VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1921

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

Approximate Cost of Report.—Preparation, not given. Printing (\$50 copies), £165.]

Sy Anthority:

ALBERT J. MULLETT, GOVERNMENT PRINTER, MELBOURNE.

2nd Session.—No. 9.—[3e.].—11887.

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDING 30th JUNE, 1921.

VICTORIAN RAILWAYS,

Commissioners' Office, Spencer-street,

Melbourne, 24th September, 1921.

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, 1921.

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

	Railw	ays.				Kilda-Br Sandringha ck Elect way:	ım–B ric	lack		T otal		
	£	8.	d.			£	8.	d.		£	*	d.
ROSS REVENUE— Earnings	9,694,264	17	9	••		56,145	6	1	• •	9,750,410	3	10
Amount paid under the provisions of Section 102 of Act 2716, in respect of the loss resulting from the working of certain lines of railway, &c., vide page 7	101,499	0	0							101, 409	0	.6
	9,795,763	17	9	··		56,145	6	1		9,851,909	3	10
ORKING EXPENSES	7,835,756		11	••		72,723		5	••	7,908,479		
T REVENUE	1,960,007	12	10		-	(Defi 16,578		4	• •	1,943,429	7	6
TEREST CHARGES and EXPENSES		2.	£ 409,		s. 6	•••		-				
INSIONS and GRATUITIES		-,	182,		1							
justment with South Australia n connexion with Border Railways, vide page 7			ĺ	005	0	0						
payment to Capital Account n respect of the North Geelong to Fyansford Line, vide page 7	•		1,	349	0	0		5		2,595,064	8	3
FICIT	••			• •	- t/		•		-	£651,635	0	9

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

	Year 1919-20.	Year 1920-21.	Increase. (+) Decrease. (-)		
Gross Revenue— Railways—Earnings	£ s. d. 8,133,617 9 1	£ s. d. 9,694,264 17 9	£ s. 6 + 1,560,647 8		
" Amount paid 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, &c., vide page 7	91,355 0 0	101,499 0 0	+ 10,144 0		
St. Kilda-Brighton and Sand- ringham-Black Rock Electric	8,224,972 9 1	9,795,763 17 9	+ 1,570,791 8		
Tramways	62,090 16 11	56,145 6 1	_ 5,945 10 1		
Total	8,287,063 6 0	9,851,909 3 10	+ 1,564,845 17 1		
Working Expenses— Railways St. Kilda-Brighton and Sandring- ham-Black Rock Electric Tram-	6,032,951 2 6	7,835,756 4 11	+ 1,802,805 2		
ways	50,711 5 11	72,723 11 5	+ 22,012 5		
Total	6,083,662 8 5	7,908,479 16 4	+ 1,824,817 7 1		
Net Revenue	2,203,400 17 7	1,943,429 7 6	259,971 10		
Interest Charges and Expenses	2,234,201 13 1	2,409,674 6 6	+ 175,472 13		
Pensions and Gratuities	152,932 15 5	182,036 1 9	+ 29,103 6		
Adjustment with South Australia in connexion with Border Railways, vide page 7	3,199 0 0	2,005 0 0	_ 1,19 4 0		
Repayment to Capital Account, vide page 7	25,960 19 8	1,349 0 0	24,611 19		
Total of Interest Charges and Expenses, Pensions and Gratuities, &c	2,416,294 8 2	2,595,064 8 3	+ 178,770 0		
Deficit	£212,893 10 7	£651,635 0 9	+ £438,741 10		

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

	Year 1917-1918.	Year 1918-1919.	Year 1919-1920.	Year 1920–1921.
Average Mileage of Railways operated	4,139	4, 159	4,194	4,237
TRAFFIC TRAIN MILEAGE.	2,839,226	2,816,728	3,103,611	3,237,161
" Suburban	3,603,069	3,651,904	3,999,770	4,320,632
Mixed	2,513,111	2,509,505	2,528,802	2,529,249
,	4,670,965	4,053,518	5,390,282	5,822,249
Total	13,626,371	13,031,655	15,022,465	15,909,291
Number of Passenger Journeys	105,753,073	111,904,786	134,012,162	134,045,683
Fonnage of Goods	5,779,389 451,704	6,026,617 488,853	7,073,157 697,537	7,073,392 499,651
GROSS REVENUE.				
Passenger, &c., Business.	£	£	£	£
Passenger—Country	1,686,835	1,620,741	2,195, 8\$\$ 1,584,363	2,551,560 1,846,564
Dining Car Service	18,953	15,730	25,471	25,809
Refreshment Rooms Service	267,129	272,062	105,619 343,186	258,315 415,675
Horses, Carriages, and Dogs	19,214	19,280	25,253	28,795
Mails	56,422	39,713	31,259	54,664
	3,254,274	3,241,194	4,311,039	5,181,382
Goods, &c., Business.			,	
Goods	2,661,596	2,433,785	2,930,598	3,789,080
Live Stock	370,206	431,320	600,217	492,096
Minerals	105,745	92,684	190,307	130,100
	3,137,547	2,957,789	3,721,122	4,411,276
Rentals	102,893	148,686	85,643	85,736
Miscellaneous	67,545	84,608	107,168	117,369
Total	6,562,259	6,432,277	8,224,972	9,795,763
Per mile of Railway worked Per traffic train mile	1,585 9s. 7.58d.	1,547 9s. 10.46d.	1,961 108. 11.40d.	2,312 128. 3.77d.
		The same of the sa		
WORKING EXPENSES.	£		£	£
Transportation Branch	1,225,479	£ 1,257,685	1,820,588	2,483,78
Way and Works Branch Rolling-Stock Branch—Operating Expenses	1,049,270	870,123	1,262,069	1,576,857 2,139,809
" Repairs and Renewals	66 5,358	1,320,274 646,296	1,722,967 926,684	1,068,36
" Payment into Rolling-Stock Replacement Fund	50,000	50,000	50,000	187,098
Electrical Branch	•••	3,397	85,963	146,698
General Expenses Payment into Railway Accident and Fire Insurance	100,911	100,094	124,012	159,174
Fund	32,586	31,794	40,668	73,969
Total Working Expenses	4,451,092	4,279,663	6,032,951(a)	7,835,756(0
Per mile of Railway worked	1,075 6s. 6.40d.	1,029 6s, 6.82d.	1,438 8s. oʻ3 3 d.	7,849 98. 10'21d.
Percentage of Gross Revenue	67.83	66.23	73.35	79'99
Net Revenue	2,111,167	2,152,614	2,192,021	1,960,007
Per mile of Railway worked	510	518	523	463

⁽a) For details see Appendix No. 6.

Gross Revenue of the Railways.

The Gross Revenue of the Railways amounted to £9,795,763, which is £1,570,791 in excess of the record revenue earned in the preceding year, viz., £8,224,972, or equivalent to an increase of 19·10 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder:—

					Incre	Increase.		ease.
101ri					Amount.	Per cent.	Amount.	Per cent
Passenger Tr	affic				£		£	
Country				•••	355,672	16.2		
Suburbar	ı				262,201	16.22	} '''	•••
					, ,	, ,		
Dining Car S		***	•••		338	1,33		
Refreshment	Rooms S	ervice	***	•••	152,696			
Parcels, &c.		•••	***		72,489	21.12		
Horses, Carri	ages, and	Dogs	•••	•••	3,542	14.03		
Mails	***	•••	•••	***	23,405	74.87	,	
Goods		•••	•••		858,482	29.29		
Live Stock	***	•••	•••	•••		•••	108,121	18.01
Minerals	***	***	•••	•••	•••		60,207	31.64
Rentals	•••	***	***	•••	93	. 1 1	***	•••
Miscellaneous		***	***	•••	57	. 5 1		••
Amount paid								
the provision	ons of Se	ection 10	oz of Act	2716				
in respect	of the l	oss resu	ilting fro	m the				
working of	certain	lines of	railway	s, &c.,				
vide page 7	••	***	•••	•••	10,144	•••	***	•••
Tot	tai	• • • •	•••		1,739,119	• • •	168,328	•••
Net I	ncrease	•••	•••	***	£	,570,791		

The Gross Revenue per traffic train mile was 12s. 3.77d., as compared with 10s. 11.40d. in the preceding year.

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.

Revenue per traffic

Year.			Revenue per traff train mile.	1
			s. $d.$	
1909-10	• • •		7 7:11	
1910-11	•••	• • •	7 6.58	
1911-12	•••		7 6.53	
1912-13	***	• • •	7 3°7 7	
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	
1920-21	•••	***	12 3.77	

Working Expenses of the Railways.

The percentage of Working Expenses to Gross Revenue was 79'99, by contrast with 73'35 in the preceding year, and 66'53 in 1918-19. The higher percentage during the year under review is more than accounted for by the unfavorable factors 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. 13, so that the apparent discrepancies between the two sets of figures may be readily appreciated.

South Australian Border Railways Adjustment Account.

The agreement which was made in 1912 between the Victorian and South Australian Governments—and which was ratified by Act No. 2424—in connexion with the construction of the line from Murrayville to Pinnaroo, and from Malanganee to Mount Gambier, 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 that after the losses (if any) on working the connecting railways, and the Ouyen to Murrayville railway, have been paid therefrom the balance is to be divided equally between the States—firstly, up to a maximum of £5,000 per annum unconditionally; and then the balance (if any) in the "pool," subject to the proviso that the credit to either State may be revised under certain conditions.

The adjustment in respect of the year ended 30th June, 1920, involved the payment to South Australia of the sum of £2,005, which has been charged to the Working Expenses of the year under review.

Repayment to Capital in respect of the construction of the North Geelong to Fyansford Line.

The construction of the line from North Geelong to Fyausford (which was opened in September, 1918) was authorized by Act No. 2879, subject to The Australian Portland Cement Company Proprietary Limited undertaking to make good the amount by which the annual revenue from the line is insufficient to meet the working expenses, the interest on the Capital cost, and an annual contribution sufficient to extinguish the Capital Expenditure within a period of fifteen years.

It is proposed that the cost of the line shall be written off over the period in question, and the amount involved for the first two years, viz, £1,349, has been charged to the working expenses of the year under review 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 North Geelong to Fyansford Line, was equivalent to 2.98 per cent. of the total loan liability, as compared with 3.51 in 1919-20.

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

	£	s.	d.
In conformity with the provisions of Section 102 of the Railways Act 1915, the sum of £99,494 in respect of the loss incurred in connexion with the operation of certain non-paying lines (vide page 13), and			
· · · · · · · · · · · · · · · · · · ·	101,499	0	0
which was paid to South Australia in connexion with the operation of certain border railways (as referred to above), were appropriated	,.,,	Ü	J
by Parliament and paid to the Department.			
The amount due in respect of preference granted on goods of Australian manufacture, viz		6	6
has not yet been paid to the Department, but credit has been taken for it in the accounts for the year.			
Total	£102,646	6	6

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 £281 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Transways, was £49,250.

In addition a special payment of £25,000 was made to the fund and charged to the working expenses for the year (vide Appendix No. 7) in order that there would be sufficient money at the credit of the fund to cover the liabilities.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £165,475 and £16,561 respectively, or a total of £182,036, as compared with £151,044 and £1,888 respectively, or a total of £152,932 in the preceding year.

At 30th June, 1921, there were 520 employees still in the Service entitled to either pension or compensation on retirement, by contrast with 627 at 30th June, 1920, or a decrease of 107, vide Appendix No. 8.

Capital Expenditure.

The total expenditure charged to Capital Accound June, 1920, was and during the year the expenditure so charged (details are given in Appendix No. 9) was as follows:—				£ 58,653,884		d. 9
Construction of New Lines and Surveys 30 Electrification of Melbourne Suburban Lines 57	£ 6,205 2,737		0			
Additions and Improvements to—			_			
	4,366 8,988					
Total Increase in Expenditure on Capital Account	•••			1,532,297	7 6	2
so that the total expenditure charged to Capital Account June, 1921, was	t at			50,186,181	11	11
						
Loan Funds.						
The total liability, at 30th June, 1920, in resp Current Loans was and during the year the additional amount allocate as follows:—	••		5'	£ 7,626,317	s. 7	d. 4
For Construction works · 1,330 For Redemption purposes 8,102	.,276	14				
Less Amount redeemed 9,432 8,067			0 4			
Net Increase for the year	•••			1,365,144	2	8
so that the total liability, at 30th June, 1921, in respective Current Loans was (vide Appendix No. 10)		of ••	£5	8,991,461	10	0
The proceeds of Loans, after deducting Discounts a penses (less Net Premiums received), amount	nd E	x- at		£		d.
30th June, 1920, to and as this amount was increased during the year e	•	••	5	5,810,089	6	5
30th June, 1921, by		••	_	1,330,679	14	I
the total proceeds of Loans at 30th June, 1921, were	•	••	£5	7,140,769	0	6
The difference between the increase in the proceeds and the net increase in the total amount of Currallocated, which represents the Net Discount and for the year, was	rent l	Loa	ns	£34,464	8	

Interest Account.

	£	8.	a.
The Interest Charges on Current Loans (vide Appendix No. 10) amounted to	2,404,392	19	2
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	5,281	7	4
The debit for Interest Charges and Expenses for the year 1920-21 was therefore which represents an increase of £175,473 as compared with the debit for the previous year.	E2,409,674	6	6
Non-Interest Bearing Funds.			
The amount provided out of Consolidated Revenue for	£	s.	ď.

Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was, at 30th June, 1920 ... 3,921,197 13 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 ... 9,504 0 0

The total amount so provided as at 30th June, 1921 (vide Appendix No. 5), was therefore ... £3,930,701 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 Penshurst (dismantled)	•••	15.87	•••	50,000
Canterbury Loop Line (dismantled)		0.20		
Ashburton to Oakleigh	•••	2.37 }	***	160,000
Fairfield Park to Deepdene		3.34)		
Darling to Waverley	•••	0.84		7,000
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	•••	•••	•••	378,345
Grand Total	•••	, •••	•••	£762,208

The interest charges upon this non-productive Capital, which is borne by the Railways would, at the rate of 4 per cent., amount to £30,488 per annum, and we again desire to direct attention to 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 52.58 miles of new railways were opened for traffic, and at 30th June last 52.38 miles were in course of construction. The details of the different lines are shown in Appendix No. 14.

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. 15, and compare as follows with the corresponding mileages for the year 1919-20:—

				At 30t	h June.	Average i	or Year.
				1920.	1921.	1919-20,	1920-21.
				Miles.	Miles.	Miles.	Miles.
Route Mileage	***	•••		4,214.00	4,266.58	4 194 17	4,236.69
Main Tracks Sidings	•••	•••	***	4,567°24 849.57	4,619 ⁻⁸² 845 ⁻ 06	4 547 41 848 16	4,589' 9 3 847'69
St. Kilda-Brighton Black Rock Electr	and ic Tram	Sandring ways—	gham-				
Main tracks	•••	***	***	14'95	14.95	14.95	14.95
Sidings	•••	***	•••	1,32	1.40	1.32	1.36

St. Kilda-Brighton Electric Tramway.

The results of operating the St. Kilda-Brighton Electric Tramway, as contrasted with those of the preceding year, are embodied in Appendix No. 11; the principal items being as follow:—

_			Year 1919-20.		Year 1920-2 1 .
Number of Passenger	rs	•••	5,805,892 £	****	5,572,454 £
Gross Revenue	***		50,494	* * *	47,005
Working Expenses	***	•••	42,813	•••	63,921
Net Revenue	•••	•••	7,681	Deficit	16,916
Interest Charges	***	•••	6,005	***	6,143
Net Result	•••	Profit	£1,676	Loss	£23,059

The falling off in the revenue is accounted for by the heavy decrease (£7,117) in the amount credited to the tramway in respect of the suburban all-lines tickets which were formerly issued to soldiers on their return from active service; and the reduction in the number of passengers is due to a similar cause.

The increase in the Working Expenses, which include the sum of £3,000 written off the Capital cost of the Power Plant at Elwood, was due mainly to the higher cost of wages and materials, and the heavy additional expenditure involved in effecting improvements to the drainage of the tracks.

effecting improvements to the drainage of the tracks.

The Capital Expenditure at 30th June, 1921, on account of the construction of the line was 109,789 and of rolling stock 43,792 or a total of £153,581

Sandringham-Black Rock Electric Tramway.

A comparison of the results of the operation of this Tramway with those of the preceding year is shown in Appendix No. 12, and the chief items are shown hereunder:—

£
£

			X Year 1919–20,		X Year 1920-21.
Gross Revenue	• • •		11,597	• • •	9,140
Working Expenses	•••	***	7,898	•••	8,802
Net Revenue	• • •	• • •	3,699		338
Interest Charges	•••	***	2,316		2,399
Net Result	***	Profit	£1,383	Loss	£2,061

The decrease in the revenue was due to the reduction (£4,003) in the amount credited to the tramway in respect of travel by returned soldiers as previously referred to, while the increase in the Working Expenses was caused mainly by increased wages and the higher cost of materials.

The Capital Outlay incurred on the line (including Rolling Stock) up to 30th June, 1921, was £59,973.

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

During the first six months of the year the volume of passenger traffic was much greater than in the corresponding period of the previous year, but in the latter half of 1920-21 there was a considerable falling off in the passenger business owing to the restrictions in the train service in January and February consequent on the shipping dispute, and to the depression in trade which occurred shortly after the resumption of normal traffic.

The total number of passenger journeys for the year, however, was slightly in excess of the aggregate for 1919-20 (which constituted a record); the decrease which took place in the country passenger traffic having been more than counterbalanced by an increase in the number of suburban passenger journeys. Owing mainly to the higher fares charged, the revenue derived from all sources was much greater than that obtained in 1919-20, the increase amounting to £617,873.

Details of the passenger business during the years 1919-20 and 1920-21 appear in Appendix No. 20, but for ready reference a summary is given hereunder:—

William Space	Country Pass	senger Traffic.	Suburban Pa	ssenger Traffic.	Totals.		
	Year 1919-20.	Year 1920-21.	Year 1919-20.	Year 1920-21.	Year 1919-20.	Year 1920-21.	
Total number of journeys Revenue	10,263,863 £2,195,888	10,061,866 £2,551,560	123,748,299 £1,584,363	123,983,817 £1,846,564	134,012,162 £3,780,251	134,045,683 £4,398,142	

In Appendix No. 27 will be found a further statement showing the fluctuations in the passenger traffic, and the changes in relative order of importance which have arisen during the past decade, in respect of metropolitan and suburban stations which in 1910-11 had a volume of more than 500,000 passenger journeys or which have since developed at least that volume of traffic.

The total goods tonnage was 7,073,392 tons, as compared with the record tonnage of 7,073,157 tons carried in 1919-20. Decreases occurred in the tonnage of flour, wheat, fodder, wool, and minerals handled during the year, but they were offset by increases in other classes of traffic, principally firewood, timber, stone, gravel, and sand. Although practically the same tonnage was handled in both years, the extent of the goods traffic, particularly in wheat, was much greater in 1920-21 owing to the longer distance over which goods were hauled; the average haul being 21.7 per cent. greater than in 1919-20. The revenue from the goods traffic was £798,275 in excess of that obtained last year, the increase being attributable mainly to the higher rates operative and to the increased haulage involved.

There was a considerable reduction in the live stock tonnage and revenue as compared with the year 1919-20, and the decrease was due principally to the fact that in that year an abnormal quantity of live stock was sent to markets and removed from drought-stricken areas to distant parts of the State for agistment.

A comparative analysis of the goods and live-stock traffic for the years 1919-20 and 1920-21 appears in Appendix No. 21.

The Harvest.

The wheat yield for the 1920-21 season was 39,468,625 bushels, and the quantity carried by rail from stations in the producing districts amounted to 12,613,780 bags. The latter total, however, includes 1,492,243 bags of previous seasons' wheat despatched from the wheat depôts at Huntly, Maryborough, and Stawell, which were specially created (together with the depôt formerly at Broadmeadows) for the storage of the bulk of the 1918-19 harvest, and which have now been cleared of wheat and disestablished as depôts.

The following statement shows the wheat yield and the quantity railed from country districts during each of the past five years, and it will be observed therefrom that the 1920-21 harvest was the best since 1916-17:—

 			- J					
	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				
1920-21		 	39,468,625	12,613,780				

During the year 7,827,747 bags were exported, as compared with 9,430,195 bags in 1919-20, and the former total includes 568,161 bags shipped from Portland, which has been equipped with increased railway facilities for dealing with export traffic and was used for the first time for the shipment of wheat.

At 30th June last the quantity of grain stacked at the seaboard and in the country was 2,510,239 bags, which compares as under with the quantity stacked on the same date in each of the previous three years:—

	Number of Bags of Wheat Stacked at 30th June, 1918.	Number of Bags of Wheat Stacked at 30th June, 1919.	Number of Bags of Wheat Stacked at 30th June, 1920.	Number of Bags of Wheat Stacked at 30th June, 1921.
At or in the vicinity of Williamstown At or in the vicinity of	14,022,844	5,871,166	206,291	690,080
Geelong At country stations	6,616,145 697,070	4,773,352 392,044	405,993 1,153,322	1,101,017 719,142
At country depôts		4,201,248	1,492,243	
Totals	21,336,059	15,237,810	3,257,849	2,510,239

In Appendix No. 28 will be found particulars of the number of bags of wheat despatched from the principal wheat-loading stations during each of the six years ended 30th June, 1921.

Train Mileage and Train Loads.

The total train mileage run during the year was 15,909,291, which is 886,826 miles in excess of the mileage during 1919-20.

The country passenger train service shows an increase of 133,550 miles, which was chiefly the result of the heavy Inter-State traffic during the first half of the year, and of the restoration in the latter portion of 1919–20 of train services which were curtailed during the war; while the increase in the suburban passenger train mileage, amounting to 320,862 miles, was due mainly to the improved services provided under electric traction on the Williamstown, Coburg, and Fawkner lines.

There was an increase of 431,967 miles in the goods train mileage owing to the greater extent of the traffic—principally wheat—handled during the year, and the additional train mileage is reflected in the freight-ton miles, which increased in greater ratio, thus denoting the economical conduct of the goods business.

A comparison of the year's train and truck performances with those of the previous five years is given hereunder:—

MARKET ACCIONA			1915-16.	1916-17.	1917-18.	1918-19	1919-20.	1920-21.
Percentage of actual to autho-	Mixed Goods		70	72 8-	73 89	72 89	74 88	69 86
Average gross tonnage per	Passenger	• •	83 192	87 199	197	194	197	196
traffic train mile	$egin{array}{c} ext{Mixed} \ ext{Goods} \end{array}$	• •	199 300	205 319	207 322	202 322	202 323	193 313
Average goods and live stock tonnage per loaded truck mile			7.5	8.3	8.1	7.4	7.8	8.7
Number of passengers carried per passenger and mixed train mile	Country Suburban	••	80·49 147·67	77 · 19 146 · 33	78·19 144·67	77 .74 164 .00	92·85 179·02	89·11 159·98

Throughout the year there was a predominance of traffic on the "up" journey, in which direction the loads of goods trains were well maintained, but owing to the lesser volume of tonnage offering on the "down" journey, goods trains which had necessarily to be run to provide for the "up" traffic were appreciably short of full tonnage loads, and this light loading of goods trains in the "down" direction is responsible for the reduction shown in the general average gross tonnage per goods traffic train mile. The lower average gross tonnage per mixed train mile is due to a similar cause, as well as to the earlier completion of the wheat traffic to the seaboard and the lesser amount of loading that has latterly been available for mixed trains on branch lines.

The average goods and live-stock tonnage per loaded truck mile, i.e., 8.7, is the best result yet attained, and is an increase of 18 cwt. as compared with the average tonnage in the previous year. This marked improvement is largely the result of the action which was taken as from 1st April, 1920, to increase the class weight minimums of certain descriptions of goods so as to more nearly accord with the quantities that can be loaded into trucks, but it has also been materially contributed to by the cordial response to our appeals to the public and the staff for their co-operation in extracting more and better service from the equipment.

The falling off in the number of passengers carried per train mile in the suburban area is chiefly the result of the electrification of the Williamstown, Coburg, and Fawkner lines, on which a more frequent service of shorter trains has been provided.

Non-Paying Lines.

The operation of the following lines for the twelve months ended 28th February, 1921, after the payment of working expenses and interest charges, resulted in a loss of £99,494, which has been appropriated by Parliament, after certification by the Auditor-General, and paid to the Department under the provisions of Section 102 of the Railways Act 1915, No. 2716:—

LA	Line.						
						£	
Bairnsdale to Orbost		• •		• •	• •	12,249	
Beeac to Newtown			• •	• •	• •	1,878	
Benalla to Tatong			• •	••	• •	1,163	
Cavendish to Toolondo			• •	• •	• •	8,365	
Chillingollah to Manangatang		• •		• •		1,727	
Colac to Crowes		• •	• •	• •		8,274	
Jeparit to Lorquon	• •	• •	• •			507	
Eltham to Hurstbridge			• •	• •	• •	3,811	
Ferntree Gully to Gembrook		• •	• •			8,080	
Hamilton to Cavendish			• •	• •	• •	1,096	
Heywood to Mumbannar (Malangane	e)	• •		• •	• •	5,157	
Linton to Skipton			• •	• •		2,544	
Lorquon to Yanac	• •		• •	• •		1,622	
Moe to Walhalla				••		6,192	
Neerim South to Toorongo River (No	ogee)		• •	• •	• •	3,963	
Noradjuha to Toolondo		• •	• •	• •	• •	1,462	
Rainbow to Nypo (Yaapeet)	• •		• •	• •	• •	438	
Rushworth to Stanhope North (Girgs	arre)	• •	• •	• •	• •	1,402	
Sea Lake to Pier Millan (Nandaly)	• •	• •		• •	• •	1,025	
Tallangatta to Cudgewa (Beetoomba)		• •		• •	• •	9,245	
Wangaratta to Whitfield	• •		• •	• •		3,084	
Nandaly to Kulwin	• •	• •	• •	• •	• •	4,167	
Piangil to Kooloonong		• •	• •	• •	• •	3,747	
Alberton to Won Wron (Yarram)	• •	• •			• •	3	
Ouyen to Murray ville	• •			• •		5,395	
Murrayville to Border	• •	·	• •	• •	• •	2,102	
Malanganee to Border	• •	• •	• •	• •	• •	796	
Total	••		• •	* *		£99,494	

Fares and Rates.

The adoption of 'the awards announced during the year by the Railways Classification Board caused a very large increase in the working expenses, which were further augmented as a result of the advance in the price of coal, the higher interest rates paid for loan moneys, and other extraordinary and unavoidable charges.

On the basis of the fares and rates operative in the early part of the year, the revenue was quite insufficient to meet the heavy additional expenditure entailed by these extra charges, and in December last the Government approved of our recommendation that the fares and rates should be increased by 18 per cent.

The higher fares and rates, which became operative as from the 1st January were, however, not made applicable to certain raw materials for country industries, nor in the case of children travelling to and from schools outside the suburban area, while the rates for the carriage of fish were only increased by 10 per cent. It was also considered expedient to exclude the area covered by tramway competition from the operation of the higher fares, but following upon the increase which was made subsequently in the tramway fares the railway rates to and from stations in the area in question were increased by approximately 5 per cent. as from 1st March.

It was expected that additional revenue to the extent of approximately £775,000 would be obtained from the higher charges during the period from 1st January to 30th June, but as a result of the serious decline in the passenger traffic in January and February owing to the shipping dispute, and the falling off in business that occurred in the latter months of the year, the additional revenue amounted to only about £646,000.

The total increase in the railway charges in this State since the 1st July, 1913, now amounts to 44 per cent., which compares as under with the increases that have been made on other systems, viz. :-

Sweden			• •	Up to	200 1	oer cent
Norway				,,	180 ~	,,
Holland		• •		,,	140	,,
France				,,	140	,,
Italy				,,	120	,,
Great Brita	in			,,	100	,,
Belgium				,,	100	,,
United Stat	tes			,,	93	,,
New South	Wales			,,	60	,,
Victoria				,,	44	,,

In previous Reports we have pointed out that the increases which have been made in recent years in the fares and rates in this State have been necessitated by heavy additional expenditure on account of increased wages, higher interest charges, and the marked advance in the cost of materials, &c.; and, having regard to the extent by which the working costs of the year under review were further increased by such factors, the advance of 18 per cent. in the fares and rates as from the 1st January was fully justified.

Electrification of the Suburban Lines.

As a result of the special steps taken to expedite the electrification of the suburban railways, it is now anticipated that, notwithstanding the conditions due to the war, the work will be practically completed by the end of 1922.

The suburban passenger traffic on the following lines is now being conducted by electric trains:

Sandringham—Essendon, Flemington Racecourse and Show Grounds.

Essendon—Broadmeadows.

Melbourne—St. Kilda.

Melbourne—Port Melbourne and Piers.

Melbourne-Williamstown Pier-Williamstown Racecourse.

Melbourne—Coburg—Fawkner. Melbourne—Clifton Hill—Reservoir—Heidelberg—Royal Park.

and subject to the Contractors for the supply of the requisite additional electrical gear

being able to fulfil their promises we expect to be able to commence electric traction on the following routes by the times shown hereunder:—

Route. Expected date of operation. Footscray—St. Albans September, 1921 Melbourne—Caulfield—Oakleigh—Glenhuntly Caulfield—Mordialloc—Frankston February, 1922 August, 1922 Oakleigh—Dandenong—Spring Vale Cemetery Melbourne—Box Hill—Kew—Glen Iris . . . August, 1922 November, 1922 Box Hill—Ringwood January, 1923 Heidelberg—Eltham February, 1923

This forecast is based upon the manufacture of plant proceeding without serious interruption, either in Australia or Great Britain. While delivery has been somewhat affected by industrial troubles in Great Britain, it is hoped that the abovementioned dates will be worked to.

The increase in traffic which has followed the electrification of every line so far converted testifies to the popularity of the electric service. For this reason, and also to enable advantage to be obtained of the greater efficiency in train operation which electrification renders practicable, we are sparing no efforts to finish the scheme, as approved by Parliament, by about the end of next year or early in 1923.

When the scheme is completed, the whole of the suburban system will be provided with a fast and frequent service of electric trains, and Melbourne will then possess suburban railway transit facilities unequalled in any other city of the same size.

As was inevitable, the capital cost of the scheme has been considerably increased by the war, but notwithstanding this, when due consideration is given to every factor bearing on the question, electrification is expected to prove a financial success. Not only does electrification enable savings to be made in working expenses and in the cost of coal, but the satisfactory train service provided induces additional traffic, and enables costly constructional schemes to be deferred. At a time when capital is scarce and dear the postponement of such works is a consideration which is entitled to be taken into account when assessing the financial merits of the electrification scheme. Experience in working the trains at the Flinders-street station has already proved the great advantages of electric over steam operation in increasing the traffic-handling capacity of this terminal.

As soon as finality can be reached in connexion with the electrification accounts, it is proposed to have prepared a complete analysis of the capital cost and the operating results of electrification, which will be published for the information of every one interested, and will enable a close scrutiny to be made of the financial results. As the question is a very complicated one, and a statement of the kind should be final and authoritative, it cannot be completed until after all the lines included in the scheme are converted and the costs adjusted.

Details have been prepared of the passenger traffic for the first complete year of electric traction on the Sandringham-Essendon, Melbourne-St. Kilda, and Melbourne-Port Melbourne lines, on which full electrical operation was commenced on the undermentioned dates—

Melbourne-St. Kilda 31st August, 1919.
Melbourne-Port Melbourne ... 26th October, 1919.
Sandringham-Essendon ... 14th September, 1919.

The following figures will be of general interest:—

TRAFFIC RESULTS FOR FIRST TWELVE MONTHS OF COMPLETE ELECTRICAL OPERATION FROM THE DATES SHOWN ABOVE.

Line.	Total Passenger	Revenue.	Increase compreceding 12		Percentage	Increase.	Proporti Increase a to Electri	scribed
	Journeys.		Passenger Journeys.	Revenue.	Passenger Journeys.	Revenue.	Reven	ue.
Sandringham-Essendon Melbourne-Port Melbourne Melbourne-St. Kilda	42,127,846 5,100,690 13,950,228	£ 562,973 56,466 138,206	8,047,588 1,399,543 3,391,419	£ 131,383 17,114 38,144	% 23·6 37·8 32·1	% 30.4 43.2 38.1	9,090	% *10·9 *23·1 *18·6

[•] Norss.—In calculating this percentage, allowance has been made for the natural increase which has taken place over the whole of the suburban lines. In other words, the increase ascribed to electrification does not include the increased traffic which it is estimated would have resulted had steam operation been continued.

The proportion of the increase in revenue estimated to be due to electric traction which is derived from daily tickets, compared with the total, which includes not only daily tickets but also weekly workmen's and periodicals, is shown hereunder—

Line.		Total Additional Revenue due to Electric Traction.	Proportion d Daily	erived from Fickets.	Proportion Classes of	
Sandringham-Essendon St. Kilda Port Melbourne	•••	 £ 47,043 18,612 9,090	£ 37,305 18,166 8,626	% 79*3 97*6 94*9	£ 9,738 446 464	% 20.7 2.4 5.1

The figures witness to the increased traffic that has been developed, particularly by the more frequent service provided on these lines under electric traction during the less busy hours of the day.

Sufficient rolling-stock has now been fitted with electrical equipment to enable a start to be made with the provision of a uniformly made-up train for the suburban system. By the time the Electrification Scheme is completed all trains during the rush hours will consist of three first and three second class carriages, and this will be achieved by making all motors second class and all trailers first class. The re-arrangement of all the trains running on the Sandringham–Essendon line will be completed before the end of 1921, and this method of placing the cars, together with the bold lettering with which they are now inscribed, should make it easy for passengers to find the class in which they desire to travel, while from the Railway stand-point it increases efficiency by enabling greater use to be made of the electrically-equipped rolling-stock.

The improved facilities for train operation afforded by electric traction will enable the suburban parcels and passenger business to be separated, which will be a further step in the direction of more efficient operation. Two electric motor parcels coaches designed for the conveyance of parcels, milk, &c., have been constructed, and are about to be put into service. These coaches, which will be run to a regular timetable on the various electric lines, will relieve the ordinary trains of all parcels business, and they will also be used to transfer parcels, luggage, &c., between the Flinders-street and Spencer-street terminals. This amounts to a large volume, and will be more cheaply and expeditiously handled by the electric coaches than at present. Additional motor parcels coaches will be provided, and when the whole system is in full operation, the present method of transferring parcels from one platform to another at the Flinders-street terminal will be discarded.

Subsidiary Electrical Schemes.

Power from the Electrification Scheme is now being supplied to operate the St. Kilda-Brighton and the Sandringham-Black Rock Electric Tramways, and also to drive the tool equipment at the Newport Workshops.

The sub-station which is being erected at Spencer-street, and which will take the place of the present small lighting plant, will be completed during the next few months. This sub-station will supply power for lighting the metropolitan railway stations and yards and for other services, after which the existing plant, which is practically obsolete, will be dismantled. Schemes have also been approved for supplying power from the electrification system to the various railway workshops at North Melbourne, and for the operation of the electric crane equipment at the Montague shipping shed.

Automatic Signalling.

Steady progress continues to be made with the provision of additional safety appliances. Complete automatic signalling, whereby each signal is equipped with an automatic train stop, has been brought into operation on the Prince's-bridge-Clifton Hill Line, and automatic signalling will be installed on the Caulfield line concurrently with its electrification. Schemes of automatic signalling have been prepared for the Box Hill and Williamstown lines, while others are under investigation.

The conversion of track circuits from direct to alternating current rendered necessary by the electrification of the suburban lines is being carried out on the sections not yet under consideration for automatic signalling.

Supply of Bulk Power.

Section 19 of Act 3104, which amended the law relating to the Electricity Commissioners and to the supply of electric energy, transferred to the State Electricity Commission our obligation, under the Railways Act, to distribute bulk power to Undertakings having a generating station, and to consumers within the municipal districts of Footscray, Williamstown, Werribee, Braybrook, and part of Port Melbourne. The arrangements necessary to give effect to this enactment have been made

The arrangements necessary to give effect to this enactment have been made in co-operation with the State Electricity Commission, and, in future, that body will make all detailed business and financial adjustments in connexion with the supply of electrical energy for industrial purposes from the electrification system.

Way and Works Branch.

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

The relaying of 48.5 miles of track with steel rails as shown hereunder was undertaken and completed:—

Description	of Rails.				3	liles of Track Re-laid.
New 100 lbs.						7.2
New 80 lbs.						30.2
Serviceable 100	lbs. and 80	lbs.				3.5
Serviceable 75 l	bs., 66 lbs.,	and 60	o lbs.	• •		7.6
	Total		• •	• •		48.5

and this total includes 19 miles of track re-laid 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 8,058 additional sleepers, 157,502 sleepers

were renewed, and 138 miles of fencing re-built.

One hundred and forty-five interlocking levers were installed at 10 places, the total number of which at 30th June was 890, embracing 10,929 levers, and the proportion of interlocked places represents 79.04 per cent.

Nineteen intermediate non-staff stations were provided with 26 sets of staff, Annett, or Tablet Lock Gear; 7 sets of Plunger Locking Gear were installed at 4 staff stations, and 4 stations were equipped with electric staff apparatus.

New Shipping Shed at Montague.

The work of equipping this shed with the requisite facilities for the conduct of shipping business has proceeded steadily during the year and is now rapidly approaching completion.

In order to meet the requirements of the Central Wool Committee, its lease of the shed has been extended until 30th September, and on the expiration of the term the balance of the work inside the building will be expedited with a view to the shed being brought into use on the 1st November next, when the present shipping shed will be abolished and the site utilized in connexion with the scheme for the rearrangement of the Spencer-street Yard.

Spencer-street Station and Terminal Accommodation.

Further progress has been made with the preparation of the scheme for the remodelling of the Spencer-street Yard, and a plan has been drawn for the whole of the proposed rearrangements of the goods and passenger business.

The first instalment of the scheme, which provides for the construction of four additional passenger tracks from the Flinders-street viaduct to Dudley-street, as well as new platforms with subways and other facilities for suburban passenger traffic, will shortly be submitted for reference to the Parliamentary Standing Committee on Railways in accordance with the provisions of Section 21 of Act No. 2717.

In addition to involving the absorption of the site occupied by the existing shipping shed, the new accommodation for the suburban passenger traffic, as referred to above, will occupy part of the area now utilized for goods sidings, and, in order to adequately provide for the requirements of the goods traffic consequent on the loss of this space, it is proposed to take over portion of Dynon-road, North Melbourne, and negotiations in that behalf are in progress with the bodies concerned.

Gravitation and Marshalling Yards at Tottenham.

The construction work in connexion with the proposed Gravitation and Marshalling Yards at Tottenham has progressed steadily during the year, and 45 per cent. of the total filling required has now been deposited on the site, while 92 per cent. of the necessary excavation work has been completed. The drainage and track work and the subways are also well advanced, and it is anticipated that portion of the yards will be completed in time for use during the current financial year.

In the contemplated scheme provision is made for the yards to be directly connected with the South-western and North-eastern lines, as well as for separate goods lines between Tottenham and the Melbourne Yard, and surveys for these connexions are being carried out by the Chief Engineer for Railway Construction.

New Chaff and Potato Depot.

The proposal to transfer the chaff and potato traffic at the Melbourne Goods Sheds to a site on the west side of the present Gravitation Yard was investigated in January last by the Parliamentary Standing Committee on Railways, and subsequently approval was given for the provision of the first section of the proposed new depôt at an estimated expenditure of £46,000.

This section, which includes the provision of covered sidings, pitched readways, weighing facilities, &c., is now in hand, and when available for use will admit of the existing chaff shed being utilized for other traffic at the Melbourne Goods Sheds and thus tend to relieve the difficulty that is experienced in handling the volume of general goods business offering under normal conditions.

The new accommodation which is being provided will meet the requirements of the volume of chaff and potato traffic that now requires to be dealt with during the season, and as the business develops consideration will be given to the question of proceeding with other portions of the proposed depôt.

Additional Accommodation at Country Depots, &c.

Good progress was made during the year with the provision of additional and improved accommodation at important country depôts; extensive rearrangements of the yards at Bendigo, Geelong, and North Geelong having practically been completed and extra facilities provided at other places.

Plans and estimates are being prepared for the rearrangement of yards, &c., at Ararat, Horsham, Murtoa, Dimboola, and Woodend, in order to facilitate the conduct of the goods traffic, and steps are also being taken with a view to effecting improvements on certain lines to admit of the running of "C" class consolidated locomotives.

Proposed New Locomotive Depot.

Apart from depositing a large quantity of surplus material on the site which has been selected at South Kensington for the proposed new Locomotive Depôt, little headway has been made with the project, which, as stated in our last Report, has been incorporated in the general scheme for the rearrangement of the Spencer-street Yard.

Prince's Bridge.

For some time past the available accommodation for the storage of cars in the Prince's-bridge Yard has been greatly overtaxed, and the difficulty has been accentuated as a result of the electrification of the Northern Group of suburban lines.

In order to enable the traffic to be satisfactorily dealt with, it was imperative that additional facilities should be made available, and as the whole of the area within the existing railway boundary is fully occupied, action was taken with a view to obtaining possession of the area known as the East Melbourne Cricket Ground.

It is proposed to resume possession of the land in October next, and the existing siding accommodation will then be increased to an extent which will meet immediate requirements.

Proposed Duplication and Regrading of the Gippsland Line.

Owing to the marked development of business on the Gippsland line in recent years, great difficulty has latterly been experienced in working the traffic, and with a view to determining as to the best means of overcoming the trouble, the matter was fully investigated during the year.

It was found that the present and prospective requirements of the traffic could be met by duplicating the line between Dandenong and Nar-Nar-Goon, and regrading the section between Dandenong and Longwarry, and in the last Loan Application Act provision was made for the sum of £250,000 towards the cost of the work.

In accordance with Section 21 of Act 2717 the proposition is being investigated by the Parliamentary Standing Committee on Railways.

Electric Lighting of Stations, &c.

In pursuance of our policy of having country stations lit by electricity where the necessary current can be obtained locally at a reasonable price, the lighting of the station buildings at Sale, Rainbow, Toora, Nathalia, Charlton, Elmore, and Heyfield was changed to electricity during the year. The improved system of lighting was also installed in departmental residences at 24 country places, as well as at various trucking yards, engine sheds, and coal stages.

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 last, based on numbers and capacity, are embodied in Appendices Nos. 16 and 17.

During the year 15 obsolete locomotives of low capacity, 22 obsolete trucks and I workmen's sleeper were broken up and removed from the register; 4 "E" class locomotives were sold; and the following stock was written down as shown:—

Class of Stock.	No. Written Down.	From-	T o	
Suburban locomotives of low capacity	3 .	Full tractive	Scrap tractive	
Old fixed wheel base cars	57	Half internal floor area	Scrap internal	
Old fixed wheel base cars	148	Quarter internal floor area	Scrap internal floor area	
Goods wagons (earlier type)	200	Full tonnage capacity	Scrap tonnage capacity.	

At the 30th June, 1920, the inventory of rolling-stock showed a deficiency which it was estimated would cost about £112,000 to make good, and as a result of the large amount expended in replacing rolling stock during the year, and despite the substantial writing down of the stock as referred to above, the deficiency at 30th June last was reduced to £33,419.

The output of rolling-stock was as indicated hereunder: Number Locomotives-Manufactured. "A2" class for heavy passenger service
"DD" class for passenger and goods service 14 6 Grab crane (purchased) 1 Total 21 Carriages— Sliding door cars for special and excursion traffic 57 Suburban motor parcels 2 Trucks-Open goods, 4 wheels 1 Sheep 42 Hopper, coal 25 Boiler and timber 1 Total 69

The "DD" engines are the balance of the partially-constructed locomotives which were taken over from Messrs. Thompson and Company, of Castlemaine, as referred to in our last Report, and 3 were completed at the Ballarat Workshops, and 3 at the Bendigo Workshops.

With the exception of these engines, and the grab crane—which was purchased under contract—the whole of the rolling-stock referred to above was constructed at the Newport Workshops, at which 32 new underframes and bogies for motor coaches were also manufactured and I car of the suburban bogie type was altered for use in the electric service.

The marked development in the passenger traffic in the suburban area has rendered it necessary to make certain adjustments in the original programme of rolling-stock required in connexion with the electrification scheme, and the position on the amended basis at the 30th June last in respect of the carriage equipment was as follows:—

	Total number required for Electrification.	Output during 1920–21.	Total number completed at 30th June, 1921.	Balance to be completed.
Motor Coaches. Construction of new sliding-door cars Alteration of bodies of swing-door cars Manufacture of new underframes and bogies.	 211 154 154	 32	176 154 126	35 28
TRAILERS AND DRIVING TRAILERS. Alteration of bodies of existing cars	 365	I	324	4 1 \

Car Equipment for Suburban, Special and Excursion Traffic.

Good progress was made with the construction of cars of the special type decided upon some time ago for use in connexion with holiday, race, and other traffic, owing to the altered conditions under electrification rendering it impracticable to spare cars from the ordinary suburban service for such traffic, and 57 were placed in service during the year, making a total of 81 at 30th June last.

Certain alterations have been designed to the seating accommodation of these cars which will render them more comfortable, and provision is also being made for additional rack accommodation for luggage.

Electric Lighting of Carriages

It has been decided to proceed with the conversion of the existing main line passenger bogic stock from gas to electric lighting, and a commencement will be made with the Adelaide, Sydney, and Albury Expresses. Tenders are now being invited for the necessary equipment, and it is intended to install the modern system of lighting in all new cars constructed for use on main country lines.

Superheater Locomotives.

All the engines constructed during the year, viz., 14 "A2" class and 6 "DD" class, were fitted with superheaters, while 13 "A2" class and 4 "DD" class saturated steam locomotives were equipped with similar apparatus, and the total number of superheater engines in service at the 30th June was 134.

Consolidation Locomotives.

The difficulty which was experienced during the year in obtaining materials of various descriptions from abroad greatly interfered with the locomotive construction programme, and consequently it was impracticable to place in service any of the 10 "C" class consolidated locomotives which we originally anticipated would be delivered during the year. The work is, however, well advanced, and as the position in respect of construction materials is now much easier, we anticipate that a number of these engines will be available for use during the current year.

Materials are also coming to hand for the construction of the 10 "K" class consolidation engines, which are intended for use on light lines where there are heavy grades and sharp curves, and it is expected that some of these engines will be delivered during the ensuing twelve months.

Electric Locomotives.

The conversion of the suburban lines from steam to electric traction will admit of the use of electric locomotives for operating the suburban goods traffic and shunting services in the Metropolitan area, and in view of the progress that has been made with the Electrification scheme, preparatory steps have been taken with a view to the construction of one 2-unit electric locomotive of the most suitable type in order that experience may be gained with it.

Truck Construction.

As a result of the better service that was obtained during the year from the existing rolling stock by improving the average load, and by securing greater mileage per truck and expediting the repair work during the period that all trucks were required to be kept in full commission, it has been practicable to make a considerable reduction in the truck construction programme for the calendar year 1921, especially in relation to the manufacture of standard goods wagons.

This curtailment admitted of portion of the construction staff being utilized on other work, and has enabled the manufacture of overhead structures for electrification

work to be expedited.

New Foundry and Electric Steel Furnace at the Newport Workshops.

The site for the proposed new foundry at Newport has been prepared and the requisite tracks have been provided, while plans and specifications have been completed for the proposed buildings, and tenders will shortly be invited for their erection.

None of the tenders recently received for the provision of the proposed electric steel furnace was accepted because it was considered that the prices were too high. Fresh tenders, returnable in October next, have been invited, and it is anticipated that much more favorable prices will then be quoted.

Rearrangement of the Newport Workshops.

In our last Report reference was made to the growing need for the rearrangement and enlargement of the Newport Workshops in order to meet the demands of the increased rolling-stock construction programme and the heavier maintenance work associated with the marked growth of the train mileage in recent years.

Provision having been made for the new foundry, the most pressing need is for a new boiler shop, the construction of which will enable the existing shop space to be utilized for other work. Plans for the proposed new building have been prepared, and the proposition will shortly be submitted for reference to the Parliamentary Standing Committee on Railways in accordance with the provisions of Section 21 of Act No. 2717.

Ballarat and Bendigo Workshops.

These workshops were utilized to their fullest practicable extent during the year in the construction and overhauling of locomotives and the repairing of carriages and trucks.

The staff now employed at both places is practically equivalent to that originally proposed, and while additional machine tools, &c., were erected at the shops during the year there are still some machines—which have been delayed owing to industrial troubles abroad—required to complete the equipment of the shops.

Stores Branch,

The value of the stock of stores at 30th June, 1921, as per the certificate of the Acting Chief Storekeeper (Appendix No. 4), was £1,927,714, which represents an increase of £779,885 as compared with the value of the stock at the 30th June, 1920.

Owing to the difficulty which was experienced in 1919-20 in obtaining many important items of material, principally timber, iron, steel, and cement, the stocks in many lines at the close of that year were lower than was desirable or prudent, and consequently a very large proportion of the increase above referred to comprises the value of materials which were required to bring the stocks up to a proper and reasonable standard.

In order that an equitable comparison may be made it is necessary to revert to the stock at the 30th June, 1914, when the value of the stores on hand was £909,192. After making due allowance for the additional mileage opened since that date, and for the value of stores which were not then included in the stock, e.g., refreshment service supplies, electrification spares, power signalling, &c., the equated figures for the respective years are as follows:—

This increase is equivalent to 77 per cent., and cannot be considered unreasonable when regard is paid to the extent by which the operations of the Department have expanded, and to the fact that the cost of all important lines of plant and material has largely increased, some by over 200 per cent., and a great many others by more than 100 per cent.

A further proportion of the increase as compared with the previous year has been due to the fact that, as a result of the slackness of trade in England, materials which were ordered for the future construction programme have been delivered many months earlier than would have been the case under normal conditions.

It is our policy to maintain the stock of stores at the lowest limit consistent with efficiency, and to this end a continuous scrutiny is maintained over all orders and requisitions.

The usual practice was followed of disposing of scrap and surplus materials not required, and an estimated profit of £19,995 was made during the year from sales totalling approximately £91,000.

Coal Supplies.

The total quantity of coal purchased was 747,622 tons (including 67,216 tons of slack coal) of which 478,567 tons were obtained from New South Wales mines, 268,958 tons from the State Coal Mine, and 97 tons from other Victorian mines. The quantity of coal procured from the State mine (including 65,032 tons of slack coal) was 1,139 tons less than in the preceding year, but the quantity of seaborne coal obtained from New South Wales was 46,854 tons more than in 1919–20.

obtained from New South Wales was 46,854 tons more than in 1919-20.

In consequence of the continued shortage of shipping, coal had again to be brought by rail from New South Wales, and the quantity so obtained was 275,219 tons, which is 17,067 tons in excess of the record tonnage procured by rail in 1919-20.

We have previously pointed out that the necessity for overlanding supplies from New South Wales not only entails additional haulage and handling charges, but also involves the acceptance of coal of a lower calorific value than could have been secured if adequate shipping had been available; and the additional expenditure involved in this connexion for the year under review was approximately £151,929.

The following statement shows the uncontrollable additional expenditure which the Department has been obliged to incur in respect of its coal supplies during the past four years:—

	Y	ear.		Coal Consumed.	Cost.	Increased Expenditure through having to obtain Coal overland.
				Tons.	£	£
1920-21				689,794	997,504	151,929
1919–20				645,736	778,427	132,127
1918–19				574,092	612,278	112,954
1917-18				575,339	610,531	112,983

During the last few months additional shipping has been available, with the result that supplies of seaborne coal have largely increased, and if the present supplies of oversea coal are maintained, we anticipate that it will not be necessary to obtain any further coal by rail from New South Wales.

However, if a cessation of shipping transport recurs, we will be in the same disadvantageous position as heretofore, and will again be faced with the heavy increased cost due to overlanding charges and inefficiency associated with the use of a low grade New South Wales coal.

Use of Brown Coal.

The increasing cost of black slack coal and the importance from a national point of view of developing the use of brown coal, render it necessary that a proper investigation should be made as to the possibility of using brown coal.

With the object of collecting the data essential to enable the question to be considered from a scientific and financial stand-point, the Electricity Commission is obtaining a trial plant for pulverizing brown coal, and will supply pulverized fuel to the Railways to experiment with at Newport "A" Power House and in locomotives.

In accordance with this arrangement, one of the furnaces at the Newport "A"

In accordance with this arrangement, one of the furnaces at the Newport "A" Power House will be fitted with feeders and burners designed for the combustion of pulverized brown coal, while in addition, experiments will be made at Newport "A" with the burning of brown coal in its natural state. The experience obtained in these experiments will enable serious consideration to be given to the general use of brown coal at Newport "A," as well as at Newport "B" Power House, which is being equipped for the combustion of brown coal.

The experiments with pulverized brown coal in locomotives will be made as soon as the necessary equipment is obtained and installed.

Modern Coal Handling Plant.

The difficulties which have been experienced in recent years in obtaining adequate supplies of coal for railway purposes have been accentuated by the inadequacy of the existing facilities for handling coal, which not only renders it difficult to build up proper reserves, but also militates against the maintenance of a general supply, and with a view to placing the matter on a satisfactory basis, we recently sought authority to install electrically-operated coal-handling appliances at the West Melbourne Dock.

The proposition is now being investigated by the Parliamentary Standing Committee on Railways in accordance with Section 21 of Act 2717.

Travelling Irregularities.

With a view to increasing the check on irregular travelling, the staff of special checkers was largely augmented during the year, and, as will be seen from the following statement, the increase is reflected in the number of irregularities reported:—

Detected by-	Number of I detected duri ending 30t	ng the Year	Increase.	Decrease.			
CONTRACTOR OF THE STATE OF THE				1920.	1921.	-	gghisselfinninggpinnin
Special Checkers on Suburban Trains Special Checkers on Country Trains Conductors on Country Trains Flying Gangs on Suburban Trains	and 1	Barriers 		3,327 1,581 2,611 875	9,331 3,581 1,999 5 ⁶ 7	6,004 2,000 	 612 308
Totals			,.	8,394	15,478	8,004	920

It is disquieting that petty frauds, which involve a serious loss of revenue to the Department, should be so rife, and every effort will continue to be made to detect offenders with a view to their prosecution.

Pilfering of Goods.

As a result of the more effective measures which were taken to reduce the loss through pilfering, there was a very marked reduction in the number of claims paid and the amount involved for the last six months of the year as compared with the first half of the year, the figures for the respective periods being as under:—

Six months ending-		No. of Claims paid.		Amount involved.
31st December, 1920		11,351		£43,303
30th June, 1921	• •	8,612	* *	26,664
Decrease		2,7 39		£16,639

The following statement shows the number of prosecutions and convictions for theft during the year as contrasted with the previous two years, as well as the number of charges heard by the Board of Discipline in the case of employees against whom the evidence was not sufficient to justify a prosecution:—

Year	Outsi	ders.	Em _l	oloyecs.	Charges against En Board of	aployees before the Disciplinc.
ending	Number	Number	Number			Number of Employees
30th June.	Prosecuted.	Convicted,	Prosecuted.			Dismissed.
1919	54	49	27	23	13	2
1920	60	54	46	36	5	3
1921	59	56	36	26	7	5

Ambulance Organization and Equipment.

Keen interest in "First Aid" continues to be manifested by the staff, and during the year 197 employees qualified in the work.

The first Inter-State Ambulance Competition, which was held in Melbourne on 25th November, proved very successful, the work being of a high standard; and satisfactory results also attended the annual competitions for corps and individual employees throughout the State.

Appreciable increases have been made in the equipment at stations, depôts, and in vans of trains, and the total equipment now available is as follows:—

Ambulance chests	 	 	 84
Ambulance boxes	 • •	 	 842
Blankets	 	 	 123
Stretchers	 	 	 1,800
Hand litters	 	 	 10

Dining Car Services.

Owing to the adverse conditions which prevailed in the latter half of the year, there was a falling-off in the number of meals served in the dining cars, but as a result of the increases which were made in the tariff in order to meet the increased cost of wages and stores the aggregate receipts from the respective services show a small increase as compared with the preceding year.

The following statement shows the receipts obtained from the various services during each of the past four years:—

_			Yes	Receipts in 1.21 as compared with 1920.			
	 	 1917-18.	1918-19.	1919–20.	1920–21.	Increase.	Decrease.
		£	£	£	£	£	£
Sydney Express	 	 10,379	7,899	14,317	14,117		200
Adelaide Express	 	 6,013	5,167	7,829	8,211	382	
Mildura line	 	 2,561	2,664	3,325	3,481	156	
Totals	 	 18,953	15,730	25,471	25,809	538	200
		Net I	 ncrease	•••		. £338.	l

After allowing for Working Expenses and the cost of the stores consumed, the year's transactions resulted in a profit of £861, or £3,469 less than in 1919–20, the decrease being due principally to the higher cost of wages, &c.

Refreshment Services.

The railway refreshment rooms throughout the State, with the exception of a few small rooms, are now under departmental control, and the revenue derived therefrom during the year amounted to £258,315.

Apart from the better results which have been achieved in the financial aspect, the change in management has been very satisfactory in other directions, and has proved beneficial to both the Department and the travelling public.

The Staff.

Only one new appointment to the permanent staff was made during the year, and owing to the loss of employees through retirements, dismissals, deaths, &c., the number of the permanent staff fell from 12,580 at 30th June, 1920, to 12,094 at the close of the year under review. On the other hand the Supernumerary Staff increased from 12,117 to 15,139 and the net increase in the total staff was thus 2,536, which is principally accounted for by the extra men engaged on important Capital and special Maintenance works, including to some extent electrification work, and by additional staff required to reduce hours of duty in accordance with the awards of the Railways Classification Board.

At 30th June, 1920 and 1921 respectively, the number of employees in each Branch was as follows:-

		At 30th June, 1920.			At 30th June, 192	1.
P	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's Transportation Rolling Stock Way and Works Accountant's Audit Stores Printing Electrical Engineering Traffic Refreshment Services	40 4,225 4,894 2,698 136 124 88 37 270 47	9 3,461 3,410 4,300 27 37 97 43 496 2	49 7,686 8,304 6,998 163 161 185 80 766 49 256	48 3,966 4,717 2,600 139 118 92 35 300 54 25	13 3,898 4,502 5,218 78 62 115 53 728 3	61 7,864 9,219 7,818 217 180 207 88 1,028 57
Totals	12,580	12,117	24,697	12,094	15,139	27,233

The proportion of Supernumeraries to Permanent employees is still abnormal, owing to the policy adopted in 1914 of restricting permanent appointments to youths and a limited number of persons with technical qualifications, so as not to prejudice the claims of men on active service. Steps are being taken, however, to make a number of permanent appointments of returned soldiers and others under the provisions of Act No. 3111, which enables Supernumeraries to be appointed permanently, subject to prescribed conditions, up till 31st December, 1921.

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.
1918–19	 	• •	 £3,284,779
1919-20	 • •	* *	 4,655,758
I920-2I	 • •		 5,876,424

The large increase in the wages bill has been caused by the higher wages, &c., granted to employees under awards of the Railways Classification and Wages Boards, as well as by the additional staff necessitated partly by increased work and partly by the readjustment of working conditions as a result of awards of the Classification Board.

Arrears of Annual Leave.

Owing to the abnormal conditions which have prevailed during the past few years, the employees in the Transportation Branch and the operating section of the Rolling Stock Branch, who for the most part are usually granted their annual leave during the slack portion of the year, could not be spared for the purpose without accentuating the congestion of traffic. As a consequence there was a large accumulation of leave, which was augmented by our concession of annual leave to supernumeraries with twelve months' service, under which, in December last, a large number of such employees became due for annual leave as from 1st July, 1920.

During the latter half of the financial year under review, advantage was taken

of the comparative slackness of traffic to reduce the accumulation to some extent, but

towards the close of the year, owing to the serious decrease in the revenue, the policy of working off the arrears was temporarily suspended.

Recognising, however, that the leave represents a debt due to the Staff, and that the arrears are not only an embarrassment to the Department but a source of dissatisfaction to the employees, we have now decided to eliminate the accumulation, or reduce it to a minimum, by granting as much leave as practicable during the existing depression. This policy will provide employment for men who have been booked off without pay for portion of the last three months, and, it is hoped, will enable the Administration to commence with a clean sheet at the beginning of the next financial year.

Railways Classification Board.

The Railways Classification Board, which was established under the provisions of Act No. 3006, as referred to in our last Report, continued its investigations into the claims preferred by the staff, and during the year announced awards covering—

- (a) an increase in the salaries and wages of officers and employees within its jurisdiction;
- (b) the number of hours constituting a day's work; and
- (c) payment for overtime and emergency work; Sunday, holiday, and night work; travelling and waiting time; relieving and travelling expenses, allowances, &c.

The wages award, which was framed on a basic wage of 13s. 6d. per day, as compared with the previous basic rate of 11s. 9d., provided for the wage of adult male employees being increased by 1s. 9d. per day, and the salaries of adult officers by £25 per annum; while lads, apprentices, and female employees were awarded an increase proportionate with the advance in the basic wage.

These awards were adopted, and the first two—(a) and (b)—were made operative as from the 1st January, 1921, while the last-mentioned—(c)—was in most respects retrospective to the 1st July, 1919, in accordance with the provisions of the Classification Board Act.

It is estimated that an additional expenditure of about £935,000 per annum will be entailed by the awards, but as the higher wages and the increased expenditure arising out of the award relating to hours of duty have only been operative since the 1st January last, the extra cost involved during the year under review was £640,854 which includes the retrospective payments for the year 1919-20 under the award relating to overtime, &c.

The Board's jurisdiction only extends to the staff receiving up to £400 per

The Board's jurisdiction only extends to the staff receiving up to £400 per annum, and following upon the adoption of its above-mentioned awards, adjustments were made in the case of officers in receipt of more than £400 and up to £650 per annum inclusive.

Consideration is now being given by the Board to the balance of the claims relating to working conditions, principally work performed under special circumstances, and it is anticipated that it will shortly complete its investigations into the whole of the items which, under the provisions of the Classification Board Act, are retrospective to the 1st July, 1919.

Visit of Officers to America.

For some time past we have been giving exhaustive consideration to the question of the most up-to-date and efficient methods and organization to adopt in connexion with the purchase, custody, and distribution of stores and materials for Railway purposes, as well as the reclamation of scrap material, and the matter was also discussed at the Inter-State Commissioners' Conference in May last, when it was decided that New South Wales and Victoria should send officers abroad to specially investigate the services of supply in operation on American Railroads.

In fulfilment of this decision, arrangements were made for the Chief Storekeeper (Mr. C. W. J. Coleman) and an officer of his Branch (Mr. H. S. Sergeant) to leave for America on the 23rd June last, and, instead of endeavoring to obtain a knowledge of the various systems in different parts of the States—which would necessarily be hurried—they will confine their investigation to the Railways in the State of California, particularly to the system established by the South Pacific Railroad Company for the

purchase, custody, and distribution of stores and the reclamation of scrap material, which system is regarded throughout America and other parts of the railroad world as

the most efficient in operation.

Concurrently with the visit of these officers we decided to also send to California. the Outdoor Superintendent (Mr. M. J. Canny) to investigate traffic problems, including the transport of stores, and the Assistant Engineer of Signals (Mr. G. H. Wion) to study safeworking and signalling matters.

We are convinced that the knowledge and experience that will be acquired by these officers, who are expected to return about the middle of October, will be of

material help in placing our operations on a more efficient basis.

General Review.

The year's operations resulted in a deficit of £651,635, as compared with a loss

of £212,894 in the preceding year, or an increase of £438,741.

This unfavorable result was contributed to by certain heavy and, for the most part, uncontrollable charges which we were obliged to incur during the year, the principal of which were as follows:—

(a) Increased working costs arising out of awards	
announced by the Railways Classification Board in December last 640,854	
(b) Additional expenditure due to the awards of certain	
Wages Boards which, in accordance with the law,	
were applicable to the Railway Service 64,284	
(c) The value of other concessions granted to the staff 22,364	
(d) The higher cost of coal due to the price having been	
increased by 4s. per ton as from 27th September, 1920, under the award of the Coal Tribunal	
appointed under the Industrial Peace Act, and	
increased freight on the New South Wales lines on	
coal brought overland 156,343	
(e) Increased handling and junction charges and the cost	
of haulage on the Victorian lines in respect of coal	
brought overland 114,518	998,363
The financial results were also adversely affected by the serious loss of	
business which occurred in January and February, owing to the restrictions	
which it was necessary to impose on the train services in consequence of the	
strike, the loss of revenue in this connexion being estimated at	200,000
while the depression in trade which became manifest shortly after the	
resumption of normal traffic, and which caused a heavy falling-off in the	
passenger, goods, and live-stock business, involved a further loss of revenue of approximately	200,800
or approximately	
These unfavorable factors represent a total of	£1,399,163
and, as the additional revenue obtained from the increased fares and rates	
which operated as from 1st January, 1921, only amounted to about	646,000
the year's operations were adversely affected to the extent of	£753,163

which is considerably greater than the deficit on the year's working.

As previously stated herein, the awards of the Classification Board in respect of a number of items were retrospective to the 1st July, 1919, under the provisions of the Classification Board Act; but, as they were not adopted until the accounts for that year had been closed, the expenditure involved for 1919-20—approximately £180,000had to be included in the working expenses of 1920-21, and in reviewing the results for the year that amount should properly be eliminated from the accounts.

We fully appreciate that such a large deficit is a matter for serious concern, but it was quite inevitable, because the additional charges referred to above were spread over the greater part of the year, and also included expenditure in respect of 1919-20, whereas the benefit of the increased fares and rates—which were imposed in order to offset the higher charges—was obtained only during the last six months of the year.

As a result of the improved methods of working that were instituted, the goods business was conducted to the satisfaction of traders and others doing business with the Department. This gratifying result could not have been achieved without the hearty co-operation of all concerned, and we are grateful to our customers and the staff for their generous response to our appeals in that behalf.

Owing to the falling off in the traffic during the latter months of the year, and the imperative need-in view of the financial situation-for the exercise of economy, we were obliged to reduce the train services both in the country and on the suburban lines, and while we realize that the reductions involved some inconvenience to the public, it would obviously have been improper to have continued to provide services

which were not justified by the amount of business offering.

The decline in traffic is still seriously affecting the railway finances, which remain at the disadvantages associated with the high cost of labor and materials and increased interest charges, but we are pleased to be able to point to the fact that the

prospects of a record harvest in the coming season appear to be exceptionally good.

In the difficult times through which we are still passing it is more than ever imperative, in the interests of efficient and economic working, that all our available resources should be utilized to the fullest possible extent, and during the ensuing year every effort will be made to secure by prudent administration, and with the continued co-operation of the staff and our patrons, the best practicable results from the railway service.

There is, moreover, ample scope for the better development of the primary industries of the State. On our tours of inspection we have been impressed by the scanty settlement and the absence of cultivation in various areas served by railways; and while new lines may be found necessary for opening up special localities, it is beyond all doubt that the utilization to the fullest extent of areas in proximity to existing railways could not fail to be very beneficial not only to the railway service, but also to the State and the community at large.

Co-operation.

During the year we initiated a movement with the object of securing the closer co-operation of traders and employees in the more efficient and economical working of

Advantage has been taken of every available opportunity of enlightening the public and the staff as to the mutual benefits attainable by their cordial and energetic assistance, which has been solicited by personal interviews, through the press and the departmental Weekly Notice, and by means of pamphlets distributed broadcast throughout the State.

These appeals have been met by a generous response on the part of the public and the employees generally, and the beneficial effects are apparent in all directions. The goods business has been conducted more efficiently, both as regards the better loading and the quicker movement of the trucks; an appreciable improvement has been effected in the time-keeping of trains and in the condition of the railway property; the staff are taking a keener interest in their work; and a much better spirit exists between the public and the Department.

In furtherance of our object we have also widely distributed information as to the reasons for the increased freights and fares, as well as in regard to the progress of the Electrification Scheme; and we are very gratified that the policy we are pursuing has been productive of such good results.

Acknowledgment of Services of the Staff.

We are pleased to record our appreciation of the valued assistance rendered by the officers and employees throughout the year, and of their loyal and cheerful response to our appeals for their co-operation in the efficient and economical working of the Service.

Changes in the Personnel of the Commissioners.

On the 17th September, 1920, Mr. Harold W. Clapp was appointed Chairman of the Victorian Railways Commissioners in place of Mr. C. E. Norman, who relinquished the office on the 16th idem, after a long and honorable railway career extending over a period of 50 years.

State Coal Mine,

After the 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 £32,000, there was a surplus of £2,841 in connexion with the operation of the State Coal Mine during the year.

The output for the twelve months was 368,239 tons, which is 56,746 tons less than in the preceding year. Of the total yield 267,483 tons were supplied to the Railway Department and 12,344 tons to other Public Departments, while 67,432 tons of slack coal were disposed of to the general public, and the balance, i.e., 20,980 tons, is accounted for by colliery consumption, sales to miners, &c.

During the period from the 11th November to the 26th January the employees were involved in a sympathetic strike arising out of the refusal of employees at the Morwell Brown Coal Mine to work for a wage lower than that awarded by the Coal Industry Special Tribunal, and the cessation of work during this period involved a loss of output amounting to nearly 100,000 tons.

Including the working days in the above-mentioned period operations were suspended for 63 days as a result of strikes, stop-work meetings, &c., and three days were lost on account of floods and machinery troubles.

The working cost per ton amounted to 20/11.3d., which represents an increase of 3/6.7d. per ton as contrasted with 1919-20. The increase is due almost entirely to the increased wages and higher piece-work rates awarded by the Coal Industry Special Tribunal appointed under the *Industrial Peace Act* 1920, which were operative as from the 27th September, and which had the effect of increasing the minimum wage for adult off-hand labour by approximately 30 per cent. and piece-work rates by 17½ per cent.

A new area adjacent to the Extension Dip Section—No. 10 pit—has been developed with satisfactory results, and the output of Nos. 9 and 10 pits is now about 570 tons per day, while the daily yield from McBride tunnel is approximately 850 tons, which will shortly be appreciably increased as a result of the improvements which have been made to the ventilation. The further development of the Eastern area has enabled the output to be increased to about 420 tons per day, and the improvements which are now being made to the ventilation of this area will enable further developmental work to be undertaken which will result in a considerable increase in the daily yield from this pit.

Employment was furnished for an average number of 1,193 employees, as compared with 1,390 in 1919-20, and the total sum expended in wages amounted to £319,224, which is £3,339 less than in the previous year, the reduction being due to the strikes above referred to.

There was an increase of about 5 per cent. in the output per miner per shift, and after deducting the cost of explosives the net average earnings of the miners amounted to 24/3.64d. per shift.

Appendices.

The balance-sheet for the year and various accounts and statements, as well as other information, diagrams, and maps, are embodied in the Appendices, a list of which is given on page 30.

We have the honour to be, Sir,

Your obedient servants,

HAROLD W. CLAPP, Chairman, W. M. SHANNON, C. MISCAMBLE,

Victorian Railways Commissioners.

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APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary			1	Λr.	G. H. SUTTON.
Chief Mechanical Engineer	• •	•••		**	A. E. SMITH.
Chief Engineer of Way and Wor		.,	•••	1)	E. H. BALLARD.
General Superintendent of Transp				**	T. B. MOLOMBY.
Chief Electrical Engineer	•			• • •	H. P. COLWELL.
Chief Accountant	•	•••	•••		T. F. BRENNAN.
General Passenger and Freight A	gent				W. E. KEAST.
Chief Storekeeper	-		***	11	C. W. J. COLEMAN.
Auditor of Receipts			•••	**	J. STEWART.
Superintendent of Refreshment Se			•••	1,	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 1920-21, 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 1920-21, 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, 1921, was £1,927,714.

W. D. MORGAN,

Acting Chief Storekeeper.

GENERAL BALANCE-SHEET AT

D1,		GENERA	LL	BAL.	ANUE-SHEET	. A	
	Reference.	£	8.	d.	£	8.	d.
	Appendix.						
To face value of Bonds and Stock allocated to the Railways Less Discounts and	10	58,991,461	10	0			
Floating Charges £2,304,621 4 0 Less Premiums 453,928 14 6	10 10			,			
		1,850,692	9	6			
Net Proceeds	10	•••			57,140,769	0	6
,, 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 Accrued Interest on Loan Moneys expended on certain lines during	•••	250,696	2	4	•		
their construction and debited to the capital cost of such lines	•••	21,619	0	0			
Consolidated Revenue provided under Appropriations and Votes		471,117	4	10	3,930,701	13	0
" Advance from Public Account, pending Loan provision	•••				408,512	10	11
"Advance from Treasurer's Advance pending Loan provision "Advances to Railways Stores Suspense			*		25,183	0	10
Account from Public Account and Consolidated Revenue		•••			400,000	0	0
"Advances from Public Account (to be recouped) on account of Relaying	18	•••			125,000	0	0
"Special Funds	***			*	30,866	0	0
" Sundry Creditors		***			970,468	19)
" Suspense Account—Net amount to be sub- sequently paid to Consolidated Revenue	•••				134,778	6	1
"Interest Charges and Expenses, Pensions and Gratuities, Border Railways Adjustment, Repayment to Capital Account in respect of the North Geelong to Fyansford Line Less Net Revenue for the year after providing for working expenses and payment of £187,098 into the		2,595,064	8	3			
Rolling Stock Replacement Fund		1,943,429	7	6	651,635	0	
Total	•••	•••			£63,817,914	1	1 2
	1						

The Statement has been checked with the Railway Books and found correct. The assets are set down at the cost value at the 30th June, 1921. No provision has been made for the loss of capital, and no liability included for the deficiency in the value of the Rolling Stock, amounting to £33,419.

J. A. NORRIS, Auditor-General.

30тн JUNE, 1921.			Cr
	Reference.	£ s. d.	£ s. d.
	Appendix.		
By Way, Works, Buildings, and Equipment, at cost	24 24	48,218,802 14 2 11,589,033 17 11	
" Surveys for proposed Railways, at cost …	•••	59,807,836 12 1 378,344 19 10	60,186,181 11 11
" Advances from Public Account —Balance of Expenditure on account of Relaying	18		125,0 00 0 0
" Stores and Materials on hand " " " in transit …	19 	1,927,714 15 2 7,217 7 2	
Less amount at credit of Stores Deprecia-		1,934,932 2 4	
tion Account	19	5,682 10 3	1,929,249 12 1
" Materials on hand, Electrification Capital		• •••	189,799 15 11
"Materials on hand, Power Signalling Capital Stock	***	•••	30,723 6 11
" Cash at credit of Railways Stores Suspense Account	19	30,375 9 4	
" Cash in hands of Agent-General, London, and in transit	19	1,248 4 8	31,623 14 0
" Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines		•••	163,337 16 6
" Cash at credit of Special Funds:— Rolling Stock Replacement Fund Trust Fund—Surplus Railway Land Railway Accident and Fire In-	17 	26,946 11 8 41 18 2	
surance Fund ,, Railway Loans Repayment Fund	7	3,919 8 4 1,869 18 5	00 000 10 0
" Cash and Securities at credit of the following Accounts:—			32,7 77 16 7
Sundry Repayments to Treasury Preliminary Deposits Trust Funds—Cash and Securities	***	94,765 13 11 6,530 13 5 130,242 11 0	
" Sundry Debtors:— Working Expenses Account Stores Suspense Account—Sales of	•••	13,155 13 8	231,538 18 4
Stores and Materials Revenue Account	•••	18,127 19 8 214,763 10 10	0.10.0.1
" Balance—Deficit	•••	•••	246,047 4 2 651,635 0 9
Total	•••	•••	£63,817,914 11 2

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 6.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1920-21 COMPARED WITH 1919-20, EXCLUSIVE OF THE ELECTRIC TRAMWAYS.

							,	
		sanday works in the distant					19 19– 20.	1920-21.
							The second secon	***************************************
% ")	TRANSPO	RTATION	BRANCH.				•	
leneral Superinten				••	••		£104,121	£134,407
tationery, Printin			• •	• •	• •		45,388	58,327
tores Expenses	•••	•••	• •	• •	• •	• •	5,520	5,687
	~ ~					-		
TATION, YARD, A						1		
	es, and Expens	es of Stan	••	• •	• •	••	£1,248,236	£1,524,886
Fuel	••	• •	• •	• •	• •		3,180	7,026
Light Uniforms	••	••	••	• •	• •	••	27,529	38,510
Other Supplies		• •	••	• •	• •	•••	7,947	19,636
	s Other Expense	••	••	• •	• •	• • •	34,931	51,182 7,688
Tarpaulins	•		• •	••	• •		7,076	91,842
rarpauma	• • • • •	••	••	• •	••		• •	31,042
TOTAL	COST OF STATE	N, YARD,	and Signal	Servi	OR	[£1,328,899	£1,740,770
		Tr				1	6000 050	6060 076
Juards and Condu	TTuifann	and Expen	ses	• •	• •	•••	£200,250	£262,876
	" Ошюги	ns and Sup	рнев	• •	• •	•••	4,134	9,097
Jatekeeping	4. Danish		• •	••	• •	•••	29,823	35,651
Loss and Damage	-		••	• •	• •		Cr. 2,658	Cr. 4,212
Other Expenses		••	• •	••	• •	••	$\begin{array}{c} 5,130 \\ 21,141 \end{array}$	3,840 2 4,948
Dining Car Service Refreshment Room		• •	• •	• •	• •	••	78,840	212,398
Metresument room	us bervice	••	••	••	••	••	10,040	212,000
TOTAL	Expenses of I	'RANSPORTA	TION BRAN	CH	••		£1,820,588	£2,483,789
Percentage of Gro	ss Revenue						22 ·13	25.35
Per Traffic Train	Mile	• •	••				29·09d.	37 · 47
	WAY AND	WORKS	BRANCH	.		ŀ		
a 18			Dimi	•			607.904	670.000
General Superinter	ndence and Sta	ып :_:	• •	• •	• •	• • •	£67,364	£73,998
Stationery, Printin	-	ising	* *	• •	8- 6-	•••	4,794	6,878
Stores Expenses	**	••	*.*	•••	•.•	••	11,115	15,071
19	W						£83, 273	£95,947
MAINTENANCE OF							609 040	207 O7A
Superintender General Labo		• •	••	• •	• •	~-	£23,343 422,044	£27,874
CTETRITAL LALDO		••	• •	• •	• •	•••	160,759	477,969
						- 1	100.100	
Track Materia		. Doodwar	 Ciana k		• •	••		
Track Materia Fences, Gates	, Cattle Guard				• •	••	21,526	32,369
Track Materia Fences, Gates Tools and Su	, Cattle Guarde	s, Roadway	rs, Signs, &		* *	••	21,526 18,389	32,369 21,477
Track Materic Fences, Gates Tools and Su Filling and G	, Cattle Guarde pplies ravelling Platfo	s, Roadway	rs, Signs, &		••	••	21,526 18,389 1,303	32,369 21,477 2,000
Track Materia Fences, Gates Tools and Su	, Cattle Guarde pplies ravelling Platfo	s, Roadway	rs, Signs, &		* *	••	21,526 18,389	32,369 21,477 2,000
Track Materic Fences, Gates Tools and Su Filling and G Gardens, Plan	, Cattle Guarde pplies ravelling Platfo	s, Roadway	ock Yards		••	••	21,526 18,389 1,303	32,369 21,477 2,000 4,187
Track Materic Fences, Gates Tools and Su Filling and G Gardens, Plan	, Cattle Guardi pplies ravelling Platfo atations, &c. Cost of Main	s, Roadway	ock Yards	 		••	21,526 18,389 1,303 3,817 £651,181	32,369 21,477 2,000 4,187 £756,802
Track Materic Fences, Gates Tools and Su Filling and Gardens, Plan	, Cattle Guard, pplies ravelling Platfo tations, &c Cost of Main:	s, Roadway	rs, Signs, & ock Yards WAY		••	••	21,526 18,389 1,303 3,817	\$2,369 21,477 2,000 4,187 £756,802 £179
Track Materic Fences, Gates Tools and Su Filling and Grardens, Plan Total Per Mile of Railwa ,, Track	cattle Guardi pplies ravelling Platfo atations, &c. Cost of Main: y worked ,, (excl	s, Roadway	rs, Signs, & ock Yards WAY	 		•••	21,526 18,389 1,303 3,817 £651,181	\$2,369 21,477 2,000 4,187 £756,802
Track Materic Fences, Gates Tools and Sur Filling and Grandens, Plan Total Per Mile of Railwa ,,, Track MAINTENANCE OF	Cost of Main: y worked (excl	s, Roadway	rs, Signs, & ock Yards WAY	 			21,526 18,389 1,303 3,817 £651,181 £155 £143	\$2,369 21,477 2,000 4,187 £756,802 £179 £165
Track Materic Fences, Gates Tools and Sur Filling and Grandens, Plan Total Per Mile of Railwa ,, Track MAINTENANCE OF Superintender	Cost of Main: worked works— nce and Staff	rms and St	ock Yards WAY Lings)				21,526 18,389 1,303 3,817 £651,181 £155 £143	\$2,369 21,477 2,000 4,187 £756,802 £179 £165
Track Materic Fences, Gates Tools and Sur Filling and Grandens, Plan Total Per Mile of Railwa ,, Track MAINTENANCE OF Superintender Fences, Gates	Cost of Main: worked works— nce and Staff Cuttle Guard cuttle Guard cuttle Guard cuttle Guard cuttle Guard	rms and St rms and St renance of	ock Yarda WAY lings)	 			21,526 18,389 1,303 3,817 £651,181 £155 £143 £23,974 26,075	\$2,369 21,477 2,000 4,187 £756,802 £179 £165 £28,630 24,098
Track Materic Fences, Gates Tools and Supfilling and Grandens, Plan Total Per Mile of Railwa ,, Track MAINTENANCE OF Superintender Fences, Gates Bridges, Culv	Cost of Main: worked works— nce and Staff Cattle Guard cett, and Drain cetters, and Drain	rms and St rms and St renance of usive of Sid	rs, Signs, & ock Yards WAY Lings)				21,526 18,389 1,303 3,817 £651,181 £155 £143 £23,974 26,075 57,249	\$2,369 21,477 2,000 4,187 £756,802 £179 £165 £28,630 24,093 68,779
Track Materia Fences, Gates Tools and Su Filling and Gr Gardens, Plan TOTAL Per Mile of Railwa ,, Track MAINTENANCE OF Superintender Fences, Gates Bridges, Culv Piers and Wiles	Cost of Main: worked worked cexcl works— nce and Staff cattle Guard rerts, and Drain harfs	rms and Strenance of Sides, Signs, &cons	ock Yards WAY Lings)				21,526 18,389 1,303 3,817 £651,181 £155 £143 £23,974 26,075	\$2,369 21,477 2,000 4,187 £756,802 £179 £165 £28,630 24,093 68,779
Track Materic Fences, Gates Tools and Supfilling and Grandens, Planton Total Per Mile of Railwa, Track MAINTENANCE OF Superintender Fences, Gates Bridges, Culv Piers and Will Weighbridges	Cost of Main: Worked Cost of Main: Works Cattle Guard Cost of Main: Cost of	rms and Stream and Str	ock Yards WAY lings) Turntable				21,526 18,389 1,303 3,817 £651,181 £155 £143 £23,974 26,075 57,249 570	\$2,369 21,477 2,000 4,187 £756,802 £179 £165 £28,630 24,093 68,779 725
Track Materic Fences, Gates Tools and Supfilling and Grandens, Planton Total Per Mile of Railwa, Track MAINTENANCE OF Superintender Fences, Gates Bridges, Culv Piers and Will Weighbridges Conveyor	Cost of Main: Works— nce and Staff s, Cattle Guard rerts, and Drain harfs s, Scales, Lifti rs, &c.	rms and St renance of usive of Sid s, Signs, &d ng Cranes	ock Yards WAY lings) Turntable	ce			21,526 18,389 1,303 3,817 £651,181 £155 £143 £23,974 26,075 57,249 570 11,386	\$2,369 21,477 2,000 4,187 £756,802 £179 £165 £28,630 24,093 68,779 725
Track Materic Fences, Gates Tools and Supfilling and Grandens, Planton Total Per Mile of Railwa, Track MAINTENANCE OF Superintender Fences, Gates Bridges, Culv Piers and Will Weighbridges Conveyor Buildings, Pl	Cost of Mainty worked	rms and Stream and Str	ock Yards OWAY Lings) Turntable	ce			21,526 18,389 1,303 3,817 £651,181 £155 £143 £23,974 26,075 57,249 570 11,386 124,732	\$2,369 21,477 2,000 4,187 £756,802 £179 £165 £28,630 24,098 68,779 726 14,606 175,833
Track Materia Fences, Gates Tools and Sup Filling and Gr Gardens, Plan Total Per Mile of Railwa , Track MAINTENANCE OF Superintender Fences, Gates Bridges, Culv Piers and Wi Weighbridges Conveyor Buildings, Pl Stock Yards	worked Cattle Guard pplies Tavelling Platfo atations, &c. Cost of Main worked (excl Works— nce and Staff cettle Guard rerts, and Drain harfs Scales, Lifti rs, &c. atforms, and F	rms and St rms and St renance of usive of Sid s, Signs, &c ns cranes cranes	ock Yards	es, Tr			21,526 18,389 1,303 3,817 £651,181 £155 £143 £23,974 26,075 57,249 570 11,386 124,732 7,321	\$2,369 21,477 2,000 4,187 £756,802 £179 £165 £28,630 24,093 68,779 725 14,606 175,833 6,862
Track Materia Fences, Gates Tools and Sup Filling and Gr Gardens, Plan TOTAL Per Mile of Railwa ,, Track MAINTENANCE OF Superintender Fences, Gates Bridges, Culv Piers and Wi Weighbridges Conveyor Buildings, Pl Stock Yards Water Supply	Cost of Main: Worked Cost of Main: Works nce and Staff Cattle Guard rerts, and Drain parfs Scales, Lifti rs, &c. atforms, and F	rms and Stremance of Sides, Signs, &dense of Sides, &dense of Sides of Sides, &dense of Sides	ock Yards OCK Yards OCK Yards OCK Yards OCK Yards OCK Yards	es, Tr			21,526 18,389 1,303 3,817 £651,181 £155 £143 £23,974 26,075 57,249 570 11,386 124,732 7,321 14,471	\$2,369 21,477 2,000 4,187 £756,802 £179 £165 £28,630 24,093 68,779 728 14,606 175,833 6,863 19,724
Track Materia Fences, Gates Tools and Sup Filling and Gr Gardens, Plan Total Per Mile of Railwa , Track MAINTENANCE OF Superintender Fences, Gates Bridges, Culv Piers and Wi Weighbridges Conveyor Buildings, Pl Stock Yards Water Supply Machinery, T	Cost of Main: Worked Cost of Main: Cost of Mai	rms and St rms and St renance of usive of Sid s, Signs, &c ns cixtures cixtures	ock Yards OWAY Lings) Turntable	es, Tr			21,526 18,389 1,303 3,817 £651,181 £155 £143 £23,974 26,075 57,249 570 11,386 124,732 7,321 14,471 11,930	\$2,369 21,477 2,000 4,187 £756,802 £179 £165 £28,630 24,093 68,779 725 14,606 175,833 6,863 19,724 21,970
Track Materia Fences, Gates Tools and Sup Filling and Gr Gardens, Plan TOTAL Per Mile of Railwa ,, Track MAINTENANCE OF Superintender Fences, Gates Bridges, Culv Piers and Wi Weighbridges Conveyor Buildings, Pl Stock Yards Water Supply	Cost of Main: Worked Cost of Main: Cost of Mai	rms and Stremance of Sides, Signs, &dense of Sides, &dense of Sides of Sides, &dense of Sides	ock Yards OCK Yards OCK Yards OCK Yards OCK Yards OCK Yards	es, Tr			21,526 18,389 1,303 3,817 £651,181 £155 £143 £23,974 26,075 57,249 570 11,386 124,732 7,321 14,471	190,926 32,369 21,477 2,000 4,187 £756,802 £179 £165 £28,630 24,093 68,779 725 14,606 175,833 6,862 19,724 21,970 276

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1920-21, ETC.—continued.

	n 1979 oz skolek s svorosam ta 1 Millord skombless komprovensk						1919-20.	1920-21.
								*
WAY	AND WOR	KS BRA	NCHco	ntinued.				
Laintenance of Sign	NALS							•
Superintendence	and Staff						£8,669	£9,107
Signals and Inter		••	••	••	• • •	::	87,950	108,611
Machinery, Tools,			••	••	• •		9,729	11,049
Other Expenses .		• •	• •	• •	••	••	176	281
Total Cos	T OF MAINTEN	ANCE OF	SIGNALS	••			£106,524	£124,048
Colograph, &c., Lines	and Instrume	nts					£11,729	£16,560
Special Maintenance E	Expenditure			• •	* *		£131,504	£222,002
-	penses of Wa	Y AND V	Vorks Br	ANCH	••		£1,262,069	£1,576,857
Percentage of Gross I	leven u e						15.35	16.10
er Mile of Railway	worked		• •		• •		£301	£372
er Traffic Train Mile		••	••	••	• •	• •	20·16d.	23 796
•								
	ROLLING S	TOCK B	RANCH.					
Jeneral Superintender	nce and Staff	• •	• •	••	••		£30,584	£38,371
stationery, Printing,	and Advertisin	1g	• •	• •	• •	••	4,690	5,983
stores Expenses .	• • •	• •	• •	• •	• •	••	12,685	19,351
OCOMOTIVE WORKIN							£30,239	P46 514
Subermondence	anu svan Itaff	••	••	••	• -	•••	98,730	£42,214 126,779
Running Sheds	Supplies	••	••	••	• • •	••	7,353	8,693
Drivers and Fire	men	•••	• • • • • • • • • • • • • • • • • • • •	••	• • • • • • • • • • • • • • • • • • • •	•	556,041	723,373
Coal, Wood, and	Kindlers for I	ocomoti	ves	••	••		710,570	844,082
Handling and In				idlers for	Locomo	ives	53,419	67,677
Water for Locom						••	32,18 3	30,207
Oil, Tallow, Was	te, and other I		Supplies	for Locon	notives	•••	29,253	35,820
Other Expenses		••	••	••	••	••	426	1,106
	ST OF LOCOMO	TIVE W	ORKING	• •	••	••	£1,518,214	£1,879,951
Locomotive Miles Ru		••	••	• •	••		16,577,887	16,585,834
Per Locomotive Mile.		• •	. ••	• •	• •	••	21 · 98d.	27 200
Per Traffic Train Mile			••	~		••	24·26d,	28:36
Inspection, Cleanin	ig, and Lubr	ICATION	OF, AND	SUPPLIES	FOR, CA	RS-		
~ .	••	••	••	••	••	••	£109,122	£156,596
Labour		• •	• •	• •	• •	••	4,287	6,058
Supplies	••		* *	• •	• •	• •	6,9 22	8,137
Supplies Lubricants	•••••	••						
Supplies Lubricants Light	••••••	••	• •	••	• •	••	35,114 1, 349	43,494 1,868
Supplies Lubricants Light Ice Total Co	ost of Inspec	 TION, C	• •	••	• •		1,349	1,868
Supplies Lubricants Light Ice Total Co	••	 TION, C	• •	••	• •			
Supplies Lubricants Light Ice Total Co	est of Inspec Supplies for,	 TION, C	 LEANING,	 and Lu	BRICATIO	N OF,	1,349	1,868

APPENDIX No. 6-continued. DETAILED STATEMENT OF WORKING EXPENSES FOR 1920-21, ETC .- continued.

								1919-20.	1920-21,
	ROLLING	STOCK	BRAN	CH—contr	inued.				
REPAIRS AND R	ENEWALS OF	ROLLING	Втоск-						
	ence and Sta		. DIOOM					620 017	690 709
	Renewals o		otives		• •	• • •		£30,017	£30,703
	39			and Vans				350,539	371,951
"		Trucks			••	• •		184,632	251,753
	,,	Covers			••	• •	i	191,767	247,868
**	**		ery and	Tools	• •	• •		53,509	
Power Hee	t, Light, &c.			1 0018	• •	• •	- •	37,644	49,76
G. J. Ol.	ь, шgпь, œс.		- •	• •	• •	• •	••	72,391	107,325
Sundry Cha		• •	• •	• •	••	• •	••	4,946	5,522
Other Expe Payment in	nses to Rolling St	ock Repl	 acement	Fund	••	••		1,239 50,000	3,477 187,098
	Cost of Re	-			Rollin	NG STOCK			
		14110 41	NID INI	E ALD OF	1.401111	.,		£976,684	£1,255,460
Per Traffic Train	1 MILE	••	••	• •	••	• •	•••	15·60d.	18·94d
Тота	L EXPENSES	of Rol	LING ST	ock Bran	ГСН	••		£2,699,651	£3,395,269
Percentage of G	ross Revenue)	••			••		32.82	34.66
Per Traffic Trais	n Mile	• •		• •		••		43·13d.	51·22d
							ľ		
		CTRICA	L BRAN	CH.				4.700	0.000
Jeneral Superin		••	• •	••	• •	• •	•••	4,780	9,338
Main Power Stat			• • • • • • • • • • • • • • • • • • • •			••.	~··	58,053	99,998
Inspection, Clear	ning, and Lu	bricating	, &c., of	Electrica	ıl Equip	oment of	Cars	8,091	10,351
Maintenance of 1	Electrical Eq	uipment	of Rollin	ng Stock		••	• • •	8,728	13,243
Car Shed Expens		• •		• •		* *			
Transmission and	d Distributio	n Systen	is and Si	ub-station	s Exper	nditure		23,505	31,400
Other Operation	s (Credit)	•••	• •	••		• •		Cr. 17,194	Cr. 17,629
Тота	L Expenses	OF ELE	CTRICAL	Branch				£85,963	£146,698
					- 1			200,000	
Percentage of G	ross Revenue	•		• -				1.05	1.50
Per Traffic Trair	Mile							15·06d.	16·13d
Per Car Mile	I TITLE	• •	• •	• •	• •				
	••	• •	• •	••	• •	• •		2·63d.	. 3·08d
	••	••	••	••	••	••			. 3·08d
		• •	EXPE	 NSES.	••	••		2·63d.	. 3·08d
Cost Per Unit	GE	 NERAL			Officer	••		2 · 63d. 0 · 62d.	. 3·08d ·85d
Cost Per Unit Salaries and Ex	GE penses, Comr	 NERAL nissioner	s' and S	ecretary's				2·63d. 0·62d. £21,230	. 3·08d ·85d £31,627
Cost Per Unit	GE penses, Comr Chief	 NERAL nissioner Account	s' and Se ant's Of	ecretary's fice	Offices	••	••	£21,230 39,421	. 3·08d ·85d £31,627 50,017
Cost Per Unit Salaries and Exp	GE penses, Comr Chief Audit	NERAL nissioner Account or of Re	s' and Sc ant's Of ceipts' (ecretary's fice Office				£21,230 39,421 40,290	£31,627 50,017 46,514
Cost Per Unit Salaries and Exp """ Estate Office	GE penses, Comr Chief Audie	 NERAL nissioner Account	s' and Se ant's Of	ecretary's fice Office		••	••	£21,230 39,421 40,290 1,979	£31,627 50,017 46,514 2,978
Cost Per Unit Salaries and Exp """ Estate Office General Office E	GE penses, Comr Chief Audie	NERAL nissioner Account for of Re	s' and Scant's Officeipts' (ecretary's fice Office 		••	•••	£21,230 39,421 40,290 1,979 2,661	£31,627 50,017 46,514 2,979 1,786
Cost Per Unit Salaries and Exp """ Estate Office General Office E	GE penses, Comr Chief Audit xpenses tation Buildi	ENERAL nissioner Account for of Re	s' and Scant's Officeipts' C	ecretary's fice Office enses		••		£21,230 39,421 40,290 1,979 2,661 1,792	£31,627 50,017 46,514 2,979 1,786 2,124
Cost Per Unit Salaries and Exp """ Estate Office General Office E	GE penses, Comr Chief Audit xpenses tation Buildi	ENERAL nissioner Account for of Re	s' and Scant's Officeipts' C	ecretary's fice Office enses		••		£21,230 39,421 40,290 1,979 2,661 1,792 6,460	£31,627 50,017 46,514 2,979 1,786 2,124
Cost Per Unit Salaries and Exp """ Estate Office Elemeral Office E Flinders-street S Legal and Medic Stationery, Prin	genses, Comr Chief Audit Expenses tation Buildi cal Expenses ting, and Ad	ENERAL nissioner Account for of Re	s' and Scant's Officeipts' C	ecretary's fice Office enses		••		£21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871	£31,627 50,017 46,514 2,979 1,780 2,120 7,733 4,760
Cost Per Unit Salaries and Exp """ Estate Office Elemenal Office Elinders-street S Legal and Medic Stationery, Prin Other General E	genses, Com Chief Audit Expenses tation Buildi cal Expenses ting, and Ad	ENERAL nissioner Account for of Re	s' and Scant's Officeipts' C	ecretary's fice Office enses		••		£21,230 39,421 40,290 1,979 2,661 1,792 6,460	£31,627 50,017 46,514 2,979 1,786 2,124 7,733 4,769
Cost Per Unit Salaries and Exp """ Estate Office Elemenal Office Elinders-street S Legal and Medic Stationery, Prin Other General E	genses, Com Chief Audit Expenses tation Buildi cal Expenses ting, and Ad	ENERAL nissioner Account for of Re	s' and Scant's Officeipts' C	ecretary's fice Office enses		••		£21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871	£31,627 50,017 46,514 2,973 1,785 2,125 7,732 4,769 3,491
Cost Per Unit Balaries and Exp """ Estate Office Elemeral Office Elinders-street Stationery, Prin Other General Elassification Bo	genses, Com Chief Audit Expenses tation Buildi cal Expenses ting, and Ad	INERAL nissioner Account for of Re ings Gene vertising	s' and Seant's Officeipts' (ecretary's fice Office enses		••		£21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326	£31,627 50,017 46,514 2,979 1,785 2,121 7,732 4,769 3,491 8,136
Cost Per Unit Salaries and Exp. """ Estate Office Educate Office Effinders-street Stepal and Medic Stationery, Prin Other General Eclassification Bo	penses, Commandian Chief Audit Expenses tation Buildial Expenses ting, and Adapenses ard	ineral missioner Account for of Re ngs Gene vertising	s' and Seant's Officeipts' (ecretary's fice Office enses		••		£21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326 3,982 £124,012	£31,627 50,017 46,514 2,975 1,785 2,121 7,732 4,763 3,491 8,133
Cost Per Unit Salaries and Exp. """ Estate Office Elemenal Office Elemenal Office Elemenal Medic Stationery, Prin Other General Elassification Bo Total	penses, Commander Chief Audit Capenses tation Building and Address ard L. General Construction Construct	INERAL missioner Account for of Re account f	s' and Seant's Officeipts' (ecretary's fice Office enses		••		£21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326 3,982 £124,012	£31,627 50,017 46,514 2,975 1,786 2,121 7,733 4,763 3,491 8,133 £159,174
Cost Per Unit Salaries and Exp. """ Estate Office Efeneral Office Effinders-street Stationery, Prin Other General Eclassification Bo Total Percentage of General Ferrantic Train	penses, Command Chief Audit Expenses tation Buildial Expenses ting, and Adapenses and L. General	INERAL missioner Account for of Re ngs Gene vertising EXPENS:	s' and Seant's Officeipts' Correl Experience (General	ecretary's fice Office enses al)				£21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326 3,982 £124,012	£31,627 50,017 46,514 2,975 1,785 2,121 7,733 4,763 3,491 8,133 £159,174
Cost Per Unit Salaries and Exp. """ Estate Office Edeneral Office Effinders-street Stationery, Prin Other General Eclassification Bother Total Percentage of General Ferrance Traffic Train	penses, Command Chief Audit Expenses tation Buildial Expenses ting, and Adapenses and L. General	INERAL missioner Account for of Re ngs Gene vertising EXPENS:	s' and Seant's Officeipts' Correl Experience (General	ecretary's fice Office enses al)				£21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326 3,982 £124,012	£31,627 50,017 46,514 2,975 1,785 2,121 7,733 4,763 3,491 8,133 £159,174
Cost Per Unit Cost Percental Estation Estationery, Prin Cost Control Cost Percentage of Ger Traffic Train Cost Percentage of Ger Cost Percentage of Ger Per Cost Percentage of Ger Cost Perce	penses, Common Chief Auditor Chief Auditor Chief Auditor Building and Adapenses and L. General General General Coss Revenue Mile O RAILWAY ross Revenue Coss Revenue Co	ineral nissioner Account for of Re ings Gene vertising Expense	s' and Seant's Officeipts' (Coneration Coneration Coner	ecretary's fice Office enses al)				£21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326 3,982 £124,012 1.51 1.98d. £40,668	£31,627 50,017 46,514 2,975 1,786 2,121 7,733 4,763 3,493 8,133 £159,174 1 · 62 2 · 40d £73,969
Cost Per Unit Salaries and Exp. """ Estate Office Effinders street S Legal and Medic Stationery, Prin Other General E Classification Bo Tota Percentage of G Per Traffic Train PAYMENT INT Percentage of G	penses, Common Chief Auditor Chief Auditor Chief Auditor Building and Adapenses and L. General General General Coss Revenue Mile O RAILWAY ross Revenue Coss Revenue Co	INERAL missioner Account for of Re missioner Account cor of Re missioner Account cor of Re missioner Expensi	s' and Seant's Officeipts' Correl Experience (General	ecretary's fice Office enses al)			 	2·63d. 0·62d. £21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326 3,982 £124,012 1·51 1·98d. £40,668 0·49 0·65d.	£31,627 50,017 46,514 2,975 1,785 2,122 7,735 4,766 3,491 8,133 £159,174 1 · 62 2 · 40d £73,968
Cost Per Unit Salaries and Exp. """ Estate Office Edeneral Office Effinders-street Stationery, Prin Other General Hollarian Boundary Percentage of General Fer Traffic Train Payment Interpretage of General Fer Traffic Train Percentage of General Fer Traffic Train Percentage of General Fer Traffic Train	penses, Common Chief Auditor Chief Auditor Chief Auditor Building and Adapenses and L. General General General Coss Revenue Mile O RAILWAY ross Revenue Coss Revenue Co	in ERAL missioner Account for of Re missioner Account cor of Re missioner vertising EXPENS:	s' and Seant's Officeipts' Correct Experimental Experimen	ecretary's fice Office enses al) ID FIRE				£21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326 3,982 £124,012 1.51 1.98d. £40,668	£31,627 50,017 46,514 2,979 1,788 2,122 7,733 4,764 3,49 8,133 £159,174 1 · 66 2 · 40d £73,968
Cost Per Unit Salaries and Exp. """ Estate Office Edeneral Office Effinders-street Stationery, Prin Other General Eclassification Bother Total Percentage of Ger Traffic Train Payment Interpretage of Ger Traffic Train Percentage of Ger Traffic Train Total	penses, Command Chief Audit Chief Audit Command Comman	INERAL missioner Account for of Re ngs Gene vertising EXPENS:	s' and Seant's Officeipts' Correct Experimental Experimen	ecretary's fice Office enses al) ID FIRE				2·63d. 0·62d. £21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326 3,982 £124,012 1·51 1·98d. £40,668 0·49 0·65d. £6,032,951	£31,627 50,017 46,514 2,978 1,785 2,125 7,735 4,769 3,491 8,136 £159,174 1 · 62 2 · 40d £73,969 · 76 1 · 12d
Cost Per Unit Salaries and Exp. """ Estate Office Edeneral Office Effinders-street Stationery, Prin Other General Eclassification Bother Total Percentage of General Train Payment Interpretation Train Percentage of General Eclassification Train Company Total Company Tot	penses, Command Chief Audit Expenses tation Buildial Expenses ting, and Adapenses ard L. General Toss Revenue Mile O RAILWAY Toss Revenue Mile AL WORK Toss Revenue	INERAL missioner Account for of Re ngs Gene vertising EXPENS:	s' and Seant's Officeipts' Correct Experimental Experimen	ecretary's fice Office enses al) ID FIRE		 		2·63d. 0·62d. £21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326 3,982 £124,012 1·51 1·98d. £40,668 0·49 0·65d. £6,032,951	£31,627 50,017 46,514 2,978 1,788 2,122 7,732 4,769 3,491 8,138 £159,174 1 · 62 2 · 40d £73,969 • 76 1 · 12d £7,835,750
Cost Per Unit Salaries and Exp. """ Estate Office Edeneral Office Effinders-street Stationery, Prin Other General Hollarian Boundary Percentage of General Fer Traffic Train Payment Interpretage of General Fer Traffic Train Percentage of General Fer Traffic Train Percentage of General Fer Traffic Train	penses, Command Chief Audit Chief Audit Capenses tation Buildial Expenses ting, and Adapenses and L. General Construction Mile O RAILWAY ross Revenue n Mile AL WORK ross Revenue n Mile	INERAL missioner Account for of Re ngs Gene vertising EXPENS:	s' and Seant's Officeipts' Correct Experimental Experimen	ecretary's fice Office enses al) ID FIRE				2·63d. 0·62d. £21,230 39,421 40,290 1,979 2,661 1,792 6,460 2,871 3,326 3,982 £124,012 1·51 1·98d. £40,668 0·49 0·65d. £6,032,951	£31,627 50,017 46,514 2,979 1,785 2,125 7,732 4,769 3,491 8,135 £159,174 1 · 62 2 · 40d £73,969 · 76 1 · 12d £7,835,756 79 · 98 118 · 21d £1,849

APPENDIX No. 7.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND-ACT No. 2716, SECTIONS 109 AND 110-AT 30TH JUNE, 1921.

Receipts.	Amount.	Expenditure.	Amount.		
To Balance at 30th June, 1920	£ s. d. 10,355 0 3	By Expenditure for the year ending 30th June, 1921— (a) Amount of damages recovered in actions at law on	£ s,	d.	
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	49,249 10 1	account of death of or injuries to persons other than employees of the Commissioners (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than	2,015 11	l 9	
" Special Payment to Fund provided by Division No. 88, Sub- Division No. 2A, of the Supplementary Estimates 1920-21	25,000 0 0	employees of the Commissioners (c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should	2,297 19) 6	9
·	,	be paid to persons referred to in Clause (b) (d) Amount paid as compensation to employees of the Commis-	22 1	1 0	
		sioners for injuries sustained on duty or in the event of death to persons dependent upon such employees (e) Amount expended in consequence of any loss of or damage	10,467 14	1 6	*
	•	by fire to buildings, plant, stores, or other properties of the Commissioners (f) Amount paid as compensation for loss of or damage to	2,821 15	5 9	
· .		goods, parcels, &c	62,990 13	6	
,		employees burning off within railway boundaries, &c ,, Balance at 30th June, 1921	69 6 3,919 8	6 0 8 4	
	£84,604 10 4	<u> </u>	£84,604 10) 4	:

APPENDIX No. 8.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS AT 30th JUNE, 1921, AS COMPARED WITH THE NUMBER AT 30th JUNE, 1920, ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	Market and the second s		At 30th June, 1929.	At 30th June, 1921.	
Secretary's			. 3	3	
Accountancy and Audit	of Rece	ipts	18	19	
Electrical Engineering	•••		ĭ	1	
Refreshment Services	•••		r	ı	
Rolling Stock	•••		200	169	
\$tores	•••		7	5	
Printing and Stationery	•••		I	Ī	
Transportation and Traf	fic		257	208	
Way and Works	•••	•••	1 39	113	
				•	
Total			627	520	

APPENDIX No. 9.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30th JUNE, 1921.

,				Cons	truct	on	1		n	1	otal.	•	Total	Am	pant.
		······································		-			ACIB	, a.c.					-		
SURVEYS AND CONSTRUCTION O	r Nev	v Line	s, etc.	1	E s.	d	£	s.	d.	£	s	. d.	£		. d
Alberton to Won Wron	•••		••			-	52,888		3	53,33					
Bittern to Red Hill Cavendish to Toolondo	•••	***	••		60 90		37.378 38.680		7	37,78 38,96					
Elmore to Cohuna	•••		••				2,993					7 1ô			
Heywood to Mumbannar Koo-wee-rup to Mc!)onald's Tra		***	••		2 0 3 10		1,680 84,938		11	1,68 85,53		6 11 1 11			
Morwell Brown Coal Mine Rail		•••			3 15		21,865		8	22,18			1		
Manangatang to Bryden's Tank	***	• • •			0		19,500		6	19,68					
Nandaly to Kulwin Neerim South to Toorongo Rive	er.		***	1	l 0 	U	4,086		4	4,12	7 13				
North Geelong to Fyansford			••	• 1		_	Cr. 202	11	2	Cr. 20	2 1	1 2			
Piangil to Pine Tank Sandringham to Black Rock	•••	•••			3 15 3 0		2,791 Cr. 145		3	2,95 Cr. 14					
South Australian and Victorian	ı Bord	er Rai			, ,	Ů									
Mumbannar to Mount Gam Tallangatta to Cudgewa	bier	***	••	0 = 0	- 3 0	0	Cr. 357 23,679		9°	Cr. 35 24.03					
Orbost—Bridge over the Snowy	River	***	••	0.000			20,079	. 7	U	6,70			ļ		
Surveys	•••		••				6,486	10	11	6,48	6 16	11			
Totals	•••		***	. 9,504	1 0	0	296,701	4	10	306,20	5 4	10	306,205	· 4	10
				' 			·	-		Loan Ap					
ADDITIONS AND	Impro	VEMEN	ts on E	Existing :	Line	8.				Act	s, &	c.			
Additions and improvements at ex										€	e.	d.			
tracks, buildings, platforms an appliances, drainage, sanitation,								safei	ty	61,632	5 3	4			
Additions and improvements to a	tecom	nodatio	on for l	ocomotiv	es a	nd c	cars, incl						İ		
shops, sheds, tracks, ash-pits, tworks					-	-				6,562	15	11			
Additions and improvements to significant to signif	gnallin	g, inte	erlockin	g, and of	her	safe				5,361	10	۵	1		
for traffic working Additions and improvements to an	l stren	 Igtheni	ng of b	ridges	••		•••		••	24,076					
Additious and improvments to	variou	s lines			th	heav	rier raile			11 000	1.74				
providing extra sleepers and bal Additions and improvements to lev			includi	ng cattle	nits	and	stops		**	11,062 1,902					
Additional and improved dwelling	accom	ımodat	ion for	employés	<u> </u>		•••			27,618	17	7			
Additional cars for repair gangs, & Additional telegraph and telepho							***		••	2,138 $2,265$					
Additional electric lighting and po	wer .			***			***			4,029	10	4			
Alphington and Ivanhoe (between) Ararat—Improved station, yard,					•••		***		••	564 3,037	7				
Ballarat—Construction of locomoti							therewit		••	1,521	18	1			
Bendigo—Construction of locometi	ve wo	rkshop			onne	xior	therewi	th .	.,	$881 \\ 22,171$	9				
Bendigo—Re-arrangement of good Colac—Overhead bridge and approa	s yaru aches.	regrad	ing the	line at "	dow	'n ''	end of sta	ation	n.						
and provision of turntable		• • •	***		• • •		***			3,260					
Dimboola—Re-arrangement of the Geelong—Re-arrangement of the s			, includi	ing purch	ase		nd	•		1,819 $23,004$					
Hawthorn to East Camberwell—Re	gradi	ng of tl	he lines				***			831	5	10			
Horsham—Additional siding accom Litchfield—Facilities for crossing t		tion, t		•	ige,	and	water su		• 1	1,852 $1,010$			1		
Maribyrnong River Branch Line—	Additi						•••			6,366			1		
Melbourne (Flinders-street Yard)—	New c	arriage	shed, a	idings, ar	id w					6,249	12	7	1		
therewith (proportion of cost the Melbourne (Spencer-street)—Const										9,598		8			
Melbourne (Spencer-street)—Exten	sion o	f "Ex	hibition	" shed	. * * *		. ,		.	4,171					
Melbourne—Provision of a new therewith	snippii	ug sne 	u sna	accomm	Juati	OII	m conne	X101	ı	29,628	11	4			•
Melbourne and Footscray (between		chase	of land	and prel	imin	ary	work in								
nexion with proposed locomotive Melbourne Suburban Lines—Instal		of now	er sions	lling	•••		***	••	:	3,445 36,012					
Melbourne Suburban Lines-Equip	ping t	racks v	with rail	l anchors				:	. [415					
Melbourne Yard - Re-arrangement yards, &c				the p	esser	ıger	and g	ood	- 1	510	17	6			
Melbourne—Additional accommode	tion a						. ***	•••	- 1	1,165	0	0			
Mildura—Additional siding accomm Newport and North Melbourne	nodati Rollina	on v Stool	z Brane	h Works	 hons	F	 guinment	t for	:	3,157	4	10			
the electrical operation of plant,	inelud	ing sul	b-station	i building	s at	Nev	«port			1,571					
Newport Workshops—Additions an	d exte	nsions					·	••	- 1	12,392 $25,615$		9			
North Geetong—Re-arrangement of North Melbourne—Additional acco	tne y mmod	ига ation fe	 or repai	ring and	pain	ting	rolling s	tock		3,103	9	3			
Ou yen and Speed between)—Facili	ties fo	r cross	ing trai	ns		9		* * *	• [4,413	2	3			
Port Melhourne—Additional siding Portland and Portland North—Add							•••	•••	- 1	3,641 3,4 37		6 2			
			_										206 905	 1	10
Cari	ied to	rward	***	•••	•••		***	••	١ ،	361,5 05	1.0	- 1	306,205	*	T.

APPENDIX No. 9—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1921—continued.

		-						Los Applica Acts,	tion		Total Amou	ınt,
								£	s.	d.	£	s. 0
Brought	t forward	***	• • •					361,50	15	1	306,205	4 1
, 5		•						200,000		-	,	
rinces Bridge - Rearran				***	***	•••		3,911				
efreshment Rooms—Pla			***		***		•••	19,415				
erviceton—Additional w t. Kilda to Brighton E	lectric Stro	works	or Con	etrootior	and al	paterion 1 per	iin-	2,65	3	3		
ment of the Elwood sul		CO TOWNER		ou açelei	. mild Ci	conteat equ		Cr. 2,91	5 10	9		
t. Kilda to Brighton E	llectric Stre	et Raily	vav—Elec	ctrically	welding	fish joints	in	07. 2,010	, 10	-		
"down" track and dra	inage of trac	ks	,		***	•••	1	4,03	10	0		
ottenham—Provision of	a gravitatio	n goods	yard	***	***			79,229				
arious-Provision of pl		ecessary	to afford	la supp	ly of ele	ectric power	r in					
bulk to various consum		•••	***	***			***	7,45				
arious—Provision of pla					-		•••	4,88				
Vangaratta—Additional Vorkshops Machinery—	trucking-ya	ra accom	modatioi	1	***	 £ s.	$\overset{\dots}{d}$.	1,478	18	10		
Ballarat						£ s. 8,896 1						
Bendigo	•••	•••	***	•••	•••	11,616 19						
Newport		•••	•••	•••	***	23,883 0						
North Melbourne	•••	***	•••		***	Cr. 2 13						
								44,39	3 7	11		
					•			526,03		0		
ess credits on account of	sales of lar	nd, mate	rials, &c		ally char	rged to Cap	ital					
Account	***	•••	•••	***	•••	***	***	Cr.10,94	1 10) 3		
								515,08				
less value of materials to	ransterred to	o Capital	Stock	***	•••	*** '	***	Cr.30,72	3 0	11	484,366	8
P		3.5		C							,	_
Towards the Electrification												
including the Elec					LODIN	id Sidok,	DUT.	762,53	7 4	10		
22.02.000.000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				***	•••	•••	}.				
Less value of materials t	ransferred t	o Capita	l Stock	***	***	***	•••	Cr.189,79	9 15	11		_
											572,737	8
	\mathbf{R}	OLLING	STOCK.					1				
levrig <i>ne</i> stock	R	OLLING	STOCK.					125 69	7 3	Q		
		orling 	STOCK.			,	•••	125,69 11.88				
ocomotives	***	***	***	 g Stock	***	•••	•••	125,69 11,88 1,91	1 8	1		
ocomotives t. Kilda to Brighton Ele andringham to Black B	 ectric Street	 Railwa	 y—Rollin	g Stock -Rolling	•••		•••	11,88	1 8 5 8	1		
ocomotives t. Kilda to Brighton Ele andringham to Black B 'ruck stock	 ectric Street	 Railwa	 y—Rollin	g Stock -Rolling	•••	***	•••	11,88 1,91 1,78 36,81	1 8 5 8 0 13 3 10	1 4 6 7		
ocomotives t. Kilda to Brighton Ele andringham to Black B 'ruck stock	 ectric Street lock Electric	Railwa Street	 y—Rollin Railway—	-Rolling	Stock	***	***	11,88 1,91 1,78	1 8 5 8 0 13 3 10	1 4 6 7		
cocomotives t. Kilda to Brighton Elegandringham to Black Bruck stock Van and sundry stock	 ectric Street lock Electric 	Bailwa Street	 y—Rollin Railway—	-Rolling 	Stock	•••	***	11,88 1,91 1,78 36,81 4,98	1 8 5 8 0 13 3 10 4 15	1 4 6 7 8 8		
ocomotives t. Kilda to Brighton Elegandringham to Black Bruck stock Van and sundry stock Less value of materials	 ectric Street lock Electric transferred	Railwa Street	 y—Rollin Railway— 	-Rolling 	Stock	•••	*** ***	11,88 1,91 1,78 36,81	1 8 5 8 0 13 3 10 4 15	1 4 6 7 8 8		
docomotives t. Kilda to Brighton Ele Sandringham to Black B Truck stock Van and sundry stock	cctric Street cck Electric transferred tock	Bailwa Street	 y—Rollin Railway—	-Rolling 	Stock	•••		11,88 1,91 1,78 36,81 4,98 183,07	1 8 5 8 0 13 3 10 4 15 2 19	1 4 6 7 7 8 8		
cocomotives t. Kilda to Brighton Elegandringham to Black Bornek stock Van and sundry stock Less value of materials Carriage St	cctric Street cck Electric transferred tock	Railwa Street	y—Rollin Railway—	-Rolling 	Stock	 r. £5,005		11,88 1,91 1,78 36,81 4,98	1 8 5 8 0 13 3 10 4 15 2 19	1 4 6 7 7 8 8		
cocomotives t. Kilda to Brighton Elegandringham to Black Bornek stock Van and sundry stock Less value of materials Carriage St	cctric Street cck Electric transferred tock	Railwa Street	y—Rollin Railway—	-Rolling 	Stock	 r. £5,005		11,88 1,91 1,78 36,81 4,98 183,07	1 8 5 8 0 13 3 10 4 15 2 19	1 4 6 7 7 8 8		3
t. Kilda to Brighton Elesandringham to Black B Fruck stock Van and sundry stock Less value of materials Carriage St	ectric Street kock Electric transferred toock k	Bailwa Street	 y—Rollin Railway— sl Stock—	-Rolling	Stock	 r. £5,005		11,88 1,91 1,78 36,81 4,98 183,07	1 8 5 8 0 13 3 10 4 15 2 19	1 4 6 7 7 8 8		

APPENDIX No. 10.

STATEMENT OF LOANS AT 301H JUNE, 1921, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1920-21.

Act		Interest.	Principal.	Interest Charges.	Expenses in connexion with	Total Interest Charges and	Date Re	edeemable.	Where Redeemable
Act		Rate of Interest per cent.	I imoipai.	Interest Onarges.	Payment of Interest,	Expenses.	Earliest.	Latest.	•
49 Viet. No. 845 56 Viet. No. 1296 57 Viet. No. 1032 58 Viet. No. 1032 59 Viet. No. 989 51 Viet. No. 1196 52 Viet. No. 1217 52 Viet. No. 1562 53 Viet. No. 1560 54 Viet. No. 1560 55 Viet. No. 1560 56 Viet. No. 1560 57 Viet. No. 1560 58 Viet. No. 1560 59 Viet. No. 1560 50 Viet. No. 1564 51 Viet. No. 1623 52 Viet. No. 1623 53 Viet. No. 1659 54 Viet. No. 1659 55 Edw. VII. No. 1753 56 Edw. VII. No. 1990 67 Edw. VII. No. 2026 68 Edw. VII. No. 2026 69 Edw. VII. No. 2026 69 Edw. VII. No. 2026		4 4 3 3 3 3 3 3 3 4 5 6 3 3 3 3 3 3 4 3 3 3 3 4 4 4 4 5 5 5 6 6 6	£ s. d. 464,672 I 0 3,150,000 0 0 4,914,615 I3 0 1,666,666 I3 4 700,000 0 0 3,080,389 7 4 3,718,478 I4 3 965,681 4 0 2,850,400 0 0 1,384,374 I5 6 1,130,372 I8 0 24,426 I8 I0 257,701 0 0 500,000 0 0 313,438 I4 4 36,890 2 3 2,500,000 0 0 258,966 I3 I0 35,256 I5 4 1,984,532 I6 0 891,877 I8 I0 2,912,030 I9 II 542,200 0 0 189,572 5 8 757,435 0 0 514,859 I3 8 5,525,454 4 6 600,000 0 176,679 I6 0	£ 8. d. 138,303 6 2 18,586 17 8 110,250 0 0 172,011 10 11 58,333 6 8 21,000 0 0 92,411 13 7 130,146 15 1 38,627 4 11 156,772 0 0 43,261 14 4 33,911 3 9 732 16 2 7,731 0 7 15,000 0 0 9,403 3 3 1,106 14 0 118,750 0 0 9,403 3 3 1,106 14 0 118,750 0 0 9,403 16 8 1,057 14 0 69,458 13 0 35,675 2 4 116,481 4 9 23,043 10 0 21,232 12 0 112,771 15 0 13,515 1 4 96,686 16 0	1	£ s. d. 138,649 10 4 18,586 17 8 110,722 10 0 172,749 15 9 58,583 6 8 21,105 0 0 92,846 15 1 130,693 14 2 38,772 1 11 157,198 15 1 43,433 13 7 33,911 3 9 732 16 2 7,731 0 7 15,000 0 0 9,403 3 1,106 14 0 118,750 0 0 9,403 3 1,106 14 0 118,750 0 0 9,063 16 8 1,057 14 0 69,458 13 0 35,675 2 4 116,917 15 6 23,043 10 0 21,232 12 0 112,771 15 0 13,515 1 4 96,703 2 0	1st October, 1920 1st July, 1913 1st October, 1923 { 1st January, 1921 1st January, 1929 1st January, 1929 1st January, 1929 1st October, 1929 1st July, 1921 1st January, 1934 1st July, 1915 30th September, 1917		London Melbourne London London London London Melbourne London Melbourne Melbourne Melbourne Melbourne Melbourne Melbourne

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APPENDIX No. 10-continued.

STATEMENT OF LOANS AT 30TH JUNE, 1921, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1920-21-continued.

Ae	t.			of Interest	Principal,	Interest Charges.	Expenses in connexion with	Total Interest Charges and	Date Rec	deemable.	Where
		•		Rate of per cen			Payment of Interest.	Expenses.	Earliest.	Latest.	Redeemabl
•					£ s. d.	2 s d.	£ s. d.	£ s. d.			<u> </u>
			(31/2	411,555 0 0	14,404 8 6	•••	14,404 8 6)			1
Edw. VII. No. 2041	***		{	4 4 4	246,745 0 0 24,700 0 0	200	•••	9,869 16 0	30th September, 1917	1st October, 1930	Melbourn
			(44	7,000 0 0	())	•••	332 10 0			
Edw. VII. No. 2116	•••	***	• • • •	3 2	150,000 0 0]],],	•••	5,250 0 0	30th September, 1917	1st January, 1929	Melbourn
Edw. VII. No. 2167	***	***	***	3 1/2	1,000,000 0 0	3),000	150 0 0	35,150 0 0	,,	1st October, 1949	London
Edw. VII. No. 2161 Edw. VII. No. 2163	• • •	***	•••	3,	300,000 0 0		•••		30th September, 1917		Melbourn
Geo. V. No. 2286	•••	•••	***	3 2	144,676 12 6	5,063 13 7	•••	5,063 13 7	1st August, 1913	1st October, 1944	Melbourn
leo. V. No. 2308	•••	• • •	•••	3 1/2		45,780 0 0	***		30th September, 1917	1st June, 1922	Melbourn
Heo. V. No. 2323	• • • •	•••	***	4,	353,052 15 8	-4, 3	•••	14,122 2 3			Melbourn
Heo. V. No. 2428	***	•••	***	3 ½	1,650,000 0 0 2,000,000 0 0	3/7/3"	•••		30th September, 1917		Melbourn
300. V. No. 2429	•••	***	•••	4	1 .	1	-91 -1	80,297 11 2		1st April, 1960	London
3-eo. V. No. 2429	•••		•••	3	5,400 0 0 130,615 14 4		•••		30th September, 1917		Melbourn
Geo. V. No. 2429	•••	***	•••	3 2	166 2 1	77.77		4,571 11 C	30th September, 1917	1st July, 1923	Melbourn
Geo. V. No. 2429	• • • •		•••	4 3	259,818 3 7	1	***	, ,			
Geo. V. No. 2480/2531	• • • •	•		44	2,250,000 0 0		577 0 6	12,341 7 3 101,827 9 6			1
Geo. V. No. 2481		***	•••	3 2	93,545 9 11		3/1)	101,827 9 6			
Geo. V. No. 2481	• • •		•••	4	419,986 19 5	16,799 9 7	• # •	16,799 9 7			
Geo. V. No. 2481	***	***	•••	4 1	575,000 0 0	23,718 15 0	•••	23,718 15 C			1
Geo. V. No. 2481	•••	•••	•••	43	1,010 0 0	47 19 6	•••	47 19 6			1
Geo. V. No. 2531	***	•••		3	22,300 0 0		***	669 0 0			1
Geo. V. No. 2531	• • •	••,	•••	4	90,000 0 0	1 - 1	***	3,600 0 0			1
Geo V. No. 2531	•••		•••	48	2,103,000 0 0	86,748 15 0	***	86,748 15 0			1 .
Geo. V. No. 2794	***			3	206,851 4 2		***	6,181 14 4			1
Geo. V. No. 2794	•••	•••) }	3 ½ 4	13 17 3 893 19 3	0 9 8 35 15 2	•••	0 9 8			}
Geo. V. No 2794	• .	•••		48	350,000 0 0		***	35 15 2 16,921 17 6			
Geo. V. No. 2794	***	***	•••	5	187,675 6 11	1,,, -,	***	13,538 0 0			
Geo. V. No. 2794 .		***	•••	51	650,000 0 0	3,75	 55 0 0				
Geo. V. No. 2794	•••	•••	•••	-1	1,109,480 10 4	61.021 0 1	55 O O	JT,-00 0			

12

Geo. V. No. 2968	₹**	***	• • •	•••	44	100,000	0	0	4,750 0	0	•••		4,750	0	0
Geo. V. No. 2968		•••	•••	•••	5	100,000	0	0	5,000 0	0	•••		5,000	0	٥
Geo. V. No. 2968	• • •	***	** .	•••	51	150,000	0	0	7,875 0	0	•••	- 1	7,875		٥
Geo. V. No. 3012	• • •	***		***	3	8,913	2	7	125 13	10	***		125	13	10
Geo. V. No. 3012	***	***		•••	3 1/2	1,273	I 2	10	34 4	10	•••		34		10
Geo. V. No. 3012			***		4	77,026	14	0	670 18	င	•••		670	18	O
Geo. V. No. 3012	***	• • •			44	86,260	0	0	***		•••			_	
Geo. V. No. 3012	•••	***	***		5	757,937	9	9	26,761 8	9		2	6,761	8	9
Geo. V. No. 3012		• • •	•••	•••	$5\frac{1}{4}$	487,564	·O	10	13,142 1	9	***	I	3,142	I	9
Geo. V. No. 3012	•••	***	• • •	•••	5 4	6,500	0	0	182 19	0	•••		18.2	19	0
Geo. V. No. 3C12	•••			• • •	5 3	55,000	0	이	•••	- 1	•••		• • •		
Geo. V. No. 3012	• • • •		•••	• • •	$6\frac{1}{4}$	219,525	O	이		1	***		•••		
Geo. V. No. 3063	***		*** *	•••	5	53,000	0	c	•••	- 1			•••		
Geo. V. No. 3063	•••	•••	***		$6\frac{1}{4}$	97,000	0	٥	***	- 1	•••	- 1	•••		
42 Vict. No. 617,		irne and	Hobson	's Bay						- 1		1			
Railway Debe	ntures	•••	***	•••		1,000	0	0	***	1	•••		•••		
Total amount of cu Add Interest on am Advances Acc	ounts cl	narged to	Public A	ccount	1	58,991,461	10	c	2,387,167 5 17,225 13		5,281 7	4 2,39	2,448 7,225		
	,	· , r ·	G		;			- -	- , , , , ,	1					
			£	s. d.	:			- 1	2,404,392 19	2	5,281 7	4 2,40	9,674	6	6
Less Discount and the Sale of De Deduct Net Premiu	ebenture	s 2	, 304 ,62 1	4 °											
tures	•••	•••	453,928	14 6		1,850,692	9	6							
Total Net Proceeds	of Curr	ent Loan	is at 30th	June,	· ·	55 140 760		6							
1921	•••	· · · · <u> </u>	***	***	•••	57,140,769	· 	0							

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APPENDIX No. 11.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY.

							Year 1919-20.	Year 1920-21.
•								
verage Mileage of Railwa	y Worke	d	•••		•••	•••	5 · 16	5.16
Car Mileage	•••	***	•••	•••	•••	•••	551,307	552,772
Number of Passengers carr		***	•••	•••	***	•••	6,805,892	5,572,454
Average Fare paid per Pas	senger	•••	•••	•••	***	•••	1.76d.	1.99d.
Gross Revenue-								
Passengers		•••		•••	•••		£50,137	£46,357
Parcels		***		•••	•••		1	3
Miscellaneous	•••	***	•••	•••	***	***	356	645
Total Gros	ss Reven	IUE	•••	•••	•••	•••	£50,494	£47,005
Per Passenger Car M	T ile	•••		***	***		2 i · 98d.	20.41d.
Per Mile of Single		***	•••	***	•••	•••	£4,893	£4,555
ORDINARY WORKING EXP	ENSES-							
Transportation Acce	ount	•••	***		***		£15,778	£20,499
Way and Works Ac		•••	•••	•••	•••	•••	6,824	21,986
Rolling Stock Acco		•••	•	•••			6,132	8,984
Power Account		•••	•••		•••		12,888	11,290
General Expenditur	e e	***	•••	• • •	•••		939	927
Payment into Railw		ent and	Fire Insura	nce Fu	ınd	•••	252	235
TOTAL WOR	king Ex	PENSES	•••	•••	•••	•••	£42,813	£63,921
Per cent. of Gross 1	Revenue		•••	•••	***		84.79	135.99
Per Passenger Car	Mile	⊶ ,	•••	•••	•••		18·64d.	27.75d.
Per Mile of Single		•••	•••	•••	•••	***	£4,149	£6,194
								Deficit
NET REVEN	JE AFTER	PAYME	NT OF WOR	king H	Expenses		£7,681	£16,916
Interest on	тне То	TAL CAF	ITAL COST	•••	•••	***	£6,005	£6,143
								Deficit
Profit, after Payment o	w WARET	NO EVO	PATORO ANTO	INTER	POT CHARA	me	£1,676	£23,059

APPENDIX No. 12.

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

						Year 1919–20.	Year 1920–21.
Average Mileage of Railway Worked	• •	••		• •		2.41	2.41
Car Mileage	• •			• •		113,405	121,575
Number of Passengers carried						2,433,162	1,232,796
Average Fare Paid per Passenger	••	• •	••	••		1'12d.	1.43d.
Gross Revenue—					ľ		
Passengers	••			• •]	£11,456	£8,927
Parcels	••		• •				
Miscellaneous	* *	••	••	••		141	213
TOTAL GROSS REVENUE	ē	• •		••		£11,597	£9,140
Per Passenger Car Mile		• •	••			24.53d.	18·04d.
Per Mile of Single Track	••	••	• •	• •		£2,505	£1,974
ORDINARY WORKING EXPENSES-					Ī		<u>-</u>
Transportation Account	• •					3,632	4,502
Way and Works Account					[1,564	918
Rolling Stock Account						1,524	1,625
Power Account		• •				896	1,506
General Expenditure		• •				224	205
Payment into Railway Acciden			rance Fu	nd		58	46
TOTAL WORKING EXPE	nses	••	••	••		£7,898	£8,802
Per cent. of Gross Revenue			••	••		68·1 0	96.30
Per Passenger Car Mile		• •	* *			16.41d	17.38d.
Per Mile of Single Track	• •	••	• •	••		£1,706	£1,901
NET REVENUE AFTER I	PAYMEN	NT OF W	orking 1	Expenses	[£3,699	£338
Interest on the Total	L CAP	ITAL Cos	т		••	£2,316	£2,399
PROFIT, AFTER PAYMENT OF WORKIN	ng Exi	Prises A	ND INTE	REST CHA	RGES	£1,383	Deficit £2,061

APPENDIX No 13.

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

Revenue.	
The Revenue of the Railways was	£9,795,763 17 9
And of the Sandringham and Black Rock Tramway 9,139 14 9	56,145 6 1
Making a total of	£9,851,909 3 10
That total includes the net amount of accounts due but unpaid at 30th June, 1921, which amount is not included in the Treasury figures because it was not received on that date, and which, in order to agree with the	
Treasury, must be deducted, viz	78,585 5 0
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1920, which were paid in 1920-21, and therefore included in	£9,773,323 18 10
the Treasury figures, and which therefore require to be added, viz	176,236 7 9
The Revenue as shown by the Treasury is thus	£9,949,560 6 7
Working Expenses.	
The Working Expenses of the Railways amounted to	£7,835,756 4 11
And of the Electric Tramways to	72,723 11 5
Making a total of	£7 ,90 8 , 479 16 4
In order to bring this sum into agreement with the Treasury figures the following amounts must be deducted:—	
(1) Amount of wages and accounts unpaid at 30th June, 1921, which will be debited by the Treasury in the year or years in which they are paid £97,840 6 0	
(2) Amounts paid in 1920-21 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 1920-21, but not in the Railway Working Expenses 4,799 13 4	
(3) Amount paid by public bodies in respect of works to be constructed in 1920-21 0 7 10	
(4) Amount charged by the Treasury to Surplus Revenue Act 3089 37,097 11 1	139,737 18 3
	£7,768,741 18 1
And on the other hand the following amounts must be added:-	w,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
(1) Amount of wages and accounts unpaid at 30th June, 1920, paid and charged by the Treasury in the year 1920-21, but debited by the Railways in previous years £11,404 11 9	
Railways in previous years £11,404 11 9 (2) Amount of expenditure incurred, and defrayed from the Vote of 1920-21, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1921, and not charged to the	
Railway Working Expenses 11,507 11 2 (3) Amount paid by sundry persons in 1919-20,	
and credited in the Treasury figures for that year, in respect of works carried out in 1920-21, the cost of such works not being chargeable to Railway Working Expenses 83 1 8	r
(4) Amount paid to the State of South Australia in respect of the Border Railways adjustment 2,005 0	
(5) Amount repaid to capital account in respect of the North Geelong and Fyansford Line 1,349 0 0	
	26,349 4 7

£7,795,091 2 8

APPENDIX No. 13-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 1920-21	£6,732,159 1	4 :	9		
	Division 88, subdivision 14—Payment to C. E. Norman, Esq., late Chairman	1,875	0	0		
	Division 88, subdivision 2 (Rolling Stock Replacement Fund)	150,000	0	0		
	Division 88, subdivision 2 (Railway Accident and Fire Insurance Fund)	49,249 1	0	1		
	Division 88, subdivision 2A (Railway Accident and Fire Insurance Fund, special contribution)	25,000	0	θ		
	Division 88, subdivision 3—To provide for portion of expenditure temporarily charged to Public Account	50,000	0	0		
	Division 88, subdivision 4—Amount paid to the State of South Australia account adjustment Border Railways	2,005	0	0		
	Division No. 88, subdivision 5—Repayment to Capital Account, in connexion with the North Geelong and Fyansford Line	1,349	٥ (a		
	Act No. 2814/3011 (Commissioners' Salaries)	7,972				
	Act No. 3103—Special Appropriation	775,480 1			,	R
				1,130,031	~	3

APPENDIX No. 14.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30th JUNE, 1921.

Section.			Miles.	Date opened.
3				-
Cavendish to Balmoral	***	•••	25.03	19.11.20
Alberton to Yarram	***		3.62	8,2.21
Manangatang to Annuello	•••		14.19	8.3.21
Beetoomba to Cudgewa	•••	•••	9.74	5.5.21
Total			52.28	

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

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1921.

· · · · · · · · · · · · · · · · · · ·	Section.					Miles.
Koo-Wee-Rup to McDonald's	Track	•••	***	***		30.75
37 377 377	•••	•••	•••	•••		8.63
Bittern to Red Hill	•••	•••		•••		10,00
Morwell Brown Coal Railway		***	•••	•••	•••	3.00
Total		•••	•••	•••		52.38

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30th JUNE, 1921.

•	Line.				Miles.
Merbein to Yelta Black Rock to Beaumaris Electric	 Street	Railway	•••	•••	 10.00
Total	***	•••	•••	***	 12.50

APPENDIX No. 15.

MILEAGE OF RAILWAYS AND TRACKS.

				Mile	age open	for Traff	le at 30tl	ı June.		
				Rai	lways.				Tracks.	
annotates bits to		Six Tracks.	Four Tracks.	Three Tracks	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
•	(5' 3" gauge 2' 6" gauge	3*15	7.69	2·+3	309.56	3769.27	4092°10		840*43 9*14	5285.77
-2C.	Total Electric Street	3.12	7:69	2'43	309.26	3891.17	4214'0c	4567.24	849.27	5416.81
Year 1919-2C.	Railway, 5' 3" gauge Electric Street	***	•••		5.16		5.19	10.35	1.09	11.41
Ye	Railway, 4' 8½" gauge		•••	•••	2 ' 2 2	.19	5,41	4.63	.26	4.89
	Grand Total	3.12	7.69	2,43	316.94	3891.36	4221.22	4582.19	850.92	5433.11
	5' 3" gauge 2' 6" gauge .	3.12	7 ^{.6} 9	2·43 	309.26	3821.85	4144.68 121.9c	4497'92 121'90	835.87 9.19	5333'79
.21.	Total Electric Street	3.12	7.69	2,43	309.26	3943 75	4266.58	4419.82	845.06	5464.88
Year 1920-21	Railway, 5' 3" gauge Electric Street	•••	***	***	5.19		5.19	10,35	1'14	11.46
Ä	Railway, 4' 8½" gauge				2'22	.19	2'41	4.63	.26	4.89
	Grand Total	3.15	7.69	2.43	316.94	3943'94	4274'15	4634.77	846.46	5481.23

-			Æ	verage	Mileage o	open for T	raffic dur	ing the Yes	ar,	
			,	Rail	ways.				Tracks.	344.4
		Six Tracks.	Four Tracks	Three Tracks.	Two Tracks,	One Track.	Total.	Tracks.	Sidings.	Total.
	(5' 3" gauge 2' 6" gauge	3'15	7 69 	² 4 3	309.56	3749°44 121°90	4072.27		839.02 9.14	5264.23 131.04
9-20.	Total Electric Street	3.12	7:69	z.+3	309.56	3871.34	4194.17	4547'41	848.16	5395'57
Year 1919-	Railway, 5' 3" gauge Electric Street		•••	•••	5.16		5.16	10,35	1.09	11.41
Y	Railway, 4' 8½" gauge		•••	•••	2.55	.19	2.41	4.63	•26	4.89
	Grand Total	3 15	7.69	2.43	316.94	3871.23	4201.24	4562.36	849.51	5411.87
-	5' 3" gauge 2' 6" gauge	3.12	7.69	2 '43	309.26		4114°79 121°90	4468°03 121°90	838·52 9·17	5306.55
10-21.	Total Electric Street	3.12	7.69	2*43	309.26	3913.86	4236.69	4589'93	847.69	543: *52
Year 1920-21	Railway, 5' 3" gauge Electric Street		•••	•••	5.16	•••	5.19	10.35	1,10	11.42
X	Railway, $4' 8\frac{1}{2}''$ gauge	•••	•••	•••	2.33	.19	2.41	4.63	•26	4.89
\	Grand Total	3'15	7.69	2.43	316.94	3914'05	4244.26	4604.88	849.05	5453'93

Note.—The mileage of Sidings as shown does not include 88.24 miles of Sidings which are not owned by the Department. 11887.—4

APPENDIX No. 16.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1921.—NUMBERS.

												LO	COM	OTI	VE	S.										
Class Letter	.		A	AA	Aª	*C	Đ	Do	DDE	E	Еє	F Motor.	F Tender	М	О	R	т	v	w	RY	Y	Combined Shunting Engines and Steam Cranes, Coaling and Wreckage Cranes.	Rail Motor Cars.	Unclassi-	Narrow Gauge,	Total.
Rating, as per Load Table .		% 80	% 80	% 85 to 90	% 130	% 205	% 70 to 80	% 100	% 113	% 75 to 85	% 80 to	% 53	% 53	% 65	% 80 to 85	% 80 to 90	% 7°	% 128	% 70	% 113	% 113			% 80	• • •	
In existence, as per Register of Rolling-stock, at 30th June, 1921	,	old.	New.	17	170	1	19	261	58	41	.17	6	6	3	1	47	7	16	13	25	31	12	ı	Made and the second sec	17	790

Note. The DD Class locomotive is taken as a standard and is therefore rated at 100%. Eighty-five Az Class, one "C" Class, and forty-eight DD Class Locomotives were fitted with superheaters at 30th June. * New consolidation Locomotive.

CARRIAGE, VAN, AND SUNDRY STOCK.

																Ç.	RR	[AGI	STC	CK.												
					***************************************													Carr	iages.													
	-			~ 4 =					1st	Class.								·	Cc	mposites	ś.						2nd C	lass,				
			Vestibule Corridor.	Vestibule Express.	Vestibule Corridor.		Swing boor Suburban Trailer.	Sliding Door Suburban.	Sliding Door Suburban Trailer	Sliding Door Excursion.	6 wheels.	Sleeping.	Passenger and Dining.	Dining and Sleeping.	Dining.	Parlour and Observation.	Special.	Corrider.	Vestibule Express.	Vestibule Corridor.		6 wheels.	Sliding Door Suburban.	Sliding Door Suburbau Trailer		Swing Door Suburban Trailer,	Vestibule Corridor.	Vestibule Express.	Vestibule Corridor.	Sliding Door Excursion,	Corridor.	6 wheels, 4 wheels,
Class Letter		•••	Av	ΑE	Aw	A	AT	AP	APT	APL	X	_						ABL	АВЕ	ABw	AB	XY	BP	врт	В	вт	Bv	ВЕ	Bw	BPL	Бь	Y
In existence, as per Reg at 30th June, 1921 Joint Stock	ister of Rol	ling-stock,		32 6	29	61	15	26	40	29	79	2 10		4	3	2	(3)	58	16	47	59	33	34	28	70	63	(1)	7 2	39	52	11	148 86

⁽¹⁾ Includes one 70-ft. Corridor Car with no vestibule.—(2) Includes 77 Holiday Cars.—(3) "State Cars, Nos. 1, 4," "Melville" and "Carey," "Victoria," and "Norman." Note.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified

APPENDIX No. 16-continued.

* Proposition control and annual reason is accommodate the statement of a special state of the special state of th		NAMES OF THE PARTY		The same and the s				-	C.	ARRIA	GE S	TOCK	-continue	d.						****			
								Carriages	and Va	ns combi	ned.									Narrow	Gauge.		
		1st	Class.				Compo	sites.				2	nd Class				air	ars.	Carr	iages.		ges ned.	
	Sliding Door Suburban,	Sliding Door Subarban Motor,	Sliding Door Suburban Driving Trailer.	Swing Door Suburban. Swing Door Suburban	Swing Door Suburban Driving Trailer.	Swing Door.	Swing Door Suburban Motor,	Converted McKeen Cars.	6 wheels.	6 wheels.	4 wheels. Swing Door Suburban.	Swing Door Saburban Votor.	Swing Door Suburban Driving Trailer,	Sliding Door Suburban.	Sliding Door Suburban Driving Trailer,	Stiding Door Subarban Motor.	2nd Class and M. Sorters,	Vestibule 2nd Class and Mail Sorters.	znd Class.	1st and 2nd Class.	Exeursion Cars.	2nd Class Carriages and Vans Combined	Total.
Class Letter	ACP	ACPM	ACPD	ACTACN	ACD	ABC	ABCM	ABCL	XYZ	YZ	ВС	ВСМ	BCD	BCP	BCPD	всьи	BDs	BDSE	NB	NAB	NBH	NBC	
In existence, as per Register of Rolling-stock, at 30th June, 1921 Joint Stock	68	+3	3	51 81	11	10	2	2	12	45	4 9	2 5	9	62	5	57	2	10	24	3	15		1,726

					V.A.	n sto	CK.									SUN	DRY S	rock.					· · · · · · · · · · · · · · · · · · ·	
	,	∉ail Van	s.	1		Lu	ggage V	ıns,						}	Horse	Boxes.	Workme	m's Sleepins	(Cars	ļ	:		TRIC STRE LWAY STOC	
<u>. </u>	Sorting.	Bulk,	Sorting.		6 wheels.	4 wheels.	Vestibule.	Vestíbule.	Vestibule Express.	Moter Parecis.	Nurow Gauge.	Total.	Hospital Cars, 6 wheels.	Hearse Cars.	6 wheels.		N.	· ·		Dynagraph Car, 4 wheels,	Total	Motor	Cars,	Open Trailer Cars,
Class Letter	CDS	D	DS	C	Z		(°v	Cw	CE	CM	NC	1		J	F	FF	4 wheels.	6 wheels.	W.M.	-		Single Bogie.	Double Bogie.	
In existence, as per Register of Rolling-Stock, at 30th June, 1921 Joint Stock	2	1 E	1 2	46	547	(4) I		15	21 4	2	6	649 7 666	2	4	63	6	173	5	3	1	257	19	10	6

(4) Holiday Vane.

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

APPENDIX No. 16-continued.

TRUCK STOCK.

In existence, as per Register of Rolling- atock, 30th June, 1921	Class Letter .			
88	<u> </u>	Goods Covered, 4 wheels.		
14,814 116 1,175 652	-	Goods Open, 4 wheels.		
<u> </u>	×	Goods No sides, 4 wheels.		
1,17	-	Sheep, 4 wheels.		
652	K	Cattle, 4 wheels.		
us us	2	Ballast, 4 wheels.		
ŧ	\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Ballast Hopper.		
278	C'	Hopper Coal, 4 wheels.		
•	Sie	Breakdown.		
4	۳	Powder, 4 wheels.		
66	&	No sides.		
5	<u> </u>	Boiler and Timber		Ħ
91	QN	Combination True Rails and Sleepers Ballast Hoppers.		BEOAD-GAUGE,
35.1	Qn	Goods Open Movable sides.		-GA
ted bee	=	Goods Open.	andress or	T G H
3511191151		4 wheels.	Re	
	<u>:</u>	4 wheels.	Refrigerator.	
₩ ₩	T _T		tor.	
31 560	4	1		
	q	4 wheels.	Meat.	
<u>+</u>	1	6 wheels.		
17	=	4 wheels.	Carriage. Water Tank	
14	1	6 wheels.	ζē. ≰	
166	1	4 wheels.	ater	
w		6 wheels.	Tank	
	4 wheels.	Oil Tank.		
ы	6 wheels.			
w	4 wheels.	Lieuid Fuel		
-	6 wheels.	Liquid Fuel.	į	
14	4 wheels.			
٠,	6 wheels.	Weighbridge Test	ing.	
15	иWN	Live Stock.	The state of the s	
.	H	Goods Covered.		BB
212	NQR	Goods Open.		0 ₩ -0
the same and	NH NQR NTT	Refrigerator.		HARROW-GAUGE
4	Sink	Meat.		id
19.579	Total.		1	
<u>\$</u>	1		!	8 T
+	Oil Tank,	wheels.		ÖŽ

The following stock is in existence is addition to the above: Two Steam Shovels and four 3-ton Steam Crauces (Way and Works Branch); and four Trollegs for Welshpool line,

A. E. SMITH,
Chief Mechanical Engineer.

APPENDIX No. 17.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1921.—CAPACITY, Etc.

			, i	Built or purchased and targed to Capital from the neeption of the Railways up to 30th June, 1921.	In existence at 30th June, 1921.	Deficiency.	Surplus,	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) Carriage Stock (floor area) Van Stock (floor area) Sundry Stock (floor area) Truck Stock (carrying capacity)	***	•••			15,459,388 lbs. (a) \P 610,024 sq. ft. (b) 168,218 sq. ft. (c) 32,228 sq. ft. (d) 241,826 tons (ϵ)	613.349 lbs. 	25,927 sq. ft. 1,238 sq. ft. 653 sq. ft. 340 tons	230,006 230,006	# 155,562 4,952 1,306 7,820

£60,366 26,947

(a) 39 locomotives have been written down to the tractive power represented by their value as scrap materials, and 11 to one-half tractive power.

(b) 295 vehicles have been written down to internal floor area represented by their value as scrap materials, and 33 vehicles have been written down to half area. Only 60 per cent. of internal floor

area of 22 cars included on account of these vehicles being owned jointly with the Sonth Australian Railways.

(c) I vehicle has been written down to internal floor area represented by its value as scrap materials, also the van compartments of 61 combined cars and vans. 45 vehicles 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) 938 "I," 38 "N," 116 "K," 88 "H," 2 "TH," 16 "Q," and 5 water trucks (total 1,203) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo"

(break down) trucks to half tonnage capacity.

A. E. SMITH,

Chief Mechanical Engineer.

[¶] Equivalent tractive power and internal floor area are included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Locomotives under construction, but not completed at 30th June, 1921.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1921, 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.

4 -4 37-	Amount	Expenditure to 30th June, 1921.	Amount Repaid to		Balance Outstanding at 30th June, 1921.
Act No.	Authorized.	Expenditure to 30th June, 1921.	30th June, 1921.	Amount.	How Repayable.
2268	£ 200,000	£ s. d. Year 1910-11 98,518 11 5 ,, 1911-12 99,244 4 10 ,, 1912-13 2,237 3 9	£ Year 1910-11 50,000 ,, 1911-12 50,000 ,, 1912-13 50,000 ,, 1914-15 25,000 ,, 1915-16 25,000	£	
		200,000 0 0	200,000	Nil	
2432	200,000	Year 1912-13 82,457 17 0 ,, 1913-14 117,542 3 0	Year 1914-15 25,000 ,, 1915-16 25,000 ,, 1916-17 50,000 ,, 1917-18 25,000 ,, 1918-19 25,000 ,, 1919-20 25,000 ,, 1920-21 25,000		
		200,000 0 0	200,000	Nil	
2550	200,000	Year 1913-14 19,632 15 7 ,, 1914-15 180,367 4 5	Year 1914-15 25,000 ,, 1915-16 25,000 ,, 1916-17 25,000 ,, 1917-18 25,000 ,, 1918-19 25,000 ,, 1919-20 25,000 ,, 1920-21 25,000		•
		200,000 0 0	175,000	25,000	Out of Railway Revenue, in accordance with the provisions of Act
2585	150,000	Year 1914-15 7,837 18 4 " 1915-16 73,333 2 11 " 1916-17 10,039 17 2 " 1917-18 1,705 18 2 " 1918-19 22,595 17 11 " 1919-20 17,301 6 9 " 1920-21 17,185 18 9	Year 1915-16 25,000 ,, 1916-17 25,000		No. 2940, during the financial year beginning: 1st July, 1921 £25,000
		150,000 0 0	50,000	100,000	Out of Railway Revenue, in accordance with the provisions of Act. No. 2940, during the financial year beginning:— £ s. d. 1st July, 1921 25,000 0 0 1st July, 1922 50,000 0 0
	750,000	750,000 0 0	625,000	125,000	1st July, 1922 50,000 0 0 1st July, 1923 25,000 0

APPENDIX No. 19.

Dr. RAILW	YS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1921.	nome on the service phones of the state of motor front A and disease.	N VIII ALTERN MAN TANKARANIN	Cr.	_
o Stores and Materials on hand when Account was authoric	£ s. d. By Stores issued for Belated Repairs (in ac	£ s. d.	£	s. d	ļ.
at 30th June, 1896 (Act 1439, Section 20)	559,440 16 2 ance with Act 1820, Section 3)	30,375 9 4	50,000 1	0 0	5
, Advances from Consolidated Revenue , Public Account , Liability for Stores held on account of the Rolling St.	50,000 0 0 ,, Cash with Agent-General in London at	d in	3	T 4 /	^
Branch and charged to Loau Funds, Sundry Outstanding Accounts at 30th June, 1921	110,772 16 4 ,, Stores and Materials on hand at 30th a 278,442 6 5 1921	1,927,714 15	- 31,623 2	14	,
	Less Amount at Credit of Stores D ciation Account	pre- 5,682 10		4 1	
•			1,922,032	4 1	-
	2,003,655 18 11		2,003,655	18 1	Į

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDING 30TH JUNE, 1920 AND 1921.

•			Year ending 30	th June, 1920.					Year ending 30t	h June, 1921.		
	N	umber of Journe) s.		Revenue.		N	umber of Journe	eys.		Revenue.	THE T IN THE STATE OF THE STATE
	ıst Class.	2nd Class.	Total.	ist Class.	2nd Class.	Total.	rst Class.	2nd Class.	Total.	rst Class.	2nd Class.	Total.
Country— Single and Return Tickets Periodical Tickets Weekly Workmen's Tickets	1,925,656	6,395,321 686,209 88,280	8,320,977 1,854,606 88,280	£ 768,354 131,270	£ 1,268,268 27,070 926	£ 2,036,622 158,340 926	1,722,699 1,214,328	6,308,272 689,673 126,894	8,030,971 1,904,001 126,894	161,895	£ 1,515,132 31,104 1,370	£ 2,357,191 192,999 1,370
Total	3,094,053	7,169,810	10,263,863	899,624	1,296,264	2,195,888	2,937,027	7,124,839	10,061,866	1,003,954	1,547,606	2,551,560
" (Free Build-	739,319 26,530,579	653,373	68,307,831 1,392,692 41,596,302	569,801 25,379 305,837	451,668 15,780 105,115	41,159	31,270,532 666,853 23,593,993	38,868,506 627,438 16,981,741	70,139,038 1,294,291 40,575,734	27,727	599,820 18,616 153,204	1,213,963 46,343 447,349
ing Tickets) Weekly Workmen's Tickets	1,500	12,449.974	1,500	•••	110,783	110,783	 	11,974,754	11,974,754	***	138,909	138,909
Total	60,458,641	63,289,658	123,748,299	901,017	683,346	1,584,363	55,531,378	68,452,439	123,983,817	936,015	910,549	1,846,564
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	63,552,694	70,459,468	134,012,162	1,800,641	1,979,610	3,780,251	58,468,405	75,577,278	134,045,683	1,939,969	2,458,155	4,398,124
St. KILDA AND BRIGHTON ELECTRIC TRAMWAY	***	•••	6,805,892	* * *	444	50,137	,		5,572,454	•••	***	46,357
SANDRINGHAM AND BLACK ROCK ELECTRIC TRAMWAY		* * *	2,433,162	•••	••	11,456	•••		1,232,796	# * *	•••	8,926

5

APPENDIX No. 21.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR YEARS ENDING 30TH JUNE, 1920, AND 30TH JUNE, 1921.

	Class of	Goods.				g 30th June, 120.		g 30th June,
		** ********* ** *	*** *		Tons carried.	Revenue.	Tons carried.	Revenue.
2nd Class	***	•••		•••	104,741	217,792	113,687	243,151
1st Class	•		• • •		128,019	212,575	158,751	277,269
"C" Class		•••		•••	91,776	124,752	101,390	153,972
"B" Class	•••	•••	•••	•••	186,176	160,923	18c,758	171,758
"A" Class			4	***	209,909	167,799	233,714	209,754
Miscellaneous	• • •	,	***		433,521	156,615	369,467	177,734
Fish	•••	•••	***		5,834	7,691	5,997	9,225
Fruit		•••	***	•••	104,584	75,855	89,066	83,709
Butter	***		***	•••	1	26,570	25,854	34,112
Other Dairy Pr					25,999	32,226	36,811	35,427
Wine		•••	•••	•••	37.174 6,833	8.659	7,485	10,841
Wool	***	•••	• • •	•••		142,982	53,964	115,026
Flour, Bran, Sl	see and	Dolland	•••	***	88,719	1 ' ' '	, ,	1 2
*Wheat		romarq	***	•••	369,165	144.477	1,297,860	649,525
	···		***	***	1,510,196	188,063	1	1
All other Agric				•••	407,776	246,080	492,961	257,170
Hay, Straw, an	a Casm	•••	•••		421,217	162,207	366,387	143,587
Fertilizers	12 1				224,207	58,234	241,531	80,065
Minerals (inclu		, Coke, C			668,117	190,307	499,778	130,100
Firewood	***	•••	• • •	* * *	662,338	194,372	850,294	269,444
Timber	2 (1 1	• • •	• • •	• • •	3+5,176	114,765	423,574	185,230
Stone, Gravel,		***		• • •	659,439	82,646	942,049	150,275
All other Good		•••	, Ti		382,241	331,061	356,975	347,440
Haulage, Storag Tarpaulins, U	ge, Demur Inloading,	rage, Qu and Wei	iay a ge, H	ire of	•••	74,254	***	75,338
Total Toni Revenue	age of Go derived th		ied, and	Total	7,073,157	3,120,905	7,073,392	3.010.180
Live Stock					697,537	600,217	499,601	492,096
		***	***	•••	-3/133/		+77,	17-3-3-
Total Ton	nage of tand To			Stock				
therefron		***	•••		7,770,694	3,721,122	7,572,993	4,411,276
	***************************************				ve Stock. June, 1920.	Year e	ending 30th	June, 1921.
Co	lves			63			48,051	r
	ttle	***	,	61,479 50,779				
	rses	•••	:	46,290		***	491,499 50,067	
Pi		* * *		85,56		•••	199,688	
	5~	***	4	5,50,	3	•••	5,707,499	

^{*} The marked increase in the revenue from the wheat traffic, notwithstanding the lower tonnage handled, is accounted for by the fact that in 1920-21 there was a large increase in the quantity of wheat railed from country stations, and a considerable reduction in the quantity trucked for exportifrom the accumulated speaks at the scabbard, in respect of which in 1919-20 a haulage charge of only 6d. per ton was imposed.

APPENDIX No. 22.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1906, TO 30TH JUNE, 1921.

!	Mileage of Railways	Average Mileage of Railways	COST OF CONS	TRUCTION.		ROLLING-ST	OCK.	1	Total Traffic	Number	Tonnage of		GROSS	REVENUE.		
Year	Open for Traffic at end of Year.	Open for Traffic during the Year.	Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.	Train Miles.	of Passenger Journeys.	Goods and Live Stock conveyed.	Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile open.	Per Traffle Train Mile
			£	· £	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1905-07	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	7/11.90
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*5
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 8
1909-10	3,491	3,441	43,142,329	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7/7:11
191011	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	7/6.5
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	7/6.5
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	7/3.7
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	7/4.8
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
191516	4,100	3,955	54,600,928	13,317	808	1,584	18,913	865	13,826,538	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8/3.03
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	14.022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5*89
1917-18	4,152	4,139	56,655,910	13,645	817	1.641	19,380	912	13,626,371	105,753,073	6,231,093	3,424,712	3,137,547	6,562,259	1.585	9/7:58
1918-19	4,190	4,159	57,545,337	13,734	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,488	2,957,789	6,432,277	1,547	9/10*46
1919-20	4,214	4,194	58,445,846	13,869	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
1920-21	4,267	4,237	59,972,628	14,055	790	1,748	19,579	913	15,909,291	134,045,683	7,572,993	5,384,487	4,411,276	9,795,763	2,312	12/3.7

Exclusive of Electric Tramways.

APPENDIX No. 22—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1906, TO 30TH JUNE, 1921.

		E: TRANSPOR		EXPENDITURE		. was Wronesa	Dr. warr		Ехр	NDITURE: RO	LLING-STOCK BR	LANCII.		1				RAILWAY	ACCIDENT	AND FIRE
	SATION TO	NCHE3 (INCLUDI YEAR 1907-8 I	NCLUSIVE).	EXPENDITURE	; WAY	AND WORKS	DRANCH.		Working,	7	REPA	IRS AND RENEV	WALS.	GE.	NERAL EXP	enses.	ELECTRI-	Insu	RANCE FU	IND.
Year.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Antount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	CAL BRANCH.	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	£	s. d.	1
1906-07	593,248	1/2*19	14.78	599,452	177	1/2:34	14.94	521,083	1/0:46	12.99	479,607	0/11.47	11.95	49,032	0/1:17	1'22				
1907-08	612,719	1/2.16	15.82	648,589	191	1/2.99	16.75	573,990	1/1.27	14.82	400,116	0/9.25	10,33	52,455	0/1'22	1,32		45,086	0/1.04	1.19
1908-09	641,431	1/1 '64	15.35	625,602	184	1/1.30	14.97	620 669	1/1.19	14.86	372,766	0/7:92	8'92	58,108	0/1:24	1,39		* 90,863	0/1.93	2.18
1909-10	684,394	1/2.03	15.40	643,912	187	1 /1.20	14`49	696.477	1/2.58	15.67	¶529,725	0/10.86	11.92	59,818	0/1.23	1*35	•••	*97,219	0/1.99	2,19
1910-11	766,784	1/2.19	15.66	803,658	229	1/2.87	16.41	756,802	1/2*00	15.46	\$507,056	0/9:38	10.32	65,987	0/1'22	1.32		*91,386	0,1.69	1.87
1911-12	901,024	1/3.63	17.27	893,350	252	1/3-50	17.12	842,438	1/2.62	16.14	¶547,940	0/9.20	10,20	74,237	0/1-29	1'42		*51,495	0/0.89	0.99
1912-13	947,868	1/3.98	18.51	930,366	256	1/3.68	17.87	914,709	1/3-42	17.57	1551,023	0/9:29	10'59	80,937	0/1:37	1.22		2,054	0/0.88	1,00
1913-14	1,066,738	1/5.03	19.18	935,652	250	1/2*94	16.83	1,003,621	1/4.03	18.02	¶632,859	0/10.11	11.38	85,968	0/1-37	1.22	***	27,805	0/0.45	0.20
1914-15	1,099,026	1/5.24	21.29	1,107,310	288	1/5*37	21.46	1,070,973	1/4*94	20.93	709.863	0/11-13	13.75	92,996	0/1.46	1.80		25,805	0/0.40	0.50
1915-16	1,127,568	1.7.57	19.76	998,619	252	1/5.33	17.20	1,075,002	1/6.66	18.84	$\P672,317$	0/11.67	11.29	95,380	0/1*66	1.67		28,526	0,0.20	0.20
1916-17	1,137,703	1/7:47	19.11	927,315	226	1/3.87	15.28	1,283,198	1/9:96	21.26	¶670,0 64	0/11.47	11.56	95,997	0/1 '64	1.61		*39,763	0:0*68	0.67
1917-18	1,225,479	1/9.28	18.67	1,049,270	253	1/6*48	15.99	1,327,488	1/11.39	20.53	¶715,358	1/0.60	10.90	100,911	0/1.78	1.54		32,586	0/0.57	0.20
1918-19	1,257,685	1/11.19	19.55	870,123	209	1/4.02	13.23	1,320,274	2/0.32	20.23	¶696,296	1/0.82	10.83	100,094	0/1184	1.26	3,397			0'49
1919-20	1,820,588	2/5.09	22.13	1,262,069	301	1/8*16	15.32	1,722,967	2/3'53	25,02	976,684	1/3.60	11.87	124,012	0/1.98	1.21	85,963	40,668	0/0.65	0'49
1920-21	2,483,789	3 1 47	25'35	1,576,857	372	1/11.79	16,10	2,139,809	2/8.28	21.84	1,255,460	1.6*94	12'82	159,174	0 2 40	1.62	146,698	*73,969	0/1'12	0.46

^{*} 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: year 1920-21, £25,000.

Exclusive of Electric Tramways.

[¶] Includes payment into Rolling Stock Replacement Fund, year 1909-10, £170,000; year 1910-11, £100,000; year 1911-12, £50,000; year 1912-13, £50,000; year 1913-14, £50,000; year 1914-15, £50,000; year 1915-16, £30,000; year 1916-17, £50,000; year 1917-18, £50,000; year 1918-19, £50,000; year 1919-20, £50,000; year 1920-21, £187,098.

APPENDIX No. 22—continued. GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1906, TO 30TH JUNE, 1921.

		TOTAL	worki	NG EXPEN	vses.	NET REV	ENUE .	AFTER P	AYMEN	T OF	Balance of Net Revenue			NET		Adjust-		
Vear.		Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent of Gross Revenue	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	(including the net Revenue of the Electric Tramways) after Payment of Working Expenses.	on Capital Cost.	Per Cent. on Rail- way Loans.	INTEREST CHARGES AND EX- PENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUI- TIES.	ments. Border Railways and Capital Account.	DEFICIT.	SURPLUS.
		£	£	s. d.		£	£	s. d.	£	£	£	£	£	£	£	£	£	£
1906-07		2,242,422	660	4/5.61	55.88	1,770,219	521	3/6.33	4. 26	4.46	1,762,417	4'24'	4.444	1,483,284†	110,881			168,252†
£907-08		2,332,955	687	4/5*92	60.53	1,540,413	1	2/11.60		3.86	1,536,488	3.66+	3.85+	1,483,807	103,064		50,3831	
1908-09	- 10	2,409,439	709	4/3.22	57.67	1,768,685	521	3/1.60	4.16	4'35	1,770,551	4.16+	4.354	1,430,093†	105,415*			235,043†
1909-10		2,711,545	788	4/7:59	61.05	1,732,318	503	2/11.52	4 02	4'19	1,734,343	4.024	4'20	1,472,916†	106,330*			155,097†
1910-11	***	2,991,673	8 54	4/7 35	61.10	1,904,537	543	2/11.23	4.32	4.48	1,907,570	4.324	4.49	1,516,764†	107,831*			282,975+
1911-12	•••	3,310,484	934	4/9 42	63.43	1,908,483	539	2/9.10	4.16	4'32	1,910,212	4.164	4.334	1,513,102+	131,319*			265,791†
1912-13	•••	3,476,957	955	4/10.62	66.80	1,728.485	475	2/5.14	3.63	3.81	1,729,506	3.64†	3.81+	1,595,020†	112,236*			22,250†
1913-14	•••	3,752,643	1,002	4/11'93	67*48	1,808,315	483	2/4.88	3.64	3.76	1,807,981	3 ^{.6} 4†	3.76‡	1,677,369†	112,855*			17,757
1914-15		4,114,973	1,069	5/4*54	79 .7 3	1,046,100	272	1/4.41	1.50	2.00	1,048,809	2.004	2.004	1,767,807†	123,438*		842,436	
1915-16	•••	3,997,412	1,011	5/9:39	70.07	1,707,751	432	2/5.64	3.13	3.12	1,710,487	3,134	3.124	1,927,107†	121,332*		337,9521	•••
1916-17		4,154,040	1,012	2.11,10	69.78	1,798,679	438	2/6.79	3.55	3.25	1,806,096	3.534	3.54	2,012,447†	131,416*		337,767	
1917-18		4,451,092	1,075	6/6:40	67.83	2,111,167	510	3/1.18	3.73	3.76	2,119,128	3.744	3.78+	2,126,906†	129,160*	•••	136,938†	•
1918-19		4,279,663	1,029	6,6.82	66.33	2,152,614	518	3/3.64	3.75	3.81	2,167,414	3.77	3.84+	2,164,902†	151,588*	14,521	163,597	• •••
1919-20	•••	6,032,951	1,438	8/0.38	73.35	2,192,021	523	2/11'02	3.41	3.75	2,203,401	3.21	3.784	2,234,202†	1 52,932*	29,160	212,893†	• • • • • • • • • • • • • • • • • • • •
1920-21	,	7,835,756	1,849	9/10.51	7 9'9 9	1,960,007	463	2/5.57	3.52	3.35	1,943,429	3.234	3'29+	2,409,674†	182,036*	3,354	651,6351	

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

APPENDIX No. 23.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1921.

Year ending 30th June.	New Lines and Surveys.	Additions and Improve- ments on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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, + 06 †	816,222†	2,068,0874
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†
1921	306,205	‡1,057,104†	168,988†	1,532,297†
Total	£4,246,286	£9,926,350	£5,868,142	£20,040,778

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

T 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	•••		4.5		532,102
٠,	1917-18					290,038
٠,	191819					479,464
, .	191920		***	•••		389,773
	1020-21	***		***	.,,	572.737

[†] Includes Electric Tramways.

APPENDIX No. 24.

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, 1921.

Lines.		length of Li ned for Tr			ht of el above ter Mark.	Steepest Gradient.	C st, exclusiv Rolling-steel	
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost	Miles. 100.89	Miles.	Miles. 100*89	Feet.	Feet.	Feet.	£ s. d. 4,991,683 3 9	£ 49,476
of wharf)	2.06	53.07 0.89	55113 0189 14150) (3	314 707 1,072	1 ,, 52 1 ,, 61	718,486 11 4	12,826
Lancefield Junction to Lancefield + Lancefield to Kilmore		14.2c 18.10 67.82	18:10 67:82	1,734	1,160 526	1 ,, 40	67,185 9 9 108,323 18 6 . 404,002 16 cl	5,985
Kilmore Junction to Bendigo (Cattle Siding) Carlsruhe to Daylesford Daylesford Junction to North Creswick	0.38	22'17	22:55	2,469	1,791	I ,, 50 I ,, 50 I ,, 40	177,814 7 8	5,957 7,885 7,891
Kyneton (Redesdale Junction) to Redesdale Castlemaine to Dunolly	0.18	16.25	16.25 46.84	1,636	973 579	i ,, 50	90,437 9 9	5,565 9,006
Dunolly to St. Arnaud (including cost of Cara- pooce Ballast Pits Trainway)	0.58	32.73	33.01	943	611	1 ,, 50	180,613 17 6	5,471
St. Arnaud to Donaid Donald to Birchip		23.86	23.86 32.30	868 394	374 330	1 ,, 50 1 ,,100	115,979 12 2 96,621 1 7	4,861 2,991
Birchip to Cronomby (Woomelang) Woomelang to Mildura		26.45	26.45 110.15	351 334	260 128	1 ,, 75 1 ,, 75	71,804 17 6 304,739 16 5	2,711
Mildura to White Cliffs and Yelta Dunolly to Inglewood		6.92	0 92 24 24	186	126 457	1 ,, 75 1 ,, 50	18,149 2 3 96,211 9 5	2,623 3,969
Ouyen to Kow Plains Kow Plains to Murrayville		56.39	56 39 11 48	351	137 146	1 , 60	140,180 0 7 31,485 18 2	2,486 2,743
Murrayville to South Australian Border South Australian Border to Pinnaroo (3.55 mls.)		12.23	12 53	351	192	1 ,, 80	58 17 4 2 6 1	
Castlemaine (Maldon Junction) to Maldon Maldon (Laanecoorie Junction) to Shelbourne	•••	9'89	9.89		890 649	1 in 40	. 62,452 10 0 68,436 10 6	6,099 6,920
Maryborough to Ballarat	0126	41.47	41.73	1,525	732 1,466	1 ,, 40 1 ,, 50	298,372 18 10 7,485 3 4	7,150 3,564
Pisgah Junction to Waubra		13.74 14.93	13·74 14·93		1,341 721	1,, 60	73,298 19 7 65,592 7 2	5,335 4,393
Avoca to Ararat Crowland to Navarre		39 04	39.04 22.87		763 7 2 0	1 ,, 50	174,684 17 6 66,443 0 3	4,475
Bendigo to Inglewood Inglewood to Charlton	0.80	28.13	28 · 93 42 · 82	779 639	443	1 ,, 70 1 ,, 50	198,950 8 1 253,408 6 9	6,877 5,918
Charlton to Wycheproof Wycheproof to Sea Lake		16.48 47.89	16·48 47·89	521 357	356 172	1 ,, 50 1 ,, 94	98,038 13 6 87,210 6 4	5,949 1,821
Sea Lake towards Pier Millan (Nandaly) Nandaly to Kulwin		17.68	17.68	265 256	172 148	1 ,, 66 1 ,, 60	43,662 13 0 74,843 10 10	2,47° 3,8°3
Wedderburn Junction to Wedderburn		4.86	4·86 17·86		554 296	1 ,, 50 1 ,, 50	18,805 16 10 84,455 2 5	3,870 4,729
Boort to Quambatook	***	21'96	21 · 96 30 · 31	419 371	287 256	1 ,, 75 1 ,,100	50,652 0 8 54,698 4 11	2,307 1,805
Ultima to Chillingollah Chillingollah to Manangatang		20.14	20.14 18.59	263 245	164 169	1 ,, 60	34,766 9 10 39,127 11 6	1,726 2,105
Manangatang to Annuello (Bryden's Tank) Eaglehawk to Kerang		72.90	14°19 72′99	200 742	172 255	I ,, 75 I ,, 70	65,6 62 19 4 349,455 18 8	4,627 4,788
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill)		35-16	35.16	286	225	I "100	168,176 3 3	4,783
Swan Hill to Piangil Piangil to Kooloonong (Pine Tank)		27 39	27*39 15:87	291 243	216 199	1 ,, 75 1 ,, 75	68.378 17 1 67,550 1 5	2,496 4,256
Elmore to Coluna Footscray to Williamstown (including cost of		57:09	57*09	438	264	1 ,,100	145,393 15 5	2,547
piers at Williamstown) Newport to Braybrook Junction	5.20	0.37 4.39	5 · 8 7 4 · 2 9	66 110	8 48	1 ,,100 1 ,, 92	582,191 4 6 29,107 13 2	9,918 6,785
Newport to Geelong (including cost of Geelong Pier)	2.00	35.61	38.21	113	11	1 ,, 81	1,378 422 0 11	25 164
* Williamstown Race-course Branch Geelong to Colac	1 13	0.69	0.69 50.24		10	I ,, 95 I ,, 50	} 1,378 422 0 11 } 417,921 0 4	35,164 8,006
t Geelong Race-course Branch		1.96	1 96 28 11	43 569	10 405	I " 50 I " 50	157,179 6 8	5,592
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	0.00	41.81	42.21	550	13	1 ,, 50	384,734 18 3	9,008
Warrnambool to Koroit Koroit to Port Fairy (including cost of sidings		9.36	9.36		19	I ,, 50	89,679 15 9	9,581
to wharf at Port Fairy) Geelong (Queenscliff Junction) to Queenscliff		11'34 20'72	11.34 20.42	208 264	11	1 ,, 60 1 ,, 50	103,374 8 2 117,140 3 5	9,116 5,653
Mount Moriac to Wensleydale Birregurra to Forrest		10'92 19'85	10.85	579	361 363	1 ,, 50 1 ,, 40	39,259 2 6 147,845 6 9	3,595 7,448
Irrewarra to Beeac Beeac to Newtown		8·70 35·85	8:70 35:85	432	390 388	1 ,, 66 1 ,, 50	47,509 1 1 114,844 15 5	5,461 3,204
¶ Colac to Beech Forest Beech Forest to Crowes		29.66	29.66		225 1,356	I ,, 30 I ,, 30	78,676 13 0 44,335 18 10	2,653 3,113
Camperdown(Curdie's River Junction) to Timboon Terang to Mortlake		22 · 32	22 32 12 16	67 3 447	52 414	1 ,, 40 1 ,, 60	116,360 1 8 58,055 13 5	5,213 4,774
North Geelong to Ballarat * North Geelong Loop Line	41.45	0,52	53.51		47 46	1 ,, 52 1 ,, 57	} 1,966.396 8 3	36,803
North Geelong to Fyansford Ballarat to Ararat	4'33	2'93	2.83 57.12	212	56 960	1 ,, 50 1 ,, 50	11,785 19 5 479,858 17 2	4,023 8,394
Ararat to Stawell	1.18	18.85		1,086	761 423	I ,,100	194,193 17 4	10,302
* Stawell to Grampians	•••	15.84	15.84	815	621	1 ,, 30	387,204 18 8	5,589
Carried forward	7 - 44 -	1,774.56					17,884,036 11 4	***

^{*} Trains run only as required for traffic.

APPENDIX No. 24—continued. STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—continued

STATEMENT SHOWING THE		Length of Li	lnes	Heig Rail-leve	ht of		Cost, exclusive	o of
Lines.	Double and over				Lowest.	: Steepert : Gradient.	Total.	Average per Mile.
				,		Fruit		£
Brought forward Horsham to Dimboola Dimboola to Serviceton (including cost of 1 16	Miles. 162'44 0'36	Miles. 1,774*56 21*1c	Miles. 1,937 oc 21 46		Feet 361	Feet.	£ s. d. 17,884,036 11 4 126,745 7 7	 5,90
miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)		61.87			315	1 ,, 50		7,029
Braybrook Junction to Parwan Parwan to Gordon	1	21.65 27.46	21.65 27.46	;. 466 1 _{1,} 877	119 341	1 ,, 50	278,829 0 7 357,903 11 6	12,879
Gordon to Warrenheip	1	12.78	12.87	1,940	1,707	1 ,, 50	130,464 11 7	10,137
Bungaree Junction to Race-course Reserve Gheringhap to Maroona		1 53 99 76	99:76	, -,		1 ,, 50	3,332 4 2 428,179 19 8	2,100 4,29
Lal Lal Race-course Branch	1	2.00	2 '00	1,539	1,532	1 ,, 112	11,420 12 4	5,71
Ballarat East to Buninyong Ballarat Cattle-yards Branch		6.84 2.92		1,626	1,436	1 ,, 40	66,132 11 8 12,911 6 10	9,66 4,42
Ballarat (Linton Junction) to Scarsdale		13.15		1,516	1,157	1 ,, 50	60,483 6 3	4,61
Scarsdale to Linton		7.97		1,189 1,383	1,022	1 ,, 40	78,260 4 0	9,81 4,46
Burrumbeet Race-course Junction to Burrumbeet Race-course		12.75		1,297	1,256	1 ,, 50		3,23
Ararat to Hamilton (including cost of Ripor Ballast Crushing Plant)		66 ot	66.06	1,028	572	ı " 50	393,847 7 3	5,96
Hamilton to Portland (including cost of sidings to piers at Portland)		53.82	53.82	606	11	1 , 40	316,142 16 1	5,87.
Dunkeld to Koroit	j	48.99	48.99		207	1 ,, 60	171,475 17 9	3,50
hurst Ballast Crushing Plant) Hamilton (Coleraine Junction) to Coleraine		18.10	,	1 1	301	1 ,, 60	77,640 18 3 113,188 19 11	4,29 4,91
Hamilton to Cavendish		15.47	15.47	794	577	1 ,, 50	45,970 17 4	2,97
Cavendish to Toolondo	1	43 74			558 149	1 ,, 40	188,648 16 5 182,527 1 7	4,31 5,68
Heywood to Mumbannar	T)	38 82	38 82	422	85	1 ,, 50	140,995 14 4	3,63
Mumbannar to South Australian Border South Australian Border to Mount Gambier (11 67 miles)		5.65	5.65	223	209	1,,100	14,479 3 0 47,247 16 10	2,50
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)		9177			455	1 in 147	45,235 6 8	4,63
Rupanyup to Marnoo		15.38	15.38	494	450	1 ,, 100	31,803 18 2	2,06
cost of the Warranook Ballast Pits Tramway Warracknabeal to Beulah		31 '20 21 '92	31 '2c		360 288	1 ,, 66 1 ,, 80	158,209 10 6 59,430 2 9	5,07 2,71
Beulah to Hopetoun		16.01	16.01			1 ,,100	39,113 4 6	2,44
Horsham to Noradjuha Noradjuha to Toolondo		19195	19'95		395	1 ,, 50		4,10
Natimuk (East Natimuk) to Goroke	1	11 24 28 32	28.32		475	1 ,, 50	69,365 8 2	2,46, 2,44
Dimboola to Jeparit	1	21 59			268	1 ,, 75 1 ,, 75	51,265 3 9	2,37
Jeparit to Lorquon	1	13.68	18.47		263 271	1,,100	35,695 17 9 33,323 13 1	1,93 2,43
Lorquon to Yanac-a-Yanac		18.38	18.38	473	355	1 ., 75	47,316 19 0 27,382 8 7	2,574
Rainbow to Nypo	3.50	10.59	3,20 3,20		237	1,, 75	1	2,58
Flemington Race course Branch	1150		1,20		42	1 ,, 96	212,557 9 4	42,51
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61.13	120.87	181.90	1,147	105	ι " 50	2,411,295 9 1	13,25
Wodonga to River Murray (including portion of	·			1				
cost of Bridge over River Murray) North Melbourne to Coburg	1	***	1 '94 5 '07		312		62,361 7 11	32,149 43,99
Coburg to Somerton	1	7.16	7.16	530	202	1 ,, 50	72,751 3 8	10,16
Royal Park (Junction) to Clifton Hill Fitzroy Branch	1 .	0.88	2 ' 39 0 ' 95		103	1 ,, 50	161.930 2 5. 76,975 19 2	67,75 81,02
Fitzroy (Whittlesea Junction) to Whittlesea	4 67	17:39	22 06	639	. 119	1 ,, 50	291,887 10 6	13,23
Northcote Loop Line	1	23.69	23.69		119	1 ,, 7° 1 ,, 40	8,703 4 7 164,301 9 4	66,94 6,93
Yea to Mansfield and Alexandra-road		55.82	55.82		557	1 ,, 40	345,159 10 3	6,18
Alexandra-road to Alexandra Mangalore to Shepparton	1	4 · 32 44 · 96	4,32		716	1 ,, 30	29,328 10 8 296,437 17 2	6,789 6,551
Shepparton to Numurkah	2.16	18.60	20.76	376	348	1 ,,206	88,877 13 c	4,28
Numurkalı to Cobram Murchison East to Rushworth	1	21'45 12'87			355	1 ,, 165	90,125 15 3 69,056 3 11	4,16; 5,366
Rushworth to Colbinabbin	i	12'83	12.85		391	1 ,, 50	38,705 19 10	3,01
Rushworth to Stanhope North Toolamba to Tatura		14. 22 6.81	14 · 22 6 · 8 :	516	347	1 ,, 50	49,660 15 1 29,573 19 9	3,492
Tatura to Echuca	1	34 07	34 07	, ,		1 ,,108	29,573 19 9 160,812 6 0	4,330 4,720
Shepparton to Dookie	1	14.84	14.84	500	372	1 ,,100	55,269 10 8 41,317 11 7	3,724
Numurkalı to Nathalia	3	13.26	17.02	, , ,		1 ,, 69	52,367 18 5	2,428 3,798
Nathalia to Picola Strathmerton towards Tocumwal		6.73	6.79	335	325	,,264	13,886 9 c	2,05
Strathmerton to Tocumwal Extension	•••	8 · 2 · 0 · 2 · 0 · 7	8·20 2·07	-	358	1 ,, 330	277 ()	2,526 8,937
Benalla to St. James		20133	20.3	583	450	1 ,, 75	80,869 7 11	3,97
St. James to Yarrawonga Benalla to Tatong		19.86			414 556	1 ,, 50	98,656 14 7 50,775 12 7	4,96 2,8c
Wangaratta to Whitfield		30.49	30.46	811	481	1 ,, 80	40,964 15 4	1.344
Wangaratta (Beechworth Junc.) to Beechworth Beechworth to Yackandandah	1	22.26 12.84		1,831	502 981	I ,, 30		7,460
Everton to Myrtleford	1	16.26	16.56		581		97,217 10 4, 78,411 6 5	7,573 4,735
Myrtleford to Bright		18.24	18.54	1,004	688	1 ,, 50		6,081
Carried forward	247'17	3,267.39	3,514.56				28,154,805 9 0	***
		losed for tra				smantled.	2-ft. 6-in. gauge,	

^{*} Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. ¶ 2-ft. 6-in. gauge.

APPENDIX No. 24—continued.

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

		ength of Li		Rail lev	ht of el above	Steepest	Cost, exclusiv	
Lines.	Double				er Mark.	Gradient.	Rolling-sto	Average
	andover	Single.	Total.	Highest	Lowest		Total.	Per Mile.
Brought forward	Miles. 247 17	Miles. 3.267 39	Miles. 3,514.56	Feet.	Feet.	Feet.	£ s. d. 28 184,805 9 0	£
Springhurst to Wahgunyah Wodonga to Tallangatta		13.95 25.71	13.95 25.71	623 726	454 530	1 in 50	75,848 19 1 192,061 15 9	5,437 7,470
Tallangatta to Cudgewa		42.33	42.33	2,580	625	1 ,, 30	283,661 1 5	6,701 365,703
Hobson's Bay Lines (Flinders Street to Port	0.76	•••	0.77	33	17	τ ,, 40	277,934 5 9	30),703
Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridgeto Chapel								
Street, and pier at Port Melbourne) Prince's Bridge to Collingwood	16.33	•••	16·33	53 85	9 23	I "66 I "62	2,784,731 19 5 200,830 10 3	170,529 90,464
Collingwood to Heidelberg	2.92	2·57	5.49	196	68	I "50	246,003 8 0	44,809
Heidelberg to Eltham Eltham to Hurst's Bridge		8·35 6·64	8·35 6· 64	303 248	116	I ,, 40 I ,, 50	63,848 15 11	7,647 6,784
Brighton Beach to Sandringham South Yarra to Oakleigh	2°20 7°05	`	2 · 20 7 · 05	58 184	20 22	I ,, 97 I ,, 54	82,366 2 9 650,933 2 c	37,439 92,331
Oakleigh to Sale (including cost of siding to Sale	/ 5		/ 03	104		* " 54	39,933 2 0	, ,,,,,
wharf; also portion of cost of branch to the Great Morwell Coy's, mine)	11.76	106.46	118.22	513	8	1 ,, 50	1,260,744 16 6	10,664
Sale to Stratford (Junction) + Oakleigh to Fairfield Park (including Canter-		8.97	8.97	64	33	т,, 66	46,065 18 1	5,136
t bury and Riversdale Loop Lines)	0.50	10,10	10.30	249	72	1 ,, 50	298,072 12 6 276.700 8 6	28,939
Frankston to Stony Point (including cost of	19.65	0.53	19.88	166	IC	1 ,, 50		13,918
sidings to pier at Stony Point) Mornington Junction to Mornington		18·85 7·67	7 · 67	327 194	10 60	I " 50 I ", 50	115,337 18 7 68,993 3 10	6,119 8,995
Bittern to Red Hill			•••	•••		•••	38,126 9 1 330 16 11	In progress
Spring Vale Cemetery Line		1.60	ı 60	231	145	I 111 50	9,278 16 6	5,799
Dandenong (Great Southern Junction) to Port Albert	0'17	117.11	117.28	746	10	1 ,, 40	1,047,055 19 1	8,928
Koo-wee-rup to McDonald's Track Nyora to Woolamai		 16.79	 16·79	 410	 58	 1 in 50	135,805 2 6 78,361 3 7	
Woolamai to Powlett Coal Field (including				·	-	Ĭ	136,858 14 2	
Korumburra to Coal Creek		0.89	0.89	233 735	630	1 ,, 60 1 ,, 30	5,741 7 11	9,953 6,451
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	l ₁	2.25	2 . 25	765	573	1 ,, 30	11,550 13 2	5,134
Korumburra (Jumbunna Junction) to Jumbunna Jumbunna to Outtrim	 	3.74 2.40	3.74 2.40	796 649	619 539	I " 30 I " 40	20,8c6 7 4 27,915 8 11	5,563 11,631
Welshpool to Welshpool Jetty		3.23	3.53	57	6	1 ,,100	3,171 4 1	982
Warragul to Neerin South		3.62	3·62 13·49	681	33 349	1 ,,169 1 in 40	67,536 19 1 124,746 3 2	18,657 9,247
 Neerim South to Toorongo River (Neerim South to Noojee) 		14.01	14.01	1,415	676	ı " 30	127,125 3 8	9,074
Moe (Junction) to Thorpdale		10.67 26.06	10.67		219 174	I ,, 40 I ., 30	116,716 16 5 113,571 9 0	10,939 4.358
Morwell to North Mirboo		20.16	20.16	784	184	1 ,, 40	154,238 0 2	7,651
Translgon to Heyfield Heyfield to Bairnsdale (including cost of siding		22.06	22.06	262	93	1 ,, 50	125,604 12 0	5,694
to wharf at Bairnsdale) Bairnsdale to Orbost	0.52	49 30 60 24	49·82 60·24		9 23	I ,, 50 I ,, 50	303,506 7 2 440,336 7 8	6,092 7,310
Maffra to Briagolong		11.79	11.79	238	109	1 ,, 50	62,234 18 11	5,279
Hawthorn to Lilydale	11.82	5 · 23 8 · 20	5°23 20°02	484	33 41	τ ,, 60 ι ,, 40	175,522 1 11 674,137 15 8	33,561 33,673
Lilydale to Healesville Hawthorn (Kew Junction) to Kew	0.26	0.66	0.32	351 119	230 41	1 ,, 40 I ,, 40	224,983 6 2 76,453 14 0	14,638 79,640
Ringwood to Upper Ferntree Gully ¶ Ferntree Gully to Gembrook		7 44	7.44	436 1,057	314 412	I ,, 40 I ,, 30	74,159 5 10 65,391 14 0	9,968
Lilydale to Warburton		18·22 23·97	23.97	738	289	I ,, 37½		3,589 5,467
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5.16		5.16	59	7	I ,, 21 ½	109,788 17 10	21,277
Sandringham to Black Rock Electric Street Railway	2 2 2 2	.19	2'41	112	41	ı ,, 18½	49,609 2 0	20,585
Total mileage of lines constructed §								
Less mileage closed for traffic at 30th June, 1921:		3,791 /0	7,544 11					
Double. Single. Total.	l	•						
Dunkeld to Penshurst (dis- mantled 19th February, 1898) 15-87 15-87								ı
Lancefield to Kilmore (dismantled) 18 10 18 10								
Fawkner Cemetery to Somer-								
Oakleighto Fairfield Park-	İ							
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		•						l
Geelong Race-course Line	i							
(dismantled 28th May, 1909) 196 196							!	
Total mileage open for traffic at 30th	0 20	47.76	47.96	!				
*	330.51	3,943` 9 4	4,274 15		i			
Carried forward	330 21	3.943 94	4.274 15				39,855,693 1 1	
† See lines closed for traffic. Including p	ortion d	ismantled.	& Gance	of lines	construc	ted miles	5-ft. 3-in., 4.140'84!	

[†] See lines closed for traffic. 1 including portion dismantled. § Gauge of lines constructed—miles 5-ft. 3-in., 4,149 84; miles 2-ft. 6-in., 121 90. ¶ 2-ft. 6-in. gauge. ¶ 4ft.-84-in. gauge, 2-41 miles.

APPENDIX No. 24—continued.

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

Lines.	or	Length of Length for T	ines raffic.		ht of el above ermark.	Steepest Gradient.	Total.		
шнес,	Double and over		Total.	Highest	Lowest	CA A MALIDIAN			
Programme and the second secon	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	8.	d.
Brought forward	330.51	3,943194	4,274 15			•••	39,855,693	I	1
Works, Melbourne to Essendon Junction						***	2,040,989	5	9
Railway Offices, Spencer Street				***		***	196,010	8	C
Sheds and Workshops, Williamstown			l			•••	154,029	0	I
Sheds and Workshops, Newport (including cost of machinery and equipment) Sheds and Workshops, Country Depôts (in-		***	***		·	•••	683,609	1	9
cluding cost of machinery) Workshops, Bendigo (including cost of machi-	100					•••	28,310	12	10
nery) Workshops, Ballarat (including cost of machi-		***				•••	157,66 7	6	7
nery)	•••					•••	149,138	5	I
penditure common to all lines)							1,067,184	4	q
Rolling-stock, Broad-gauge		***					11,410,033	11	6
Rolling-stock, Narrow-gauge							105,373	7	7
Rolling-stock, Electric Tramway	***		***			,	54,155	15	9
McKeen Motor Cars		•••					15,078	0	1
Steam Motor Car (Great Western type)		***					4,393	2	5
Electrification Melbourne Suburban Lines	•••					***	3,886,171	9	0
Grand Total	330.51	3,943 94	4,274.15			***	59,807,836	12	ı

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. 15.

APPENDIX No. 25.

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

Date of	Openia	ng,	From-		To-	Length in Miles.	Authorization Act.
			• .				Number.
1854—S	ept.	13	Flinders Street	•••	Port Melbourne St. Kilda Richmond		20,1,53
1857—N	lay	13	Flinders Street	•••	St. Kilda]	19.3.56
1859—F	reb. Dec.	8	Prince's Bridge Richmond	•••	Richmond		43
,, 1		12 19	Windsor	***	North Brighton	16.33	43
1860-S	ept.	24	Richmond		Pic-nic Station	20 33	42 43
,, I	ec.	22	Cremorne		Richmond Cremorne North Brighton Pic-nic Station Windsor Hawthorn Brighton Beach		43
1861 — A		13	Pie-nic Station	***	Hawthorn	1	43
,, D	ec.	21	North Brighton	•••	Brighton Beach JE		127
1857-J	une	17	Williamstown Junction		Geelong	38.21	{ 36 150
1859J	an.	17	Footscray	. • 4	Williamstown Pier	5'87	36
	eb.	10	Melbourne		Sunbury	23.95	36
1860		21	Essendon Junction	• • •	Essendon	3'50	331
1861J 1862A		8	Sunbury North Geelong Junction	•••	Woodend Ballarat	24.70	36
	" rbin	25	Woodend	***	Kyneton	8.32	36 36
" o	ct.	21	Kyneton	***	Bendigo	43.90	36
1864-S		19	Bendigo	•••	Echuca	55'13	36
1867-N		30	Newmarket Junction	***	*Race-course	1.20	33I
1872—A	pril ug.	18 26	Essendon Schoolhouse-lane	***	Schoolhouse-lane Seymour	2'29	331
	ov.	20	Schoolhouse-lane, Seymour	***	Longwood	23.30	331 331
1873-M	larch	20	Longwood	•••	Violet Town	20.54	331
	ug.	18	Violet Town	***	Benalla	16.14	331
" N	ot. Iov.	28	Benalla Wangaratta	***	Wangaratta Wodonga	41.60	331
1874 – J		7	Castlemaine		Wodonga Maryborough	33.02	331 4×5
**	,,	7	Ballarat	***	Creswick	11.05	415
,, A	ug.	11	Ballarat	•••	Beaufort	28.74	415
**	et.	6	Maryborough	***	Dunolly Clunes	13.81	415
1875—F	iov. čeb.	16 2	Creswick Clunes	•••	Clunes Maryborough	11'19	415 415
	pril	7	Beaufort	***	Ararat	28.64	415
" J	uly	7	Beechworth Junction	***	Everton	12'05	475
1876-F		15	Ararat Scallan's Hill	•••	Scallan's Hill	17.85	475
	pril ept.	14	Bendigo	***	Stawell Bridgewater	1'00	475 475
,, io	,,	30	Everton		Beechworth	10'21	475
,, 0	et.	21	Maryborough	***	Avoca	14'92	475
,, N	ło v ,	18	Bridgewater	•••	Inglewood	4 44	475
1877N	") Tarah	25	Geelong Winchelsea	***	Winchelsea Birregurra	25.64	47 5
		24	Ararat	***	Dunkeld	12'79 47'02	475 475
,, J	une	ľ	Sale	***	Morwell	39 10	475
" J	uly	27	Birregurra	•••	Colac	11.81	475
"	et.	8	Oakleigh	***	Bunyip Hamilton	38.77	475 476
″ T	ec.	29 ·	Dunkeld Moe	***	Morwell	8.76	475 475
99 L	"	19	Hamilton	***	Portland North	52.81	475
**	3*	19	Portland North	***	Portland Pier	1,00	475
1 3/	'eb. Iarch	1	Race-course Junction	•••	†Geelong Race-course Bunyip	1'96	580 475
" e	ept.	3	Dunolly	***	Bealiba	31,20	475 580
	ec.	17	Stawell	•••	Murtoa	35'49	580
,,	"	23	Bealiba		St. Arnaud	20.85	580
1879 — J		29	Springhurst		Wahgunyah Horsham	13.95	580
.,, y	feb. April	5 2	Murtoa South Yarra	***	Oakleigh	7.05	580 604
	lay	7	Warrenheip		Gordons	12.86	580
,, ,,	,,	21	Geelong	•••	Queenscliff	20.71	580
1880J	an.	13	Mangalore	***	Shepparton	45'24	603
" 🛱	eb.	13	Toolamba Carlsruhe	***	Tatura Trentham	6.83	636 60 6
,,		16	·	***	(Daylesford (includ-)		606
,, M	larch	17	Trentham		ing extension)	11.43	671
					1 ' - '	1	·

Trains run only as required for traffic,
Dismantled 18th May, 1909.

APPENDIX No. 25-continued.

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

	Da	te of Openi	ing.	From—		T o	Length In Miles.	Authorization Act.	
181								Number.	
181	economics.			P Transcription of the comment of the state		ACCORDINATION OF THE PARTY OF T			
Sept. Sept						Brought forward	1193.81		
Sept. Separation	E\$\$1								
Dec.							1	}	
1824 - Jan. 26 St. Arnaud Cope Cope 16 33 682						3.5 31 11		1	
		-Jan.							
	**	April	•		•••				
July 1 Horsham Dimbools 21-45 682		"				1313	1	£	•
Dec. Cambervell		July				Di Lanta		1	
1883	"						1	1	
1883 - April 20	**					D			
June 14 Wodonga River Murray 1 94 93	1889	-April				CV2 - 6.14		682	
								1	
Name	**	T. '			***	1			
Sept. Benala Scarvada 13 11 682				l ~ · ·				4	
Sept. 3 Benalla				T 11		0		682	
Transgon Transgon Hayfield 22 256 682 Dec. 17		Sept.	3	Benalla		St. James			
Dec. Tallarook Year								I .	
Dec. 17 Everton Myrtleford 16-56 682 184			~ ~	1 mg 11 0 1		1 W		682	
	**	Dec.				Myrtleford		1	
3	1884	-Feb.				i		1	
June 16									
North Melbourne						36.13	10'24	1	
1885—April 6 682 683 684 685	,,	Sept.					•	1	
1885—April 6	"								
	1885								
Sept. 8 Boolarra Darimurla 444 682 1886 - Jan. 1				36			12'11		
1886—Jan. 1		Sept.		-			1	682	
May 6 St. James Yarrawong 1986 Sal and 1381				Lal Lal Station		*Lal Lal Race-course	1		
Nay 6 St. James Yarrawonga 19.86 32 138		A romil		(3 # * .		1	1 <		
Martoa Warracknabeal 31 '20 821 1381								1	
Dec. 22 Gordon Ballan 7 37 821 1381		,,		Murtoa		Warracknabeal			
1887—Jan. 19	**		_	1 0 1		275 11	1 1		
North Creswick Rocky Lead 12.65 821 1381	1887			1		G			
March 18 Heyfield Maffra 10 10 10 10 10 10 10 1	,	"				Rocky Lead		1	
Maril 21 Wedderburn Junction Wedderburn 13'87 821 1381						3 0 00		I	
Terang							4.86	821 // 1381	
1		.,,				Terang			
Tatura						,			
Norwald Norw				l mm .		The state of the s			
Second S		. ,,				Noradjuha	19.95		
Nov. 8 Maffra Stratford Stratfor		_							
Nov. 19 Hawthorn		Nov.						821 / 1381	
Nicholson-street	,,	Dec.	19			Kew			
Colingwood Colorative Colingwood Colorative Colingwood Colorative Colingwood Colorative Colingwood Colorative Colingwood Colorative Colingwood Colorative Colingwood Colorative Colingwood Colorative Colingwood Colorative Colingwood Colorative Colingwood Colorative Colorative Colingwood Colorative Colingwood Colorative Colingwood Colorative Col		-	-						
Clifton Hill								821 # 1381	
Moe Junction			8	Clifton Hill		Alphington			
Sale Junction Stratford Ju						(C) 1 1			
Stratford Stra									
Nov. Nov.				Stratford					
Numurkah Numurkah								821 // 1381	
Shepparton She				l			21.65	821 # 1381	
Nov. 20 Hamilton (Coleraine Junction) Heathcote				Shepparton					
Pisgah Junction				•					
Nov. 20 Hamilton (Coleraine Junction) Mornington Junction 5 ° ° ° 2 821 " 1381						Waubra	13'74		
", Nov. 20 Junction) Dunolly 24.24 821 " 1381 "Hamilton (Coleraine Junction) Coleraine 23.01 821 " 1381				Frankston					
,, Nov. 20 Inglewood Dunolly 24-24 821 " 1381 Coleraine Coleraine 23-01 821 " 1381	**	"	I		Bouthern	Tooragin	15.91	" " " " " " " " " " " " " " " " " " "	
", ", 20 Hamilton (Coleraine Junction) Coleraine 23.01 821 " 1381		Nov.	20	Inglewood					
Carried forward 2170'12		,,	20			Coleraine	23.01	821 / 1381	
				1		Carried forward	2179*32	1	·

[•] Trains run only as required for traffic.

APPENDIX No. 25—continued.

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

	e of Openi	ing.	Fı	rom			то		Length in Miles.	Authorization	Act.
No. constants										Number	
1880-	March	1	Yarra Flats	•		•••	Brought forwar Healesville	d	2179'32	821 and 1	281
***	Aug.	7	Maffra	•	•••		Briagolong		11.20		381
12	a **.	7	Irrewarra			•••	Beeac	•••	8.70	1 0	381
>+	Sept.	10	Mornington Ju			•••	Mornington	•••	7.67		381
,,	**	10	Mornington Ju Wodonga			***	Hastings	•••	8.09		381
,, ,,	"	12	Wodonga Ballarat East				Huon-lane Buninyong	•••	6.84		1381 1381
)†	Oct.	8	Whittlesea Jun	ction	•••		Preston Reservoi		4.78	821 // 1	381
,,	×***	8	Coburg				‡Somerton		7.16		381
**	Nov. Dec.	12	Yea Heathcote			···•	Molesworth Tooborac	• • 2	10.68		381
>> >>	"	4	Bacchus Marsh				Ballan	•••	17.24	1 6 "	381 381
33	9)	4	Ringwood				Upper Fern Tree G		7'44	1 0 "	381
**	31	17	Hastings				Stony Point		5'74		381
1800-	−Feb.	23	Preston Reserve				Whittlesea	•••	17.29		381
•		4	Terang				Mortlake Warrpambool	•••	12.19	1 - "	381 381
"	37 37	4	Koroit				Warrnambool	•••	9.36	821 // 1	381
**	,,,	4	Koroit	•			Port Fairy	•••	11.34	821 // 1	381
27	March		Mount Moriac Burnley				*Wensleydale	•••	10.02		381
**	May	24 12	Warragul				†Oakleigh Rokeby	•••	8·12		381 381
"	"	30	Kerang				Swan Hill		32.19		381
**	27	30	Camberwell			•••	†Waverley Road	***	4'25	821 // 1	381
"	June July	17 18	Molesworth Huon-lane			•••	Cathkin	•••	2.74		381
*; ;;	Aug.	22	Kilmore				Bolga Tooborac	•••	20.10		1381 1381
,,	"	22	Dunkeld				tKoroit	•••	48.99	l _ ``	381
,,	. 17	22	Hamilton				Penshurst	•••	18.11	821 // 1	381
"	Sept.	1 16	Murchison East Cathkin			•••	Rushworth	•••	12.87	_	381
" "	Oct.	10	Cathkin Scarsdale				Alexandra Road Linton	•••	4'41		1381 1381
***	,,	17	Myrtleford				Bright		7.97 18.54		381
37	Nov.	10	Cathkin				Merton		15.47		381
29	**	11	Tooradin			•••	Loch	***	23.23		381
1891-	_Jan.	15	Kyneton (Redes				A voca Redesdale		39°04		381 381
"	March		Fairfield Park		. ,		+Riversdale (includ		4'99		381
i i			Malle (T		. .		‡Canterbury loop l	ine)		_	
" "	May.	24	Maldon (Laaned Merton				Shelbourne	•••	9.89		381
"	June	7	Loch			·••	Maindample Korumburra	•••	9.89		381 381
"	_ >2	5	Birregurra				Forrest		19.85		381
,,	July	23	Beechworth			•••	Yackandandah	***	12.84		381
",	Oct.	24 6	Bolga Maindample			•••	Tallangatta	•••	5.02		381
"	Nov.	23	Spencer Street			•••	Mansfield §Flinders St. (Viad	 luct)	8*64 0'76		1381 1187
"	Dec.	17	Korumburra			•••	Leongatha		6.16	1	381
1892-	-Jan.	13	Leongatha			•••	Port Albert	•••	58.75		381
"	March April	18	Rokeby Curdie's River	Junetie	n.	•••	Neerim South Timboon	•••	5.36		300
"	,,	6	Lancefield			•••	†Kilmore	•••	18.10		381 381
"	Oct.	28	Korumburra				Coal Creek	***	0.89		255
,,,	Nov.	22	Dookie			•••	Katamatite		17.02	1529	
1893-	—Jan. March	28	Warracknabeal Donald				Beulah Birchip	-•-	21.92	1273	
	-March		Beulah				Hopetoun	•••	32.30	1273	
	May	7	Korumburra(Ju	umbunr	a Juncti	on)	Jumbunna		3'74	1240 and 1	294
	_ >>	14	Bendigo Cattle- Korumburra (S	-yards	Junction		*Bendigo Cattle-ye		0.89	1030 # 1	
1894-	Tirmo	I	Dimboola			•••	Strezlecki Jeparit	•••	2.22		294
1894- " "	June	10					Goroke	***	28,35 51,20	1312	
1894-	June July	19 31	Natimuk (East		-	.,,	Quambatook	•••	21.96	1312	
1894- ,, ,, ,,	July Aug.	31 7	Natimuk (East Boort	•				***	47.89	1383	
1894- ,, ,, ,, ,,	July Aug. —March	31 7 8	Boort Wycheproof		• • •	•••	Sea Lake				
1894-	July Aug.	31 7	Boort Wycheproof Jumbunna	•			Outtrim	•••	2'40	1371 and 1	420
1894-	July Aug. —March —Feb. Dec. —March	31 7 8 5 15	Boort Wycheproof Jumbunna Nathalia Wangaratta	•	 				6.74	1293	420
1894-	July Aug. —March —Feb. Dec. —March Sept.	31 7 8 5 15 14 18	Boort Wycheproof Jumbunna Nathalia Wangaratta Birchip		···		Outtrim Picola ¶Whitfield Woomelang				420
1894- "" "" 1895- 1896- ""	July Aug. —March —Feb. Dec. —March Sept. Nov.	31 7 8 5 15 14 18	Boort Wycheproof Jumbunna Nathalia Wangaratta Birchip Jeparit			•••• ••• •••	Outtrim Picola ¶Whitfield Woomelang Rainbow	•••	6'74 30'49 26'45 18'47	1293 1492 1550 1558	420
1894- ,, ,, 1895- 1896- ,, 1899- ,,	July Aug. —March —Feb. Dec. —March Sept. Nov. —March	31 7 8 5 15 14 18	Boort Wycheproof Jumbunna Nathalia Waugaratta Birchip Jeparit Quambatook			···	Outtrim Picola ¶Whitfield Woomelang Rainbow Ultima	•••	6.74 30.49 26.45 18.47 30.30	1293 1492 1550 1558 1555	420
1894- "" "" 1895- 1896- ""	July Aug. —March —Feb. Dec. —March Sept. Nov.	31 7 8 5 15 14 18	Boort Wycheproof Jumbunna Nathalia Wangaratta Birchip Jeparit	ee Gull	 y	•••• ••• •••	Outtrim Picola ¶Whitfield Woomelang Rainbow	•••	6.74 30.49 26.45 18.47 30.30	1293 1492 1550 1558 1555 1549	420
1894- ,, ,, ,, 1895- 1896- ,, 1900- ,,	July Aug. —March —Feb. Dec. —March Sept. Nov. —March Dec.	31 7 8 5 15 14 18 2 18 26 21	Boort Wycheproof Jumbunna Nathalia Wangaratta Birchip Jeparit Quambatook Upper Fern Trabungaree Melbourne	ee Gull	 y		Outtrim Picola ¶Whitfield Woomelang Rainbow Ultima ¶Gembrook *Race-course Collingwood	•••	6.74 30.49 26.45 18.47 30.30	1293 1492 1550 1558 1555	420
1894- ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	July Aug. —March —Feb. Dec. —March Sept. Nov. —March Dec. ,,, Oct. Nov.	31 7 8 5 15 14 18 2 18 26 21 13	Boort Wycheproof Jumbunna Nathalia Wangaratta Birchip Jeparit Quambatook Upper Fern Tr Bungaree Melbourne Lilydale	ee Gull	y		Outtrim Picola ¶Whitfield Woomelang Rainbow Ultima ¶Gembrook *Race-course Collingwood Warburton		674 30'49 26'45 18'47 30'30 18'22 1'53 2'22	1293 1492 1550 1558 1555 1549 1682 1590	
1894- ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	July Aug. —March —Feb. Dec. —March Sept. Nov. —March Dec.	31 7 8 5 15 14 18 2 18 26 21 13	Boort Wycheproof Jumbunna Nathalia Wangaratta Birchip Jeparit Quambatook Upper Fern Tr. Bungaree Melbourne	ee Gull	y		Outtrim Picola ¶Whitfield Woomelang Rainbow Ultima ¶Gembrook *Race-course Collingwood		6.74 30.49 26.45 18.47 30.30 18.22 1.53 2.22	1293 1492 1550 1558 1555 1549 1682	
1894- ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	July Aug. —March —Feb. Dec. —March Sept. Nov. —March Dec. ,,, Oct. Nov.	31 7 8 5 15 14 18 2 18 26 21 13	Boort Wycheproof Jumbunna Nathalia Wangaratta Birchip Jeparit Quambatook Upper Fern Tr Bungaree Melbourne Lilydale	ee Gull	y		Outtrim Picola ¶Whitfield Woomelang Rainbow Ultima ¶Gembrook *Race-course Collingwood Warburton		674 30'49 26'45 18'47 30'30 18'22 1'53 2'22	1293 1492 1550 1558 1555 1549 1682 1590	

[•] Trains run only as required for traffic, † See lines closed for traffic.
§ Opened for through passenger traffic, 17th December, 1894.

Including portion since dismantled.

1 2-ft, 6-in. gauge.

APPENDIX No. 25—continued.

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

		 	1							
Date	of Openi	ng.		From-			1	Го—	Length in Miles.	Authorization Act.
-				***************************************		-				Number.
1903-	-Jan.	15	Woomelang	•••		***	Brought Hattah	forward	3299.78 68.79	1679
- ,- ,	May	25	Hattah	***	***	•••	Nowingi	•••	11.04	1679
**	Sept.	30	Nowingi	•••			Yatpool		16.19	1679
**	Oct.	27	Yatpool	*** T	T	•••	Mildura	•••	13.53	1679
,, 1904	Dec.	2 I I	North Geelor Burrumbeet			Inno	*Burrumbe	et Race-	0'22	1884 1879
1904-	~van.		tion	TAUCESCO	Juise	o unc-	course	er race-	1'14	10/9
**	Feb.	7	Springvale C			***	*	***	1.60	1763
,,	Dec.	5	Northcote L			***	 (D)		0.13	1904
1905	-reo. June	28 26	Strathmerton Welshpool		•••	***	¶Welshpoo	Cocumwal d Jetty	8.20	1958
"	011110	20	Stawell			***	Grampian		3°23	•9**
1906	-May	7	St. Kilda		***	•••		eet, Middle	4.07	1956 and 1973
	Doo		Park Street	Middle 1	Reigh	ton	Brighto Brighton	71 1.		
1908-	Dec. -July	22	Park Street, Strathmerton		orign	ton		Beach l Extension	1.06	2035 2078
	-June	15	Rupanyup	***	•••	***	Marnoo		15.38	2124
,,	July	ī	Ultima		•••	•••	Chillingol	lah	20'14	2144
1910-	Oct.	28	Alexandra R Moe		***	***	Alexandra ¶Walhalla		4.32	2104
1910-	-may	3	Nyora	•••	***	***	Woolamai		26.06 16.29	1691 and 2180
",	"	9	Woolamai	***	***	•••	Powlett C		13.75	2221
,,	July	4	Mildura	• • •	•••	•••	White Cli	iffs	6.92	1679
,,	Dec.	1	Beeac Beech Forest	•••	•••	***	Cressy	***	11.36	2178
7911-	-June Sept.	20	Cressy	*** '	•••	•••	¶Crowes Newtown	***	24'49	2149 2178
1912-		25	Ouyen		•••	***	Kow Plair		56.39	2179
,,	,,	25		•••	•••	***	Murrayvil	le	11.48	2290
**	5) y	25	Eltham	•••	***	•••	Hurst's B		6.64	2217
**	Sept. Dec.	24 10	Noradjuha Jeparit	•••		•••	Toolondo Lorquon	***	11.54	2222 2224
,, 1913 –		17	St. Kilda and					•••	13 08	****
,,	Aug.	8	Gheringhap		•••			***	99.76	2220
1914-		28	Chillingollah Crowland		•••	***	Manangat	9	18.29	2418
31	May June	28 26	Rainbow	•••	***	***	Navarre Nypo (tow	ards)	22.87	2351 ⁹ 244 I
31 33	,,	29	Sea Lake		•••		Pier-Milla	n (towards)	17.68	2419
**	, , ,	30	Benalla				Tatong		18.08	2349
***	Aug.	26	Rushworth		•••	***	Colbinabl		12.82	2350
1915-	July	27 29	Swan Hill Murrayville	•••	•••	•••	Piangil S'th Austr	 alian Border	27.39	2417 2424
"	Nov.	- J	Hamilton	***	• • • •	•••	Cavendish		15.47	2434
15	_"	10	Elmore	* ***	• ••	***	Cohuna	•••	57'09	2433
1916-		17	Linton Bairnsdale	***	•••	***	Skipton	•••	12.75	2442
,,	April June	10	Tallangatta	•••	***	***	Orbost Shellev	•••	22.86	2223 2414
"	"	20	Heywood	***	•••	•••	Dartmoor		26'02	2424
,,	"	27	Lorquon		***	***	Yanac-a-y		18.38	2547
	-March		Neerim Sout Rushworth		•••		Nayook	(Stanhama	8.03	2504
"	May	15	Nusiiworun	•••	***	•••	Girgarre North)	(Stanhope	14'22	2754
,,	Nov.	28	Dartmoor	•••	•••	***	Mumbann		12.80	2414
"	~ "	,,	Mumbannar		***	•••		alian Border	5.65	7424
,, 1018	Dec.	17	Toolondo	•••	•••	•••	Kanagulk Fvansford		10.22	2502
	-Sept. -March	9	North Geelor Sandringham		•••	•••	Black Roc		2'93 2'41	2879 2556
. 11	April		Shelley	•••	•••		Beetomba		9'73	2414
"	,,	28		•••	***		Noojee	***	5.99	2504
"	May June	28 16	17 mall-	•••			Mittyack Balmoral	•••	11.07	2765 2502
1920-	-March		D:	•••	***			g(PineTank)	8,16	2502 2978
,,	June	16	Mittyack	***	•••		Kulwin		8.61	2765
,,,	Nov.	19	Cavendish	•••	•••		Balmoral	***	25.03	2502
1921-	-Feb. March	8	Alberton Manangatan		•••	•••	Yarram Annuello	***	3,62	2542
"	May	5		•••	***		~ .	***	9'74	2979 2414
,,	•	,					J			
	Dunkel Lancefi Fawkn kleigh Fairfiel Ashbu	d to eldst er C to Fa d Pa ton	losed for Traff Penshurst (Diso Kilmore (Disometery to Sosirfield Park— ark to Deepder to Oakleigh Loop Line (D	smantled merton e	d Feb	ruary,	1898) 1917) 	Miles. 15.87 18.10 5.28	4,327*11	
						••-		- 2.91		
Bu			verley Road—					_		
			Waverley Roa ce-course Line		ntled	Mav. 10	(200	0°84 1.96		
				,	`	w 1 - 3	• • •		47.96	
		То	tal mileage op	en for T	raffic :	at zoth	June, 1071		4,274'15	
,			miloage op			30011	, • • • • •		1777/4 *3	l

^{*} Trains run only as required for traffic. † Electric Tramway, 5-ft. 3-in. gauge. ¶ 2-ft. 6-in. gauge. || 4-ft. 8\frac{1}{2}-in. gauge. Nots.—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. 15.

APPENDIX No. 26.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 18T JULY, 1911, TO 30th JUNE, 1921.

					Passes	igora.		•	Page Kille Injure	Number of Passengers Killed and Injured per		Employs while in the Execution of their Duty.						ding to n Duty	Persons Killed or Injured		Trespaners.		Missellaneous.		Total.		
	Year.		beyou	h causes d their Control.	Contr	ough butory genoe.	their ow	through n Action digence.	due to	earried eauses d their outrol.	beyon	h causes d their Control	Contri	ough butory gence.	Solely their ow or Neg	a Action		n the lway idary.	at Cre		1 resp	Medice.	Millionia	Witeoms,	10	oge.	
				Killed.	Injured	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Kmed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injere
11-12	••		• •		13		1	9	116	-000	·124		44		12	23	134	3	11	8	13	19	11	4	7	67	3
12-13 (a)	••	••	••	2	441		3	5	128	.001	3 · 953	1	15	1	10	4	179		••	10	12	13	12		12	36	8
13-14	·•		• •	••	33		2	8	197	-000	·283	1	61	7	49	4	184	2	1	8	7	12	13	3	17	4.5	5
14-15	• •		••	••	40		3	6	182	-000	•341	2	36	4	51	4	202	2	2	9	18	18	7	3	17	48	5
15-16 ,		••	• •	**	29		3	11	195	-000	•250	2	28	5	33	5	209	••		2	18	24	7	5	12	54	8
16-17	••		••		46		2	5	131	•000	•424	1	35	3	70	1	155	1		4	7	11	3	6	16	32	4
17-18	••			••	33		5	4	192	·000	•311	2	46	4	63	5	183		9	12	15	14	1	3	14	44	5
18-19	. 19	••	••		41		2	6	172	.000	-366	1	31	3	56	4	166	1	3	11	15	21	6	5	18	52	8
119-20	••	••	• •	••	32		4	8	170	-000	·2 3 8		3 3	4	35	4	129	1	4	10	15	8	7	3	22	38	_4
2 021	••	••			18			3	187	.000	·133	2	46	2	76	5	206	2	3	10	14	16	18	1	29	41	5
	Totals		*	2	726		25	65	1,670	-000	·577	12	375	33	455	59	1,747	12	33	85	134	156	85	33	164	457	5,4

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

(a) Including West Melbourne accident.

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APPENDIX No. 27.

STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC AT METROPOLITAN AND SUBURBAN STATIONS WHICH IN 1910-11 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.

				Humbo	OI I aks	ongo: 00	шиноув	-in Inou						
Name of Station.	Ì	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915–16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	Relative Impor	Order of tance.
Louis of December.		Journey 8	Journeys	Jour leys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys.	Journeys	Journeys	1910-11.	1920-21
Spencer-street-					1 000	1.070	1 100	1.000	1 100	1,158,	1,461,	1 5905	30	25
Suburban	••	963,	1,091,	1,046, 1,219,	1,079, 1,192,	1,079, 1,175,	1,137, 1,133,	1,090, 1,022,	1,106, 928,	974,	1,461,	1,528;	25	40
North Melbourne	••	1,122, 219,	1,245, 259,	294.	323,	3 19,	357,	369,	398,	429,	501,	569,	69	67
Footscray West Kensington	::	1,236,	1,424,	1,511,	1,542,	1,535,	1,501,	1,454,	1,365,	1,420,	1,610,	1,586,	23	20
Newmarket		1,578,	1,760,	1,822,	1,817,	1,850,	2,028,	1,751,	1,615,	1,639,	1,873,	1,829,	1.5	17
Ascot Vale		2,276,	2,413,	2,587,	2,647,	2,646,	2,636,	2,592, 1,969,	2,530, 1,946,	2,597, 2,050,	3,052, 2,486,	3,084,	13	5 6
Moonee Ponds	••	1,631, 1,282,	1,814, 1,431,	1,974, 1,540.	2,067, 1,700,	2,066, 1,839,	2,023, 1,821,	1,745,	1,755,	1,874,	2,335,	2,464,	22	7
Essendon Footscray	::	2,460,	2,707,	2,808,	2,002,	2,835,	2,907,	2,743,	2,716,	2,828,	3,213,	3,309,	3	4
Seddon		777,	902,	1,067,	1,165,	1,201,	1,232,	1,213,	1,258,	1,351,	1,533,	1,578,	40	21
Yarraville		920,	1,008,	1,130,	1,235,	1,276,	1,288,	1,286,	1,247, 1,158,	1,299, 1,240,	1,477, 1,426,	1,542, 1,469,	32 37	24 27
Newport	• •	847,	977,	1,079, 787.	1,131, 792,	1,172, 815,	1,150, 886,	1,123, 834,	846,	894,	1,029,	1,076,	44	41
North Williamstown Williamstown Beach	::	715, 474.	767, 516,	529.	539,	503,	502,	500,	508,	552,	627,	624,	58	63
Williamstown	::	408.	471,	487,	495,	486,	468,	428,	423,	495,	557,	549,	60	70
Brunswick		652,	672,	699,	703,	686,	678,	610,	551,	583,	632,	745,	47 53	58
Moreland		563,	607,	623,	679,	716,	677,	628, 918,	598, 885,	644, 953,	727, 1,067.	879, 1,157,	39	52 39
Coburg	••	807,	905,	975, 555,	1,049, 614.	1,060, 664.	1,046, 676.	655,	638,	707,	771,	727,	59	60
Northcote Croxton	••	412, 645,	490, 735,	857,	949.	1,030,	1,063,	1,036,	949,	959,	1,018,	901,	49	51
Thornbury		376,	452,	574,	690,	806,	883,	893,	884,	919,	1,003,	902,	61	50
Bell		350,	368,	406,	429,	423,	455,	481,	491,	502,	538,	482,	62	72
Prince's-bridge-	- 1	0.00	0.50	1040	1 100	1.050	1,238,	1,180,	1,157,	1,234,	1,489,	1,386,	35	33
Suburban	••	861, 2,004,	958, 2,091,	1,043, 2,148,	1,183, 2,035,	1,250, 1,872,	1,698,	1,569,	1,497,	1,504.	1,598,	1,391,	7	32
Hawksburn	••	2,004, 898,	953.	991.	969,	972.	876,	859,	842,	904,	995,	945,	33	47
Armadale	::	1,522,	1,694,	1,765,	1,624,	1,679,	1,462,	1,448,	1,343,	1,447,	1,641,	1,516,	18	26
Malvern		1,812,	1,964,	2,101,	2,145,	2,102,	2,100,	2,129,	2,128,	2,193,	2,480, 2,407,	2,287, 2,328,	11 31	12 10
Caulfield	• •	938,	1,078,	1,248,	1,402,	1,510,	1,5 93, 515,	1,702, 568.	1,828, 634,	1,981, 700,	820,	927,	71	48
Carnegie	••	155, 201.	210, 239,	313, 284,	437, 356,	473, 435.	472,	522,	568.	619,	769,	797,	70	55
Murrumbeena Oakleigh	**	526,	628,	761,	872,	888.	948,	977,	1,023,	1,067,	1,253,	1,345,	55	35
Glen Huntly		262,	333,	412,	486,	521,	551,	591,	652,	694,	820,	847,	67	54
East Richmond		1,116,	1,215,	1,256,	1,286,	1,227,	1,114,	653,	539, 78 5 .	545, 748.	593, 800.	568, 728,	$\begin{array}{c} 26 \\ 27 \end{array}$	68 59
Burnley	••	1,071,	1,217,	1,322,	1,378,	1,349,	1,247, 1,269,	879, 1,100,	1,076,	1,097,	1,232,	1,167,	19	38
Hawthorn	•• [1,410, 1,852,	1,499, 1,936,	1,573, 2,145,	1,537, 2,530,	1,384, 2,438,	2,189,	1,975,	1,828.	1,829,	2,056,	1,947,	10	14
Auburn	::	1,737,	1,879,	1,972,	1,946,	1,796,	1,611,	1,322,	1,235,	1,274,	1,502,	1,439,	12	29
Camberwell		1,595,	1,730,	1,868,	1,949,	1,824,	1,725,	1,513,	1,455,	1,485,	1,751,	1,757,	14 50	18 43
East Camberwell		614,	691,	777,	844,	901,	919,	863, 1,337,	901, 1,235,	921, 1,336,	1,053, 1,552,	1,014, 1,574,	36	23
Canterbury	••	849,	996, 569,	1,118, 599,	1,276, 655,	1,359, 691,	1,396, 759,	753,	748.	769.	891,	925,	57	49
Surrey Hills Box Hill	••	497, 502,	600,	683,	743,	758.	761,	778,	820,	854,	1,007,	1,039,	56	42
Kew		1,015,	1,121,	1,194,	1,054,	1,008,	659,	536,	538,	593,	708,	679,	29	62
West Richmond		653,	691,	744,	781,	762,	683,	599,	501,	521,	598, 643,	593, 623,	46 48	66 64
North Richmond		646,	706,	729,	786,	795,	739, 668,	616, 600,	515, 495.	544, 521.	590,	558,	54	69
Collingwood	••	553, 720,	594, 807,	629, 861,	683, 951,	692, 939,	879,	748,	640,	705.	811,	796,	42	56
Victoria Park Clifton Hill	*	1,221,	1,312,	1,408,	1,508,	1,543,	1,499,	1,339,	1,199,	1,289,	1,449,	1,398,	24	81
Westgarth		603,	629,	671,	726,	790,	800,	738,	684,	763,	862,	849,	51 42	53 28
Fairfield Park		716,	863,	1,020,	1,199,	1,285,	1,298,	1,292,	1,193, 742,	1,247, 790.	1,426, 912,	1,446, 951,	43 64	46
Ivanhoe		336, 278	408, 294,	474, 32 9,	554, 360,	648, 389,	673, 398,	696, 402,	415.	449.	516,	545,	66	71
Heidelberg Flinders-street—	•••	278,	284,	<i>948</i> ,	JUU,	000 ₃	200,		`	·	_		_	
Suburban		7,730,	8,828,	9,396,	9,597,	9,880,	9,930,	8,955,	8,445,		11,098,	10,945,	1	1
North Port		694,	732,	764,	777,	771,	765,	622,	490,	497,	670, 745,	721, 775,	45 41	61 57
Graham	••	744,	800,	823,	828, 1,268,	794, 1,193,	759, 1,167,	685, 1,007,	594, 800,	617, 837,	1,039,	991,	28	45
South Melbourne Albert Park	•••	1,049, 2,234,	1,180, 2,550,	1,224, 2,656,	2,680,	2,568,	2,404,	2,169,	1,883,	2,041,	2,548,	2,435,	5	8
Middle Park	::	1,570,	1,829,	1,966,	2,031,	2,044,	2,099,	2,084,	2,037,	2,097,	2,451,	2,422,	16	9
St. Kilda		2,083,	2,345,	2,642,	2,771,	2.701,	2,828,	2,931,	2,918,	3,060,	4,251,	4,326,	$rac{6}{2}$	$\frac{2}{15}$
Richmond		2,585,	2,810,	2,934,	2,870,	2,706,	2,418,	1,545,	1,4 4 3, 1,614,	1,509, 1,699,	1, 8 39, 2,030,	1,876, 1,981,	$\frac{2}{8}$	13
South Yarra	••	1,961, 1,523,	2,087, 1,675,	2,150, 1,690,	2,132, 1,643,	2,039, 1,50 5 ,	1,916, 1,429,	1,758, 1,303,	1,169,	1,231,	1,597,	1,751,	17	19
Prahran Windsor		1,285,	1,384,	1,529,	1,483,	1,445,	1,375,	1,298,	1,195,	1,249,	1,658,	1,866,	21	16
Balaclava		1,386,	1,492,	1,394,	1,516,	1,498,	1,450,	1,405,	1,402,	1,490,	1,997,	2,290,	20	11 37
Ripponlea			69,	576,	752,	859,	830,	822,	807,	866, 2,906,	1,078, 3,566,	1,193, 3,690,	9	37
Elsternwick	••	1,899,	2,282,	2,317,	2,413, 481,	2,502, 613,	2,494, 706,	2,588, 841,	2,662, 901,	1,007,	1,242,	1,360,	68	34
Garden Vale	••	257, 883,	311, 1,020,	380, 1,063,	1,108,	1,109,	1,058,	1,048,	1,105,	1,167,	1,393,	1,431,	34	30
North Brighton Middle Brighton	::	826,	902,	977.	1,022,	1,034,	990,	962,	988,	981,	1,217,	1,263,	38	36
Brighton Beach	::	349	400,	402,	444,	441,	422,	423,	452,	481,	571, 025	597, 997,	63 65	65 44
Hampton		311,	392,	470,	551,	595,	648,	679,	700, 987.	731, 1,0 7 8,	935, 1,405,	1,574,	52	22
Sandringham	1	580,	707,	831,	925,	937,	940,	937,	501,	1,010,	1,200,	.,0.1		

Norn.—Ripponies was opened for traffic during the year 1911-12.

APPENDIX No. 28.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1921, STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER

ANNUM.

Notes.—(1) During the years 1917-18, 1918-19, 1919-20 and 1920-21 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.

		30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.	Year ending 30th June, 1921.
4		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 Shelbourne	• •	40,503	70,660	44,334	••	**	41 001
D., 12L.	• •	62,459	113,952	42,800	• • •	• •	41,881
TP	• •	57,150 45,858	41,949	••	• • •	••	• •
Carapooee	• •	40,078	• •		••	••	* *
St. Arnaud	• •	38,058	56,742	••	**	• •	••
Sutherland	• •	113,984	96,472	73,877	50,966	48,313	93,628
Swanwater	• •	85,926	39,758	62,580	42,405	32,776	71,943
Cope Cope	• • •	68,492	153,184	116,938	59,273	02,110	68,869
Donald		91,895	167,848		57,332	••	50,708
Litchfield		69,123	150,136	128,935	67,901	37,725	120,516
Massey			62,416	45,656	••	•••	47,716
Watchem		43,883	165,982	112,151	46,195		96,097
Morton Plains	••	35,06 8	37,187	56,726	••	• •	46,638
Birchip	• •	56,175	85,664	66,776	• •	• •	••
Kinnabulla		58,909	59,171	75,361	• •	••	48,041
Curyo	• •	41,484	71,444	59,518		••	• •
Watchupga	• •	50,730	70,032	74,491	37,123	, ••	48,711
Woomelang	• •	60,750	142,624	81,478	• •	• •	57,980
Lascelles	• •	40,397	125,222	44,012	••	• •	38,114
Gama	• •	00.100	61,403	36,076	• •	••	41.000
Turriff	• •	32,13 8	81,723		• •	••	41,280
Speed	• •	FI 740	102,568	33,794	••	••	63,234
Tempy Nunga	••	51,740 78,207	68,738 46,210	62,124 65,513	••	• •	68,524 55,577
O	••	45,436	126,811	54,539	• • •	• •	49,379
Kiamal	• •		30,092	31,182	• •	• •	66,111
Carwarp	• • •	• •	36,112	33,991		. **	45,763
Avoca		33,891	••	00,001	••	• •	
Tulkara		35,706					
Arnold			30,012		• •		
Galah		51,220	50,775	121,512	38,407	••	85,487
Walpeup		57,759	142,599	141,549	5 5 , 2 67	**	148,171
Nyang	• •		34,154	48,738		• •	65,934
Underbool	• •	5 8,775	76,034	123,094	40,800		136,889
Linga	• •	31,170	58,517	78,264	• •	••	72,720
Boinka	• •	33,712	44,366	52,478	• •	• •	60,436
Tutye	• •	43,918	46,393	56,751	99.044	• •	57,056
Cowangie Danyo	• •	41,690 39,417	82,759 44,893	102,252	32,846	••	108,483
Murrayville	• •	34,509	122,090	69,443 158,807	39,042	* *	48,843 103,882
Carina	• •		85,200	111,282	-	• •	66,062
Panitya	• •	44,495	66,689	99,846	• •	• •	48,988
Derby			33,521		• •	• •	
Bridgewater	• •		57,399		••	• •	
Kurting		34,062	• •		• •	••	
Korong Vale		33,884	66,23 0			• •	30,158
Wychitella	• •	44,847	76,530	40,951			54,077
Buckrabanyule			88,208	30,492	30,325	••	45,017
Barrakee	••	• •	92,556	49,560	• •	••	69,684
Charlton		82,674	237,678	156,442	136,794	••	53,254
Teddywaddy	••		60,422	48,074	••	••	55,569
Glenloth Wycheproof		39,546	77,477	83,927	34,419		60,604
		51,703	175,585	116,654	49,290		41,742

APPENDIX No. 28—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1921, STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER ANNUM.

Stations.		Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.	Year ending 30th June, 1921.
		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		57,099
Warne	• •		33,908			• •	*. ` *0.012
Culgoa	• •	54,973	152,048	70,987	44,474	••	59,213 98,799
Berriwillock Boigbeat	• •	107,599	173,540 48,557	132,376 59,379	55,784	• •	. 90,190
Sea Lake	• •	52,767	138,728	112,320	35,244	• •	62,861
Ninda		02,101	31,810	47,399	,	••	
Nyarrin	• •	38,759	36,991	56,181		• •	37,510
Nandaly		45,595	58,610	43,038			37,319
Pier Millan	• •	,	• •	• • •	•••	••	32,994
Mittyack	• •		00.700	••	••	••	32,937 65,990
Wedderburn Borung	• •	71,087	86,790 77,154	49,696	••	• •	50,645
Mysia	• •	46,744	35,181	1		• •	
Boort	•••	57,694	108,403	78,604	48,585	••	76,002
Barraport		85,989	127,802	121,649	85,482	• •	105,814
Gredgwin			34,739	41,977			35,574
Oakvale		38,772	38,594	41,814		••	***
Quambatook	• •	93,204	157,217	104,138	76,166	• •	123,354
Cannie	• •	55,053	87,080	62,389	36,286	• •	70,227 71,659
Lalbert Meatian	• •	81,616 73,695	115,799 111,987	107,120 117,139	56,942 48,913	- •	76,643
Ultima	• •	73,164	168,709	140,534	10,510	• •	96,113
Gowan		31,051	45,542	36,675		• •	38,403
Waitchie		36,341	98,542	126,827	30,149	, .	56,377
Chillingollah		30,592	99,303	43,870		• •	69,772
Chinkapook	• •	53,533	82,644	87,172		• •	84,973
Cocamba	• •	45,640	59,858	62,996		• •	50,623
Manangatang	• •	73,620	43,470	41,178	30,123	• •	81,846 39,328
Raywood Tandarra	• •	82,409	77,555 78,426	36,270 59,318	37,416	• •	39,709
Dingee	• •	76,570	98,007	62,153	36,737		49,600
Prairie	•••	79,904	94,229	93,676	34,571	••	52,271
Mitiamo		114,645	107,405	71,320	'		41,831
Mologa		47,530	59,542	44,225		••	••
Pyramid	• •	60,273	61,768	42,230		••	••
Kerang	• •	47,770	89,314	58,353		• •	••
Mystic Park Lake Boga	• •	39,447	56,074 92,564	62,002	••	••	• •
Swan Hill	• •	65,388	158,641	67,722		,,	••
Wooringn	••	00,000	39,611	0,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	l :: I		• •
Pira		38,117	60,061	41,849			••
Nyah		44,524	65,001	52,030		••	37,950
Miralie	• •		32,709			••	39,397
Piangil	• •	F2 200	61,562	52,833	1	• •	37,784
Hunter Warragamba	• •	53,382 49,758	51,638 42,525	32,952	''	••	• •
McColl	• •		42,525	35,659	··	• • 5	• •
Lockington	• • •	40,712	53,435	51,951	::	::	• • •
Kotta	• •	34,057	44,712	50,816		* *	36,254
Kyemery	• •		32,703				••
Glenorchy	• •	45,845	72,183			••	
Wal Wal	• •	31,667	110 001	****	61 996	.,	01.096
Lubeck Jung	• •	50,170 37,522	110,831 214,682	44,048 200,315	61 ,23 6 139,257	• •	81,026 131,962
Dooen	• •	37,737	136,437	39,850	92,222	••	128,761
Horsham	••	30,913	96,272			••	
Pimpinio		37,739	116,131	81,799	71,638		104,155
Wail		41,974	154,893	129,108	110,991	35,906	143,729
Dimboola	• •		160,634	55,570		47,182	
Gerang Gerung	• •	••	110,331	87,200	52,869	••	94,875
Kiata	• •	••	96,784	39,951	54,475	• •	60,187
Salisbury Nhill	• •	••	51,654	30,940	••	• •	••
Tarranginnie	• •	••	92,311 70,092	••	45,959	• •	• •

APPENDIX No. 28—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30th JUNE, 1921, STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER ANNUM.

Stations.		Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 80th June, 1920.	Year ending 30th June, 1921
		No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Diapur			47,829	31,498	:.	• •	
firam	• •	40,553	75,687	67,734	35,555	• •	55,578
Kaniva	* *	•••	105,611	59,520	33,649	• •	56,636
illimur	• •	39,569	73,424	53,136		42,949	49,092
Serviceton	• •	45,084	• •	••		••	34,609
Duverney	• •		39,983	••	••		• •
Berrybank	• •	42,299	39,445	30,645		••	
ismore	• •	40,960	31,333	**	••	• •	34,841
Westmere	• •	76,086	64,473	85,960		• •	43,67
fininera	• •	••	66,816	32,202		••	••
latyoon	• •	••	58,378	07.146	••	••	• •
Rokewood	• •	•••	38,737	37,149		••	• •
Verneth	• •		51,500	••	· ·	• •	• •
kipton	• •	49,696	00.400	• •		••	• •
Maroona Calvert Siding	* *	••	30,439	• •	l	••	••
	• •	•••	51,008	00000	07.77	••	40.00
Willaura	• •		91,672	95,245	37,715	• •	40,96
tavely	• •	57,173	••	••	[·· [••	40.000
ackson	• •		**	**	••	• •	40,065
Rupanyup	• •	41,555	96,998	63,042	ا مدةند ا	••	70.04
Burrum	• •	77.04	71,157	51,252	49,146	•• '	70,647
Banyena	• •	75,341	113,491	70,690	55,221	••	102,459
Iarnoo	• •	79,324	202,512	145,891	61,220	••	122,70
coromby	• •	36,606	72,978	114,478	61,274	** ** ** ** ** ** ** ** ** ** ** ** **	77,85
linyip	* *	54,563	320,643	199,816	192,333	59,522	208,424
Vullan	• •		90,296	93,927	54,792	••	64,68
heephills	• •	61,152	245,792	153,021	113,999	••	176,624
fellis	• •		100 401	01 740		••	47,580
Warracknabeal*	• •	70,212	188,401	91,749	01.505	01 000	0 4 mm
ah	• •	64,606	121,961	122,688	34,705	31,829	84,771
Brim	• •	53,041	184,352	.172,941	81,164	••	119,298
alaquil	• •	67,224	78,385	83,834	46,562	••	61,937
Beulah Rosebery	• •	69,324	212,022	119,425	82,585		110,369 45,93
	• •	59,537	106,011	87,738	34,210		40,90
oyura	• •	31,664	38,322	101 000	# 4 non	••	99,029
Iopetoun	• •	110,524	214,647	101,296	54,392	••	34,79
Remlaw	• •	•••	45,221	es 700	31,774		43,038
ectis Vatimuk	• •		62,852	65,72 9	37,004	••	•
	• •	36,624	40,113	04 800	•••	••	• •
	• •	•••	38,003	34,562	90.016	••	42,541
	• •	91 700	58,412	31,451	39,916	••	106,210
Intwerp	• •	31,786	108,151	88,811	68,509 61,485	••	75,498
larranyurk	• •	36,953	82,368	86,264		••	59,08
Separit Ellam	* *	••	114,859	55,181 66,755	31,845 36,808	••	60,80
· 11 ·	• •	33,534	8 7,047 8 2,2 84	61,340	30,000	• •	50,39
	• •	42,916	188,258	56,433	32,929	••	
	• •	32,343	69,573	92,655	42,370	• •	71,715
	:	48,414	106,727	102,266	52,176	••	78,37
orquon Tetherby	• •	33,634	40,855	68,558	32,610	• •	68,45
aapeet	• •	33,553	91,866	116,830	30,702	••	63,01
lbacutya		33,876	38,981	30,188	00,102	٠٠ ا	33,65
anse	• •	30,010	84,462	91,785	37,296		93,63
pringhurst	• •	44,588	31,794		1 1		
loolamba	• •	34,832		• •			
hepparton	• •	40,101	46,691	••		• •	•••
ongupna	• •	51,359	32,02 8	• •	l	• •	37,170
ollasatvonna Juliasatvonna	••	89,662	92,059	42,215			64,40
'allygaroopna	••		64,795		•••	••	
Vunghnu Vumurkah	• •	44,430	51,787	• •	1	• •	eme ene
Katunga .	• •	71,222	39,904	52,044		35,330	48,09
	• •	11,222			••		44,88
trathmerton	• •	57,609	46,147	39,705		••	
Zarroweyah	• •	 41 750	31,440	••	,,	• •	• •
obram	• •	41,756 44,67 7	35,812 32,722	* *		**	• •

APPENDIX No. 28—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1921 STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER ANNUM.

Stations	•	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.	Year ending 30th June, 1921
	***************************************	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Wanalta		43,469	••	• •		••	
Colbinabbin	• •	83,443	119,851	52,156	36,571	• •	69,900
Girgarre			••	3 0,30 9		• •	••
Tatura		55,561	42,9 81	••	1 1	• •	• •
Merrigum	• •	52,799	78,609	36,109		• •	30,389
Kyabram		83,589	93,653	50,648		• •	• •
Tongala		46,334	46,128	• •			
Koyuga		69,198	33,761	••		• •	• •
Pine Lodge		61,558	64,929	••		• •	64,146
Cosgrove		87,552	72,023		1 1	• •	64,366
Dookie	• •	54,067	42,539	• •		••	32,460
Yabba North	••	65,685	38,816	••	::	••	47,624
Youanmite	• • •	56,065	32,720	•			40,816
Katamatite	• • •	70,776	137,960	64,686		••	98,371
Waaia	•••	62,963	77,589	86,433	58,8 28	•••	44,038
Nathalia	•••	52,499	71,883	36,666	00,020	•••	,
Picola		71,927	121,601	78,315	39,949		77,688
Goorambat	• •	30,065	65,048	10,010	1 1	••	•
Devenish	• • •	85,002	44,544		••		54,603
St. James		72,583	101.327	••	••	••	58,737
Tungamah	• •	79,576	76,430	• •	١	••	66,066
Telford	••	82,133	103,129	37,308	••	••	88,07 7
Yarrawonga	• •	193,431	315,261	100,670	87,1 23	••	221,180
Rutherglen	• •	55,159	46,374	100,010		••	•
Wahgunyah	• •	53,533		54,580	••	••	• •
Country	Wheat	00,000	••	34,300	••	••	• •
Depôts			1			2,676,373	1,492,243
Other Stations	••	2,121,977	1,710,092	1,767,825	2,396,924	1,806,832	1,851,298
Totals	• •	10,909,750	18,461,822	12,601,167	6,439,495	4,854,737	12,613,780

APPENDIX No. 29.

RETURN OF TRAFFIC AT EACH STATION.

3	PASS	ENGERS.	PARCELS.	HORSES, CARRIAGES, AND DOGS.		GOODS	*					LIVE	STOCK				1
STATIONS.	Ou	twards.	Outwards.	Outwards.	Outwards.	Inwards.	Outwards.		Outw	ards.			Inw	ards.		Outwards.	TOTAL OUTWARDS TRAFFIC
	Number		•			77	Revenue.		Number	of Truck	8.]	Number	of Trucks	١.	Revenue.	REVENUE.
	Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	nevenue.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	Revenue.	
		£ s. d.	£ s. d.	£ s. d.			£ s. d.									£ s. d.	£ 8. d.
Melbourne—Spencer-street, Country Melbourne—Spencer-st., Suburban	2,574,517 1,528,918	660,744 13 7 27,967 16 5	139,323 1 5½	3,667 14 9} 	741,751	786,242	914,501 16 0} 	1,175	74	97	150 	598	363	83	1,779	4,141 5 10	1,722,378 11 8± 27,967 16 5
MRLEGURNE—BENDIGO LINE. North Melbourne Arden-street Middle Footscray West Footscray Tottenham Sunshine Albion St. Albans Bydenham Digger's Rest Sunbury Lancefield Junction Riddell Gisborne Maccedon Maccedon Maccedon Maccedon Macredon Macredon Macredon Malmsbury Taradale Elphinstone Chewton Castlemalne Barker's Creek Harcourt Ravenswood Kangaroo Flat Golden Square Bendigo Bendigo Wheat Depôt	1,119,430 354,622 569,079 70,610 416,464 9,251 63,230 9,235 10,083 34,857 5,759 7,734 13,197 21,164 32,243 2,056 54,498 1,395 11,484 6,355 4,368 6,018 86,409 13,628 2,367 5,750 14,657 250,768	15,007 11 10 4,128 15 2 6,885 16 1 853 13 1 10,891 2 1 1,766 8 9 1,352 9 8 433 2 10 579 6 9 3,009 2 9 650 6 5 1,060 17 7 1,761 3 9 3,410 17 8 4,886 3 7 246 17 3 9,984 18 4 170 15 1 1,617 7 0,559 6 9 590 3 9 607 9 1 15,741 16 7 1,246 5 11 286 10 6 898 0 8 2,817 2 2 67,763 2 0	1,582 0 10 38 1 91 956 9 3 0 1 6 2,046 4 72 49 8 7 87 1 10 273 6 11 61 16 8 114 7 6 174 4 0 548 12 3 305 16 1 13 3 2 877 10 6 40 14 5 212 4 5 86 17 8 86 8 9 94 9 11 1,314 13 10 192 2 3 32 11 0 181 15 7 402 6 10 6,831 0 11	9 16 1	8,751 378 2,082 12,719 6,570 1,049 9,649 2,518 8,922 3,309 1,856	170,464 65,463 787 3,824 4,789 419 680 4,260 67 9,765 24 1,326 1,622 462 462 462 462 462 462 462	8,559 8 0 7,150 15 5 29,876 17 8 13,745 8 3 1,745 8 3 1,508 15 2 826 17 8 420 10 6 821 5 0 1,577 5 9 7,77 5 6 2,446 6 11 164 14 2 4,485 15 7 181 0 11 929 18 6 2,715 14 10 2,018 5 9 438 1 2 12,205 15 8 5,961 1 10 5,941 1 10	36 7 6 8 8 6 27 1 1 60 9 17 4 1 1 387		 	20 	1		 		10 16 10 10 16 10 154 15 4 1,082 9 1 1,041 18 6 149 16 4 616 7 11 34 4 5 444 8 5 92 8 11 2,118 13 10 5 18 0 297 5 8 93 4 9 2 3 0 241 19 10 13 11 2 50 16 1 3 12 6 5,31 7 6 9,025 3 2	16,610 8 4 8,559 8 4 8,559 6 1 15,002 16 19 853 14 7 42,828 10 11 13,924 11 0 1,545 19 0 2,009 12 7 2,421 8 0 5,210 13 10 2,198 7 5 2,154 7 1 4,133 13 0 4,770 14 9 8,135 14 5 519 0 4 7,662 14 8 398 11 11 3,058 12 6 3,362 18 10 2,799 8 4 1,233 9 2 20,521 5 11 564 11 6 7,414 3 9 964 19 6 2,516 6 10 6,007 13 7 7,266 19 2
LANCEFIELD LINE. Bolinda Monegeetta North Monegeetta Bomsey Lancefield	822 1,360 375 7,025 8,497	107 0 7 158 16 3 45 5 2 1,208 3 6 1,486 4 5	8 17 11 143 4 9 7 6 11 165 2 1 180 4 7	0 2 4 12 17 5 17 8 9	1,917 1,421 25 5,324 10,608	191 167 6 1,404 2,005	535 2 7 353 10 5 2 15 9 2,325 7 2 3,962 18 2	18 7	15 58 69	34 100 225	:: :: :11 8	7 8	16 45 46	17 53 110	::	125 18 2 476 0 0 726 4 1	776 19 2 655 13 9 55 7 10 4,187 10 2 6,323 0 0

trangway

APPENDIX No. 29.—RETURN OF TRAFFIC AT EACH STATION—continued.

BALLARAT—MARYBOROUGH LINE. SCRIPTION SORRY BURLY BURLY BURLY BURLY CREWICK North Creswick Toursello Clunes Thatest Daisy Hill	1,971 2,885 2,885 39,488 10,601 740 11,735 21,883 35	78 0 4 71 0 0 89 9 4 2,298 4 3 742 19 1 88 1 4 2,050 0 10 1,217 7 3 1 5 10	3 7 5 1 12 11 3 13 17 187 4 7 39 7 0 8 14 0 229 16 9 125 0 5 0 9 8	0 9 5 1 11 2 0 2 8 7 11 0 1 17 3 0 11 7 5 5 0 1 14 6	12,677 7,818 183 17 1,831 26,244		5,467 8 8 0 1 4 2 6 8 4 2 1 1,793 10 11 121 16 10 44 12 6 1,879 5 9 6,108 6 1 0 12 0	1 4 2 6	 3 3 1 2 22 5	62 67 40	··· ··· ··· ··· ··· ··· ··· ··· ··· ··	 1 2 2 3 	1 2 3 14 12	 16 15 7	1	6 10 10 18 2 5 1 13 3 229 16 8 634 18 1 124 2 5	5,457 8 8 8 81 18 8 83 1 7 77 8 0 9 77 8 0 9 77 13 5 371 16 1 4,799 6 5 7,576 10 8	
WAUBBA LINE Pingsh Midas Blowhard Learmonth South Learmonth Addington Wasters	\$8 275 2,534 1,962 1,367 1,826 4,419	4 6 5 15 16 11 188 6 0 213 4 3 95 10 11 165 16 7 585 4 11	0 5 5 0 6 7 10 11 7 17 5 8 3 5 11 26 15 0 38 5 3	 0 3 6 5 0 6 0 2 4 0 8 1 4 2 5	7 281 3,334 3,029 1,462 8,561	1 83 1,620 460 -84 96 1,177	6 9 0 136 11 6 1,501 19 4 1,602 14 0 0 12 5 741 6 7 4,395 18 9	 2 24	18 40	35 26 119		 3 1 	 17		**	1 6 0 117 2 3 0 10 0 32 10 6 387 1 1	12 8 10 152 15 0 1,818 2 8 1,838 14 5 99 11 7 966 18 9 5,360 12 5	
Punolly-Inglewood Line. Painswick Laurie Threagulla Linnelly Arnold Enthbut	33 19 1,596 516 494 23	8 6 7 2 0 2 389 10 11 56 10 10 49 14 8 3 19 5	0 13 10 62 2 10 14 7 7 13 5 6 0 2 9	0 17 9 0 4 10	1,884 1,430 6,546 4,145 4,502	23 629 520 265 56	588 17 6 421 11 9 3,592 12 9 2,258 6 9 2,352 11 9 1 12 10	 1 2 		 47		 	1 5 2	 5 18		 2 14 10 7 0 1 137 3 6	597 4 1 424 5 0 4,047 19 1 2,336 10 1 2,552 15 5 5 15 0	79
MURRAYVILLE LINE. Tiege. Geokh Walpeup Nyang Linga Romes Romes Entye Cowangie Danyo Murrayville	97 711 3,463 970 3,295 849 1,165 737 2,036 79 3,063	11 2 4 119 11 .3 1,289 6 4 198 3 11 1,402 7 4 205 2 5 323 14 4 217 2 7 784 1 6 18 0 7 1,336 10 10	3 66 2 49 9 6 60 12 11 16 17 81 121 18 9 23 3 6 24 9 0 23 19 11 70 3 2 9 9 3 160 17 8	0 7 8 12 10 7 0 1 2 3 10 6 0 4 6 13 9 5 6 0 5 1 9 8 0 13 6 11 16 10	2,858 8,343 13,632 6,139 12,827 8,204 5,745 6,219 12,638 6,688 10,184	290 966 2,461 817 2,469 1,067 836 925 1,877 564 2,562	2,224 1 3 6,376 5 11 10,880 4 4 4,837 4 4 10,471 8 4 6,549 6 6 4,459 6 9 4,356 8 2 10,418 10 4 4,389 11 2 8,732 3 11	15 5 7 2 3 14	14 10 1 3 2 7	11 11 11 15 8	 9 6 1 1 	2 16 5 6 2 3 14 17	2 355 4 7	5 4 37 4 35 2 7 9		1 15 3 4 13 3 261 6 1 23 11 4 175 1 0 31 14 3 34 12 2 53 1 2 117 19 11 401 10 9	2,240 5 0 6,450 7 7 12,524 0 3 5,087 18 5 1 12,174 5 1 6,809 11 2 4,855 11 8 5,158 12 3 11,392 4 7 4,877 14 6 10,643 0 0	5
MURRAYVILLE-PINNAROO LINE. Carina Pasitya	162 148	15 8 1 87 7 1	\$ 13 4 8 16 6	் 0 9	6,681 5,130	745 837	5,305 4 1 4,316 18 3	• •	••		••	1	::		••	::	5,824 5 6 4,363 2 7	
BENDIGO-ECHUCA LINE. White Hills Epsom funtly Bagshot Wellsford Goornong Avonnore Elmore Rochester Strathallan Behuca	1,736 1,067 812 436 5,319 1,364 17,049 20,838 1,037	133 11 5 111 2 9 89 5 3 39 4 0 729 19 10 215 9 10 3,782 2 6 5,574 17 8 240 4 4 12,819 12 10	29 14 4 8 8 1 1 8 11 75 6 5 18 7 3½ 288 14 11 504 17 1 25 6 2 754 5 3½	0 19 5 19 1 3 0 2 11 7 11 0 0 4 4 110 14 3 117 7 3 0 16 4 177 12 1	7,395 3,385 1,275 4,265 577 5,175 1,696 6,186 5,258 2,954 25,284	8 2,707 159 108 26 1,226 327 3,314 14,083 551 19,209	1,872 0 4 2,021 18 1 764 5 10 785 4 7 108 13 2 2,142 15 3 546 6 7 3,601 2 3 4,020 14 0 1,421 1 7 28,094 19 3	1 33 12 71 70 1	63 106 189 254	101 316 285 42 455	2 12 52	3 27 1 11 37 40	28 128 187 250 3	37 115 10 412 260 20 1,018	3 4	13 17 6 17 18 2 17 18 2 2 2 6 1,078 10 5 2,057 8 6 187 8 8 8,216 14 0	1,872 0 4 2,200 0 9 922 10 4 883 0 10 149 6 1 3,268 15 6 782 10 6 8,841 4 4 12,295 4 6 1,874 15 11 45,063 3 5	•

	PASS	engebs.	PARCELS.	HOBSES, CARRIAGES, AND DOGS.		GOODS.						LIVE	STOCK	•			
STATIONS.	Ou	itwards.	Outwards.	Outwards.	Outwards.	Inwards.	Outwards.		Outw	rards.			Inw	ards.		Outwards,	TOTAL OUTWARDS TRAFFIC
	Number of	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.		Number	of Trucl	C8.	1	Number	of Truck	š.	Revenue.	REVENUE.
	Passenger Journeys.		200.011401					Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
Bendigo-Sea Lake Line.		£ s. d.	£ s. d.	£ s. d.			£ s. d.			!						£ s. d.	£ s. d.
California Gully Eaglehawk Marong Jeichardt Derby Bridgewater Inglewood Kurting Glenalbyn Wedderburn Junction Wedderburn Junction Wychitella Buckrabanyule Barrakee Chariton Teddywaddy Glenloth Fairview Wycheproof Dumosa Nullawil Warne Culgoa Berriwillock Bolgbeat Sea Lake	9,722 2,259 1,038 1,193 5,546 11,097 363 2,900 6,892 853 972 973 1,389 7,827 423 1,389 1,016 1,883 48 2,434 1,714 70 3,786	1,226 14 1 239 0 3 96 5 6 126 12 2 1,007 14 6 2,696 9 0 103 17 6 965 13 4 1,985 5 9 204 5 4 204 1 3 95 1 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 2,829 13 11 3 6 10 24 18 4 9 121 1 7 490 19 0 22 2 6 875 2 3 799 11 0 46 13 5 1,911 5 6	317 5 3 55 6 6 15 16 4 11 3 2 73 16 1 247 11 4 6 7 7 12 0 9 43 14 9 122 1 1 22 18 10 31 4 10 16 3 10 329 17 2 6 18 11 35 11 9 194 13 1 16 0 10 56 13 10 0 6 5 65 14 6 50 18 10 3 9 2 206 16 1	15 17 6 1 13 0 0 1 9 0 5 3 3 16 2 18 11 2 0 2 9 0 3 3 1 16 0 13 5 7 5 18 5 5 9 0 0 15 6 20 4 0 3 9 1 11 10 10 0 6 6 6 1 5 6 20 3 9 0 7 6 20 3 3	2,363 4,238 1,705 1,705 18,588 3,396 4,674 3,109 865 4,610 5,993 5,812 6,178 11,337 4,750 6,105 6,105 6,105 6,105 6,105 6,106	24,137 12,107 2,229 541 13,371 2,148 303 110 113 2,045 609 891 564 6,590 384 1,029 20 3,338 791 1,262 299 1,676 2,207 445 3,595	1,938 15 7 2,659 11 2 547 19 9 761 14 7 1,527 16 6 10,275 4 7 2,349 6 0 1,571 4 8 1,027 8 5 494 13 11 2,956 5 0 3,741 7 1 2,847 9 11 3,218 15 0 7,384 14 1 3,068 9 2 4,323 16 0 4,775 12 11 4,258 3 3 4,033 10 7 1,119 12 5 4,578 2 10 6,911 19 0 1,804 17 7 6,053 1 17					6	4 18 2 44 4 3 3 1 4 5 5 39 9 3 11 3 16 35 5 7 12	78 6 36 89 32 23		7 6 3 19 6 8 38 13 0 95 4 0 867 1 1 36 7 9 146 16 6 34 15 5 18 12 2 247 13 0 229 7 1 326 4 8 129 7 8 549 4 11 49 8 2 231 0 2 1,021 4 10 511 16 1 503 1 9 96 6 0 642 11 2 231 18 4	1,938 15 7 4,226 14 3 863 6 2 912 11 2 1,761 1 1 12,227 12 5 5,348 5 3 1,776 2 4 1,178 5 4 1,524 10 5 5,324 10 5 3,460 3 11 1,113 14 1 3,145 5 10 4,911 8 3 1,097 8 3 5,098 10 8 1,238 7,997 10 8 1,238 7,997 10 8 1,855 7 8 8,612 14 4
NANDALY LINE.	,,,,,	.,										ļ		-			
Ninda Nyarrin Nandaly	105 148 528	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2 7 5 4 1 3 30 16 8	0 6 2 0 8 4	3,171 3,865 5,222	402 648 1,060	2,311 3 8 2,909 15 8 4,058 13 11	3 ::	6	₅	::	::3	 5 3	9 11 12		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2,359 10 10 2,955 13 0 4,376 4 3
NANDALY-KULWIN LINE.											,						
Pier Millan	122 217 47 195	59 4 8 172 7 5 40 7 3 162 16 1	4 0 9 11 3 2 0 5 8 4 11 10	0 14 7 0 8 2 0 1 2	3,202 3,338 766 1,496	464 914 355 1,895	2,499 0 11 2,528 13 7 584 3 9 1,184 1 5		 	:: ::	::	 8 1 10	13			,, ,, ,,	2,563 0 11 2,712 12 4 624 17 10 1,351 9 4
WEDDERBURN LINE.										 		1		'			
Wedderburn	2,277	590 6 9	92 4 3	7 4 8	17,069	2,284	9,184 11 2	7	. 19	34	••	4	6	39		201 11 1	10,075 17 11
KORONG VALE-CHILLINGOLLAH LINE. Borung	1,108 1,227 6,397 1,293 1,391	226 15 4 334 14 1 2,459 18 3 252 11 8 214 1 6 45 18 9	35	1 17 4 0 19 1 28 7 0 0 8 3	5,904 2,971 13,332 11,062 3,244 2,762	1,000 915 5,329 1,198 366 344	3,869 8 5 2,301 10 8 9,067 8 3 6,623 16 1 2,224 3 2 1,874 15 2	8 1 21 1 2	3 .6 37 7 9	71 61 98 37 30	* i3 :: ::	28 28 2 2	4 1 54 2	28 13 104 5		305 13 5 209 9 7 1,280 10 10 216 18 0 202 6 6 23 10 3	4,438 17 11 2,988 6 11 13,128 10 6 7,115 0 2 2,656 2 11 1,953 0 1

Cannie Lalbert Meatlan Ultima Gown Waitchie	. 8,460 290 2,819 866 3,764 18 1,146 2,222	1,441 2 1 41 14 10 822 8 2 253 16 1 1,582 6 1 5 0 3 275 5 10 1,054 0 1	123 18 7 12 17 10 73 10 6 28 18 7 111 4 44 7 11 45 0 4	2 17 6 0 7 5 3 7 10 4 1 6	11,388 7,034 8,000 7,232 10,097 4,344 5,654 6,617	2,655 528 1,492 909 2,853 355 1,207 1,293	8,208 18 4 4,435 2 11 5,412 10 4 5,045 9 8 7,396 9 2 3,007 8 0 4,448 9 8 5,012 4 10	9 9 1	io io	12 2 20 1 87 1 10 2 14 5	9 3 22 1 4 1	5 12 1	12 82 1 5	1 2 	862 16 11 142 4 6 634 17 3 71 4 7 443 11 11 105 2 11 41 5 6	10,639 13 5 4,632 7 6 6,996 14 1 5,399 8 11 9,537 12 1 3,079 9 7 4,973 6 4 6,154 5 8
Chinkapook Cocamba Manangatang	. 507 . 296 . 1,846	134 11 8 62 8 10 1,452 18 11	36 16 5 16 7 10 93 7 6	i 11 1	7,445 4,428 8,112	1,470 578 4,065	5,553 10 2 3,305 14 5 6,332 9 9	io			13 '40	10		1 .:	18 10 4 125 16 3	5,743 8 7 3,384 11 1 8,006 3 6
Kolmbo	. 16 . 1 17	0 13 11 0 3 9 1 12 11	0 2 8	::	2,911 18 44	827 92 247	2,284 0 5 15 8 8 40 7 2			: ::	2	 15		::	 42 15 3	2,284 17 0 15 12 5 85 19 5
Woodvale Sebastian Raywood Tandarra Dingee Prairie Mitiamo Mologa Pyramid Mineha Macorna Tragowel South Kerang Kerang Fairley Lake Charm Mystie Park Tresco Lake Boga	. 650 423 1,631 3,957 2,197 3,074 2,336 4,993 1,687 6,411 924 3,005 672 1 1 20,466 219 3,414 2,357 3,414 2,357 3,665 20,793	16 4 9 44 5 11 145 2 11 605 9 10 366 18 608 6 11 535 8 11 1,272 1 1 371 15 7 1,845 18 4 229 18 3 831 12 11 200 11 10 0 4 2 10,716 10 5 16 5 8 241 16 4 302 7 8 641 1 2 1,253 9 3	4 18 0 5 11 1 18 14 11 56 7 7 33 14 15 61 15 1 46 18 4 97 7 6 33 6 9 210 13 1 34 3 9 67 1 1 22 6 9 0 15 10 947 11 7 5 5 6 33 04 17 8 62 18 0 136 11 9 998 5 10	0 3 10 2 0 2 5 13 3 0 18 0 5 18 7 15 4 3 0 16 6 11 7 7 1 5 11 2 10 7 1 2 6 86 3 1 30 9 1 14 1 7 2 1 1 3 1 1 123 12 0	265 4,167 7,974 3,720 4,853 5,611 5,073 3,953 4,618 655 1,478 194 39 14,740 194 1,824 2,315 2,826 3,218 6,080	155 821 1,318 1,012 1,470 1,534 7,127 870 2,570 717 1,129 312 4 10,317 68 537 1,003 2,581 2,254 12,145	153 15 4 814 12 5 3,486 0 0 2,288 2 4 3,105 1 2 3,526 10 2 3,286 12 11 2,331 0 10 3,331 3 5 754 0 9 1,483 10 1 256 9 6 34 6 5 13,401 18 7 198 3 1 1,713 18 6 2,499 8 1 2,568 0 10 6,301 13 8	1 9 5 5 6 3 6 3 6 3 6 3 6 70 3 6 71	1 132 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1	77	1 1 3 7 11 14 5 23 9 6 73 5 8 5 5 6 9	440 13 63 12 89 17 80 10 128 4 414 3 12 30 3 9 436	9 42 18 70 64 100 39 41 33 47 20 443 5 29 64		6 17 3 9 8 4 140 14 10 118 16 11 526 10 1 334 5 3 815 3 4 172 4 5 1,390 17 1 318 7 2 1,130 3 10 199 12 8 3,798 0 5 51 5 3 400 1 11 415 13 6 6 7 11 352 0 8 5,103 0 3	21 2 9 210 13 7 4,290 12 5 987 18 7 4,290 12 5 2,813 6 0 4,292 11 3 4,449 1 3 5,486 9 1 2,909 4 1 6,789 15 10 3,514 18 6 680 3 3 35 6 5 28,950 4 1 2,700 19 6 2,065 16 8 2,480 18 11 3,211 16 3 4,319 1 4 23,062 1 0
Pira	. 325 . 325 . 4,517 . 950 . 4,051	23 2 9 25 11 5 1,681 9 9 143 11 2 1,282 1 8	4 17 11 7 15 2 106 6 11 3 17 5 93 2 0	4 18 7 0 1 1 4 10 8	1,790 2,467 5,234 3,367 5,228	2,037 433 9,048 685 2,622	1,447 1 6 1,757 3 0 5,117 9 10 2,461 15 2 4,107 9 3	₇	13	. 5 17 1 20 21	62	··· 2	12	::	8 2 0 36 11 3 182 17 10 1 4 3 1,027 15 10	1,485 4 2 1,827 0 10 7,093 2 11 2,610 9 1 6,514 19 5
Natva	. 46 . 309	0 3 0 3 3 11 171 3 10	0 11 4 16 11 11	 'Ô 1 10	680 2,816 359	1 64 1,116 1,501	471 15 3 2,061 13 8 417 17 6				:: ₇	iı			38 6 6	471 18 3 2,065 8 11 644 1 7
Warragamba McColl Lockington Kotta Kvemery Patho State Rivers' Siding Gunbower Leitchville Keely	354 541 249 1,619 411 227 414 	67 2 0 117 6 3 43 7 8 625 15 7 156 7 3 42 6 7 67 18 9 748 6 3 747 13 5 245 0 4 2,095 17 9	\$ 11 1 17 1 0 0 8 8 76 18 9 9 7 0 2 18 6 7 14 6 6 5 4 10 16 1 159 16 8	0 9 2 0 4 0 1 13 8 1 7 11 8 8 6 0 4 8 19 9 5 13 13 5 7 18 6 \$2 18 7	2,617 2,495 2,125 2,901 3,409 2,562 940 1,268 1,087 220 5,870	544 392 748 2,441 569 343 247 5,193 1,456 969 226 5,636	1,411 15 6 1,490 2 8 1,191 13 10 2,128 13 3 2,226 18 9 1,629 1 8 649 9 3 1,436 2 1 733 4 6 364 6 5 7,384 12 11	3 1 2 2 2 10	13 47 1 14 29 57	32 73 51 18 54 2 13 27 28 1 1 26 21 1 51	11 3 8 5	3 14 18 1 30 8 2 2	10 12 66 8 3 7	1	77 2 8 242 19 1 5 6 2 731 3 9 286 6 10 86 12 6 158 18 9 291 9 10 510 15 0 1,199 9 2	1,560 0 \$ 1,867 13 0 1,240 16 4 3,564 5 0 2,680 7 9 1,769 7 9 884 5 10 2,558 19 2 2,061 11 8 628 1 4 10,872 14 1

	PASS	ENGERS.	PARCELS.	HORSES, CABRIAGES, AND DOGS.		GOODS.		-	*			LIVE	STOCK	: .			
STATIONS.	On	twards.	Outwards.	Outwards.	Outwards.	Inwards.	Outwards.		Outw	ards.			Inw	vards.		Outwards.	TOTAL OUTWARDS TRAFFIC
	Number of Passenger	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.		Number	of Truck	s.		Number	of Trucks	5.	Revenue.	REVENUE.
	Journeys.	£ 4. d.	£ \$. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
MELEOURNE-SERVICETON LINE.		2 3 . u .	2	2 2. 4.			x 3. u.									£ . d.	£ s_d
ederal Manure Siding	5,612 7,883 17,189	197 10 2 449 18 7 1,369 5 11	24 8 0 134 12 6 213 18 1	3 0 6 25 6 5 42 11 8	12,640 141 7,636 12,361 1,223	21,223 472 2,397 4,008 102	5,446 8 1 33 10 10 1,602 0 11 3,655 7 2 247 15 4	1 1 26	 4 36	 9 57	3	1 17	1 1 16	7 17 72	 7	6 3 4 13 16 9 313 15 3	5,446 8 264 12 1 2,225 15 5,594 18 247 15
arwan acchus Marsh owsley ugliston allan	3,548 36,889 588 861 10,870	352 11 0 4,643 3 11 62 14 1 133 4 6 2,039 7 10	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4 16 9 302 6 8 0 2 4 0 6 10 30 18 11	4,106 16,169 5,375 210 7,147	911 15,130 470 258 1,905	1,100 12 8 6,416 6 9 1,467 5 1 102 17 8 2,264 9 8	2 73 1 27	1 278 5	112 344	11 26	12 51 1 20	97 3	41 104 1 2 152	 2	114 5 0 1,081 17 0 29 17 8 1,587 11 0	1,603 3 1 14,156 7 1,567 6 248 19 6,191 15
radshaw landeilo ordon ilibrook 'allace	8,138 1,836 5,218	52 13 10 1,003 12 9 223 0 6 597 2 2	2 10 7 132 16 2 21 13 1 81 9 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2,567 4,861 2,195 7,036	1.069 192 683	4 8 0 480 3 7 2,000 6 6 956 5 5 3,594 10 2	 1 7	 19 25	70 12	·· ·· ·· 22	1 1	3 5 4	1 9 5		1 15 6 236 17 4 102 11 2	59 16 1 480 3 3,140 15 1,442 6 4,377 0
ungarce unnstown (arrenheip allarat East	10,972 6,973 10,710 32,034 341,501	1,018 3 8 251 3 3 472 9 0 4,689 7 5 79,976 6 11	44 2 7 10 16 11 41 3 4 512 4 11 11,203 17 2	21 4 6 1 6 5 8 4 0 487 4 9	14,241 4,621 1,027 2,936 54,492	1,096 3,680 332 30,909 104,729	7.878 9 1 2,710 14 2 596 4 11 1,764 8 2 59,167 12 5	381	5 1 404	1.086	 1 177	1	814	2,083	595	6 1 0 0 10 6 2 9 11 6.864 3 10	8,968 0 1 2,973 4 1 1,113 13 6,974 4 157,699 5
orth Ballarat endouree owling indermere arrumbeet	4,858 520 60 8,664 4,720	438 9 7 31 14 3 3 7 5 261 2 11 506 2 7	3 5 8 46 17 4 36 2 3	0 16 9 0 16 0 0 9 0 29 15 0	3,148 4,889	1.006	1,654 6 4 3,049 9 0	 1 14	 3 16	74		3 10	15		• •	4 14 11 257 6 1	442 12 31 14 4 3 1,967 10 3,978 14 1
rawalla caufort iddle Creek nongor obie	2,158 16,159 1,999 5,003 2,546	383 2 6 3,510 18 .7 285 19 .7 •753 0 1 129 3 3	43 8 7 338 13 5 30 11 1 60 1 3 14 13 5	3 19 0 48 0 0 0 17 10 8 13 2 0 15 1	4,534 20,574 1,568 5,376 267	161 2,845 203 1,924 145	1,059 5 4 6,105 10 7 999 0 4 1,790 15 9 237 11 10	1 16 10 4	19 36 1	12 215 79 44 3		3 41 3 7	30 4 21	73 8 12	3	40 16 6 834 1 1 394 1 11 170 7 2 8 11 7	1,530 11 1 10,837 3 1,710 10 2,782 17 390 15
rarat rinstrong vine's Siding reat Western	128,821 777 4,863 32,520	20,256 17 8 90 1 0 578 0 11 10,312 2 3	1,161 16 11 12 12 1 64 17 1 870 5 6	167 J8 10 0 7 4 1 J1 1 81 J1 6	6,451 1,921 485 9,766 21,981	10,762 78 1,921 11,509	4,075 4 2 354 7 2 762 6 10 3,314 5 10 11,730 17 4	36 7	33 2 17	74 1 58		6	70	113	2	571 9 8 31 3 5	26,233 7 457 7 762 6 1 3,989 18
aweli Wheat Depôt eep Lead lenorchy 'al Wal	472 4,482 2,008 4,596	49 8 11 772 18 5 314 5 5	7 7 0 84 5 10 30 9 9	0 2 6 12 2 1 0 8 0	82,456 4,886 8,638 8,782	13 1,097 575	31,785 8 2 1,641 14 3 4,651 17 10 4,426 12 7	13 10 1	3	iòs	12	26 5 2	43 7 2 24	98 38 33	3 	\$93 10 7 635 0 7 2 5 3	23,388 7 31,785 8 1,698 12 6,156 4 4,774 1
shens urtoa ing	242 25,084 5,457 2,152	943 7 7 9 19 4 7,567 14 1 774 13 2 463 14 4	59 10 11 356 18 7 43 11 0 37 10 4	6 2 3 64 12 9 27 19 1 9 16 6	8,658 8,093 13,014 10,673	1,339 41 13,355 2,950 5,951	5,804 17 6 6,232 17 4 8,680 8 11 7,429 7 4	3 16 16	5 17 12 14	77	 1 	14 13 11	24 9 1 5	83 183 3 43		238 10 0 406 12 0 14 13 0 360 16 11	7,052 8 9 19 14,628 14 9,541 5 8,301 5
orsham ahlen Siding	52,300 4,290 1,225	16,349 15 3 491 16 8 87 16 11	1,530 16 31 31 19 6 10 14 9	428 8 4 9 13 9 0 10 11	17,207 3,173 10,246 13,055	26,569 253 1,250 939	14,222 14 5 1,918 10 7 6,126 4 0 7,937 12 11	74	66	125	. ::	61	43	266	::	2,117 19 5 87 4 5	34,649 13 1,918 10 6,696 18
Olmboola lerang Gerung Liata	23,872 1,449 1,236	7,990 19 4 106 12 3 176 .5 9	275 5 8 24 1 10 15 3 9	127 10 11 0 19 10 0 13 4	8,959 8,853	11,380 1,095 6 81	7,937 12 11 7,313 18 11 6,319 9 7 3,980 12 1	41 1 8	43 3	97 2 10	₁	"io	30	42		738 5 0 6 6 2 55 8 9	8,036 15 16,445 19 1 6,457 9 4,227 18

	Salisbury Nhill Tarranginnie Diapur Miram Kaniva Lillimur Serviceton BUNINYONG LINE	358 15,393 235 1,476 1,191 5,986 1,165 7,075	41 15 1 6,827 3 7 12 19 7 157 16 8 122 14 1 1,903 4 0 142 15 11 2,050 8 3	5 9 6 397 11 5 3 13 0 11 13 8 25 4 11 109 14 7 23 0 34 10 10	0 2 11 38 18 8 0 11 7 0 16 7 0 2 4 4 8 11 3 10 11 18 7 3	2,723 15,746 1,367 2,023 5,415 6,221 4,977 3,578	174 18,632 393 541 1,182 3,094 5,263 943	1,920 8 5 12,796 1 0 661 17 2 1,516 0 6 3,919 4 7 5,273 4 8 4,277 7 5 2,701 13 0	2 43 6 14 3 .8	1 62 2 5	194 5 21 144 6 89	2	30 	1 128 35 128 7 2 3 56 7 75		10 6 6 1,927 5 10 37 9 9 98 16 5 992 12 6 15 8 0 196 14 1	1,978 2 5 21,487 0 6 716 11 1,686 1 7 5 4,186 2 4 8,283 4 8 4,463 2 3 5,001 13 5	
	Eureka York-street Levy Canadian Mount Clear Reid Mount Helen Buninyong BALLARAT-BREEWARRA LINE,	1,874 2,143 5,231 9,622 1,494 1,760 1,521 64,818	34 9 2 27 1 0 65 12 1 118 16 11 24 16 9 34 19 6 38 10 6 1,762 1 0		1.3 6	6,235 702 3,170	14,307 1,580 2,950	4,863 2 6 683 12 6 2,824 17 9			1				371	 5 13 10	4,897 11 8 27 1 0 65 12 1 802 9 5 24 16 9 34 19 6 38 10 6 4,684 0 8	
·	Cardigan Kopke Haddon Nintingbool Sinythesdale Scarsdale Newtown Berringa Illabarook Rokewood Werneth Cressy Barpinba Beac Ondit	574 180 2.111 337 8.809 5.146 6.748 1.284 2.244 1.068 629 7.177 874 6.299 617	18 6 10 8 12 8 89 16 5 16 11 5 470 3 11 301 15 6 428 2 7 130 6 10 310 13 9 210 12 3 121 9 1 1,498 1 9 923 10 0 47 16 11	0 17 2 0 17 9 17 15 4 2 15 3 56 11 6 23 5 2 32 19 7 15 13 11 31 8 8 23 6 6 11 0 2 104 19 6 9 17 11 138 10 6 9 6 11	0 3 10 0 5 9 0 2 5 0 12 10 1 15 10 0 12 6 1 15 1 0 2 0 13 19 1 4 13 11 4 16 8 0 6 6	308 627 13,876 2,413 1,630 1,535 3,506 3,934 5,401 1,482 1,796 3,049	151 205 236 231 136 341 727 644 2,631 3,144 5,078 1,631	189 10 3 313 7 7 2.400 7 3 683 4 8 788 7 10 1,491 3 0 1,805 13 1 2,737 16 6 768 2 0 1,283 9 9 2,016 8 9	1		14 38 517 2 107		5 11 2 16		14		19 4 0 9 10 5 297 5 10 19 6 8 948 19 9 2,725 10 4 1,191 9 7 750 1 9 1,097 13 8 1,853 13 0 1,948 19 8 5,016 5 8 977 2 5 2,743 15 0 2,083 17 \$	83
	LINTON LINE. Happy Valley Linton LINTON-SKIPTON LINE.	263 10,666	34 16 11 950 8 1	88 2 5	iš 8 7	3,059	1,223	1,317 17 10		20	i28	7		is is	**	795 5 9	34 16 11 3,167 2 8	
•	Pittong	484 4,001	64 1 11 864 14 4	10 0 9 185 16 1	0 0 7 2 3 0	335 4,994	112 2,449	216 3 1 3,222 13 10	21	29	3 8 99	is		19 40	••	159 17 2 429 13 3	450 3 6 4,655 0 6	
	Langi Logan New Langi Logan Siding South Langi Togan Siding Country Reads Board Siding Maroona Calvert Siding Willaura Stavely Glen Thompson Dunkeld Montajup Strathkellar Hamilton Branxholme Condah Mynmyn Milltown Heywood Heathmere Gorae Portland North Portland	4,018 1,121 2,647 8 5,615 768 4,135 5,733 258 678 47,819 5,762 3,626 1,103 882 8,447 2,142 10,227	217	11 5 5 60 9 11 194 13 3 11 5 11 110 16 4 122 6 11 4 1 3 30 15 3 30 15 3 1,656 15 0 78 15 0 78 13 3 7 1 2 177 19 9 0 1 12 3 1 12 3 1 12 3 1 12 3 1 12 4 1 12 5 1 12 5 1 12 6 1 12 7 1 12 7 1 12 8 1 12 8 1 12 8 1 12 8 1 12 8 1 12 8 1 12 8 1 12 8 1 12 8 1 12 8 1 12 8 1 12 8 1 12 8 1 13 8 1 14 8 8 1 15 8 .	0 3 6 1 9 8 13 19 2 0 5 6 9 8 4 15 19 6 0 6 10 336 7 3 13 6 4 9 11 8 0 5 9 0 7 0 12 16 1 4 5 4 24 14 8	2,079 41,509 2,210 2,112 7,403 3,706 4,394 942 628 1,581 14,498 297 2,713 3,004 2,170 1,656 2,601 6,798	2,841 9,915 9,386 10 642 128 3,079 548 1,296 1,222 284 316 19,188 1,076 773 211 112 1,342 1,342 1,47 144 340	1,004 0 8 8,753 18 0 1,625 4 3 1,220 8 4 5,875 17 5 2,370 17 3 2,661 16 8 1,873 14 1 475 19 5 1,198 4 3 12,165 15 11 878 6 3 1,049 1 11 2,145 2 11 1,545 4 1 2,092 2 5 993 3 8 1,363 7 11 2,802 19 1 6,184 1 9	1	1	163		7 8	2 7 13 107 1 23 17 35 7 47 7 47 		4 16 0 422 18 6 2.479 15 6 368 13 4 1,438 2 5 2,401 12 5 4 19 1 14 18 3 7,891 4 7 1,195 16 1 946 15 10 1,402 7 5 27 12 11 189 19 1	77 8 8 8 8,753 18 9 2,888 10 1 1,220 14 7 10,226 19 6 2,853 14 8 5,336 19 9 5,911 10 7 504 10 4 1,285 17 5 39,580 0 5 3,375 11 11 2,779 6 11 364 3 4 1,559 9 5 5,473 11 11 1,003 15 7 1,371 3 9 3,287 6 112,281 9 1	

	PASS	Bengers,	PARCELS.	HORSES CARBIAGES, AND DOGS.		GOODS	. .				;	LIVE ST	ock.				
STATIONS.	Ot	itwards.	Outwards.	Outwards.	Outwards.	Inwards.	Outwards.		Outw	ards.			Inw	ards.		Outwards.	TOTAL OUTWARDS
	Number	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.		Number	of True	13.	N	(umber	of Truck	s.	Bevenue.	TRAFFIC REVENUE.
	Passenger Journeys.							Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheeps	Pigs.		
Hamilton-East Natimuk Lind,		£ s. d.	£ s. d.	£ s. d.	*		£ s. d.									£ 1. d.	£ e. d
Kanawalla Kyup Lavendish Urangara Gatum Vyasey Englefield Bandard Kanagulk	20 35 1,987 55 71 376 42 2,174 896	0 17 2 4 4 6 272 16 10 6 5 7 12 12 9 71 7 6 9 7 10 700 2 8 211 6 3	0 7 1 46 19 1 0 1 6 0 15 11 1 6 9 0 16 1 38 4 11 19 12 2	0 13 0 0 12 3 0 7 3 0 5 8	100 171 4,696 406 180 1,279 516 2,141 924	62 35 2,606 29 77 254 125 951 547	68 17 8 158 18 6 3,089 12 4 90 0 1 347 10 11 721 5 9 164 13 7 2,507 9 2 999 10 3			38 137		 1 	2 2 2	35 38		814 8 0 920 16 1	69 14 10 163 10 1 4,224 9 3 96 7 2 360 19 7 794 12 3 174 17 6 4,167 0 1 1,230 13 11
Jeffries Foolondo Jallumba Noradjuha	276 1,625 895 1,683	49 13 9 328 12 10 136 8 10 264 2 11	3 3 8 28 11 4 7 17 7 32 4 3	5 1 11 0 7 0	14 1,819 604 1,727	54 267 145 759	15 6 4 1,012 10 11 548 12 8 1,175 6 7		"3 "1	6 2	**		₄	 4 2 4		83 0 2 0 14 0 20 5 2	68 3 6 1,457 17 3 693 13 1 1,492 5 1
COLERAINE LINE.																	
ochara	28 834 64 6,741	1 10 2 107 18 3 7 7 7 2,264 11 6	0 18 4 20 15 4 1 11 2 215 16 9	0 7 0 0 11 0 34 6 4	29 96 6 4, 309	188 49 3,097	15 6 0 244 16 3 1 13 1 5,604 10 0	:: 24	 88	 708	3 40	13	:: `i5	 .55	 	24 3 8 5,723 6 8	17 14 6 398 0 6 11 2 10 13,842 11 3
CASTERTON LINE.																	
finkite trassdale ferino lenty andford asterton	\$ 1,166 4,340 759 2,683 8,747	0 \$ 7 272 12 7 1,210 19 7 192 1 9 547 14 6 1,868 15 7	i9 10 10 144 15 6 18 19 8 32 15 7 844 2 2	0 9 11 3 9 5 1 1 1 46 10 8 105 13 1	276 799 382 547 6,121	347 2,240 720 227 4,324	493 4 3 1,368 12 7 468 8 5 593 8 11 7,940 14 6	 5 4 3 22 5	58 1 61 124 1	173 98 62 565	9 24 1 57	₂ .6 ₃	5 3 4 13 5	7 1 5 28 20	 1 2	1,508 10 7 860 11 10 1,106 0 7 5,621 3 1 382 7 11	0 3 7 2,294 8 2 3,588 8 10 1,786 11 6 6,841 12 6 12,641 13 3
Heywood-Mt. Gambine Linn.		•															
Lyons Freenwald Winnap Dartmoor Garp Garp Galanganee Rennick	458 811 972 2,282 165 297 852	78 18 8 149 18 10 241 7 11 613 1 3 22 9 6 63 10 3 59 4 6	9 17 0 7 15 4 19 2 6 23 14 8 1 7 6 10 11 1 0 1 0	0 6 11 0 6 2 0 1 9 2 1 9 0 5 7 3 15 6	725 2,371 2,537 705 32 239 245	75 212 375 318 30 86 11	346 18 1 1,094 19 9 1,388 10 3 595 15 3 29 2 5 269 3 2 57 10 7	"1 "1 "	i0	1 12 28		· · · · · · · · · · · · · · · · · · ·	 3 1 	3 1 2 14		3 7 9 63 6 3 203 3 7	431 0 8 1,256 7 10 1,712 8 8 1,437 16 6 52 19 5 333 10 1
GRAMPIANS LINE.																	
Fyans' Creek	::	••	::	••	575 2,320	9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	**	**	::	::	::	::	::		::	254 17 1 385 2 1
MARNOO LINE. Jackson	4,625 178	0 7 6 1,592 0 5 10 15 7 36 5 3 503 5 5	114 6 8 1 15 0 6 9 1 44 8 5	7 13 5 0 2 9 10 16 2	3,341 8,451 6,013 8,767 11,501	282 10,617 480 1,071 4,542	1,561 18 2 5,860 2 4 3,846 15 8 5,063 6 8 7,346 13 7	1 8 3 2 7	14 2 8	ió3 'i9	::	1 8 3 5 12	'i1 .:.	46 1 20 25		1 1 3 589 19 11 5 16 0 124 6 3 238 13 7	1,563 6 1) 8,164 2 6 3,865 2 5 5,230 10 6 8,148 17

	Hopetoun Line.	1	1	1	1	1	1	1	1	1	1	1	1	ı		1		
	Coromby Minyip Nullan Sheephills Mellis Mell	744 9,333 507 2,740 147 19,242 4,261 790 7,225 1,634 591 5,748	38 9 4 2,410 11 9 52 13 2 610 1 4 25 7 0 7,240 13 3 55 2 10 632 1 11 74 0 0 1,570 13 2 226 0 2 84 10 7 1,934 5 1	4 16 7 230 15 8 6 10 2 47 11 0 0 9 10 724 3 5 11 1 5 37 3 10 10 5 9 152 19 2 13 0 6 5 16 1 135 13 7	0 2 5 48 10 2 2 7 7 117 2 10 66 18 8 1 1 9 1 13 9 0 0 11 12 4 4 7 0 2 0 17 9 18 6 4	6,584 19,670 5,615 15,296 3,953 20,091 7,705 10,868 5,512 10,309 4,518 1,002 9,672	939 14,761 200 1,865 137 23,493 1,009 2,090 856 4,631 1,112 209 4,436	4,406 9 8 12,068 3 3 3,981 16 9 10,792 1 11 2,802 3 7 15,510 1 2 5,759 11 8 7,834 18 1 3,996 11 5 7,658 11 8 3,509 19 3 757 0 1 7,903 14 7	21 20 41 14 	60 3 24 	3 66 57 211 33 83 121 34 	 1 	23 18 48 22 6	9 4 39 3 3 14 5	2 26 	1	28 18 6 522 5 5 449 19 1 1,523 17 8 273 4 0 479 8 3 914 0 0 309 17 6 472 9 11	4,478 16 6 15,280 6 3 4,043 7 8 12,016 16 2 2,828 0 5 25,065 14 2 6,100 1 8 8,985 5 10 4,080 18 1 10,608 8 4 4,065 17 7 848 4 6 10,464 9 6
	Remlaw	163	6 11 1			3,405	363	2,410 6 11			.,							2,416 18 0
	Vectis Quantong East Natimuk Natimuk Arapiles Mitre Nurcoung Gymbowen Goroke	419 2,783 557 6,822 422 915 109 1,084 3,782	26 3 10 243 11 4 61 18 7 1,347 13 7 41 12 6 111 15 8 14 0 5 189 9 8 1,344 17 9	0 8 2 12 0 1 2 0 5 132 10 6 2 5 3 14 3 0 1 11 7 13 12 4 106 3 1	0 6 10 0 2 0 17 18 1 0 5 8 0 0 7 0 5 4 3 6 0	4,833 1,572 59 2,288 1,796 2,823 237 1,051 4,191	540 607 31 2,723 409 545 50 389 1,770	3,168 17 10 1,413 18 6 40 11 3 1,347 6 3 1,203 0 9 2,373 2 4 82 11 4 640 2 11 3,741 2 2	io : 1	··· 2 ··· 2 ··· 1 14	29	1		1	36		2 13 0 97 14 7 0 14 3 15 8 0 7 15 0 558 2 11	3,198 2 10 1,669 16 9 104 12 3 2,943 3 0 1,247 18 5 2,514 9 7 98 3 4 851 5 3 5,753 11 11
	RAINBOW LINE.			_														
-	Arkona Antwerp Tarranyurk Jeparit Ellam Pullnt Rainbow	185 1,874 257 7,064 129 109 6,574	$\begin{array}{c} 19 & 6 & 7 \\ 166 & 13 & 0 \\ 26 & 19 & 10 \\ 1,915 & 3 & 9 \\ 9 & 11 & 10 \\ 11 & 1 & 1 \\ 2,489 & 12 & 7 \\ \end{array}$	2 16 2 10 16 7 5 3 0 203 13 6 4 6 9 4 2 1 218 1 8	0 6 9 0 1 9 22 19 3 85 12 9	3,671 10,625 7,523 7,426 6,125 7,012 10,907	544 1,412 1,216 3,852 708 745 5,982	2,419 7 1 7,103 2 3 5,481 8 2 5,727 1 2 4,390 14 6 4,069 18 6 8,815 12 4	38	1 14 25	 4 1 102 82	1 1 2	6 19	12 13	2 3 	•••	13 15 8 7 2 10 719 0 6 1 10 6 15 7 0 765 19 6	2,441 16 7 7,294 9 3 5,520 13 10 8,587 18 2 4,406 3 7 5,000 8 8 12,374 18 10
	YAAPEET LINE.			ļ											İ			
	Albacutya Yaapeet	147 258	7 10 1 40 6 6	$\begin{array}{c cccc} 1 & 0 & 1 \\ 18 & 17 & 7 \end{array}$	54 3 2	3,495 6,897	471 1,297	2,722 2 1 5,580 9 6	::	* * *	3	::		::	• •	::	śö 17 11	2,730 12 3 5,544 14 8
	LORQUON LINE,																	
	Detpa Lorquon	25 547	1 18 10 91 10 10	is 10 0	0 2 4	6,546 7,663	S16 2,366	4,757 0 5 5,835 13 10	2	4	.51	::	• •	1	is	::	155 4 8	4.758 19 3 6,101 1 8
	YANAC LINE.			e me collision												İ		
	Nether by	804 500	234 2 10 114 3 0	17 7 6 18 6 7	0 9 0 0 16 5	6,385 8,457	1,134 1,453	5,079 5 7 6,852 7 8	1	3 4	i4	::	4		1	::	1 5 3 81 1 6	5,332 10 2 7,066 15 2
	MELBOURNE-GERLONG LINE.													į				
, •	Laverton Werribee Manor Little River Lara Corio North Shore North Geelong Geelong Freezing Works Siding Corio Quay Geelong Geelong Pier	18,826 111,822 4,213 13,377 17,910 16,193 2,297 20,005 359,055	696 8 0 6,179 0 8 179 10 8 1,057 7 0 1,474 0 0 1,361 12 3 137 13 4 2,699 1 8 68,068 11 10	57 10 0 1,158 11 10 7 0 8 154 13 2 130 19 8 130 17 3 5 2 0 231 5 7 5,578 11 0	2 7 9 98 9 10 6 9 2 12 0 10 4 16 4 0 9 0 0 17 10 10 11 6	3,869 22,062 291 11,092 24,306 33 46,841 174,435 £4,735	2,648 18,047 378 1,883 3,451 1,877 131,855 72 3,088 153,915 805,284	5,306 14 6 6,130 13 11 64 14 8 2.983 3 7 6.549 12 2 36 16 3 7,342 3 6 54,482 13 8 16,508 9 9	10 3 5 115	1 46 6 4 372 220	347 1 220 95 785 	153	5 48 10 19 122	3 18 6 22 4 4 446	5 108 58 139 70 1,042 54	97	9 3 3 1,403 10 6 1 3 8 351 13 10 296 4 9 3,081 10 7 1,223 8 8	4,072 3 6 14,970 6 9 258 18 10 4,558 18 5 8,455 12 11 1,529 14 9 143 13 2 13,264 22 10 129,797 17 7 16,508 9 9
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		PASSI	ENGERS.	PARCELS.	HORSES, CARRIAGES, AND DOGS.	The state of the s	GOODS.				×		LIVE	STOCK.				
STATIONS.		Out	wards.	Outwards.	Outwards.	Ontwards.	Inwards.	Outwards.		Outv	vards.			Inw	ards.		Outwards.	TOTAL OUTWARDS
	,	Number of Passenger	Revenue.	Revenue.	Revenue.	Tons.	Tons.	· Revenue.		Number	of Truck	is.		Number	of Trucks	8.	Revenue,	TRAFFIC REVENUE.
	-	Journeys.						Photographic Commission and Commission Commission and Commission C	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	manuscript and the second seco	
GEELONG-PORT FAIRY LI	F	,	£ s. d.	£ s. d.	£ s. d.			£ s. d.									£ s. d.	£ s. a
farshall farovedale feetdavel forfac stockley Vinchelsea rmylage stirregurra Varnecort rrrewarra folac darpent fron Yallock toneyford fomborneit Veerite damperdown doorcan ferang farvoc fannure sudgee fillansford Varnnambool Voollen Mills Siding bennington flowa forost rossley Cirkstall floyne forose f		1,388 1,344 686 4,934 1,118 13,288 940 13,994 1,146 2,808 66,806 1,089 5,368 2,650 3,364 1,503 36,908 7,45 27,827 2,998 3,328 1,907 6,189 133,935	157 13 4 154 17 10 66 18 0 589 16 7 158 9 4 2,343 18 6 156 16 6 3,212 15 6 770 9 8 17,669 18 4 408 13 1 1,003 0 2 417 0 3 585 12 3 574 4 9 10,966 18 6 245 10 4 7,252 15 2 591 15 8 564 18 6 320 2 4 1,213 17 2 18,656 3 7 174 9 9 3,718 5 11 12 6 6 14 10 11 9 11 9 3 3,613 5 1	333 14 11 9 3 4 9 4 10 35 8 1 13 0 8 181 10 0 11 2 8 302 12 8 26 18 10 76 2 4 1,801 3 10 147 19 7 538 18 3 866 0 9 782 3 11 308 9 6 1,283 19 7 69 19 11 533 1 7½ 91 9 10 98 1 0 23 18 9 13 8 10 23 18 9 13 8 10 23 18 9 13 8 10 23 18 9 13 8 10 24 18 10 25 1 16 0 0 2 2 6 0 10 1 0 14 2 495 1 11	3 2 0 0 2 1 0 5 7 1 14 6 4 4 0 13 4 7 11 3 9 21 1 3 3 0 10 5 3 14 5 6 0 13 5 48 18 7 219 11 5 48 18 7 219 11 5 48 18 7 219 11 5 48 18 7 219 11 5 48 18 8 1 2 9 2 2 34 5 5 5 22 6 1 0 496 8 0 496 8 0 496 8 0 496 8 0 496 8 0 497 8 6 11 14 9 208 4 3 4 3	1.014 3,771 7,314 2,941 11,577 4,551 2,782 667 348 12,648 11,029 323 1,156 4,929 5,854 6,607 427 1,415 31,252 3,707 3,707 3,707 3,707 3,707 273 1,108 9,641 3,749	3,712 168 168 296 2116 384 4,520 628 1,565 543 3893 361 16,901 776 17,098 754 883 372 6,442 52,359 219 22,768 2089 268 269 268 269 268 269 269 268 269 269 268 268 269 268 269 268 269 268 269 268 269 268 269 268 269 268 269 268 269 268 268 269 268 269 268 269 268 269 268 269 268 269 268 269 268 269 268	480 2 5 1.079 17 5 2.840 14 6 1.150 18 6 1.454 6 3 300 18 10 275 18 10 275 18 10 275 18 10 375 18 18 10 375 18 18 10 375 18 18 18 18 375 18 18 18 18 375 18 1	1	3 1 2 4 25 1 1 100 447 447 1 29 6 107 213 92 523 3 51 386 2 147 27	8	13	3 6 15 3 4 4 1 1 1 1 1 2 2 2 2 2 2	19	12		34 8 8 17 9 305 18 6 51 8 8 527 15 10 2 2 4 425 12 11 280 10 0 4.500 11 3 48 5 5 214 2 6 4 5 3 105 1 10 963 0 11 4.279 13 10 1.250 12 2 4.768 7 170 18 0 2 8 4 209 14 8 3,583 1 0 45 5 9 2,399 14 0 45 5 9 2,399 14 0 468 5 10	989 1 164 3 1,162 3 3,773 12 1,408 1 1,8014 2 1,326 11 5,416 8 606 5 1,406 15 34,042 3 1 6,956 5 17 2,504 11 1,598 5 3,201 0 1,598 5 3,201 0 2,175 14 2,175 14 2,175 14 39,186 19 5,787 0 4,475 6 12,988 7 1,988 7 2,918 7 2,918 7 2,918 7 2,918 7 2,918 7 1,903 7 1,903 7 1,903 7 1,903 7 1,903 7 1,903 7 1,903 7 1,903 7 1,903 7 1,903 7 1,903 7 1,903 7 1,903 7 1,905 10 1,9258 3 1,988 7 1
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South Residence 16,322 1,975 4 218 9 8 315 4 1,720 27,800 1,105 1 1,007 34 1,007	GHERINGHAP—MAROONA LINE. Murgheboluc Inverteigh Doroq Wingeel Poorneet Duverney Bertybank Gnarkeet Lismore Derrinallum Vite Vite Pura Pura Nerrin Nerrin Westmero Mininera Tatyoon Queenscliff Line.	116 1,269 96 440 152 256 896 2,974 3,215 297 649 678 2,053 870 522	11 7 5 258 9 7 15 18 2 115 1 8 80 18 0 289 19 4 67 13 4 1,079 3 0 834 1 6 73 7 9 253 6 4 309 2 11 812 3 3 262 10 8 177 0 6	1	0 5 8 14 13 11 0 12 1 0 2 4 1 0 6 0 0 6 26 4 7 1 3 9 1 14 9 2 9 4 14 10 1 27 10 3 0 10 6	1,034 1,788 1,068 128 103 5,407 7,961 1,804 6,460 2,682 2,481 216 427 7,297 3,790 2,759	48 816 265 109 217 896 1,813 300 2,800 2,926 451 1,247 2,557 1,158 780	190 2 5 793 19 8 379 18 7 87 12 5 65 6 0 2,597 15 5 4,197 5 9 947 7 3 3,436 4 8 948 15 4 986 13 9 491 0 0 4,752 8 3 2,436 3 1,930 6 9	1 5 1 3 9 2 85 15 7 4		78 88 24 246 246 72 52 194 85 56	21		5 1 1 29 27 7 2 2 2 2 1	35 1 46 8 1 19 10 8 8 3 6 5		180 10 3 433 18 11 9 19 0 77 2 2 787 6 2 1,386 9 6 2 12 6 482 2 8 263 6 8 1,443 13 11 208 6 6 302 1 9	202 12 11 1,291 10 7 396 6 10 677 16 4 125 13 9 2,689 13 11 4,609 1 11 1,024 12 4 5,435 0 1 4,238 10 10 1,401 10 7 1,149 11 0 1,107 14 9 7,132 9 6 2,964 2 5 2,44* 19 11	
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Colac-Crowes Line. Tulloh Tu	Whoorel Dean Marsh Pennyroyal Murroon Barwon Gerangamete Yaugher	3, 123 428 316 1,305 204 114	917 7 5 37 0 1 20 1 0 272 16 8 14 18 11 31 9 7	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccccc} 0 & 9 & 3 \\ 12 & 17 & 3 \\ 0 & 1 & 10 \\ \vdots \\ 0 & 6 & 9 \end{array}$	1,756 1,264 1,120 4,925 1,026 469	1.090 146 123 454 58 166	$\begin{array}{ccccc} 775 & 5 & 1 \\ 412 & 18 & 9 \\ 256 & 10 & 8 \\ 2,664 & 7 & 6 \\ 675 & 10 & 2 \\ 444 & 0 & 1 \\ \end{array}$	5 1	33	1 15 1	3 1 1 1			2	17 1 14	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
	COLAC-CROWES LINE. Tulloh Coram Barongarook Kawarren Hitt's Siding Lovat Gellibrand Banool Wimba McDevitt Dinmont Ditchlev Beech Forest Ferguson Weeaprolnah Pile Siding Kincald Siding Wyelangta Pottitt's Siding Stalker Macknott's Siding Laver's Hill	70 228 612 1.500 602 3,798 344 199 66 354 81 10,335 1,859 1,054 1,631 3,631 2,709	6 8 3 12 10 10 44 17 5 123 7 2 13 7 2 14 11 426 17 10 40 8 11 15 5 5 5 8 9 6 22 6 8 17 10 3 1,875 10 11 108 6 7 66 4 6 10 10 10 10 10 10 10 10 10 10 10 10 10	2 3 11 1 16 8 2 10 8 2 9 1 9 2 9 6 0 12 8 0 5 6 0 13 0 0 3 5 272 11 8 4 14 7 1 18 5 9 6 3 2 1 6 2 11 10 38 10 5		40 6,206 7,230 2,873 5,965 102 18 146 509 7,437 500 165 2,809 7,437 500 165 2,837 51,945 3,375 1,945 3,532 464	 257 321 89 3,906 18 16 5 18 1 1.857 483 80 273 857 113 85 83	0 1 2 1 0 2 1 0 2 2.412 8 10 2.370 1 3 47 17 5 392 5 4 3,011 19 10 46 16 7 6 0 9 141 13 7 229 14 8 8 10 9 7 1,970 9 4 4.284 4 11 348 14 8 \$8 10 9 17 13 7 3.304 10 0 2.193 10 0 1,365 5 10 1,988 17 3 530 19 4		16	31 	· · · · · · · · · · · · · · · · · · ·					105 13 1 105 13 1 159 10 9 25 12 0 0 16 0 3 4 6	$\begin{array}{c} 6 & 9 & 5 \\ 13 & 11 & 2 \\ 2,459 & 10 & 2 \\ 2,495 & 5 & 1 \\ 47 & 17 & 5 \\ 449 & 15 & 11 \\ 3,575 & 6 & 1 \\ 89 & 15 & 0 \\ 21 & 18 & 10 \\ 150 & 13 & 7 \\ 252 & 14 & 4 \\ 18 & 1 & 5 \\ 4,284 & 5 & 4 \\ 4,397 & 14 & 10 \\ 442 & 9 & 7 \\ 88 & 10 & 9 \\ 111 & 16 & 1 \\ 3,740 & 6 & 10 \\ 2,193 & 10 & 0 \\ 1,723 & 2 & 5 \\ 2,001 & 9 & 1 \\ 1,479 & 12 & 7 \end{array}$	

		PASSI	ENGERS.	PARCELS,	HORSES, CARRIAGES, AND DOGS.	4 9 4 1	GOODS.						AVE	STOUK,				
STATION	la.	():	itwards,	Outwards.	Outwards,	Outwards.	Inwards.	Outwards.	,	Outv	vards.			Inw	ards.		Outwards,	TOTAL OUTWARD: TRAFFIC
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nsington ymarket wmarket Show Gre oot Vale onee Pends sendon rth Essendon scoe Vale onroy admendows merton digieburn mybrook veridge dillan thtwood more East modford	numis	1,820,570 3,084,546 2,481,903 2,464,707 13,031 129,793 97,316 55,230 3,394 9,933 7,596 3,912 10,647 1,048 3,801 11,468	16,388 3 2 21,593 0 3 37,347 2 7 38,612 6 0 40,100 13 1 166 10 3 2,121 17 9 2,001 4 5 2,828 19 5 154 14 0 563 12 0 611 2 5 343 6 11 1,209 5 11 131 2 9 487 4 9 2,505 16 6	207 0 51 244 10 11 0 17 8 288 8 3 412 7 11 581 1 10½ 5 6 11 55 6 5 271 11 1 91 8 6 387 16 9 505 10 6 109 9 11 271 18 7 8 15 8 50 19 8 308 11 1 240 1 2	6 18 5 3.575 12 8 3 11 4 13 6 4 8 19 0 36 19 10 1 7 9 25 8 5 0 5 0 10 5 1 36 6 8 11 5 11 10 5 9 0 5 8 3 13 3 26 17 11 22 13 1	1.599 54 667	84.006 52,764 58 28,480 1,710 992 1,400 1,201 1,031 241 850 7 436 122 4,764 15,875	6,194 17 7 4,469 15 9 162 11 10 1,434 14 0 34 10 3 342 3 9 116 19 2 674 4 11 592 19 6 215 17 9 591 13 1 1 144 16 11 1,544 13 2 280 9 2 3,514 11 0	777 34 17 13 29 22 20 	5,560 171 	35 8,949 20 99 190 246 7 140 138	284 5 	546 21 15 20 13 5 9	16,257 142 68 28 46 16 146 	27 21,916 22 24 24 208 23 102 71	24 11 	205 17 10 51,137 10 8 583 19 11 171 7 7 0 11 8 620 19 9 858 4 5 169 4 2 1,191 5 6 23 14 0 1,013 11 8 694 18 8	23,002 17 81,020 10 7751 0 37,648 17 34,033 12 42,153 8 166 10 2,127 4 2,092 8 3,639 10 363 18 2,256 18 2,256 18 2,256 14 3,274 8 3,274 8 144 16 144 16 144 16 6,936 1 6,936 1 4,155 1

-	Tallarook Dysart Seymour Gravelside Mangalore Avenel Monea Locksley Longwood Creighton Buroa Balmattum Violet Town Baddaginnie Hanson's Siding Genalla Winton Head's Siding Glenrowan Wangaratta Beechworth Junction Springhurst Chiltern Barnawartha Wodonga	11,168 49,970 3,678 8,053 897 2,065 6,227 414 21,639 601 9,457 3,203 50,265 1,251 7,902 59,181 577 7,430 7,243 4,732 27,649	2,191 17 4 10,78i 14 11 796 1 2 1,237 16 3 61 2 11 206 2 3 1,039 11 9 48 12 0 5,245 15 6 144 4 7 2,224 0 3 509 4 6 12,504 10 0 225 13 2 1,259 10 11 16,947 4 10 123 16 0 2,034 4 6 2,228 13 4 1,167 10 1 6,186 15 5	101 10 0 673 5 4½ 29 17 5 86 14 7 3 16 1 19 6 4 73 0 5 7 13 10 531 0 5 8 12 10 162 6 3 53 11 6 821 9 7½ 14 9 0 80 5 1 1,082 0 1½ 12 11 4 12 11 4 12 11 4 13 15 8 6½ 85 8 6½ 84 6 6	17 15 5 96 18 11 16 0 1 32 6 7 0 1 9 0 10 8 4 6 7 0 8 2 45 19 10 0 5 9 41 5 2 3 13 6 145 14 5 20 3 5 305 11 3 0 0 7 10 18 6 43 13 6 43 13 6 147 8 0	2,513 241 5,990 11,395 3,148 1,326 1,326 1,750 8,682 307 15,021 8,374 4,981 3,18 416 17,300 12,323 4,471 3,957 3,011 8,423 4,032	465 36 11,360 118 702 13 98 593 8 3,475 29 1,590 2,851 114 8,394 104 25 589 1,386 2,134 1,424 7,911	928 13 4 80 8 8 2,963 5 7 1,892 5 3 1,409 7 4 488 6 0 1,483 11 3 2,429 17 9 681 17 9 681 19 6 4,794 4 7 205 18 1 1,481 4 8 4,070 1 0 1,481 4 8 4,070 1 0 1,422 4 6 209 3 11 3,083 2 1 8,178 19 6 1,966 13 2 1,512 16 0 2,158 1 7 4,108 3 7	4 31 5 1 3 29 8 3 37 11 147 3 1 2 6 409	33 .46 .10 .25 .91 .54 .16 .40 .298 .30 .11 .64 .2,904	71	7 7 1 3 13 2 3 157 2 20 4 4 12 65	7 30 30 4 5 1 3 10 10 14 14 14 19 10 10 10 10 10 10 10	14 124 2 21 1	25 156 55 55 58 61 58 65 548 30 393 27 11 23 1,738		289 0 5 880 11 2 28 17 2 224 2 10 24 19 0 47 3 4 225 18 4 1,111 3 6 543 5 6 144 6 8 2,375 16 1 352 2 7 3,226 8 5 12 18 8 5 12 18 0 708 10 6 79 9 4 2 28,155 5 10	3,528 16 6 80 8 8 8 15,345 15 11 2,763 1 1 2,990 7 7 5,78 5 9 1,756 13 10 3,772 14 10 3,772 14 10 1,728 3 4 4,97 2 9 9,450 2 10 4,417 19 9 1,481 4 8 19,917 11 1 8 0 1,997 3 11 29,740 4 1 1 29,740 4 1 1 21,156 19 1 4,390 19 8 4,685 13 2 1 38,004 19 4	
	WALLAN-BENDIGO LINE. Leslie Bylands Kilmore Willowmavin Moranding High Camp Pyalong Tooborac Melvor Siding Argyle Heathcote Derrinal Knowsley Ingham Axedale Longlea	10 270 2,671 253 156 500 1,050 1,660 1,774 4,985 562 1,265 1,158 309	0 7 7 38 15 10 532 5 8 49 4 10 36 12 8 114 4 4 181 17 10 377 9 5 474 10 1 1,336 13 0 99 18 9 198 5 10 111 0 7 19 0 4	0 14 10 4 12 3 108 1 1 8 9 5 2 7 6 10 10 2 43 16 7 49 4 5 69 8 7 180 18 7 9 7 10 22 17 1 23 13 3 3 14 8	0 1 5 19 16 2 5 5 5 0 1 6 0 11 11 6 18 10 1 7 4 0 5 2 29 4 9 0 10 8 14 15 8 	716 465 868 141 351 250 5,052 2,119 23,440 6,855 8,259 3,271 2,299 3,271 2,351 7,351 2,74	8 31 3,054 62 39 115 214 764 239 248 2,259 168 479 2 308 77	151 6 9 112 6 6 674 19 9 68 17 1 87 1 4 160 8 7 1,409 6 6 955 1 6 8 426 14 8 2,122 13 3 2,812 13 3 2,812 13 3 1,161 0 6 608 10 4 1,161 0 0 112 19 5 1,538 10 0 69 1 4		21 2 2 18 4 6 35 8 3	40 57 19 72 53 63 129 42 77		1 9 1 9 3	3 15 2 8 7 8 14 17 13 		42	101 7 0 247 10 0 86 5 10 1 7 0 274 8 1 159 14 0 228 3 4 416 16 4 133 1 4 144 11 6 28 14 4	152 9 2 2557 3 0 1,582 12 8 218 2 7 127 10 0 569 3 1 1,801 13 9 1,611 6 0 8,426 14 8 2,666 17 1 4,774 8 8 851 8 11 1,541 10 1 112 19 5 1,703 3 5 91 16 4	89
•	MANSFIELD LINE. Trawool Granite Kerrisdale Homewood Yea Chevlot Molesworth Cathkin Yarek Kanumbra Merton Woodfield Bonnie Doon Maindample Mansfield	800 310 1,060 493 9,235 226 1,040 2,476 1,436 662 2,339 832 2,958 1,073 6,612	82 0 9 65 19 4 202 10 0 127 1 7 2,672 0 0 15 9 1 223 11 9 495 9 8 388 12 8 179 13 4 378 8 2 174 18 0 661 2 0 174 19 8 3,348 3 0	8 C 9½ 3 11 0 18 15 3 17 15 8 264 2 4½ 15 3 3 25 6 2 25 4 9 47 17 0 20 0 5 45 7 11 19 1 11 49 1 8 17 11 3 377 4 4	0 14 11 2 0 6 1 2 11 22 7 8 15 15 4 1 5 5 4 5 6 1 0 9 1 2 18 0 0 7 4 18 19 3	122 3 165 928 3,291 6,692 1,237 1,086 1,385 396 318 141 3,184	127 217 88 3,495 425 307 131 504 132 433 79 443 177 2,989	83 1 1 6 16 3 176 5 11 406 13 5 2,440 19 0 4,091 5 6 826 8 9 172 5 7 729 18 0 169 17 2 848 15 5 277 18 8 493 8 3 261 19 7 2,722 19 5	15 11 4 5 11 1 3	2 4 13 52 53 1 5 3 8 7 39 20 164	 16 48 151 53 43 30 51 27 39 4290	2 3 2 9 1 2 3 1 1 3	1 3 4 15 11 3 2 4 4 2	4 3 18 58 8 6 5 8 6 5 8 2 1 20 14 69	2 9 40 82 10 8 26 33 111 7 23 249	 1 1 1 	7 17 9 96 2 7 255 19 3 951 5 0 492 4 8 30 16 6 245 18 11 149 15 3 306 8 10 185 2 0 482 4 9 293 3 2 2,563 3 7	182 1 3½ 76 6 7 495 14 3 808 12 10 6,350 14 0½ 4,121 17 10 1,583 6 8 725 1 10 1,417 12 3 519 11 8 1,579 0 4 657 9 8 1,688 14 8 748 1 0 9,030 9 7	
	ALEXANDRA LINE, Koriella	416 5,519	89 6 5 2,438 0 11	10 4 8 195 8 11	0 2 11 10 6 11	154 9,406	79 5,054	111 14 1 7,242 2 10	·i7	i9	9 31	9	iı	4 31	6 12	::	89 13 0 798 1 7	301 1 1 10,684 1 2	

	PASS	ENGERS.	PARCELS.	HORSES, CARRIAGES, AND DOGS.	The state of the s	00 0D s,		,				LIVE	sтоск.			4	
STATIONS.	Ou	twards.	Outwards.	Outwards.	Outwards.	Inwards.	Outwards.		Ontw	ards.			Luw	ards.		Ontwards,	TOTAL OUTWARDS TRAFFIC
	Number	Revenue,	Revenue.	Revenue.	Tops,	Tons.	Revenue.	2	Cumber o	of Trucks	;,		Number :	of Truck	١.	Revenue,	REVENUS.
	Passenger Journeys.	119,0111111	Martine.	Meronie.				Horses.	Cattie.	Sheep.	Pigs.	liorses.	Cattle.	Sheep.	Pigs.	and described the same of the same of	Annual annual of the second of the second of the second
SEYMOUR-TOCUMWAL LINE.		£ s. d.	£ s. d.	£ s. d.			\mathfrak{L} s. d.					ĺ				\mathfrak{L} s. d.	£ s. d.
Tabilk Nagambie Wahring Murchison East Arcadia Toolamba Mooroopna Shepparton Congopna Tallygaroopna Wunghnu Numnrkah Katunga Strathmerton Mywee Martin's Siding Tocunwal	12,898 1,806 7,852 2,770 7,244 9,045 36,024 557 3,640 1,802 1,054 4,461 30	344 14 2 2,704 1 7 507 19 9 2,072 6 5 474 19 0 1,430 15 4 2,709 14 6 11,611 8 2 175 8 8 639 4 6 688 4 7 5,270 5 6 236 19 9 894 6 10 13 18 2 4,380 16 0	31 19 6 231 2 4 40 13 5 98 1 7 32 8 6 65 18 7 285 3 9½ 1,437 14 1 61 1 10 43 17 7 98 8 5 357 16 0 23 7 11 66 13 6 4 8 0 206 8 7	25 4 5 61 13 1 77 4 5 22 5 11 4 14 4 99 0 9 8 11 0 143 19 7 0 1 11 9 0 7 0 17 0 51 15 10 8 13 3 19 1 10 	2,295 10,216 1,600 1,323 6,238 8,356 11,377 9,750 6,527 3,132 5,764 5,204 4,783 1,264 1,121 7,334	258 2,049 447 304 425 853 12,484 22,078 1,083 1,532 670 7,384 573 1,181 81 24 38,132	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	21 43 2 36 7 73 2 1 6 42 3 14	2 67 1 107 11 46 17 112 10 4 23 45 13 58 	36 132 36 145 56 106 41 493 33 34 36 109 82 	7 1 6 2 5 16 2 29 8 3 	9 37 17 20 3 3 37 38 84 4 4 2 8 8 11 19 1	10 96 51 111 41 72 25 278 8 39 19 144 47 	10 99 42 144 30 151 9 485 23 24 240 50 17	75 18 11	174 14 5 884 19 5 196 16 4 1,099 9 10 302 4 4 751 14 2 203 9 10 2,180 15 0 187 16 1 324 2 9 878 16 10 355 13 11 851 1 3	1,647 1 11 8,428 2 2 1,798 15 8 4,187 13 9 3,565 0 9 5,250 5 0 11,502 16 5 22,722 6 2 2,252 3 4 4,217 5 8 2,326 10 2 10,253 14 3 3,386 16 0 4,665 7 7 313 13 1 827 15 0 28,699 12 8
RUSHWORTH LINE.																	
Murchison	390	$\begin{array}{ccccc} 269 & 16 & 6 \\ 0 & 2 & 2 \\ 62 & 3 & 9 \\ 2,854 & 7 & 6 \end{array}$	$\begin{array}{cccc} 67 & 12 & 3 \\ \hline 19 & 0 & 10 \\ 245 & 9 & 0 \end{array}$	 0 6 9 5 11 9	5,980 942 3,709 25,274	977 313 5,019	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4	 8	 54	••	1	1 1 23	1 48		 256 8 3	2,915 4 3 323 13 0 1,497 12 10 12,989 11 5
COLBINABBIN LINE.																•	
Erwen	171	$\begin{array}{cccc} 1 & 19 & 2 \\ 42 & 12 & 10 \\ 277 & 12 & 10 \end{array}$	$\begin{array}{cccc} 0 & 2 & 10 \\ 11 & 6 & 4 \\ 28 & 9 & 6 \end{array}$	4 4 9 0 12 1	7,726 5,420 9,328	45 167 1,442	$\begin{array}{cccccccccccccccccccccccccccccccccccc$:3	 21 91	 1	1 1	 1 6	8 20		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3,103 18 9 2,478 15 7 6,236 11 7
GIRGARRE LINE. Karook Stanhope Girgarre	2 1,585 553	$\begin{array}{cccc} 0 & 2 & 4 \\ 557 & 7 & 3 \\ 217 & 3 & 8 \end{array}$	53 7 2 24 12 5	# 8 8 0 6 11	163 3,464 1,736	440 8,871 1,321	103 10 1 1,723 15 3 1,133 14 3	 1 2	25 5	80 44	 6 3	:: 11 6	27 29	28 16	••	591 10 7 258 2 1	$\begin{array}{cccc} 103 & 12 & 5 \\ 2,929 & 8 & 11 \\ 1,633 & 19 & 4 \end{array}$
TOOLAMBA-ECHUCA LINE.																	
Tatura Byrneside Byrneside Merrigum Kyabram Tongala Koyuga *Kanyapelia	12,891 970 3,548 16,814 8,583 2,420	3,367 4 0 243 19 3 870 3 2 4,907 2 4 1,887 18 1 327 1 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	79 15 1 0 19 4 12 11 1 77 14 8 51 1 7 0 17 6	4,003 1,264 4,631 6,130 3,624 1,830 446	6,196 184 5,200 13,188 6,400 452 724	3,041 10 9 925 12 4 3,774 6 5 5,914 19 11 3,218 12 5 1,411 6 7 274 9 1	45 6 2 29 12 2	34 4 20 62 71 19	139 30 61 193 92 47	13 100 2	31 6 2 17 14 4	113 19 27 65 108 28	161 11 28 198 105 11	7 2 1 6 1	1,169 0 3 134 0 5 457 13 5 1,273 19 4 1,292 12 8 389 2 3	7,991 0 8 1,325 1 7 5,215 17 2 12,587 1 0 6,636 0 7 2,145 16 8 274 9 1
KATAMATITE LINE.																•	
Pine Lodge	320 992 3,901	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$:: 12 15 6	5,442 7,042 9,137 22,779	635 25 696 1,756	3,241 11 0 908 14 5 3,823 12 4 5,010 0 8	 4 2	 10	 18 44	:: ::	2	 1	3 3 62		139 18 0 486 1 1	3,270 19 5 908 14 5 4,201 9 0 6,855 9 1

Yabba South Yabba North Youanmite Katamatite	462 16 345 9	0 17 9 13 19 5 22 11 3 10 5 2 0 15 10 3 50 2 10	1 2 9 3 14 3 3 15 1	2,104 79 5,385 639 4,529 642 11,229 1,460	1,256 13 9 3,141 3 7 2,802 14 5 6,832 9 8	3 1 5	12		21 48 53	:	76 2 6 10 13 2 351 5 6	1,257 11 6 3,344 19 6 2,922 5 9 7,653 3 4
PICOLA LINE. Waala Nathalia Barwo Picola	4,917 2,04	53 19 7 25 13 9 15 7 5 209 14 8½ 2 1 6 0 1 7 16 2 11 101 1 9	35 6 7 24 16 8 8 5 3	4,509 689 5,113 3,065 7.821 832	2,558 0 5 3,827 13 3 5,056 3 0	5 17 27 72 4 61	51 103 72	1 19 9 · · · 3	7 107 13 13 28	1	363 6 4 994 16 7 790 11 6	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
COBRAM LINE. Yarroweyah		36 7 11 10 19 6 2 19 10 262 4 0	11 15 5 62 0 11	2.666 3.356 9,028 6,279	730 16 2 6,089 0 0	5 10 16 65	11	4 8 18	8 1 143 172		162 13 9 1,336 9 11	1,088 12 9 10,523 14 8
YARRAWONGA LINE. Chesney	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 15 2 42 5 6 66 15 2 42 5 6 75 18 2 466 11 10 67 6 7 6 71 5 10 11 18 2 83 9 10 12 17 8 6 7 4 11 13 5 326 19 0	2 17 3 0 3 6 13 5 7 23 1 6 53 6 10 0 4 6 66 11 0	1,786 7,971 386 7,475 1,379 5,527 1,255 8,179 6,860 309 22,332 5,424	852 0 0 4,272 9 1 286 5 7 4,270 19 6 3,404 15 3 5,270 10 8 4,795 14 2 15,883 16 10	3 1 12 8 6 28 8 5 5 30 108	26 1 86 77 50 11 266		7 10 207	i1	148 10 9 0 19 0 456 10 10 533 11 3 319 1 1 94 7 4 2,501 9 0	852 15 2 5,022 17 9 368 2 10 5,603 7 1 5,189 1 4 7,188 6 7 5,139 11 0 23,280 9 3
TATONG LINE. Karn Limus Mallum Tatong	28	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 4 2 1 11 9	5,430 513 2,429 1,101 16 4,304 5,946	2.409 6 0 1.224 8 9 1 9 6 1.942 2 4	5 11 13 1	21 's	1 5 8	2 3° 4	1	21 17 9 256 8 5 95 6 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Targoora Laceby Oxley Skehan Doeker Byrne Moyhu Angleside Claremont Dwyer Edi Hyem King Valley Jarrott Pleper Whitfield	15 501 32 809 432 4,419 160 283 146 1,745 215 218 218 218 218 218 218 219 219 219 219 219 219 219 219	1 0 7 0 12 6 11 17 6 11 17 6 11 12 9 12 8 10 1 1 2 9 13 9 1 14 7 15 17 6 9 14 7 16 18 2 11 17 5 77 4 6	0 0 8 1 15 10 0 6 8 0 9 0	123 129 498 163 2,073 1.528 610 147 276 99 1.672 637	57 7 9 168 9 11 1.647 16 11 312 7 8 155 0 0	14 27	62	1 2	21 40 	2	124 11 9 124 11 9 52 9 11 4 19 7 169 11 10	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
WANGABATTA-YACKANDANDAH LINE. Londrigan Tarrawingee Everton Baarmutha Beechworth Wooragee Yackandandah	724 1,951 3,649 62 263 11,028 3,73 231 1	11 6 7 11 16 0 14 0 3 22 7 3 16 14 7 31 13 6 7 3 4 0 8 0 11 19 3 444 18 1½ 14 18 7 2 14 8 17 5 2 113 10 0	0 0 11 29 14 4 1 14 4 3 16 6	785 159 894 664 2,917 230 2,727 4,844 286 113 1,474 981	239 6 11 407 10 6 1,175 17 6 2,075 6 1 140 10 7 1,165 4 2	1 14 5 3 15			3 8		4 12 8 140 18 8 27 18 7 4 9 11 165 16 2	297 3 1 803 12 4 1,976 18 7 7 11 4 6,273 19 4 162 13 9 2,983 3 9
Bright Line. Browfield Bowman Palmerston Myrtleford Ovens Burobin Porepunkah Bright	1,774 41 759 8 4,469 1,45 897 24 704 17 1,467 58	4 10 6 0 7 3 6 9 5 36 3 7 12 2 11 18 2 0 8 9 11 123 3 6 7 11 7 15 11 1 6 17 5 15 17 7 8 16 8 45 17 7 7 17 7 242 11 11	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	1,282 586 337 76 1,699 1,587 349 278 346 295 580 500 686 1,510	2 0 2 764 13 0 184 3 9 1,415 13 3 260 17 7 379 14 6 1,279 5 3 1,170 10 4	5 23 7 39 4	55 41 12	11 21 11 3 1 1 21 2	30 14 2 3 1 4 27	1	257 14 11 417 15 4 20 10 6 2 17 0 115 3 3	16 17 11 1,482 8 5 284 10 8 3,429 13 2 533 15 4 593 2 1 1,918 2 7 4,453 17 0
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APPENDIX No. 29.—RETURN OF TRAFFIC AT EACH STATION—continued.

		PASS	en gers.	PARCELS.	HORSES, CARRIAGES, AND DOGS.		GOODS.						LIVE	STOCK			•	
STATIONS.		Ou	itwards.	Outwards.	Outwards.	Outwards.	Inwards.	Outwards.		Outw	ards.			Inwa	ards.	l	Outwards.	TOTAL OUTWARDS TRAFFIC
		Number	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenuc.		Number	of Truck	s.		Number	of Truck	8.	Revenue.	REVENUE.
		Passenger Journeys.				10115.	10113.		Horses	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
Wangunyan ₋ L	INE.		£ 8. d.	. £ s. d.	£ s. d.			\mathfrak{L} s. d.									£ s. d.	£ s. d.
		283 9,885 10,595	$\begin{array}{ccccc} 11 & 14 & 2 \\ 3,267 & 17 & 11 \\ 4,964 & 16 & 6 \end{array}$	$\begin{array}{cccc} 1 & 19 & 7 \\ 271 & 9 & 8\frac{1}{2} \\ 303 & 8 & 9 \end{array}$	$ \begin{array}{cccc} \dot{71} & 2 & 11 \\ 196 & 7 & 10 \end{array} $	1,012 5,122 4,584	68 5,462 15,074	604 8 9 4,314 17 5 6,112 4 10	5 5	 2 174	34 234	$\begin{bmatrix} 3 \\ 23 \\ 1 \end{bmatrix}$	₂ 24	3 219	545	 13	2 16 6 268 18 10 2,467 10 3	$\begin{array}{ccccc} 620 & 19 & 0 \\ 8,194 & 6 & 9\frac{1}{2} \\ 14,044 & 8 & 2 \end{array}$
TALLANGATTA I	LINE.														•			
Bonegilla Ebden Huon Bolga Tatonga		55 294 2,185 3,439 422 8,625	2 0 1 14 17 4 432 4 5 638 3 7 88 6 0 3,637 15 10	41 7 1 53 11 9 3 16 2 315 19 10	27 4 2 11 5 3 0 16 1 104 7 1	 816 1,020 117 	2,811 995 51 	0 3 5 778 17 7 1,002 4 9 30 19 0 2,419 12 4	15 1 1 	182 263 58 305	152 35 	 4 10 46	12 6 	22 13 42	12 20 1		2,557 13 9 2,364 5 8 417 9 0 3,372 9 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Tallangatta-Cudge	RWA LINE.													<u>,</u>			·	
Bullioh Darbyshire Koetong Shelley Beetoomba *Wabba		259 28 299 254 1,047 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 16 11 2 2 6 19 9 3 11 2 3 68 12 7 0 6 1 7 17 1	$\begin{array}{ccccc} 0 & 0 & 8 \\ \vdots \\ 0 & 17 & 4 \\ 151 & 9 & 3 \\ \vdots \\ 29 & 13 & 1 \end{array}$	98 10 499 726 922 7 110	94 177 109 619 2,788 4 440	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	39 	24 363 743 	25 30 87	 5 7 	$\begin{array}{c} \\ \\ 1 \\ \frac{2}{14} \\ \\ 1 \end{array}$	10 58	1 4 6 	 2	258 1 3 3,634 4 4 7,127 16 8 261 5 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
WILLIAMSTOWN	LINE.																	
Angliss' Siding. Footscray Seddon Yarraville Spotswood Newport *Seaholme Altona Beach Austral Meat Siding North Williamstown Williamstown Beach Williamstown		342,575 3,309,118 1,578,989 1,542,844 398,247 1,469,545 2,803 117,984 1,076,478 624,462 549,662 70,911	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	44 16 6 1,449 7 9 99 17 1 181 4 2 759 13 6 183 1 11 0 17 8 163 18 1 79 11 9 185 14 3 70 8 0	1 1 4 26 12 10 0 18 4 2 6 6 0 16 6 12 2 7 1 17 3 0 16 1 41 4 9	20,239 4,529 9,179 184,570 25,592 12,267 15 2,776 652 12 138,315	54,324 11,683 43,342 65,685 83,654 99,781 154 11,573 106 544,609	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	 				······································	12 	485	333	· · · · · · · · · · · · · · · · · · ·	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Newport-Sunshin	E LINE.	-																
Thomas' Siding McKenzie and Holland's Gray Bros.' Siding Angliss' Quarry Siding	*		•••	 	••	9,370 15 362 73,679		$\begin{array}{ccccc} 1,705 & 9 & 9 \\ & 4 & 9 & 6 \\ & 138 & 17 & 11 \\ 10,913 & 5 & 10 \end{array}$::		:: ::	::		::	::	 	$\begin{array}{cccc} 1,705 & 9 & 9 \\ & 4 & 9 & 6 \\ & 138 & 17 & 11 \\ 10,913 & 5 & 10 \end{array}$

Highfield Siding Borthwick's Siding Little Brooklyn Siding Prosser Siding Prahran City Council's Siding Brooklyn Siding Commonwealth Quarry Siding COBURG LINE.				33,712 2,495 2,339 3,543 20,231 39,101 37,007	417 894 101 921 9 3,298 936	4,945 1 4 5399 14 10 355 19 5 472 11 0 3,065 17 4 6,631 4 2 6,666 11 7	•••		•••					i 18 2	4,945 1 4 539 14 10 355 19 5 474 9 2 3,085 17 4 6,686 11 7
Macaulay Flomington Bridge Royal Park South Brunswick Brunswick Moreland Coburg Batman North Coburg Fawkner	341,157 157,957 1,490,120 745,192 879,209 1,157,892 11,163 11,679	292 14 0 89 11 285 7 10 116 19 486 9 4 25 11 495 13 8 403 4 403 19 7 560 19 558 0 3 334 14 308 2 159 17 5 184 19 10	7 9 1 1 7 9 1 19 10 9½ 4 11 2 8 6 1 1 9 10 9½ 5 15 9	1,673 37,724 2,216 7,567 1,152 9	7,076 .: 33,957 18,601 35,043 13,950 4,572	628 8 2 13,639 5 11 1,750 0 2 1,932 14 9 797 0 6 6 12 0 		4	9			9		80 17 10 4 15 4	3,112 11 11 3,403 9 0 1,514 0 11 18,542 15 64 9,233 4 11 10,231 4 94 13,511 6 9 166 9 5 184 19 10 446 11 0
PRESTON-WHITTLESEA LINE. North Carlton North Fitzroy Fitzroy Merrl Northcote Croxton Thornbury Beil Preston Reservoir Thomastown Epping South Morang Mernda Whittlesea Melb.—Prince's-bridge—Country Melb.—Prince's-bridge—Suburban	260,203 2, 361,664 3, 727,040 6, 901,793 9, 902,388 10, 482,464 5, 378,761 4, 369,215 5, 206,664 3, 12,445 4, 12,445 4, 12,220 6,856 1,9,627 1, 19,627 1, 19,627 1, 212,661 21,	356 12 10 21 12 435 5 2478 19 6 69 2 333 12 4 4 66 1 10 27 6 135 15 15 15 15 15 15 15 15 15 15 15 15 15	3	4,068 6,294 7,789 17,881 255 11,290 4,681 513 4 509 1,287 1,983 1,280 8,275 	16,631 29,559 84,895 15,873 9,567 353 17,518 3,286 604 2,288 1,590 1,188 728 3,102	1,173 10 0 5,250 5 5 2,832 4 5 5,657 19 9 181 8 11 2,499 8 10 1,824 11 1 220 15 0 4 19 7 119 1 7 220 5 10 336 19 8 2,954 3 6 	 				4 9	16 16 16 31 21	570	17 5 0 84 6 2 23 6 7 5 13 0 27 18 3 59 15 1 171 4 8 3 3 0 376 13 7	1,553 2 1 8,412 0 4 2,832 4 5 3,548 15 1½ 12,787 2 2½ 9,869 13 10½ 12,640 6 6 8,103 15 11½ 4,911 7 2 5,163 6 8 3,540 1 4½ 315 8 1 1,032 18 9 2,011 13 8 913 19 2 5,796 8 2 23,649 12 1 24,305 6 11
MELBOUENE-BAIRNSDALE LINE. Hawksburn Toorak Armadale Malvern Caulifield Carnegle Murrumbeena Oakleigh Clayton Spring Vale Sandown Park Racecourse Noble Park Dandenong Hallam Narre Warren Berwick Beaconsfield Hargreaves Siding Officer Pakenham Nar-Nar-Goon Tynong Garfield Jefferson's Siding	945,602 14, 1,516,810 23, 2,287,396 40, 23,28,332 49, 927,296 15, 797,579 14, 1,345,554 26, 112,243 180,319 4,599 110,830 2,321,812 15, 24, 24, 24, 24, 24, 24, 24, 24, 24, 24	342 8 4 404 19 110 12 3 604 18 1700 11 9 341 18 1700 11 9 341 18 1701 11 870 10 145 10 4 754 2 127 8 127 8 121 0 3 206 8 177 19 5 472 11 189 9 4 22 19 1 189 9 4 442 11 21 8 9 149 1 9 2,287 9 172 1 10 887 9 187 9 6 842 15 177 10 7 189 5 611 9 189 1 9 6 842 15 177 10 7 189 5 611 9 180 17 6 578 11 185 15 5 85 4 190 4 10 205 6	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	2,568 668 2,198 586 11,704 137 407 180 8,419 5,171 1,991 9,272 1,439 5,143 6,223 8,383 7,379 344	61,603 45,263 39,133 25,564 27,177 8,349 12,359 3,588 36,502 1,041 2,335 2,167 2,383 2,108 4,031 2,826 2,060 3,056 12	2,676 0 5 484 7 3 1,133 10 7 267 3 1 2,736 4 2 110 5 10 225 3 9 26 4 7 3,975 18 7 9,974 17 0 775 2 4 345 17 1 1,920 18 2 1,150 14 5 782 5 5 2,165 2 8 2,218 12 8 3,441 9 10 4,080 8 11 78 4 8		 		2 3 3 40	2088 81 		2 26 1,006 	796 4 5 138 16 10 7 5 6 52 11 8 4,373 15 11 0 15 3 142 14 6 238 14 11 64 5 0 219 16 7 641 8 8 304 10 11 187 12 1	17,750 8 4 17,394 10 1 24,136 17 6 41,604 0 3½ 56,527 12 1½ 15,837 6 3 14,796 8 4 30,505 7 8½ 3,017 2 1 5,218 13 1 21 8 9 2,463 3 10 26,606 14 1 2,096 1 2 2,394 2 11 2,903 1 5 3,953 12 11 1,150 14 5 2,165 13 3 6,866 0 11 4,517 4 1 4,590 15 9 7,166 13 3 78 4 8

	Noojen I	ine.	1			<u>;</u>	•	1	1	1	1	1	1	,	!	1	:	•	4	
Neerim Nayook Noojee	::	••	::	2,012 2,163 2,329	351 18 8 458 0 7 579 5 10	13 1 4 29 17 7 31 17 4	$\begin{bmatrix} 0 & 7 & 4 \\ 2 & 19 & 0 \\ 1 & 3 & 4 \end{bmatrix}$	3,664 6,096 5,270	732 966 3,632	1,999 17 11 4,583 6 10 2,730 11 8	2 5 4	1 22	1 6 1	11 14 14	22 8 4	5 8 2	6 4 5	1 2	58 11 11 188 2 10 73 13 2	2,423 17 2 5,262 6 10 3,416 11 4
T	HORPDALE	LINE.			<i>′</i>	•														
David Coalville Narracan Thorpdale	**	••		1,123 1,524 2,451	96 17 3 212 19 9 680 7 3	31 8 1 68 9 1 84 8 1	0 3 11 1 4 6 1 3 6	34 946 978 2,556	20 260 862 2,896	17 16 3 445 3 0 567 13 1 1,567 15 3	15 2	 2 6	 5 30	:: 48	 7 4	 1 2	 1 18 17	3 9	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	17 16 3 573 12 3 947 19 11 2,548 7 10
V	Valhalla	LINE.		ì																
Gooding Gould Moondarra Watson Collins' Sid Erica Knott's Sid *O'Shea ar Platina Thomson Walhalla	ling	's Siding		50 1,772 1,018 523 2,570 509 994 58 3,276	2 9 11 175 17 8 143 7 1 69 4 8 423 1 2 95 2 6 100 2 0 2 5 10 462 12 8	8 10 6 15 9 2 12 1 0 82 9 8 5 9 9 2 13 11 13 3 9	0 12 2 4 0 0 4 8 0 0 4 7 0 10 16 5	6,317 664 98 1,781 5,103 5,170 279 3,328	325 191 64 58 690 267 895	2 0 0 3,133 12 2 462 5 7 77 6 6 944 5 3 3,304 5 3 31,36 13 9 171 2 3 1,889 19 4 5 0 0 267 1 3	 1 5 		 2 	1 2 1g 4	2 6 3 11 	2 6 15 1 			0 17 0 32 6 3 3 7 0 17 3 1 16 6 8 1 3	4 9 11 3,319 9 6 653 10 5 161 19 10 944 5 3 3,847 17 11 3,237 5 11 171 2 3 1,994 13 10 7 5 10 751 15 4
Nor	тн Мікво	O LINE.	-	1					Ī				1							
Hazelwood Yinnar Boolarra Darlimurla North Mirk		••		107 3,115 6,153 1,300 8,304	10 10 8 468 1 5 1,207 14 10 112 6 1 2,076 18 11	0 2 0 110 18 11 115 10 7 16 9 1 203 13 2	3 5 11 6 18 7 0 0 8 33 10 6	165 485 1,852 264 2,858	81 2,367 1.496 108 3.105	62 3 8 491 6 7 1,215 9 8 146 9 5 1,998 16 0	 4 15 5	32 45 145	3 30 64	40 97 54	10 1 7	7 14 50	3 15 37		200 17 5 779 15 8 1,198 0 8	72 16 4 1,274 10 3 3,325 9 4 275 5 3 5,505 19 3
TRARAL	gon-Stra	TFORD LI	NE.										į							
Glengarry Toongabbic Cowwarr Dawson Heyfield Tinamba Maffra Powerscoun	••	**		3,407 2,900 5,191 405 8,371 3,846 21,385	540 13 4 447 3 6 1,018 13 5 73 18 1 2,502 1 9 1,316 15 9 5,022 2 4	50 6 7 39 3 2 75 15 4 3 17 0 187 10 4 74 8 4 1.825 15 1	5 13 10 2 1 1 19 5 0 0 2 1 21 0 7 45 16 11 64 6 1	2,881 3,500 1,738 2,551 7,653 2,122 6,143 4,945	764 437 547 15 2,973 2,400 36,648	1,397 0 0 1,372 8 7 1,196 1 3 1,194 13 2 4,180 4 8 1,648 18 6 6,993 7 8 522 18 4	18 2 18 20 23 15	66 33 38 200 131 202	38 21 31 235 17 139	1 34 53 36 13	7 3 8 17 18 19	4 1 23 68 66 33	11 8 18 11 13	12 17 2 1	752 17 0 351 18 7 918 9 4 3,331 14 8 3,044 9 11 1,409 8 1	2,746 10 9 2,212 14 11 3,228 4 4 1,272 10 4 10,222 12 0 6,130 9 5 15,314 19 3 522 18 4
Ві	RIAGOLONG	IJNE.											1							
Boisdale Bushy Par Briagolong	k	••		2,700 91 2,303	312 13 4 4 14 6 411 15 1	48 2 9 2 14 5 82 6 11	0 10 3 9 18 2 0 8 0	5,449 3,396 9,136	1.021 241 860	1,981 12 4 929 6 8 2,926 7 3	1 3 2	93	 i1	3	2 3 2	11 2 4	9	1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3,315 13 7 953 8 6 3,756 16 0
DANDE	nong-Ya	RRAM LIN	R.																	
Lyndhurst Cranbourne Clyde Tooradin Dalmore Koo-wee-ri Monomeith Caldermeac Lang Lang Nyora Loch Jeetho	e			3.757 15.231 6,727 4,830 3,380 17,882 2,782 3,135 9,812 14,243 9,339 1,798	271 8 11 1.305 3 11 704 2 1 657 10 10 479 5 3 2.762 0 9 411 7 8 481 19 7 1.718 17 2 2.491 12 5 1.497 4 5 209 10 8	1,275 8 10 2,254 10 7 1,273 19 10 268 16 8 167 0 8 482 5 7 484 18 3 1,476 14 2 378 18 7 209 15 5 232 16 1 447 18 11	0 19 7 7 0 6 7 11 0 14 5 5 0 18 11 11 10 0 27 8 8 2 17 8 28 11 10 6 8 8 6 15 1 0 10 0	4,342 6,711 5,279 1,956 4,501 11,613 160 520 1,103 9,345 2,067 210	7,660 7,817 1,169 1,940 1,600 10,809 556 2,179 2,420 4,888 4,151	839 0 4 1,406 5 2 995 4 3 729 3 1 1,613 13 6 4,960 18 10 203 15 5 256 6 1 670 9 10 2,928 5 2 1,055 1 1 112 17 11	2 11 4 7 3 28 5 20 30 4 14 2	3 40 4 21 8 54 235 102 148 13 151	1 62 35 28 25 21 11 18 35 1 40	1 51 3 40	2 10 2 14 9 32 15 9 28 10 22	88 4 20 7 60 103 40 60 9 40	6 61 14 24 13 33 8 16 32 8 39 6	1 2 5	20 12 5 252 1 6 95 15 11 111 3 8 62 13 6 311 9 7 715 18 7 375 3 10 685 17 8 48 4 10 796 0 9 126 1 6	2,407 10 1 5,225 1 8 3,076 13 1 1,780 19 8 2,323 11 10 8,528 4 9 1,793 8 7 2,593 1 4 3,482 15 6 3,587 17 5 896 19 0

APPENDIX No. 29.—RETURN OF TRAFFIC AT EACH STATION—continued.

	PASS	BENGERS.	PARCELS.	HORSES, CARBIAGES, AND DOGS.		GOODS	3.					LIVE	STOCK	•			
STATIONS.	Ot	itwards.	Outwards.	Outwards.	Outwards.	Inwards.	Outwards.		Outv	vards.			Inw	ards.		Outwards.	TOTAL OUTWARDS TRAFFIC
	Number of	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	1	Number	of Truck	8.		Number	of Truck	8.	Revenue.	REVENUE.
**************************************	Passenger Journeys.							Horses.	Cattle.	Sheep.	Pigs.	Horses	Cattle.	Sheep.	Pigs.		
Dandenong-Yarram Line-continued.		£ 8. d.	£ s. d.	£ s. d.			£ s. d.									£ s. d.	£ s. d.
Bena Whitelaw Korumburra Kardella Ruby Leongatha Rumpf's Siding Gwyther Koonwarra Tarwin Meenlyan Stony Creek Bouffac Boys Fish Creek Hoddle Foster Bennison Toora Agnes Welshpool Welshpool Jetty Hedley Gelliondale Alberton *Yarram	213 37,076 2,401 2,737 27,870 1,604 2,051 7,676 2,775 1,526 1,49 4,829 6,745 1,867 5,921 1,867 5,921 2,25 3,766 6,240 853 1,906 6,080	706 5 3 11 8 9 7,013 11 7 288 17 2 293 2 11 6,362 0 11 279 7 3 1,678 9 0 578 5 1 352 5 5 31 18 8 1,085 9 3 108 18 5 1,905 19 5 182 3 3 1,848 19 9 41 5 5 949 3 0 161 15 6 171 11 9 706 19 8 2,505 14 3 1,750 18 8	325 7 4½ 968 19 0 132 3 5 20 10 5 599 12 10 34 9 8 39 18 5 164 1 11 73 10 10 33 16 3 14 16 10 125 0 11 25 3 0 11 12 11 11 9 4 167 13 9 2 9 4 110 19 5 81 11 3 28 13 5 53 7 2 190 16 11 132 4 6	2 0 10 20 0 10 0 5 2 0 12 7 80 9 1 1 2 8 1 16 7 8 17 10 1 10 5 1 6 7 2 8 5 0 4 4 13 12 4 0 1 3 29 5 2 14 16 4 1 16 10 1 14 11 6 19 8 1 10 2	6,890 22,984 350 647 650 1,707 619 463 1,815 1,030 238 3,734 221 837 23 1,261 493 240 3,277	3,647 217 12,270 263 383 6,345 1,016 431 1,524 1,141 328 117 891 134 5,165 424 3,151 309 309 138 472 6,023 3,512	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 12 5 1 9 1 8 6 2	3 43 219 68 71 91 68 107 3 75	23	11 9 108 3 11 19	11	22 41 13 15 1 37 1 37	20 55 91 2 6 6 6 6 6 6 6 6 6	1 7 ··· 1	990 12 8 1,281 10 3 126 4 0 1,621 8 9 219 14 7 307 5 11 1,268 19 3 1,182 15 11 651 3 7 783 17 5 51 11 10 604 13 7 0 15 3 849 16 1 6 6 9 1,116 8 7 298 0 9 1,224 12 1 5,395 9 5 12 17 8	2,634 10 8 220 10 8 4 19,261 19 4 892 11 8 8 17 3 1,394 17 3 1,394 17 3 1,3190 18 3 2,745 7 1 2,328 12 4 802 7 10 1,032 3 11 4,295 17 1 2,346 7 7 1,307 3 7 897 1 9 2,832 5 8 388 18 2 4,557 2 2 712 19 1 3,993 19 0 0 7 2,798 5 1 1,269 16 702 14 5 3,122 7 8 10,894 8 0 3,360 2 6
KOO-WEE-BUP-CATANI LINE.																	
*Bayles		::	•••		2,153 32	180 25	921 19 3 14 13 4	::	::	::	::	::		::	:: •	::	921 19 3 14 13 4
WONTHAGGI LINE.													ľ			,	
Woodleigh Kernot Almurta Glen Forbes Woolamai Anderson Mitchell's Siding Kilcunda Dalyston	1,625 2,451 3,018 2,260 2,490	386 7 10 320 12 1 569 18 4 612 2 10 396 19 8 371 2 9	671 5 3 117 14 11 44 12 11 186 10 9 201 12 5 43 16 0 22 15 6 56 13 6	4 18 9 0 14 8 3 14 6 0 19 6 3 13 7 23 7 9 0 16 2 5 5 4	1,540 167 823	2,805 309 753 5,434 3,950 1,255 95 62 2,926	218 17 5 198 18 8 435 13 8 223 4 2 282 2 1 185 12 9 11 0 10 52 3 2 677 16 4	3 3 12 8 15 1 	8 47 115 12 39 2 	6 17 45 12 19 12	7 3 3 20 	4 5 3 12 1 3 	13 28 80 10 22 18	7 1 20 4 9 15 	1 2 1 3 1 	71 8 8 280 13 11 630 5 0 123 9 1 343 19 0 59 10 8 1,139 17 3	1,352 17 11 918 14 3 1,684 4 5 1,046 6 4 1,228 6 9 683 9 11 11- 0 10 325 19 1 2,509 16 10
Powlett and North Woolamai Col liery Coy,'s Siding State Coal Mine Wonthaggi		8,322 12 2	 600 17 4 <u>1</u>	::	24,208	1,460 8,028 11,165	7,409 19 11 28,113 11 9 1,335 16 4					6	::	i		234 0 7	7,409 19 11 28,113 11 0

OUTTRIN LINE. Jumbunna	3,589 1,236 783	378 16 2 65 16 8 94 4 6	55 1 8 24 14 1	1 1 G	18.961	1,922	4,170 17 11 5i6 19 3		1		71	1	::	11	**	354 % 6 9 86 2 1 2	1,960 4 0 165 16 8 722 5 5	
Alberton-Port Albert Line. Port Albert	1,243	302 16 8	78 3 8	0 18 10	1,387	376	1,850 8 11	2				1	1			2 9 6	2,229,17 7	
Glen Huntly Ormond McKlnnon Bentleigh McKlnnon Bentleigh McGrabbin Highett Cheltenham Mentone Parkdale Mordialloc Aspendale Edithvale Chelsea Forsyth's Siding Carrum Seaford *Wedgwood's Siding Frankston Sand Siding Frankston Langwartin Baxter Somerville Tyabb Hastings Bittern Crib Point Stony Point	847,208 307,961 127,423 157,032 141,659 116,185 374,144 463,444 212,012 434,728 130,262 171,487 409,944 71,942 24,847 124,986 4,014 4,884 8,897 3,913 6,427 18,529 12,533	15,847 8 1 5,382 0 2 2,185 15 0 2,806 6 8 2,849 7 4 2,211 2 10 8,699 4 8 12,255 8 9 5,280 1 1 12,773 1 1 4,004 1 10 4,977 6 3 12,462 18 4 3,443 2 11 1,277 13 4 8,026 3 2 349 14 6 408 7 6 1,000 8 7 451 14 1 861 10 2 1,243 4 3 3,746 18 2 2,568 17 10	183 14 24 296 10 0 19 6 4 58 0 0 154 14 7 35 3 7 390 6 14 29 5 9 572 12 3 43 0 1 156 8 0 346 7 11 315 18 11 826 12 5 96 11 4 117 8 0 323 8 4 144 14 7 237 1 4 89 5 0 552 11 11	2 1 4 0 13 1 0 4 1 0 3 10 3 18 4 0 10 3 1. 9 0 356 9 0 0 0 11 447 8 4 0 5 3 0 16 0 1 6 6 16 5 1 3 8 0 22 5 10 0 16 2 17 16 5 1 0 18 9 4 9 4 1 16 8 6 19 6	582 300 300 506 86 14,102 1,560 1,330 90 545 18,932 2,649 129,927 22,032 3,176 1,021 4,426 4,463 2,732 3,212 789 659	34,878 13,116 1 5,089 7,952 1,409 14,509 16,100 7,852 6,525 6,260 4,812 5,765 3,659 7,623 4,519 7,25 4,059 4,836 2,293 6,092 11,848 1,656	365 3 9 371 16 0 128 1 6 204 15 4 44 16 1 2,104 0 6 590 12 1 489 9 4 76 7 9 220 8 2 2,554 4 10 481 18 6 17,505 4 2 3,104 16 4 527 2 9 343 9 7 364 6 2 2,173 4 8 1,865 6 6 968 9 2 998 1 2 898 12 10 402 0 11				1	16 4 7 1 2 2 12 15 5 17 9	5			13 0 6 36 2 6 35 9 11 35 16 9 3 7 10 0 12 0 35 8 3 2 7 6 3 14 2 5 1 6 9 7 18 3 10 7 11 411 13 9 1 6 6 6 74 11 8	16,398 7 41 6,049 19 3 2,205 5 5 3,095 12 6 3,248 18 1 2,291 12 9 11,278 10 2 13,567 15 82 5,395 7 7 14,345 18 10 4,124 6 11 5,134 11 0 13,040 4 6 2,554 4 10 4,363 2 8 19,104 11 11 3,104 11 11 805 19 4 3,543 14 9 2,470 13 6 2,078 7 4 3,000 17 10 4,735 19 2 3,605 1 10	97
Mornington Line. Mooroodue Mornington	2,410 31,1 4 9	241 2 2 4,738 7 11	33 8 0 798 5 0	0 18 10 14 17 5	10,479 893	2,215 5,647	1,884 11 6 618 4 2	1 4	3 51	89 61	2	8 7	67 26	142 50		226 1 10 380 15 11	2,386 2 4 6,550 10 5	
HEALESVILLE LINE. East Richmond Burnley Hawthorn Glenferrie Auburn Camberwell East Camberwell Canterbury Surrey Hills Mont Albert Box Hill Blackburn Tunstall Mitcham Ringwood Croydon Mooroolbark Cave Hill Siding Lilydale Black's Siding Coldstream	568,049 728,025 1,167,810 1,947,179 1,439,786 1,757,790 1,014,186 1,574,615 925,127 481,799 1,039,097 276,525 143,928 235,874 290,023 142,270 7,828 67,736 3,003	5,262 0 5 7,135 3 9 13,807 17 0 29,083 19 6 20,153 0 6 29,111 4 6 16,744 4 6 26,846 18 8 16,479 16 7 8,593 1 5 21,413 7 6 5,646 0 1 2,915 8 7 5,586 16 1 8,165 11 10 5,611 13 4 364 10 9 4,377 18 0 233 2 6	186 4 3 1 233 7 4 269 14 10 1 654 13 11 312 6 6 488 12 41 111 7 3 534 1 1 1 58 18 10 662 2 4 194 10 1 1 172 1 11 199 12 3 551 12 5 1 619 19 0 485 1 10 983 14 1 344 15 11	0 16 4 2 7 7 7 17 9 7 5 10 4 18 1 7 2 2 8 1 16 5 0 15 3 21 13 1 1 1 7 2 0 4 8 1 1 5 2 0 4 8 1 1 6 0 15 3 21 1 1 3 1 1 1 7 2 0 4 8 1 1 1 5 2 8 7 0 9 4 34 11 1	13,107 899 1,789 113 445 3,055 3,991 3,284 2,456 2,015 19,498 1,301 31,332 1,544	180,016 29,344 52,921 837 15,873 22,950 10,106 23,023 14,708 8,143 683 17 8,592 653	4,755 0 9 1,039 3 6 1,138 11 6 13 17 2 195 3 3 457 1 4 4,511 11 10 2,372 8 3 0 11 9 2,258 10 0 1,061 2 1 1,180 14 2 1,180 14 2 2,749 9 4 4,855 6 2 369 19 8		159 189				 	7	······································	806 16 3 806 16 3 13 0 0 22 18 4 19 5 6 2 7 3 942 17 11 2 3 0	5,549 1 0½ 12,126 19 5 15,124 13 1½ 29,745 19 3 20,470 5 1 30,725 11 0½ 16,870 15 1 27,586 7 8½ 17,124 5 5 8,652 15 6 27,415 11 0 8,214 5 71 3,088 6 11 8,058 19 4 9,837 16 1½ 7,434 0 7 1,216 16 10 3,667 3 2 7,088 10 5 4,835 6 2 966 4 6	

	PASS	engers.	PARCELS.	HORSES, CARRIAGES, AND DOGS.		GOODS.						LIVE	втоск.				
STATIONS.	Ou	itwards.	Outwards.	Outwards.	Outwards.	Inwards.	Outwards.		Outv	rards.			Inw	ards.		Outwards.	TOTAL OUTWARDS
	Number		No. of the second secon				Will did character committee and the control of the		Number	of Truck	8.	1	Number (of Truck	в.		TRAFFIC REVENUE.
	Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Horses.	Cattle.	Sheep.	Pigs.	Horses,	Cattle.	Sheep.	Pigs.	Revenue.	
HEALESVILLE LINE-continued.		£ s.d.	£ 8. d.	£ s. d.			£ s. d.									£ s. d.	£ 8. d.
ring rra Glen rrawarra alesville	3,682 13,690 1,107 45,089	289 0 8 1,506 8 10 122 14 2 9,141 17 6	1,729 6 1 619 2 0 76 16 5 589 15 01	16 12 11 12 16 10 6 1 3 16 8 3	413 11,358 1,577 16,881	2,009 3,416 12 13,138	$\begin{array}{ccccc} 205 & 7 & 2 \\ \cdot 2,907 & 3 & 4 \\ 304 & 3 & 6 \\ 4,958 & 9 & 2 \end{array}$		52 87 is	56 51 	₃	2	57 39 41	58 26 57	:. :: ::3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
GLEN IRIS LINE. syington soyong soronga rdiner rling	35,391 97,096 411,432 205,158 117,298 114,219	435 15 2 1,329 7 6 5,171 5 9 3,038 9 4 1,853 4 10 2,020 15 2	18 14 4 27 3 10 63 4 91 95 1 10 33 5 4 28 5 11	0 12 0 	 65	24,769 15 7,969	206 7 3 6 10 1 61 4 2						••			 	454 9 6 1,356 11 4 5,441 9 9½ 3,133 11 2 1,893 0 3 2,110 5 3
KEW LINE.	236,584 679,544	2,982 3 7 8,122 17 6	32 7 1 295 17 5	0 2 5 7 3 7	284	28,937	368 10 5	1	6		2		3			iš 11 9	3,014 13 1 8,810 0 8
OUTER CIRCLE LINE. iversdale if Links artwell irwood thburton enley dwyn sepdene	25,943 3,024 2,243 28,711 19,868 46,315 13,934 10,901	376 14 11 48 16 1 51 14 0 414 12 5 336 9 11 714 3 5 216 1 9 155 0 1	119 8 3 1 3 8 		48 80 9	12,070 5,641 813 6,165	225 16 11 31 9 1 2 16 1									0 5 8	602 17 6 48 16 1 51 14 0 565 9 9 340 9 8 714 3 5 216 1 9 172 14 9
FERNTEER GULLY LINE. yswater ronia wer Ferntree Gully rmon's Siding per Ferntree Gully	65,794 28,146 23,211 69,173	2,118 6 1 774 9 11 1,372 2 4 5,216 11 8	367 11 9 102 16 10 674 16 7 241 7 0h	36 13 7 2 6 6 14 1 0	1,460 900 17,786 12,664	5,953 2,398 3,439	511 10 6 173 5 1 2,739 14 5 1,937 17 2	3 4	1 	1 .26	••	3	45	10	***	8 1 0 155 1 8	3,042 2 11 877 6 9 2,222 10 6 2,739 14 5 7,564 18 64
GEMBROOK LINE.	0.,1.0		,				,										.,
pwey elgrave lby ura	10,955 29,547 2,297 2,205 3,098 9,292 7,605 7,917	758 7 9 2,193 2 0 183 3 4 171 19 1 324 16 9 920 18 5 69 14 11 971 17 9 1,203 11 3	35 4 11 273 12 0 12 10 9 28 11 2 35 7 2 193 3 2½ 79 9 2 0 12 9 96 2 9 99 1 3	0 2 7 2 14 9	10 2,305 6 1,753 848 3,758 93 3,970 15,456	326 2,481 102 317 1,461 3,050 6 1 2,252 2,256	19 7 5 698 7 4 6 8 6 454 9 5 219 1 11 1,189 2 7 200 10 4 0 7 8 1,101 16 2 5,183 12 4		6	 	 1 	1	17	1 3 26 	•••	0 18 10 21 10 8	814 10 4 3,170 7 4 202 16 7 655 5 10 580 18 7 2,326 16 24 279 19 6 70 17 11 2,178 2 0 6,501 1 7

WARBURTON LINE,	1			1	- 1		ł			}		1	1	1	i		
Mount Evelyn Wandin Seville Killara Woori Yallock Launching Place Yarra Junction Britannia West Warburton Millgrove Warburton La La Extension	12,293 10,976 5,080 498 5,718 5,210 20,899 4,646 5,069 23,746	1,053 12 3 1,085 8 11 553 0 8 72 3 1 654 8 11 739 9 10 3,271 0 8 525 15 11 428 9 6 4,786 4 3	251 0 4 324 14 6 130 10 1 9 15 3 111 4 3 387 19 2 240 15 9 119 4 5 38 9 5 249 6 6	2 17 9 1 4 11 6 8 8 2 4 8 8 2 18 2 2 8 8 5 17 9 1 4 9 0 4 4 6 3 9	5,621 5,757 5,641 2,704 9,418 3,770 60,528 8,007 2,287 2,860 429 44,316	1,532 2,208 1,213 108 1,264 700 4,807 402 545 554 5,096	1,545 15 6 1,365 1 8 1,123 13 10 560 13 6 2,648 0 8 1,168 1 8 17,979 19 11 2,409 15 5 684 9 9 928 4 2 526 4 8 14,629 0 0	1 9 12 3 3	33 103 	17 11 12 	7	7 8 2 2 3 177 16 10 4 177	2 11 14 22 5 51	20 3 15 15 18 	1	3 3 6 2 5 9 2 1 3 38 2 3 97 6 9 382 15 10 6 0 4 7 18 11 1 7 0 108 0 7	2,856 9 4 2,728 15 9 1,815 14 0 685 2 9 3,513 18 9 2,880 15 2 21,503 14 5 2,400 5 5 1,338 13 9 1,396 14 5 5,675 19 9 14,629 0 0
Heidelberg-Eltham-Hurst- bridge Line.																	
Jolimont West Richmond North Richmond Collingwood Victoria Park Clifton Hill Westgarth Fairfield Park Alphington I vanhoe Heidelberg Rosanna Macleod Mont Park Greensborough Elsham Diamond Creek Balee Hurstbridge Melb.—Flinders-street—Country Melb.—Flinders-street—Suburban	139,775 593,070 623,210 558,198 796,172 1.398,419 849,039 1.446,707 446,506 951,161 545,451 20,221 43,319 159,383 121,554 26,234 4,497 29,366 1,402,841 10.945,346	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	51 3 8 403 8 2 616 (7 10 142 5 8 799 16 7 7 14 2 14 10 11 39 10 3 121 0 4 189 6 1 50 5 4 61 6 7 67 12 6 0 7 11 219 10 9 59,447 12 0	0 1 11 0 10 0 2 8 5 1 2 2 1 17 3 3 6 1 1 1 10 1 17 8 0 6 11 0 13 2 1 5 5 1 		88,888 	5,665 8 6 5 6 2 228 12 1 6,596 12 6 79 11 7 530 3 0 157 5 7 85 15 8 108 16 9 231 17 0 3,284 16 11					6		7 55		0 12 0 9 18 10 10 19 10 10 19 11 23 3 6 6 15 9 11 8 11	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
PORT MELBOURNE LINE.							and a second in the	***************************************	***************************************	and the state of t	DEFECTION VIEW	MAN THE MANTE.			Photograph of the Control of the Con	melyson ext.	
Montague	364,799 721,920 775,571 342,289	3,435 17 1 7,191 6 10 7,116 9 5 3,838 14 11	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0 4 0 0 6 10 0 11 10	85,364	248,505	0 1 11 26,920 15 11	4	ie				:: :: 41	:: :: :15	TAX TAX	59 5 5	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
ST. KILDA LINE.																	
South Melbourne Albert Park Middle Park St. Kilda	991,675 2,435,665 2,422,462 4,326,209	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	450 15 6 339 18 11 165 6 11 462 6 9]	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	322	26,170	0 4 2 194 0 4										$10.244 \ 10 \ 10$ $23,602 \ 3 \ 11$ $22,091 \ 7 \ 2$ $47,587 \ 16 \ 4\frac{1}{2}$
BRIGHTON-SANDRINGHAM LINE.			1				İ										
Richmond Sonth Yarra Prahran Windsor Balaclava Ripponlea Elsternwick Gardenvale North Brighton Middle Brighton Brighton Beach Hampton Sandringham	1.876,091 1.981,407 1.751,827 1.866,511 2.290,671 1.193,653 3.690,600 1,360,196 1,431,733 1.263,271 597,584 997,936 1.574,760	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12 5 4 10 19 7 3 1 8 2 9 7 1 13 0 1 6 4 4 6 8 1 5 2 2 13 7 2 15 11 0 8 2 1 1 4 3 10 8	2,789 452 410 279 	32,005 16,146 24,191	1,647 3 9 663 7 5 469 16 7 264 2 9 639 11 4									1 5 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

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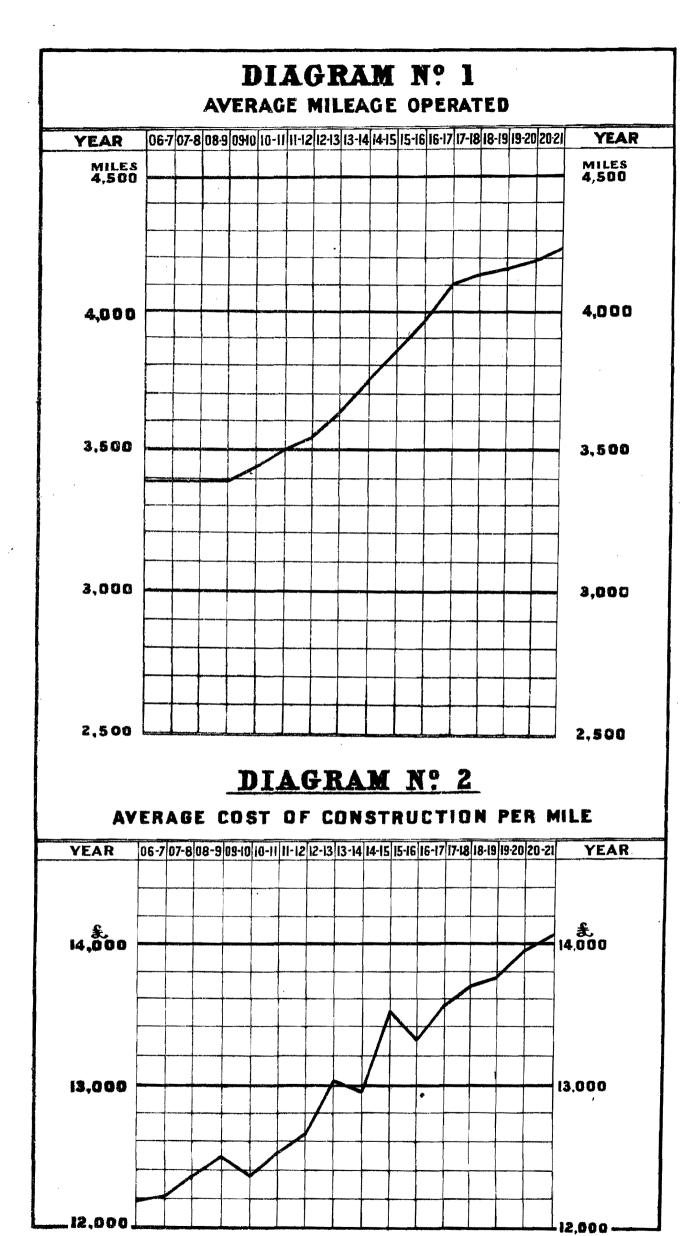
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APPENDIX No. 29.—RETURN OF TRAFFIC AT EACH STATION—continued.

	PASSENGERS. PABCELS.			HORSES, GOODS. AND DOGS.				. LIVE STOCK.									
STATIONS.	Outwards.		Outwards,	Outwards.	Outwards.	Inwards.	Outwards,	Outwards				Inwards. Number of Trucks.				Outwards. Revenue.	TOTAL OUTWARDS TRAFFIC REVENUE.
	Number of Revenue.		Revenue.					Number of Trucks.									
	Passenger Journeys.	enger	AND VEHICE.	Tre venue.	1005.	1 Oug.	100 venue.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	100 10000.	
VARIOUS.		£ s. d.	£ 8. d.	£ s. d.			£ s. d.									£ s. d.	£ s. d
Traffic derived from Deniliquin and Moama Stations	2,815	2,425 16 10	503 7 0	77 6 4	14,958	6,195	17,170 16 10	68	678	1,601	3	74	1,224	1,637	٠	12,229 15 0	32,407 2 (
tralian Stations	63,293	96,216 1 6	10,086 10 93	748 8 7	52,072	37,862	62,731 4 1		٠.							38,245 18 5	208,028 3 4
Traffic derived from New South Wales Stations	155,074	137,663 11 2	16,691 9 4½	1,193 4 3	78,437	143,140	90,840 11 2						••			419 9 5	246,808 5 4
Traffic derived from Queensland Stations	4,690	3,116 1 10	259 10 51	••	89	3,404	115 11 9						••	٠.		• •	3,491 4 (
Traffic derived from Commonwealth Stations	••	8 2 3	81 5 11		24	1,896	72 19 9									177 8 0	339 15 11
Traffic derived from West Australian Stations Government Tourist Bureau Steamer	7,500 403,811 39,671	10,292 2 7 257,288 8 4 890 17 11	344 15 5½ ::	0 3 10	27	136	61 12 3			••		 ::	••	••		••	10,698 14 1 257,288 8 4 890 17 11
Thos. Cook and Son to New South Wales, South Australia, &c	6,031	3,008 5 4		••				l							٠.	.:	3,008 5 4
Totals Less unallotted Credit Notes	134,045,683	4,456,008 0 4 57,883 16 0	421,622 5 2 5,947 0 3	29,335 13 1½ 540 11 10		7,073,392	4,017,400 11 91 98,220 17 101	10,210	38,239	53,655	6,213	8,923	42,054	54,549	6,854	514,795 0 5 22,698 6 9	9,439,161 10 10 185,290 12 8
•	134,045,683	4,398,124 4 4	415,675 4 11	28,795 1 32	7,073,392	7,073,392	3,919,179 13 11	10,210	38,239	53,655	6,213	8,923	42,054	54,549	6,854	492,096 13 8	9,253,870 18 1
Mails and Telegraph Dining Car Service Refreshment Rooms Rentals	••	 	 		•••	••	 				::	::				•• •• ••	56,551 11 0 25,808 18 3 258,315 6 3 85,736 3 1
Miscellaneous					••	••			<u></u>		•••				•••		13,982 0 0
GRAND TOTALS, RAILWAYS St. Kilda and Brighton Electric	134,045,683	4,398,124 4 4	415,675 4 11	28,795 1 31	7,073,392	7,073,392	3,919,179 13 11	.10,210	38,239	53,655	6,213	8,923	42,054	54,549	6,854	492,096 13 8	9,694,264 16 8
Tramway Sandringham and Black Rock	5,572,454	,,	,, .	••					**		••	••	••		••	••	47,005 11 4
Electric Tramway	1,232,796	· ··	••	···			••	•••		- **	••	•••		**		••	9,139 14 9
GRAND TOTALS	140,850,933	4,398,124 4 4	415,675 4 11	28,795 1 3½	7,073,392	7,073,392	3,919,179 13 11	10,210	38,239	53,655	6,213	8,923	42,054	54,549	6,854	492,096 13 8	9,750,410 2 9

^{*} Stations open for only portion of the year.



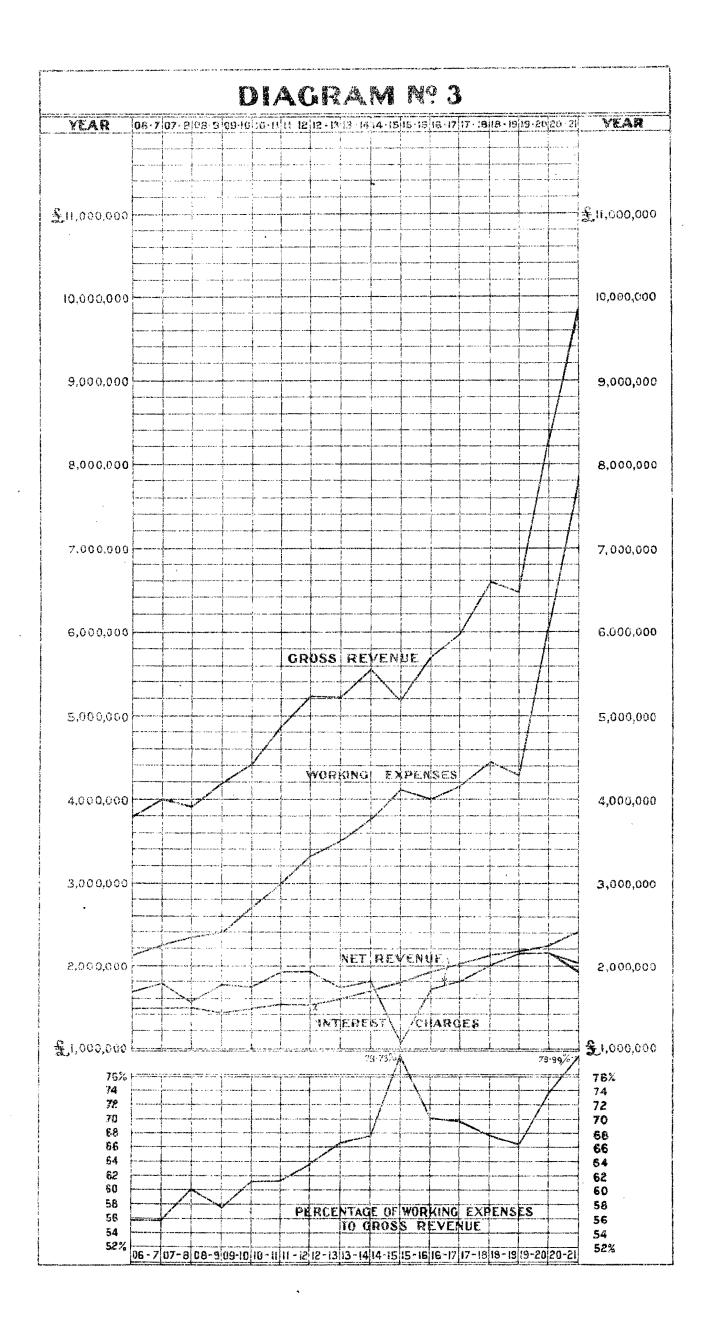
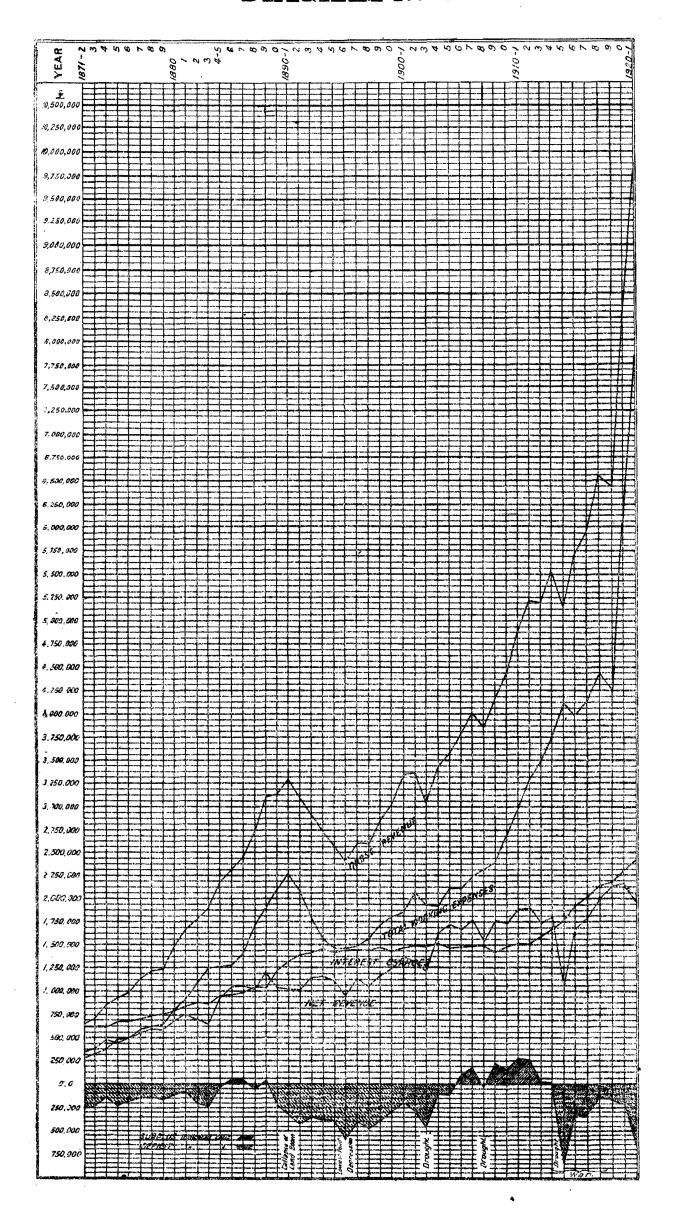


DIAGRAM Nº 3 A.



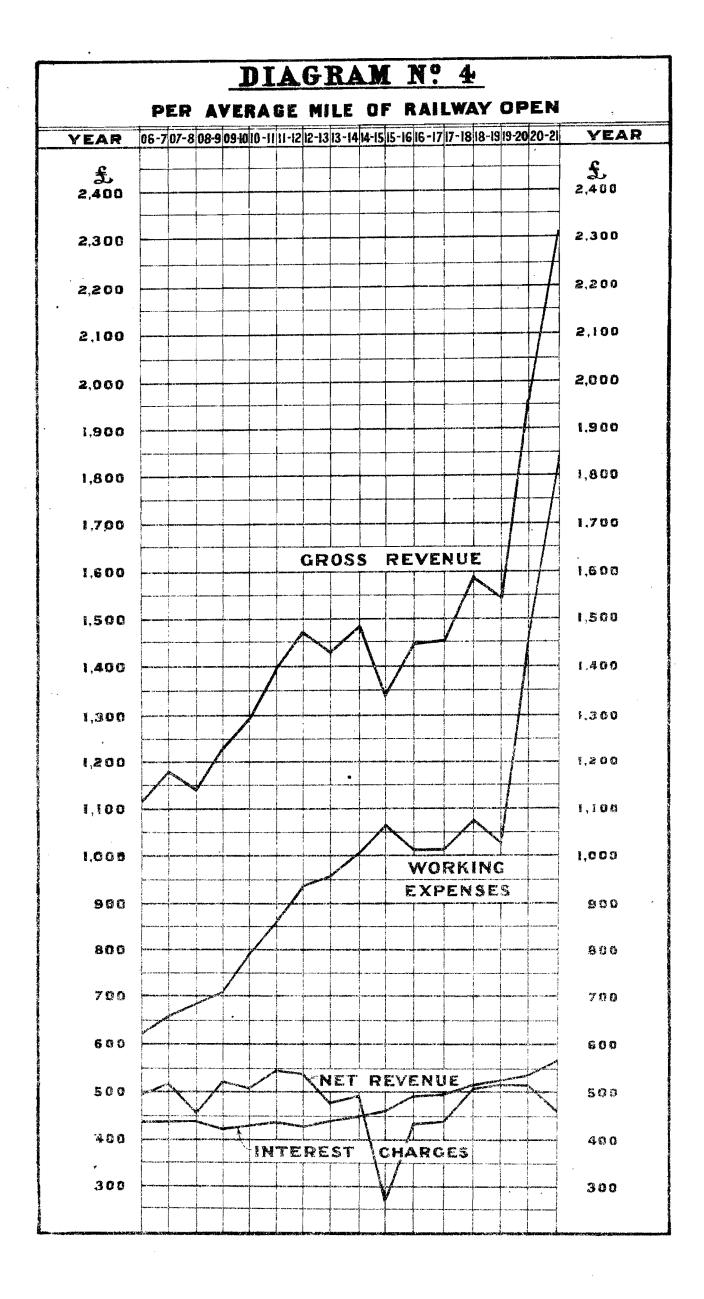
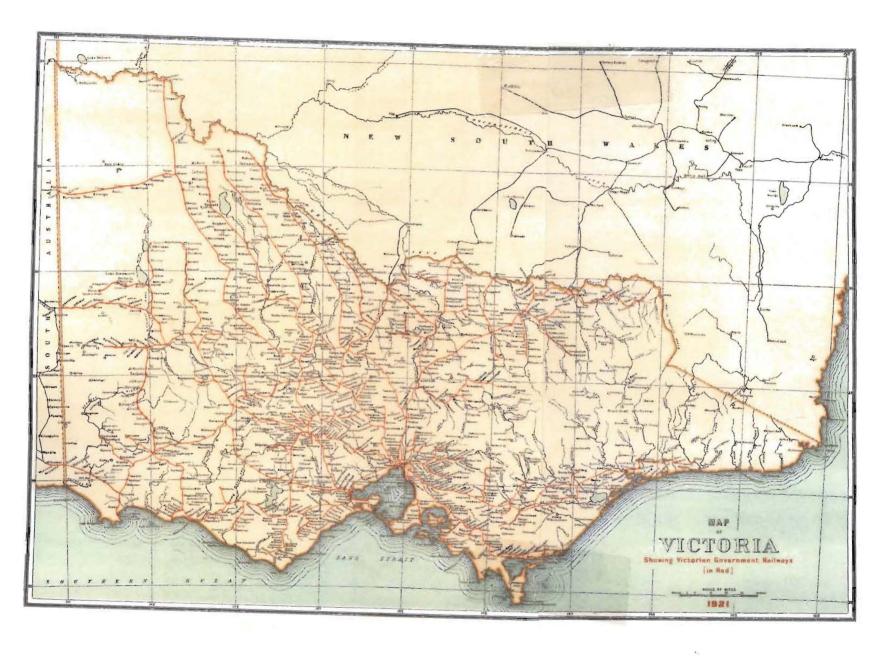
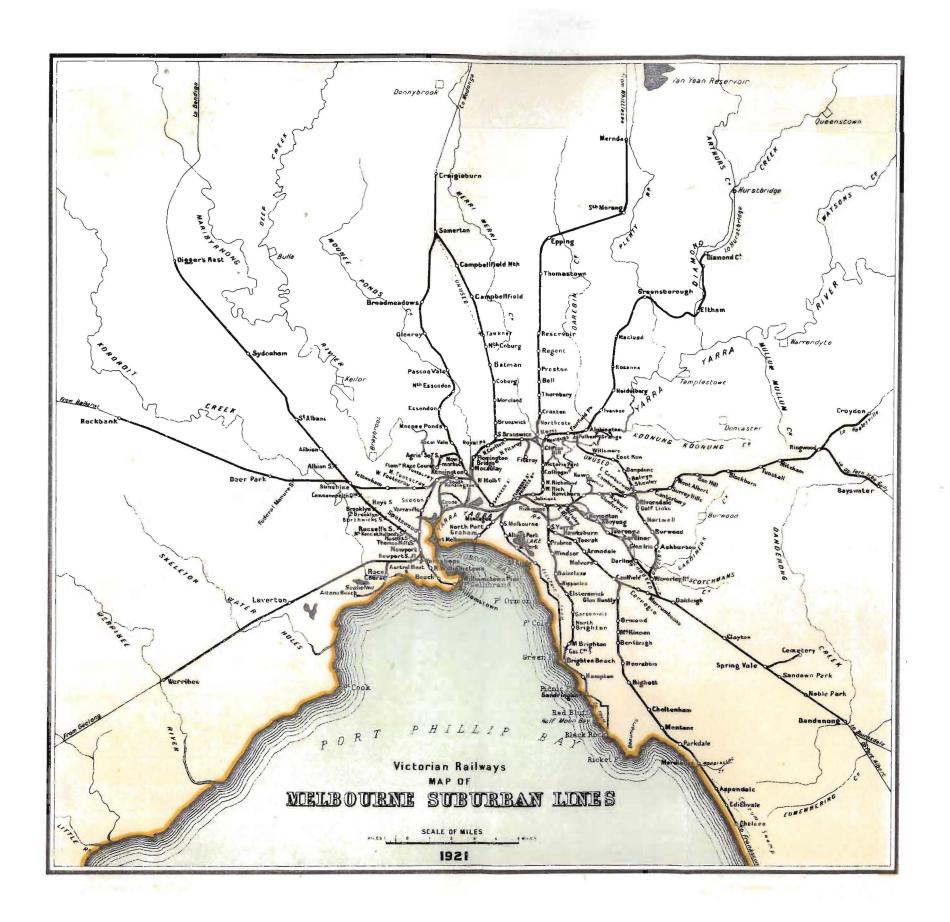


DIAGRAM Nº 5 PER TRAIN MILE RUN 06.7 07.8 08.9 09.10 10 11 11 12 12 13 13 14 14 15 15 16 16 17 17 18 18 19 19 20 20 21 YEAR YEAR 13/-13/-12/-12/-11/-11/-10/-10/-9/-9/-GROSS REVENU 8/-8/-7/-7/-6/-6/-WORKING EXPENSES 5/-5/-4/-4/-NET REVENUE 3/-2/-INTEREST CHARGES MILES 16,000,000 MILES 16,000,000 15,000,000 15,000,000 14,000,000 14,000,000 13,000,000 13,000,000 TRAIN MILES RUN 12,000,000 12,000,000 11,000,000 11,000,000 10,000,000 10,000,000 9,000,000 06.7 07.8 08.3 09.10 10.11 11.12 12.13 13.14 14.15 15.16 16.17 17.18 18.19 19.20 20-21 9,000,000







Distances between Capital Cities via Trans-Australian Railway,

... 3,483 Miles.

 Fremantle to Kalgoorlie (W.A.)
 ...
 387 Miles.
 Adelaide (SA.) to Melbourne (V.) ...
 483 Miles.

 Kalgoorlie (W.A.) to Port Augusta (S.A.)
 ...
 ...
 ...
 ...
 ...
 Melbourne (V.) to Sydney (N.S.W.)
 ...
 588 ,,

 Port Augusta to Adelaide (S.A.)
 ...
 ...
 259 ,,
 Sydney (N.S.W.) to Brisbane (Q.) ...
 ...
 715 ,,

Total Distance-Fremantle to Brisbane

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