. | 21 19 6     | 21 19 6     |
| Havelock            | 1,921  | 58 19 8     | 41 15 11 | 1 0 8    | 2,733  | 358    | 1,267 7 0   | 3  | 1   | ..  | .. | 1  | 2  | ..  | .. | 441 1 2     | 441 1 2     |
| Bef Bet             | 3,028  | 134 6 1     | 165 0 11 | 6 18 11  | 13,595 | 4,596  | 6,595 9 2   | 4  | 10  | 63  | .. | 2  | 2  | 56  | .. | 1,456 1 2   | 1,456 1 2   |
| Dundilly            | 10,405 | 1,938 0 7   | 21 17 2  | 0 9 0    | 8,178  | 110    | 3,116 9 11  | .. | ..  | ..  | .. | 2  | .. | ..  | .. | 9,013 13 2  | 9,013 13 2  |
| Goldsbrough         | 1,318  | 86 9 0      | 105 5 3  | 6 15 9   | 15,568 | 1,372  | 7,145 10 3  | 5  | 18  | 108 | .. | 4  | .. | 30  | .. | 3,225 5 1   | 3,225 5 1   |
| Bealiba             | 6,792  | 1,163 1 2   | 105 5 3  | ..       | 3,812  | 10     | 1,663 4 0   | .. | ..  | ..  | .. | .. | .. | ..  | .. | 8,952 18 8  | 8,952 18 8  |
| Maffescion's Siding | ..     | ..          | ..       | 1 17 8   | 9,093  | 520    | 4,364 16 6  | .. | 1   | 5   | .. | 2  | 2  | 14  | .. | 1,663 4 0   | 1,663 4 0   |
| Pratt ..            | 2,944  | 455 7 8     | 33 12 10 | 0 5 0    | 4,265  | 333    | 2,072 2 6   | .. | ..  | ..  | .. | .. | .. | ..  | .. | 8 17 7      | 4,894 12 3  |
| Carapooce           | 815    | 234 5 6     | 14 17 3  | 48 13 3  | 13,751 | 11,474 | 9,294 7 8   | 32 | 67  | 259 | .. | 14 | 31 | 199 | .. | 14 13 3     | 2,386 3 6   |
| St. Arnaud          | 18,599 | 6,695 4 3   | 534 7 1  | ..       | 4,670  | 588    | 1,028 17 11 | .. | ..  | ..  | .. | .. | .. | ..  | .. | 2,030 16 1  | 18,603 8 4  |
| Sutherland          | 787    | 133 12 7    | 5 12 3   | ..       | 2,848  | 1,197  | 1,670 8 0   | .. | ..  | ..  | .. | .. | .. | ..  | .. | 437 12 1    | 1,505 14 10 |
| Swanwater           | 62     | 6 4 10      | 0 3 1    | 0 17 9   | 2,715  | 287    | 1,028 15 11 | 4  | ..  | 209 | .. | 2  | .. | 6   | .. | 1 6 3       | 3,309 8 6   |
| Cape Cope           | 1,738  | 495 2 6     | 23 4 10  | 58 4 4   | 2,715  | 1,197  | 1,670 8 0   | .. | ..  | ..  | .. | .. | .. | ..  | .. | 1,119 15 5  | 1,086 10 1  |
| Donald              | 11,791 | 4,602 10 11 | 351 4 7  | ..       | 14,885 | 20,330 | 9,530 5 3   | 34 | 137 | 447 | .. | 11 | 46 | 137 | .. | 3,807 1 4   | 17,918 6 5  |
| Lake Buloke         | 40     | 11 15 3     | 13 6 11  | 1 8 0    | 29     | 104    | 13 6 5      | .. | 2   | 111 | .. | .. | .. | ..  | .. | 686 6 1     | 25 1 8      |
| Litchfield          | 1,151  | 138 3 10    | 2 7 2    | 0 1 6    | 3,654  | 1,438  | 1,278 2 0   | .. | ..  | ..  | .. | .. | .. | ..  | .. | 2,137 6 10  | 2,137 6 10  |
| Massey              | 280    | 57 4 6      | 93 11 3  | 4 11 6   | 1,173  | 256    | 262 9 0     | .. | ..  | 252 | .. | .. | .. | ..  | .. | 1 0 6       | 323 2 8     |
| Watson              | 3,564  | 983 17 5    | 3 11 8   | ..       | 1,153  | 7,275  | 1,313 7 2   | 22 | 58  | ..  | .. | .. | .. | ..  | .. | 2,204 18 3  | 4,600 5 7   |
| Morton Plains       | 207    | 79 2 10     | 3 11 8   | ..       | 865    | 227    | 317 8 10    | .. | ..  | 24  | .. | .. | .. | ..  | .. | 181 3 3     | 581 6 7     |
| Birdlip             | 7,192  | 3,142 2 8   | 333 9 0  | 122 18 4 | 4,336  | 8,733  | 3,636 19 1  | 56 | 125 | 671 | .. | 22 | 7  | 217 | .. | 4,476 15 11 | 11,712 5 0  |
| Karrie              | 26     | 8 11 0      | 0 9 10   | ..       | 100    | 164    | 114 15 1    | 1  | ..  | 92  | .. | .. | 1  | 39  | .. | 578 5 4     | 702 1 3     |

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.     | Revenue.   | Revenue.   | Revenue.                     | Tons.  | Tons.    | Number of Trucks. |             |        | Number of Trucks. |          |         |        |                                 |             |
|                                                 |                               |              |            |            |                              |        |          | Horses.           | Cattle.     | Sheep. | Pigs.             | Horses.  | Cattle. | Sheep. |                                 |             |
| MARYBOROUGH-MILDURA LINE.—<br><i>continued.</i> |                               |              |            |            |                              |        |          |                   |             |        |                   |          |         |        |                                 |             |
| Kinnabulla ..                                   | 402                           | £ 72 9 1     | £ 10 15 1  | £ 10 15 1  | £ 0 1 9                      | 248    | 1,224    | 344 6 9           | 1           | ..     | 3                 | ..       | ..      | 1      | ..                              | £ 2 0 3     |
| Curvo ..                                        | 1,484                         | 320 13 9     | 15 10 2    | 15 10 2    | 12 17 0                      | 453    | 1,465    | 786 13 3          | 8           | 16     | 77                | ..       | ..      | 6      | ..                              | 639 19 9    |
| Watchunga ..                                    | 878                           | 171 5 7      | 18 12 4    | 18 12 4    | 11 6 8                       | 592    | 895      | 669 15 1          | 5           | 1      | 56                | ..       | ..      | 6      | ..                              | 413 19 10   |
| Woolungga ..                                    | 4,803                         | 1,750 9 4    | 113 19 2   | 113 19 2   | 11 7 11                      | 2,002  | 4,111    | 2,544 0 0         | 27          | 18     | 86                | 6        | ..      | 31     | ..                              | 923 15 10   |
| Lascelles ..                                    | 3,513                         | 1,137 18 7   | 57 15 7    | 57 15 7    | 23 18 0                      | 1,253  | 2,586    | 1,767 4 8         | 17          | 5      | 31                | ..       | ..      | 5      | ..                              | 3,253 12 9  |
| Ganna ..                                        | 133                           | 68 9 4       | 3 16 0     | 3 16 0     | ..                           | 264    | 631      | 400 4 9           | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 462 10 1    |
| Turriff ..                                      | 1,004                         | 265 8 2      | 17 2 7     | 17 2 7     | 0 9 6                        | 1,238  | 1,052    | 654 12 6          | 9           | ..     | ..                | ..       | ..      | ..     | ..                              | 978 19 6    |
| Speed ..                                        | 2,138                         | 569 13 1     | 63 11 4    | 63 11 4    | 5 12 7                       | 1,489  | 1,489    | 928 0 1           | 3           | 13     | 22                | ..       | ..      | 2      | ..                              | 1,368 17 2  |
| Tempy ..                                        | 2,044                         | 626 5 0      | 28 17 9    | 28 17 9    | 1 5 0                        | 1,143  | 1,143    | 731 15 3          | 3           | 1      | 1                 | 1        | ..      | 2      | ..                              | 1,394 6 0   |
| Austral Gypsum Siding ..                        | ..                            | ..           | ..         | ..         | ..                           | 242    | 242      | 126 6 1           | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 129 2 0     |
| Nunga ..                                        | 209                           | 120 12 4     | 1 16 2     | 1 16 2     | ..                           | 429    | 1,129    | 708 13 6          | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 883 2 0     |
| Ouyen ..                                        | 12,223                        | 5,823 17 2   | 347 7 2    | 347 7 2    | 73 2 8                       | 4,829  | 4,829    | 3,587 19 0        | 46          | 43     | 37                | 8        | ..      | 34     | ..                              | 9,362 4 9   |
| Kamat ..                                        | 240                           | 88 9 8       | 1 11 1     | 1 11 1     | ..                           | 982    | 883      | 299 16 6          | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 339 18 3    |
| Hatch ..                                        | 872                           | 315 0 6      | 101 8 7    | 101 8 7    | 2 5 3                        | 226    | 3,129    | 1,163 6 0         | 3           | 24     | 5                 | ..       | ..      | 7      | ..                              | 1,803 17 0  |
| Nowingi ..                                      | 67                            | 11 9 6       | 47 4 8     | 47 4 8     | ..                           | 91     | 18       | 15 2 10           | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 73 17 0     |
| Carwarp ..                                      | 1,545                         | 426 2 3      | 49 5 2     | 49 5 2     | 0 1 9                        | 1,513  | 2,468    | 541 17 6          | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 1,028 15 11 |
| Yarpool ..                                      | 559                           | 220 18 4     | 72 10 3    | 72 10 3    | 25 9 4                       | 683    | 2,820    | 379 16 3          | 4           | ..     | ..                | ..       | ..      | 3      | ..                              | 680 14 10   |
| Irymple ..                                      | 3,541                         | 2,780 11 11  | 116 1 3    | 116 1 3    | ..                           | 7,075  | 8,337    | 18,920 9 4        | 21          | ..     | 288               | 4        | ..      | 52     | ..                              | 16,869 2 5  |
| Mildura ..                                      | 20,635                        | 19,098 16 11 | 1,451 10 6 | 1,451 10 6 | 91 3 5                       | 26,888 | 19,256   | 20,710 8 5        | 21          | 105    | 23                | ..       | ..      | 63     | ..                              | 46,663 1 5  |
| MERBEIN LINE.                                   |                               |              |            |            |                              |        |          |                   |             |        |                   |          |         |        |                                 |             |
| Merbein ..                                      | 3,363                         | 1,397 0 10   | 221 13 3   | 221 13 3   | 3 18 0                       | 14,063 | 8,688    | 14,874 0 3        | 2           | 1      | ..                | ..       | ..      | 20     | ..                              | 16,511 11 0 |
| MARYBOROUGH-ABARAT LINE.                        |                               |              |            |            |                              |        |          |                   |             |        |                   |          |         |        |                                 |             |
| Adelaide Lead ..                                | 199                           | 28 15 2      | 1 16 10    | 1 16 10    | ..                           | ..     | 102      | 2 11 8            | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 33 3 8      |
| Bung Bong ..                                    | 331                           | 26 13 7      | 9 6 4      | 9 6 4      | 0 3 6                        | 64     | 1,634    | 749 11 7          | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 785 14 0    |
| Honebush ..                                     | 1,448                         | 94 12 5      | 11 2 4     | 11 2 4     | 0 3 6                        | 45     | 1,893    | 735 0 10          | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 840 13 1    |
| Aveca ..                                        | 6,688                         | 1,550 3 9    | 162 3 5    | 162 3 5    | 7 1 2                        | 2,427  | 15,096   | 6,153 12 10       | 10          | 69     | 195               | 8        | ..      | 5      | ..                              | 8,974 10 1  |
| Amphitheatre ..                                 | 2,130                         | 229 4 6      | 31 18 0    | 31 18 0    | 0 8 6                        | 710    | 7,108    | 2,706 15 8        | ..          | ..     | ..                | 11       | ..      | 3      | ..                              | 8,974 10 1  |
| Elmhurst ..                                     | 1,926                         | 491 2 0      | 47 10 1    | 47 10 1    | 2 7 4                        | 779    | 1,890    | 1,033 7 1         | 5           | 28     | 66                | 14       | ..      | 1      | ..                              | 2,089 0 8   |
| Eversley ..                                     | 176                           | 15 4 7       | 0 2 10     | 0 2 10     | ..                           | 108    | 212      | 143 9 0           | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 1,989 3 1   |
| Ben Nevis ..                                    | 1,784                         | 206 7 4      | 13 5 10    | 13 5 10    | 0 16 10                      | 112    | 535      | 254 10 7          | ..          | ..     | ..                | ..       | ..      | 1      | ..                              | 1,681 1 6   |
| Dunneworthy ..                                  | 550                           | 29 13 10     | 0 6 1      | 0 6 1      | 0 0 9                        | 109    | 5,561    | 661 12 3          | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 483 15 9    |
| Warra Yadin ..                                  | 65                            | 2 10 10      | ..         | ..         | 0 1 0                        | 31     | 514      | 113 6 3           | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 691 12 11   |
| NAVARRIE LINE.                                  |                               |              |            |            |                              |        |          |                   |             |        |                   |          |         |        |                                 |             |
| Crowland ..                                     | 1,361                         | 121 5 3      | 8 9 1      | 8 9 1      | ..                           | 195    | 3,082    | 1,215 6 6         | 1           | 1      | 2                 | 4        | ..      | ..     | ..                              | 1,417 12 2  |
| Jeel ..                                         | 1,436                         | 58 3 8       | 3 1 3      | 3 1 3      | 0 5 0                        | 175    | 1,774    | 604 6 8           | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 669 15 4    |
| Leandborough ..                                 | 1,473                         | 288 8 7      | 10 18 11   | 10 18 11   | 4 15 1                       | 590    | 6,710    | 3,337 10 2        | ..          | ..     | 25                | 2        | ..      | 3      | ..                              | 3,009 2 3   |
| Cowley's Siding ..                              | ..                            | ..           | ..         | ..         | ..                           | ..     | 3,056    | 968 2 0           | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 988 2 0     |
| Tulkara ..                                      | 184                           | 24 16 9      | 2 11 3     | 2 11 3     | 23 4 10                      | 96     | 4,723    | 2,322 9 2         | ..          | ..     | ..                | ..       | ..      | ..     | ..                              | 2,390 2 0   |
| Navarre ..                                      | 1,733                         | 454 2 0      | 16 5 7     | 16 5 7     | 1 18 0                       | 739    | 16,173   | 8,436 19 8        | ..          | 10     | 45                | ..       | ..      | 1      | ..                              | 9,174 5 5   |

## BALLARAT-MARYBOROUGH LINE.

|                    |        |            |          |         |        |       |    |            |     |       |     |
|--------------------|--------|------------|----------|---------|--------|-------|----|------------|-----|-------|-----|
| Sekirk Siding ..   | 2,289  | 78 18 8    | 1 18 3   | 0 1 6   | 9,469  | ..    | 1  | 3,460      | 6 7 | 3,460 | 6 7 |
| Waubra Junction .. | 2,570  | 67 14 9    | 3 19 6   | 0 2 0   | ..     | 12    | .. | 11 14 2    | ..  | ..    | ..  |
| Sully ..           | 2,804  | 73 3 7     | 1 14 2   | 0 0 0   | ..     | 3     | .. | 1 9 4      | ..  | ..    | ..  |
| Bald Hills ..      | 47,014 | 2,325 17 5 | 149 13 6 | 5 16 10 | 1,985  | 3,466 | .. | 813 6 5    | ..  | ..    | ..  |
| Creswick ..        | 12,121 | 721 11     | 41 9 6   | 1 11 9  | 238    | ..    | .. | 115 8 9    | ..  | ..    | ..  |
| North Creswick ..  | 941    | 90 3       | 12 16 4  | 1 1 0   | 215    | ..    | .. | 38 11 6    | ..  | ..    | ..  |
| Tourlelo ..        | 13,870 | 1,912 11 9 | 195 15 1 | 6 2 10  | 39     | ..    | .. | 1,492 4 4  | ..  | ..    | ..  |
| Chines ..          | 15,991 | 1,229 6 5  | 103 3 7  | 1 3 2   | 1,715  | ..    | .. | 3,852 17 6 | ..  | ..    | ..  |
| Talbot ..          | 77     | 19 0 6     | 0 9 10   | ..      | 19,535 | ..    | .. | 1 10 2     | ..  | ..    | ..  |
| Daisy Hill ..      | ..     | ..         | ..       | ..      | ..     | ..    | .. | ..         | ..  | ..    | ..  |

## WAUBRA LINE.

|                    |       |          |         |        |       |    |    |            |    |    |    |
|--------------------|-------|----------|---------|--------|-------|----|----|------------|----|----|----|
| Pisgah ..          | 203   | 8 3 3    | 0 12 8  | ..     | 7     | .. | .. | 6 15 9     | .. | .. | .. |
| Midas ..           | 537   | 25 12 10 | 0 4 7   | ..     | 148   | .. | .. | 70 13 0    | .. | .. | .. |
| Blowhard ..        | 2,061 | 203 16 0 | 8 8 10  | 0 9 0  | 3,913 | .. | .. | 1,858 13 9 | .. | .. | .. |
| Learmonth ..       | 3,818 | 287 7 9  | 17 11 9 | 0 10 2 | 566   | .. | .. | 1,421 18 0 | .. | .. | .. |
| North Learmonth .. | 1,764 | 111 7 8  | ..      | 0 12 0 | 71    | .. | .. | 0 1 6      | .. | .. | .. |
| Addington ..       | 1,588 | 148 7 7  | 10 13 4 | ..     | 1,382 | .. | .. | 858 0 0    | .. | .. | .. |
| Waubra ..          | 6,667 | 672 11 7 | 37 18 9 | 3 14 3 | 5,985 | .. | .. | 2,880 4 6  | .. | .. | .. |

## DUNOLLY-INGENWOOD LINE.

|               |       |         |          |        |       |    |    |            |    |    |    |
|---------------|-------|---------|----------|--------|-------|----|----|------------|----|----|----|
| Pahawick ..   | 41    | 3 13 0  | ..       | ..     | 1,004 | .. | .. | 250 6 1    | .. | .. | .. |
| Laurie ..     | 31    | 2 5 11  | ..       | ..     | 1,771 | .. | .. | 626 19 7   | .. | .. | .. |
| Tarnagulla .. | 1,518 | 331 0 7 | 0 4 6    | 0 3 6  | 834   | .. | .. | 1,742 10 3 | .. | .. | .. |
| Llanely ..    | 528   | 49 5 7  | 16 17 10 | 1 14 2 | 3,055 | .. | .. | 1,295 16 0 | .. | .. | .. |
| Arnold ..     | 451   | 40 13 6 | 9 9 11   | ..     | 244   | .. | .. | 1,436 5 3  | .. | .. | .. |
| Bullabul ..   | ..    | ..      | ..       | ..     | 6,210 | .. | .. | 0 8 11     | .. | .. | .. |

## MURRAYVILLE LINE.

|                |       |          |          |         |       |    |    |            |    |    |    |
|----------------|-------|----------|----------|---------|-------|----|----|------------|----|----|----|
| Tiega ..       | 167   | 37 3 3   | 2 3 10   | 0 13 11 | 271   | .. | .. | 228 12 11  | .. | .. | .. |
| Galah ..       | 682   | 77 10 5  | 21 10 8  | 4 13 6  | 1,290 | .. | .. | 821 5 11   | .. | .. | .. |
| Valerup ..     | 2,434 | 921 17 9 | 16 19 10 | 1 19 8  | 2,233 | .. | .. | 1,409 6 11 | .. | .. | .. |
| Nyang ..       | 574   | 124 18 8 | 8 16 9   | 2 3 3   | 1,531 | .. | .. | 848 3 8    | .. | .. | .. |
| Underwood ..   | 2,166 | 906 9 4  | 25 2 4   | 0 14 6  | 1,303 | .. | .. | 3,101 3 8  | .. | .. | .. |
| Longa ..       | 876   | 248 2 3  | 28 1 11  | 6 14 0  | 2,900 | .. | .. | 554 18 9   | .. | .. | .. |
| Boinka ..      | 972   | 335 2 9  | 19 17 0  | 0 2 6   | 999   | .. | .. | 600 18 9   | .. | .. | .. |
| Tutye ..       | 706   | 271 18 6 | 49 8 11  | 9 2 2   | 1,437 | .. | .. | 923 5 5    | .. | .. | .. |
| Cowangie ..    | 1,324 | 686 17 4 | 6 8 9    | 10 13 8 | 1,495 | .. | .. | 1,288 5 11 | .. | .. | .. |
| Danyo ..       | 90    | 39 8 11  | 63 2 0   | ..      | 1,930 | .. | .. | 1,738 7 0  | .. | .. | .. |
| Murrayville .. | 1,986 | 791 17 8 | ..       | ..      | 2,584 | .. | .. | 2,067 1 11 | .. | .. | .. |

## MURRAYVILLE-PINNAROO LINE.

|           |     |         |       |    |       |    |    |          |    |    |    |
|-----------|-----|---------|-------|----|-------|----|----|----------|----|----|----|
| Carina .. | 287 | 28 3 11 | 3 8 9 | .. | 1,817 | .. | .. | 914 5 2  | .. | .. | .. |
| Pandya .. | 156 | 19 11 4 | 4 7 8 | .. | 1,599 | .. | .. | 903 15 6 | .. | .. | .. |

## BENDIGO-ECHUCA LINE.

|                |        |             |          |           |        |    |    |             |    |    |    |
|----------------|--------|-------------|----------|-----------|--------|----|----|-------------|----|----|----|
| White Hills .. | ..     | ..          | ..       | ..        | 7,610  | .. | .. | 1,188 7 10  | .. | .. | .. |
| Epsom ..       | 1,750  | 138 9 6     | 25 7 6   | 4 12 7    | 4,708  | .. | .. | 1,827 8 9   | .. | .. | .. |
| Huntly ..      | 1,350  | 106 6 4     | 10 8 9   | 8 5 7     | 2,388  | .. | .. | 1,060 0 7   | .. | .. | .. |
| Bagshot ..     | 917    | 101 9 1     | 7 7 5    | 1 9 6     | 1,763  | .. | .. | 333 10 8    | .. | .. | .. |
| Wellsford ..   | 570    | 45 10 9     | 1 7 0    | 0 0 6     | 961    | .. | .. | 185 5 7     | .. | .. | .. |
| Goornong ..    | 5,358  | 737 15 7    | 63 8 4   | 6 5 5     | 4,830  | .. | .. | 1,628 13 4  | .. | .. | .. |
| Avonmore ..    | 1,763  | 207 6 4     | 17 12 10 | 0 7 2     | 1,833  | .. | .. | 625 1 0     | .. | .. | .. |
| Kimore ..      | 17,923 | 3,428 12 10 | 212 1 0  | 150 0 2   | 7,457  | .. | .. | 3,762 0 2   | .. | .. | .. |
| Rochester ..   | 21,198 | 5,012 4 4   | 436 1 11 | 131 1 11  | 9,146  | .. | .. | 3,453 2 4   | .. | .. | .. |
| Strathallan .. | 1,272  | 259 4 0     | 642 15 5 | 1 1 6     | 1,145  | .. | .. | 364 15 0    | .. | .. | .. |
| Echuca ..      | 34,166 | 11,975 17 3 | 642 6 4  | 187 19 10 | 33,758 | .. | .. | 29,215 12 4 | .. | .. | .. |

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. | Inwards. | Revenue.    | Outwards.         |         |        | Inwards.          |         |         |                                 | Revenue.    |
|                                 |                               |             |           |          |                              |          |          |             | Number of Trucks. |         |        | Number of Trucks. |         |         |                                 |             |
|                                 |                               |             |           |          |                              |          |          |             | Horses.           | Cattle. | Sheep. | Pigs.             | Horses. | Cattle. |                                 |             |
| BENDIGO-SEA LAKE LINE.          |                               |             |           |          |                              |          |          |             |                   |         |        |                   |         |         |                                 |             |
| California Gully                | 11,701                        | 1,107 10 3  | 274 7 9   | £ s. d.  | £ s. d.                      | 16,691   | 2,769    | 1,428 8 5   | .. 6              | ..      | ..     | ..                | .. 7    | ..      | ..                              | 1,428 8 5   |
| Eaglehawk                       | 2,579                         | 272 10 10   | 43 18 9   | 7 0 10   | 9 16 6                       | 9,393    | 5,987    | 2,610 6 1   | ..                | ..      | ..     | ..                | .. 1    | ..      | ..                              | 4,014 18 0  |
| Marong                          | 1,078                         | 78 9 5      | 10 8 3    | 0 1 6    | 0 15 8                       | 1,082    | 2,430    | 1,201 5 6   | ..                | ..      | ..     | ..                | .. 2    | ..      | ..                              | 835 11 0    |
| Leichardt                       | 1,448                         | 135 19 5    | 7 10 9    | 0 1 5    | 0 15 8                       | 3,430    | 3,430    | 1,365 14 6  | ..                | ..      | ..     | ..                | .. 2    | ..      | ..                              | 1,337 12 7  |
| Derry                           | 7,437                         | 1,176 10 7  | 57 19 8   | 15 12 7  | 15 12 7                      | 24,240   | 24,240   | 12,063 14 6 | 18                | 167     | 104    | 13                | 10      | 36      | 1                               | 1,626 0 4   |
| Bridgewater                     | 11,286                        | 2,337 0 6   | 218 12 11 | 18 1 7   | 18 1 7                       | 2,035    | 3,962    | 2,459 14 0  | ..                | ..      | ..     | ..                | .. 3    | ..      | ..                              | 15,250 3 7  |
| Ingledwood                      | 554                           | 68 8 0      | 6 4 8     | 0 3 0    | 0 3 0                        | 2,957    | 1,62     | 813 16 3    | ..                | ..      | ..     | ..                | .. 3    | ..      | ..                              | 5,120 10 5  |
| Knitting                        | 750                           | 101 5 0     | 9 1 5     | 0 3 0    | 0 3 0                        | 2,824    | 117      | 845 6 9     | ..                | ..      | ..     | ..                | .. 2    | ..      | ..                              | 1,142 4 11  |
| Glenalbyn                       | 3,913                         | 1,130 3 0   | 43 6 1    | 4 10 5   | 4 10 5                       | 1,89     | 392      | 1,274 13 8  | ..                | ..      | ..     | ..                | .. 2    | ..      | ..                              | 993 17 5    |
| Wedderburn Junction             | 6,302                         | 1,570 14 1  | 99 4 3    | 4 10 5   | 4 10 5                       | 2,317    | 1,881    | 1,327 7 10  | 12                | 28      | 131    | ..                | .. 4    | ..      | ..                              | 1,458 16 10 |
| Korong Vale                     | 843                           | 178 15 1    | 20 3 3    | 4 12 0   | 4 12 0                       | 2,162    | 622      | 1,309 1 5   | 7                 | 19      | 81     | ..                | .. 4    | ..      | ..                              | 3,548 6 2   |
| Wychitella                      | 1,127                         | 339 5 5     | 27 16 10  | 0 9 0    | 0 9 0                        | 3,046    | 757      | 1,380 16 0  | 3                 | 1       | 117    | ..                | .. 5    | ..      | ..                              | 2,009 7 0   |
| Buckrabanyule                   | 630                           | 155 12 6    | 21 15 1   | 0 9 0    | 0 9 0                        | 1,655    | 385      | 693 9 10    | ..                | ..      | ..     | ..                | .. 4    | ..      | ..                              | 600 17 0    |
| Barrakee                        | 6,131                         | 2,340 17 10 | 269 15 5  | 7 6 0    | 7 6 0                        | 3,741    | 4,805    | 4,242 19 0  | 15                | 44      | 378    | 3                 | 12      | 74      | ..                              | 1,131 1 10  |
| Charlton                        | 590                           | 29 4 11     | 3 18 0    | 0 8 6    | 0 8 6                        | 606      | 344      | 334 15 9    | ..                | ..      | ..     | ..                | .. 1    | ..      | ..                              | 9,280 10 8  |
| Teddywaddy                      | 1,884                         | 358 14 1    | 31 4 3    | 12 10 6  | 12 10 6                      | 1,010    | 978      | 926 15 4    | 6                 | 25      | 96     | ..                | .. 4    | ..      | ..                              | 462 5 10    |
| Glenloch                        | 67                            | 7 4 11      | 163 13 8  | 15 19 11 | 15 19 11                     | 40       | 8        | 21 10 5     | ..                | ..      | ..     | ..                | .. 1    | ..      | ..                              | 2,044 14 5  |
| Fairview                        | 5,782                         | 2,007 17 2  | 103 18 0  | 1 19 7   | 1 19 7                       | 2,799    | 2,815    | 2,306 4 6   | 19                | 77      | 432    | 1                 | 13      | 74      | ..                              | 28 15 4     |
| Dumosa                          | 789                           | 103 18 0    | 52 14 10  | 1 16 0   | 1 16 0                       | 695      | 509      | 503 2 3     | 7                 | ..      | 114    | ..                | .. 3    | ..      | ..                              | 7,327 16 3  |
| Nullawil                        | 1,895                         | 418 5 5     | 10 3 10   | 0 8 6    | 0 8 6                        | 2,024    | 980      | 1,256 2 0   | ..                | ..      | 159    | ..                | .. 5    | ..      | ..                              | 1,584 5 8   |
| Warne                           | 48                            | 20 5 8      | 10 3 10   | 0 8 6    | 0 8 6                        | 687      | 163      | 448 9 11    | ..                | ..      | 41     | ..                | .. 6    | ..      | ..                              | 2,737 3 9   |
| Culgoa                          | 2,660                         | 793 3 6     | 119 1 10  | 13 2 5   | 13 2 5                       | 1,800    | 1,412    | 1,186 0 11  | 13                | ..      | 105    | 2                 | .. 5    | ..      | ..                              | 839 1 7     |
| Berrillillock                   | 1,373                         | 613 0 10    | 44 17 5   | 4 6 3    | 4 6 3                        | 3,636    | 1,833    | 2,331 19 4  | ..                | ..      | 186    | ..                | .. 2    | ..      | ..                              | 1,632 2 11  |
| Boigheat                        | 83                            | 49 5 1      | 5 18 11   | 5 18 11  | 5 18 11                      | 1,405    | 240      | 797 7 5     | ..                | ..      | ..     | ..                | .. 2    | ..      | ..                              | 4,411 2 4   |
| Sea Lake                        | 2,692                         | 1,513 10 11 | 147 15 2  | 24 6 8   | 24 6 8                       | 5,783    | 2,712    | 3,370 12 4  | 14                | 14      | 202    | 3                 | 13      | 43      | ..                              | 852 11 5    |
| NANDALY LINE.                   |                               |             |           |          |                              |          |          |             |                   |         |        |                   |         |         |                                 |             |
| Ninda                           | 25                            | 0 17 10     | 0 13 7    | ..       | ..                           | 1,109    | 271      | 633 10 11   | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | 635 2 4     |
| Nyarrin                         | 82                            | 6 0 0       | 2 4 9     | 1 11 3   | 1 11 3                       | 1,084    | 509      | 651 11 10   | 1                 | ..      | ..     | ..                | ..      | ..      | ..                              | 662 4 1     |
| Nandaly                         | 1,433                         | 448 10 2    | 26 6 0    | ..       | ..                           | 3,171    | 2,905    | 2,189 2 8   | 5                 | 2       | 21     | 3                 | ..      | ..      | ..                              | 2,900 1 8   |
| NANDALY-KULWIN LINE.            |                               |             |           |          |                              |          |          |             |                   |         |        |                   |         |         |                                 |             |
| Pier Millan                     | 39                            | 4 16 7      | ..        | 0 6 0    | 0 6 0                        | 370      | 406      | 232 7 5     | ..                | ..      | ..     | 1                 | ..      | 1       | ..                              | 243 3 0     |
| Mittyack                        | 153                           | 23 8 10     | ..        | ..       | ..                           | 351      | 2,404    | 211 3 11    | 6                 | ..      | ..     | ..                | .. 7    | ..      | ..                              | 240 4 4     |
| *Leffpar                        | ..                            | ..          | ..        | ..       | ..                           | ..       | 81       | ..          | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..          |
| *Kulwin                         | ..                            | ..          | ..        | ..       | ..                           | 14       | 238      | 11 3 9      | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | 11 3 9      |
| WEDDERBURN LINE.                |                               |             |           |          |                              |          |          |             |                   |         |        |                   |         |         |                                 |             |
| Wedderburn                      | 2,569                         | 486 3 10    | 67 10 8   | 4 13 1   | 4 13 1                       | 8,790    | 2,181    | 4,475 14 2  | 7                 | 25      | 140    | 2                 | 5       | 32      | ..                              | 467 6 4     |
| KORONG VALE-CHILLINGOLLAH LINE. |                               |             |           |          |                              |          |          |             |                   |         |        |                   |         |         |                                 |             |
| Borong                          | 1,310                         | 233 2 10    | 35 17 4   | 0 19 9   | 0 19 9                       | 2,367    | 809      | 1,438 5 8   | 2                 | 4       | 61     | 6                 | 1       | 11      | 1                               | 293 14 5    |
| Mysla                           | 1,204                         | 342 16 1    | 25 14 9   | 1 2 3    | 1 2 3                        | 1,423    | 686      | 1,245 8 4   | ..                | ..      | ..     | ..                | .. 2    | ..      | ..                              | 1,253 15 2  |
| Boort                           | 5,308                         | 2,138 15 9  | 244 8 8   | 10 19 10 | 10 19 10                     | 6,077    | 3,776    | 4,102 15 7  | 17                | 98      | 175    | 15                | 24      | 13      | ..                              | 2,868 16 7  |
| Barraport                       | 1,407                         | 199 18 8    | 8 5 2     | 1 6 5    | 1 6 5                        | 3,058    | 818      | 1,685 10 10 | ..                | ..      | ..     | ..                | .. 3    | ..      | ..                              | 9,954 15 3  |
| Redgwin                         | 1,389                         | 172 7 9     | 5 18 9    | 0 2 0    | 0 2 0                        | 982      | 269      | 538 6 9     | ..                | ..      | ..     | ..                | .. 3    | ..      | ..                              | 3,457 15 5  |

|                           |        |            |          |          |             |      |     |       |    |    |     |     |    |    |             |             |
|---------------------------|--------|------------|----------|----------|-------------|------|-----|-------|----|----|-----|-----|----|----|-------------|-------------|
| Oakvale                   | 357    | 85 15 0    | 3 3 3    | 3 3 3    | 682 10 6    | 1 12 | 33  | 310   | 7  | 3  | 1   | 20  | 1  | 0  | 2,088 4 1   | 755 10 9    |
| Quambatook                | 4,124  | 1,310 11 9 | 3 1 0    | 3 1 0    | 2,071 4 0   | 12   | 33  | 310   | 7  | 3  | 1   | 20  | 1  | 0  | 2,088 4 1   | 755 10 9    |
| Canby                     | 582    | 111 1 8    | 0 16 0   | 0 16 0   | 724 7 11    | 8    | 40  | 25    | 7  | 1  | 3   | 8   | 3  | 0  | 258 4 1     | 3,566 0 3   |
| Laurel                    | 2,475  | 792 15 9   | 2 8 6    | 2 8 6    | 1,973 7 10  | 11   | 40  | 136   | 7  | 1  | 3   | 8   | 3  | 0  | 1,210 14 8  | 1,120 15 10 |
| Meatham                   | 775    | 209 1 1    | 4 2 7    | 4 2 7    | 1,211 13 5  | 14   | 38  | 146   | 6  | 4  | 1   | 46  | 1  | 4  | 1,258 8 5   | 4,984 5 4   |
| Uthman                    | 3,198  | 1,196 18 3 | 0 13 0   | 0 13 0   | 1,892 13 10 | 1    | 38  | 146   | 6  | 4  | 1   | 46  | 1  | 4  | 1,258 8 5   | 4,984 5 4   |
| Gowan                     | 78     | 23 0 1     | 0 13 0   | 0 13 0   | 759 19 4    | 1    | 1   | 31    | 5  | 1  | 1   | 6   | 1  | 1  | 235 10 9    | 784 16 11   |
| Walfchle                  | 949    | 339 16 4   | 1 3 3    | 1 3 3    | 1,145 17 0  | 2    | 15  | 10    | 3  | 1  | 1   | 12  | 1  | 1  | 159 8 6     | 1,700 9 5   |
| Chilmezzellah             | 1,723  | 840 1 0    | 15 3 3   | 15 3 3   | 655 11 3    | 2    | 15  | 10    | 3  | 1  | 1   | 12  | 1  | 1  | 159 8 6     | 1,700 9 5   |
| MANANGATANG LINE.         |        |            |          |          |             |      |     |       |    |    |     |     |    |    |             |             |
| Chinkapook                | 462    | 22 10 8    | 0 7 8    | 0 7 8    | 514 12 3    | 2    | 6   | 2     | 6  | 3  | 1   | 3   | 1  | 4  | 15 4 6      | 574 1 4     |
| Coomba                    | 295    | 19 17 3    | 0 6 6    | 0 6 6    | 248 8 8     | 21   | 6   | 1     | 6  | 3  | 1   | 3   | 1  | 4  | 152 11 9    | 282 8 0     |
| Manangatang               | 1,437  | 1,014 4 3  | 0 6 6    | 0 6 6    | 1,080 10 9  | 21   | 6   | 1     | 6  | 3  | 1   | 3   | 1  | 4  | 152 11 9    | 2,331 13 2  |
| SWAN HILL LINE.           |        |            |          |          |             |      |     |       |    |    |     |     |    |    |             |             |
| Myer's Flat               | 711    | 16 0 6     | 0 1 0    | 0 1 0    | 401 3 6     | 1    | 1   | 1     | 1  | 1  | 1   | 1   | 1  | 1  | 1           | 18 3 3      |
| Woodvale                  | 484    | 29 1 2     | 0 6 0    | 0 6 0    | 1,038 6 1   | 1    | 1   | 1     | 1  | 1  | 1   | 1   | 1  | 1  | 1           | 18 3 3      |
| Seaboard                  | 2,163  | 186 14 9   | 0 15 0   | 0 15 0   | 2,804 5 0   | 11   | 1   | 134   | 1  | 1  | 1   | 1   | 1  | 1  | 441 13 8    | 1,238 12 5  |
| Raywood                   | 4,696  | 608 19 4   | 6 11 5   | 6 11 5   | 948 14 7    | 11   | 1   | 105   | 21 | 6  | 1   | 37  | 1  | 6  | 201 8 10    | 3,903 7 5   |
| Tandarra                  | 2,712  | 412 5 10   | 13 16 1  | 13 16 1  | 1,130 0 10  | 19   | 215 | 185   | 21 | 6  | 1   | 37  | 1  | 6  | 892 3 0     | 2,749 17 19 |
| Dungee                    | 3,916  | 674 17 11  | 8 0 2    | 8 0 2    | 1,937 18 5  | 7    | 215 | 264   | 9  | 4  | 8   | 139 | 1  | 1  | 662 17 10   | 3,032 16 3  |
| Prairie                   | 3,044  | 591 4 4    | 9 18 10  | 9 18 10  | 1,731 10 11 | 11   | 328 | 264   | 9  | 4  | 8   | 139 | 1  | 1  | 2,170 12 7  | 3,372 17 19 |
| Muraro                    | 4,963  | 1,120 13 3 | 4 4 3    | 4 4 3    | 2,713 4 53  | 45   | 345 | 149   | 13 | 1  | 1   | 31  | 3  | 3  | 384 11 11   | 2,002 14 7  |
| Belloga                   | 1,864  | 434 12 9   | 0 9 3    | 0 9 3    | 2,654 12 5  | 1    | 345 | 237   | 13 | 1  | 1   | 31  | 3  | 3  | 2,002 14 7  | 2,357 3 0   |
| Pyramid                   | 6,151  | 1,854 9 7  | 0 18 2   | 0 18 2   | 2,647 1 5   | 16   | 376 | 203   | 12 | 1  | 1   | 18  | 1  | 1  | 3,245 17 7  | 3,336 1 1   |
| Murcha                    | 908    | 238 8 11   | 0 1 9    | 0 1 9    | 1,110 10 7  | 12   | 1   | 50    | 29 | 1  | 1   | 36  | 1  | 1  | 425 3 7     | 840 8 3     |
| Macorna                   | 2,986  | 917 1 3    | 0 1 9    | 0 1 9    | 262 8 11    | 37   | 404 | 138   | 65 | 39 | 385 | 263 | 65 | 39 | 14,767 0 6  | 36,312 12 0 |
| Fraser                    | 869    | 127 8 6    | 120 18 2 | 120 18 2 | 11,226 18 9 | 37   | 404 | 138   | 65 | 39 | 385 | 263 | 65 | 39 | 14,767 0 6  | 36,312 12 0 |
| South Keenag              | 12     | 9,480 6 6  | 717 8 4  | 717 8 4  | 11,226 18 9 | 37   | 404 | 138   | 65 | 39 | 385 | 263 | 65 | 39 | 14,767 0 6  | 36,312 12 0 |
| Keenag                    | 19,803 | 13 6 10    | 9 14 0   | 9 14 0   | 173 7 3     | 25   | 104 | 207   | 3  | 1  | 1   | 13  | 1  | 1  | 1,803 11 10 | 3,783 12 3  |
| Farley                    | 276    | 223 1 6    | 4 14 8   | 4 14 8   | 1,717 19 11 | 25   | 104 | 207   | 3  | 1  | 1   | 13  | 1  | 1  | 1,803 11 10 | 3,783 12 3  |
| Laure Charm               | 3,901  | 299 1 5    | 0 13 0   | 0 13 0   | 1,717 19 11 | 25   | 104 | 207   | 3  | 1  | 1   | 13  | 1  | 1  | 1,803 11 10 | 3,783 12 3  |
| Myrtle Park               | 3,818  | 308 3 10   | 0 13 0   | 0 13 0   | 1,717 19 11 | 25   | 104 | 207   | 3  | 1  | 1   | 13  | 1  | 1  | 1,803 11 10 | 3,783 12 3  |
| Tresco                    | 1,194  | 1,121 17 9 | 1 15 1   | 1 15 1   | 985 7 4     | 6    | 2   | 207   | 10 | 8  | 3   | 19  | 2  | 2  | 1,241 5 4   | 3,478 3 7   |
| Lake Boga                 | 3,818  | 1,121 17 9 | 1 15 1   | 1 15 1   | 985 7 4     | 6    | 2   | 207   | 10 | 8  | 3   | 19  | 2  | 2  | 1,241 5 4   | 3,478 3 7   |
| Swan Hill                 | 15,965 | 8,368 10 7 | 97 2 6   | 97 2 6   | 5,801 4 11  | 54   | 895 | 2,069 | 64 | 25 | 33  | 61  | 26 | 33 | 20,085 19 6 | 35,739 1 3  |
| SWAN HILL-PYANGIL LINE.   |        |            |          |          |             |      |     |       |    |    |     |     |    |    |             |             |
| Woorhen                   | 254    | 85 3 1     | 2 13 10  | 2 13 10  | 163 18 0    | 1    | 1   | 37    | 3  | 1  | 3   | 8   | 1  | 1  | 299 19 0    | 255 8 3     |
| Wura                      | 575    | 82 16 0    | 0 8 3    | 0 8 3    | 228 7 5     | 3    | 10  | 105   | 3  | 1  | 3   | 8   | 1  | 1  | 780 18 8    | 611 10 10   |
| Wah                       | 4,015  | 1,129 12 4 | 4 18 6   | 4 18 6   | 2,095 0 10  | 23   | 10  | 105   | 3  | 1  | 3   | 8   | 1  | 1  | 780 18 8    | 4,102 0 11  |
| Wah                       | 1,309  | 178 5 1    | 1 15 1   | 1 15 1   | 373 9 0     | 1    | 240 | 359   | 26 | 33 | 33  | 29  | 1  | 1  | 6,030 6 2   | 3,388 17 2  |
| Pyangil                   | 4,820  | 1,460 18 1 | 4 18 6   | 4 18 6   | 1,375 2 6   | 23   | 240 | 359   | 26 | 33 | 33  | 29  | 1  | 1  | 6,030 6 2   | 8,988 6 10  |
| PYANGIL-KOOLBOONONG LINE. |        |            |          |          |             |      |     |       |    |    |     |     |    |    |             |             |
| *Coonmur                  | 6      | 0 18 0     | 4 15 11  | 4 15 11  | 104 1 2     | 1    | 1   | 1     | 1  | 1  | 1   | 1   | 1  | 1  | 1           | 104 15 1    |
| *Nalya                    | 8      | 0 8 0      | 0 7 9    | 0 7 9    | 6 6 7       | 1    | 1   | 1     | 1  | 1  | 1   | 1   | 1  | 1  | 1           | 6 15 3      |
| *Koolboonong              | 48     | 8 14 6     | 0 7 9    | 0 7 9    | 79 7 11     | 1    | 1   | 1     | 1  | 1  | 1   | 1   | 1  | 1  | 1           | 88 10 2     |
| COOLUNA LINE.             |        |            |          |          |             |      |     |       |    |    |     |     |    |    |             |             |
| Hunter                    | 292    | 46 19 4    | 1 9 11   | 1 9 11   | 1,022 2 8   | 21   | 23  | 16    | 3  | 1  | 1   | 3   | 1  | 1  | 28 4 2      | 1,102 2 1   |
| Warrigumba                | 627    | 135 10 2   | 4 11 3   | 4 11 3   | 795 0 4     | 21   | 23  | 125   | 3  | 1  | 1   | 3   | 1  | 1  | 486 9 6     | 1,309 16 7  |
| McColl                    | 331    | 91 15 11   | 0 9 1    | 0 9 1    | 1,553 1 4   | 21   | 113 | 315   | 40 | 7  | 25  | 85  | 3  | 3  | 1,321 1 10  | 3,586 5 9   |
| Warrigumba                | 1,917  | 608 9 8    | 4 6 9    | 4 6 9    | 1,553 1 4   | 21   | 113 | 315   | 40 | 7  | 25  | 85  | 3  | 3  | 1,321 1 10  | 3,586 5 9   |
| Koota                     | 348    | 133 4 9    | 0 4 8    | 0 4 8    | 1,218 7 11  | 21   | 113 | 315   | 40 | 7  | 25  | 85  | 3  | 3  | 391 19 7    | 1,750 15 0  |
| Kyemery                   | 124    | 36 13 3    | 0 4 8    | 0 4 8    | 419 5 1     | 4    | 33  | 58    | 4  | 1  | 1   | 10  | 1  | 1  | 270 15 10   | 721 13 0    |
| Pyangil                   | 316    | 110 18 5   | 0 4 8    | 0 4 8    | 190 0 5     | 4    | 33  | 58    | 4  | 1  | 1   | 10  | 1  | 1  | 509 4 4     | 816 6 1     |
| Warrigumba                | 1,916  | 888 13 3   | 5 5 9    | 5 5 9    | 932 14 10   | 6    | 65  | 72    | 1  | 1  | 1   | 14  | 1  | 1  | 650 18 10   | 2,555 5 7   |
| Warrigumba                | 1,739  | 728 10 9   | 10 19 4  | 10 19 4  | 1,101 6 11  | 2    | 127 | 66    | 21 | 1  | 1   | 3   | 3  | 3  | 816 8 4     | 2,694 11 9  |
| Warrigumba                | 660    | 321 9 1    | 1 5 6    | 1 5 6    | 512 1 1     | 6    | 153 | 253   | 6  | 11 | 15  | 24  | 4  | 4  | 845 3 3     | 845 3 3     |
| Warrigumba                | 3,385  | 4,793 5 10 | 12 16 8  | 12 16 8  | 4,366 16 2  | 6    | 153 | 253   | 6  | 11 | 15  | 24  | 4  | 4  | 845 3 3     | 8,851 7 1   |



|                             |        |        |    |    |    |       |    |    |     |    |    |        |        |        |    |    |    |     |     |    |    |    |     |    |    |       |    |        |    |    |    |
|-----------------------------|--------|--------|----|----|----|-------|----|----|-----|----|----|--------|--------|--------|----|----|----|-----|-----|----|----|----|-----|----|----|-------|----|--------|----|----|----|
| Salisbury                   | 400    | 41     | 12 | 6  | 6  | 6     | 17 | 9  | 3   | 19 | 11 | 802    | 205    | 488    | 17 | 5  | 2  | 61  | 316 | 11 | 15 | 17 | 132 | 3  | 0  | 19    | 3  | 542    | 6  | 10 |    |
| Nhill                       | 12,891 | 5,113  | 16 | 2  | 2  | 340   | 0  | 3  | 33  | 5  | 8  | 19,422 | 23,235 | 14,381 | 12 | 5  | 48 | ..  | ..  | .. | .. | .. | ..  | .. | .. | 2,154 | 11 | 22,023 | 4  | 7  |    |
| Tarangannille               | 295    | 13     | 3  | 7  | 7  | 13    | 3  | 7  | 1   | 12 | 1  | 1,238  | 348    | 207    | 19 | 4  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | 23    | 12 | 311    | 6  | 7  |    |
| Diapur                      | 1,883  | 214    | 16 | 7  | 7  | 9     | 11 | 11 | 0   | 3  | 2  | 3,321  | 451    | 685    | 10 | 4  | 1  | ..  | ..  | .. | .. | .. | ..  | .. | .. | 102   | 16 | 911    | 15 | 2  |    |
| Miran                       | 1,428  | 114    | 1  | 3  | 8  | 16    | 11 | 11 | 0   | 6  | 8  | 2,548  | 999    | 1,815  | 0  | 4  | 4  | ..  | ..  | .. | .. | .. | ..  | .. | .. | 301   | 10 | 2,109  | 4  | 1  |    |
| Kaniva                      | 5,938  | 1,807  | 13 | 0  | 8  | 8     | 11 | 3  | 8   | 8  | 11 | 4,046  | 4,046  | 2,046  | 6  | 10 | 12 | 12  | 31  | .. | .. | .. | ..  | .. | .. | 40    | 2  | 3,346  | 4  | 1  |    |
| Lillimur                    | 1,090  | 128    | 14 | 0  | 1  | 82    | 1  | 9  | 15  | 5  | 0  | 4,910  | 4,317  | 2,290  | 4  | 11 | 1  | ..  | ..  | .. | .. | .. | ..  | .. | .. | 40    | 2  | 2,482  | 18 | 3  |    |
| Serviceeton                 | 7,857  | 3,203  | 16 | 0  | 0  | 27    | 3  | 1  | 14  | 15 | 0  | 3,255  | 1,171  | 2,079  | 13 | 1  | 5  | 2   | 53  | .. | .. | .. | ..  | .. | .. | 123   | 5  | 3,448  | 12 | 9  |    |
| BUNINYONG LINE.             |        |        |    |    |    |       |    |    |     |    |    |        |        |        |    |    |    |     |     |    |    |    |     |    |    |       |    |        |    |    |    |
| Eureka                      | 2,583  | 39     | 7  | 4  | 4  | ..    | .. | .. | ..  | .. | .. | 6,051  | 7,019  | 4,341  | 1  | 0  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | 4,380  | 8  | 4  |    |
| York-street                 | 2,117  | 20     | 15 | 7  | 7  | ..    | .. | .. | ..  | .. | .. | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | 20     | 15 | 7  |    |
| Levy                        | 4,529  | 43     | 7  | 3  | 3  | ..    | .. | .. | ..  | .. | .. | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | 43     | 7  | 7  |    |
| Canadian                    | 8,856  | 87     | 7  | 3  | 3  | ..    | .. | .. | ..  | .. | .. | 1,080  | 3,281  | 1,288  | 8  | 11 | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | 1,375  | 16 | 10 |    |
| Mount Clear                 | 1,490  | 19     | 0  | 11 | 11 | ..    | .. | .. | ..  | .. | .. | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | 19     | 0  | 11 |    |
| Reid                        | 2,003  | 32     | 13 | 9  | 9  | ..    | .. | .. | ..  | .. | .. | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | 32     | 13 | 9  |    |
| Mount Helen                 | 1,442  | 27     | 10 | 3  | 3  | ..    | .. | .. | ..  | .. | .. | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | 27     | 10 | 3  |    |
| Buninyong                   | 69,544 | 1,519  | 5  | 5  | 5  | 85    | 14 | 2  | 4   | 6  | 2  | 3,043  | 2,897  | 2,059  | 13 | 2  | .. | 1   | ..  | .. | .. | .. | ..  | .. | .. | 1     | 2  | 4,270  | 0  | 11 |    |
| BALLARAT-IRREWARRA LINE.    |        |        |    |    |    |       |    |    |     |    |    |        |        |        |    |    |    |     |     |    |    |    |     |    |    |       |    |        |    |    |    |
| Cardigan                    | 925    | 25     | 3  | 11 | 11 | 2     | 13 | 10 | 0   | 2  | 11 | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Kojale                      | 328    | 11     | 10 | 0  | 8  | 8     | 10 | 7  | 0   | 4  | 1  | 280    | 191    | 148    | 8  | 1  | 4  | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Haddon                      | 2,226  | 81     | 5  | 6  | 6  | 9     | 15 | 0  | 0   | 4  | 1  | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Nindbrook                   | 2,262  | 4      | 11 | 7  | 7  | 4     | 11 | 7  | ..  | .. | .. | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Snydesdale                  | 10,173 | 522    | 0  | 5  | 5  | 46    | 3  | 2  | 0   | 4  | 9  | 919    | 271    | 418    | 10 | 3  | 1  | 1   | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Scarsdale                   | 5,548  | 272    | 13 | 2  | 2  | 19    | 4  | 7  | 0   | 1  | 3  | 8,769  | 205    | 1,749  | 13 | 3  | .. | 1   | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Newtown                     | 9,285  | 587    | 14 | 2  | 6  | 26    | 6  | 0  | 2   | 6  | 8  | 1,283  | 274    | 343    | 9  | 1  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Berringa                    | 7,715  | 131    | 4  | 6  | 6  | 16    | 6  | 0  | 0   | 13 | 6  | 1,101  | 233    | 339    | 1  | 0  | .. | 3   | 18  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Mararoona                   | 2,909  | 202    | 7  | 4  | 4  | 24    | 4  | 7  | 0   | 6  | 10 | 1,359  | 594    | 1,204  | 2  | 0  | 6  | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Barbrook                    | 1,754  | 303    | 17 | 11 | 11 | 27    | 1  | 2  | 0   | 10 | 7  | 2,977  | 751    | 507    | 3  | 0  | .. | 15  | 43  | 10 | 13 | 11 | 26  | 1  | .. | ..    | .. | ..     | .. | .. |    |
| Rokewood                    | 1,876  | 150    | 16 | 3  | 3  | 10    | 17 | 2  | 0   | 17 | 2  | 2,886  | 625    | 1,366  | 2  | 4  | 1  | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Werneth                     | 1,366  | 130    | 16 | 6  | 6  | 80    | 1  | 4  | 0   | 11 | 1  | 2,384  | 1,561  | 2,651  | 13 | 1  | 4  | 10  | 93  | 11 | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Cressy                      | 7,139  | 189    | 2  | 8  | 8  | 109   | 2  | 5  | 0   | 12 | 2  | 5,569  | 2,884  | 1,697  | 13 | 4  | 1  | 5   | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Barbulla                    | 1,213  | 53     | 18 | 10 | 10 | 131   | 16 | 5  | 6   | 4  | 6  | 3,890  | 1,480  | 2,327  | 8  | 7  | .. | 59  | 254 | 54 | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. |    |
| Beac                        | 3,471  | 781    | 18 | 10 | 10 | 7     | 11 | 11 | 0   | 0  | 9  | 2,931  | 4,724  | 1,939  | 4  | 3  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Ondit..                     | 567    | 24     | 14 | 6  | 6  | 7     | 11 | 11 | 0   | 0  | 9  | 2,734  | 1,220  | 1,499  | 4  | 3  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| LINTON LINE.                |        |        |    |    |    |       |    |    |     |    |    |        |        |        |    |    |    |     |     |    |    |    |     |    |    |       |    |        |    |    |    |
| Happy Valley                | 383    | 38     | 16 | 0  | 0  | 74    | 13 | 8  | 1   | 11 | 10 | 6,175  | 1,282  | 1,645  | 17 | 10 | 8  | 10  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Linton                      | 12,132 | 875    | 2  | 9  | 9  | ..    | .. | .. | ..  | .. | .. | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| LINTON-SKIPTON LINE.        |        |        |    |    |    |       |    |    |     |    |    |        |        |        |    |    |    |     |     |    |    |    |     |    |    |       |    |        |    |    |    |
| Pittong                     | 524    | 64     | 0  | 2  | 2  | 2     | 0  | 2  | 3   | 6  | 0  | 310    | 98     | 141    | 5  | 2  | 1  | 47  | 54  | 1  | 1  | 3  | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Skipton                     | 5,346  | 905    | 8  | 9  | 9  | 93    | 13 | 4  | ..  | .. | .. | 3,019  | 1,332  | 2,417  | 7  | 5  | 9  | ..  | 125 | 15 | 7  | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| PORTLAND LINE.              |        |        |    |    |    |       |    |    |     |    |    |        |        |        |    |    |    |     |     |    |    |    |     |    |    |       |    |        |    |    |    |
| Langi Logan                 | 4,234  | 185    | 18 | 2  | 2  | 11    | 5  | 4  | 0   | 3  | 3  | 2,048  | 2,768  | 1,269  | 9  | 8  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| South Langi Logan Siding    | 414    | 60     | 18 | 1  | 1  | ..    | .. | .. | ..  | .. | .. | 3,142  | 14,788 | 5,445  | 10 | 9  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| *Country Roads Board Siding | 2,804  | 314    | 3  | 9  | 9  | 49    | 10 | 8  | 1   | 14 | 9  | 620    | 635    | 1,284  | 11 | 11 | 4  | 13  | 136 | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Mararoona                   | 2      | 0      | 3  | 0  | 0  | ..    | .. | .. | ..  | .. | .. | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Calvert Siding              | 6,157  | 1,648  | 4  | 8  | 8  | 160   | 6  | 6  | 13  | 0  | 11 | 6,564  | 3,123  | 4,635  | 15 | 6  | 8  | 28  | 361 | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Willaura                    | 902    | 102    | 13 | 8  | 8  | 6     | 14 | 6  | 0   | 15 | 9  | 1,345  | 366    | 1,966  | 16 | 11 | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Stavely                     | 4,686  | 995    | 12 | 7  | 7  | 81    | 10 | 2  | 6   | 10 | 10 | 3,283  | ..     | 1,368  | 12 | 1  | .. | 39  | 94  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Glen Thompson               | 7,149  | 1,499  | 0  | 9  | 9  | 9     | 13 | 9  | 8   | 13 | 10 | 1,210  | 1,178  | 1,387  | 5  | 4  | 11 | 32  | 319 | 1  | 13 | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Dunkeld                     | 247    | 24     | 1  | 8  | 8  | 2     | 18 | 8  | ..  | .. | .. | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Mountjup                    | 625    | 33     | 19 | 7  | 7  | 9     | 5  | 6  | ..  | .. | .. | 693    | 253    | 606    | 12 | 1  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Strathkellar                | 43,191 | 14,220 | 12 | 2  | 2  | 1,330 | 18 | 0  | 250 | 17 | 0  | 13,587 | 16,521 | 11,042 | 15 | 10 | .. | 268 | 844 | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Hamilton                    | 7,869  | 1,242  | 14 | 4  | 4  | 72    | 0  | 4  | 4   | 12 | 6  | 588    | 1,118  | 892    | 12 | 7  | .. | 369 | 113 | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Bransholme                  | 4,751  | 823    | 13 | 0  | 0  | 35    | 13 | 5  | 3   | 11 | 3  | 713    | 691    | 927    | 19 | 3  | 1  | ..  | 96  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Condah                      | 1,676  | 165    | 3  | 8  | 8  | 0     | 1  | 6  | 0   | 1  | 6  | 252    | 280    | 213    | 1  | 5  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Myanyn                      | 1,370  | 126    | 17 | 9  | 9  | 6     | 7  | 5  | 0   | 7  | 0  | 1,706  | 106    | 534    | 14 | 5  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Milltown                    | 11,889 | 1,963  | 4  | 3  | 3  | 123   | 16 | 5  | 7   | 8  | 10 | 2,234  | 1,330  | 1,198  | 2  | 10 | .. | 77  | 161 | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Heywood                     | 181    | 12     | 6  | 2  | 2  | 0     | 2  | 10 | ..  | .. | .. | 561    | 71     | 219    | 17 | 1  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Heathmere                   | 315    | 16     | 9  | 7  | 7  | 0     | 4  | 7  | ..  | .. | .. | 1,275  | 111    | 701    | 5  | 7  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Gore                        | 1,821  | 377    | 16 | 7  | 7  | 12    | 8  | 10 | 0   | 12 | 0  | 651    | 118    | 406    | 3  | 1  | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Portland North              | 10,559 | 4,021  | 15 | 8  | 8  | 915   | 13 | 8  | 20  | 18 | 8  | 5,861  | 5,821  | 7,293  | 7  | 6  | 8  | 9   | 25  | 14 | 19 | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |
| Portland                    | ..     | ..     | .. | .. | .. | ..    | .. | .. | ..  | .. | .. | ..     | ..     | ..     | .. | .. | .. | ..  | ..  | .. | .. | .. | ..  | .. | .. | ..    | .. | ..     | .. | .. | .. |

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. | Revenue.                     | Tons.  | Tons.    | Number of Trucks. |             |        | Number of Trucks. |          |         | Revenue. |                                 |              |
|                           |                               |            |           |          |                              |        |          | Horses.           | Cattle.     | Sheep. | Pigs.             | Horses.  | Cattle. |          |                                 | Sheep.       |
| HAMILTON—CAVENDISH LINE.  |                               |            |           |          |                              |        |          |                   |             |        |                   |          |         |          |                                 |              |
| Kanawalla                 | 1                             | 1 1 2      | £ s. d.   | £ s. d.  | £ s. d.                      | 120    | 29       | £ s. d.           | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | £ s. d.      |
| Kyup..                    | 1                             | 0 2 2      | ..        | ..       | ..                           | 195    | 72       | ..                | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 72 11 5      |
| Cavendish                 | 907                           | 155 7 11   | 29 17 8   | 0 5 0    | 0 5 0                        | 4,989  | 3,002    | 3,546 13 10       | 1           | 6      | 86                | ..       | 1       | 7        | 44                              | 178 13 10    |
| COLEBAINE LINE.           |                               |            |           |          |                              |        |          |                   |             |        |                   |          |         |          |                                 |              |
| Bochara                   | 5                             | 1 19 6     | 6 11 3    | ..       | 74 13 8                      | 110    | 2        | ..                | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 83 4 5       |
| Wannon                    | 1,113                         | 86 11 0    | 13 8 10   | 0 12 0   | 344 1 3                      | 171    | 180      | 344 1 3           | ..          | 1      | ..                | ..       | ..      | ..       | ..                              | 456 14 0     |
| Gritjuck                  | 146                           | 12 13 5    | 2 11 0    | ..       | 4 4 5                        | 260    | 7        | ..                | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 19 9 10      |
| Coleraine                 | 7,509                         | 2,181 6 3  | 163 9 4   | 25 12 8  | 5,034 10 4                   | 3,938  | 3,233    | 5,034 10 4        | 20          | 276    | 495               | 55       | 14      | 53       | 205                             | 12,325 18 5  |
| CASTERTON LINE.           |                               |            |           |          |                              |        |          |                   |             |        |                   |          |         |          |                                 |              |
| Makite                    | 3                             | 0 3 6      | 14 18 7   | ..       | 544 3 6                      | ..     | ..       | 544 3 6           | ..          | 77     | 99                | ..       | ..      | 4        | 18                              | 0 3 6        |
| Grassdale                 | 1,554                         | 306 3 4    | 87 18 3   | 3 17 1   | 1,079 5 0                    | 256    | 673      | 1,079 5 0         | 6           | 62     | 122               | 9        | 6       | 32       | 8                               | 1,957 9 6    |
| Merino                    | 5,347                         | 1,190 1 3  | 20 9 0    | 0 11 11  | 733 9 8                      | 784    | 2,851    | 733 9 8           | 2           | 62     | 122               | ..       | ..      | 2        | 2                               | 3,146 7 1    |
| Henty                     | 1,024                         | 219 0 9    | 26 16 8   | 70 9 3   | 818 4 8                      | 623    | 302      | 818 4 8           | 6           | 107    | 190               | 2        | 10      | 10       | 63                              | 2,401 3 11   |
| Sandford                  | 3,823                         | 592 16 9   | 298 10 3  | 118 17 9 | 8,418 7 2                    | 752    | 302      | 8,418 7 2         | 13          | 2      | 2                 | 57       | 5       | 5        | ..                              | 5,819 8 2    |
| Casterton                 | 9,332                         | 3,771 1 11 | ..        | ..       | ..                           | 8,230  | 4,308    | ..                | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 12,990 12 11 |
| HEYWOOD—MT. GAMBIER LINE. |                               |            |           |          |                              |        |          |                   |             |        |                   |          |         |          |                                 |              |
| Lyons                     | 442                           | 62 2 11    | 2 13 7    | ..       | 229 14 8                     | 670    | 47       | 229 14 8          | ..          | ..     | ..                | ..       | 1       | ..       | 1                               | 294 11 2     |
| Greenwald                 | 1,076                         | 155 17 9   | 4 14 2    | 0 3 8    | 888 14 6                     | 2,363  | 234      | 888 14 6          | ..          | ..     | ..                | ..       | ..      | 1        | 2                               | 1,051 5 1    |
| Winnap                    | 928                           | 193 7 3    | 6 4 1     | ..       | 1,149 14 6                   | 2,825  | 331      | 1,149 14 6        | ..          | 1      | 10                | ..       | ..      | 1        | 3                               | 1,383 11 10  |
| Dartmoor                  | 2,058                         | 372 19 5   | 19 4 2    | 0 18 6   | 516 16 3                     | 974    | 361      | 516 16 3          | ..          | 5      | 28                | 1        | 2       | ..       | 5                               | 1,051 3 1    |
| Marp                      | 244                           | 29 10 4    | 0 3 10    | 0 7 6    | 58 2 0                       | 41     | 19       | 58 2 0            | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 87 16 9      |
| Malanganee                | 311                           | 53 0 0     | 0 18 2    | 0 7 6    | 253 4 3                      | 344    | 113      | 253 4 3           | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 307 9 11     |
| Rennick                   | 470                           | 161 5 11   | ..        | ..       | 56 19 6                      | 44     | 11       | 56 19 6           | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 218 5 5      |
| GRAMPIANS LINE.           |                               |            |           |          |                              |        |          |                   |             |        |                   |          |         |          |                                 |              |
| Fyan's Creek              | ..                            | ..         | ..        | ..       | 94 7 5                       | 414    | 20       | 94 7 5            | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 94 7 5       |
| Grampians                 | ..                            | ..         | ..        | ..       | 90 6 6                       | 307    | ..       | 90 6 6            | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 90 6 6       |
| MARNOO LINE.              |                               |            |           |          |                              |        |          |                   |             |        |                   |          |         |          |                                 |              |
| Jackson                   | ..                            | ..         | ..        | ..       | 409 3 10                     | 1,124  | 182      | 409 3 10          | ..          | ..     | ..                | ..       | 8       | ..       | ..                              | 409 3 10     |
| Rupanyup                  | 5,206                         | 1,357 14 9 | 88 0 11   | 2 18 2   | 5,502 12 9                   | 8,986  | 5,601    | 5,502 12 9        | 9           | 12     | 150               | 5        | 8       | 5        | 37                              | 7,834 16 6   |
| Burrup                    | 121                           | 38 0 9     | 0 11 1    | ..       | 827 6 11                     | 1,391  | 235      | 827 6 11          | ..          | 2      | ..                | ..       | 1       | 2        | ..                              | 837 3 6      |
| Banyena                   | 385                           | 30 1 3     | 4 3 6     | 0 3 0    | 1,025 8 8                    | 2,111  | 750      | 1,025 8 8         | 3           | ..     | 40                | ..       | 2       | ..       | 3                               | 1,972 3 2    |
| Marnoo                    | 997                           | 328 9 1    | 27 0 4    | 8 11 0   | 2,686 12 10                  | 4,071  | 2,003    | 2,686 12 10       | 12          | 13     | 122               | ..       | 4       | 3        | 25                              | 3,831 1 10   |
| HOPETOUN LINE.            |                               |            |           |          |                              |        |          |                   |             |        |                   |          |         |          |                                 |              |
| Coromby                   | 795                           | 36 4 1     | 3 8 3     | 0 3 9    | 1,753 13 2                   | 2,860  | 284      | 1,753 13 2        | ..          | ..     | 5                 | ..       | ..      | 2        | ..                              | 1,823 14 3   |
| Minyip                    | 7,048                         | 1,831 1 8  | 143 13 4  | 33 3 1   | 2,896 10 10                  | 6,813  | 5,185    | 2,896 10 10       | 22          | 28     | 190               | 1        | 11      | ..       | 47                              | 6,314 14 6   |
| Nullan                    | 530                           | 26 8 9     | 3 7 1     | 1 19 9   | 1,321 5 5                    | 1,945  | 211      | 1,321 5 5         | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 1,353 1 0    |
| Sheepshills               | 2,619                         | 508 19 1   | 36 0 11   | 39 18 6  | 1,798 18 6                   | 2,060  | 1,593    | 1,798 18 6        | 20          | 26     | 165               | ..       | 12      | 1        | 53                              | 3,488 18 6   |
| Mellis                    | 28                            | 4 10 1     | 0 2 3     | ..       | 178 13 4                     | 248    | 179      | 178 13 4          | ..          | ..     | ..                | ..       | ..      | ..       | ..                              | 182 16 6     |
| Warracknabeal             | 14,641                        | 5,741 18 3 | 581 5 3   | 82 2 2   | 13,579 1 6                   | 19,623 | 25,683   | 13,579 1 6        | 75          | 65     | 451               | 5        | 23      | 18       | 116                             | 23,164 3 6   |



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. | Revenue.                     | Tons.  | Tons.    | Number of Trucks. |             |        |          | Number of Trucks. |         |        |                                 |       |
|                          |                               |             |            |          |                              |        |          | Horses.           | Cattle.     | Sheep. | Pigs.    | Horses.           | Cattle. | Sheep. |                                 | Pigs. |
| GEELONG—PORT FAIRY LINE. |                               |             |            |          |                              |        |          |                   |             |        |          |                   |         |        |                                 |       |
| Marshall                 | 1,381                         | £ 114 11 10 | £ 380 9 0  | £ s. d.  | £ s. d.                      | 1,192  | 4,656    | 370 0 11          | 2           | 1      | 9        | ..                | ..      | ..     | 891 11 3                        |       |
| Grovelale                | 1,620                         | 149 6 3     | 7 16 9     | 0 1 1    | 0 1 1                        | ..     | ..       | 0 1 1             | ..          | ..     | ..       | ..                | ..      | ..     | 157 4 1                         |       |
| Petalvel                 | 742                           | 73 14 8     | 4 14 8     | 0 1 1    | 0 1 1                        | 2,148  | 272      | 474 8 7           | ..          | ..     | ..       | ..                | ..      | ..     | 552 19 0                        |       |
| Moric                    | 5,249                         | 54 1 5      | 29 15 1    | 3 15 6   | 13 19 10                     | 6,354  | 1,398    | 1,999 1 11        | ..          | ..     | ..       | ..                | ..      | ..     | 2,678 15 6                      |       |
| Buckley                  | 1,210                         | 160 11 11   | 6 14 1     | 6 6 1    | 6 6 1                        | 1,647  | 489      | 463 9 9           | ..          | ..     | ..       | ..                | ..      | ..     | 652 12 7                        |       |
| Winchelsea               | 13,064                        | 2,606 17 3  | 131 17 4   | 7 17 1   | 7 17 1                       | 7,171  | 2,358    | 2,162 11 5        | 16          | 25     | 184      | 15                | ..      | ..     | 5,999 3 8                       |       |
| Armytage                 | 857                           | 106 0 11    | 6 10 10    | 3 0 1    | 3 0 1                        | 2,120  | 310      | 636 2 11          | ..          | ..     | ..       | ..                | ..      | ..     | 751 14 9                        |       |
| Birregurra               | 12,870                        | 2,192 3 6   | 185 7 5    | 7 13 5   | 7 13 5                       | 2,070  | 2,839    | 1,946 3 8         | 12          | 26     | 200      | 7                 | ..      | ..     | 4,021 4 8                       |       |
| Warracoot                | 1,000                         | 174 11 3    | 20 4 0     | 0 11 1   | 0 11 1                       | 689    | 268      | 315 9 3           | ..          | ..     | ..       | ..                | ..      | ..     | 537 12 4                        |       |
| Irewarra                 | 2,657                         | 600 11 9    | 25 16 9    | 1 13 10  | 1 13 10                      | 362    | 375      | 218 16 9          | ..          | ..     | ..       | ..                | ..      | ..     | 1,418 1 5                       |       |
| Colac                    | 59,831                        | 13,836 18 7 | 1,218 14 8 | 155 3 7  | 155 3 7                      | 11,342 | 29,809   | 8,073 16 4        | 172         | 1,253  | 368      | 361               | ..      | ..     | 28,786 3 2                      |       |
| Larport                  | 1,393                         | 331 19 5    | 391 9 10   | 0 17 6   | 0 17 6                       | 5,927  | 1,153    | 3,431 11 9        | ..          | ..     | ..       | ..                | ..      | ..     | 3,919 11 3                      |       |
| Pirron Vallock           | 6,726                         | 937 5 2     | 587 10 8   | 0 13 6   | 0 13 6                       | 1,126  | 1,848    | 567 17 2          | 2           | 21     | 21       | 2                 | ..      | ..     | 2,093 13 9                      |       |
| Stoneycroft              | 2,885                         | 394 13 10   | 454 0 6    | 0 19 6   | 0 19 6                       | 327    | 319      | 324 9 8           | ..          | ..     | ..       | ..                | ..      | ..     | 1,221 9 8                       |       |
| Pomborneit               | 4,706                         | 674 18 3    | 38 6 6     | 0 19 6   | 0 19 6                       | 1,407  | 3,619    | 193 12 6          | ..          | ..     | ..       | ..                | ..      | ..     | 3,189 10 5                      |       |
| Woollec                  | 2,241                         | 376 5 2     | 26 8 10    | 44 11 0  | 44 11 0                      | 122    | 15,460   | 4,131 11 11       | ..          | ..     | ..       | ..                | ..      | ..     | 1,764 3 6                       |       |
| Camperdown               | 35,822                        | 9,338 7 10  | 954 13 10  | 84 1 3   | 84 1 3                       | 111    | 354      | 168 2 5           | 39          | 250    | 569      | 55                | ..      | ..     | 18,702 14 6                     |       |
| Booran                   | 748                           | 103 7 1     | 441 3 9    | 13 13 0  | 13 13 0                      | 411    | 826      | 1,054 16 1        | 28          | 425    | 428      | ..                | ..      | ..     | 19,681 0 5                      |       |
| Terang                   | 35,469                        | 7,280 7 4   | 38 7 6     | 8 10 11  | 8 10 11                      | 1,174  | 787      | 779 16 4          | ..          | ..     | ..       | ..                | ..      | ..     | 1,667 11 6                      |       |
| Garvoc                   | 4,442                         | 673 17 7    | 44 4 6     | 21 7 11  | 21 7 11                      | 4,934  | 431      | 402 11 5          | ..          | ..     | ..       | ..                | ..      | ..     | 1,647 2 1                       |       |
| Pannure                  | 4,397                         | 534 17 2    | 20 3 5     | 38 16 6  | 38 16 6                      | 361    | 3,179    | 1,379 18 2        | ..          | ..     | ..       | ..                | ..      | ..     | 829 6 6                         |       |
| Cudroo                   | 2,825                         | 378 13 0    | 72 6 9     | 58 16 6  | 58 16 6                      | 1,063  | 3,179    | 1,379 18 2        | ..          | ..     | ..       | ..                | ..      | ..     | 3,113 17 2                      |       |
| Allesford                | 7,916                         | 1,280 2 5   | 1,350 17 4 | 348 6 7  | 348 6 7                      | 39,610 | 49,615   | 13,647 18 2       | 37          | 525    | 156      | 136               | ..      | ..     | 3,343 14 10                     |       |
| Warrumblood              | 103,538                       | 16,734 16 5 | 1,350 17 4 | 348 6 7  | 348 6 7                      | 39,610 | 49,615   | 13,647 18 2       | ..          | ..     | ..       | ..                | ..      | ..     | 11,093 7 11                     |       |
| M-degum-siding           | ..                            | ..          | ..         | ..       | ..                           | ..     | ..       | ..                | ..          | ..     | ..       | ..                | ..      | ..     | 3,619 4 3                       |       |
| Dunington                | ..                            | ..          | ..         | ..       | ..                           | ..     | ..       | ..                | ..          | ..     | ..       | ..                | ..      | ..     | 12,463 15 1                     |       |
| Ilwaco                   | 4,725                         | 184 19 7    | 44 6 9     | 70 1 6   | 70 1 6                       | 48     | 23,578   | 10,861 0 10       | ..          | ..     | ..       | ..                | ..      | ..     | 2,062 19 6                      |       |
| Ilwaco                   | 1,994                         | 622 16 4    | 21 11 4    | 9 11 6   | 9 11 6                       | 4,157  | 2,233    | 2,019 16 10       | ..          | ..     | ..       | ..                | ..      | ..     | 61 8 3                          |       |
| Koroff                   | 24,710                        | 3,593 16 9  | 196 16 11  | 193 15 8 | 193 15 8                     | 7,345  | 4,527    | 5,276 3 11        | 13          | 169    | 518      | 30                | ..      | ..     | 115 6 0                         |       |
| Gravelley                | 349                           | 15 11 3     | 0 5 11     | ..       | ..                           | 3,170  | 264      | 2,147 2 1         | ..          | ..     | ..       | ..                | ..      | ..     | 276 1 9                         |       |
| Gravelley                | 491                           | 22 8 6      | 1 15 2     | ..       | ..                           | 92     | 78       | 37 1 7            | ..          | ..     | ..       | ..                | ..      | ..     | ..                              |       |
| Moyno                    | 172                           | 12 12 0     | 0 4 4      | ..       | ..                           | 458    | 80       | 102 8 11          | ..          | ..     | ..       | ..                | ..      | ..     | ..                              |       |
| Rosebrook                | 206                           | 92 4 2      | 0 5 6      | ..       | ..                           | 2,588  | 10       | 253 12 1          | ..          | ..     | ..       | ..                | ..      | ..     | ..                              |       |
| Port Fairy               | 11,236                        | 3,043 3 7   | 407 4 9    | 8 3 5    | 8 3 5                        | 4,132  | 6,712    | 4,669 16 11       | 13          | 35     | 116      | 12                | ..      | ..     | 8,851 6 6                       |       |
| GEELONG—BALLARAT LINE.   |                               |             |            |          |                              |        |          |                   |             |        |          |                   |         |        |                                 |       |
| Moorabool                | 4,764                         | 297 11 6    | 42 4 3     | 14 14 3  | 14 14 3                      | 885    | 220      | 269 15 5          | 1           | 1      | ..       | ..                | ..      | ..     | 630 1 7                         |       |
| Gheringhap               | 6,274                         | 1,176 17 3  | 21 4 2     | 1 6 5    | 1 6 5                        | 361    | 87       | 116 0 2           | ..          | ..     | ..       | ..                | ..      | ..     | 361 8 3                         |       |
| Bannockburn              | 14,835                        | 1,172 4 4   | 160 15 3   | 1 5 6    | 1 5 6                        | 4,256  | 1,682    | 1,544 15 10       | 6           | 29     | 10       | ..                | ..      | ..     | 3,111 13 0                      |       |
| Lethbridge               | 6,794                         | 603 8 10    | 80 7 1     | 3 10 4   | 3 10 4                       | 3,397  | 698      | 1,864 16 3        | 2           | 9      | ..       | ..                | ..      | ..     | 1,574 15 9                      |       |
| Lethbridge Quarry Siding | ..                            | ..          | ..         | ..       | ..                           | 7,149  | 92       | 1,066 16 10       | ..          | ..     | ..       | ..                | ..      | ..     | 1,066 16 10                     |       |
| Mereth                   | 11,316                        | 1,231 17 0  | 118 5 4    | 16 11 3  | 16 11 3                      | 9,327  | 1,006    | 2,000 16 10       | ..          | ..     | ..       | ..                | ..      | ..     | 3,639 19 10                     |       |
| Plaine                   | 5,841                         | 613 11 8    | 52 0 3     | 12 15 2  | 12 15 2                      | 8,510  | 507      | 1,240 17 1        | 4           | 27     | ..       | ..                | ..      | ..     | 3,082 4 6                       |       |
| Lal Lal                  | 5,500                         | 431 4 9     | 45 0 3     | 1 16 6   | 1 16 6                       | 4,317  | 466      | 1,134 8 5         | 7           | 3      | ..       | ..                | ..      | ..     | 1,635 10 6                      |       |
| Yendon                   | 4,160                         | 397 4 9     | 110 18 6   | 3 12 0   | 3 12 0                       | 337    | 381      | 168 15 10         | 3           | ..     | ..       | ..                | ..      | ..     | 638 17 4                        |       |
| Navigator                | 1,814                         | 75 5 7      | 1 2 1      | ..       | ..                           | ..     | ..       | ..                | ..          | ..     | ..       | ..                | ..      | ..     | 74 7 8                          |       |
| FYANSFORD LINE.          |                               |             |            |          |                              |        |          |                   |             |        |          |                   |         |        |                                 |       |
| Fyansford                | ..                            | ..          | ..         | ..       | ..                           | 23,442 | 28,768   | 15,392 5 5        | ..          | ..     | ..       | ..                | ..      | ..     | 15,392 5 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.                    | Tons.  | Inwards. | Revenue. | Outwards.         |         |        | Inwards.          |         |         |                                 | Outwards. |        |             |
|                        |                               |            |            |          |                              |        |          |          | Number of Trucks. |         |        | Number of Trucks. |         |         |                                 |           |        |             |
|                        |                               |            |            |          |                              |        |          |          | Horses.           | Cattle. | Sheep. | Pigs.             | Horses. | Cattle. |                                 |           | Sheep. | Pigs.       |
| SEYMOUR-TOCUMWAL LINE. |                               |            |            |          |                              |        |          |          |                   |         |        |                   |         |         |                                 |           |        |             |
| Tabbil                 | 2,598                         | £ 355 5 6  | £ 57 9 2   | £ 30 7 3 | £ 1,707                      | 413    | 12,402   | 12,402   | 35                | 170     | 29     | ..                | ..      | 2       | 9                               | ..        | ..     | £ 130 14 11 |
| Nagambie               | 11,509                        | 2,082 10 2 | 284 4 3    | 62 11 7  | 2,808                        | 746    | 2,808    | 2,808    | 27                | 27      | 183    | ..                | ..      | 20      | 58                              | ..        | ..     | 1,158 11 9  |
| Wahing                 | 1,923                         | 445 12 0   | 37 17 9    | 39 1 4   | 2,808                        | 586    | 2,808    | 2,808    | 27                | 27      | 183    | ..                | ..      | 20      | 58                              | ..        | ..     | 1,158 11 9  |
| Murphison East         | 9,218                         | 2,069 17 2 | 112 0 11   | 25 16 2  | 7,634                        | 367    | 7,634    | 7,634    | 21                | 21      | 164    | ..                | ..      | 30      | 129                             | ..        | ..     | 1,681 12 0  |
| Aradilla               | 3,390                         | 509 0 2    | 35 10 11   | 7 9 7    | 1,912                        | 1,315  | 1,912    | 1,912    | 21                | 21      | 164    | ..                | ..      | 30      | 129                             | ..        | ..     | 1,681 12 0  |
| Tooolamba              | 7,998                         | 1,323 8 1  | 53 16 11   | 79 9 11  | 18,248                       | 18,248 | 18,248   | 18,248   | 125               | 125     | 558    | 62                | 80      | 160     | 719                             | 129       | ..     | 3,757 8 8   |
| Moorepark              | 2,393                         | 2,393 1 4  | 291 13 1   | 18 18 11 | 12,372                       | 3,647  | 12,372   | 12,372   | 9                 | 9       | 105    | ..                | ..      | 22      | 82                              | ..        | ..     | 946 13 7    |
| Shepparton             | 33,457                        | 9,810 9 1  | 1,620 10 2 | 130 10 6 | 2,583                        | 2,583  | 2,583    | 2,583    | 125               | 125     | 558    | 62                | 80      | 160     | 719                             | 129       | ..     | 659 18 11   |
| Corngana               | 7,223                         | 130 15 3   | 6 12 8     | 0 3 0    | 2,988                        | 3,647  | 2,988    | 3,647    | 1                 | 1       | 53     | ..                | ..      | 2       | 15                              | ..        | ..     | 181 19 11   |
| Tallygaroppa           | 3,447                         | 562 6 3    | 34 5 0     | 3 16 0   | 2,983                        | 992    | 2,983    | 992      | 3                 | 3       | 23     | ..                | ..      | 1       | 4                               | ..        | ..     | 306 4 5     |
| Wundijun               | 3,418                         | 513 12 0   | 31 4 5     | 6 17 8   | 3,677                        | 515    | 3,677    | 515      | 3                 | 3       | 23     | ..                | ..      | 1       | 4                               | ..        | ..     | 306 4 5     |
| Nunurkah               | 15,150                        | 4,392 12 6 | 300 4 11   | 57 3 11  | 5,107                        | 5,107  | 5,107    | 5,107    | 65                | 133     | 204    | 51                | 25      | 15      | 122                             | 21        | ..     | 742 12 0    |
| Katunga                | 889                           | 190 2 2    | 25 6 8     | 6 17 7   | 5,809                        | 522    | 5,809    | 522      | 6                 | 49      | 104    | 14                | 4       | 1       | 5                               | ..        | ..     | 1,524 6 9   |
| Stratimerton           | 3,829                         | 722 0 0    | 54 2 7     | 4 8 1    | 2,575                        | 832    | 2,575    | 832      | 6                 | 115     | 189    | ..                | ..      | 9       | 14                              | ..        | ..     | 742 17 8    |
| Wyee                   | 47                            | 8 8 7      | 4 10 8     | ..       | 600                          | 536    | 600      | 536      | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 164 1 6     |
| Martin's Siding        | ..                            | ..         | ..         | ..       | 593                          | 87     | 593      | 87       | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 164 1 6     |
| Tocumwal               | 7,202                         | 3,845 3 2  | 179 4 0    | 87 4 9   | 44,003                       | 62,279 | 44,003   | 62,279   | 80                | 747     | 1,902  | 10                | 91      | 280     | 898                             | ..        | ..     | 15,812 1 2  |
| RUSHWORTH LINE.        |                               |            |            |          |                              |        |          |          |                   |         |        |                   |         |         |                                 |           |        |             |
| Murphison              | 2,528                         | 188 1 9    | 53 11 6    | ..       | 3,242                        | 1,154  | 3,242    | 1,154    | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 1,616 16 10 |
| Hammond                | ..                            | ..         | ..         | ..       | 1,888                        | 1,888  | 1,888    | 1,888    | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 432 15 0    |
| Waranga                | ..                            | ..         | ..         | ..       | 1,888                        | 1,888  | 1,888    | 1,888    | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 432 15 0    |
| Rushworth              | 8,513                         | 2,004 16 7 | 171 0 4    | 2 14 0   | 18,362                       | 3,650  | 18,362   | 3,650    | 6                 | 29      | 114    | ..                | ..      | 8       | 31                              | ..        | ..     | 582 13 5    |
| COLLINABEIN LINE.      |                               |            |            |          |                              |        |          |          |                   |         |        |                   |         |         |                                 |           |        |             |
| Exwen                  | 17                            | 3 2 5      | 1 10 4     | ..       | 10,264                       | 112    | 10,264   | 112      | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 5,753 2 1   |
| Waratta                | 185                           | 25 17 1    | 19 14 3    | ..       | 8,882                        | 301    | 8,882    | 301      | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 3,570 13 6  |
| Colinabain             | 417                           | 139 0 8    | 24 13 0    | 0 2 0    | 3,014                        | 1,092  | 3,014    | 1,092    | 3                 | 36      | 127    | ..                | ..      | 2       | 29                              | ..        | ..     | 3,514 14 10 |
| GIRGAREE LINE.         |                               |            |            |          |                              |        |          |          |                   |         |        |                   |         |         |                                 |           |        |             |
| Karook                 | 12                            | 0 12 10    | 20 10 11   | 0 3 6    | 18                           | 21     | 1,408    | 1,408    | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 9 7 4       |
| Stanhope               | 742                           | 200 8 3    | 13 9 7     | 0 14 0   | 3,422                        | 2,266  | 3,422    | 2,266    | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 1,738 2 4   |
| Girgaree               | 392                           | 130 5 7    | ..         | ..       | ..                           | 1,028  | ..       | ..       | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 1,937 2 5   |
| TOOLAMBA-ECHUCA LINE.  |                               |            |            |          |                              |        |          |          |                   |         |        |                   |         |         |                                 |           |        |             |
| Tatara                 | 11,427                        | 2,522 13 5 | 260 14 6   | 71 3 3   | 4,258                        | 5,482  | 4,258    | 5,482    | 47                | 137     | 191    | 65                | 30      | 25      | 155                             | 8         | ..     | 1,781 2 8   |
| Bernside               | 1,018                         | 214 11 7   | 14 2 6     | 0 3 0    | 179                          | 2,325  | 179      | 2,325    | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 259 15 9    |
| Merrigum               | 4,208                         | 876 3 8    | 67 14 9    | 9 8 3    | 3,397                        | 2,980  | 3,397    | 2,980    | 17                | 43      | 126    | 10                | 3       | 6       | 40                              | ..        | ..     | 715 4 10    |
| Kybraun                | 16,638                        | 4,448 5 3  | 302 9 11   | 27 0 3   | 6,379                        | 11,029 | 6,379    | 11,029   | 32                | 137     | 437    | ..                | 19      | 29      | 119                             | ..        | ..     | 832 14 10   |
| Tongala                | 5,683                         | 1,382 13 0 | 177 16 0   | 47 7 3   | 2,863                        | 2,973  | 2,863    | 2,973    | 5                 | 49      | 80     | 46                | 5       | 3       | 26                              | 2         | ..     | 2,064 3 11  |
| Koyunga                | 1,534                         | 205 3 3    | 12 14 5    | 0 14 7   | 1,005                        | 1,358  | 1,005    | 1,358    | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 2,111 8 6   |
| KATAMATITE LINE.       |                               |            |            |          |                              |        |          |          |                   |         |        |                   |         |         |                                 |           |        |             |
| Pine Lodge             | 181                           | 9 16 4     | 4 1 2      | 0 2 6    | 807                          | 371    | 807      | 371      | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 51 0 0      |
| Lamrock                | ..                            | ..         | ..         | ..       | ..                           | ..     | ..       | ..       | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 827 11 9    |
| Cesgrove               | 1,169                         | 176 14 9   | 26 14 1    | ..       | 7,213                        | 23     | 7,213    | 23       | ..                | ..      | ..     | ..                | ..      | ..      | ..                              | ..        | ..     | 337 8 1     |
| Dookie                 | 3,875                         | 1,193 2 6  | 116 5 10   | 7 10 11  | 19,957                       | 1,819  | 19,957   | 1,819    | 24                | 51      | 176    | 20                | 9       | 5       | 2                               | ..        | ..     | 872 0 4     |

|                              |        |            |          |        |            |      |       |       |    |      |      |     |    |             |             |
|------------------------------|--------|------------|----------|--------|------------|------|-------|-------|----|------|------|-----|----|-------------|-------------|
| Yabba South ..               | 30     | 2 10 0     | 23 18 2  | 147    | 129 16 6   | .. 3 | .. 1  | .. 48 | .. | .. 1 | .. 3 | ..  | .. | 212 18 2    | 132 6 6     |
| Yabba North ..               | 448    | 81 3 0     | 14 5 3   | 468    | 1,162 8 10 | .. 3 | .. 40 | 107   | .. | .. 6 | .. 2 | ..  | .. | 1,480 8 2   | 1,480 8 2   |
| Yamunite ..                  | 368    | 94 19 4    | 52 5 4   | 438    | 1,238 15 5 | .. 3 | ..    | 107   | .. | ..   | ..   | ..  | .. | 1,380 14 4  | 1,380 14 4  |
| Katamadite ..                | 984    | 342 17 10  | ..       | 999    | 2,235 1 2  | .. 3 | ..    | 107   | .. | ..   | ..   | ..  | .. | 3,345 12 10 | 3,345 12 10 |
| PICOLA LINE.                 |        |            |          |        |            |      |       |       |    |      |      |     |    |             |             |
| Waula ..                     | 873    | 59 13 1    | 17 18 6  | 563    | 745 16 10  | 13   | 51    | 142   | .. | 1    | 2    | ..  | .. | 897 13 6    | 1,712 18 3  |
| Nathalia ..                  | 4,575  | 1,671 12 5 | 166 17 1 | 6,391  | 5,907 4 0  | 18   | 148   | 228   | 10 | 11   | 3    | 82  | .. | 1,830 12 2  | 9,597 0 3   |
| Barwo ..                     | 61     | 2 10 8     | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | 5 0 3       | 5 0 3       |
| Picola ..                    | 1,470  | 463 18 10  | 116 7 0  | 904    | 1,837 19 6 | 7    | 135   | 193   | .. | 4    | 5    | 37  | .. | 1,660 10 2  | 3,578 6 6   |
| CORRAM LINE.                 |        |            |          |        |            |      |       |       |    |      |      |     |    |             |             |
| Yarroweah ..                 | 784    | 174 19 11  | 13 13 0  | 378    | 207 1 1    | 4    | 34    | 53    | 5  | 3    | 5    | 9   | .. | 453 5 7     | 851 17 4    |
| Cobram ..                    | 4,409  | 2,082 3 2  | 237 18 3 | 12,808 | 7,063 7 1  | 18   | 145   | 379   | 15 | 4    | 22   | 71  | .. | 2,655 2 11  | 12,089 14 6 |
| YARRAWONGA LINE.             |        |            |          |        |            |      |       |       |    |      |      |     |    |             |             |
| Chesney ..                   | 26     | 1 0 9      | 32 14 4  | 3,080  | 1,368 15 5 | .. 3 | ..    | ..    | .. | ..   | ..   | ..  | .. | 197 6 8     | 1,368 16 2  |
| Gooramlat ..                 | 4,053  | 590 5 9    | 2 10 6   | 8,907  | 4,277 9 6  | .. 3 | ..    | ..    | .. | ..   | ..   | ..  | .. | 5,100 10 11 | 5,100 10 11 |
| Neoramunga ..                | 542    | 60 15 1    | 57 12 3  | 22     | 28 5 5     | .. 3 | ..    | ..    | .. | ..   | ..   | ..  | .. | 32 15 6     | 32 15 6     |
| Devenish ..                  | 4,227  | 618 19 10  | 56 4 2   | 4,063  | 1,790 13 3 | 8    | 15    | 167   | .. | 4    | 3    | 2   | .. | 751 2 11    | 3,224 17 6  |
| St. James ..                 | 4,320  | 908 6 5    | 56 4 2   | 1,246  | 891 1 7    | .. 3 | ..    | 187   | 1  | 1    | 1    | 26  | .. | 1,022 10 9  | 2,945 5 1   |
| Kungamah ..                  | 3,772  | 1,174 18 6 | 67 19 1  | 1,708  | 1,479 1 19 | 12   | 50    | 172   | 3  | 7    | 12   | 21  | .. | 1,043 14 3  | 3,789 17 2  |
| Telford ..                   | 631    | 199 13 9   | 10 6 2   | 1,032  | 467 1 3    | .. 3 | ..    | 17    | .. | ..   | ..   | ..  | .. | 151 14 10   | 829 1 2     |
| Yarrawonga ..                | 8,487  | 3,811 15 3 | 247 6 3  | 5,402  | 4,282 17 2 | 75   | 210   | 839   | 16 | 27   | 48   | 132 | .. | 4,856 5 6   | 13,355 8 2  |
| TATONG LINE.                 |        |            |          |        |            |      |       |       |    |      |      |     |    |             |             |
| Karn ..                      | 70     | 9 7 11     | 0 3 7    | 5,066  | 2,050 1 8  | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | 5 3 6       | 2,064 18 11 |
| Lima ..                      | 437    | 71 7 5     | 14 18 11 | 612    | 998 19 6   | ..   | ..    | 104   | .. | ..   | ..   | ..  | .. | 548 15 5    | 1,664 3 9   |
| Mallum ..                    | 50     | 3 4 1      | 0 5 10   | 15     | 1 18 11    | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | 5 8 10      | 5 8 10      |
| Tatong ..                    | 654    | 116 14 0   | 12 15 9  | 1,548  | 2,137 10 6 | 1    | ..    | 9     | 12 | 1    | ..   | ..  | .. | 64 10 1     | 2,331 17 4  |
| WHITFIELD LINE.              |        |            |          |        |            |      |       |       |    |      |      |     |    |             |             |
| Targoora ..                  | 13     | 1 1 9      | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 1 1 9       |
| Lacey ..                     | 6      | 0 4 6      | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 0 4 6       |
| Oxley ..                     | 572    | 32 3 4     | 2 12 4   | 85     | 17 7 9     | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 62 8 5      |
| Skellan ..                   | 32     | 2 1 6      | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 2 1 6       |
| Docker ..                    | 1,008  | 59 17 7    | 0 18 8   | 514    | 200 4 0    | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 261 1 3     |
| Byrne ..                     | 469    | 32 11 2    | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 32 11 2     |
| Moylin ..                    | 4,763  | 463 6 4    | 8 1 3    | 1,193  | 1,110 19 3 | 5    | 55    | 65    | 17 | 3    | 19   | 23  | .. | 159 18 8    | 1,753 15 9  |
| Angleside ..                 | 134    | 10 3 5     | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 10 3 5      |
| Claremont ..                 | 235    | 19 14 8    | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 19 14 8     |
| Dwyer ..                     | 252    | 237 16 3   | 5 17 2   | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 22 14 5     |
| Edi ..                       | 2,073  | 14 17 10   | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 541 6 0     |
| Hven ..                      | 135    | 143 1 2    | 2 17 3   | 891    | 259 10 8   | ..   | ..    | 13    | 1  | ..   | 5    | 17  | .. | 38 1 5      | 14 17 10    |
| King Valley ..               | 1,244  | 30 13 11   | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 813 18 4    |
| Jarrott ..                   | 258    | 73 16 11   | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 35 15 7     |
| Pierer ..                    | 523    | 848 15 4   | 29 17 11 | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 73 16 11    |
| Whitfield ..                 | 5,437  | ..         | ..       | 778    | 619 12 3   | 13   | 27    | 24    | 66 | 7    | 19   | 20  | .. | 196 12 11   | 1,696 2 9   |
| WARGARATA-YACKANDANDAH LINE. |        |            |          |        |            |      |       |       |    |      |      |     |    |             |             |
| Londigan ..                  | 1,075  | 52 12 11   | 6 4 1    | 706    | 217 17 6   | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 281 0 10    |
| Tarrawingee ..               | 3,232  | 415 18 1   | 21 5 8   | 665    | 393 14 2   | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 830 7 2     |
| Everton ..                   | 4,943  | 654 18 9   | 19 9 1   | 2,063  | 898 12 6   | 1    | 16    | 32    | .. | ..   | ..   | ..  | .. | 192 13 1    | 1,768 7 2   |
| Barumulla ..                 | 344    | 9 8 9      | ..       | ..     | ..         | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 9 8 9       |
| Beechworth ..                | 10,829 | 3,528 6 7  | 398 15 4 | 2,971  | 2,042 8 10 | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | 24 11 8     | 6,001 2 4   |
| Woorace ..                   | 107    | 6 16 7     | 1 8 1    | 681    | 227 2 8    | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 235 7 4     |
| Yackandandah ..              | 3,625  | 857 2 11   | 89 18 2  | 583    | 562 6 2    | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | 118 16 8    | 1,598 4 5   |
| BRIGHT LINE.                 |        |            |          |        |            |      |       |       |    |      |      |     |    |             |             |
| Brookfield ..                | 133    | 9 3 3      | 0 5 10   | ..     | 0 9 0      | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | ..          | 9 18 1      |
| Bowman ..                    | 1,997  | 302 10 10  | 21 5 2   | 556    | 572 13 1   | ..   | ..    | 72    | 13 | 3    | ..   | ..  | .. | 458 12 6    | 1,422 15 0  |
| Palmerston ..                | 927    | 81 11 4    | 8 2 11   | 217    | 322 9 6    | ..   | ..    | ..    | .. | ..   | ..   | ..  | .. | 948 18 11   | 412 3 9     |
| Myrtleford ..                | 4,347  | 1,222 10 1 | 80 6 0   | 1,476  | 1,237 13 9 | 11   | 154   | 66    | 14 | 7    | 38   | 30  | .. | 3,507 19 6  | 3,507 19 6  |







| NOOEE LINE.              |        |       |    |    |       |    |    |        |        |
|--------------------------|--------|-------|----|----|-------|----|----|--------|--------|
| Needle                   | 2,153  | 150   | 8  | 0  | 10    | 16 | 3  | 576    | 2,171  |
| Nybrook                  | 2,368  | 350   | 7  | 0  | 28    | 7  | 1  | 1,473  | 6,305  |
| Nojee                    | 1,101  | 146   | 5  | 11 |       |    |    | 379    | 839    |
| THORPDALE LINE.          |        |       |    |    |       |    |    |        |        |
| David                    | 855    | 58    | 2  | 7  | 14    | 1  | 11 | 26     | 9      |
| Coalville                | 1,682  | 191   | 0  | 6  | 30    | 10 | 6  | 128    | 936    |
| Karacan                  | 2,301  | 516   | 6  | 11 | 124   | 9  | 6  | 639    | 1,191  |
| Thorpdale                |        |       |    |    |       |    |    | 3,086  | 2,567  |
| WALHALLA LINE.           |        |       |    |    |       |    |    |        |        |
| Gooding                  | 38     | 1     | 10 | 1  | 16    | 0  | 0  | 172    | 2,747  |
| Gould                    | 1,557  | 117   | 7  | 7  | 4     | 0  | 10 | 174    | 146    |
| Wondarra                 | 1,114  | 107   | 15 | 10 | 9     | 4  | 10 | 34     | 44     |
| Walsco                   | 613    | 68    | 10 | 5  | 4     | 11 | 6  | 39     | 897    |
| Callins' Siding          |        |       |    |    |       |    |    | 533    | 3,352  |
| Garra                    | 1,904  | 252   | 12 | 6  | 9     | 10 | 0  | 1,114  | 7      |
| Korba's Siding           | 392    | 62    | 19 | 1  | 3     | 5  | 11 | 1,792  | 0      |
| Palina                   | 738    | 68    | 0  | 11 | 2     | 11 | 0  | 1,863  | 11     |
| Thomson                  | 37     | 0     | 16 | 4  |       |    |    | 683    | 3      |
| Walhalla                 | 3,390  | 355   | 16 | 8  | 75    | 18 | 9  | 471    | 683    |
| NORTH MIRRO LINE.        |        |       |    |    |       |    |    |        |        |
| Hazelwood                | 104    | 6     | 14 | 4  | 0     | 6  | 6  | 14     | 82     |
| Vinar                    | 2,919  | 344   | 8  | 11 | 121   | 2  | 3  | 637    | 1,259  |
| Boodarra                 | 5,115  | 890   | 8  | 4  | 121   | 9  | 3  | 1,451  | 932    |
| Ballinaha                | 2,018  | 115   | 6  | 4  | 18    | 11 | 9  | 179    | 96     |
| North Mirro              | 6,175  | 1,461 | 5  | 5  | 185   | 1  | 9  | 2,700  | 1,661  |
| TRALOGON STRATFORD LINE. |        |       |    |    |       |    |    |        |        |
| Glengarry                | 4,330  | 499   | 18 | 4  | 47    | 15 | 8  | 730    | 2,977  |
| Trouttable               | 3,429  | 380   | 18 | 5  | 66    | 2  | 3  | 387    | 1,080  |
| Cowarr                   | 5,093  | 894   | 3  | 10 | 38    | 8  | 6  | 640    | 2,444  |
| Dawson                   | 320    | 54    | 7  | 6  | 2     | 2  | 4  | 50     | 2,257  |
| Reyfield                 | 8,169  | 1,866 | 7  | 0  | 144   | 10 | 1  | 3,259  | 5,848  |
| Thomba                   | 3,449  | 1,188 | 9  | 0  | 56    | 9  | 7  | 1,429  | 1,752  |
| Mafla                    | 15,898 | 4,040 | 7  | 1  | 728   | 12 | 3  | 10,847 | 16,847 |
| Powerscourt              |        |       |    |    |       |    |    | 40,998 | 9,738  |
| BRIAGOLONG LINE.         |        |       |    |    |       |    |    |        |        |
| Bokdale                  | 1,841  | 248   | 2  | 7  | 43    | 16 | 0  | 663    | 3,571  |
| Rocky Park               | 2      | 0     | 2  | 4  | 0     | 4  | 10 | 69     | 2,582  |
| Briagolong               | 1,916  | 329   | 11 | 3  | 51    | 16 | 8  | 662    | 6,153  |
| PORT ALBERT LINE.        |        |       |    |    |       |    |    |        |        |
| Lyndhurst                | 4,402  | 253   | 16 | 9  | 1,100 | 14 | 11 | 2,089  | 3,866  |
| Carbourne                | 14,832 | 1,151 | 1  | 10 | 1,557 | 17 | 7  | 5,390  | 4,663  |
| Clyde                    | 7,630  | 706   | 17 | 7  | 953   | 5  | 7  | 1,353  | 4,293  |
| Tooradin                 | 5,418  | 582   | 14 | 9  | 223   | 2  | 2  | 1,389  | 2,093  |
| Baimore                  | 3,694  | 334   | 18 | 1  | 93    | 15 | 10 | 1,347  | 4,631  |
| Koo-Wee-Rup              | 19,346 | 2,619 | 17 | 10 | 579   | 9  | 1  | 7,021  | 13,484 |
| Monometh                 | 3,335  | 439   | 11 | 11 | 646   | 9  | 11 | 979    | 408    |
| Caklemede                | 3,338  | 468   | 0  | 11 | 1,336 | 11 | 2  | 956    | 508    |
| Lang Lang                | 10,417 | 1,576 | 6  | 9  | 329   | 9  | 9  | 1,581  | 2,701  |
| Nyora                    | 14,591 | 2,070 | 6  | 0  | 127   | 16 | 5  | 1,862  | 7,122  |
| Loch                     | 10,622 | 1,307 | 16 | 0  | 191   | 5  | 1  | 2,227  | 1,754  |
| Jeetho                   | 2,557  | 230   | 17 | 1  | 412   | 17 | 1  | 619    | 269    |
| Bena                     | 7,154  | 664   | 13 | 3  | 272   | 19 | 4  | 4,476  | 691    |
| Whitlaw                  | 158    | 8     | 5  | 7  | 5     | 4  | 3  | 131    | 131    |
| Kornularra               | 34,381 | 5,644 | 3  | 1  | 876   | 15 | 3  | 9,978  | 21,342 |
| Kardella                 | 3,430  | 300   | 3  | 4  | 49    | 15 | 10 | 334    | 565    |
| Ruby                     | 4,020  | 320   | 18 | 8  | 17    | 5  | 5  | 1,780  | 6,230  |
| Leonathia                | 25,412 | 5,594 | 6  | 9  | 325   | 2  | 3  | 5,630  | 23,561 |
| Rump's Siding            |        |       |    |    |       |    |    |        |        |





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

| STATIONS.             | PASSENGERS.                   |                       | PARCELS.          |                  | HORSES, CARRIAGES, AND DOGS. |       | GOODS.            |                     | LIVE STOCK. |       |                   |         |        |       | TOTAL OUTWARDS TRAFFIC REVENUE. |                      |  |
|-----------------------|-------------------------------|-----------------------|-------------------|------------------|------------------------------|-------|-------------------|---------------------|-------------|-------|-------------------|---------|--------|-------|---------------------------------|----------------------|--|
|                       | Outwards.                     |                       | Outwards.         |                  | Outwards.                    |       | Inwards.          |                     | Outwards.   |       | Inwards.          |         |        |       |                                 |                      |  |
|                       | Number of Passenger Journeys. | Revenue.              | Revenue.          | Revenue.         | Tons.                        | Tons. | Number of Trucks. |                     |             |       | Number of Trucks. |         |        |       |                                 |                      |  |
|                       |                               |                       |                   |                  |                              |       | Horses.           | Cattle.             | Sheep.      | Pigs. | Horses.           | Cattle. | Sheep. | Pigs. |                                 |                      |  |
| KIAW LINE.            |                               |                       |                   |                  |                              |       |                   |                     |             |       |                   |         |        |       |                                 |                      |  |
| Barker                | 248,810                       | £ s. d.<br>2,850 13 5 | £ s. d.<br>30 8 7 | £ s. d.<br>0 6 6 | ..                           | 306   | 28,494            | £ s. d.<br>295 18 1 | ..          | 6     | ..                | ..      | ..     | ..    | ..                              | £ s. d.<br>2,890 8 6 |  |
| Kew                   | 708,304                       | 7,075 9 1             | 234 11 7          | 5 19 9           | ..                           | ..    | ..                | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 8,219 17 4           |  |
| OUTER CIRCLE LINE.    |                               |                       |                   |                  |                              |       |                   |                     |             |       |                   |         |        |       |                                 |                      |  |
| Riversdale            | 26,438                        | 316 2 9               | 0 9 2             | ..               | 44                           | 7,027 | 139 9 7           | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 456 1 6              |  |
| Golf Links            | 3,873                         | 51 12 1               | ..                | ..               | ..                           | ..    | ..                | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 51 12 1              |  |
| Harwell               | 3,412                         | 53 15 4               | ..                | ..               | ..                           | ..    | ..                | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 53 15 4              |  |
| Burwood               | 37,110                        | 464 16 4              | 13 1 9            | ..               | 13                           | 4,000 | 1 7 9             | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 479 5 10             |  |
| Ashterton             | 20,390                        | 281 8 5               | 0 3 3             | ..               | 8                            | 1,123 | 1 16 7            | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 283 8 7              |  |
| Shenley               | 44,214                        | 581 16 10             | ..                | ..               | ..                           | ..    | ..                | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 581 16 10            |  |
| Bateman               | 19,062                        | 265 2 4               | 0 3 2             | ..               | ..                           | ..    | ..                | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 265 2 4              |  |
| Deepdene              | 16,165                        | 202 1 9               | 0 1 4             | ..               | ..                           | 2,066 | ..                | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 324 4 1              |  |
| FERNETREE GULLY LINE. |                               |                       |                   |                  |                              |       |                   |                     |             |       |                   |         |        |       |                                 |                      |  |
| Baywater              | 60,454                        | 1,691 0 0             | 391 1 4           | 8 4 4            | 1,567                        | 5,654 | 199 3 4           | 4                   | 3           | ..    | ..                | ..      | ..     | ..    | 5 13 8                          | 2,505 2 8            |  |
| Boronia               | 351                           | 16 0 5                | 6 5 7             | 1 7 10           | 1,251                        | 1,763 | 204 12 6          | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 22 6 0               |  |
| Lower Fernetree Gully | 24,735                        | 1,171 9 2             | 604 5 8           | ..               | 17,292                       | ..    | 1,772 5 5         | 6                   | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 1,981 15 2           |  |
| Heron's Siding        | ..                            | ..                    | ..                | ..               | 11,232                       | 3,392 | 1,123 3 7         | ..                  | 29          | ..    | ..                | ..      | ..     | 53    | 81                              | 1,772 5 5            |  |
| Upper Fernetree Gully | 66,082                        | 3,890 3 3             | 290 3 2           | 9 5 7            | ..                           | ..    | ..                | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 5,646 2 3            |  |
| GEMSBROOK LINE.       |                               |                       |                   |                  |                              |       |                   |                     |             |       |                   |         |        |       |                                 |                      |  |
| Upwey                 | 7,406                         | 459 1 7               | 43 11 6           | 0 8 2            | 24                           | 184   | 15 15 2           | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 509 16 6             |  |
| Belgrave              | 1,220                         | 15 2 2                | 222 11 9          | 0 3 3            | 2,968                        | 1,902 | 638 3 9           | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 2,085 18 2           |  |
| Seby                  | 74                            | 7 0 1                 | 6 9 1             | 0 3 3            | 6                            | 115   | 5 2 1             | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 86 1 5               |  |
| Aura                  | 1,919                         | 131 0 6               | 21 9 6            | 0 5 3            | 957                          | 147   | 189 5 9           | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 352 1 0              |  |
| Paradise              | 1,850                         | 149 13 6              | 32 3 0            | 0 7 9            | 1,469                        | 237   | 311 6 5           | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 499 12 0             |  |
| Everald               | 7,918                         | 649 10 9              | 175 17 0          | 2 3 3            | 2,794                        | 1,190 | 811 15 3          | 1                   | 10          | 10    | ..                | ..      | ..     | 20    | 21                              | 1,670 5 4            |  |
| Nobelius Siding       | ..                            | ..                    | 61 3 11           | ..               | 133                          | 14    | 196 8 0           | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 257 11 11            |  |
| Wright                | 137                           | 17 18 10              | 10 17 4           | 0 1 6            | 4                            | ..    | ..                | ..                  | ..          | ..    | ..                | ..      | ..     | ..    | ..                              | 28 17 8              |  |
| Cockatoo              | 4,851                         | 370 7 7               | 92 13 4           | 1 15 9           | 2,563                        | 551   | 628 0 1           | 1                   | 1           | ..    | ..                | ..      | ..     | ..    | ..                              | 1,096 4 0            |  |
| Gembrook              | 5,223                         | 688 19 7              | 90 2 10           | 2 6 6            | 10,536                       | 2,171 | 2,712 8 7         | 2                   | 3           | 1     | ..                | ..      | ..     | 10    | 7                               | 3,503 14 11          |  |
| WARRBURTON LINE.      |                               |                       |                   |                  |                              |       |                   |                     |             |       |                   |         |        |       |                                 |                      |  |
| Mount Evelyn          | 11,002                        | 743 16 2              | 199 6 10          | 3 0 10           | 5,020                        | 1,255 | 912 14 3          | 1                   | 3           | ..    | ..                | ..      | ..     | 4     | 2                               | 1,868 2 10           |  |
| Wandoo                | 12,858                        | 940 4 2               | 278 18 1          | 0 16 5           | 7,405                        | 1,725 | 1,574 0 10        | 1                   | 2           | ..    | ..                | ..      | ..     | 2     | ..                              | 2,798 5 11           |  |
| Seville               | 5,265                         | 437 11 6              | 121 1 3           | 0 12 3           | 5,319                        | 988   | 1,002 18 3        | ..                  | ..          | ..    | ..                | ..      | ..     | 11    | 23                              | 1,562 18 0           |  |
| Killara               | 620                           | 69 5 4                | 12 16 8           | 2 8 2            | 2,702                        | 137   | 496 0 0           | ..                  | ..          | ..    | ..                | ..      | ..     | 17    | 5                               | 35 11 9              |  |
| Woori Yallock         | 5,134                         | 455 10 8              | 111 12 5          | 0 17 11          | 9,002                        | 130   | 2,055 12 7        | 4                   | 46          | 49    | ..                | ..      | ..     | 8     | 40                              | 3,017 0 2            |  |
| Launching Place       | 5,237                         | 519 6 11              | 181 5 11          | 1 2 0            | 2,629                        | 2,269 | 695 0 6           | 9                   | 67          | 15    | ..                | ..      | ..     | 45    | 25                              | 1,578 9 6            |  |
| Yarra Junction        | 22,113                        | 2,697 18 11           | 177 4 9           | 4 1 3            | 35,083                       | 6,211 | 12,075 15 3       | 2                   | 3           | 5     | ..                | ..      | ..     | 12    | 15                              | 14,906 3 5           |  |

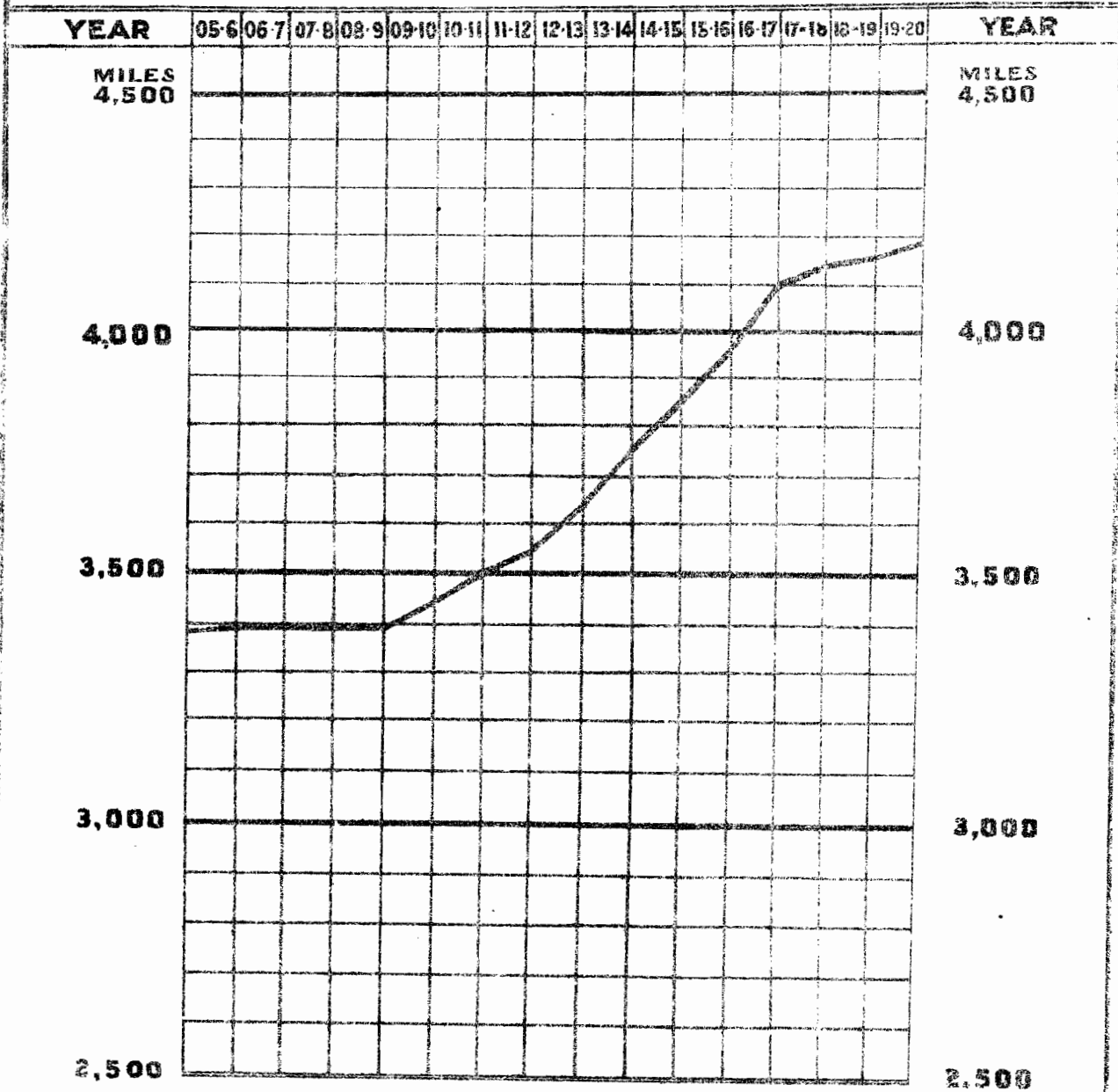


APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                                  | PASSENGERS.                   |                | PARCELS.       |              | HORSES, CARRIAGES, AND DOGS. |           | GOODS.        |               | LIVE STOCK.       |         |        |       |         |                   |        |        |              |                | TOTAL OUTWARDS TRAFFIC REVENUE. |
|--------------------------------------------|-------------------------------|----------------|----------------|--------------|------------------------------|-----------|---------------|---------------|-------------------|---------|--------|-------|---------|-------------------|--------|--------|--------------|----------------|---------------------------------|
|                                            | Outwards.                     |                | Outwards.      |              | Outwards.                    |           | Outwards.     |               | Outwards.         |         |        |       |         | Inwards.          |        |        |              |                |                                 |
|                                            | Number of Passenger Journeys. | Revenue.       | Revenue.       | Revenue.     | Tons.                        | Tons.     | Tons.         | Revenue.      | Number of Trucks. |         |        |       |         | Number of Trucks. |        |        |              |                |                                 |
|                                            |                               |                |                |              |                              |           |               |               | Horses.           | Cattle. | Sheep. | Pigs. | Horses. | Cattle.           | Sheep. | Pigs.  |              |                |                                 |
|                                            |                               |                |                |              |                              |           |               |               |                   |         |        |       |         |                   |        |        |              |                |                                 |
| £                                          | s.                            | d.             | £              | s.           | d.                           | £         | s.            | d.            | £                 | s.      | d.     | £     | s.      | d.                | £      | s.     | d.           |                |                                 |
| VARIOUS.                                   | 2,986                         | 2,209 16 3     | 440 10 1       | 74 18 1      | 8,010                        | 7,939     | 11,192 0 9    | 52            | 170               | 666     | ..     | ..    | 93      | 2,007             | 5,483  | 20     | 36,091 0 11  | 50,017 6 1     |                                 |
|                                            | 57,519                        | 84,953 5 6     | 8,037 12 9     | 571 1 6      | 70,573                       | 73,083    | 82,253 3 8    | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | 12,886 11 8  | 188,701 15 1   |                                 |
|                                            | 154,521                       | 122,567 2 10   | 16,735 7 10    | 1,436 1 9    | 86,209                       | 207,747   | 107,477 16 0  | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | 219 8 8      | 248,435 17 1   |                                 |
|                                            | 4,798                         | 3,088 11 4     | 287 18 10      | ..           | 186                          | 6,808     | 289 6 9       | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 3,665 16 11    |                                 |
|                                            | ..                            | 3 6 0          | ..             | ..           | 13                           | 2,512     | 35 10 8       | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 38 16 8        |                                 |
|                                            | 6,662                         | 6,727 0 10     | 474 3 2        | ..           | 29                           | 5,360     | 89 6 10       | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 7,290 10 10    |                                 |
|                                            | 1,780,089                     | 281,474 14 10  | ..             | ..           | ..                           | ..        | ..            | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 281,474 14 10  |                                 |
|                                            | 12,828                        | 362 14 0       | ..             | ..           | ..                           | ..        | ..            | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 362 14 0       |                                 |
|                                            | 8,722                         | 2,400 14 7     | ..             | ..           | ..                           | ..        | ..            | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 2,460 14 7     |                                 |
|                                            | Totals                        | 134,012,162    | 3,831,985 18 8 | 348,586 19 2 | 25,571 16 3                  | 7,073,157 | 7,073,157     | 3,212,884 4 6 | 8,942             | 44,193  | 86,012 | 7,412 | 7,412   | 7,781             | 47,283 | 94,110 | 8,355        | 613,957 6 4    | 8,032,986 4 11                  |
| Less Unallocated Credit Notes              | ..                            | 91,734 15 7½   | 5,401 7 10½    | 318 10 0     | ..                           | ..        | 91,979 3 3    | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | 13,740 7 2   | 163,174 3 11   |                                 |
| Mails and Telegraph                        | ..                            | 3,780,251 3 0½ | 343,185 11 3½  | 25,253 6 3   | 7,073,157                    | 7,073,157 | 3,120,905 1 3 | 8,942         | 44,193            | 86,012  | 7,412  | 7,412 | 7,781   | 47,283            | 94,110 | 8,355  | 600,216 19 2 | 7,869,812 1 0  |                                 |
| Dining Car service                         | ..                            | ..             | ..             | ..           | ..                           | ..        | ..            | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 33,560 7 6½    |                                 |
| Refectment Rooms                           | ..                            | ..             | ..             | ..           | ..                           | ..        | ..            | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 25,470 11 6    |                                 |
| Rentals                                    | ..                            | ..             | ..             | ..           | ..                           | ..        | ..            | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 105,618 16 8   |                                 |
| Miscellaneous                              | ..                            | ..             | ..             | ..           | ..                           | ..        | ..            | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 85,643 11 5    |                                 |
| GRAND TOTAL RAILWAYS                       | 134,012,162                   | 3,780,251 3 0½ | 343,185 11 3½  | 25,253 6 3   | 7,073,157                    | 7,073,157 | 3,120,905 1 3 | 8,942         | 44,193            | 86,012  | 7,412  | 7,412 | 7,781   | 47,283            | 94,110 | 8,355  | 600,216 19 2 | 8,133,617 9 1½ |                                 |
| St. Kilda and Brighton Electric Tramway    | 6,805,892                     | ..             | ..             | ..           | ..                           | ..        | ..            | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 50,493 16 8½   |                                 |
| Sunderland and Black Rock Electric Tramway | 2,433,162                     | ..             | ..             | ..           | ..                           | ..        | ..            | ..            | ..                | ..      | ..     | ..    | ..      | ..                | ..     | ..     | ..           | 11,597 0 2½    |                                 |
| GRAND TOTALS                               | 148,251,216                   | 3,780,251 3 0½ | 343,185 11 3½  | 25,253 6 3   | 7,073,157                    | 7,073,157 | 3,120,905 1 3 | 8,942         | 44,193            | 86,012  | 7,412  | 7,412 | 7,781   | 47,283            | 94,110 | 8,355  | 600,216 19 2 | 8,195,708 6 0½ |                                 |

\* Stations open for only portion of the year.

# **DIAGRAM N° 1** **AVERAGE MILEAGE OPERATED**



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

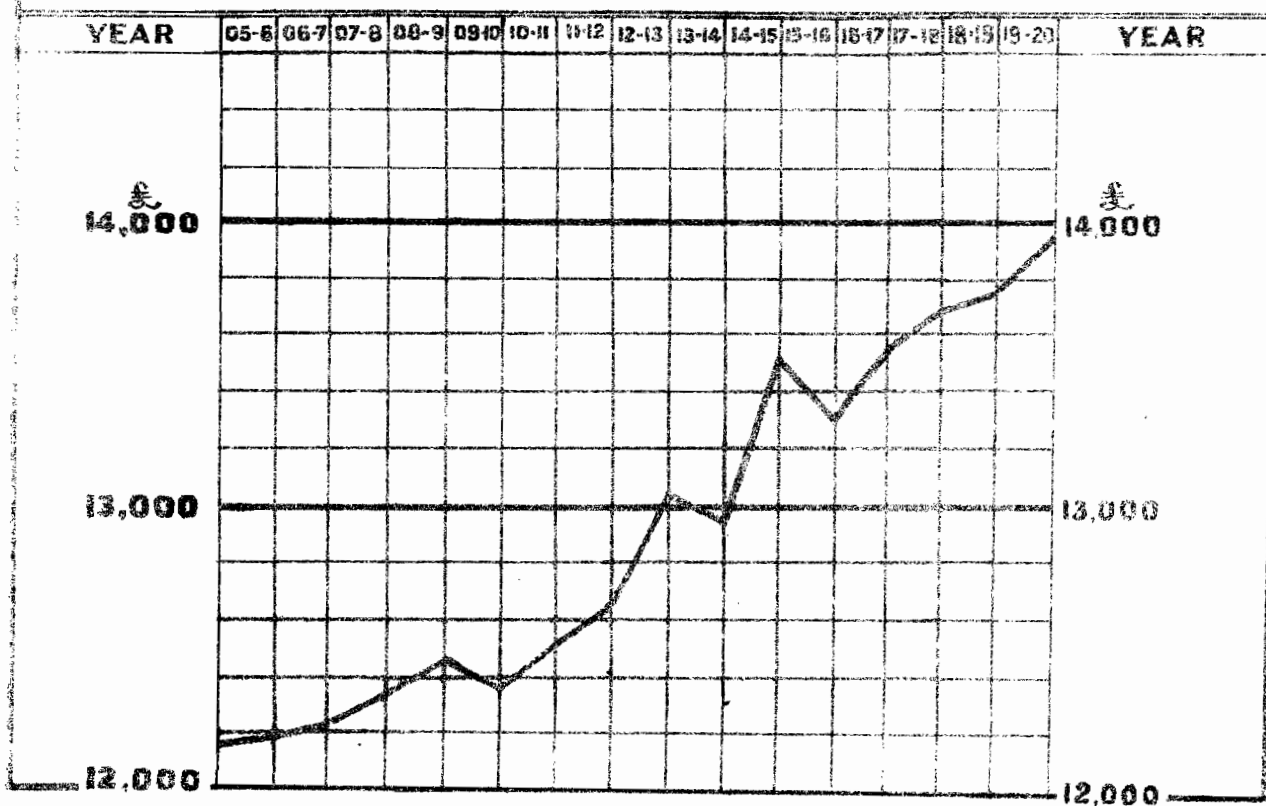


DIAGRAM Nº 3

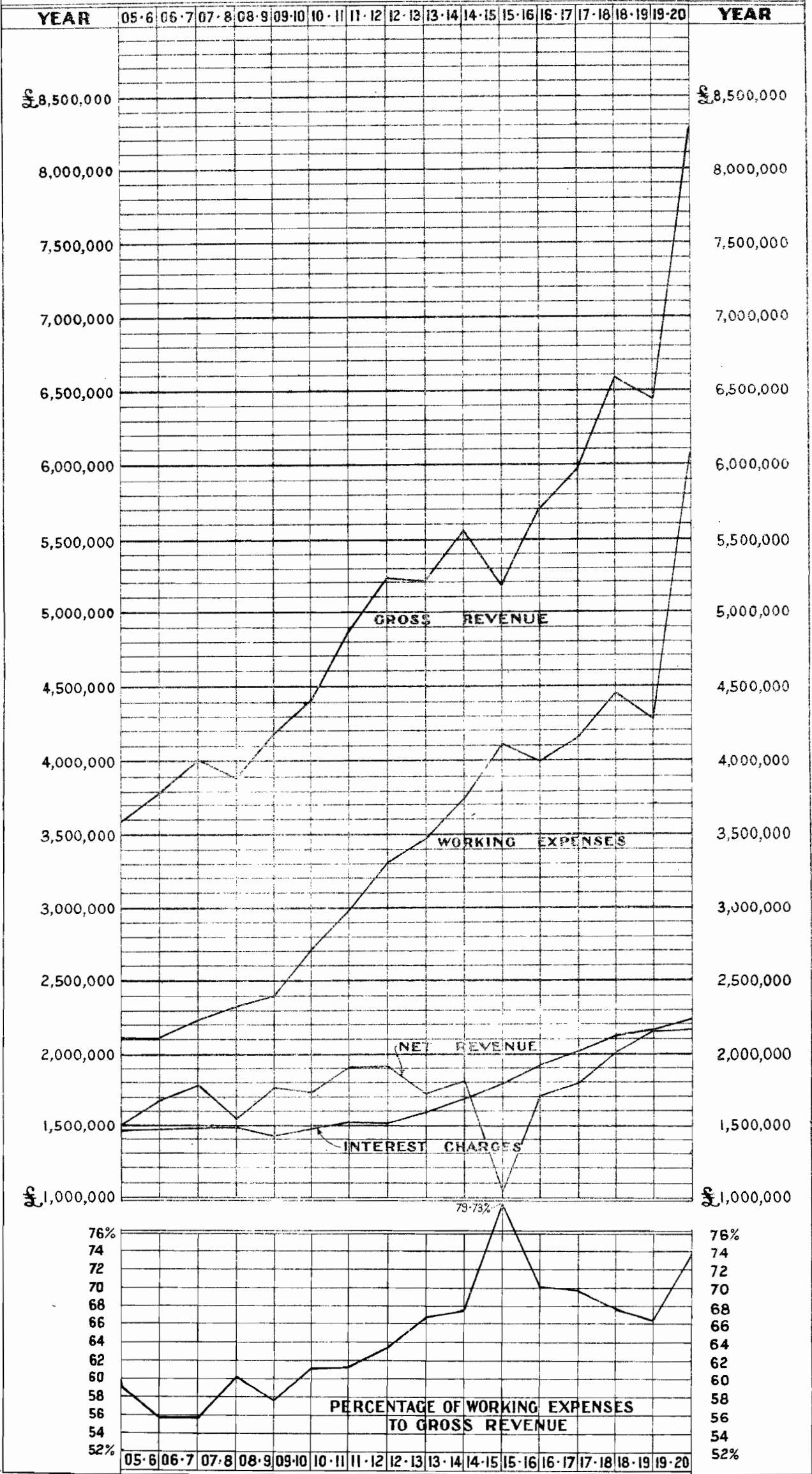
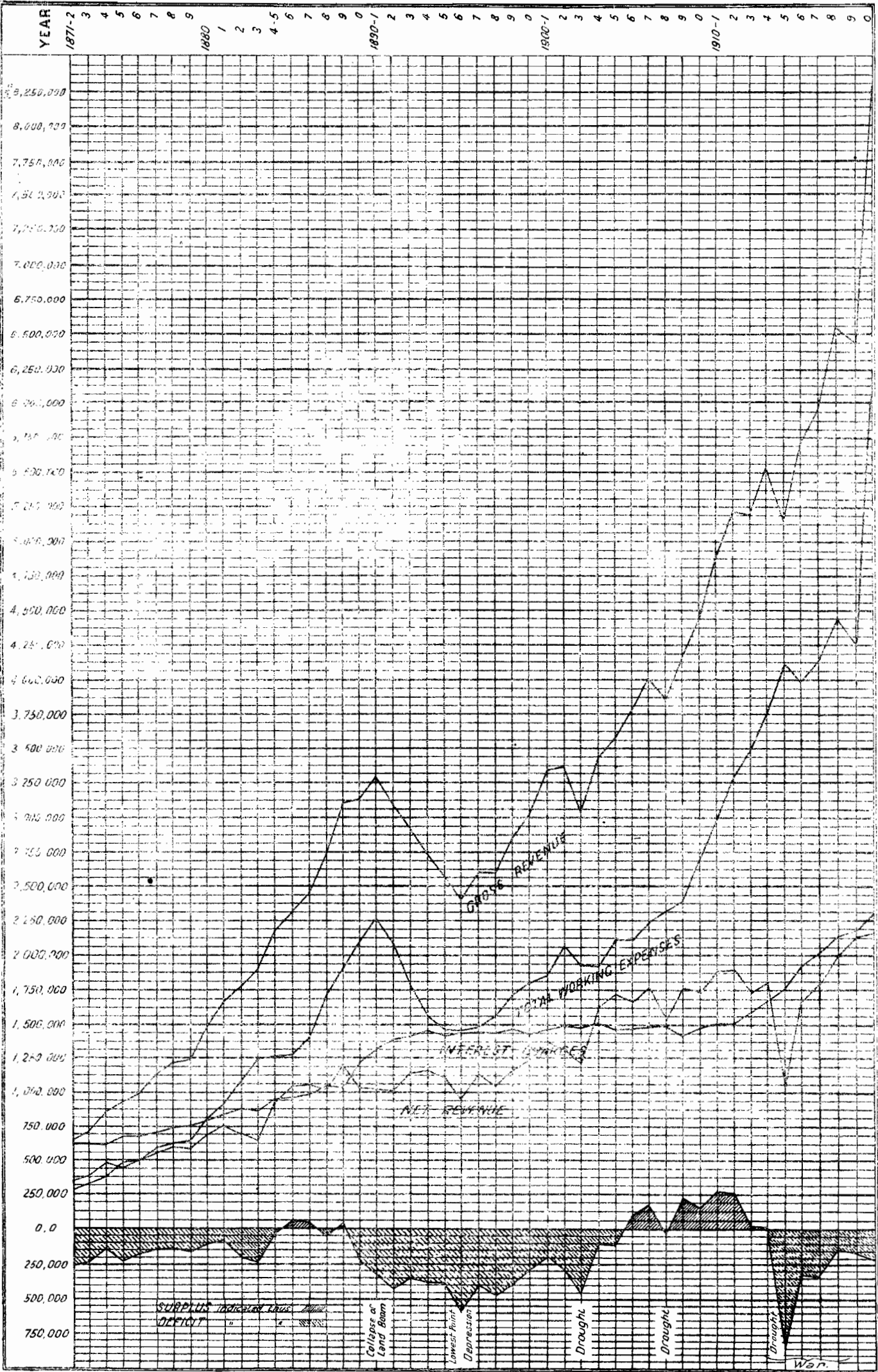
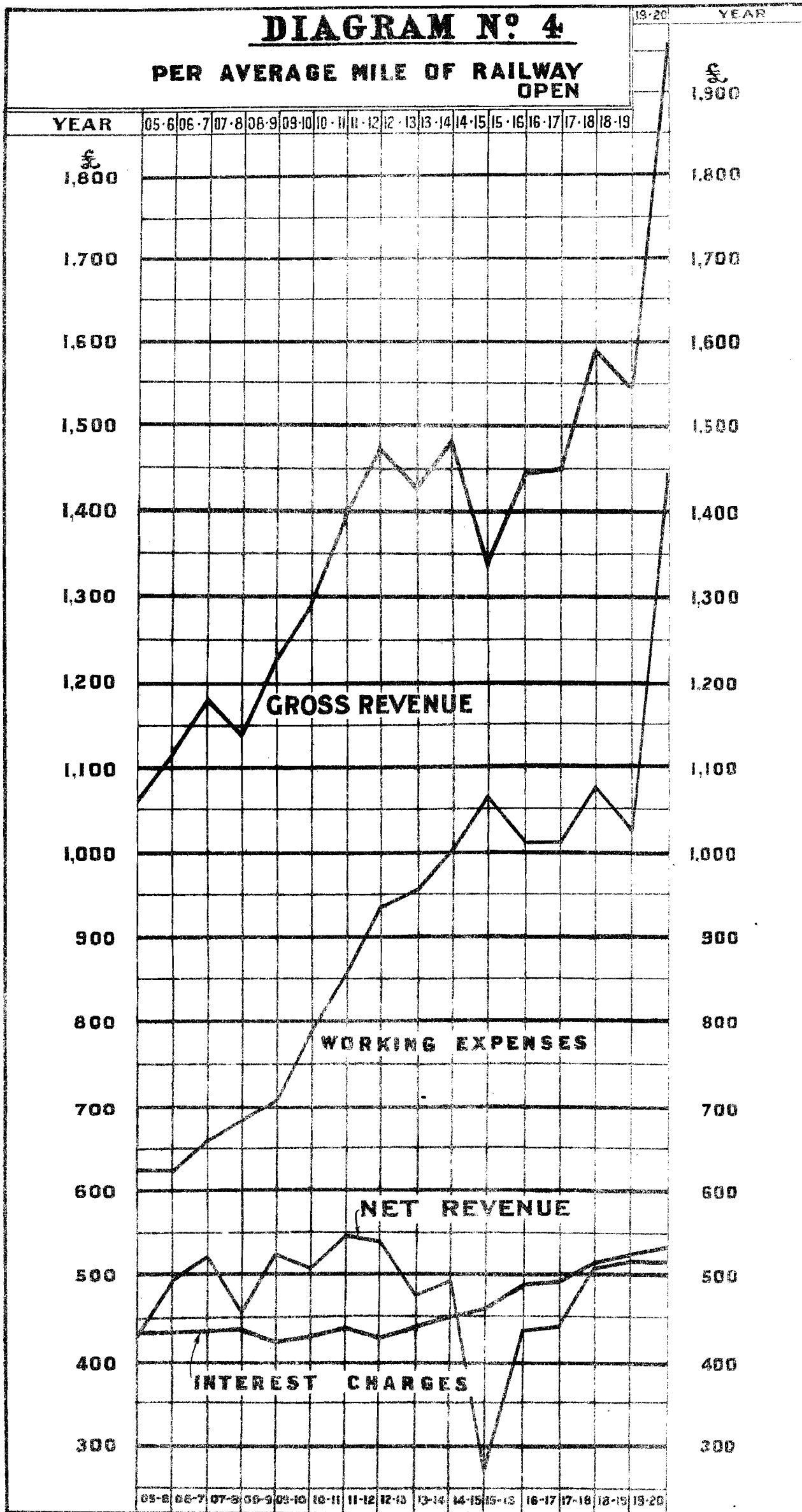


DIAGRAM N° 3A

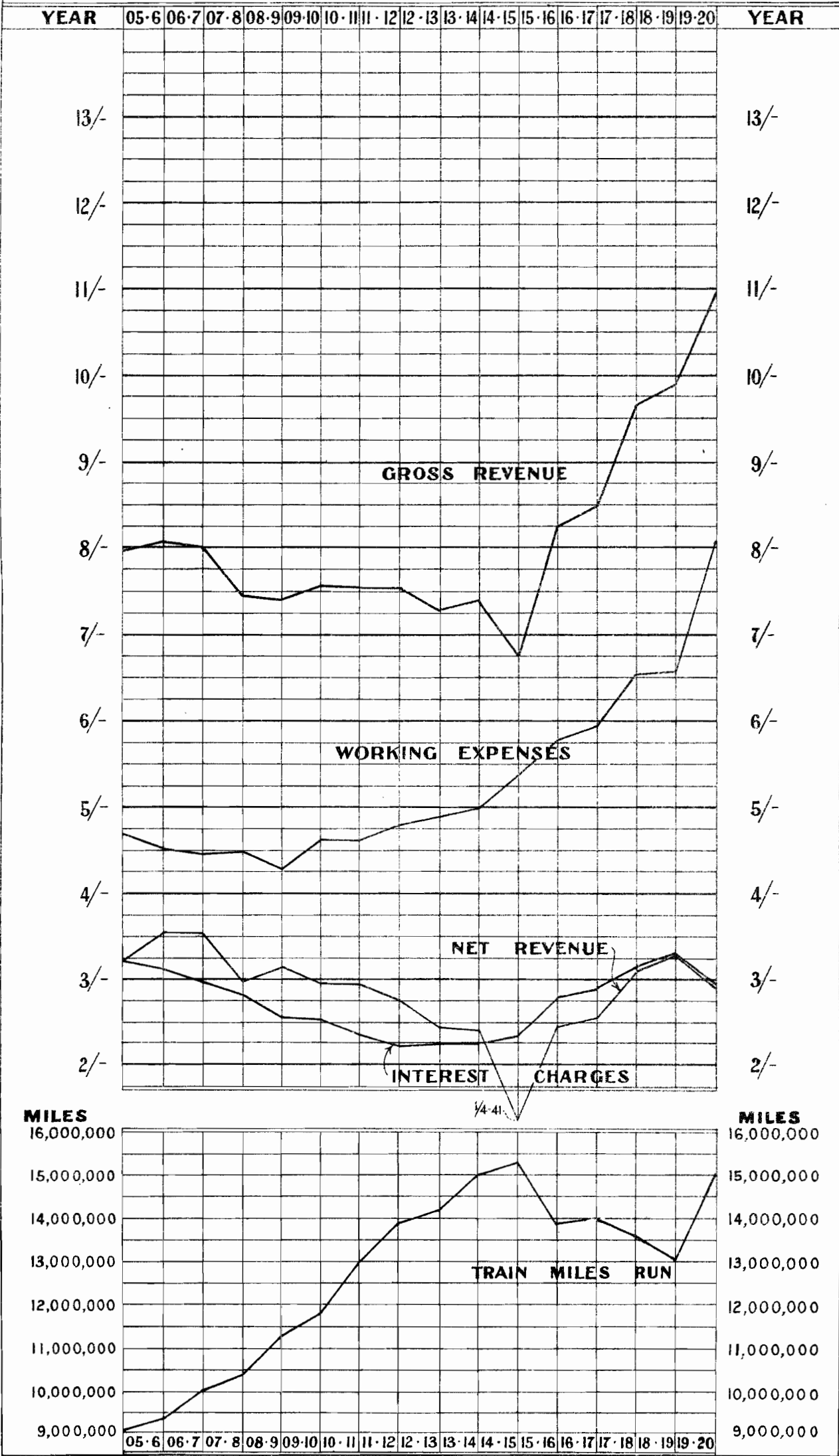


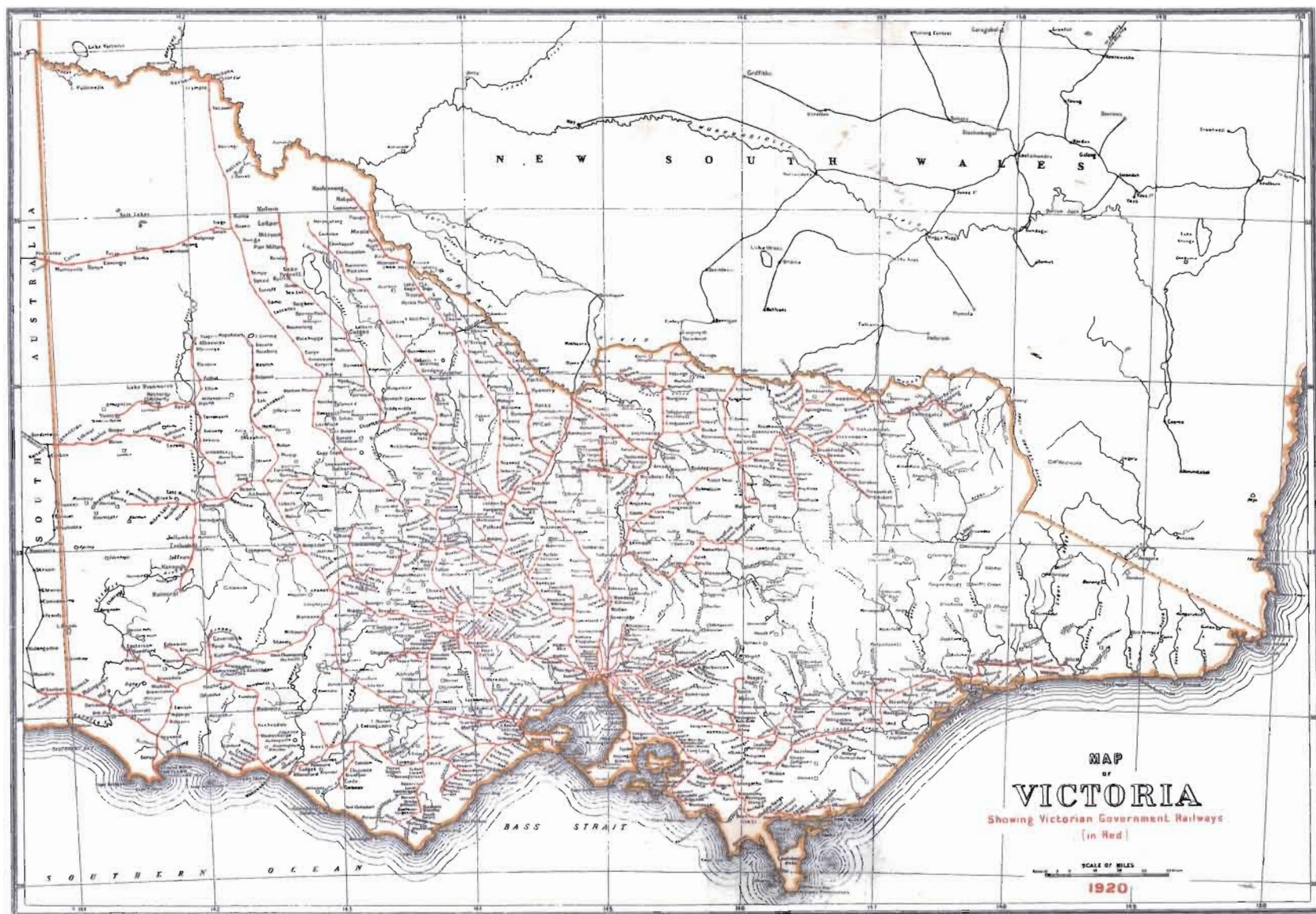
# DIAGRAM N° 4

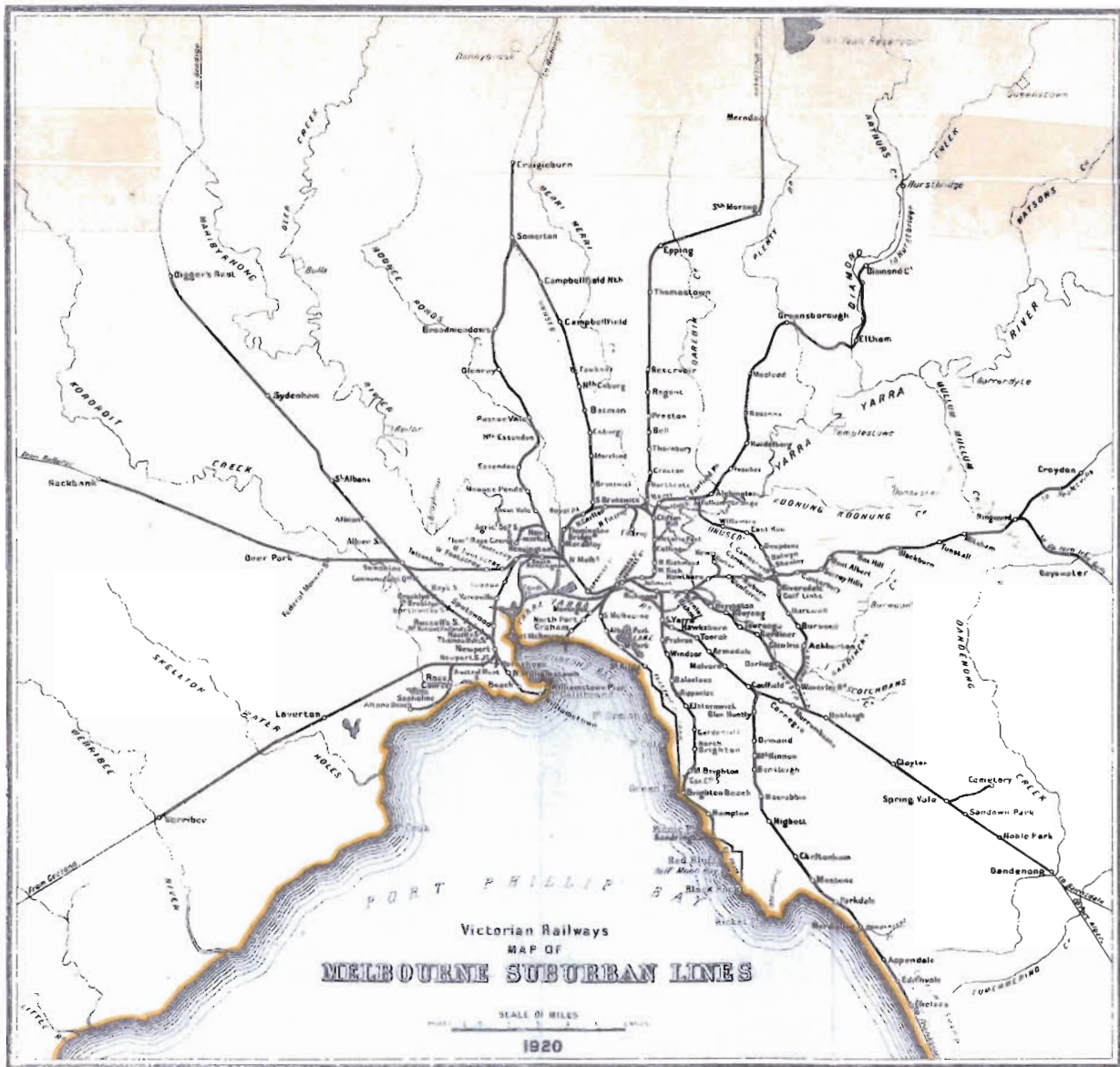
PER AVERAGE MILE OF RAILWAY OPEN

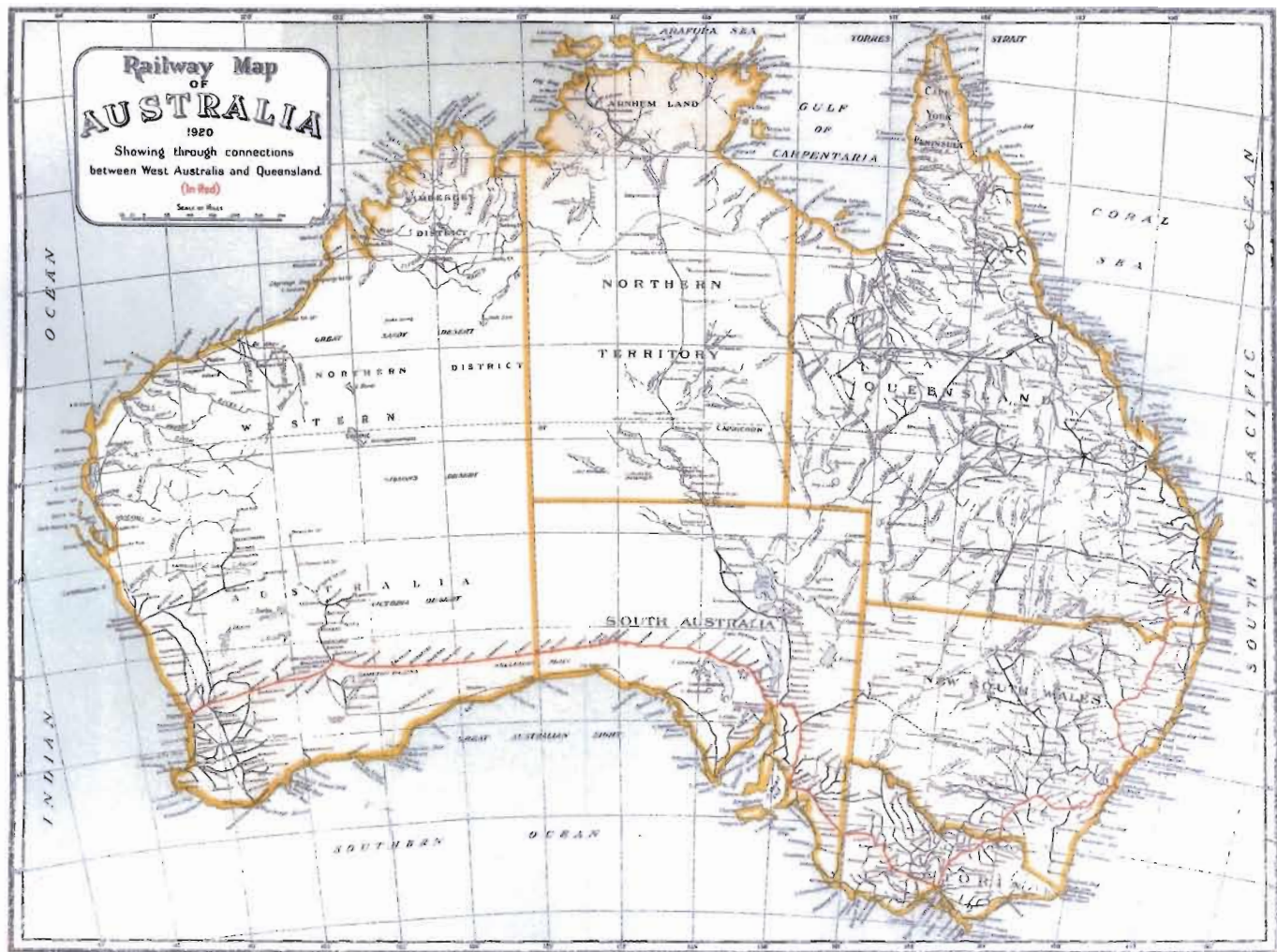


# **DIAGRAM Nº 5** **PER TRAIN MILE RUN**









Distances between Capital Cities on Trans-Australia Railway.

|                                        |          |                                   |            |
|----------------------------------------|----------|-----------------------------------|------------|
| Perth to Adelaide (W.A.)               | 387 Mds. | Adelaide (S.A.) to Melbourne (V.) | 182 Miles. |
| Railway (W.A.) to Port Adelaide (S.A.) | 100      | Melbourne (V.) to Sydney (N.S.W.) | 385 ..     |
| Port Adelaide to Adelaide (S.A.)       | 200      | Sydney (N.S.W.) to Brisbane (Q.)  | 713 ..     |

Total Distance - Perth to Brisbane

1,482 Miles.

Note:—Path time is 14 hours behind Adelaide, 12 and 12 hours behind Melbourne from Melbourne, Sydney, and Brisbane observe the same time.