

1927.  
—  
VICTORIA.

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VICTORIAN RAILWAYS.

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R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30<sup>TH</sup> JUNE, 1927.

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

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[*Approximate Cost of Report* :—Preparation, not given. Printing (350 copies) £255.]

By Authority:

H. J. GREEN, GOVERNMENT PRINTER, MELBOURNE.

130 No. 23.—[3s. 6d.]—12387.

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**REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS  
FOR THE YEAR ENDED 30TH JUNE, 1927.**

VICTORIAN RAILWAYS,  
Commissioners' Office, Spencer-street,  
Melbourne, 31st August, 1927.

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 ended 30th June, 1927.

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

|  | Railways.  |    |    | St. Kilda-Brighton and<br>Sandringham-Beaumaris<br>Electric Tramways. |    |    | Total.     |    |    |
|--|------------|----|----|---|----|----|------------|----|----|
|  | £          | s. | d. | £   | s. | d. | £          | s. | d. |
| <b>GROSS REVENUE—</b>  |            |    |    |   |    |    |            |    |    |
| Earnings .. .. .   | 13,503,123 | 3  | 7  | 70,803  | 15 | 11 | 13,573,926 | 19 | 6  |
| Amount received in respect of the loss<br>resulting from the working of cer-<br>tain lines of railway, and in<br>respect of certain border rail-<br>ways, <i>vide</i> page 8 .. .. . | 186,842    | 0  | 0  | ..  | .. | .. | 186,842    | 0  | 0  |
|  | 13,689,965 | 3  | 7  | 70,803  | 15 | 11 | 13,760,768 | 19 | 6  |
| <b>WORKING EXPENSES</b> .. .. .  | 10,457,754 | 17 | 6  | 63,277  | 10 | 3  | 10,521,032 | 7  | 9  |
| <b>NET REVENUE</b> .. .. .   | 3,232,210  | 6  | 1  | 7,526   | 5  | 8  | 3,239,736  | 11 | 9  |
| <b>INTEREST CHARGES and<br/>EXPENSES</b> .. .. .   | ..         | .. | .. | ..  | .. | .. | 3,287,276  | 17 | 9  |
| <b>DEFICIT</b> .. .. .   | ..         | .. | .. | ..  | .. | .. | £47,540    | 6  | 0  |

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

|   | Year 1926-27.         | Year 1925-26.         | Increase. (+)<br>Decrease. (-) |
|---|-----------------------|-----------------------|--------------------------------|
|   | £    s.    d.         | £    s.    d.         | £    s.    d.                  |
| <b>Gross Revenue—</b>   |                       |                       |                                |
| Railways—Earnings .. ..   | 13,503,123    3    7  | 12,497,884    2    2  | + 1,005,239    1    5          |
| „ Amount received in respect of the<br>loss resulting from the work-<br>ing of certain lines of railway,<br>&c., <i>vide</i> page 8 .. .. | 186,842    0    0     | 177,088    0    0     | +    9,754    0    0           |
|   | 13,689,965    3    7  | 12,674,972    2    2  | + 1,014,993    1    5          |
| St. Kilda-Brighton and Sandringham-Beau-<br>maris Electric Tramways .. ..   | 70,803    15    11    | 68,594    7    4      | +    2,209    8    7           |
| Total .. ..   | 13,760,768    19    6 | 12,743,566    9    6  | + 1,017,202    10    0         |
| <b>Working Expenses—</b>  |                       |                       |                                |
| Railways .. ..  | 10,457,754    17    6 | 9,771,472    18    8  | + 686,281    18    10          |
| St. Kilda-Brighton and Sandringham-Beau-<br>maris Electric Tramways .. ..   | 63,277    10    3     | 61,766    13    0     | +    1,510    17    3          |
| Total .. ..   | 10,521,032    7    9  | 9,833,239    11    8  | + 687,792    16    1           |
| Net Revenue .. ..   | 3,239,736    11    9  | 2,910,326    17    10 | + 329,409    13    11          |
| Interest Charges and Expenses ..  | 3,287,276    17    9  | 3,092,695    13    4  | + 194,581    4    5            |
| Deficit .. ..   | 47,540    6    0      | 182,368    15    6    | — 134,828    9    6            |

**Comparison of the Results of Working (excluding Electric Tramways and Road Motor Coaches) with those in the Three Preceding Years.**

|  | Year<br>1926-1927.       | Year<br>1925-1926.       | Year<br>1924-1925.       | Year<br>1923-1924.       |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| Average Mileage of Railways operated ..  | 4,627                    | 4,526                    | 4,446                    | 4,369                    |
| <b>TRAFFIC TRAIN MILEAGE.</b>  |                          |                          |                          |                          |
| Passenger—Country ... ..   | 3,380,932                | 3,343,344                | 3,259,520                | 2,987,928                |
| "    Suburban ... ..   | 7,358,600                | 7,311,755                | 7,194,731                | 6,956,099                |
| Mixed ... ..   | 2,213,451                | 2,225,038                | 2,295,898                | 2,404,461                |
| Goods (including Live Stock) ... ..  | 5,077,766                | 4,695,410                | 4,731,857                | 4,246,345                |
| <b>Total</b> ... ..  | 18,030,749(a)            | 17,575,547(a)            | 17,482,006(a)            | 16,594,833(a)            |
| Number of Passenger Journeys (Country<br>Suburban) ... ..  | 9,083,149<br>160,154,499 | 9,464,911<br>158,589,397 | 9,765,623<br>156,678,519 | 9,892,197<br>157,969,667 |
| Tonnage of Goods ... ..  | 8,648,488                | 8,128,905                | 8,446,929                | 7,820,531                |
| Tonnage of Live Stock ... ..   | 586,435                  | 599,591                  | 512,627                  | 489,012                  |
| <b>GROSS REVENUE.</b>  |                          |                          |                          |                          |
| <b>Passenger, &amp;c., Business.</b>   |                          |                          |                          |                          |
| Passenger—Country ... ..   | £ 2,714,002              | £ 2,688,060              | £ 2,728,500              | £ 2,716,999              |
| "    Petrol Rail Motors ... ..   | 46,914                   | 44,557                   | 35,422                   | ...                      |
| "    Suburban ... ..   | 2,879,642                | 2,693,187                | 2,616,965                | 2,613,615                |
| "    Petrol Rail Motors ... ..   | 474                      | ...                      | ...                      | ...                      |
| Parcels, &c. ... ..  | 524,314                  | 506,249                  | 496,532                  | 486,397                  |
| "    Petrol Rail Motors ... ..   | 8,581                    | 7,593                    | 4,570                    | ...                      |
| Horses, Carriages, and Dogs ... ..   | 45,260                   | 40,661                   | 39,968                   | 37,999                   |
| Mails ... ..   | 85,195                   | 90,248                   | 59,480                   | 59,549                   |
| <b>Total</b> ... ..  | 6,304,382                | 6,070,555                | 5,981,437                | 5,914,559                |
| <b>Goods, &amp;c., Business.</b>   |                          |                          |                          |                          |
| Goods ... ..   | 5,519,649                | 4,773,655                | 5,070,969                | 4,534,931                |
| Live Stock ... ..  | 649,743                  | 640,357                  | 550,060                  | 523,406                  |
| Minerals ... ..  | 174,704                  | 151,439                  | 154,493                  | 146,189                  |
| <b>Total</b> ... ..  | 6,344,096                | 5,565,451                | 5,775,522                | 5,204,526                |
| <b>Other Services.</b>   |                          |                          |                          |                          |
| Dining Car Services ... ..   | 28,478                   | 25,807                   | 24,008                   | 24,492                   |
| Refreshment Services ... ..  | 448,153                  | 413,736                  | 383,840                  | 320,669                  |
| Advertising ... ..   | 43,778                   | 36,987                   | 34,118                   | 25,327                   |
| Bookstalls ... ..  | 81,840                   | 67,855                   | 66,322                   | ...                      |
| <b>Total</b> ... ..  | 602,249                  | 544,385                  | 508,288                  | 370,488                  |
| Electrical Power ... ..  | 58,157                   | 145,026                  | 218,797                  | 225,452                  |
| Rentals ... ..   | 141,503                  | 156,546                  | 124,883                  | 119,300                  |
| Miscellaneous ... ..   | 202,047                  | 189,098                  | 150,270                  | 124,310                  |
| <b>Total</b> ... ..  | 13,652,434               | 12,671,061               | 12,759,197               | 11,958,635               |
| Per mile of Railway worked ... ..  | 2,951                    | 2,800                    | 2,870                    | 2,737                    |
| Per traffic train mile ... ..  | 15s. 1'72d.              | 14s. 5'03d.              | 14s. 7'16d.              | 14s. 4'95d.              |
| <b>WORKING EXPENSES.</b>   |                          |                          |                          |                          |
| Transportation Branch ... ..   | £ 2,822,524              | £ 2,701,124              | £ 2,664,697              | £ 2,543,229              |
| Way and Works Branch ... ..  | 2,276,001                | 1,928,597                | 1,963,960                | 1,861,887                |
| Rolling-Stock Branch—Operating Expenses ... ..   | 1,914,543                | 1,821,763                | 1,770,939                | 1,638,163                |
| "    Repairs and Renewals ... ..   | 1,582,376                | 1,520,727                | 1,480,972                | 1,331,104                |
| "    Repayment to Capital Account<br>in respect of Rolling Stock<br>withdrawn from service ... ..      | 250,000                  | 50,000                   | 50,000                   | 50,000                   |
| "    Payment into Rolling-Stock<br>Replacement Fund ... ..   | ...                      | 200,000                  | 200,000                  | 200,000                  |
| Electrical Engineering Branch ... ..   | 410,671                  | 466,770                  | 564,264                  | 538,547                  |
| Miscellaneous Operations ... ..  | 484,281                  | 452,755                  | 430,151                  | 312,879                  |
| General Expenses ... ..  | 256,214                  | 238,621                  | 216,130                  | 199,697                  |
| Stores Branch ... ..   | 90,180¶                  | 80,162¶                  | ...                      | ...                      |
| Payment into Railway Accident and Fire Insurance<br>Fund ... ..  | 62,757                   | 65,945                   | 47,823                   | 38,916                   |
| Payment to the State Coal Mine towards the cost of<br>re-conditioning the McBride tunnel ... ..        | Cr. 37,268               | ...                      | 37,268                   | ...                      |
| <b>TOTAL WORKING EXPENSES (exclusive of Pen-<br/>sions, Superannuation, &amp;c.)</b> ... ..            | 10,112,881               | 9,526,464                | 9,426,204                | 8,714,422                |
| Per mile of Railway worked ... ..  | 2,186                    | 2,105                    | 2,120                    | 1,995                    |
| Per traffic train mile ... ..  | 11s. 2'61d.              | 10s. 10'09d.             | 10s. 9'40d.              | 10s. 6'03d.              |
| Percentage of Gross Revenue ... ..   | 74'07                    | 75'18                    | 73'88                    | 72'87                    |
| Pensions and Superannuation Fund ... ..  | 293,680                  | 238,108                  | 215,087                  | 206,366                  |
| Border Railways Adjustment and Repayment to<br>Capital Account in respect of the Fyansford Line ... .. | 2,125                    | 2,971                    | 3,524                    | 3,972                    |
| <b>Total Working Expenses</b> ... ..   | 10,408,686(b)            | 9,767,543(b)             | 9,644,815(b)             | 8,924,760(b)             |
| Per mile of Railway worked ... ..  | 2,250                    | 2,158                    | 2,169                    | 2,043                    |
| Per traffic train mile ... ..  | 11s. 6'54d.              | 11s. 1'38d.              | 11s. 0'41d.              | 10s. 9'07d.              |
| Percentage of Gross Revenue ... ..   | 76.24                    | 77'09                    | 75'59                    | 74'63                    |
| <b>Net Revenue</b> ... ..  | 3,243,748                | 2,903,518                | 3,114,382                | 3,033,875                |
| Per mile of Railway worked ... ..  | 701                      | 642                      | 701                      | 697                      |
| Per traffic train mile ... ..  | 3s. 7'18d.               | 3s. 3'65d.               | 3s. 6'75d.               | 3s. 7'88d.               |

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

¶ Prior to 1925-26, the expenditure of the Stores Branch was included with that of the various Branches

### Gross Revenue of the Railways.

The Gross Revenue of the Railways (excluding the Electric Tramways and the Road Motor Coaches) amounted to £13,652,434, which is an increase of £981,373 as compared with the revenue earned in the preceding year, viz., £12,671,061, or equivalent to an increase of 7·74 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

|   | Increase.        |            | Decrease.      |            |
|---|------------------|------------|----------------|------------|
|   | Amount.          | Per cent.  | Amount.        | Per cent.  |
|   | £                |            | £              |            |
| Passenger Traffic—  |                  |            |                |            |
| Country ... ..  | 25,942           | ·97        | ...            | ...        |
| " Rail Motor Services ... ..  | 2,357            | 5·29       | ...            | ...        |
| Suburban ... ..   | 186,455          | 6·92       | ...            | ...        |
| " Rail Motor Services ... ..  | 474              | ...        | ...            | ...        |
| Dining Car Services ... ..  | 2,671            | 10·35      | ...            | ...        |
| Refreshment Services ... ..   | 34,417           | 8·32       | ...            | ...        |
| Advertising ... ..  | 6,791            | 18·36      | ...            | ...        |
| Bookstalls ... ..   | 13,985           | 20·61      | ...            | ...        |
| Parcels, &c. ... ..   | 18,065           | 3·57       | ...            | ...        |
| " Rail Motor Services ... ..  | 988              | 13·01      | ...            | ...        |
| Horses, Carriages, and Dogs ... ..  | 4,599            | 11·31      | ...            | ...        |
| Mails ... ..  | ...              | ...        | 5,053          | 5·60       |
| Goods ... ..  | 741,963          | 15·53      | ...            | ...        |
| Live Stock ... ..   | 13,417           | 2·11       | ...            | ...        |
| Minerals ... ..   | 23,265           | 15·36      | ...            | ...        |
| Electrical Power ... ..   | ...              | ...        | 85,869         | 59·90      |
| Rentals ... ..  | ...              | ...        | 15,043         | 9·61       |
| Miscellaneous ... ..  | 3,195            | 26·60      | ...            | ...        |
| Amount paid (and payable) to the Department in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8 ... .. | 9,754            | 5·51       | ...            | ...        |
| <b>Total ... ..</b>   | <b>1,088,338</b> | <b>...</b> | <b>106,965</b> | <b>...</b> |
| <b>Net Increase ... ..</b>  | <b>£981,373</b>  |            |                |            |

The contributing factors are explained in our comments on page 14, under the heading "Analysis of Passenger, Goods, and Live Stock Traffic."

The Gross Revenue per traffic train mile was 15s. 1·72d., as compared with 14s. 5·03d. in the preceding year.

For comparative purposes, a statement is furnished hereunder showing the gross earnings per traffic train mile each year for the four years ended 30th June, 1927:—

| Year.          | Revenue per traffic train mile. |      |
|----------------|---------------------------------|------|
|                | s.                              | d.   |
| 1923-24 ... .. | 14                              | 4·95 |
| 1924-25 ... .. | 14                              | 7·16 |
| 1925-26 ... .. | 14                              | 5·03 |
| 1926-27 ... .. | 15                              | 1·72 |

### Working Expenses of the Railways.

A detailed statement of the Working Expenses (excluding Electric Tramways and Road Motor Coaches) is given in Appendix No. 3.

The percentage of Working Expenses (excluding Electric Tramways, Road Motor Coaches, Pensions, Superannuation, &c) to Gross Revenue was 74·07, by contrast with 75·18 in the preceding year, and 73·88 in 1924-25. The decrease in 1926-27 by comparison with 1925-26 was 1·11 per cent., and was accounted for by the increase in the Revenue being proportionately greater than the increase in Working Expenses.

### **Reconciliation with Treasury Figures.**

The figures relating to the Revenue and Working Expenses, as shown in our accounts, do not agree with the Treasury figures because, in accordance with ordinary commercial practice, we credit the Revenue Account of each year with all the moneys which have been *earned* in such year, whether received or not, and debit the Working Expenses Account with the expenditure actually *incurred* in the year whether paid or not; 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. 22, 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 lines 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, 1926, involved the payment to South Australia of the sum of £1,367, 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 Fyansford (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.

In accordance with the proposal to write off the cost of the line during the period in question, the sum of £5,390 in respect of the first seven years had been charged to Working Expenses and credited to Capital Account, at 30th June, 1926, and a sum of £758 was similarly dealt with in 1926-27.

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

The Net Revenue, after providing for the payment of Working Expenses, Pensions and Gratuities under Act No. 767, the adjustment with South Australia in connexion with the Border Railways, payment to the Superannuation Fund, and the repayment to Capital Account in respect of the North Geelong to Fyansford Line, was equivalent to 4.52 per cent. of the total loan liability, as compared with 4.16 in 1925-26.

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

Provision is made in section 102 of the *Railways Act* 1915 that any losses incurred in respect of the working of new lines of railway, or any increase of expenditure or decrease of revenue occasioned by a direction given by Parliament or the Governor in Council on a matter of policy, shall be notified in writing by the Commissioners to the Auditor-General, and, if certified by him, shall be provided by Parliament in the Annual Appropriation Act, and paid to the Commissioners.

The amounts appropriated by Parliament and paid to the Department under section 102 of the *Railways Act* 1915, for which credit is taken in the finances of the year under review, were as follow :—

|  | £               | s.       | d.       |
|--|-----------------|----------|----------|
| The loss incurred in connexion with the operation of certain non-paying lines ( <i>vide</i> page 10) ...                             | 185,475         | 0        | 0        |
| The sum paid to South Australia in respect of the operation of certain border railways (as referred to on page 7) ...                | 1,367           | 0        | 0        |
| The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament ...              | 2,616           | 5        | 3        |
| The loss incurred in connexion with the reduction of 10 per cent. in freight charges for certain classes of Agricultural produce ... | 191,000         | 0        | 0        |
| <b>Total amount of the loss and increase of expenditure</b>  | <b>380,458</b>  | <b>5</b> | <b>3</b> |
| <i>Add</i> —Amount not appropriated and unpaid in 1925-26 ...  | 31,088          | 0        | 0        |
| Amount appropriated and paid ...   | <b>£411,546</b> | <b>5</b> | <b>3</b> |

### Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £327 in respect of the St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways, was £63,085.

### Pensions and Gratuities.

The amount paid in pensions and gratuities (to ex-employees or to their dependent relatives) was £215,105, a decrease of £4,291 as compared with the preceding year in which £219,396 was paid.

At 30th June, 1927, the number of employees still in the Service entitled to either pension or compensation on retirement was 64. By contrast with 30th June, 1926, this represents a decrease of 30, *vide* Appendix No. 14.

It will, of course, be appreciated that these figures relate to payment of pensions, &c., to employees who were in the Service at the date of the passing of Act No. 767 on 1st November, 1883, and not to pensions under the Superannuation Act which came into operation as from 1st January, 1926.



**Capital Expenditure.**

The total expenditure charged to Capital Account at 30th June, 1926, was ... .. £ 69,426,057 8 9  
and during the year the expenditure so charged (details of which are given in Appendix No. 15) was as follows :—

|  | £       | s. | d. |
|--|---------|----|----|
| Construction of New Lines and Surveys ... .. | 546,495 | 2  | 2  |
| Additions and Improvements to—               |         |    |    |
| Way and Works ... ..                         | 949,453 | 14 | 8  |
| Rolling-stock ... ..                         | 166,478 | 17 | 9  |

**Total Increase in Expenditure on Capital Account** ... .. £1,662,427 14 7

so that the total expenditure charged to Capital Account at 30th June, 1927, was ... .. £71,088,485 3 4

**Loan Funds.**

At 30th June, 1926, the total liability in respect of Current Loans was ... .. £ 69,833,415 4 3  
and during the year the additional amount allocated was as follows :—

|                                | £                | s.       | d.       | £                | s.        | d.        |
|--------------------------------|------------------|----------|----------|------------------|-----------|-----------|
| For Construction works ... ..  |                  |          |          | 1,861,572        | 14        | 0         |
| For Redemption purposes ... .. |                  |          |          | 1,696,868        | 1         | 10        |
|                                |                  |          |          | <u>3,558,440</u> | <u>15</u> | <u>10</u> |
| Less Amount redeemed—          |                  |          |          |                  |           |           |
| By Act No. 2026 ... ..         | 1,656,797        | 1        | 5        |                  |           |           |
| From Revenue ... ..            | 1,000            | 0        | 0        |                  |           |           |
|                                | <u>1,657,797</u> | <u>1</u> | <u>5</u> |                  |           |           |

Net Increase for the year ... .. £1,900,643 14 5

so that the total liability, at 30th June, 1927, in respect of Current Loans was (*vide* Appendix No. 16) ... .. £71,734,058 18 8

The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1926, to ... .. £ 67,361,015 6 1

and as this amount was increased during the year ended 30th June, 1927, by ... .. 1,788,487 5 8

the total proceeds of Loans at 30th June, 1927, were ... .. £69,149,502 11 9

The difference between the increase in the proceeds of Loans and the net increase in the total amount of Current Loans allocated, which represents the Net Discount and Expenses for the year, was ... .. £112,156 8 9

**Interest Account.**

The Interest Charges on Current Loans (*vide* Appendix No. 16) amounted to ... .. £ 3,281,334 2 8

In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of ... .. 5,942 15 1

The debit for Interest Charges and Expenses for the year 1926-27 was therefore ... .. £3,287,276 17 9

which represents an increase of £194,581 as compared with the debit for the previous year.

### Non-Interest Bearing Funds.

At 30th June, 1926, the amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was ... .. 4,029,213 15 0 and further moneys were provided during the year out of Consolidated Revenue and debited to Construction Works, as shown hereunder—

|   |                |
|---|----------------|
| Expenditure under Division No. 92 of the Appropriation Act ... ..                                     | 8,445 3 3      |
| Amount provided during the year out of Consolidated Revenue for the Redemption of Loan Moneys was ... | 1,000 0 0      |
|   | 4,038,658 18 3 |
| Deduct—Amount credited to “The Developmental Railways Account” ... ..                                 | 1,092 14 4     |

The total amount so provided as at 30th June, 1927 (*vide* Appendix No. 1), was therefore ... .. £4,037,566 3 11

### 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) ... ..     | 0·21   |                           |
| Ashburton to Oakleigh ... ..                 | 2·37   | 130,000                   |
| Fairfield Park to Deepdene ... ..            | 3·34   |                           |
| Darling to Waverley ... ..                   | 0·69   | 7,000                     |
| Lancefield to Kilmore (dismantled) ... ..    | 18·10  | 107,873                   |
| Fawkner Cemetery to Somerton ... ..          | 5·22   | 53,217                    |
| Geelong Race-course Line (dismantled) ... .. | 1·96   | 5,317                     |
| Totals ... ..                                | 47·76  | 353,407                   |
| Surveys for lines not constructed ... ..     | ...    | 422,908                   |
| Grand Total ... ..                           | ...    | £776,315                  |

### Non-Paying Lines.

The operation of the following lines for the twelve months ended 28th February, 1927, after the payment of Working Expenses and Interest Charges, resulted in a loss of £207,401. The amount for which, in respect of non-paying lines, credit has been taken in the Revenue Account in accordance with the provisions of section 102 of Act No. 2716 is £185,475, as shown hereunder.

| Line.                                  | Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1927. |
|--|--|
| Alberton to Won Wron .. ..             | £4,354   |
| Annuello to Robinvale .. ..            | 6,651  |
| Bairnsdale to Orbost .. ..             | 21,483   |
| Beeac to Newtown .. ..                 | 5,792  |
| Benalla to Tatong .. ..                | 3,317  |
| Ben Nevis (Crowlands) to Navarre .. .. | 1,508  |
| Bittern to Red Hill .. ..              | 3,931  |
| Cavendish to Toolondo .. ..            | 5,437  |
| Chillingollah to Manangatang .. ..     | 271  |
| Colac to Alvie .. ..                   | 418  |
| Colac to Crowes .. ..                  | 14,373   |
| Elmore to Cohuna .. ..                 | 347  |
| Eltham to Hurstbridge .. ..            | 18,713   |
| Ferntree Gully to Gembrook .. ..       | 16,174   |
| Heywood to Puralka (Mumbannar) .. ..   | 6,817  |
| Hopetoun to Patchewollock .. ..        | 5,426  |
| Jeparit to Lorquon .. ..               | 102  |
| Carried forward .. ..                  | £115,114   |

## NON-PAYING LINES—continued.

| Line.  | Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1927. |
|--|--|
| Brought forward .. .. .                                      | £115,114   |
| Kerang to Murrabit (Gonn Crossing) .. .. .                   | 5,374  |
| Kooloonong (West Narrung) to Yungera .. .. .                 | 1,574  |
| Koo-wee-rup to Strezlecki (McDonald's Track) .. .. .         | 12,386   |
| Linton to Skipton .. .. .                                    | 4,111  |
| Manangatang to Annuello (Bryden's Tank) .. .. .              | 83   |
| Merbein to Yelta (Abbotsford) .. .. .                        | 1,778  |
| Moe to Walhalla .. .. .                                      | 7,218  |
| Nandaly to Kuiwin .. .. .                                    | 2,723  |
| Neerim South to Noojee (Toorong River) .. .. .               | 6,005  |
| Newport to Altona .. .. .                                    | 4,870  |
| Noradjuha to Toolondo .. .. .                                | 1,604  |
| Ouyen to Murrayville .. .. .                                 | 11,814   |
| Piangil to Kooloonong (Pine Tank) .. .. .                    | 3,718  |
| Redcliffs to Werrimull (Millewa North) .. .. .               | 1,899  |
| Rushworth to Girgarre (Stanhope North) .. .. .               | 609  |
| Sea Lake to Nandaly .. .. .                                  | 2,056  |
| Tallangatta to Cudgewa .. .. .                               | 15,007   |
| Wangaratta to Whitfield .. .. .                              | 4,519  |
| Werrimull to Meringur (The Hut) .. .. .                      | 3,926  |
| Won Wron to Woodside .. .. .                                 | 1,013  |
| <i>Less Profits earned in previous years:—</i>               | £207,401   |
| Ben Nevis (Crowlands) to Navarre .. .. .                     | £1,508   |
| Chillingollah to Manangatang .. .. .                         | 271  |
| Colac to Alvie .. .. .                                       | 77   |
| Elmore to Cohuna .. .. .                                     | 347  |
| Jeparit to Lorquon .. .. .                                   | 102  |
| Ouyen to Murrayville .. .. .                                 | 11,814   |
| Sea Lake to Nandaly .. .. .                                  | 237  |
|  | 14,356   |
| <i>Less adjustments on account of previous years</i> .. .. . | 193,045  |
|  | 7,570  |
| <b>TOTAL</b> .. .. .   | <b>£185,475</b>  |

**New Lines of Railways.**

During the year 11·25 miles of new railways were opened for traffic. At 30th June, 67·75 miles were in course of construction. The details of the different lines are shown in Appendix No. 23.

**Mileage of Railways and Tracks Open for Traffic.**

The total route mileage open for traffic and the mileage of the main tracks and sidings, &c., are shown in the following statement, which also affords a comparison with the respective totals in the preceding year. Further particulars are given in Appendix No. 24:—

|                           | At 30th June. |          | Average for Year. |          |
|---------------------------|---------------|----------|-------------------|----------|
|                           | 1927.         | 1926.    | 1926-27.          | 1925-26. |
|                           | Miles.        | Miles.   | Miles.            | Miles.   |
| <b>Railways—</b>          |               |          |                   |          |
| Route Mileage .. .. .     | 4,634·23      | 4,625·18 | 4,626·64          | 4,526·27 |
| Track Mileage .. .. .     | 4,991·76      | 4,982·71 | 4,984·17          | 4,883·80 |
| Sidings .. .. .           | 1,004·53      | 997·68   | 1,001·03          | 987·66   |
| <b>Electric Tramways—</b> |               |          |                   |          |
| Route Mileage .. .. .     | 9·79          | 7·59     | 9·42              | 7·59     |
| Track Mileage .. .. .     | 17·18         | 14·98    | 16·81             | 14·98    |
| Sidings .. .. .           | 1·40          | 1·40     | 1·40              | 1·40     |

### 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. 18; the principal items being as follow :—

|                          | Year 1926-27. | Year 1925-26. |
|--------------------------|---------------|---------------|
| Number of Passengers ... | 5,856,796     | 5,910,741     |
|                          | £             | £             |
| Gross Revenue ...        | 55,594        | 56,533        |
| Working Expenses ...     | 48,079        | 48,534        |
| Net Revenue ...          | 7,515         | 7,999         |
| Interest Charges ...     | 9,347         | 9,277         |
| Net Result ...           | Loss £1,832   | Loss £1,278   |

The loss on the year's working was due to decreased Revenue as a result of road motor competition.

|  | £        |
|--|----------|
| The Capital Expenditure at 30th June, 1927, on account of the construction of the line was ... | 124,153  |
| and of rolling-stock ...   | 71,250   |
| or a total of ...  | £195,403 |

### Sandringham—Beaumaris Electric Tramway.

A comparison of the results of the operation of this Tramway with those of the preceding year appears in Appendix No. 19, and the chief items are shown hereunder :—

|                          | Year 1926-27. | Year 1925-26. |
|--------------------------|---------------|---------------|
| Number of Passengers ... | 1,809,880     | 1,371,558     |
|                          | £             | £             |
| Gross Revenue ...        | 15,209        | 12,061        |
| Working Expenses ...     | 15,198        | 13,233        |
| Net Revenue ...          | 11            | Loss 1,172    |
| Interest Charges...      | 6,556         | 5,514         |
| Net Result ...           | Loss £6,545   | Loss £6,686   |

The figures for 1926-27 include those in connection with the extension from Black Rock to Beaumaris, which was opened on 1st September, 1926.

|  | £        |
|--|----------|
| The Capital Expenditure at 30th June, 1927, on account of the construction of the line was ... | 102,163  |
| and of rolling stock ...   | 31,860   |
| or a total of ...  | £134,023 |

### Finance.

During the course of the year 1925-26, which closed with a deficit of £182,000, it became apparent, because of uncontrollable increases in the cost of both labour and materials, that increased revenue must be obtained if the Department was to be enabled to balance its accounts. Accordingly, in January 1926, we submitted to the Government a recommendation that fares and freight rates should be increased to the extent that would provide additional revenue amounting to £1,000,000—equivalent to an average increase of 10 per cent.

In this sum we made provision for—

- (a) The extension of the suburban radius to 27 miles.
- (b) A further taper in the fares over 250 miles.
- (c) A further taper in the goods, wool, and live stock rates beyond 250 miles.
- (d) The withdrawal of the recoup of the loss of revenue due to the reduction of 10 per cent. in the rates on primary products and the reduced classification for dried fruits.
- (e) Reductions in the classification of certain principal groceries and storekeepers' lines.

- (f) An additional amount of £450,000, which in our considered judgment is necessary each year for some years to come to meet the accrued and accruing depreciation, or loss of value, of the railway property in the ordinary course of working.

This scheme was not adopted by the Government of the day, which decided upon increases estimated to produce an additional revenue of only £530,000 in a normal year.

The increased rates came into operation on 15th September, 1926, and the consequential additional revenue up till the end of the financial year, which was estimated at £420,000, was very closely in accord with the estimate.

|   | £       | £             |
|---|---------|---------------|
| The deficit for the year was .. .. .  | ..      | 48,000        |
| But provision has not been made for—  |         |               |
| The amount which we regard as the minimum to make good the accrued and accruing loss of value of the property .. .. .   | 450,000 |               |
| The extension of the suburban radius, involving a loss of .. .. .   | 70,000  |               |
| The proposed taper in fares and freight rates for distances over 250 miles, and the reduction in the classification of principal grocery and store-keepers' lines, equivalent to .. .. .            | 146,000 |               |
| While the Treasury continues to recoup to us the loss due to the reduction of 10 per cent. in the rates on certain agricultural products, the amount so recouped for the year under review being .. | 182,000 |               |
|   | <hr/>   | <hr/> 848,000 |

If provision had been made for these items the deficit would have amounted to .. .. . £896,000

despite the increased fares and freights designed to produce £530,000 per annum.

It is therefore clear that to enable the above-mentioned adjustments to be made, to provide adequately for depreciation and to balance the accounts, it would have been necessary, on the basis of last year's operations, to have increased fares and freight rates to produce an additional £1,426,000 for a full year. This shows clearly that our recommendation for an additional £1,000,000 was fully justified.

Of the above items, only that relating to depreciation (£450,000) is immediately urgent, and it involves an important principle. The true results of working are not disclosed, because adequate provision is not being made for losses through depreciation which have accrued and are still accruing. The property is losing value each year in the course of working, but that loss of value is not being fully charged in the cost of service, and part only is being made good. The balance, including the amount lost in previous years, is being accumulated to be passed on to posterity.

In addition, the inadequate provision for depreciation has a distinctly adverse effect on the betterment and modernizing of the services. The installation of automatic couplers to which we referred in our Report last year is essential if further substantial economies in railway operating are to be achieved. Moreover, it is imperatively necessary for the safe working of the service.

The existing drawgear, which is believed to be as heavy and powerful as any of its type in use, has an insufficient margin of strength to meet present operating conditions, one of the results being that roughly 100 trains divide each month owing to broken drawgear.

The amount of slack in each coupling with the existing type is also a source of danger, as it is possible for the couplings to jump off the hooks whilst trains are in motion. Upwards of twenty-five trains monthly divide in this way.

In addition the amount of uncontrollable slack in a goods train of any length renders train operation over undulating track a matter of considerable exactitude. It also causes a caterpillar action which deteriorates the trucks and is largely responsible for a rapid growth in the cost of truck repairs, now amounting roughly to £400,000 per annum.

With automatic couplers, these difficulties and dangers would not exist, and we would be able to increase the maximum size of the engines now in use for goods train haulage, with very substantial economies.

The installation of automatic couplers is in these circumstances essential in the interests of safety (both as regards the staff and the travelling public) and of efficiency, and we cannot too strongly urge the necessity for commencing a definite programme of conversion and pressing it to a conclusion without delay.

The work is of such magnitude that it will require to be spread over a period of seven years. Even if it is commenced forthwith, therefore, it is obvious that the disabilities and dangers to which we have alluded will be accentuated before the completion of the work, owing to the increasing age of the rolling stock and the development of traffic.

Apart from the capital expenditure, a large debit to working expenses (approximately £1,800,000) will be involved. Our proposition is that this amount be allocated over a period of ten years, but so far we have been unable to secure authority to proceed with the scheme. Last year our recommendation to the Government that £200,000 should be provided on the estimates was not adopted, the Honorable the Treasurer stating in his budget speech that "an amount will be provided as soon as the financial position will admit." This year also our strong recommendation to provide the sum of £180,000 for the first year's programme has been rejected.

We recognize the financial difficulties of the Government and the need for every reasonable economy. To postpone the conversion to automatic couplers, however, is not economy. The work, as we have already said, is an imperative necessity for safe and efficient working, and we cannot too strongly express our disappointment and deep concern that our very emphatic and definite views on the subject are not accepted.

### Analysis of Passenger, Goods, and Live Stock Traffic.

A comparison of the revenue for the year under notice with that of the previous twelve months does not give a true indication of the relative volume of traffic owing to the increased fares and freight rates which were introduced as from 15th September, 1926, and, to a minor extent, the adjustment in suburban competitive fares which were operative throughout the last financial year and for nearly two months in 1925-26.

The trend of the volume of traffic is analysed in the following paragraphs dealing with passenger traffic and goods and live stock traffic respectively.

#### Passenger Traffic.

Details of the passenger business during the year, as compared with that of the preceding twelve months, are given in Appendix No. 26, but for ready reference a summary is set out hereunder:—

|                          | Country Passenger Traffic. |               | Suburban Passenger Traffic. |               | Totals.       |               |
|--------------------------|----------------------------|---------------|-----------------------------|---------------|---------------|---------------|
|                          | Year 1925-26.              | Year 1926-27. | Year 1925-26.               | Year 1926-27. | Year 1925-26. | Year 1926-27. |
| Total number of journeys | 9,464,911                  | 9,083,149     | 158,589,397                 | 160,154,499   | 168,054,308   | 169,237,648   |
| Revenue .. ..            | £2,732,617                 | £2,760,915    | £2,693,187                  | £2,880,117    | £5,425,804    | £5,641,032    |

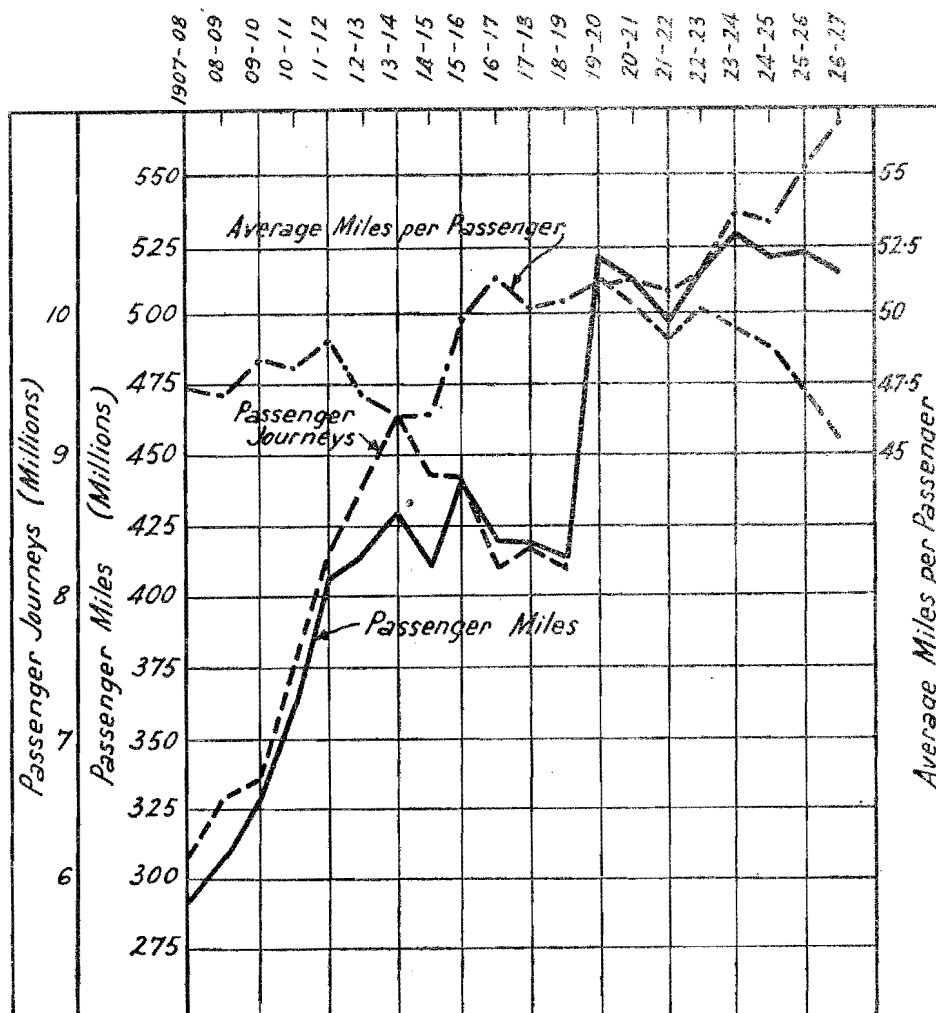
#### COUNTRY PASSENGER TRAFFIC.

The position in regard to the country passenger business continues to be far from satisfactory. There was a further decline by comparison with last year of 381,762 passenger journeys, or 4 per cent., and this, despite the favorable season and the unusual traffic induced by the Royal visit.

While the decrease is to some extent due to competition by commercially-operated road motor services, and also to the greater use of service omnibuses—the latter having carried over 100,000 passengers more than in the previous year—it is, unquestionably, largely the result of the continually increasing use of privately-owned motor cars, of which there were approximately 24,000 new registrations in the State during the twelve months ended 31st December, 1926.

The following graph indicates the expansion of the country passenger business since the year 1907-8, when the number of passenger journeys was 6,171,107, whereas

in the year under review it was 9,083,149. The latter figure, however, shows a substantial reduction by comparison with the year 1919-20, in which the country passenger journeys amounted to 10,263,863.



It will be seen that the number of passenger journeys increased rapidly and consistently from 1907-8 until the outbreak of the war, after which it evinced a fairly substantial decline until 1919-20, the peak in that year being attributed to prosperous conditions and the return of large numbers of soldiers from overseas.

During the past seven years there has been an almost steady retrogression in the number of country passengers, due mainly, as we have already pointed out, to the increasing use of privately-owned motor cars, until, in the year just closed, the number of passenger journeys was less than in 1913-14.

It will be seen on reference to the graph, however, that the average number of miles travelled per passenger has shown a fairly steady advance from 47.37 miles in 1907-8 to 56.91 in 1926-27. This is attributable partly to the construction of new lines into the more remote portions of the State and into New South Wales, and partly to the fact that the influence of motor traffic is more severely felt in respect of comparatively short journeys than in respect of journeys involving substantial distances.

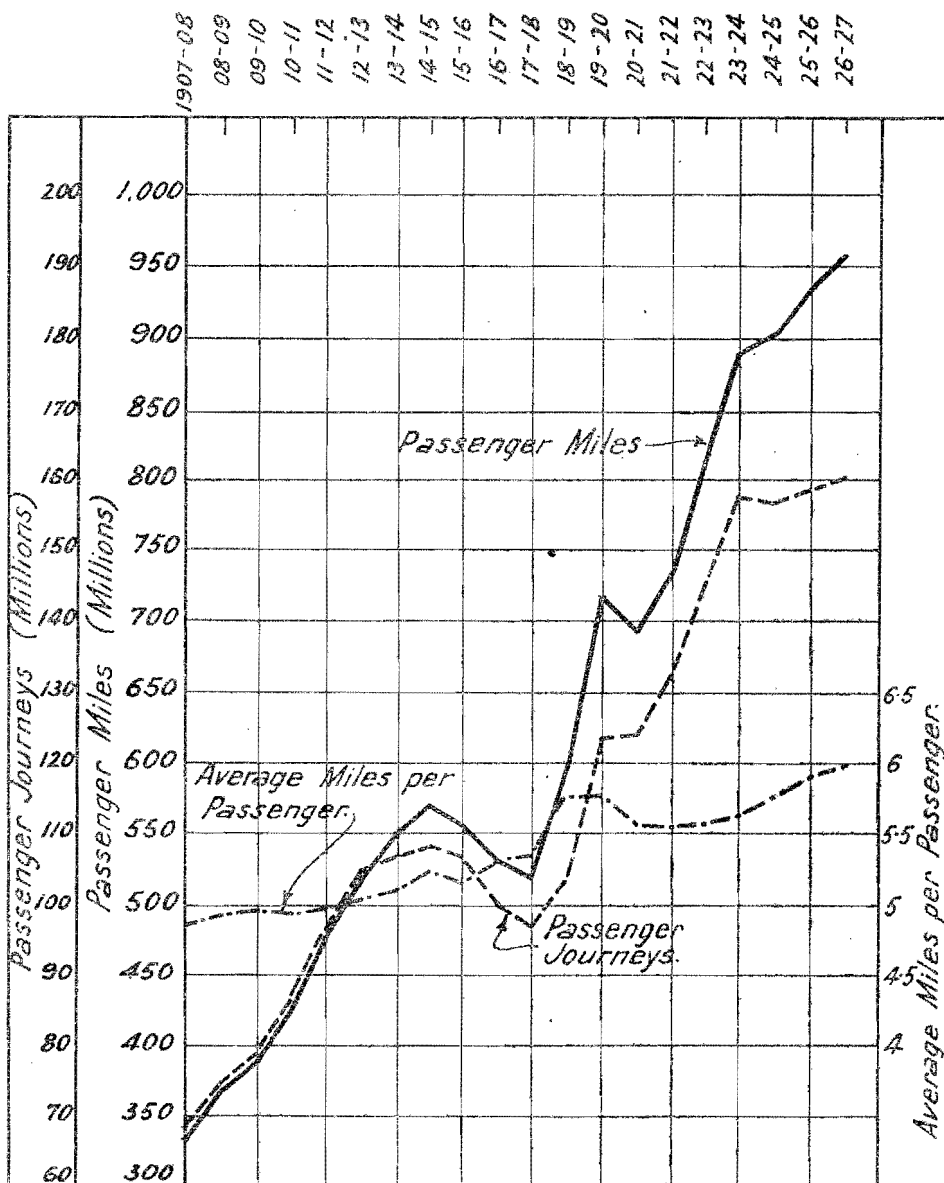
As a result of the increase in the average haul, the passenger miles, which represent the equivalent number of passengers carried for one mile, show a more favorable growth on the graph than the passenger journeys. But even the passenger miles show a retrogression since 1923-24 and were less in the year just closed than seven years previously.

#### SUBURBAN PASSENGER TRAFFIC.

Compared with last year's results, there was a small increase this year in suburban passenger journeys of 1,565,102, or less than 1 per cent. This increase is almost wholly attributable to the visit of Their Royal Highnesses the Duke and Duchess of York during the month of April.

In the graph hereunder is depicted the very great development in the suburban passenger traffic which has taken place since the year 1907-8, when the number of

passenger journeys amounted to 68,730,318, until it reached 160,154,499 in the year under review.



It will be seen that, except in the years affected by the war, the increase in passenger journeys was steady and substantial until 1923-24, but during the last three years this class of traffic has been almost stationary and would have shown practically no increase but for the special traffic created by the Royal visit in 1926-27. Moreover, it must be borne in mind that the metropolitan population is increasing and, taking this fact into account, the figures are evidence of the activities of competitive modes of transport.

The main competition is that of the tramways, which becomes more and more serious as additional lines are electrified and "through" services to the city established, while other factors are the motor omnibuses and the greater use which is being made of private cars as a means of travelling to and from the city. It is estimated that the loss in business due to these causes during the past year amounted to £175,000, of which more than half was due to increased tramway competition, and the great bulk of the remainder to the increasing use of private motor cars.

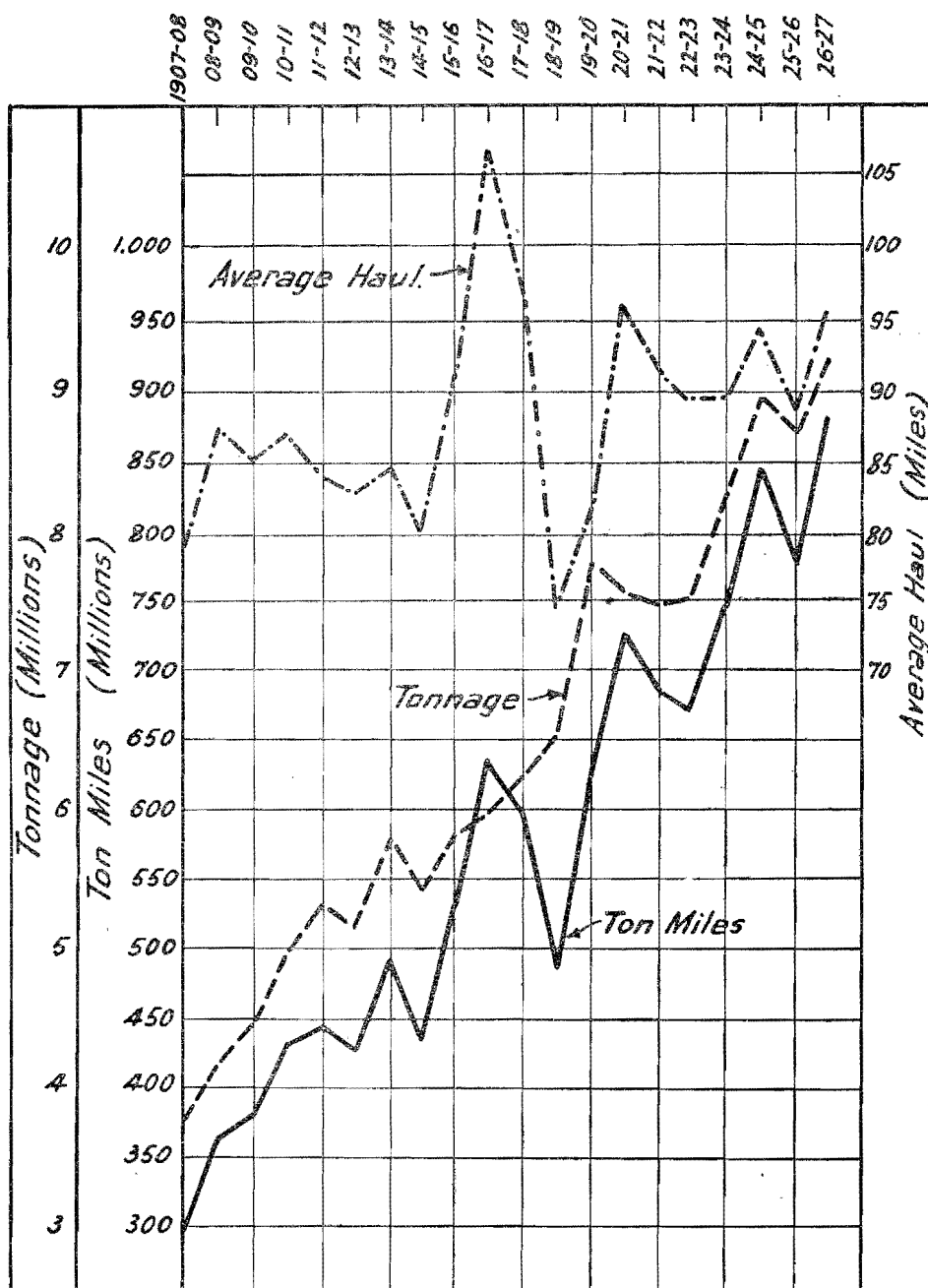
A gratifying feature of the suburban business, however, is the increase in patronage from the more distant suburbs, which is encouraged by the fast and frequent train services made possible by electric traction, combined with a standard of comfort which is unexcelled in any part of the World.

The effect of the increase in the outer suburban business is shown on the graph by the average number of miles travelled per passenger, which increased from 4.85 in 1907-8 to 5.99 in 1926-27. As a result of the greater average length of journey the suburban passenger miles increased in a greater ratio than the passenger journeys, and rose from 333,345,284 in 1907-8 to 959,402,370 in 1926-27. Judged from this stand-point the suburban passenger traffic is still maintaining a substantial increase.



### Goods and Live Stock Traffic.

The following graph illustrates the enormous expansion in the goods and live stock business of the Department since 1907-8, whether viewed in relation to the tonnage carried or the ton mileage, i.e., the equivalent number of tons carried one mile :—



The increase in the tonnage carried (3,754,861 to 9,234,923) is equivalent to 145 per cent., while that in the ton miles (296,464,980 to 882,918,391) is equivalent to 197 per cent. These figures are based upon paying tonnage only and exclude goods carried for Departmental purposes.

A striking feature of the graph, particularly in respect of the goods ton mileage, is the series of peaks occurring at fairly regular intervals. These are due mainly to the effect of weather conditions upon the wheat harvest which, in turn, exercises an influence upon the general traffic as representing the relative prosperity of the community. For example, the peak of 1916-17 in the goods ton mileage is a result of a record wheat traffic, including a large carry-over from the preceding year, when a quantity of wheat had to be stacked in the country owing to a lack of shipping facilities.

The goods ton mileage is the actual reflex of the volume of traffic, as it takes into account not merely the tonnage carried but also the average haul. The latter figure, as will be seen from the graph, has been the subject of wide fluctuation, being influenced by the variations in the wheat traffic to a greater extent than is the goods tonnage. This is due to the fact that the average haul of wheat (173·1 miles in 1926-27) is substantially more than that of all other classes of goods traffic combined (84 miles in 1926-27).

It will be noticed that, in the year just closed, the average haul of all classes of goods and live stock was only 95·6 miles, as against 96·12 miles in 1920-21, and 96·52 in 1917-18. This decrease, in the face of the good wheat season in 1926-27 and the construction in recent years of new lines into the remoter portions of the State and into New South Wales, is due largely to the striking increase in the volume of a class of goods business having a low average haul (42·5 miles in 1926-27), viz., the traffic in stone, gravel, and sand.

In 1910-11 (the first year in which the tonnage figures were analysed into the same divisions as at present) this class of traffic amounted to 408,380 tons, whereas in the year under review it totalled 1,989,918, or an increase of 387 per cent. In the latter year this represented no less than 23 per cent. of the total goods tonnage (excluding live stock), and as this class of traffic is carried at a very low—much of it at an unremunerative—rate, it will be appreciated that the increase in business which is indicated by the total tonnage and ton mileage figures, does not yield the financial benefits which might be expected.

In other words, much of the increased traffic in recent years is in an unremunerative class of loading, while, on the other hand, a large proportion of our road motor competitors confine their operations almost entirely to goods carrying a high rating, and thus take the cream of the traffic.

It may be opportune to mention here, in connexion with the criticism directed at us from time to time for having decided to construct a limited number of 40-ton trucks, that the tonnage of wheat, stone, gravel and sand alone during the year 1926-27 amounted to 3,188,081 tons, and represented 36·9 per cent. of the total goods tonnage. We have no doubt that there is ample scope for the employment of these vehicles in traffic which is available in truck loads.

### Train Mileage, Train Loads, &c.

The total train mileage (including assistant engine, light engine, and locomotive coal mileage) for the year was 19,170,352, an increase of 545,456 by comparison with 1925-26.

The goods train mileage increased by 482,614, principally as a result of the improved wheat yield, while the suburban electric passenger train mileage was 131,845 greater than last year, due mainly to the extension of electric services. There was also an increase of 84,058 in the petrol rail motor mileage, following upon the provision of new services.

The two latter items of increase were responsible for decreases in the suburban steam passenger mileage (104,937 miles) and in the mixed train mileage (13,598 miles). There was also a decrease (33,389 miles) in the country passenger train mileage, principally due to the conversion to electric traction of the Croydon-Lilydale and Ringwood-Upper Ferntree Gully lines.

Full details of the train, locomotive, and vehicle mileages appear in Appendix No. 9.

A comparison of the train and truck performances for the past six years is shown hereunder :—

|  |              | 1921-22. | 1922-23. | 1923-24. | 1924-25. | 1925-26. | 1926-27. |
|--|--------------|----------|----------|----------|----------|----------|----------|
| Percentage of actual to authorized load over ruling grade  | Mixed ..     | 70       | 71       | 71       | 71       | 70       | 70       |
|  | Goods ..     | 87       | 86       | 84       | 83       | 82       | 81       |
| Average gross tonnage per traffic train mile   | Passenger .. | 197      | 204      | 209      | 216*     | 220*     | 219*     |
|  | Mixed ..     | 200      | 204      | 204      | 207*     | 208*     | 210*     |
|  | Goods ..     | 328      | 343      | 347      | 394*     | 388*     | 395*     |
| Average goods and live stock tonnage per loaded truck mile .. ..   |              | 8·7      | 8·3      | 8·7      | 8·9      | 8·2      | 8·8      |
| Average goods and live stock tonnage per loaded truck mile during peak period (January to April inclusive) .. .. |              | 9·6      | 9·0      | 9·3      | 9·8      | 8·9      | 9·5      |
| Average miles per truck per day during peak period (January to April inclusive) .. ..                            |              | 27·3     | 25·3     | 27·0     | 31·0     | 27·6     | 30·1     |
| Number of passengers carried per passenger and mixed train mile, including rail motor mileage                    | Country ..   | 117·90   | 123·02   | 121·95   | 118·40   | 117·37   | 115·18   |
|  | Suburban ..  | 130·07   | 126·41   | 128·09   | 125·75   | 128·20   | 130·38   |

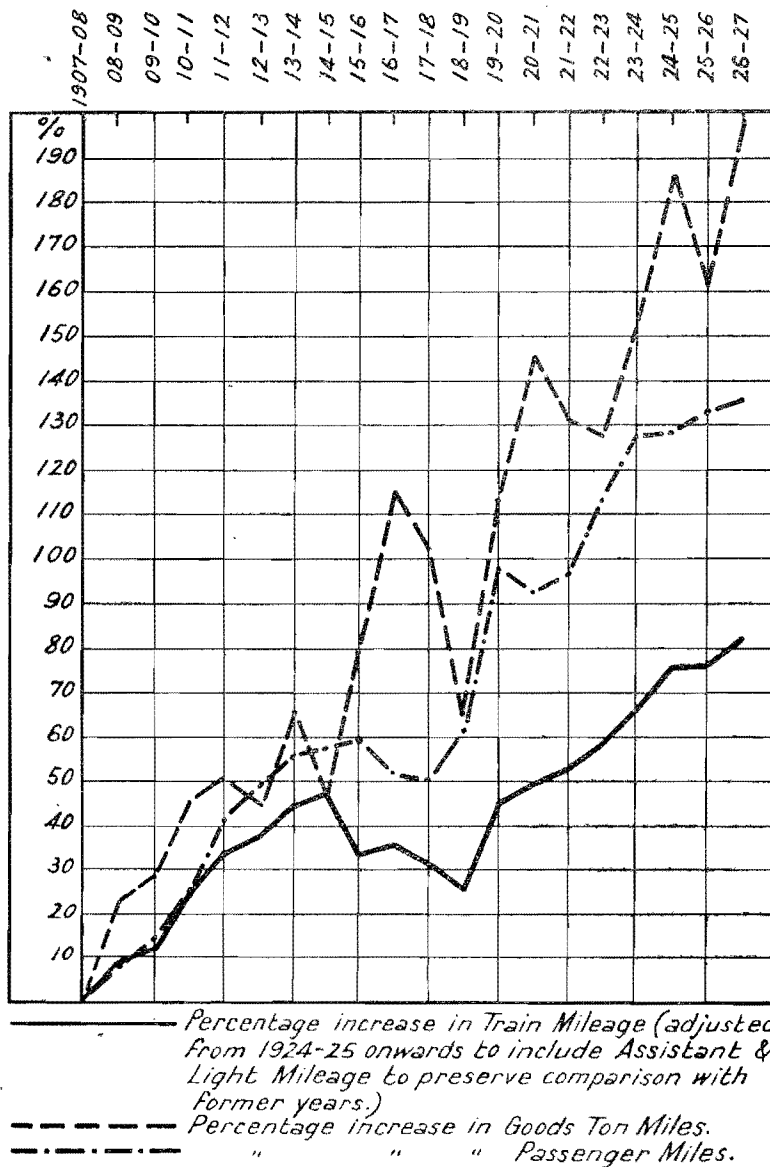
\* Assistant and Light mileage not included in this figure.

The gradual retrogression in the percentage of actual to authorized loads of goods trains during recent years is (as has been explained in previous reports) a result of the extension of rail motor services to country lines, which previously were operated by mixed trains, and to the consequent necessity for scheduling regular goods trains, irrespective of the loading offering.

The generally improved results of the other performances as compared with last year, while contributed to largely by the increased wheat yield, are also an evidence of the continuous efforts which have been made to secure efficient operation.

The avoidance of unnecessary train mileage, by making the greatest possible use of the capacity of trucks and of the available tractive power, is one of the essentials in economic working. It is interesting, therefore, to contrast the increase in the train mileage over a period of years with the increase in the business dealt with. This contrast is presented in the graph hereunder, in which the business is represented under two headings which cannot readily be equated into one unit, viz., passenger miles and goods ton-miles.

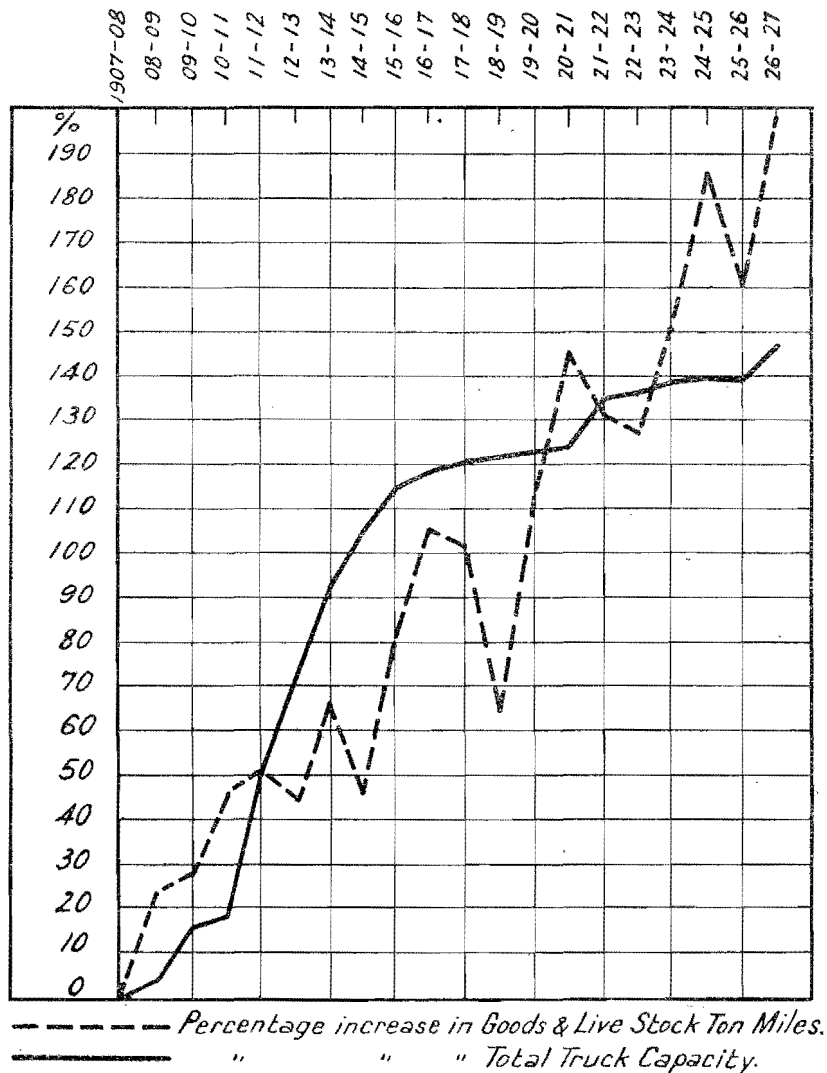
Percentage Increase, over 1907-8, in Train Mileage by Contrast with that in Traffic.



In the period of twenty years covered by the comparison, the goods business increased by 197.82 per cent., and the passenger traffic by 135.95 per cent., yet the increase in train mileage was equivalent to only 81.24 per cent. This striking contrast can properly be regarded with satisfaction, although unremitting efforts are being made to achieve further progression.

Apart from the savings in operating cost which arise from the limitation of train mileage, the better loading and better movement of trucks represent a substantial economy in enabling the business to be conducted with less vehicles than would otherwise be the case. In the following graph are contrasted, over a series of years, the percentage increase in the goods ton-miles in each year and that in the total capacity of the trucks utilized for handling the business.

Percentage Increase, over 1907-8, in Goods and Live Stock Ton-Mileage, by Contrast with that in Total Truck Capacity.



The graph shows that since 1907-8 the increase in the goods business, as represented by the increase of 197 per cent. in the ton-miles, was carried with an increase in the total truck capacity of only 147 per cent., which is a clear indication of the improvement resulting from the endeavours to obtain the best use from the available rolling-stock.

In any calculation of the extent of the economies so effected, it is necessary to take into account only the peak period of the year (January to April inclusive) as this is naturally the governing factor in determining what rolling stock must be provided.

During this period in the year under review the average mileage per truck per day was 30.1 miles, while the average truck load was 9.5 tons, and after equating the latter figure, because of an increase in the average carrying capacity per truck, it is estimated that if the loading and mileage had remained at the standard of ten years ago (1916-17), at least 6,500 additional 16-ton trucks would have been required to handle the traffic during the busy season of 1926-27.

The provision of this number of additional trucks would have involved a capital expenditure of approximately £2,500,000, and annual interest charges (at 5½ per cent.) of £137,000. Moreover, the existing yard and siding accommodation would have been

quite inadequate to cope with the extra rolling-stock which would have been necessary but for the improvement in operating methods, and heavy expenditure would have been involved in this direction also.

These figures demonstrate not only the improvement which has been made in this respect, but also the advantage that is gained by paying strict attention to the loading and movement of trucks.

### The Wheat Harvest.

The wheat yield for the 1926-27 season comprised 46,886,020 bushels, while the quantity transported by rail from the producing districts during the year amounted to 13,443,578 bags. The corresponding figures for each of the past six years are as follow :—

| Period.                      | No. of Bushels Produced. | No. of Bags of Wheat carried by Rail from Country Districts. |
|------------------------------|--------------------------|--|
| 1921-22 .. ..                | 43,867,596               | 12,720,251   |
| 1922-23 .. ..                | 35,697,220               | 8,447,655  |
| 1923-24 .. ..                | 37,795,704               | 10,316,955   |
| 1924-25 .. ..                | 47,364,495               | 16,055,186   |
| 1925-26 .. ..                | 29,255,534               | 7,636,133  |
| 1926-27 .. ..                | 46,886,020               | 13,443,578   |
| Record Years—(1915-16) .. .. | 58,521,706               | (1916-17) 18,461,822   |

During the year, 7,928,196 bags of wheat were exported, including 455,276 bags from Portland.

At the 30th June last 1,598,450 bags of wheat were stacked at the sea-board and in the country. This compares as under with the quantity stacked on the same date in each of the preceding three years :

|   | Number of Bags of Wheat Stacked at 30th June— |           |           |           |
|---|---|-----------|-----------|-----------|
|   | 1924.   | 1925.     | 1926.     | 1927.     |
| At or in the vicinity of Williamstown .. .. | 262,842                                       | 420,836   | 265,248   | 126,760   |
| At or in the vicinity of Geelong .. ..      | 71,482  | 352,574   | 57,652    | 169,483   |
| At country stations .. ..                   | 1,642,628                                     | 430,685   | 852,904   | 1,302,207 |
| Totals .. ..                                | 1,976,952                                     | 1,204,095 | 1,175,804 | 1,598,450 |

Particulars of the number of bags of wheat despatched from the principal wheat-loading stations in the State during each of the last six financial years will be found in Appendix No. 31.

### Timekeeping of Trains.

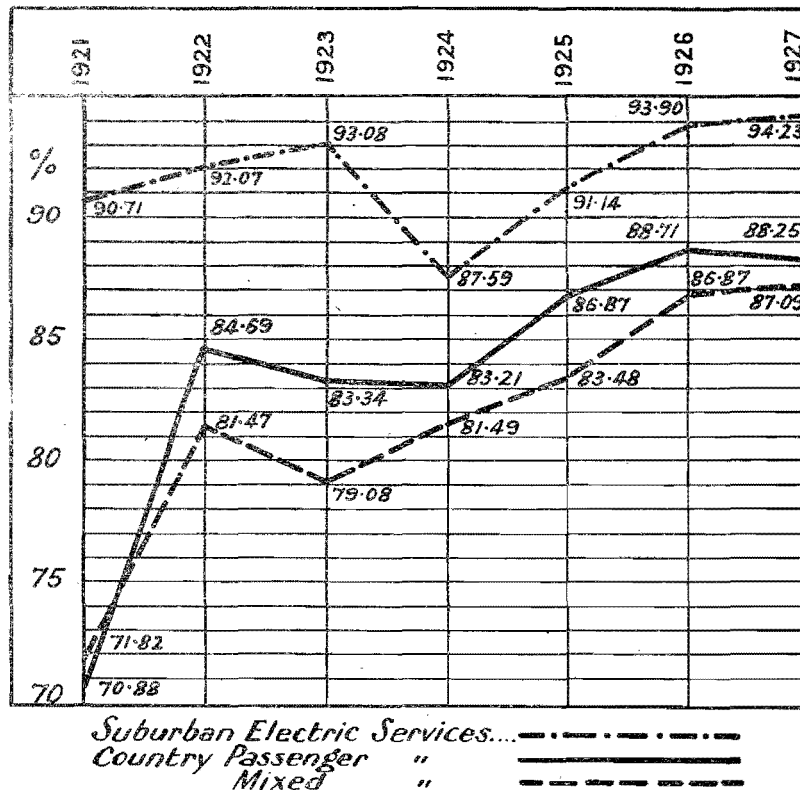
Although there was, during 1926-27, a slight retrogression in the percentage of country passenger trains on time as compared with the previous year, the figures were, on the whole, highly satisfactory, and showed an improvement on those of last year.

The percentage of suburban electric trains on time was 94.23 per cent. as against 93.90 in 1925-26. Bearing in mind the frequency of the services provided on the suburban lines, we consider this a very creditable performance.

The mixed trains also showed an improvement as compared with last year, the respective figures being 86.87 per cent. in 1925-26 and 87.09 in the year under review, but, as already mentioned, the percentage of country passenger trains on time (88.25) was slightly less than last year, when the corresponding figure was 88.71 per cent.

The results since 1920-21 are comprised in the following graph :—

Year ended 30th June.



### Improved Country Passenger Services.

We have maintained our policy of improving the travelling conditions of long distance travellers by reducing the over-all time occupied between terminals wherever practicable.

During the year, the following curtailments in travelling time were effected :

| Trains.  | Reduced Travelling Time. |
|--|--------------------------|
| 1.5 p.m. Maryborough to Woomelang (Daily) ..                             | 30 minutes.              |
| 4.30 p.m. Melbourne to Serviceton (Daily) ..                             | 30 minutes.              |
| 5.6 p.m. Melbourne to Serviceton (Mondays, Thursdays, Saturdays) .. .. . | 22 minutes.              |
| 11.55 p.m. Serviceton to Melbourne (Daily) ..                            | 11 minutes.              |
| 6.15 p.m. Maryborough to Ballarat (Daily) ..                             | 47 minutes.              |
| 5.40 a.m. Ballarat to Dimboola (Daily) .. ..                             | 23 minutes.              |
| 6.50 a.m. Melbourne to Port Fairy (Mondays) ..                           | 20 minutes.              |
| 6.40 p.m. Melbourne to Seymour (Daily) .. ..                             | 15 minutes.              |
| 7.37 a.m. Albury to Melbourne (Daily) .. ..                              | 11 minutes.              |
| 10.35 a.m. Orbost to Melbourne (Thursdays excepted)                      | 25 minutes.              |
| 7.20 a.m. Wonthaggi to Melbourne (Daily) ..                              | 20 minutes.              |
| 7.00 a.m. Yarram to Melbourne (Daily) .. ..                              | 15 minutes.              |
| 11.50 a.m. Yarram to Melbourne (Thursdays) ..                            | 50 minutes.              |

The saving in time indicated above does not fully represent the improvement in the Interstate expresses to Melbourne because as a result of curtailments in travelling time which were also made in South Australia and New South Wales, the express trains from those States now arrive in Melbourne 29 and 21 minutes respectively earlier than under the previous schedule.

### Petrol Rail Motor Cars.

No new rail motor cars have been constructed since our last Report, but the 23 cars (including four of the large double-ended type) are all in use and giving satisfactory service.

Plans are being prepared of a more commodious and up-to-date rail motor of the petrol electric type, which will be capable of hauling a bogie passenger carriage as a trailer vehicle. If the experiment proves successful, the scope for the operation of branch line services by rail motors will be considerably extended.

Hereunder will be found statistics regarding rail motor operation.

MOTOR CAR OPERATION COVERING 24 RAIL MOTOR CARS (INCLUDING ONE PETROL TROLLEY).

| Month.            | Days Worked. | Total Working Cost. | Passenger Journeys. | Motor Car Miles. | Trailer Miles. | Gallons Petrol. | Hours Running. |
|-------------------|--------------|---------------------|---------------------|------------------|----------------|-----------------|----------------|
| 1926.             |              | £                   |                     |                  |                |                 |                |
| July .. .. .      | 539          | 3,222               | 37,014              | 52,803           | 34,982         | 6,322           | 2,554          |
| August .. .. .    | 536          | 3,112               | 42,407              | 52,739           | 33,196         | 6,630           | 2,582          |
| September .. .. . | 513          | 2,942               | 49,261              | 48,820           | 28,695         | 5,785           | 2,413          |
| October .. .. .   | 511          | 3,207               | 53,583              | 49,950           | 29,014         | 5,613           | 2,458          |
| November .. .. .  | 489          | 3,176               | 42,752              | 48,182           | 27,023         | 5,113           | 2,380          |
| December .. .. .  | 479          | 3,008               | 43,834              | 46,978           | 26,969         | 4,922           | 2,329          |
| 1927.             |              |                     |                     |                  |                |                 |                |
| January .. .. .   | 484          | 2,876               | 54,601              | 46,323           | 28,132         | 4,710           | 2,293          |
| February .. .. .  | 471          | 2,711               | 43,428              | 46,251           | 27,545         | 4,835           | 2,281          |
| March .. .. .     | 537          | 2,968               | 48,233              | 53,680           | 30,909         | 5,474           | 2,671          |
| April .. .. .     | 487          | 3,022               | 59,549              | 50,078           | 27,783         | 5,244           | 2,549          |
| May .. .. .       | 521          | 3,114               | 47,309              | 54,383           | 29,040         | 5,807           | 2,709          |
| June .. .. .      | 532          | 3,187               | 45,419              | 56,319           | 30,857         | 6,299           | 2,780          |
| Totals .. .. .    | 6,099        | £36,545             | 567,390             | 606,506          | 354,145        | 66,754          | 29,999         |

Total working cost includes wages of guards and motormen, cleaning, supplies, fuel, lubricants, and repairs to engine and carriage; excludes Depreciation and Interest.

AVERAGES.

|                                       |    |    |    |    |       |
|---------------------------------------|----|----|----|----|-------|
| Motor miles run per car per day       | .. | .. | .. | .. | 99    |
| Trailer miles run per trailer per day | .. | .. | .. | .. | 58    |
| Passengers per car per day            | .. | .. | .. | .. | 93    |
| Motor miles run per gallon of petrol  | .. | .. | .. | .. | 9.09  |
| Miles run per hour (speed)            | .. | .. | .. | .. | 20.2  |
| Working cost per mile (pence)         | .. | .. | .. | .. | 14.46 |

### The Melbourne Suburban Electric System.

The electrification of the line from Williamstown Race-course to Altona was completed early in the year. The results to date have been satisfactory, and it is anticipated that there will be a steady increase in the passenger business on this line.

The electrified system now comprises 163 route miles or 404 single track miles. The possibilities of additional extensions of the electrified area have been investigated, but so far as the passenger services are concerned further work in this direction is not likely to be justified in the near future.

It is intended, however, to proceed immediately with the electrification of the suburban goods sidings on the Melbourne-Lilydale and Ringwood-Upper Ferntree Gully lines and branches and, as funds may permit, on other lines. This will enable the goods services to be operated by electric locomotives which, as has been demonstrated on the Oakleigh and Sandringham lines, permit of the work being carried out more expeditiously and more economically than is possible under steam conditions.

Additional electric locomotives are to be provided for this purpose, and will be constructed concurrently with the wiring of the sidings. The new locomotives will be so designed as to be adaptable for multiple operation, so that two or more units can be employed, if required, to haul heavy loads which otherwise would necessitate the running of additional trains.

We have not overlooked the possibility of the Diesel electric locomotives for suburban and terminal shunting work, and are keeping in touch with the developments in other countries of this type of tractive power. So far, however, it cannot be demonstrated that the use of these locomotives on this system would be economically justified.

The mercury arc rectifiers installed at Lower Ferntree Gully and Mooroolbark continue to operate satisfactorily, and it is intended to equip an additional sub-station, required for the operation of the Hurstbridge line, with a similar type of plant.

The circuit breakers originally installed in a few of the main traction sub-stations have not provided the most satisfactory protection to the machines, and those at Jolimont and North Fitzroy Sub-stations were, during the year, replaced by breakers of the " High Speed " type.

The switchboard at Jolimont, which is 28 feet long and contains all the controls of this sub-station, was re-designed and built by the Electrical Engineering Branch, and now controls the four rotaries, 21 high tension feeder switches, and 20 D.C. high speed circuit breakers feeding the system.

Arrangements are in hand for the conversion to automatic operation of the Glenroy, Seaford, and Elwood Sub-stations, and contracts have been placed for the necessary equipment. The installation at Elwood will embody remote supervisory control which will be carried out from Jolimont, some 6 miles distant.

At the Newport " A " Power Station the total number of units generated last year was 196,096,646, compared with 238,514,775 for the previous year. In addition, 49,941 units were received from the State Electricity Commission to supplement the railway supply. The decrease in the quantity of energy generated was due to the fact that the supply to the Melbourne Electric Supply Company was taken over by the State Electricity Commission during the year.

The problem of electrolysis mitigation is still receiving close attention. A committee of experts from the bodies mainly interested has been formed in order that a co-operative policy may be maintained with the object of minimizing troubles of this nature.

### Way and Works Branch.

The Way and Works were maintained in good order and repair throughout the year, *vide* the certificate of the Chief Engineer of Way and Works on page 47.

During the year, 91 miles of track were relaid with steel rails as shown hereunder :—

| Description of Rails.                  | Miles of Track Relaid. |
|--|------------------------|
| New 110 lb. . . . .                    | .4                     |
| New 100 lb. . . . .                    | 6.0                    |
| New 90 lb. . . . .                     | 29.6                   |
| New 80 lb. . . . .                     | 1.3                    |
| Serviceable 100 lb. and 80 lb. . . . . | 42.1                   |
| Serviceable 75 lb. and 60 lb. . . . .  | 11.6                   |
| Total . . . . .                        | 91.0                   |

The tracks were strengthened by 35,607 additional sleepers ; 542,767 sleepers were renewed, and a total of 214 miles of fencing rebuilt.

A large proportion of this relaying and re-sleepering work was carried out on the North-Eastern and Goulburn Valley lines, approximately 30 miles of new track being laid on each of these sections.

The increasing traffic, together with the use of heavier engines and rolling-stock, has rendered it necessary to strengthen portions of the track on the North-Eastern line, and the opportunity was taken of relaying sections of the Goulburn Valley line with serviceable rails released from the former work.

### New Goods Line from West Footscray to South Kensington.

This line, which is required to connect the Tottenham Gravitation and Marshalling Yards with the Melbourne Yard, was approved of by the Parliamentary Standing Committee on Railways on the 10th June, 1926, and is being constructed by the Railway Construction Branch. The work was commenced in September last and good progress is being made.

Considerable alterations will be necessitated to existing tracks at each end of the new line, and to the subways and approaches at South Kensington station. In addition, it will be necessary to build a new brick signal-box at South Kensington



to control this junction, which will be considerably enlarged and equipped for power operation. These alterations, which are being undertaken by the Department, will be completed concurrently with the construction of the new line.

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

The Melbourne Yard re-arrangement scheme, so far as it relates to trackwork and platform facilities, was not actively proceeded with during the past twelve months, as it was considered that the new country passenger platform, which was completed towards the end of 1925, would meet immediate requirements.

We propose, however, to undertake in the near future further extensive alterations to the yard in the vicinity of Dudley-street, where it is intended to provide accommodation for the storage of passenger rolling-stock. A number of properties in Adderley and Latrobe streets have been resumed for the purpose of making available the area required, and when the additional accommodation is provided shunting movements will be simplified and facilities for the housing and cleaning of trains considerably augmented.

#### **New Road between Flinders-street Extension and the Napier-street Bridge, Footscray.**

The construction of the section of this road between the entrance to the new Chaff and Potato Depot at Cowper-street and Dudley-street was, owing to financial considerations, somewhat delayed, but good progress is now being made with the work which, it is expected, will be completed early in October next.

The extension from Dudley-street to the Napier-street Bridge will be put in hand as soon as Parliamentary authority as to the construction of the road and the allocation of its cost has been obtained.

#### **New Outwards Parcels Office and other Accommodation at Spencer-street.**

For some time past the Outwards Parcels business at Spencer-street has considerably overtaxed the accommodation provided. It was therefore decided to abolish the building which for many years served as the Outwards Parcels Office and replace it with an up-to-date office of much greater capacity. Most of this work was completed during the year, and portion of the new Parcels Office is already in use.

In order to enable these alterations to be carried out it was necessary to demolish certain other old buildings in the vicinity, including those occupied by the Ticket Printer, the Ticket Inspector, and the Interlocking and Electrical Fitters, &c., who have been accommodated elsewhere.

The Lost Property Office was also displaced, and a new building erected in a more convenient position off the main concourse.

A new block of buildings was constructed to accommodate the medical and ambulance staff. It is provided with every convenience, and is equipped with modern appliances for the testing of hearing, vision, &c. In addition, a completely furnished "First Aid" room is available, while ample provision is made for the storage of the ambulance equipment.

Advantage is being taken of the re-arrangement of the various buildings to provide increased accommodation for the sale of light refreshments. The present accommodation is being considerably enlarged, and, when completed, will include a fruit juice drink stall, a fruit stall, a bookstall, &c.

In addition, the Spencer-street frontage facing Collins-street is being rebuilt with shops which, it is anticipated, will yield a substantial return by way of rentals.

We expect to have the whole of these improvements completed by the end of December next.

#### **Additional Accommodation for Outwards Goods Loading at Spencer-street.**

With a view to relieving the pressure on the Outwards Goods Shed at Spencer-street, portions of the old Chaff Shed and the Potato Platform are being altered and equipped for dealing with outwards loading. This additional accommodation, which will shortly be available for use, is expected to meet requirements until such time as a new Outwards Goods Shed of increased capacity is provided.

### Queen's-parade, Clifton Hill.

The abolition of the level crossing at Queen's-parade, Clifton Hill, and the substitution of a bridge carrying the railway tracks over the roadway were completed during the year.

Consequent on delay in supplying the steel work, the tracks were, for some months, carried on a temporary timber bridge, but the steel superstructure was finally delivered and placed in position in October last. The temporary supports were then removed and the roadway, channels, footpaths, and embankments finished off, leaving a clear span of 70 feet between abutments.

### Siding at Spotswood for the Vacuum Oil Company Proprietary Limited.

During the year a siding  $1\frac{1}{4}$  miles long, giving access to the new refinery works and stores of the Vacuum Oil Company Proprietary Limited at Spotswood, was constructed. The siding branches off the Oil Wharf siding near Douglas-parade and is carried across the mouth of the Stony Creek on a bridge of 33 openings. The construction of the siding, which involved considerable filling and extensive cuttings in bluestone, was carried out by the Department at the cost of the Company.

### Amalgamated Way and Works Workshops at Spotswood.

Good progress was made with the construction of the Amalgamated Workshops at Spotswood for the Way and Works Branch, and the Ironworks Section was completed and made available during the year. This comprises a blacksmiths' shop, machinery shop, structural steel shop, sheet metal workers' shop, luncheon room, office, and store.

A commencement was made with the erection of the woodworking and joinery shops, and it is anticipated that these will be ready for occupation towards the end of 1928.

### Dandenong Station Yard Re-arrangement.

The extensive re-arrangement scheme for improving the station yard accommodation at Dandenong, which was commenced in 1925, was steadily proceeded with. This work includes the substitution of a bridge at Jones-road for the existing gate crossing at Brighton-road; the provision of a subway in lieu of the level crossing at Hammond-road; the construction of two pedestrian subways, one at Brighton-road and one at the station; alterations to tracks; diversion of roadways, &c.

The necessary road diversions in Railway-parade and between Brighton and Hammond roads, as well as the bridge over the railway at Jones-road, were completed and opened for traffic during the year, while the pedestrian subways and the necessary drainage works are well in hand.

A commencement was made with the trackwork and the re-arrangement of the station yard, and the whole work is proceeding satisfactorily and in accordance with the programme arranged.

### Additional and Improved Accommodation.

A number of important works, most of which will directly facilitate the handling of the traffic or provide greater comfort and conveniences for the travelling public, were carried out during 1926-27.

Some of the additions and improvements effected were—

|                   |    |  |
|-------------------|----|--|
| Ballarat North    | .. | Provision of works depot.                              |
| Bendigo           | .. | Sewerage of station buildings.                         |
| Bungaree          | .. | Facilities for the crossing of trains.                 |
| Burnley-Heyington | .. | Duplication of line (about 1 mile).                    |
| Castlemaine       | .. | Additional siding accommodation.                       |
| Diapur            | .. | Facilities for the crossing of trains.                 |
| Donald            | .. | Additional siding accommodation.                       |
| Echuca            | .. | Improved track work and provision of 70-ft. turntable. |

|                             |       |   |
|-----------------------------|-------|---|
| Glen Iris                   | .. .. | Provision of new station buildings and facilities for the crossing of trains. |
| Lara                        | .. .. | Provision of new station buildings.   |
| Melbourne (Flinders-street) | .. .. | Provision of new fruit juice drink stall.<br>Improved siding accommodation.   |
| Mildura                     | .. .. | Provision of 70-ft. turntable.  |
| Nhill                       | .. .. | Facilities for the crossing of trains.  |
| Pimpinio                    | .. .. | Facilities for the crossing of trains.  |
| Port Melbourne              | .. .. | Additional and improved yard accommodation and connecting lines to the pier.  |
| Portland North              | .. .. | Provision of turntable and additional facilities for the crossing of trains.  |
| St. Arnaud                  | .. .. | Provision of 70-ft. turntable.  |

The provision of additional facilities at various locations for the crossing of trains is another instalment of our policy of doing everything reasonably possible to enable the traffic to be economically and expeditiously operated, and should be the means of obviating delays which would otherwise be unavoidable.

### New Stations.

New stations were constructed at North Brunswick, on the Coburg line ; Chatham, on the Box Hill line ; Rushall, on the North Carlton line ; and Eastoakleigh, on the Dandenong line. In the latter case, a monetary contribution towards the cost of providing the station was made by land-owners in the vicinity and other interested parties, while in connexion with the Chatham station the necessary land was made available by the local Council.

### Dwelling Accommodation for Employees.

Our policy of providing dwelling accommodation for employees at locations where private houses are not obtainable was continued throughout the year, and 27 additional dwellings of precast concrete construction were completed and made available for employees.

### Rolling-Stock Branch.

The whole of the rolling-stock in use and the machinery and equipment were maintained in good working order and condition, *vide* the certificate of the Chief Mechanical Engineer on page 47. Inventories of the rolling-stock in existence at 30th June, 1927, appear in Appendices Nos. 10 and 21.

In order to permit of the writing off of the capital value of certain locomotives which, as a result of electrification, were rendered obsolete, a further special payment of £50,000 was made to the Capital Account during the year, enabling thirteen of these locomotives to be so dealt with. A sum of £13,097 was also written off the rail motor stock.

In addition, six of the older types of locomotives were broken up, two were sold, and 13 were written down to scrap value, while 82 cars, vans, and sundry stock were broken up and 65 were written down to scrap value. Of the older goods wagons, 181 were broken up and removed from the Register and 512 were written down to scrap value.

The output of new rolling-stock during the year was as follows :—

#### Locomotives, &c.—

|  |       |   |
|--|-------|---|
| “ C ” class (tractive power, 36,138 lb.) | .. .. | 5 |
|--|-------|---|

#### Carriages—

|   |       |    |
|---|-------|----|
| Corridor vestibule cars (64 feet) for country services      | ..    | 22 |
| Sliding door trailer coaches for suburban electric services | .. .. | 22 |
| Dining Cars   | .. .. | 2  |
| Trailers for petrol rail motors                             | .. .. | 2  |

*Trucks—*

|                                |     |
|--------------------------------|-----|
| Open goods (4-wheeled) .. .. . | 350 |
| Open goods (bogie) .. .. .     | 30  |

*Road Motor Vehicles—*

|                                     |   |
|-------------------------------------|---|
| Road motor coaches (bodies) .. .. . | 9 |
|-------------------------------------|---|

**New Locomotive Construction.**

Apart from the five locomotives of the "C" class which were completed and placed in service during the year, good progress was made with the construction of the pattern "Pacific" three-cylinder locomotive for the Melbourne and Sydney expresses, and of ten additional locomotives of the "N" class ("Mikado") type.

It is expected that the "Pacific" engine will be available for service early in 1928.

**Superheater Locomotives.**

The five "C" class engines constructed during the year were fitted with superheaters, while three "A2" and eight "DD" saturated steam locomotives were similarly equipped. Altogether there were, at the 30th June last, 251 superheater locomotives in service.

**Consolidation Locomotives.**

The number of consolidation locomotives has now reached 26. A further eleven, to be known as the "X" class, are to be constructed, and the necessary drawings are in course of preparation. These locomotives will be generally similar to the "C" class, but will be provided with a larger grate area and a 2-8-2 wheel arrangement. In addition, they will be so constructed as to be readily convertible to the 4-ft. 8½-in. gauge. It is anticipated that the whole of these engines will be completed by the end of December, 1928.

**Carriage Construction.**

The 22 new country cars have a less tare weight per passenger than the standard corridor stock recently constructed, but they embody the same main features as the latter.

Two new dining cars, the "Avoca" and the "Hopkins," were also completed. These are the first all-steel cars built in Australia for use on main lines, and represent a distinct advance, both in safety and comfort, over former designs. Further particulars will be found under the heading "Refreshment Services and Bookstalls," while photographs appear at the end of this Report.

**Truck Construction.**

The 350 open goods 4-wheeled wagons which were constructed have a capacity of 20 tons, while the capacity of the 30 "QR" trucks is 30 tons.

The construction of 200 40-ton open goods wagons and 50 30-ton louvre wagons, similar in type to those recently obtained from America as patterns, is in hand at Newport. The 40-ton trucks will be used for the carriage of metal, sand, grain, and other commodities which are offering for traffic in suitable bulk quantities to enable the economic advantage of trucks of this size to be realized.

Authority has also been given for the construction of 200 25-ton 4-wheeled open goods wagons similar to existing stock, but with heavier axles; 50 bogie sheep wagons; 25 bogie cattle wagons, and 10 12-stall horse boxes.

**Electric Lighting of Country Carriage Steam Stock.**

Steady progress was made with the work of equipping country carriage stock with electric lighting in lieu of gas. At 30th June, 1927, 438 cars and vans were so converted.

**Newport Workshops.**

The construction of the new Boiler Shop was practically completed during the year, and the shop was brought into partial use in December last. Most of the machinery has been installed and the overhead electric cranes are at present being erected.

With the establishment of the new Foundry and Boiler Shop, the most pressing need in connexion with the extension of the Newport Workshops is the provision of a new Erecting Shop. A modern, well-designed and properly equipped Erecting Shop, which is estimated to cost approximately £200,000, will, by enabling the output to be increased and by reducing the time occupied in the repair of engines in the shops, represent a highly lucrative investment. In addition the existing accommodation for the construction and repair of locomotives is quite inadequate for present requirements, and the provision of the proposed new Erecting Shop is therefore essential in the interests of efficiency.

As far back as October last, we recommended that the matter be referred to the Parliamentary Standing Committee on Railways at the earliest possible moment for investigation in accordance with the provisions of section 21 of Act No. 2717. In the meantime the necessity for the work is becoming more and more pressing, and as an undertaking of this magnitude must obviously occupy a considerable period we strongly urge that our recommendation should be adopted without further delay.

### **Fuel Conservation.**

Hand in hand with such factors as increased train loads; train control; running of more engines equipped with superheaters; use of larger engines, and institution of longer engine runs, the fuel conservation movement continues to be productive of good results so far as efficiency and economy in the use of fuel are concerned.

In 1925-26 the average consumption of coal per 100 gross ton miles was 34.80 lb., whereas in the year under review it was 33.71 lb. This decrease—1.09 lb.—represents a saving of about 3 per cent. which, on a locomotive coal bill of approximately £700,000, means a decrease in Working Expenses of £21,000.

These results were obtained despite the fact that there was a decrease of  $2\frac{1}{2}$  per cent. in the quantity of Maitland coal used.

We are pleased to record that the interest of the staff in regard to this important matter is well maintained, and there is every reason to believe that, with the continued co-operation of those concerned, further beneficial results are assured.

### **Automatic Couplers.**

A commencement was made with the work of equipping the broad-gauge rolling-stock with automatic couplers. The 350 open goods four-wheeled wagons and the 30 open goods bogie wagons which were constructed during the year were so equipped, as well as a number of tank wagons built for private companies.

Arrangements have been made to similarly equip the narrow-gauge stock in use on the Wangaratta-Whitfield and Upper Ferntree Gully-Gembrook lines. This will bring the rolling-stock on these sections into line with that on the other narrow-gauge lines.

To date, 130 cars have been equipped with transition gear, and all new car stock will be so fitted until the couplers are actually installed. This will enable the change over to automatic couplers to be effected expeditiously and without inconvenience.

The existing drawgear of our rolling-stock is, under modern working conditions, frequently overstressed, and breakaways are becoming a cause for grave anxiety. The safety of the travelling public and the safety of the staff are both wrapped up in this question, and with the progress of the State and the increasing traffic the only possible solution is the provision of automatic couplers.

We have made reference under the heading of "Finance" to the imperative necessity of pressing forward with the work of conversion without intermission.

### **Coaling of Engines.**

A large proportion of the material and machinery necessary for the erection of the mechanical coal-handling plant at Ararat was received, and an early start will be made with the work of installation. As explained in our last Report, the plant will be of the overhead bin type, discharging into the engine tenders through gravity chutes.

All new coal tenders are being designed with larger dimensions than existing types, and although of greater capacity, will be self-trimming, which will result in less arduous work on the part of firemen.

Arrangements are also in course for raising the coal stages to suit the higher tenders, and, when a sufficient number is in service, it will be possible to eliminate some of the smaller coaling stations.

### **Mechanical Staff Exchangers.**

With a view to expediting the running of passenger and fast goods trains, mechanical staff exchangers were installed on the Melbourne-Geelong, Melbourne-Wodonga, and Melbourne-Serviceton lines.

This apparatus enables the staff to be exchanged by means of mechanism on the locomotives which engages with the ground appliance, and admits of the speed at which trains run through staff stations being increased from 20 to 40 miles per hour. As a result, reductions were effected in the over-all running time of important trains.

So far, 50 locomotives have been fitted with these mechanical exchangers, and additional installations are being provided.

### **Electric Headlights on Locomotives.**

The results which have attended the installation of electric headlights on certain locomotives have been highly satisfactory—both from the point of view of the engineman and of the road user. Twenty-four engines have so far been equipped, and thirteen more are being fitted.

The high illuminative power of the electric headlights, not only gives a sense of security and confidence to drivers and firemen, but also appreciably increases the safety of train operation over open level crossings.

In these circumstances, and in view of the ever-increasing volume of fast-moving road traffic, we feel that there is a responsibility upon us to complete without intermission the programme of equipping all locomotives with the electric headlights.

Enginemen who have had experience with the headlights fully confirm our opinion as to the value of this equipment, which is also very favorably regarded by the public in districts in which engines with the electric headlights are accustomed to run.

### **Locomotive Boosters.**

The locomotive booster which was obtained for trial purposes was fitted to an "N" class locomotive, and put into service during the year. The tests were so satisfactory that it has been decided to install boosters on the eleven "X" class engines which have been authorized.

This appliance, as explained in our last Report, consists of a small auxiliary engine geared to the trailing truck wheels of the locomotive. By increasing the tractive power when starting and on grades, it enables improvements to be effected in train loads or speeds.

### **Signal and Telegraph Branch.**

The whole of the signalling, interlocking, and safe-working appliances were maintained in good order and condition throughout the year, *vide* the certificate of the Chief Engineer of Signals and Telegraphs on page 47.

### **Interlocking, Etc.**

During the twelve months, four interlocking machines were installed at new locations, i.e., Echuca, Glen Iris, North Brunswick, and Eastoakleigh. New signal-boxes were erected and old interlocking machines replaced by new ones at St. Albans, Ringwood, Bungaree, Lara, Yarraville "B," Nhill, Alphington, Ivanhoe, and Brighton Beach. In addition, extensive alterations were made at 28 other locations, the total number of additional levers provided being 66.

This brought up to 959 the total number of places where the points in the main line are either interlocked or otherwise protected (other than by plunger locks), with a total of 11,504 levers, representing 78.24 per cent.

Thirty-five sets of staff, Annett or tablet locking gear were provided at 27 intermediate non-staff stations or locations, and five staff stations were equipped with plunger-locking gear, comprising 13 sets.

### Power Signalling.

Automatic signals were installed between Burnley and Heyington in connexion with the duplication of the lines, and between Clifton Hill and Northcote Loop and Westgarth in connexion with the regrading of the tracks and the abolition of the Queen's Parade level crossing. An extension of this system was also made from Canterbury to Surrey Hills, and from Elsternwick to Sandringham, while power-operated points and signals were provided at Brighton Beach. The work of installing automatic signals between North Melbourne and Seddon is well in hand, and the high tension line in connexion with the provision of automatic signalling on the Geelong line is under construction.

The signal-box and interlocking apparatus at Maldon Junction were abolished during the year, and the junction points and signals are now power-operated and controlled from Castlemaine.

As a result of the track-block signalling which was installed between Heyington and Darling, and between Alphington and Heidelberg, the electric staff system was abolished on these sections and better facilities provided for train running.

### Tracklocking.

The tracklocking on the North-Western line is in hand, and sections were completed and brought into service at Nhill, Bungaree, and Parwan.

This system provides additional safeguards for crossing trains, and prevents a signal being cleared for a train to proceed through or into a station yard when the route to be taken by such train is either occupied or fouled by a vehicle on any adjoining road.

Certain alterations were also carried out to the tracklocking in connexion with the new goods line from South Kensington to Tottenham, and automatic signals to work in conjunction therewith are being provided.

### Bonding.

The necessary bonding in connexion with the electrification of the Williamstown Race-course-Altona line was carried out, while similar work was completed on the Black Rock-Beaumaris tramway.

### Telephones and Telegraphs.

Approximately 46 miles of new pole lines, and 409 miles of copper telephone and selector telephone lines were erected during the year, while 251 miles of pole lines were rebuilt and converted from morse and telephone circuits to super-imposed operation. Four hundred and four miles of pole line were overhauled, and 70 miles of line wire and 35 miles of cable were run in connexion with the provision of automatic and harmonic ringing telephone systems in the electrified area.

On the sections from Murtoa to Warracknabeal and Horsham to Dimboola, the lines were converted to metallic circuit so as to provide telephone working in addition to the existing morse, which was super-imposed. This enables station to station telephone services to be operated concurrently with the use of the same lines for morse telegraph and permits stations to obtain communication with each other expeditiously.

Telephone communication, with morse telegraph super-imposed, was installed between Echuca and Balranald, a distance of 127 miles, while metallic telephone services were provided between—

|                        |    |    |    |          |
|------------------------|----|----|----|----------|
| Echuca and Deniliquin  | .. | .. | .. | 45 miles |
| Geelong and Camperdown | .. | .. | .. | 78 "     |
| Hopetoun and Beulah    | .. | .. | .. | 16 "     |

In addition, the single line telephone service from Dookie to Shepparton was converted to metallic working.

The provision of selector telephones in connexion with the Train Control System—which is referred to elsewhere under a separate heading—was also proceeded with, and the following additional sections were completed during the year :—

|                    |                 |
|--------------------|-----------------|
| Seymour-Toolamba.  | Bendigo-Echuca. |
| Toolamba-Echuca.   | Seymour-Albury. |
| Toolamba-Numurkah. | Bendigo-Kerang. |
| Woodend-Bendigo.   |                 |

A new harmonic ringing switchboard was installed in the Automatic Exchange at the Head Office, Spencer-street, which was connected with 265 locations in the suburban area. Modern switchboards were provided at Williamstown Pier; North Melbourne Locomotive Depot; North Melbourne Car and Wagon Shops; Spencer-street Produce Shed; Dudley-street; Telegraph Office, Balarat; and in the office of the Assistant Train Running Officer, Maryborough.

### Electric Lighting of Stations.

During the year, electric light was provided at nine additional suburban stations, as well as at—

|               |              |             |               |
|---------------|--------------|-------------|---------------|
| Balranald     | Kaniva       | Ouyen       | Warracknabeal |
| Castlemaine   | Korong Vale  | Springhurst | Yallourn      |
| Kangaroo Flat | Neerim South | Violet Town | Yea           |

This brought the total number of stations so lit to 290—129 in the country and 161 in the electrified area.

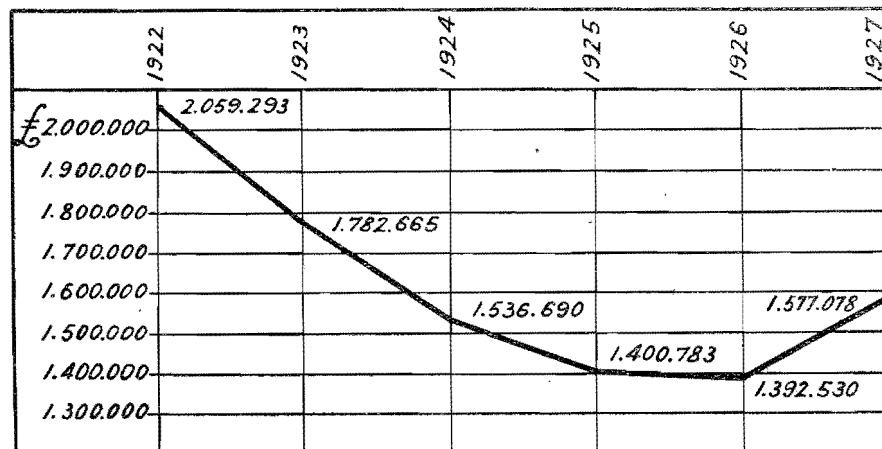
Similar provision was also made at 47 departmental residences, five trucking yards, and at various refreshment-rooms, staff quarters, engine sheds, &c., throughout the State. In addition, the Murray River Bridge at Echuca and the approaches on the New South Wales and Victorian sides were electrically lit.

### Stores Branch.

The value of the stock of stores on hand at 30th June, 1927, was £1,577,078 (*vide* the certificate of the Chief Storekeeper on page 47). This represented an increase of £184,548 over last year when, on the corresponding date, the stores were valued at £1,392,530.

The position at the close of each year from 1921-22 onwards is indicated in the following graph :—

At 30th June.



The increase in the stock on hand was mainly due to large quantities of electrical equipment for the rolling-stock on the Melbourne suburban lines being obtained in anticipation of a programme which was subsequently postponed, owing to the check in the development of traffic which is referred to elsewhere. Another factor in the increased value of stocks was the necessity to build up nearer to normal requirements our stock of coal which, at the 30th June, 1926, had been depleted as a result of industrial troubles in the coal industry.

### General Storehouse and Reclamation Depot at Spotswood.

The systems in operation at the new general storehouse at Spotswood and at other departmental storehouses have fully realized expectations in the matter of efficient and economic handling of material. This was evidenced by the results obtained at the general stocktaking, when the discrepancies amounted to only .02 per cent. of the total issues for two years.

During the past year further improvements were effected and modern appliances introduced at the Departmental Storehouses, and our stores organization is now as up to date as that in any part of the world.



Storehouses throughout the country are being gradually converted to the methods in use at Spotswood and generally brought under the direct control and supervision of the Stores Branch, with advantageous results.

At the Reclamation Depot additional machinery, designed to enable the reclaiming of released material to be performed more advantageously, has been installed, while the work of breaking up condemned locomotives is also being satisfactorily dealt with at this Depot. As a result, the whole of the departmental ferrous and non-ferrous scrap is now being handled in a satisfactory and businesslike manner.

### Printing Works.

In order to cope with the ever-increasing demand of railway printing, modern monotype machines were installed in the Departmental Printing Works.

By means of this addition to our plant, the work is much more satisfactorily and expeditiously produced, while we have also been enabled to carry out practically the whole of the departmental printing requirements. Previously large orders had to be placed with private printing firms at a much higher cost than is now involved. Moreover, the innovation has practically eliminated the working of overtime at penalty rates in the Departmental Printing Office, thus resulting in further appreciable savings.

Among other publications, the *Victorian Railways Magazine* is now printed entirely by the Department.

### Coal Supplies.

The total quantity of coal purchased during the year 1926-27 was as follows :—

| —          |       | From New South Wales. | From State Coal Mine. | From other Victorian Mines. | Total.  |
|------------|-------|-----------------------|-----------------------|-----------------------------|---------|
|            |       | Tons.                 | Tons.                 | Tons.                       | Tons.   |
| Large Coal | .. .. | 260,568               | 270,503               | 191                         | 531,262 |
| Slack Coal | .. .. | 31,859                | 202,892               | ..                          | 234,751 |
| Totals     | .. .. | 292,427               | 473,395               | 191                         | 766,013 |

Owing to colliery disputes in New South Wales and the consequent interruption to supplies from that source, we were obliged, during the year, to use a substantial quantity of coal from reserve stocks in order to maintain existing train services.

The total quantity of coal consumed by the Department during the twelve months amounted to 726,147 tons, which involved an expenditure of £1,005,492, or an average of £1 7s. 8.3d. per ton.

As evidence of the effect which the increasing cost of coal has upon the finances of the Department, it is interesting to note that had the 1913-14 rate (13s.1.3d. per ton) operated in the year 1926-27, the saving, based on the actual consumption in the latter year, would have amounted to £529,563.

### Travelling Irregularities.

It is pleasing to record a substantial decrease in the number of detected cases of irregular travelling during the twelve months, as indicated by the following figures for the last two years :—

| Detected by—                                     | Number of Irregularities detected during the Year ended 30th June— |        | Decrease. |
|--|--|--------|-----------|
|  | 1926.  | 1927.  |           |
| Special Checkers on Suburban Trains and Barriers | 11,092   | 9,036  | 2,056     |
| Special Checkers on Country Trains               | 1,402  | 997    | 405       |
| Conductors on Country Trains                     | 1,569  | 1,369  | 200       |
| Station Staffs                                   | 3,336  | 3,018  | 318       |
| Totals   | 17,399   | 14,420 | 2,979     |

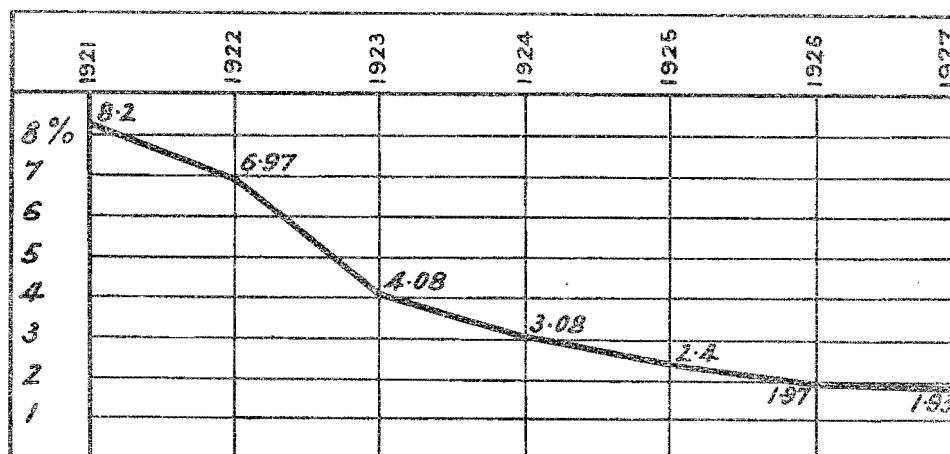
In 1,893 cases Police Court prosecutions were instituted.

Although the position improved by comparison with the preceding year, it is obvious that a comprehensive checking system must be maintained for the protection of the revenue.

### Ticket Collection.

The percentage of non-collected printed country tickets during 1926-27 was 1.93, which represents a further improvement in this important item. The following graph indicates the substantial advance which has been achieved since 1920-21 :—

Year ended 30th June.



We appreciate the consistent efforts of the staff which have been necessary to obtain this gratifying result.

### Claims for Missing and Damaged Goods.

During the year 1926-27 the amount paid in claims for goods, parcels, and live stock lost, damaged, delayed and pilfered, was £22,963 as compared with £24,241 in the previous year.

A substantial decrease occurred in the payments for goods pillaged and lost, but the amount paid for damage was greater than last year. This increase, however, is not an evidence of careless handling, and is accounted for by the revised conditions covering the conveyance of goods at Commissioners' risk, under which responsibility is accepted for damage to goods carried at rates which previously covered only Owner's risk.

In keeping with the decreased amount of claims paid for pillage and loss of goods, there was a decrease in the number for theft. Particulars of these, and of similar charges dealt with by the Departmental Board of Discipline, are recorded below :—

| Year ended 30th June. | Employees.         |                   | Other than Employees. |                   | Charges against Employees before the Board of Discipline. |                      |
|-----------------------|--------------------|-------------------|-----------------------|-------------------|---|----------------------|
|                       | Number Prosecuted. | Number Convicted. | Number Prosecuted.    | Number Convicted. | Employees Charged.  | Employees Dismissed. |
| 1925                  | 33                 | 29                | 68                    | 61                | 10  | 10                   |
| 1926                  | 38                 | 34                | 70                    | 64                | 9   | 9                    |
| 1927                  | 21                 | 18                | 47                    | 43                | 13  | 7                    |

With a view to removing or reducing the causes of claims, a Claims Prevention Committee was constituted during the year. This Committee consists of Officers who, by their knowledge and experience, are in a position to originate and properly investigate proposals designed to reduce, as far as practicable, claims for missing and damaged goods.

### Ambulance Organization and Equipment.

During the past few years we were disappointed that greater advantage was not being taken of the facilities provided to enable members of the staff to qualify in "First Aid."

To encourage and stimulate the work, we have now reorganized the Departmental ambulance activities. A Central Advisory Committee has been appointed in Melbourne, while Committees, consisting of representatives of the various Branches, have been formed in all the metropolitan and country centres. It is hoped that, as a result, a greater interest in the work will be engendered and better results obtained.

Classes of instruction were commenced at 25 country and 12 metropolitan and suburban centres.

Some indication of the extent of the ambulance movement may be gauged from the fact that, since its inception, 7,507 employees have qualified in "First Aid," while the ambulance equipment—which, during the year under notice, was overhauled and maintained to a reasonable state of efficiency—now consists of:—

|                            |       |                              |       |
|----------------------------|-------|------------------------------|-------|
| Hospital Cars .. .. .      | 2     | Breakdown Vans .. .. .       | 21    |
| Ambulance Rooms .. .. .    | 9     | Stretchers .. .. .           | 1,660 |
| Ambulance Chests .. .. .   | 165   | Stretcher Rugs .. .. .       | 664   |
| Ambulance Boxes (Standard) | 1,129 | Stretcher Covers .. .. .     | 175   |
| Ambulances Boxes (Gang     |       | Litters and Litter Covers .. | 8     |
| Motors) .. .. .            | 158   | Blankets .. .. .             | 176   |

### Refreshment Services and Bookstalls.

During the year alterations were completed at the Refreshment Rooms at Seymour, Maryborough, Castlemaine and Bendigo, and the increased accommodation thereby afforded has proved a great convenience to travellers. Minor alterations were carried out at other locations, while a commencement was made with the provision of enlarged and improved accommodation on the suburban concourse at Spencer-street.

Further improvements were also effected in the standard of the rooms and equipment generally by the introduction, at the more important rooms, of mechanical refrigeration in lieu of ice chests, and by the use of coffee tricolators which have materially improved the quality of the coffee service.

A stall for the sale of pure fruit juice drinks was established on the concourse at the Flinders-street Station on the 29th November last. From its inception this stall, which is the first of its kind in the Commonwealth, proved to be very popular, and 800,000 drinks, made in the presence of the customer from the juice of oranges and lemons, were sold up to the end of June.

This class of service, while profitable to the Department and fulfilling a public demand, was mainly introduced in order to assist the primary producer, and the actual sales by the Department alone have helped materially in this respect. In addition, the fact that public attention has been directed to the benefits arising from the use of citrus fruits has popularized and increased consumption to an extent which has been of considerable assistance to the producer.

Following upon the great success of the Flinders-street Stall, arrangements have been made for the erection of similar stalls at Princes Bridge and Spencer-street, and these will be in operation before the next summer season.

Another innovation which proved of great service to the public was the sale, at various Refreshment Rooms in the metropolitan area and at certain country stations, of pasteurized milk in sealed bottles, 195,000 bottles having been disposed of since 1st September, 1926, when the sales commenced. Of these, 120,000 bottles were sold during the last six months of the financial year. In addition, pasteurized milk in bulk was utilized in connexion with the various refreshment activities.

The Dining Car services were maintained at a high standard and were the subject of appreciative reference by visitors from overseas. Notwithstanding the earlier arrival in Melbourne of the Interstate express trains, the number of meals served during the year was 121,456, an increase of 150 over the previous year.

The new steel dining car "Avoca" was, as mentioned elsewhere, completed during the year. It was first utilized on the Royal train during the visit of Their Royal Highnesses the Duke and Duchess of York, and was subsequently put into regular service. This car differs from those previously constructed inasmuch as it comprises only one saloon, capable of seating 48 passengers, whereas the previous dining cars consisted of two saloons with a central kitchen. The new car and its equipment, both in the saloon and kitchen, represent the highest standard of service, and have

proved to be very popular with passengers on the Melbourne-Albury service, where the car is being utilized. Another similar dining car was constructed during the year, and will shortly be available for the Adelaide express on the section between Melbourne and Ararat.

The Departmental Butchery, Bakery, and Laundry worked to full capacity throughout the year, while the Poultry Farm again proved its value. Four hundred tons of meat were handled at the Butchery; 45,000 dozen pies and other small goods and 193,000 loaves of raisin bread were produced at the Bakery; 13,000 dozen articles per month were dealt with by the Laundry, and 29,000 dozen eggs, as well as large quantities of poultry, were obtained from the Poultry Farm. These figures give some idea of the magnitude of these undertakings, without which it would not be possible to maintain so high a grade of service.

### The Staff.

There was a total staff of 29,450 engaged at the end of the year, comprising 21,982 permanent and 7,468 supernumerary employees.

The strength of each branch at the close of the last two years is shown in the following statement:—

| Branch.                   | At 30th June, 1926. |                |        | At 30th June, 1927. |                |        |
|---------------------------|---------------------|----------------|--------|---------------------|----------------|--------|
|                           | Permanent.          | Supernumerary. | Total. | Permanent.          | Supernumerary. | Total. |
| Secretary's .. ..         | 77                  | 47             | 124    | 108                 | 34             | 142    |
| Transportation .. ..      | 6,919               | 1,559          | 8,478  | 7,129               | 1,253          | 8,382  |
| Rolling-stock .. ..       | 6,847               | 2,622          | 9,469  | 8,044               | 1,836          | 9,880  |
| Way and Works .. ..       | 3,207               | 3,411          | 6,618  | 4,078               | 2,769          | 6,847  |
| Accountancy .. ..         | 225                 | 77             | 302    | 268                 | 56             | 324    |
| Audit .. ..               | 159                 | 29             | 188    | 143                 | 23             | 166    |
| Stores .. ..              | 274                 | 234            | 508    | 385                 | 136            | 521    |
| Electrical Engineering .. | 452                 | 649            | 1,101  | 669                 | 217            | 886    |
| Traffic .. ..             | 73                  | 9              | 82     | 126                 | 20             | 146    |
| Refreshment Services ..   | 47                  | 730            | 777    | 64                  | 749            | 813    |
| Signal and Telegraph ..   | 811                 | 467            | 1,278  | 968                 | 375            | 1,343  |
| Totals .. ..              | 19,091              | 9,834          | 28,925 | 21,982              | 7,468          | 29,450 |

The net increase was 525, and the principal variations are accounted for as follow:—

#### SECRETARY'S BRANCH.

The increase of 18 was due principally to the transfer to the branch of the staff of the Government Tourist Bureau (from the Traffic Branch), and of the staff engaged on the *Victorian Railways Magazine* (from the Victorian Railways Institute).

#### TRANSPORTATION BRANCH.

The decrease of 96 was mainly due to the transfer of the Claims Division and Special Inquiry Staff to the Traffic Branch.

#### ROLLING-STOCK BRANCH.

Forty-eight employees engaged with the Motor Transport Section were transferred from the Electrical Engineering Branch to the Rolling-stock Branch. The balance of the increase, viz., 363, was due to the increase of 316,000 in the train mileage for the year and to additional truck construction.

#### WAY AND WORKS BRANCH.

The increase of 229 was mainly accounted for by the work of relaying lines with heavier rails in the North-eastern district.

#### ACCOUNTANCY BRANCH AND AUDIT BRANCH.

The increase of 22 in the Accountancy Branch, and the corresponding decrease in the Audit Branch, were occasioned mainly by the transfer of a number of officers from the latter to the former branch in connexion with the extension of the "Powers" machine system of accounting.

## STORES BRANCH.

The increase of 13 was due to the transfer of employees from other branches in connexion with the co-ordination of stores work under the Chief Storekeeper.

## ELECTRICAL ENGINEERING BRANCH.

The decrease of 215 was mainly due to the transfer of the Motor Transport Section to the Transportation and Rolling-stock Branches, and to a reduction of staff owing to the completion of overhead line construction work and station lighting.

## TRAFFIC BRANCH.

The increase of 64 was principally due to the staffs of the Claims Agent, Special Inquiry Branch, and Lost Property Office being transferred from the Transportation Branch.

## REFRESHMENT SERVICES BRANCH.

The increase of 36 was due to the provision of additional fruit drink stalls, and to additional bookstalls being taken over from the lessees.

## SIGNAL AND TELEGRAPH BRANCH.

The increase of 65 was mainly due to the provision of automatic signalling on the Geelong line.

During the year, 682 youths were appointed to the permanent staff in the grades of pupil engineer, pupil architect, junior clerk, apprentice, lad porter, and lad labourer to fill vacancies occasioned by deaths, resignations, &c. In addition, four adults were appointed in various grades under section 142 of the Railways Act to vacancies which could not be filled from within the Department, and 2,947 adult supernumeraries were appointed to the permanent staff under the provisions of Act No. 3434.

The amounts disbursed in salaries and wages to the staff during each of the past three years were :—

| Year.   |    |    |    |    |    | Total Salaries<br>and Wages. |
|---------|----|----|----|----|----|------------------------------|
| 1924-25 | .. | .. | .. | .. | .. | £6,969,519                   |
| 1925-26 | .. | .. | .. | .. | .. | 7,273,485                    |
| 1926-27 | .. | .. | .. | .. | .. | 7,792,554                    |

### Railways Classification Board and Federal Arbitration Court.

As stated in last year's Report, the Federal Arbitration Court has practically superseded the Railways Classification Board, as a wage fixing tribunal for the Railway Service.

During the year the operations of the Board were confined mainly to a few matters of interpretation of awards; fixing margins for a small number of salaried grades; the making of an award for the year 1926; and the declaration of a basic wage for the year 1927, as required by the Railways Classification Board Act. This involved only eleven days' sitting for the year.

The basic wages so awarded and declared were identical with those prescribed by the Federal Arbitration Court in favour of the Australian Railways Union.

During the year the Arbitration Court continued the hearing of the claims of the Australian Railways Union for higher rates of pay for 439 grades. Two interim awards were delivered, embracing 201 grades and covering approximately 10,500 employees. The additional expenditure occasioned by these awards amounted to approximately £66,000 per annum.

It is anticipated that a further award embracing approximately 130 grades will be delivered by the Court early in the present year, leaving a balance of approximately 100 grades—mainly salaried—still remaining to be dealt with.

A decision of extreme importance during the year was the judgment of the Arbitration Court fixing 44 hours as the maximum working week for employees of the Department covered by the Engineering, Boilermakers, Moulders, and Federated Ironworkers' Association awards. This decision, which did not operate till after the close of 1926-27, will affect 4,225 employees, and will involve an additional expenditure of £224,700 per annum.

An application by the Australian Railways Union for a 44-hour week in respect of the employees (approximately 15,000 in number) covered by its log of claims has been referred by the Deputy-President to the Full Arbitration Court for decision, and it is anticipated that this application will receive an early hearing.

### **Educational Activities.**

The facilities afforded to the staff by the Victorian Railways Institute continue to be appreciated, and during the year the membership increased from 11,545 to 12,482. Interest was also maintained in the educational classes and correspondence courses.

The new brick building for the Institute at Ararat, which was referred to in our last Report as having been practically completed, was opened at the beginning of the year. New brick buildings for Institute purposes were also erected, and opened towards the close of the year, at Seymour. Both are receiving gratifying patronage from the staff. As at Ararat, the local business people and residents have rendered valuable assistance to the Seymour staff in connexion with the raising of the requisite funds for furnishing and equipping the new building.

The theoretical training of apprentices at the Newport Railways Technical College continued satisfactorily. At the end of the year 315 apprentices were receiving tuition—a slight increase on the previous year's number.

Arrangements were made about the middle of the year for each apprentice, who had not privately so arranged, to supplement his departmental training by undergoing a night course at an approved Technical College in the particular trade to which he is apprenticed. The scheme is at present being applied to 160 apprentices. This additional tuition is a valuable factor in assisting apprentices to become efficient tradesmen.

Forty-two apprentices at the Ballarat and Bendigo Workshops attended the local Schools of Mines during the year, under conditions similar to those applicable to apprentices at the Newport Railways Technical College. Seven scholarship students are attending the Working Men's College for the Diploma Course in Mechanical or Electrical Engineering, whilst eight pupil engineers and four pupil architects were given facilities during the year to continue their studies at the Melbourne University. In addition, four students attended the free courses at the Melbourne University for the Degree of Bachelor of Electrical or of Mechanical Engineering.

The advantages in the direction of technical training, and the possibilities for advancement which are offered by our system of training apprentices, and of affording the more successful lads the opportunity of high-grade technical education, are now becoming generally recognized, and have had the effect of attracting applicants of a high type for appointment to the position of apprentice—particularly in the case of the engineering and electrical trades.

### **Visit of Officers Abroad.**

Messrs. V. F. Letcher, J. McClelland, and M. J. Brennan, who, as mentioned in our last Report, were delegated to visit the United States of America and Canada to investigate office organization and other questions, returned to Australia in January last. Mr. H. N. May, Workshops Manager, Jolimont, and Mr. H. F. James, Engineer in the Electrical Branch, who on the occasion of private holiday visits overseas were requested to look into certain railway matters, also returned to duty during the year, Mr. James in December, 1926, and the former in May last.

The experience gained, and the knowledge acquired by departmental officers on missions such as these are of unquestionable value in enabling us to keep abreast of the times by the adoption of up-to-date and modern methods of working. In many cases the introduction into the Department of practices and systems which were observed to be in successful operation in other countries has resulted in considerable savings and increased efficiency, and we feel that by continuing the practice of sending suitable officers abroad at regular intervals, the Department is able to obtain and convert to practical advantage the experience of other railway administrations in a more satisfactory and economical manner than would otherwise be possible.

Mr. D. Cameron, Chairman of the Staff Board, and Messrs. T. D. Doyle, R. R. Cannington, and H. L. Dickinson, of the Rolling-stock Branch, are now abroad in pursuance of this policy.

We have also continued to encourage and assist suitable young railwaymen to gain practical experience with up-to-date railroad and engineering companies overseas, and arrangements have been made with a number of these concerns to give employment to nominated members of our staff. The employees selected are granted leave of absence without pay, and are required to defray their own expenses, but their seniority in the Department is conserved, and on their return to duty they receive any promotion to which they would ordinarily have been entitled. Numerous applications are received from members of the staff for leave of absence under these conditions, and it is evident that the facilities, which, with the co-operation and help of the overseas companies concerned, are available in this way, are highly valued.

At the 30th June last, nine members of the staff were on leave in the United States of America, on this basis, and three in Great Britain.

### **Suggestions and Inventions.**

Special propaganda was undertaken during the year to encourage and maintain the flow of suggestions from the staff. That this has been fruitful of good results is indicated by the suggestions received, the number submitted to the Betterment and Publicity Board during 1926-27 being 4,125, as compared with 3,522 in the preceding year.

There has been a steady growth in the number of suggestions received, only 1,201 having been submitted in the year 1921-22, by comparison with 4,125 in the last financial year. This is definite evidence of continued and increasing interest of the staff, and indicates the stimulus to the employees which has been given by making available for receiving and investigating ideas a suitable organization, in whose impartiality the staff have every confidence.

Up to the 30th June last, 15,448 suggestions had been received by the Board, of which 2,501 were accepted.

### **"Reso" Trains.**

During the past year the Victorian National Resources Development Train organization has been availed of on four occasions, and its utility as an educative factor is exemplified by the variety of tours undertaken.

The Overseas Delegates to the Conference of the Empire Parliamentary Association made an extensive tour in the "Reso" train to various parts of the State and along the Balranald line.

Later in the year, the train made a week's tour of Gippsland with a party consisting of leaders in Victorian commercial and agricultural pursuits.

In February last, with the co-operation of the New South Wales railway authorities, we organized a tour for representative men to visit the Federal Capital City of Canberra, returning via the Prince's Highway and Orbost. Owing to the large number of applicants for inclusion in this tour, it was decided to conduct a second trip to Canberra, travelling by way of the Prince's Highway on the forward journey and returning via Albury. In all, 120 passengers availed themselves of this opportunity of visiting the Federal Capital.

Early in March of this year, the train was chartered by Messrs. Thomas Cook and Son to convey a party of English and American tourists, who were undertaking a world cruise in the s.s. *Franconia*, on a tour of the Western, Goulburn Valley, and North-Eastern districts.

The "Reso" train has thus been of assistance to the primary producer by providing opportunities, which previously did not exist, to secure a better understanding as between primary producers in different parts of the State, as well as between city, town, and business men throughout the State and the primary producers; and also has performed a very real and valuable service in bringing under the notice of overseas visitors the vast possibilities of the State as a field for investment and development.

### **"Better-Farming" Train.**

The "Better-Farming" train has, during the year, still further consolidated its claims as a valuable factor in agricultural education. It is now generally recognized throughout the State as an important medium for the dissemination of scientific knowledge by practical and impressive demonstrations in all phases of primary production.

The large attendances and the interest displayed in the lectures and exhibits on the five tours which were undertaken in 1926-27 prove that the visits of the train are increasingly appreciated.

A potent factor in the success of the "Better-Farming" train has been the hearty co-operation of the Agricultural and Education Departments and the Victorian Baby Health Centres Association. Their experts have, by the excellence of their lectures and the readiness with which they endeavour to help and advise, impressed every one concerned with their enthusiasm and ability to better the conditions and improve the methods of the primary producers and their womenfolk.

The remarkable interest displayed in the Women's Section of the train has been a feature of the tours. In response to numerous requests from country centres, the cars comprising this section, accompanied by the lady experts, were attached to goods and mixed trains and despatched to various locations during periods when the train, as a complete unit, was out of commission.

Success has attended our advocacy of the formation of Better-Farming Leagues, and the suggestion has been acted upon in many districts. This should ensure that the methods expounded by the various experts are properly carried out and that the fullest possible benefits will follow in the wake of the "Better-Farming" train.

That the value of the innovation as an aid to increased production and development is fully appreciated in the other States is evidenced by the fact that since our last Report a "Better-Farming" train has been organized by the New South Wales Government, while inquiries are being made in some of the other States as to the practicability of similar action.

### **Publicity to Assist the Primary Producer.**

As in previous years, valuable assistance was rendered to the primary producer by means of the Department's "Eat More Fruit" publicity. This propaganda has had the effect of creating a far more extensive home market for Victoria's primary products, with resultant benefits to both grower and consumer, and the gain to the Railways is direct and important, not merely from the carriage of such products, but also from the general traffic consequential upon the maintenance or increase of country settlement.

With the valuable co-operation of the State Rivers and Water Supply Commission, the virtues of citrus fruits were extolled by means of poster and pamphlet, but owing to the calamitous failure of the apple and berry crops this year, publicity which had been arranged in respect of these classes of fruit was unnecessary.

It is interesting to record that this Department is now the citrus fruit growers' largest customer, principally through the media of its fruit and fruit-drink stalls. The Flinders-street drink stall, which was established on 29th November, 1926, alone utilized 4,800 cases of oranges and 1,450 cases of lemons in the provision of such drinks. The total value of fruit sold and used at railway stalls and refreshment-rooms during 1926-27 was £37,743.

The success attending our efforts to increase the consumption of raisins by popularizing raisin bread has continued throughout the year, the Departmental Bakery alone turning out approximately 620 loaves of this commodity daily.

### **Tourist and General Publicity.**

Our tourist publicity policy was extended in several directions during the year. As from the 1st January last we transferred the control of the Tourist Bureau from the Traffic to the Secretary's Branch, where it is now under the direction of the Betterment and Publicity Board. We considered this desirable, in order to co-ordinate the tourist publicity work as between the Bureau and the Betterment and Publicity Board, which, having control of the Departmental publicity work, both tourist and general, can most advantageously direct the policy of the Bureau.

We are anxious to ensure that Victoria obtains its fair share of Australia's tourist traffic and, with this end in view, have established a close liaison with various shipping



companies and tourist and other agencies throughout the world. Circulars and tourist literature particularizing the attractions of our State, and explaining what we are prepared to do for the tourist, have also been sent to many of these overseas agencies. New traffic has already been secured for Victoria, while a very definite increase in our overseas traffic is in view.

An extension was made of the agreement with Messrs. Thomas Cook and Son, Travel Agents, with the object of adopting a more active and definite policy for encouraging tourist travel within Victoria. We feel sure that the co-operation of a Travel Agency, which is world-wide in its influence, will result in a greater flow of overseas visitors to the State.

Another feature of our policy of inducing tourist traffic to Victoria from other countries is the supply of tourist films for screening on steamers operating between Australia and English and American ports. This form of publicity, by bringing the scenic attractions of the State prominently before people overseas who are in a position to travel abroad, is particularly valuable.

On the occasion of the visit to Melbourne of an influential party of visitors from Great Britain and America on the s.s. *Franconia*, arrangements were made for a representative of the Bureau to meet the vessel on arrival in New Zealand, and furnish information at first hand concerning the State's varied attractions. This action was entirely successful, and both impressed and pleased the visitors, who were regarded as valuable media through which to advertise this country abroad.

Another innovation designed to induce railway travel was the "Save for your Holiday" scheme, which was launched in conjunction with the State Savings Bank Commissioners. Under this scheme regular and systematic saving is facilitated by the bank with the object of providing sufficient funds to enable an inclusive holiday to be undertaken at a pre-arranged date. The results so far have been very encouraging as a means of fostering our tourist traffic.

Personally conducted tours to several of the State's principal tourist resorts were undertaken in increased numbers, while an extension of this system, indicative of the activity of the Bureau, was the conduct of such a tour from Adelaide to Mount Buffalo National Park.

Arrangements were also made for the Bureau to serve as a Commission Agency for the booking of flights with the Larkin Aircraft Supply Company Limited.

With a view to supplying special and exclusive facilities for travel by overseas visitors and others desirous of taking advantage of this means of transport, a Sedan rail motor has been made available for hire. This novel means of seeing Victoria has already been availed of on many occasions, and the convenience which it affords has been much appreciated by passengers.

Special efforts were also made to secure increased tourist revenue through the media of the public schools and various sporting bodies. As a result, arrangements are at present in train for tours next month of eight separate school parties, comprising in all 250 pupils, while success has also attended our negotiations with football and other clubs.

Many new pamphlets and posters were issued during the year, while others were reprinted in a new and more attractive form.

A ready demand has set in for departmental literature, following upon the widening of the avenues of distribution, to which reference was made in our Report last year, and it has been necessary to print increased quantities to meet requirements.

As from the 1st January last, we took over the publication of the *Victorian Railways Magazine* from the Victorian Railways Institute. Such a journal is now commonly regarded as essential to a modern organization employing a large staff. It enables us to reach every member of the staff and, by developing a spirit of co-operation and mutual understanding, materially assists in achieving the best results. The interest evinced by the staff in the publication clearly indicates that it is appreciated, and that it is serving the desired purpose.

We have, throughout the year, continued to avail ourselves of the opportunity of reaching wireless listeners-in through the medium of the broadcasting stations 3LO and 3AR. Railway matters of interest to the general public have been the subject of numerous talks, and we desire to record our appreciation of the action of the broadcasting companies concerned in placing their facilities at our disposal in this way.

The film, "The Victorian Railways System at Work," was screened on numerous occasions during the year, generally in aid of charitable or community objects, and has

invariably evoked expressions of appreciation. The picture was recently revised and brought up to date, and it is anticipated that the new features will still further enhance its reputation.

### **Advertising.**

The advertising revenue for the year 1926-27 increased by £6,801 by comparison with the preceding twelve months, the respective figures being £43,788 and £36,987. These amounts exclude certain receipts from advertising on electric tram cars, &c., which are not credited to the Advertising Division.

The financial results which have been achieved since the Department took over the control of this business have been very satisfactory, and represent a substantial addition to the revenue of the Department.

The policy of providing hoardings of standard design in lieu of old irregular hoardings, and of extending the space provided at various stations to cope with additional business, was steadily proceeded with during the year.

In consequence, the advertisements are now being displayed in a much more attractive manner, and the results show that advertisers are realizing more than ever the excellent publicity which advertisements on railway property afford.

### **“Safety First.”**

A very complete organization in connexion with the “Safety First” movement was established throughout the service. Safety Committees, on which the employees have direct representation, are already functioning at 24 centres.

“Safety First” pictures were screened at the more important Workshops and Depots to interested and attentive gatherings of employees. We have, in conjunction with the New South Wales Government Railways and Tramways, secured three new films, which will be utilized as a means of spreading the message of safety to railwaymen in both States.

Another “Careful Crossing Campaign” was conducted over a period of four months, while, in conjunction with the Melbourne and Metropolitan Tramways Board and the Education Department, the weekly school bulletins were again issued throughout the year.

It is beyond question that by the cultivation of a “Safety First” sense many lives can be saved and numerous accidents prevented.

### **The Chalet, Mount Buffalo National Park.**

The various and extensive alterations and renovations which were undertaken in order to make The Chalet, Mount Buffalo National Park, an ideal holiday resort, were completed during the year, and the accommodation now provided is such that The Chalet ranks as the best equipped tourist house in the Commonwealth.

Various improvements were carried out on the Mount Buffalo Plateau, including the provision of shelter sheds and sanitary accommodation at the Cathedral Rock; at Lake Catani; at the new weir, and at various other points. In addition, the toboggan slide at Lake Catani was lengthened and widened, while existing tracks to the different points of interest were cleared and new tracks provided.

During the year, 4,007 visitors were accommodated at The Chalet, and although this was 112 more than in 1925-26, the year's working resulted in a loss of £4,085. This was largely due to the poor snow season, which caused a number of visitors to curtail their stay and others to cancel the accommodation which they had reserved in advance. With this loss of revenue, a deficit on the year's operations was unavoidable, although every economy, compatible with the required standard of service, was effected.

In March last a large party of English and American tourists from the s.s. *Franconia*, which was on a world cruise, visited The Chalet. They were unanimous in their expressions of admiration at the scenic grandeur of the Mount Buffalo National Park and its Alpine surroundings, and in their praise of the comfort and convenience provided at The Chalet itself.

Considerable publicity was undertaken during the year in order to bring under notice the fact that The Chalet constitutes an ideal tourist resort in summer as well as in winter. We feel that as a result of our efforts in this direction the reputation of The Chalet

as a tourist and health resort all the year round has now become firmly established. Visitors at all times of the year are practically unanimous as to the outstanding claims of The Chalet in this respect, and there is little doubt that as a result of personal recommendation it will become famed, not only in Australia, but in other parts of the World.

### **Level Crossings.**

The Level Crossings Committee, a permanent Departmental body constituted to investigate and report upon the conditions existing at crossings with a view to devising safeguards against accidents wherever possible, has had the assistance during the past twelve months of a representative of the Royal Automobile Club of Victoria. This representative was nominated by the Club at our invitation, and we are pleased to acknowledge the help received from him.

At numerous places, effect was given to the recommendations of the Committee to improve the conditions at the crossings by the removal of possible obstructions of the view, and by other means designed to enforce attention to the existence of a crossing.

During the year a vehicular subway was constructed in substitution for the level crossing on the main Sydney Highway, near Wodonga, and the provision of a bridge at Jones'-road, Dandenong, has permitted of the closing of a crossing at the down end of that station. This latter work forms portion of the general re-arrangement scheme now in progress at Dandenong, in which is included also the abolition of the Hammond-street crossing by the substitution of a vehicular subway.

The scheme for the construction of the independent goods line from Tottenham to the Melbourne Yard, which is being carried out by the Chief Engineer for Railway Construction, also provides for the abolition of level crossings, viz., those at Nicholson-street, Albert-street, Victoria-street, Geelong-road, and Napier-street.

Additional schemes have been prepared, and are now receiving consideration, for the abolition of the level crossings at Heidelberg-road, Clifton Hill; Buckley-street, Essendon; and Pascoe Vale-road, North Essendon.

Interlocked gates, mechanically controlled from the signal boxes, were installed at level crossings at Brighton Beach, Glen Iris, North Brunswick, St. Albans, Eastoakleigh, Alphington and Ivanhoe. In addition, "Wig Wag" signals were provided at crossings at Sunshine, Euroa, Yarra Glen, and Castlemaine, and are now installed at 21 level crossings throughout the State. This warning device, which has been adopted in most of the other Australian States and is commonly used in other parts of the World, is undoubtedly the most efficient apparatus of the kind yet devised. Arrangements have been made to manufacture our future requirements at the Newport Workshops.

Steps are in hand to equip, as an experiment, the level crossing at McKinnon with a set of interlocked gates of the "Boom" type. These gates differ from the ordinary swinging gates in that they are hinged vertically and are raised clear of the road instead of being swung across the line when the crossing is opened for road traffic.

The installation cost of "Boom" gates will be somewhat less than that of the swinging gates. It is anticipated, in addition, that the maintenance costs will be materially reduced, and that the mechanism will be less liable to failure. The efficiency of this type of gate as a safety device will be carefully considered before its use is extended.

We have made reference elsewhere to the pressing necessity to complete the equipping of locomotives with electric headlights, largely because of the added protection which they afford to road users when passing over level crossings. Satisfactory experiments are also being carried out with a view to equipping the suburban electric trains with powerful headlights in order that similar protection may be afforded at open level crossings in the electrified area.

### **Introduction of Train Control System.**

One of the most interesting and important developments in the operation of the traffic is the Train Control System, under which the movement of trains over a number of the busiest sections of line is regulated by Control Officers, located at Melbourne, Bendigo, Seymour, and Dandenong, by means of direct telephonic communication with the operating staff.

The system is now in operation on the following sections, comprising 719 miles of track, viz. :—

|                       |                   |
|-----------------------|-------------------|
| Melbourne—Geelong,    | Seymour—Numurkah, |
| Melbourne—Bendigo,    | Seymour—Albury,   |
| Melbourne—Seymour,    | Seymour—Echuca,   |
| Dandenong—Korumburra, | Bendigo—Echuca,   |
| Dandenong—Warragul,   | Bendigo—Kerang,   |

and its extension to many other sections of line in the northern and western areas is at present in hand. The whole of our Trunk lines where the traffic is densest will then be operated under the Train Control system.

To admit of this being achieved, a special telephone apparatus had to be installed, connecting every signal box, station, goods yard, and locomotive depot on the section with the Control Officer. It is exclusively reserved for train operating business.

The movement of every train on the controlled area is entered on a train working diagram, and by this means the Control Officer has before him a complete progressive picture of all train working operations, which enables him to effectively direct the working of the traffic, instead of merely making a subsequent review of the operating results.

The system, which is now extensively used on many overseas railroad systems, provides greater flexibility of service, and enables engines and trucks to be utilized to the best possible advantage.

### **Departmental Road Motor Services.**

During the year, we continued our policy of providing road motor passenger facilities on routes where the public had clearly shown their desire for this form of transport.

The time-table on the Melbourne to Geelong route was improved from time to time as additional equipment became available. Departmental motor coaches now run in each direction practically every hour between 8 a.m. and 7 p.m.

Road motor passenger services were inaugurated between Melbourne and Belgrave on 13th October, 1926; Melbourne and Portsea on 12th November, 1926; Geelong and Queenscliff on 21st February, 1927; and Melbourne and Warburton on the 18th July, 1927, on all of which routes highly competitive private road services had been operating to the detriment of train traffic.

Before commencing "through" road motor services to Belgrave and to Warburton, a trial was given to local services between those places and the respective termini of the electric trains at Upper Ferntree Gully and Lilydale. The result was very disappointing, and as the "through" competitive road services were well patronized, we had no option but to substitute "through" road motor coaches for the combined electric train and road motor coach services.

Of the fifteen coaches in traffic at the end of June, the bodies of all but the first six—which were constructed under contract by a body-builder in Melbourne—were designed and constructed at the Newport Railway Workshops.

### **Appointment of Commercial Agent.**

Experience has indicated that the diversion of goods traffic from the railways to the roads has, in many instances, been due to a lack of understanding of the facilities available for rail transport, and a lack of sufficiently close contact between the Department and the consignors of goods to enable a proper understanding to be reached.

To overcome this and in order to retain and regain traffic, we appointed an Officer as from 1st June, 1926, to the position of Commercial Agent, so that he might maintain a close touch with the producer and trader, ascertain their needs and difficulties, and thus enable us to take such action as the circumstances might require.

This officer devotes his full time to the work, and his duties, which are of a varied nature, embrace the following :—

- To secure new traffic ;
- To restore traffic diverted to road or other competitive means of transport ;
- To explain tariff rates and conditions ;
- To investigate complaints of delays in transport of goods, &c., and other matters incidental to a service of the magnitude of the Railway Department.

The necessity for our action has been fully demonstrated by the results achieved. New traffic has been secured, as well as the restoration to the rail route of a substantial proportion of the traffic previously carried by road, while the better contact which has been established has led to the removal of many misunderstandings and to more cordial relations between the Department and its customers.

### **Hot-water Radiator Service in Head Office Building.**

In the past the heating arrangements in the Head Office buildings were unsatisfactory. The fourth floor, which is of comparatively recent construction, has no fireplaces or chimneys, and was insufficiently heated by electric radiators. To adequately heat it by this means would have involved a large expenditure in the provision of additional sub-station plant. The remainder of the building was heated by coal fires, the finer ashes from which, in process of removal each evening, could not be prevented from escaping into the atmosphere and settling on the paintwork and on the office equipment generally.

In this way they caused considerable damage and an appreciable expenditure in the unduly frequent renewal of paintwork.

It was found that a hot-water system could be installed throughout the building at a capital cost which, after providing for interest on the original outlay, would enable efficient heating to be provided at a somewhat lower cost than that of the coal fires, plus the cost of properly heating the fourth floor.

A contract was accordingly let for the installation of a hot-water system, and the work was sufficiently advanced to enable it to be brought into operation at the beginning of the winter season.

The results have been highly satisfactory and are much appreciated by all concerned. The new system not only represents a financial saving, but has, by eliminating the necessity for handling coal and ashes, had the effect of making the building cleaner and healthier than under previous conditions.

### **Use of Machines for Clerical Work.**

During the year the use of " Powers " machines was extended to the accounting and audit of Interstate goods and live stock business between Victoria, New South Wales, and South Australia, where " Powers " machines are also used for similar work.

In addition to freight accounting, the machines are utilized for the compilation of locomotive and train mileage statistics, the checking of pay-rolls and workshop costing, and their use in these directions has resulted in a substantial saving. Furthermore, the statistics which they enable us to obtain are a most valuable adjunct in the management of the Railways, and the cost of collating them under a manual system would be prohibitive.

In addition, by the concentration of the freight accounting work in the Audit Office, the heavy accounting work at stations has been simplified and reduced, and the station staffs thus enabled to devote more of their time to train running and to personal service to the public. This has been an important factor in bringing the railwayman in closer contact with the railway user, and in securing the improved relations which now exist.

The machines will also enable us as from 1st proximo to introduce, with further appreciable savings, important changes in station accounting and the audit of goods and live-stock receipts, which will also simplify the work at stations and lighten the labours of the Audit Office staff.

Although very substantial benefits have already been derived from the machines in the directions indicated, we are still only on the threshold of the realization of the many advantages that will accrue, due to the facility with which statistics can be obtained under the machine method. By this means it is possible to collate valuable statistical information which it would be impracticable to obtain in any other way, and our experience so far indicates that as time goes on other directions in which the machines can be advantageously utilized will be revealed, permitting of the more complete analysis of the detailed operations of the Railways and enabling increased efficiency to be obtained.

### **State Coal Mine.**

The operations of the State Coal Mine for the year resulted in a net profit of £8,774 after allowing for contributions of £56,000 to the Depreciation Fund and £12,472 to the Sinking Fund.

The coal output for the twelve months constituted a record. It amounted to 612,269 tons, an increase of 116,405 tons over the quantity mined during the previous year, and 45,212 tons greater than the highest output previously obtained in any one year—567,057 tons in 1914-15. This satisfactory result was chiefly due to an increase of 22 per cent. in the number of shifts worked by miners on coal, the pits working 251 days as compared with 212 days in 1925-26.

This Department obtained 468,794 tons of the 612,269 tons produced, while 26,516 tons were sold to other Government Departments, and 97,389 tons to the general public. The balance is accounted for by colliery consumption, sales to miners, &c.

Apart from small sectional stoppages, operations at the mine were suspended for three days on account of stop-work meetings; for four days owing to fatal accidents, and for seven days as a result of shortage of trade, mishaps to machinery, &c., or a total of fourteen days during the year as compared with 53 days in the preceding twelve months.

The average number of persons employed throughout the year was 1,540, or 281 less than in 1925-26. This reduction was due principally to the completion of the development of the Dudley Area and of the rehabilitation of the McBride Tunnel.

During the period under review, £479,195 was disbursed in wages, whilst the net average earnings of the miners, after deducting the cost of explosives, was 26s. 6.03d. per shift.

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

The present standard of service bears eloquent testimony to the loyal and helpful co-operation of officers and employees during recent years. It is a source of gratification to us to again place on record our appreciation of the valuable work of the staff throughout the year, of which we continually receive evidence from our patrons during our visits of inspection throughout the State.

The satisfactory relations now existing between the Department and the public are the direct result of the keen desire of the staff to give efficient service. Without their whole-hearted assistance it would have been impossible to achieve the desired end, and it is pleasing to acknowledge the ready response which has been made to our appeals in this connexion.

### **Appendices, &c.**

The balance-sheet for the year and various accounts, statements, and other information are embodied in the Appendices, a list of which is shown in the Index.

In addition, a number of photographs, diagrams, and maps appear at the end of the Report.

We have the honour to be,

Sir,

Your obedient servants,

|                            |  |
|----------------------------|--|
| HAROLD W. CLAPP, Chairman. | } Victorian Railways<br>Commissioners. |
| W. M. SHANNON,             |  |
| T. B. MOLOMBY,             |  |

## HEADS OF BRANCHES.

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|  |     |     |     |     |     |                     |
|--|-----|-----|-----|-----|-----|---------------------|
| Secretary                                | ... | ... | ... | ... | ... | Mr. E. C. EYERS.    |
| Chief Mechanical Engineer                | ... | ... | ... | ... | ... | " A. E. SMITH.      |
| Chief Engineer of Way and Works          | ..  | ... | ... | ... | ... | " E. H. BALLARD.    |
| General Superintendent of Transportation |     | ... | ... | ... | ... | " M. J. CANNY.      |
| Chief Electrical Engineer                | ... | ... | ... | ... | ... | " H. P. COLWELL.    |
| Chief Accountant                         | ... | ... | ... | ... | ... | " T. F. BRENNAN.    |
| General Passenger and Freight Agent      | ... | ... | ... | ... | ... | " W. E. KEAST.      |
| Chief Storekeeper                        | ... | ... | ... | ... | ... | " C. W. J. COLEMAN. |
| Superintendent of Refreshment Services   | ... | ... | ... | ... | ... | " W. D. BRACHER.    |
| Chief Engineer of Signals and Telegraphs | ... | ... | ... | ... | ... | " F. M. CALCUTT.    |
| Acting Auditor of Receipts               | ... | ... | ... | ... | ... | " D. H. FALCONER    |

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## CERTIFICATES OF HEADS OF BRANCHES.

## CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, ETC.

I hereby certify that, during the year 1926-27, the whole of the rolling-stock, machinery, &c., under my control was maintained in good working order and repair.

A. E. SMITH,  
Chief Mechanical Engineer.

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## CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that, during the year 1926-27, the whole of the permanent way, stations, buildings, and other works under my control was maintained in good working order and repair.

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

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## CERTIFICATE RESPECTING ELECTRICAL EQUIPMENT.

I hereby certify that, during the year 1926-27, the whole of the electrical plant and equipment under my control was maintained in good working order and repair.

H. P. COLWELL,  
Chief Electrical Engineer.

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## 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, 1927, was £1,577,078.

W. D. MORGAN,  
Acting Chief Storekeeper.

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## CERTIFICATE RESPECTING SIGNALLING APPLIANCES, ETC.

I hereby certify that, during the year 1926-27, the whole of the signalling, interlocking, and safe working appliances and other works under my control was maintained in good working order and repair.

F. M. CALCUTT,  
Chief Engineer of Signals and Telegraphs.

| <i>Dr.</i>   | GENERAL BALANCE-SHEET AT |           |    |    |             |    |    |
|--|--------------------------|-----------|----|----|-------------|----|----|
|  | Reference.               | £         | s. | d. | £           | s. | d. |
|  | Appendix.<br>No.         |           |    |    |             |    |    |
| Face value of Bonds and Stock allocated to the Railways ... ..   | 16                       | ...       |    |    | 71,734,058  | 18 | 8  |
| <b>CONTRIBUTIONS FROM REVENUE FOR CAPITAL PURPOSES :—</b>  |                          |           |    |    |             |    |    |
| Proceeds of Sale of State Lands ... ..   | ...                      | 2,825,740 | 6  | 1  |             |    |    |
| Consolidated Revenue provided for Redemption of State Loans ... ..   | ...                      | 362,528   | 19 | 9  |             |    |    |
| Surplus Revenue ... ..   | ...                      | 250,696   | 2  | 4  |             |    |    |
| Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines ... .. | ...                      | 21,619    | 0  | 0  |             |    |    |
| Consolidated Revenue provided under Appropriations and Votes ... ..  | ...                      | 506,688   | 1  | 0  |             |    |    |
| The Developmental Railways Account ... ..  | ...                      | 70,293    | 14 | 9  | 4,037,566   | 3  | 11 |
| Advance from Public Account for materials in course of manufacture, &c. ... ..   | ...                      | ...       |    |    | 199,085     | 14 | 7  |
| Advance from Public Account pending Loan provision ... ..  | ...                      | ...       |    |    | 2,771       | 15 | 2  |
| Advances to Railways Stores Suspense Account from Public Account ... ..  | ...                      | ...       |    |    | 175,000     | 0  | 0  |
| Special Funds ... ..   | ...                      | ...       |    |    | 393,604     | 17 | 5  |
| Sundry Creditors ... ..  | ...                      | ...       |    |    | 390,930     | 1  | 7  |
| Suspense Account—Net amount to be subsequently paid to Consolidated Revenue ... ..   | ...                      | ...       |    |    | 98,889      | 1  | 8  |
| Interest Charges and Expenses ... ..   | ...                      | 3,287,276 | 17 | 9  |             |    |    |
| Less—Net Revenue for the year after providing for Working Expenses ... ..  | ...                      | 3,239,736 | 11 | 9  | 47,540      | 6  | 0  |
| Total ... ..   | ...                      | ...       |    |    | £77,079,446 | 19 | 0  |

This Statement has been checked and is in agreement with Railway Ledgers. Adjustments have been made in the expenditure with which I do not agree and to which reference will be made in my Annual Report.

J. A. NORRIS, Auditor-General,  
5.9.27.



No. 1.

30TH JUNE, 1927.

Cr

|   | Reference.   | £          | s. | d. | £           | s. | d. |
|---|--------------|------------|----|----|-------------|----|----|
|   | Appendix No. |            |    |    |             |    |    |
| Way, Works, Buildings, and Equipment, at cost ... ..          | 8            | 57,393,165 | 13 | 9  |             |    |    |
| Rolling Stock, at cost ... ..                                 | 8            | 13,166,186 | 2  | 5  |             |    |    |
|   |              | 70,559,351 | 16 | 2  |             |    |    |
| Surveys for proposed Railways, at cost ... ..                 | ...          | 422,907    | 14 | 9  | 70,982,259  | 10 | 11 |
| Piers transferred to Harbor Trust, at cost ... ..             | ...          | 279,830    | 0  | 0  |             |    |    |
| Less Repaid to Capital Account ... ..                         | ...          | 173,604    | 7  | 7  | 106,225     | 12 | 5  |
| Discount and Floating charges on Loans... ..                  | ...          | 3,038,485  | 1  | 5  |             |    |    |
| Deduct Premiums ... ..  | ...          | 453,928    | 14 | 6  | 2,584,556   | 6  | 11 |
| Stores and Materials on hand ... ..                           | 25           | 1,577,077  | 11 | 2  |             |    |    |
| " " in transit ... ..   | ...          | 541        | 2  | 11 |             |    |    |
|   |              | 1,577,618  | 14 | 1  |             |    |    |
| Materials on hand, Railway Construction Branch ... ..         | 25           | 799        | 5  | 11 | 1,578,418   | 0  | 0  |
| Materials on hand, Electrification Capital Stock ... ..       | ...          | ...        |    |    | 23,419      | 18 | 8  |
| Materials on hand, Power Signalling Capital Stock ... ..      | ...          | ...        |    |    | 50,964      | 2  | 10 |
| Materials in course of Manufacture ... ..                     | ...          | ...        |    |    | 105,943     | 1  | 4  |
| Stores and equipment on hand at Refreshment Rooms ... ..      | ...          | ...        |    |    | 93,181      | 4  | 6  |
| Cash at credit of Railways Stores Suspense Account ... ..     | 25           | 118,216    | 3  | 11 |             |    |    |
| Cash in hands of Agent-General, London, and in transit ... .. | 25           | 16,172     | 6  | 0  | 134,388     | 9  | 11 |
| Cash at credit of Special Funds:—                             |              |            |    |    |             |    |    |
| Rolling Stock Replacement Fund ... ..                         | 21           | 77,371     | 6  | 4  |             |    |    |
| Trust Fund—Surplus Railway Land                               | ...          | 3,838      | 6  | 5  |             |    |    |
| Railway Accident and Fire Insurance Fund ... ..               | 13           | 99,947     | 4  | 10 |             |    |    |
| Railway Loans Repayment Fund ... ..                           | ...          | 378,440    | 16 | 1  |             |    |    |
| Railways Sinking Fund ... ..                                  | ...          | 214,286    | 6  | 3  | 713,883     | 19 | 11 |
| Cash and Securities at credit of the following Accounts:—     |              |            |    |    |             |    |    |
| Sundry Repayments to Treasury ... ..                          | ...          | 75,329     | 12 | 6  |             |    |    |
| Preliminary Deposits ... ..                                   | ...          | 6,540      | 8  | 3  |             |    |    |
| Trust Funds—Cash and Securities ... ..                        | ...          | 112,885    | 4  | 8  | 194,755     | 5  | 5  |
| Sundry Debtors:—  |              |            |    |    |             |    |    |
| Working Expenses Account, &c. ... ..                          | ...          | 28,127     | 3  | 11 |             |    |    |
| Revenue Account ... ..  | ...          | 74,575     | 9  | 11 |             |    |    |
| Stores Suspense Account—Sales of Materials ... ..             | ...          | 15,921     | 0  | 1  | 118,623     | 13 | 11 |
| Balance of unexpended Loan moneys ... ..                      | ...          | ...        |    |    | 285,287     | 6  | 3  |
| Balance—Deficit ... ..  | ...          | ...        |    |    | 47,540      | 6  | 0  |
| Total ... ..  | ...          | ...        |    |    | £77,079,446 | 19 | 0  |

T. F. BRENNAN,  
Chief Accountant.

## APPENDIX No. 2.

## WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1927 AND 1926.

Dr. RAILWAYS (Exclusive of Electric Tramways and Road Motor Coaches). Cr.

| Working Expenses.                   | See Abstract in Appendix No. 3. | Year ended 30th June— |             | Earnings.                 | See Appendix. | Year ended 30th June— |             |
|-------------------------------------|---------------------------------|-----------------------|-------------|---------------------------|---------------|-----------------------|-------------|
|                                     |                                 | 1927.                 | 1926.       |                           |               | 1927.                 | 1926.       |
| To Maintenance of Way and Works ..  | A                               | £ 2,276,601           | £ 1,928,597 | By Passengers .. ..       | 4             | £ 5,641,032           | £ 5,425,804 |
| „ Rolling Stock—                    |                                 |                       |             | „ Parcels .. ..           | 4             | 532,895               | 513,842     |
| General Superintendence, &c. ..     | B                               | 53,775                | 53,569      | „ Horses, Carriages and   |               |                       |             |
| Maintenance of Rolling Stock ..     | C                               | 1,832,378             | 1,770,727   | Dogs .. ..                | 4             | 45,260                | 40,661      |
| Locomotive Power .. ..              | D                               | 1,795,056             | 1,706,950   | Mails .. ..               | 4             | 85,195                | 90,248      |
| Examination and Lubrication of      |                                 |                       |             | Total Coaching .. ..      |               | 6,304,382             | 6,070,555   |
| Coaching and Goods Vehicles         | E                               | 65,712                | 61,244      | „ Goods and Live Stock .. | 4             | 6,344,096             | 5,565,451   |
| „ Transportation and Traffic ..     | F                               | 2,822,524             | 2,701,124   | „ Electrical Power .. ..  | 4             | 58,157                | 145,026     |
| „ Electrical Engineering Branch ..  | G                               | 410,671               | 468,770     | „ Rents and Miscellaneous | 4             | 343,550               | 345,644     |
| „ Miscellaneous Operations .. ..    | H                               | 484,281               | 452,755     | „ Dining Car and Refresh- |               |                       |             |
| „ General Charges .. ..             | I                               | 256,214               | 238,621     | ment Rooms Services       | 4             | 476,631               | 439,543     |
| „ Stores Branch .. ..               | J                               | 90,180                | 80,162      | „ Advertising .. ..       | 4             | 43,778                | 36,987      |
| „ Contribution to the Railway Acci- |                                 |                       |             | „ Bookstalls .. ..        | 4             | 81,840                | 67,855      |
| dent and Fire Insurance Fund        |                                 | 62,757                | 65,945      |                           |               |                       |             |
| „ Payment to the State Coal Mine    |                                 |                       |             |                           |               |                       |             |
| towards the cost of re-condition-   |                                 |                       |             |                           |               |                       |             |
| ing the McBride Tunnel .. ..        |                                 | Cr. 37,268            | ..          |                           |               |                       |             |
| „ Pensions and Gratuities .. ..     | £                               | 215,105               | 219,396     |                           |               |                       |             |
| „ Payment to the Superannuation     |                                 |                       |             |                           |               |                       |             |
| Fund .. ..                          |                                 | 78,575                | 18,712      |                           |               |                       |             |
| „ Border Railways Adjustment .. ..  |                                 | 1,367                 | 1,630       |                           |               |                       |             |
| „ Repayment to Capital Account ..   |                                 | 758                   | 1,341       |                           |               |                       |             |
| „ Balance Net Earnings .. ..        | £                               | 10,408,686            | 9,767,543   |                           |               |                       |             |
|                                     |                                 | 3,243,748             | 2,903,518   |                           |               |                       |             |
| Grand Total .. ..                   | £                               | 13,652,434            | 12,671,061  | Grand Total .. ..         |               | £ 13,652,434          | 12,671,061  |

## APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1927 AND 1926  
(EXCLUDING THE ELECTRIC TRAMWAYS AND THE ROAD MOTOR COACHES).

|   | Year ended 30th June— |           |   | Year ended 30th June— |            |
|---|-----------------------|-----------|---|-----------------------|------------|
|   | 1927.                 | 1926.     |   | 1927.                 | 1926.      |
|   | £                     | £         |   | £                     | £          |
| <b>A.—MAINTENANCE OF WAY AND WORKS.</b>   |                       |           |   |                       |            |
| Superintendence .. .. .   | 192,683               | 183,725   | General Superintendence .. .. .   | 215,000               | 194,568    |
| Stationery, Printing, and Advertising   | 7,508                 | 8,704     | Stationery, Printing, and Advertising   | 82,200                | 77,674     |
| Maintenance and Renewals of the Permanent Way .. .. .                                   | 1,100,762             | 898,352   | Station Yard and Signal Service—  |                       |            |
| Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .                      | 87,014                | 73,969    | Salaries, Wages, &c., of Staff .. .   | 1,823,100             | 1,750,793  |
| Slips and Flood Repairs .. .. .   | 430                   | 2,982     | Fuel and Light .. .. .  | 38,355                | 36,783     |
| Bridges, Culverts, and Drains .. .  | 115,635               | 98,323    | Uniforms for Staff .. .. .  | 17,449                | 19,847     |
| Signals and Interlocking .. .. .  | 164,939               | 165,887   | Other Supplies .. .. .  | 61,242                | 58,620     |
| Telegraph and Telephone Lines and Instruments .. .. .                                   | 57,798                | 53,372    | Other Expenses .. .. .  | 10,890                | 9,882      |
| Piers and Wharfs .. .. .  | 20,843                | 20,951    | Gatekeeping .. .. .   | 51,624                | 48,825     |
| Weighbridges, Scales, Lifting Cranes, &c. .. .. .                                       | 34,185                | 27,477    | Guards and Conductors—  |                       |            |
| Buildings, Platforms, and Fixtures ..   | 353,708               | 266,427   | Wages and Expenses .. .. .  | 307,770               | 288,330    |
| Stock Yards .. .. .   | 18,307                | 14,269    | Uniforms .. .. .  | 5,493                 | 5,166      |
| Water Supply .. .. .  | 31,724                | 20,634    | Cleaning, Icing, &c., of Carriages ..   | 99,383                | 90,955     |
| Machinery, Tools, and Supplies .. .   | 71,138                | 66,303    | Supplies, &c., for Carriages .. .. .  | 15,218                | 14,725     |
| Injuries to Employees or others .. .  | 5,601                 | 5,290     | Light for Carriages .. .. .   | 20,370                | 19,362     |
| Special Maintenance and Betterments   |                       |           | Repairs and Renewals of Tarpaulins and Lashings .. .. .                                       | 61,029                | 72,670     |
| Expenditure .. .. .   | 13,324                | 20,869    | Operation of Grain Elevators and Grain Conveyors .. .. .                                      |                       |            |
| Other Expenses .. .. .  | 1,002                 | 1,063     | Operation of Coal Shipping Plants ..  |                       |            |
|   | 2,276,601             | 1,928,597 | Injuries to Persons .. .. .   | 5,014                 | 5,432      |
|   |                       |           | Loss and Damage to Property and Goods .. .. .   | 2,466                 | 889        |
| Average Miles of Single Track Open, including Sidings .. .. .                           | 5,871                 | 5,876     | Compensation, Personal .. .. .  |                       |            |
|   |                       |           | Other Expenses .. .. .  | 5,921                 | 6,603      |
| <b>ROLLING STOCK.</b>   |                       |           |   |                       |            |
| <b>B.—GENERAL SUPERINTENDENCE, ETC.</b>   |                       |           |   |                       |            |
| General Superintendence .. .. .   | 49,300                | 49,165    |   | 2,822,524             | 2,701,124  |
| Stationery, Printing, and Advertising   | 4,475                 | 4,404     | <b>G.—ELECTRICAL ENGINEERING BRANCH.</b>  |                       |            |
|   | 53,775                | 53,569    | General Superintendence .. .. .   | 15,212                | 16,220     |
| <b>C.—MAINTENANCE OF ROLLING STOCK.</b>   |                       |           |   |                       |            |
| Locomotives .. .. .   | 660,452               | 734,445   | Main Power Station .. .. .  | 308,219               | 358,410    |
| Coaching Stock—Mechanical .. .. .   | 427,073               | 518,640   | Transmission, Distribution Systems, and Sub-Stations Expenditure .. .                         | 125,045               | 122,526    |
| “ “ Electrical Equipment .. .. .  | 40,273                | 42,256    | Other Operations (Credit) .. .. .   | Cr. 37,805            | Cr. 30,386 |
| Goods Stock .. .. .   | 454,580               | 425,386   |   | 410,671               | 466,770    |
| Repayment to Capital Account in respect of Rolling Stock withdrawn from service .. .. . | 250,000               | 50,000    | <b>H.—MISCELLANEOUS OPERATIONS.</b>   |                       |            |
|   | 1,832,378             | 1,770,727 | Dining Car Service .. .. .  | 27,630                | 26,582     |
| <b>D.—LOCOMOTIVE POWER.</b>   |                       |           |   |                       |            |
| Superintendence .. .. .   | 58,883                | 50,060    | Refreshment Rooms Service .. .. .   | 364,944               | 349,067    |
| Running Sheds, Labour and Supplies  | 120,794               | 115,632   | Advertising .. .. .   | 21,785                | 18,507     |
| Drivers and Firemen .. .. .   | 752,927               | 733,529   | Bookstalls .. .. .  | 69,922                | 58,599     |
| Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. .. .. .   | 793,906               | 744,087   |   | 484,281               | 452,755    |
| Water .. .. .   | 36,254                | 33,296    | <b>I.—GENERAL CHARGES.</b>  |                       |            |
| Oil, Tallow, Waste, and other running supplies .. .. .                                  | 20,106                | 19,887    | Commissioners' and Secretary's Offices  | 42,441                | 38,940     |
| Other Expenses .. .. .  | 9,230                 | 7,879     | Chief Accountant's and Auditor of Receipts' Branches .. .. .                                  | 136,535               | 132,055    |
| Injuries to Employees or others .. .  | 2,956                 | 2,580     | Legal and Medical Expenses .. .. .  | 13,619                | 11,837     |
|   | 1,785,056             | 1,706,950 | Stationery, Printing, and Advertising   | 17,185                | 11,839     |
| <b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>                   |                       |           |   |                       |            |
| Mechanical .. .. .  | 55,233                | 50,698    | Sundry other General Charges .. .. .  | 46,434                | 43,950     |
| Electrical Equipment .. .. .  | 10,479                | 10,546    |   | 256,214               | 238,621    |
|   | 65,712                | 61,244    | <b>J.—STORES BRANCH.</b>  |                       |            |
| <b>F.—TRANSPORTATION AND TRAFFIC.</b>   |                       |           |   |                       |            |
|   |                       |           | Contribution to the Railway Accident and Fire Insurance Fund .. .. .                          | 62,757                | 65,945     |
|   |                       |           | Payment to the State Coal Mine towards the cost of re-conditioning the McBride tunnel .. .. . | Cr. 37,268            | ..         |
|   |                       |           | Pensions and Gratuities to the Staff  | 215,105               | 219,396    |
|   |                       |           | Payment to Superannuation Fund ..   | 78,575                | 18,712     |
|   |                       |           | Border Railways Adjustment .. .. .  | 1,367                 | 1,630      |
|   |                       |           | Repayment to Capital Account .. .. .  | 758                   | 1,341      |
|   |                       |           | Grand Total .. .. .   | 10,408,686            | 9,767,543  |



APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1912, TO 30TH JUNE, 1927.

| Year    | Mileage of Railways Open for Traffic at end of Year. | Average Mileage of Railways Open for Traffic during the Year. | COST OF CONSTRUCTION.                  |                             | ROLLING-STOCK. |                 |         |           | Total Traffic Train Miles.* | Number of Passenger Journeys. | Tonnage of Goods and Live Stock conveyed. | GROSS REVENUE.                   |                       |            |                        |                         |
|---------|--|---|--|-----------------------------|----------------|-----------------|---------|-----------|-----------------------------|-------------------------------|---|----------------------------------|-----------------------|------------|------------------------|-------------------------|
|         |  |   | Capital Cost, including Rolling-stock. | Average Cost per Mile open. | Locomotives.   | Passenger Cars. | Trucks. | Vans, &c. |                             |                               |   | Passenger, Parcels, Rentals, &c. | Goods and Live Stock. | Total.     | Per Average Mile open. | Per Traffic Train Mile. |
|         |  |   |  |                             |                |                 |         |           |                             |                               |   |                                  |                       |            |                        |                         |
| 1912-13 | 3,647  | 3,639   | 47,568,336                             | 13,043                      | 668            | 1,399           | 15,868  | 676       | 14,234,550                  | 111,513,908                   | 5,150,404                                 | 2,852,804                        | 2,352,638             | 5,205,442  | 1,430                  | 7/3.77                  |
| 1913-14 | 3,835  | 3,747   | 49,529,062                             | 12,941                      | 735            | 1,460           | 17,391  | 826       | 15,028,649                  | 116,611,448                   | 5,816,088                                 | 2,957,543                        | 2,603,415             | 5,560,958  | 1,484                  | 7/4.81                  |
| 1914-15 | 3,875  | 3,848   | 52,337,475                             | 13,506                      | 791            | 1,496           | 18,268  | 874       | 15,303,209                  | 117,259,926                   | 5,410,045                                 | 2,892,698                        | 2,268,375             | 5,161,073  | 1,341                  | 6/8.94                  |
| 1915-16 | 4,100  | 3,955   | 54,600,928                             | 13,317                      | 808            | 1,584           | 18,913  | 865       | 13,826,538                  | 115,771,238                   | 5,829,835                                 | 3,094,953                        | 2,610,210             | 5,705,163  | 1,443                  | 8/3.03                  |
| 1916-17 | 4,123  | 4,104   | 55,802,027                             | 13,534                      | 812            | 1,612           | 19,270  | 890       | 14,022,040                  | 108,341,540                   | 5,962,602                                 | 3,018,460                        | 2,934,259             | 5,952,719  | 1,450                  | 8/5.89                  |
| 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       | 15,533,556                  | 134,045,683                   | 7,572,993                                 | 5,384,487                        | 4,411,276             | 9,795,763  | 2,312                  | 12/7.34                 |
| 1921-22 | 4,322  | 4,284   | 62,961,395                             | 14,568                      | 799            | 1,782           | 19,694  | 921       | 15,856,815                  | 142,456,924                   | 7,491,031                                 | 5,976,026                        | 4,815,056             | 10,791,082 | 2,519                  | 13/7.33                 |
| 1922-23 | 4,333  | 4,297   | 64,854,594                             | 14,968                      | 804            | 1,852           | 19,749  | 924       | 16,394,239                  | 155,957,240                   | 7,517,216                                 | 6,393,865                        | 4,953,192             | 11,347,057 | 2,641                  | 13/10.11                |
| 1923-24 | 4,435  | 4,369   | 66,253,102                             | 14,939                      | 777            | 1,929           | 19,751  | 943       | 16,594,833                  | 167,861,864                   | 8,309,543                                 | 6,754,109                        | 5,204,526             | 11,958,635 | 2,737                  | 14/4.95                 |
| 1924-25 | 4,482  | 4,446   | 67,739,091                             | 15,114                      | 728            | 1,988           | 19,779  | 962       | 17,482,006                  | 166,444,142                   | 8,959,556                                 | 6,983,675                        | 5,775,522             | 12,759,197 | 2,870                  | 14/7.16                 |
| 1925-26 | 4,625  | 4,526   | 69,087,162                             | 14,938                      | 704            | 2,033           | 19,662  | 966       | 17,575,547                  | 168,054,308                   | 8,728,456                                 | 7,105,610                        | 5,565,451             | 12,671,061 | 2,800                  | 14/5.03                 |
| 1926-27 | 4,634  | 4,627   | 70,721,128                             | 15,261                      | 687            | 2,004           | 19,864  | 978       | 18,030,749                  | 169,237,648                   | 9,234,923                                 | 7,308,338                        | 6,344,096             | 13,652,434 | 2,951                  | 15/1.72                 |

Exclusive of Electric Tramways and Road Motor Coaches.

\*Traffic Train Mileage as shown for the years prior to 1923-24 includes Assistant and Light Mileage.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1912, TO 30TH JUNE, 1927.

| Year.   | EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING MISCELLANEOUS OPERATIONS) |                         |                             | EXPENDITURE: WAY AND WORKS BRANCH (INCLUDING SIGNAL AND TELEGRAPH BRANCH). |                        |                         |                             | EXPENDITURE: ROLLING-STOCK BRANCH. |                         |                             |            |                         | GENERAL EXPENSES. |                         |                             | ELECTRICAL BRANCH. | STORES BRANCH. | RAILWAY ACCIDENT AND FIRE INSURANCE FUND. |                         |                             |         |                         |                             |
|---------|---|-------------------------|-----------------------------|--|------------------------|-------------------------|-----------------------------|------------------------------------|-------------------------|-----------------------------|------------|-------------------------|-------------------|-------------------------|-----------------------------|--------------------|----------------|---|-------------------------|-----------------------------|---------|-------------------------|-----------------------------|
|         | Amount.   | Per Traffic Train Mile. | Per cent. of Gross Revenue. | Amount.  | Per Average Mile open. | Per Traffic Train Mile. | Per cent. of Gross Revenue. | WORKING.                           |                         | REPAIRS AND RENEWALS.       |            |                         | Amount.           | Per Traffic Train Mile. | Per cent. of Gross Revenue. |                    |                | Amount.                                   | Per Traffic Train Mile. | Per cent. of Gross Revenue. | Amount. | Per Traffic Train Mile. | Per cent. of Gross Revenue. |
|         |   |                         |                             |  |                        |                         |                             | Amount.                            | Per Traffic Train Mile. | Per cent. of Gross Revenue. | Amount.    | Per Traffic Train Mile. |                   |                         |                             |                    |                |   |                         |                             |         |                         |                             |
|         | £   | s. d.                   |                             | £  | £                      | s. d.                   |                             | £                                  | s. d.                   |                             | £          | s. d.                   |                   | £                       | s. d.                       |                    | £              | £   | £                       | s. d.                       |         |                         |                             |
| 1912-13 | 947,868   | 1/3·98                  | 18·21                       | 930,366  | 256                    | 1/3·68                  | 17·87                       | 914,709                            | 1/3·42                  | 17·57                       | ¶551,023   | 0/9·29                  | 10·59             | 80,937                  | 0/1·37                      | 1·55               | ...            | ...                                       | *52,054                 | 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                  | 18·05                       | ¶632,859   | 0/10·11                 | 11·38             | 85,968                  | 0/1·37                      | 1·55               | ...            | ...                                       | 27,805                  | 0/0·45                      | 0·50    |                         |                             |
| 1914-15 | 1,099,026   | 1/5·24                  | 21·29                       | 1,107,310  | 288                    | 1/5·37                  | 21·46                       | 1,079,973                          | 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                  | 17·50                       | 1,075,002                          | 1/6·66                  | 18·84                       | ¶672,317   | 0/11·67                 | 11·79             | 95,380                  | 0/1·66                      | 1·67               | ...            | ...                                       | 28,526                  | 0/0·50                      | 0·50    |                         |                             |
| 1916-17 | 1,137,703   | 1/7·47                  | 19·11                       | 927,315  | 226                    | 1/3·87                  | 15·58                       | 1,283,198                          | 1/9·96                  | 21·56                       | ¶670,064   | 0/11·47                 | 11·26             | 95,997                  | 0/1·64                      | 1·61               | ...            | ...                                       | *39,763                 | 0/0·68                      | 0·67    |                         |                             |
| 1917-18 | 1,225,479   | 1/9·58                  | 18·67                       | 1,049,270  | 253                    | 1/6·48                  | 15·99                       | 1,327,488                          | 1/11·39                 | 20·23                       | ¶715,358   | 1/0·60                  | 10·90             | 100,911                 | 0/1·78                      | 1·54               | ...            | ...                                       | 32,586                  | 0/0·57                      | 0·05    |                         |                             |
| 1918-19 | 1,257,685   | 1/11·16                 | 19·55                       | 870,123  | 209                    | 1/4·02                  | 13·53                       | 1,320,274                          | 2/0·32                  | 20·53                       | ¶696,296   | 1/0·82                  | 10·83             | 100,094                 | 0/1·84                      | 1·56               | 3,397          | ...                                       | 31,794                  | 0/0·59                      | 0·49    |                         |                             |
| 1919-20 | 1,820,588   | 2/5·09                  | 22·13                       | 1,262,069  | 301                    | 1/8·16                  | 15·35                       | 1,722,067                          | 2/3·53                  | 20·95                       | ¶976,684   | 1/3·60                  | 11·87             | 124,012                 | 0/1·98                      | 1·51               | 85,963         | ...                                       | 40,668                  | 0/0·65                      | 0·49    |                         |                             |
| 1920-21 | 2,483,789   | 3/1·47                  | 25·35                       | 1,576,857  | 372                    | 2/0·36                  | 16·10                       | 2,139,809                          | 2/9·06                  | 21·84                       | ¶1,255,460 | 1/7·40                  | 12·82             | 159,174                 | 0·2·46                      | 1·62               | 146,698        | ...                                       | *73,969                 | 0/1·14                      | 0·76    |                         |                             |
| 1921-22 | 2,636,978   | 3/3·91                  | 24·44                       | 1,708,539  | 399                    | 2/1·86                  | 15·83                       | 1,793,643                          | 2/3·15                  | 16·62                       | ¶1,367,902 | 1/8·70                  | 12·68             | 174,553                 | 0/2·64                      | 1·62               | 264,825        | ...                                       | 80,225                  | 0/1·21                      | 0·74    |                         |                             |
| 1922-23 | 2,661,634   | 3/2·96                  | 23·46                       | 1,761,951  | 410                    | 2/1·79                  | 15·53                       | 1,607,733                          | 1/11·54                 | 14·17                       | ¶1,468,108 | 1/9·49                  | 12·94             | 191,371                 | 0/2·81                      | 1·69               | 406,870        | ...                                       | 84,259                  | 0/1·23                      | 0·74    |                         |                             |
| 1923-24 | 2,856,108   | 3/5·31                  | 23·88                       | 1,861,887  | 426                    | 2/2·93                  | 15·57                       | 1,638,163                          | 1/11·69                 | 13·70                       | ¶1,581,104 | 1/10·87                 | 13·22             | 199,697                 | 0/2·89                      | 1·67               | 538,547        | ...                                       | 38,916                  | 0/0·56                      | 0·32    |                         |                             |
| 1924-25 | 3,094,848   | 3/6·49                  | 24·26                       | 1,963,960  | 442                    | 2/2·96                  | 15·39                       | 1,770,939                          | 2/0·31                  | 13·88                       | ¶1,730,972 | 1/11·76                 | 13·57             | 216,130                 | 0/2·97                      | 1·69               | 564,264        | ...                                       | 47,823                  | 0/0·66                      | 0·38    |                         |                             |
| 1925-26 | 3,153,876   | 3/7·06                  | 24·90                       | 1,928,597  | 426                    | 2/2·34                  | 15·22                       | 1,821,763                          | 2/0·88                  | 14·37                       | ¶1,770,727 | 2/0·18                  | 13·98             | 238,621                 | 0/3·26                      | 1·88               | 466,770        | 80,162                                    | 65,945                  | 0/0·90                      | 0·52    |                         |                             |
| 1926-27 | 3,306,805   | 3/8·02                  | 24·22                       | 2,276,601  | 492                    | 2/6·30                  | 16·67                       | 1,914,543                          | 2/1·48                  | 14·02                       | 1,832,378  | 2/0·39                  | 13·42             | 256,214                 | 0/3·41                      | 1·88               | 410,671        | 90,180                                    | 62,757                  | 0/0·84                      | 0·46    |                         |                             |

¶ Includes payment into Rolling Stock Replacement Fund, 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; year 1921-22, £150,000; year 1922-23, £200,000; year 1923-24, £200,000; year 1924-25, £200,000; and year 1925-26 £200,000.

\* Includes Special Payment into Fund, year 1912-13, £26,027; year 1916-17, £10,000; year 1920-21, £25,000.

Exclusive of Electric Tramways and Road Motor Coaches.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1912, TO 30TH JUNE, 1927.

| Year.       | TOTAL WORKING EXPENSES.<br>(exclusive of Pensions, Superannuation &c.) |                        |                         |                            | AMOUNTS PAID FOR PENSIONS AND GRATUITIES UNDER ACT 7.7 AND TO THE SUPERANNUATION FUND | Adjustments.—<br>Border Railways and Capital Account and State Coal Mine. | TOTAL WORKING EXPENSES. |                        |                         |                             | NET REVENUE AFTER PAYMENT OF WORKING EXPENSES. |                        |                         |                            |                             | Balance of Net Revenue (including the net Revenue of the Electric Tramways and Road Motor Coaches) after Payment of Working Expenses. | Total Capital Expended on Lines open including Rolling-Stock. | Percentage of Profit to Total Capital Invested. | NET INTEREST CHARGES AND EXPENSES. | DEFICIT. | SURPLUS. |
|-------------|--|------------------------|-------------------------|----------------------------|---|---|-------------------------|------------------------|-------------------------|-----------------------------|--|------------------------|-------------------------|----------------------------|-----------------------------|---|---|---|------------------------------------|----------|----------|
|             | Amount.  | Per Average Mile open. | Per Traffic Train Mile. | Per cent. of Gross Revenue |   |   | Amount.                 | Per Average Mile open. | Per Traffic Train mile. | Per cent. of Gross Revenue. | Amount.  | Per Average Mile open. | Per Traffic Train Mile. | Per cent. on Capital Cost. | Per cent. on Railway Loans. |   |   |   |                                    |          |          |
|             | £  | £                      | s. d.                   | £                          | £   | £   | £                       | s. d.                  | £                       | £                           | s. d.  | £                      | £                       | £                          | £                           | £   | £   | £   | £                                  |          |          |
| 1912-13 ... | 3,476,957  | 955                    | 4/10.62                 | 66.80                      | 112,236   | ...   | 3,589,193               | 986                    | 5/0.52                  | 68.95                       | 1,616,249                                      | 444                    | 2/3.25                  | 3.40                       | 3.56                        | 1,617,270   | 46,715,440  | 3.46  | 1,595,020                          | ...      | 22,250   |
| 1913-14 ... | 3,752,643  | 1,002                  | 4/11.93                 | 67.48                      | 112,855   | ...   | 3,865,498               | 1,032                  | 5/1.73                  | 69.51                       | 1,695,460                                      | 452                    | 2/3.08                  | 3.42                       | 3.52                        | 1,695,126   | 49,034,811  | 3.46  | 1,677,369                          | ...      | 17,757   |
| 1914-15 ... | 4,114,973  | 1,069                  | 5/4.54                  | 79.73                      | 123,438   | ...   | 4,238,411               | 1,101                  | 5/6.47                  | 82.12                       | 922,662  | 240                    | 1/2.47                  | 1.76                       | 1.76                        | 925,371   | 51,406,892  | 1.80  | 1,767,807                          | 842,436  | ...      |
| 1915-16 ... | 3,997,412  | 1,011                  | 5/9.39                  | 70.07                      | 121,332   | ...   | 4,118,744               | 1,041                  | 5/11.49                 | 72.19                       | 1,586,419                                      | 401                    | 2/3.54                  | 2.91                       | 2.92                        | 1,589,155   | 54,391,352  | 2.92  | 1,927,107                          | 337,952  | ...      |
| 1916-17 ... | 4,154,040  | 1,012                  | 5/11.10                 | 69.78                      | 131,416   | ...   | 4,285,456               | 1,041                  | 6/1.35                  | 71.99                       | 1,667,263                                      | 406                    | 2/4.54                  | 2.99                       | 3.02                        | 1,674,680   | 55,680,341  | 3.01  | 2,012,447                          | 337,767  | ...      |
| 1917-18 ... | 4,451,092  | 1,075                  | 6/6.40                  | 67.83                      | 129,160   | ...   | 4,580,252               | 1,107                  | 6/8.67                  | 69.80                       | 1,982,007                                      | 479                    | 2/10.91                 | 3.50                       | 3.53                        | 1,989,968   | 56,563,081  | 3.52  | 2,126,906                          | 136,938  | ...      |
| 1918-19 ... | 4,279,663  | 1,029                  | 6.6.82                  | 66.53                      | 151,588   | 14,521  | 4,445,772               | 1,069                  | 6/9.88                  | 69.12                       | 1,986,505                                      | 478                    | 3/0.58                  | 3.45                       | 3.52                        | 2,001,305   | 57,441,685  | 3.48  | 2,164,902                          | 163,597  | ...      |
| 1919-20 ... | 6,032,951  | 1,438                  | 8/0.38                  | 73.35                      | 152,932   | 29,160  | 6,215,043               | 1,482                  | 8/3.29                  | 75.56                       | 2,009,929                                      | 479                    | 2/8.11                  | 3.44                       | 3.49                        | 2,021,309   | 58,367,373  | 3.46  | 2,234,202                          | 212,893  | ...      |
| 1920-21 ... | 7,835,756  | 1,849                  | 10/1.06                 | 79.99                      | 182,036   | 3,354   | 8,021,146               | 1,893                  | 10/3.93                 | 81.88                       | 1,774,617                                      | 419                    | 2/3.41                  | 2.96                       | 2.96                        | 1,758,039   | 60,255,042  | 2.92  | 2,409,674                          | 651,635  | ...      |
| 1921-22 ... | 8,026,665  | 1,874                  | 10/1.49                 | 74.38                      | 194,581   | 4,554   | 8,225,800               | 1,920                  | 10/4.50                 | 76.23                       | 2,565,282                                      | 599                    | 3/2.83                  | 4.07                       | 4.01                        | 2,570,707   | 63,626,393  | 4.04  | 2,589,816                          | 19,109   | ...      |
| 1922-23 ... | 8,181,926  | 1,904                  | 9/11.78                 | 72.11                      | 203,470   | 4,613   | 8,390,009               | 1,953                  | 10/2.82                 | 73.94                       | 2,957,048                                      | 688                    | 3/7.29                  | 4.56                       | 4.43                        | 2,971,568   | 65,190,862  | 4.56  | 2,951,385                          | ...      | 20,183   |
| 1923-24 ... | 8,714,422  | 1,995                  | 10.6.03                 | 72.87                      | 206,366   | 3,972   | 8,924,760               | 2,043                  | 10/9.07                 | 71.63                       | 3,033,875                                      | 594                    | 3/7.88                  | 4.58                       | 4.52                        | 3,043,107   | 66,544,677  | 4.57  | 3,015,455                          | 108,765† | ...      |
| 1924-25 ... | 9,388,936  | 2,112                  | 10/8.90                 | 73.59                      | 215,087   | †40,792   | 9,644,815               | 2,169                  | 11/0.41                 | 75.59                       | 3,114,382                                      | 701                    | 3/6.75                  | 4.60                       | 4.59                        | 3,125,828   | 67,716,281  | 4.62  | 3,099,885                          | ...      | 25,943   |
| 1925-26 ... | 9,526,464  | 2,105                  | 10/10.09                | 75.18                      | 238,108   | 2,971   | 9,767,543               | 2,158                  | 11/1.38                 | 77.09                       | 2,903,518                                      | 642                    | 3/3.65                  | 4.20                       | 4.16                        | 2,910,326   | 70,035,763  | 4.16  | 3,092,695                          | 182,369  | ...      |
| 1926-27 ... | 10,150,149   | 2,194                  | 11/3.10                 | 74.35                      | 293,680   | Cr. 35,143*   | 10,408,686              | 2,250                  | 11/6.54                 | 76.24                       | 3,243,748                                      | 701                    | 3/7.18                  | 4.59                       | 4.52                        | 3,239,737   | 71,250,206  | 4.55  | 3,287,277                          | 47,540   | ...      |

Prior to 1st July, 1908, Pensions and Gratuities were not debited against the Net Revenue.

‡ The deficit of £108,765 is the result of writing off in 1923-24 the amount of £136,417 for which credit was taken in previous years on account of the losses on non-paying lines, but which was not paid.

† Includes a payment of £17,268 to the State Coal Mine towards the cost of reconditioning the McBride tunnel.

\* Repayment of £37,268, advances to State Coal Mine in year 1924-25, less £2,125 Border Railways Adjustment and Repayment to Capital Account, Fyansford Line.

Inclusive of Electric Tramways and Road Motor Coaches.

## APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT PAID FOR SALARIES AND WAGES (EXCLUSIVE OF TRAVELLING AND INCIDENTAL EXPENSES) IN THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1927 AND 1926.

| Branches.              | Year ended 30th June— |            |
|------------------------|-----------------------|------------|
|                        | 1927.                 | 1926.      |
|                        | £                     | £          |
| Permanent Way .. .. .  | 1,764,997             | 1,562,943  |
| Locomotive .. .. .     | 2,606,328             | 2,479,350  |
| Traffic .. .. .        | 2,301,847             | 2,175,660  |
| Electrical .. .. .     | 271,804               | 288,090    |
| Other Branches .. .. . | 847,578               | 767,442    |
| Totals .. .. .         | £7,792,554            | £7,273,485 |

## APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1927 AND 1926,

| Branch.                                  | Year ended 30th June, 1927. |                     |              | Year ended 30th June, 1926. |                     |              |
|--|-----------------------------|---------------------|--------------|-----------------------------|---------------------|--------------|
|  | No. of Salaried Staff.      | No. of Wages Staff. | Total Staff. | No. of Salaried Staff.      | No. of Wages Staff. | Total Staff. |
| Commissioners' and Secretary's Office .. | 95                          | 51                  | 146          | 75                          | 48                  | 123          |
| Chief Accountant's .. .. .               | 245                         | 75                  | 320          | 225                         | 67                  | 292          |
| Traffic Audit .. .. .                    | 139                         | 28                  | 167          | 159                         | 27                  | 186          |
| Stores .. .. .                           | 128                         | 388                 | 516          | 121                         | 340                 | 461          |
| Permanent Way .. .. .                    | 430                         | 6,516               | 6,946        | 425                         | 5,969               | 6,394        |
| Signalling .. .. .                       | 100                         | 846                 | 946          | 101                         | 807                 | 908          |
| Locomotive .. .. .                       | 502                         | 9,089               | 9,591        | 490                         | 8,916               | 9,406        |
| Traffic .. .. .                          | 2,556                       | 6,300               | 8,856        | 2,555                       | 6,289               | 8,844        |
| Electrical .. .. .                       | 140                         | 763                 | 903          | 136                         | 866                 | 1,002        |
| General .. .. .                          | 61                          | 1,110               | 1,171        | 58                          | 1,004               | 1,062        |
| Totals .. .. .                           | 4,396                       | 25,166              | 29,562       | 4,345                       | 24,333              | 28,678       |

## CONSTRUCTION BRANCH.

YEAR ENDED 30TH JUNE.

| 1927.                  |                     |              | 1926.                  |                     |              |
|------------------------|---------------------|--------------|------------------------|---------------------|--------------|
| No. of Salaried Staff. | No. of Wages Staff. | Total Staff. | No. of Salaried Staff. | No. of Wages Staff. | Total Staff. |
| 52                     | 1,062               | 1,114        | 43                     | 846                 | 889          |

AVERAGE NUMBER OF MEN\* EMPLOYED (EXCLUSIVE OF CONSTRUCTION BRANCH) DURING THE YEARS ENDED 30TH JUNE, 1927 AND 1926.

| How Employed.   | 1927.  | 1926.  |
|---|--------|--------|
| On Working Expenses .. .. .                                     | 25,598 | 24,812 |
| On Capital, Rolling-stock Replacement, and Manufactures .. .. . | 3,997  | 3,900  |
| Totals .. .. .  | 29,595 | 28,712 |

\* Overtime and penalty payments have been taken into consideration and the equivalent number of men shown in the figures.







## APPENDIX No. 8—continued.

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

| Lines.  | Length of Lines opened for Traffic. |         |         | Height of Rail-level above Low-water Mark. |         | Steepest Gradient. | Cost, exclusive of Rolling-stock. |                   |    |
|---|-------------------------------------|---------|---------|--|---------|--------------------|-----------------------------------|-------------------|----|
|   | Double and over                     | Single. | Total.  | Highest                                    | Lowest. |                    | Total.                            | Average Per Mile. |    |
|   | Miles.                              | Miles.  | Miles.  | Feet.                                      | Feet.   |                    | £                                 | s.                | d. |
| Brought forward ...   | 247'82                              | 3100'76 | 3348'58 | ...  | ...     | ...                | 28,898,222                        | 0                 | 6  |
| Northcote Loop Line ...   | 0'13                                | ...     | 0'13    | 128  | 119     | 1 " 70             | 8,703                             | 4                 | 7  |
| Tallaroek to Yea ...  | ...                                 | 23'69   | 23'69   | 698  | 488     | 1 " 40             | 165,376                           | 19                | 2  |
| Yea to Mansfield and Alexandra-road ...   | ...                                 | 55'82   | 55'82   | 1,304                                      | 557     | 1 " 40             | 346,124                           | 18                | 3  |
| Alexandra-road to Alexandra ...   | ...                                 | 4'32    | 4'32    | 922  | 716     | 1 " 30             | 29,393                            | 19                | 0  |
| Mangalore to Shepparton ...   | 0'29                                | 44'96   | 45'25   | 499  | 372     | 1 in 100           | 310,865                           | 16                | 6  |
| Shepparton to Numurkah ...  | 2'14                                | 18'61   | 20'75   | 376  | 348     | 1 " 206            | 94,938                            | 0                 | 7  |
| Numurkah to Cobram ...  | 0'20                                | 21'47   | 21'67   | 376  | 355     | 1 " 165            | 89,423                            | 9                 | 2  |
| Murchison East to Rushworth ...   | ...                                 | 12'81   | 12'81   | 476  | 391     | 1 " 80             | 69,051                            | 15                | 5  |
| Rushworth to Colbiuabbin ...  | 0'58                                | 12'29   | 12'87   | 510  | 363     | 1 " 50             | 41,260                            | 2                 | 5  |
| Rushworth to Girgarre (Stanhope North) ...  | ...                                 | 13'62   | 13'62   | 516  | 347     | 1 " 50             | 51,499                            | 14                | 6  |
| Toolamba to Tatura ...  | ...                                 | 6'83    | 6'83    | 385  | 371     | 1 " 108            | 31,322                            | 6                 | 6  |
| Tatura to Echuca ...  | ...                                 | 34'07   | 34'07   | 377  | 320     | 1 " 122            | 165,038                           | 11                | 1  |
| Shepparton to Dookie ...  | ...                                 | 14'84   | 14'84   | 500  | 372     | 1 " 100            | 55,307                            | 14                | 4  |
| Dookie to Katamatite ...  | ...                                 | 17'02   | 17'02   | 490  | 383     | 1 " 69             | 42,121                            | 3                 | 2  |
| Numurkah to Nathalia ...  | ...                                 | 13'79   | 13'79   | 356  | 335     | 1 " 330            | 52,235                            | 9                 | 0  |
| Nathalia to Picola ...  | ...                                 | 6'75    | 6'75    | 335  | 325     | 1 " 264            | 14,114                            | 1                 | 4  |
| Strathmerton towards Tocumwal ...   | ...                                 | 8'20    | 8'20    | 390  | 358     | 1 " 330            | 22,762                            | 6                 | 1  |
| Strathmerton to Tocumwal Extension ...  | ...                                 | 2'07    | 2'07    | 372  | 365     | 1 " 92             | 21,853                            | 16                | 4  |
| Benalla to St. James ...  | ...                                 | 20'33   | 20'33   | 583  | 450     | 1 " 75             | 81,099                            | 8                 | 7  |
| St. James to Yarrawonga ...   | ...                                 | 19'86   | 19'86   | 514  | 414     | 1 " 50             | 97,729                            | 5                 | 3  |
| Benalla to Tatong ...   | ...                                 | 18'00   | 18'00   | 760  | 556     | 1 " 60             | 50,939                            | 12                | 1  |
| Wangaratta to Whitfield ...   | ...                                 | 30'49   | 30'49   | 811  | 481     | 1 " 80             | 44,203                            | 8                 | 11 |
| Wangaratta (Beechworth Junc.) to Beechworth ...   | ...                                 | 22'26   | 22'26   | 1,831                                      | 502     | 1 " 30             | 166,185                           | 1                 | 6  |
| Beechworth to Yackandandah ...  | ...                                 | 12'84   | 12'84   | 1,912                                      | 981     | 1 " 30             | 97,453                            | 13                | 2  |
| Everton to Myrtleford ...   | ...                                 | 16'56   | 16'56   | 989  | 581     | 1 " 40             | 81,366                            | 4                 | 7  |
| Myrtleford to Bright ...  | ...                                 | 18'54   | 18'54   | 1,004                                      | 688     | 1 " 50             | 112,967                           | 14                | 8  |
| Springhurst to Wahgunyah ...  | ...                                 | 13'95   | 13'95   | 623  | 454     | 1 " 50             | 76,321                            | 19                | 1  |
| Wodonga to Tallangatta ...  | ...                                 | 25'71   | 25'71   | 726  | 530     | 1 " 40             | 193,679                           | 19                | 4  |
| Tallangatta to Cudgewa ...  | ...                                 | 42'33   | 42'33   | 2,580                                      | 625     | 1 " 30             | 293,321                           | 8                 | 11 |
| Spencer Street to Flinders Street ...   | 0'76                                | ...     | 0'76    | 33   | 17      | 1 " 40             | 280,029                           | 7                 | 0  |
| Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridgeto Chapel Street, and pier at Port Melbourne) ... | 16'62                               | ...     | 16'62   | 53   | 9       | 1 " 66             | 2,951,945                         | 6                 | 10 |
| Prince's Bridge to Collingwood ...  | 2'22                                | ...     | 2'22    | 85   | 23      | 1 " 62             | 203,223                           | 15                | 1  |
| Collingwood to Heidelberg ...   | 2'97                                | 2'52    | 5'49    | 196  | 68      | 1 " 50             | 280,001                           | 2                 | 11 |
| Heidelberg to Eltham ...  | ...                                 | 8'35    | 8'35    | 303  | 110     | 1 " 40             | 79,331                            | 11                | 3  |
| Eltham to Hurst's Bridge ...  | ...                                 | 6'64    | 6'64    | 248  | 116     | 1 " 50             | 72,118                            | 0                 | 6  |
| Brighton Beach to Sandringham ...   | 2'20                                | ...     | 2'20    | 58   | 20      | 1 " 97             | 84,644                            | 9                 | 7  |
| South Yarra to Oakleigh ...   | 7'08                                | ...     | 7'08    | 184  | 22      | 1 " 54             | 673,019                           | 9                 | 5  |
| Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's. Coal mine and Hernes Oak to Yallourn) ...            | 11'39                               | 108'78  | 120'67  | 513  | 8       | 1 " 50             | 1,362,873                         | 1                 | 5  |
| Sale to Stratford (Junction) ...  | ...                                 | 8'97    | 8'97    | 64   | 33      | 1 " 66             | 47,682                            | 6                 | 9  |
| Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...   | 0'20                                | 10'10   | 10'30   | 249  | 72      | 1 " 50             | 301,446                           | 17                | 6  |
| Caulfield to Frankston ...  | 19'85                               | 0'c3    | 19'88   | 166  | 10      | 1 " 50             | 343,972                           | 15                | 4  |
| Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...   | ...                                 | 18'99   | 18'99   | 327  | 10      | 1 " 50             | 114,877                           | 10                | 5  |
| Mornington Junction to Mornington ...   | ...                                 | 7'67    | 7'67    | 194  | 60      | 1 " 50             | 69,514                            | 19                | 0  |
| Bittern to Red Hill ...   | ...                                 | 9'91    | 9'91    | 631  | 43      | 1 " 30             | 77,117                            | 7                 | 10 |
| Frankston Cemetery Line ...   | ...                                 | ...     | ...     | ...  | ...     | ...                | 330                               | 16                | 11 |
| Spring Vale Cemetery Line ...   | ...                                 | 1'60    | 1'60    | 231  | 145     | 1 in 50            | 9,278                             | 16                | 6  |
| Dandenong (Great Southern Junction) to Port Albert ...  | 1'63                                | 115'65  | 117'28  | 746  | 10      | 1 " 40             | 1,082,602                         | 9                 | 2  |
| Koo-wee-rup to Strezlecki (McDonald's Track) ...  | ...                                 | 30'55   | 30'55   | 988  | 22      | 1 " 30             | 304,001                           | 13                | 3  |
| Nyora to Woolamai ...   | ...                                 | 15'56   | 15'56   | 410  | 58      | 1 " 50             | 86,900                            | 0                 | 1  |
| Woolamai to Powlett Coal Field (including sidings, Wouthaggi) ...   | ...                                 | 13'87   | 13'87   | 233  | 14      | 1 " 60             | 161,678                           | 2                 | 3  |
| Korumburra to Coal Creek ...  | ...                                 | 0'89    | 0'89    | 735  | 630     | 1 " 30             | 5,741                             | 7                 | 11 |
| Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line) ...  | ...                                 | 2'25    | 2'25    | 765  | 573     | 1 " 30             | 7,335                             | 14                | 4  |
| Korumburra (Jumbunna Junction) to Jumbunna ...  | ...                                 | 3'74    | 3'74    | 796  | 619     | 1 " 30             | 20,996                            | 4                 | 0  |
| Jumbunna to Outtrim ...   | ...                                 | 2'40    | 2'40    | 649  | 539     | 1 " 40             | 27,915                            | 8                 | 11 |
| Welshpool to Welshpool Jetty ...  | ...                                 | 3'23    | 3'23    | 57   | 6       | 1 " 100            | 3,199                             | 19                | 2  |
| Alberton to Won Wron ...  | ...                                 | 12'05   | 12'05   | 213  | 33      | 1 " 60             | 101,336                           | 11                | 2  |
| Won Wron to Woodside ...  | ...                                 | 9'68    | 9'68    | 326  | 139     | 1 " 40             | 51,961                            | 14                | 4  |
| Warragul to Neerim south ...  | ...                                 | 13'49   | 13'49   | 681  | 349     | 1 " 40             | 124,915                           | 4                 | 4  |
| Neerim South to Noojee (Toorong River) ...  | ...                                 | 14'01   | 14'01   | 1,415                                      | 676     | 1 " 30             | 133,624                           | 10                | 8  |
| Moe (Junction) to Thorpdale ...   | ...                                 | 10'67   | 10'67   | 798  | 219     | 1 " 40             | 119,162                           | 13                | 8  |
| Moe to Walhalla ...   | ...                                 | 26'06   | 26'06   | 1,323                                      | 174     | 1 " 30             | 117,279                           | 15                | 6  |
| Morwell to North Mirboo ...   | ...                                 | 20'17   | 20'17   | 784  | 184     | 1 " 40             | 155,291                           | 0                 | 1  |
| Traralgon to Heyfield ...   | ...                                 | 22'06   | 22'06   | 262  | 93      | 1 " 50             | 126,263                           | 9                 | 1  |
| Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...  | 0'52                                | 49'30   | 49'82   | 296  | 9       | 1 " 50             | 311,955                           | 3                 | 7  |
| Bairnsdale to Orbost (including cost of Snowy River Bridge) ...   | ...                                 | 60'24   | 60'24   | 423  | 23      | 1 " 50             | 449,677                           | 14                | 0  |
| Carried forward ...   | 317'10                              | 4262'19 | 4579'29 | ...  | ...     | ...                | 42,148,129                        | 13                | 9  |

† See lines closed for traffic.

‡ Including portion dismantled.

¶ 2-ft. 6-in. gauge

## APPENDIX No. 8—continued.

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

| Lines.   | Length of Lines opened for Traffic. |          |          | Height of Rail-level above Low water mark |        | Steepest Gradient. | Cost, exclusive of Rolling-stock. |                   |
|--|-------------------------------------|----------|----------|---|--------|--------------------|-----------------------------------|-------------------|
|  | Double and over                     | Single.  | Total.   | Highest                                   | Lowest |                    | Total.                            | Average Per Mile. |
|  | Miles.                              | Miles.   | Miles.   | Feet.                                     | Feet.  | Feet.              | £                                 | s. d.             |
| Brought forward  | 317'10                              | 4,262'19 | 4,579'29 | ...                                       | ...    | ...                | 42,148,129                        | 13 9              |
| Maffra to Briagolong   | ...                                 | 11'79    | 11'79    | 238                                       | 109    | 1 in 50            | 62,763                            | 16 1              |
| Burnley to Waverley Road   | ...                                 | 5'23     | 5'23     | 111                                       | 33     | 1 " 60             | 223,590                           | 11 2              |
| Hawthorn to Lilydale   | 11'52                               | 8'20     | 19'72    | 484                                       | 41     | 1 " 40             | 793,870                           | 8 2               |
| Lilydale to Healesville  | ...                                 | 15'11    | 15'37    | 351                                       | 230    | 1 " 40             | 227,904                           | 5 4               |
| Hawthorn (Kew Junction) to Kew   | ...                                 | 0'96     | 0'96     | 119                                       | 41     | 1 " 40             | 76,592                            | 6 1               |
| Ringwood to Upper Ferntree Gully   | ...                                 | 7'44     | 7'44     | 436                                       | 314    | 1 " 40             | 128,481                           | 6 0               |
| ¶ Ferntree Gully to Gembrook   | ...                                 | 18'22    | 18'22    | 1,057                                     | 412    | 1 " 30             | 73,492                            | 19 11             |
| Lilydale to Warburton  | ...                                 | 23'97    | 23'97    | 738                                       | 289    | 1 " 37½            | 151,715                           | 3 4               |
| St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach | 5'18                                | ...      | 5'18     | 59  | 7      | 1 " 21½            | 124,153                           | 9 2               |
| Sardringham to Black Rock Electric Tramway                                   | 2'22                                | 1'19     | 2'41     | 112                                       | 41     | 1 " 18½            | 70,027                            | 13 2              |
| Black Rock to Beaumaris Electric Tramway                                     | ...                                 | 2'20     | 2'20     | ...                                       | ...    | ...                | 32,135                            | 10 1              |
| Total mileage of lines constructed §   | 336'28                              | 4,355'50 | 4,691'78 | ...                                       | ...    | ...                | 44,112,857                        | 2 3               |
| Less mileage closed for traffic at 30th June, 1927 :                         |                                     |          |          |   |        |                    |                                   |                   |
|  | Double                              | Single.  | Total.   |   |        |                    |                                   |                   |
| Dunkeld to Peshurst (dismantled 19th February, 1898)                         | ...                                 | 15'87    | 15'87    |   |        |                    |                                   |                   |
| Lancefield to Kilmore (dismantled)   | ...                                 | 18'10    | 18'10    |   |        |                    |                                   |                   |
| Fawcner Cemetery to Somerton   | ...                                 | 5'22     | 5'22     |   |        |                    |                                   |                   |
| Oakleigh to Fairfield Park—Fairfield Park to Deepdene                        | ...                                 | 3'34     | 3'34     |   |        |                    |                                   |                   |
| Ashburton to Oakleigh  | 0'20                                | 2'17     | 2'37     |   |        |                    |                                   |                   |
| Canterbury Loop Line (dismantled)  | ...                                 | 0'21     | 0'21     |   |        |                    |                                   |                   |
| Burnley to Waverley Road—Darling to Waverley Road                            | ...                                 | 0'69     | 0'69     |   |        |                    |                                   |                   |
| Geelong Race-course Line (dismantled 28th May, 1909)                         | ...                                 | 1'96     | 1'96     |   |        |                    |                                   |                   |
| Total mileage open for traffic at 30th June, 1927                            | 0'20                                | 47'56    | 47'76    |   |        |                    |                                   |                   |
| Works, Melbourne to Essendon Junction  | 336'08                              | 4,307'94 | 4,644'02 |   |        |                    | 2,697,916                         | 4 9               |
| Railway Offices, Spencer Street  | ...                                 | ...      | ...      |   |        |                    | 257,941                           | 13 7              |
| Sheds and Workshops, Williamstown  | ...                                 | ...      | ...      |   |        |                    | 154,029                           | 0 1               |
| Sheds and Workshops, Newport (including cost of machinery and equipment)     | ...                                 | ...      | ...      |   |        |                    | 1,207,317                         | 8 1               |
| Sheds and Workshops, Country Depôts (including cost of machinery)            | ...                                 | ...      | ...      |   |        |                    | 28,406                            | 19 1              |
| Workshops, Bendigo (including cost of machinery)                             | ...                                 | ...      | ...      |   |        |                    | 167,463                           | 11 5              |
| Workshops, Ballarat (including cost of machinery)                            | ...                                 | ...      | ...      |   |        |                    | 166,055                           | 11 10             |
| General Construction Account (Capital Expenditure common to all lines)       | ...                                 | ...      | ...      |   |        |                    | 2,306,385                         | 19 8              |
| Rolling-stock, Broad-gauge...  | ...                                 | ...      | ...      |   |        |                    | 12,953,428                        | 11 3              |
| Rolling-stock, Narrow-gauge  | ...                                 | ...      | ...      |   |        |                    | 109,648                           | 5 2               |
| Rolling-stock, Electric Tramway  | ...                                 | ...      | ...      |   |        |                    | 103,109                           | 6 0               |
| Electrification Melbourne Suburban Lines                                     | ...                                 | ...      | ...      |   |        |                    | 6,401,017                         | 15 5              |
| Stores Advance Account   | ...                                 | ...      | ...      |   |        |                    | 1,589,440                         | 16 2              |
| Total and Average Cost (all charges)   | ...                                 | ...      | ...      | ...                                       | ...    | ...                | 72,255,018                        | 4 9               |

¶ 2-ft. 6-in. gauge. § Gauge of lines constructed—miles 5-ft. 3-in., 149'84; miles 2-ft. 6-in., 121'90. || 4-ft. 8½-in gauge, 4'61 miles.

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. 24.

## APPENDIX No. 9.

## STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

|   | Year ended 30th June— |                    |  | Year ended 30th June— |                      |
|---|-----------------------|--------------------|--|-----------------------|----------------------|
|   | 1927.                 | 1926.              |  | 1927.                 | 1926.                |
| <b>TRAFFIC TRAIN MILEAGE.</b>                                   |                       |                    | <b>DEPARTMENTAL MILEAGE.</b>                   |                       |                      |
| <b>PASSENGER—</b>   |                       |                    | Light .. .. .                                  | 373,598               | 388,455              |
| Country .. .. .   | 2,816,574             | 2,841,970          | Ballast .. .. .                                | 283,655               | 337,941              |
| Petrol Rail Motor (Country)                                     | 564,358               | 501,374            | Inspection .. .. .                             | 9,149                 | 10,296               |
| ” ” (Suburban)  | 21,074                | ..                 | Water .. .. .                                  | 177                   | 101                  |
| Suburban—Steam ..   | 66,331                | 171,268            | Loco.—Coal .. .. .                             | 351,339†              | 325,655†             |
| Electric  |                       |                    | Casualty and Doubling ..                       | 5,167                 | 5,240                |
| Motors ..   | 7,270,876             | 7,139,031          | Miscellaneous .. .. .                          | 13,482                | 36,604               |
| Electric Locomotives ..   | 319                   | 1,456              | Petrol Rail Motor .. .. .                      | 21,965                | 23,527               |
| Mixed .. .. .   | 2,213,451             | 2,225,038          | <b>Total .. .. .</b>                           | <b>1,058,532</b>      | <b>1,127,819</b>     |
| Goods—Steam .. .. .   | 5,051,496             | 4,683,172          | <b>SHUNTING—</b>                               |                       |                      |
| Electric Locomotives ..   | 19,766                | 12,238             | Steam Locomotive .. .. .                       | 2,703,984             | 2,521,173            |
| Electric Motors .. .. .   | 6,504                 | ..                 | Electric Locomotive .. .. .                    | 38,881                | 27,147               |
| <b>Total Traffic Train Miles ..</b>                             | <b>18,030,749</b>     | <b>17,575,547</b>  | Electric Motors .. .. .                        | 4,017                 | ..                   |
|   |                       |                    | Petrol Rail Motor .. .. .                      | 3,385                 | 2,519                |
|   |                       |                    | <b>Total .. .. .</b>                           | <b>2,750,267</b>      | <b>2,550,839</b>     |
| <b>ASSISTANT MILES—</b>   |                       |                    | <b>LOCOMOTIVE MILEAGE.</b>                     |                       |                      |
| Country Passenger .. .. .                                       | 126,463               | 132,585            | Steam .. .. .                                  | 14,676,203            | 14,270,123           |
| Mixed .. .. .   | 909                   | 884                | Electric .. .. .                               | 59,366                | 41,325               |
| Goods .. .. .   | 198,866               | 173,126            | <b>Total .. .. .</b>                           | <b>14,735,569</b>     | <b>14,311,448</b>    |
| <b>Total Assistant Miles .. .. .</b>                            | <b>326,238</b>        | <b>306,595</b>     | <b>VEHICLE MILEAGE.</b>                        |                       |                      |
|   |                       |                    | <b>PASSENGER—</b>                              |                       |                      |
|   |                       |                    | Country—Steam .. .. .                          | 26,077,817            | 26,863,887           |
|   |                       |                    | Petrol Rail Motor .. .. .                      | 923,241               | 872,943              |
|   |                       |                    | Suburban—Steam .. .. .                         | 280,102               | 658,997              |
|   |                       |                    | Electric .. .. .                               | 38,627,388            | 38,578,925           |
|   |                       |                    | Petrol Rail Motor .. .. .                      | 42,148                | ..                   |
|   |                       |                    | <b>Total .. .. .</b>                           | <b>65,950,696</b>     | <b>66,974,752</b>    |
|   |                       |                    | <b>GOODS—</b>                                  |                       |                      |
| <b>LIGHT MILES—</b>   |                       |                    | Loaded .. .. .                                 | 121,384,894           | 113,543,807          |
| Country Passenger .. .. .                                       | 45,693                | 47,564             | Empty .. .. .                                  | 44,735,026            | 41,820,272           |
| Mixed .. .. .   | 3,305                 | 5,341              | <b>Total .. .. .</b>                           | <b>166,119,920</b>    | <b>155,364,079</b>   |
| Goods .. .. .   | 412,564               | 363,710            | <b>TOTAL VEHICLE MILEAGE</b>                   | <b>232,076,616</b>    | <b>222,338,831</b>   |
| Electric Locomotive—  |                       |                    | <b>GROSS TON MILEAGE.</b>                      |                       |                      |
| Suburban Passenger ..   | 400                   | 484                | Passenger Trains (Electric Trains excepted) .. | 626,842,973           | 639,901,860          |
| Electric Motors .. .. .   | 64                    | ..                 | Petrol Rail Motor .. .. .                      | 7,708,563             | 6,240,184            |
| <b>Total Light Miles .. .. .</b>                                | <b>462,026</b>        | <b>417,099</b>     | Mixed Trains .. .. .                           | 456,293,744           | 453,374,317          |
|   |                       |                    | Goods Trains .. .. .                           | 2,155,833,587         | 1,945,679,079        |
| <b>TOTAL TRAIN, INCLUDING ASSISTANT AND LIGHT MILES .. .. .</b> | <b>*18,819,013</b>    | <b>*18,299,241</b> | <b>Total .. .. .</b>                           | <b>3,246,677,967</b>  | <b>3,045,195,440</b> |

NOTE.—\* These totals do not include departmental mileage.

† Equated.

## APPENDIX No. 10.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS STOCK, AND SERVICE STOCK AT 30TH JUNE, 1927.

| Rolling Stock.                        | 5' 3" Gauge. |                           |                     | 2' 6" Gauge. |                           |                      | Total.  |                           |                      |
|---------------------------------------|--------------|---------------------------|---------------------|--------------|---------------------------|----------------------|---------|---------------------------|----------------------|
|                                       | Number.      | Tractive Power (Nominal). |                     | Number.      | Tractive Power (Nominal). |                      | Number. | Tractive Power (Nominal). |                      |
|                                       |              | Total.                    | Average per Loco.   |              | Total.                    | Average per Loco.    |         | Total.                    | Average per Loco.    |
| STEAM LOCOMOTIVES ..                  | 651          | lbs. 14,475,024           | lbs. 22,235         | 19           | lbs. 254,692              | lbs. 13,405          | 670     | lbs. 14,729,716           | lbs. 21,895          |
| ELECTRIC LOCOMOTIVES ..               | 2            | 43,680                    | 21,840              | ..           | ..                        | ..                   | 2       | 43,680                    | 21,840               |
| STEAM CRANES .. ..                    | 15           | ..                        | ..                  | ..           | ..                        | ..                   | 15      | ..                        | ..                   |
| Rolling Stock.                        | 5' 3" Gauge. |                           |                     | 2' 6" Gauge. |                           |                      | Total.  |                           |                      |
|                                       | Number.      | Capacity (Passengers).    |                     | Number.      | Capacity (Passengers).    |                      | Number. | Capacity (Passengers).    |                      |
|                                       |              | Total.                    | Average per Vehicle |              | Total.                    | Average per Vehicle. |         | Total.                    | Average per Vehicle. |
| <b>STEAM COACHING STOCK.</b>          |              | No.                       | No.                 |              | No.                       | No.                  |         | No.                       | No.                  |
| Passenger Cars—                       |              |                           |                     |              |                           |                      |         |                           |                      |
| 1st Class .. ..                       | 319          | 18,390                    | 57                  | ..           | ..                        | ..                   | 319     | 18,390                    | 57                   |
| 2nd Class .. ..                       | 450          | 27,327                    | 61                  | 49           | 1,481                     | 30                   | 499     | 28,808                    | 58                   |
| Composite .. ..                       | 235          | 12,166                    | 52                  | ..           | ..                        | ..                   | 235     | 12,166                    | 52                   |
| Sleeping Cars—                        |              |                           |                     |              |                           |                      |         |                           |                      |
| 1st Class .. ..                       | 19           | 380                       | 20                  | ..           | ..                        | ..                   | 19      | 380                       | 20                   |
| 2nd Class .. ..                       | ..           | ..                        | ..                  | ..           | ..                        | ..                   | ..      | ..                        | ..                   |
| Special Cars .. ..                    | 6            | 145                       | 24                  | ..           | ..                        | ..                   | 6       | 145                       | 24                   |
| Parlor Cars .. ..                     | 2            | 66                        | 33                  | ..           | ..                        | ..                   | 2       | 66                        | 33                   |
| Dining Cars .. ..                     | 5            | 222                       | 44                  | ..           | ..                        | ..                   | 5       | 222                       | 44                   |
| Mail Vans .. ..                       | 3            | ..                        | ..                  | ..           | ..                        | ..                   | 3       | ..                        | ..                   |
| Luggage Vans .. ..                    | 629          | ..                        | ..                  | 6            | ..                        | ..                   | 635     | ..                        | ..                   |
| Carriage Trucks .. ..                 | 2            | ..                        | ..                  | ..           | ..                        | ..                   | 2       | ..                        | ..                   |
| Horse Boxes .. ..                     | 68           | ..                        | ..                  | ..           | ..                        | ..                   | 68      | ..                        | ..                   |
| Hearses .. ..                         | 4            | ..                        | ..                  | ..           | ..                        | ..                   | 4       | ..                        | ..                   |
| Brake Vans .. ..                      | ..           | ..                        | ..                  | ..           | ..                        | ..                   | ..      | ..                        | ..                   |
| Other Vehicles .. ..                  | 5            | ..                        | ..                  | ..           | ..                        | ..                   | 5       | ..                        | ..                   |
| (Included in Luggage Vans.)           |              |                           |                     |              |                           |                      |         |                           |                      |
| Total .. ..                           | 1,747        | 58,696                    | ..                  | 55           | 1,481                     | ..                   | 1,802   | 60,177                    | ..                   |
| <b>RAIL MOTOR PASSENGER VEHICLES.</b> |              |                           |                     |              |                           |                      |         |                           |                      |
| Motors (Petrol)—                      |              |                           |                     |              |                           |                      |         |                           |                      |
| 1st Class .. ..                       | 7            | 224                       | 32                  | ..           | ..                        | ..                   | 7       | 224                       | 32                   |
| 2nd Class .. ..                       | 9            | 333                       | 37                  | ..           | ..                        | ..                   | 9       | 333                       | 37                   |
| Composite .. ..                       | 7            | 320                       | 46                  | ..           | ..                        | ..                   | 7       | 320                       | 46                   |
| Trailers—                             |              |                           |                     |              |                           |                      |         |                           |                      |
| 2nd Class .. ..                       | 21           | 524                       | 25                  | ..           | ..                        | ..                   | 21      | 524                       | 25                   |
| Motor Trolleys (Petrol)—              |              |                           |                     |              |                           |                      |         |                           |                      |
| 2nd Class .. ..                       | 1            | 5                         | 5                   | ..           | ..                        | ..                   | 1       | 5                         | 5                    |
| Mail Services only .. ..              | 16           | ..                        | ..                  | ..           | ..                        | ..                   | 16      | ..                        | ..                   |
| Motor Trolley Trailers—               |              |                           |                     |              |                           |                      |         |                           |                      |
| 2nd Class .. ..                       | 2            | 24                        | 12                  | ..           | ..                        | ..                   | 2       | 24                        | 12                   |
| Total .. ..                           | 63           | 1,430                     | ..                  | ..           | ..                        | ..                   | 63      | 1,430                     | ..                   |
| <b>ELECTRIC COACHING STOCK.</b>       |              |                           |                     |              |                           |                      |         |                           |                      |
| Passenger Cars—                       |              |                           |                     |              |                           |                      |         |                           |                      |
| 1st Class .. ..                       | 385          | 34,760                    | 93                  | ..           | ..                        | ..                   | 385     | 34,760                    | 93                   |
| 2nd Class .. ..                       | 377          | 30,274                    | 80                  | ..           | ..                        | ..                   | 377     | 30,274                    | 80                   |
| Composite .. ..                       | 99           | 9,278                     | 94                  | ..           | ..                        | ..                   | 99      | 9,278                     | 94                   |
| Parcels Vans .. ..                    | 5            | ..                        | ..                  | ..           | ..                        | ..                   | 5       | ..                        | ..                   |
| Total .. ..                           | 866          | 74,312                    | ..                  | ..           | ..                        | ..                   | 866     | 74,312                    | ..                   |
| <b>ELECTRIC TRAMWAY STOCK.</b>        |              |                           |                     |              |                           |                      |         |                           |                      |
| Single Bogie Cars .. ..               | 16           | 730                       | 46                  | ..           | ..                        | ..                   | 16      | 730                       | 46                   |
| Double Bogie Cars .. ..               | 20           | 1,040                     | 52                  | ..           | ..                        | ..                   | 20      | 1,040                     | 52                   |
| Total .. ..                           | 36           | 1,770                     | ..                  | ..           | ..                        | ..                   | 36      | 1,770                     | ..                   |

## APPENDIX No. 10—continued.

## STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

| Rolling Stock.                               | 5' 3" Gauge.                           |                        |                     | 2' 6" Gauge. |                        |                      | Total.  |                        |                      |
|--|--|------------------------|---------------------|--------------|------------------------|----------------------|---------|------------------------|----------------------|
|  | Number.                                | Capacity.              |                     | Number.      | Capacity.              |                      | Number. | Capacity.              |                      |
|  |  | Total.                 | Average per Vehicle |              | Total.                 | Average per Vehicle. |         | Total.                 | Average per Vehicle. |
| <b>GOODS STOCK.</b>                          |  |                        |                     |              |                        |                      |         |                        |                      |
|  |  | tons.                  | tons.               |              | tons.                  | tons.                |         | tons.                  | tons.                |
| Box Goods Wagons .. ..                       | 75                                     | 1,130                  | 15·1                | 2            | 20                     | 10·0                 | 77      | 1,150                  | 15·1                 |
| Open Goods Wagons .. ..                      | 15,026                                 | 216,690                | 14·4                | 211          | 2,268                  | 10·7                 | 15,237  | 218,958                | 14·4                 |
| Cattle Wagons .. ..                          | 697                                    | 6,970                  | 10·0                | 15           | 150                    | 10·0                 | 712     | 7,120                  | 10·0                 |
| Sheep Wagons .. ..                           | 1,224                                  | 11,842                 | 9·7                 | ..           | ..                     | ..                   | 1,224   | 11,842                 | 9·7                  |
| Coal Wagons .. ..                            | 352                                    | 5,199                  | 14·7                | ..           | ..                     | ..                   | 352     | 5,199                  | 14·7                 |
| Louvréd Wagons .. ..                         | 1,068                                  | 13,810                 | 12·9                | 14           | 140                    | 10·0                 | 1,082   | 13,950                 | 12·9                 |
| Refrigerator Wagons .. ..                    | 417                                    | 5,682                  | 13·6                | ..           | ..                     | ..                   | 417     | 5,682                  | 13·6                 |
| Powder Vans .. ..                            | 24                                     | 120                    | 5·0                 | ..           | ..                     | ..                   | 24      | 120                    | 5·0                  |
| Flat Wagons .. ..                            | 181                                    | 4,049                  | 22·4                | ..           | ..                     | ..                   | 181     | 4,049                  | 22·4                 |
| Bolster Wagons .. ..                         |  |                        |                     | ..           | ..                     | ..                   |         |                        |                      |
| Brake Vans .. ..                             | (Included in Steam Coaching Stock.)    |                        |                     | ..           | ..                     | ..                   | ..      | ..                     | ..                   |
| Other Vehicles .. ..                         | ..                                     | ..                     | ..                  | ..           | ..                     | ..                   | ..      | ..                     | ..                   |
| Total .. ..                                  | 19,664                                 | 265,492                | ..                  | 242          | 2,578                  | ..                   | 19,306  | 268,070                | ..                   |
| <b>SERVICE STOCK.</b>                        |  |                        |                     |              |                        |                      |         |                        |                      |
| Casualty or Break Down Vans and Trucks .. .. | 45                                     | ..                     | ..                  | ..           | ..                     | ..                   | 45      | ..                     | ..                   |
| Water Trucks .. ..                           | 189                                    | ..                     | ..                  | 1            | ..                     | ..                   | 190     | ..                     | ..                   |
| Loco. Coal Trucks .. ..                      | (Included in Coal Wagons—Goods Stock.) |                        |                     | ..           | ..                     | ..                   | ..      | ..                     | ..                   |
| Ballast Wagons .. ..                         | 178                                    | ..                     | ..                  | ..           | ..                     | ..                   | 178     | ..                     | ..                   |
| Gas Vehicles .. ..                           | 7                                      | ..                     | ..                  | ..           | ..                     | ..                   | 7       | ..                     | ..                   |
| Workmen's Sleeping Cars .. ..                | 228                                    | ..                     | ..                  | ..           | ..                     | ..                   | 228     | ..                     | ..                   |
| Store Vans .. ..                             | 3                                      | ..                     | ..                  | ..           | ..                     | ..                   | 3       | ..                     | ..                   |
| Cranes not Locomotives (on Trucks)           | 13                                     | ..                     | ..                  | ..           | ..                     | ..                   | 13      | ..                     | ..                   |
| Plough Vans .. ..                            | 3                                      | ..                     | ..                  | ..           | ..                     | ..                   | 3       | ..                     | ..                   |
| Motor Inspection Cars .. ..                  | 3                                      | ..                     | ..                  | ..           | ..                     | ..                   | 3       | ..                     | ..                   |
| Pay Cars .. ..                               | ..                                     | ..                     | ..                  | ..           | ..                     | ..                   | ..      | ..                     | ..                   |
| Other Vehicles .. ..                         | 139                                    | ..                     | ..                  | ..           | ..                     | ..                   | 139     | ..                     | ..                   |
| Total .. ..                                  | 808                                    | ..                     | ..                  | 1            | ..                     | ..                   | 809     | ..                     | ..                   |
| <b>ROAD MOTOR VEHICLES.</b>                  |  |                        |                     |              |                        |                      |         |                        |                      |
|  |  | Capacity (Passengers). |                     |              | Capacity (Passengers). |                      |         | Capacity (Passengers). |                      |
|  | Number.                                | Total.                 | Average per Vehicle | Number.      | Total.                 | Average per Vehicle  | Number. | Total.                 | Average per Vehicle  |
| Coaches .. ..                                | 16                                     | 392                    | 24·5                | ..           | ..                     | ..                   | 16      | 392                    | 24·5                 |
| Trucks .. ..                                 | ..                                     | ..                     | ..                  | ..           | ..                     | ..                   | ..      | ..                     | ..                   |
| Total .. ..                                  | 16                                     | 392                    | ..                  | ..           | ..                     | ..                   | 16      | 392                    | ..                   |

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1917, TO 30th JUNE, 1927.

| Year.   | Passengers.                              |          |                                  |          |  |          | Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control. | Employees while in the Execution of their Duty. |          |                                  |          |  |          | Employees proceeding to or from Duty within the Railway Boundary. | Persons Killed or Injured at Crossings. |          | Trespassers. |          | Miscellaneous. |          | Total.  |          |         |          |         |          |     |
|---------|--|----------|----------------------------------|----------|--|----------|---|---|----------|----------------------------------|----------|--|----------|---|---|----------|--------------|----------|----------------|----------|---------|----------|---------|----------|---------|----------|-----|
|         | Through causes beyond their own Control. |          | Through Contributory Negligence. |          | Solely through their own Action or Negligence. |          |   | Through causes beyond their own Control.        |          | Through Contributory Negligence. |          | Solely through their own Action or Negligence. |          |   | Killed.                                 | Injured. | Killed.      | Injured. | Killed.        | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |     |
|         | Killed.                                  | Injured. | Killed.                          | Injured. | Killed.  | Injured. |   | Killed.   | Injured. | Killed.                          | Injured. | Killed.  | Injured. |   |   |          |              |          |                |          |         |          |         |          |         |          |     |
| 1917-18 | ..                                       | ..       | ..                               | ..       | 33   | ..       | 5   | 4   | 192      | .000                             | .311     | 2  | 46       | 4   | 63                                      | 5        | 183          | ..       | 9              | 12       | 15      | 14       | 1       | 3        | 14      | 44       | 561 |
| 1918-19 | ..                                       | ..       | ..                               | ..       | 41   | ..       | 2   | 6   | 172      | .000                             | .366     | 1  | 31       | 3   | 56                                      | 4        | 166          | 1        | 3              | 11       | 15      | 21       | 6       | 5        | 18      | 52       | 510 |
| 1919-20 | ..                                       | ..       | ..                               | ..       | 32   | ..       | 4   | 8   | 170      | .000                             | .238     | ..   | 33       | 4   | 35                                      | 4        | 129          | 1        | 4              | 10       | 15      | 8        | 7       | 3        | 22      | 38       | 451 |
| 1920-21 | ..                                       | ..       | ..                               | ..       | 18   | ..       | ..  | 3   | 187      | .000                             | .133     | ..   | 46       | 2   | 76                                      | 5        | 206          | 2        | 3              | 10       | 14      | 16       | 18      | 1        | 29      | 41       | 597 |
| 1921-22 | ..                                       | ..       | ..                               | ..       | 10   | ..       | 1   | 10  | 134      | .000                             | .070     | 1  | 35       | 4   | 49                                      | 9        | 142          | ..       | 2              | 12       | 12      | 19       | 7       | 3        | 16      | 58       | 408 |
| 1922-23 | ..                                       | ..       | ..                               | ..       | 5  | ..       | 6   | 6   | 134      | .000                             | .032     | 1  | 33       | 2   | 34                                      | 7        | 116          | 1        | 2              | 11       | 11      | 20       | 10      | 3        | 21      | 51       | 372 |
| 1923-24 | ..                                       | ..       | ..                               | ..       | 3  | ..       | 4   | 8   | 112      | .000                             | .017     | ..   | 29       | 2   | 36                                      | 8        | 146          | 3        | 2              | 10       | 15      | 18       | 2       | 2        | 13      | 51       | 362 |

| Year.   | Train Accidents. |          |            |          | Accidents on Line (Other than Train Accidents).              |          |             |          |            |          | Shunting Accidents. |          |             |          |            |          | Employees proceeding to and from Duty within the Railway Boundary. | Persons Killed or Injured at Crossings. |          | Trespassers. |          | Miscellaneous. |          | Total.  |          |         |          |         |          |
|---------|------------------|----------|------------|----------|--|----------|-------------|----------|------------|----------|---------------------|----------|-------------|----------|------------|----------|--|---|----------|--------------|----------|----------------|----------|---------|----------|---------|----------|---------|----------|
|         | Passengers.      |          | Employees. |          | Number of Passengers Killed and Injured per Million Carried. |          | Passengers. |          | Employees. |          | Other Persons.      |          | Passengers. |          | Employees. |          |  | Other Persons.                          |          | Killed.      | Injured. | Killed.        | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
|         | Killed.          | Injured. | Killed.    | Injured. | Killed.  | Injured. | Killed.     | Injured. | Killed.    | Injured. | Killed.             | Injured. | Killed.     | Injured. | Killed.    | Injured. |  | Killed.                                 | Injured. |              |          |                |          |         |          |         |          |         |          |
| 1924-25 | ..               | ..       | ..         | 1        | .000   | .000     | 7           | 133      | 5          | 103      | ..                  | ..       | ..          | ..       | 5          | 44       | ..   | 5                                       | 3        | 2            | 12       | 3              | 15       | 3       | ..       | 4       | 47       | 298     |          |
| 1925-26 | 3                | 153      | ..         | ..       | .017   | .910     | 8           | 186      | 11         | 89       | 1                   | 2        | ..          | ..       | 7          | 33       | ..   | 1                                       | 2        | 1            | 28       | 25             | 18       | 8       | ..       | ..      | 78       | 498     |          |
| 1926-27 | ..               | 12       | ..         | ..       | .000   | .071     | 4           | 171      | 2          | 32       | 1                   | 3        | ..          | ..       | 1          | 40       | 2  | 5                                       | 4        | 1            | 11       | 25             | 28       | 3       | ..       | ..      | 53       | 292     |          |

The form of this return has been altered as from 1st July, 1924, in accordance with a decision of the Interstate Conference of Railway Commissioners. In all cases, only Casualties in connexion with train working and the movement of rolling-stock are included.



## APPENDIX No. 12.

## STATISTICAL STATEMENT.

| Particulars.                                     | Year 1926-7.  | Year 1925-6.  |
|--|---|---|
| Average Mileage of Railways open for Traffic     | 4,627   | 4,526   |
| PASSENGER TRAFFIC.                               |   |   |
| Passenger Train Mileage                          | { Country .. .. . 4,487,658<br>Suburban .. .. . 7,358,600     | { Country .. .. . 4,455,863<br>Suburban .. .. . 7,311,755     |
| Passenger Earnings                               | { Country .. .. . £2,760,915<br>Suburban .. .. . £2,880,117   | { Country .. .. . £2,732,617<br>Suburban .. .. . £2,693,187   |
| Number of Passengers Carried                     | { Country .. .. . 9,083,149<br>Suburban .. .. . 160,154,499   | { Country .. .. . 9,464,911<br>Suburban .. .. . 153,589,397   |
| Number of Passengers Carried One Mile            | { Country .. .. . 516,904,711<br>Suburban .. .. . 959,402,370 | { Country .. .. . 522,994,033<br>Suburban .. .. . 937,348,579 |
| Average Miles each Passenger was carried         | { Country .. .. . 56·91<br>Suburban .. .. . 5·99              | { Country .. .. . 55·26<br>Suburban .. .. . 5·91              |
| Average Number of Passengers per Car Mile        | { Country .. .. . 19·14<br>Suburban .. .. . 24·63             | { Country .. .. . 18·86<br>Suburban .. .. . 23·89             |
| Average Earnings from Each Passenger             | { Country .. .. . 6s. 0·95d.<br>Suburban .. .. . 4·32d.       | { Country .. .. . 5s. 9·29d.<br>Suburban .. .. . 4·08d.       |
| Average Earnings per Passenger Mile              | { Country .. .. . 1·28d.<br>Suburban .. .. . ·72d.            | { Country .. .. . 1·25d.<br>Suburban .. .. . ·69d.            |
| <i>Per Average Mile of Railway Open.</i>         |   |   |
| Number of Passengers Carried                     | { Country .. .. . 1,979<br>Suburban .. .. . 785,071           | { Country .. .. . 2,109<br>Suburban .. .. . 777,399           |
| Number of Passengers Carried One Mile            | { Country .. .. . 112,640<br>Suburban .. .. . 4,702,953       | { Country .. .. . 116,532<br>Suburban .. .. . 4,594,846       |
| Passenger Train Mileage                          | { Country .. .. . 978<br>Suburban .. .. . 36,072              | { Country .. .. . 993<br>Suburban .. .. . 35,842              |
| Passenger Earnings                               | { Country .. .. . £601·64<br>Suburban .. .. . £14,118·22      | { Country .. .. . £608·88<br>Suburban .. .. . £13,201·90      |
| <i>Per Passenger Train Mile.</i>                 |   |   |
| Average Number of Passengers                     | { Country .. .. . 115·18<br>Suburban .. .. . 130·38           | { Country .. .. . 117·37<br>Suburban .. .. . 128·20           |
| Average Number of Cars                           | { Country .. .. . 5·58<br>Suburban .. .. . 5·29               | { Country .. .. . 5·79<br>Suburban .. .. . 5·37               |
| Average Earnings from Passengers                 | { Country .. .. . 12s. 3·65d.<br>Suburban .. .. . 7s. 9·93d.  | { Country .. .. . 12s. 3·18d.<br>Suburban .. .. . 7s. 4·40d.  |
| GOODS TRAFFIC—PAYING.                            |   |   |
| Goods Train Mileage                              | 6,184,491   | 5,807,929   |
| Goods Earnings                                   | £6,344,096  | £5,565,451  |
| Number of Tons Carried                           | 9,234,923   | 8,728,496   |
| Number of Tons Carried One Mile                  | 882,918,391   | 776,251,007   |
| Average Haul per Ton of Goods                    | 95·61   | 88·93   |
| Average Tonnage per Loaded Truck                 | 8·78  | 8·41  |
| Average Train Load (Tons)                        | 173   | 166   |
| Average Earnings per Ton                         | 13s. 8·87d.   | 12s. 9·03d.   |
| Average Earnings per Ton Mile                    | 1·72d.  | 1·72d.  |
| GOODS TRAFFIC—GROSS.                             |   |   |
| Average Train Load (Tons)                        | 395   | 388   |
| Average Number of Vehicles per Train—Loaded      | 22·18   | 19·21   |
| Average Number of Vehicles per Train—Empty       | 8·09  | 7·27  |
| <i>Per Average Mile of Road Open.</i>            |   |   |
| Number of Tons Carried (Paying Traffic)          | 1,996   | 1,929   |
| Number of Tons Carried One Mile (Paying Traffic) | 190,819   | 171,509   |
| Goods Train Mileage                              | 1,337   | 1,283   |
| Goods Earnings                                   | £1,371  | £1,230  |
| <i>Per Goods Train Mile.</i>                     |   |   |
| Average Earnings                                 | 20s. 6·19d.   | 19s. 1·98d.   |

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1927.

| Receipts.  | Amount.       | Expenditure.  | Amount.       |
|--|---------------|---|---------------|
|  | £ s. d.       |   | £ s. d.       |
| To Balance at 30th June, 1926 ... ..   | 100,000 0 0   | By Expenditure for the year ended 30th June, 1927—  |               |
| „ Payment to Fund during the year ended 30th June, 1927, included in the Working Expenses of the Year ... .. | 63,084 14 9   | (a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners ... ..                          | 14,132 17 11  |
|  |               | (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners ... ..                      | 13,524 13 4   |
|  |               | (c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b) ... ..             | 1,438 0 1     |
|  |               | (d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ... .. | 10,672 11 9   |
|  |               | (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners ... ..                          | 6,028 7 11    |
|  |               | (f) Amount paid as compensation for loss of or damage to goods, parcels, &c. ... ..   | 16,085 10 8   |
|  |               | (g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c. ... ..   | 1,255 8 3     |
|  |               | „ Balance at 30th June, 1927 ... ..   | 99,947 4 10   |
|  | £163,084 14 9 |   | £163,084 14 9 |

## APPENDIX No. 14.

NUMBER OF STAFF IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1927, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1926, ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT UNDER THE ORIGINAL PENSIONS SCHEME APPLICABLE TO THOSE HOLDING OFFICE AT 1ST NOVEMBER, 1883.

| Branch.                                  | At 30th June,<br>1927. | At 30th June,<br>1926. |
|--|------------------------|------------------------|
| Secretary's ... ..                       | 2                      | 2                      |
| Accountancy and Audit of Receipts ... .. | 7                      | 9                      |
| Rolling-Stock ... ..                     | 16                     | 28                     |
| Stores ... ..                            | 1                      | 1                      |
| Transportation and Traffic ... ..        | 25                     | 37                     |
| Way and Works ... ..                     | 9                      | 13                     |
| Signal and Telegraph ... ..              | 4                      | 4                      |
| TOTAL ... ..                             | 64                     | 94                     |

## APPENDIX No. 15.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED  
30TH JUNE, 1927.

|   | Construction Branch Vote. |    |    | Loan Application Acts, &c. |    |    | Total.                     |    |    | Total Amount. |    |    |
|---|---------------------------|----|----|----------------------------|----|----|----------------------------|----|----|---------------|----|----|
|   | £                         | s. | d. | £                          | s. | d. | £                          | s. | d. | £             | s. | d. |
| <b>SURVEYS AND CONSTRUCTION OF NEW LINES.</b>   |                           |    |    |                            |    |    |                            |    |    |               |    |    |
| Albion to Broadmeadows ... ..   | 764                       | 0  | 0  | 51,812                     | 6  | 3  | 52,576                     | 6  | 3  |               |    |    |
| Black Rock to Beaumaris Electric Tramway ... ..   | 31                        | 0  | 0  | 5,942                      | 12 | 2  | 5,973                      | 12 | 2  |               |    |    |
| Bowser to Peechelba ... ..  | 200                       | 0  | 0  | 51,288                     | 7  | 6  | 51,488                     | 7  | 6  |               |    |    |
| Goroke to Morea ... ..  | 869                       | 0  | 0  | 31,034                     | 16 | 11 | 31,903                     | 16 | 11 |               |    |    |
| Hopetoun to Patchewollock ... ..  | 10                        | 0  | 0  | Cr.1,093                   | 4  | 5  | Cr.1,083                   | 4  | 5  |               |    |    |
| Kooloonong to West Narrung ... ..   | Cr.1                      | 0  | 0  | 6                          | 4  | 7  | 5                          | 4  | 7  |               |    |    |
| Marnoo to Wallaloo ... ..   | 676                       | 0  | 0  | 23,087                     | 0  | 7  | 23,763                     | 0  | 7  |               |    |    |
| Morwell Brown Coal Railway ... ..   | 1                         | 15 | 0  | 188                        | 0  | 7  | 189                        | 15 | 7  |               |    |    |
| Red Cliffs to Millewa North ... ..  | 0                         | 16 | 1  | 81                         | 8  | 8  | 82                         | 4  | 9  |               |    |    |
| South Kensington to West Footscray ... ..   | 2,996                     | 0  | 0  | 218,917                    | 8  | 10 | 221,913                    | 8  | 10 |               |    |    |
| Werrinull to The Hut ... ..   | 6                         | 0  | 0  | 929                        | 1  | 6  | 935                        | 1  | 6  |               |    |    |
| Won Wron to Woodside ... ..   |                           |    |    | 0                          | 10 | 1  | 0                          | 10 | 1  |               |    |    |
| Surveys ... ..  |                           |    |    | 7,589                      | 7  | 11 | 7,589                      | 7  | 11 |               |    |    |
| <b>NEW SOUTH WALES BORDER LINES AND BRIDGES.</b>  |                           |    |    |                            |    |    |                            |    |    |               |    |    |
| Annello to Bumbang ... ..   | 26                        | 0  | 0  | 671                        | 16 | 3  | 697                        | 16 | 3  |               |    |    |
| Euston to Lette ... ..  | 222                       | 0  | 0  | 10,786                     | 11 | 6  | 11,008                     | 11 | 6  |               |    |    |
| Gonn Crossing to Stony Crossing ... ..  | 1,029                     | 0  | 0  | 109,565                    | 7  | 3  | 110,594                    | 7  | 3  |               |    |    |
| Kerang to Gonn Crossing ... ..  | Cr.1                      | 7  | 10 | Cr.100                     | 18 | 11 | Cr.102                     | 6  | 9  |               |    |    |
| Merbein to Abbotsford ... ..  | 10                        | 0  | 0  | Cr.815                     | 11 | 10 | Cr.805                     | 11 | 10 |               |    |    |
| Moama to Balranald ... ..   | 1,418                     | 0  | 0  | 13,024                     | 0  | 11 | 19,442                     | 0  | 11 |               |    |    |
| Bridge over River Murray at Euston ... ..   | 173                       | 0  | 0  | 10,479                     | 15 | 7  | 10,652                     | 15 | 7  |               |    |    |
| Bridge over River Murray at Gonn Crossing ... ..  | 15                        | 0  | 0  | Cr.345                     | 3  | 0  | Cr.330                     | 3  | 0  |               |    |    |
| Totals ... ..   | 8,445                     | 3  | 3  | 538,049                    | 18 | 11 | 546,495                    | 2  | 2  | 546,495       | 2  | 2  |
| <b>ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.</b>  |                           |    |    |                            |    |    |                            |    |    |               |    |    |
|   |                           |    |    |                            |    |    | Loan Application Acts, &c. |    |    |               |    |    |
|   |                           |    |    |                            |    |    | £ s. d.                    |    |    |               |    |    |
| Additions and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, and new stations, &c., and other works, including the purchase of land ... .. |                           |    |    |                            |    |    | 69,471                     |    |    | 16 3          |    |    |
| Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works, including the purchase of land ... ..   |                           |    |    |                            |    |    | 15,207                     |    |    | 9 8           |    |    |
| Additions and improvements to signalling, interlocking, and other safety appliances for traffic working, including the purchase of land ... ..  |                           |    |    |                            |    |    | 18,137                     |    |    | 17 9          |    |    |
| Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast ... ..  |                           |    |    |                            |    |    | 85,575                     |    |    | 11 6          |    |    |
| Additions and improvements to level crossings, cattle pits and stops, including the purchase of land ... ..   |                           |    |    |                            |    |    | 1,669                      |    |    | 11 8          |    |    |
| Additional and improved dwelling accommodation for employees, including the purchase of land ... ..   |                           |    |    |                            |    |    | 22,462                     |    |    | 0 0           |    |    |
| Additional telegraph and telephone lines (including instruments) ... ..   |                           |    |    |                            |    |    | 22,652                     |    |    | 6 5           |    |    |
| Additional electric lighting ... ..   |                           |    |    |                            |    |    | 3,584                      |    |    | 1 2           |    |    |
| Additional accommodation, plant and equipment at refreshment rooms, including the purchase of land ... ..   |                           |    |    |                            |    |    | 4,027                      |    |    | 5 5           |    |    |
| Bridges—including additions and improvements and strengthening, including the purchase of land ... ..   |                           |    |    |                            |    |    | 12,451                     |    |    | 12 5          |    |    |
| Provision of plant and equipment, including motor vehicles, cars for repair gangs, &c. Ararat—Improved station, yard, locomotive facilities and other accommodation, including the purchase of land ... ..  |                           |    |    |                            |    |    | 10,940                     |    |    | 19 4          |    |    |
| Birnsdale and Orbost (between)—Completion of fencing of line ... ..   |                           |    |    |                            |    |    | 23,749                     |    |    | 11 2          |    |    |
| Ballara's North—Provision of works depot, including purchase of land ... ..   |                           |    |    |                            |    |    | 2,855                      |    |    | 2 0           |    |    |
| Bendigo and Echuca (between)—Provision of telephone communication connecting up intermediate stations ... ..  |                           |    |    |                            |    |    | 4,329                      |    |    | 19 3          |    |    |
| Bendigo and Kerang (between)—Provision of telephone communication connecting up intermediate stations ... ..  |                           |    |    |                            |    |    | 2,271                      |    |    | 19 7          |    |    |
| Brunswick and Moreland (between)—Provision of new station, including the purchase of land ... ..  |                           |    |    |                            |    |    | 4,036                      |    |    | 4 10          |    |    |
| Bungaree—Facilities for crossing trains ... ..  |                           |    |    |                            |    |    | 7,762                      |    |    | 17 10         |    |    |
| Burnley and Darling (between)—Installation of track block signalling ... ..   |                           |    |    |                            |    |    | 4,087                      |    |    | 19 10         |    |    |
| Burnley and Heyington (between)—Duplication of line ... ..  |                           |    |    |                            |    |    | 10,197                     |    |    | 17 1          |    |    |
| Canterbury and Surrey Hills (between)—Provision of a new station, including the purchase of land ... ..   |                           |    |    |                            |    |    | 3,251                      |    |    | 17 6          |    |    |
| Castlemaine—Additional siding accommodation ... ..  |                           |    |    |                            |    |    | 10,635                     |    |    | 0 0           |    |    |
| Caulfield Installation of track locking ... ..  |                           |    |    |                            |    |    | 4,654                      |    |    | 9 9           |    |    |
| Clifton Hill and Heidelberg line—Installation of track block signalling, &c., between Clifton Hill and Westgarth, and Alphington and Heidelberg ... ..  |                           |    |    |                            |    |    | 3,219                      |    |    | 12 11         |    |    |
| Clifton Hill and North Fitzroy (between)—Provision of a new station, including the purchase of land ... ..  |                           |    |    |                            |    |    | 10,399                     |    |    | 16 6          |    |    |
| Colac—Improved station, yard, locomotive facilities and other accommodation, including the purchase of land ... ..  |                           |    |    |                            |    |    | 6,887                      |    |    | 14 9          |    |    |
| Dandenong—Improved station, yard, and other accommodation, including the provision of bridges, pedestrian subway, closing of level crossing, diversion of roads, and the purchase of land ... ..  |                           |    |    |                            |    |    | 3,708                      |    |    | 4 11          |    |    |
| Drouin—Facilities for crossing trains ... ..  |                           |    |    |                            |    |    | 21,752                     |    |    | 18 10         |    |    |
| Carried forward ... ..  |                           |    |    |                            |    |    | 2,380                      |    |    | 9 4           |    |    |
|   |                           |    |    |                            |    |    | 392,362                    |    |    | 7 8           |    |    |
|   |                           |    |    |                            |    |    | 546,495                    |    |    | 2 2           |    |    |

## APPENDIX No. 15—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED  
30TH JUNE, 1927—continued.

|  | Loan Application Acts, &c. |    |    | Total Amount. |    |    |
|--|----------------------------|----|----|---------------|----|----|
|  | £                          | s. | d. | £             | s. | d. |
| Brought forward  | 392,362                    | 7  | 8  | 546,495       | 2  | 2  |
| ADDITIONS AND IMPROVEMENTS ON EXISTING LINES—continued.  |                            |    |    |               |    |    |
| Echuca—Improved trackwork and provision of 70-ft. turntable  | 14,163                     | 2  | 9  |               |    |    |
| Eltham and Hurstbridge (between)—Electrification of the line   | 13,300                     | 13 | 1  |               |    |    |
| Glen Iris—Provision of new station and facilities for crossing trains  | 9,568                      | 2  | 0  |               |    |    |
| Hamilton—Provision of additional and improved locomotive facilities, &c., including the purchase of land   | 2,694                      | 14 | 8  |               |    |    |
| Hamilton and Portland (between)—Provision of metallic telephone lines  | 2,473                      | 3  | 10 |               |    |    |
| Jolimont Junction to Richmond and South Yarra and Richmond to Hawthorn—Towards duplication and regrading of the Caulfield and Hawthorn lines, including the purchase of land                             | 38,681                     | 13 | 1  |               |    |    |
| Lara—Provision of new station buildings and passenger platform   | 2,333                      | 18 | 1  |               |    |    |
| Maldon Junction—Installation of equipment necessary for the power operation of points and signals  | 3,873                      | 1  | 10 |               |    |    |
| Melbourne (Flinders-street Yard)—Additional siding accommodation on site of old East Melbourne Cricket Ground  | 2,495                      | 10 | 6  |               |    |    |
| Melbourne (Flinders-street)—Improvements and additions to station buildings, &c.,  | 6,526                      | 6  | 9  |               |    |    |
| Melbourne (Flinders-street)—Provision of manganese steel crossover near east end of Flinders-street viaduct  | 4,277                      | 4  | 9  |               |    |    |
| Melbourne (Spencer-street)—Additions and improvements to the Goods Sheds, including the provision of an electric transporter, run-about lorry crane, additional office accommodation, &c.                | 3,981                      | 3  | 10 |               |    |    |
| Melbourne (Spencer-street)—Installation of hot water heating system at the General Offices   | 6,816                      | 13 | 8  |               |    |    |
| Melbourne (Spencer-street)—Provision of tabulating and costing machines for the General Offices  | 4,938                      | 0  | 0  |               |    |    |
| Melbourne (Spencer-street)—Provision of additional printing machinery at the General Offices   | 10,246                     | 19 | 4  |               |    |    |
| Melbourne and Serviceton (between)—Towards tracklocking crossing stations  | 4,719                      | 5  | 1  |               |    |    |
| Melbourne and Serviceton (between)—Installation of mechanical staff exchangers   | 3,255                      | 0  | 6  |               |    |    |
| Melbourne Yard—Re-arrangement and extension of the passenger and goods yards, &c., including the purchase of land  | 55,084                     | 13 | 6  |               |    |    |
| Mildura—Improved station, yard, locomotive facilities and other accommodation, including the purchase of land  | 3,625                      | 1  | 2  |               |    |    |
| Newport Workshops—Additions and extensions to shops, sidings, machinery and other works, including fire protection and the purchase of land  | 80,962                     | 1  | 7  |               |    |    |
| New South Wales Border Railways—Additions and improvements to the various lines  | 7,030                      | 0  | 8  |               |    |    |
| Nhill—Provision of train crossing facilities   | 4,176                      | 2  | 8  |               |    |    |
| Ouyen—Improved locomotive facilities, including provision of a 70-ft. turntable, &c., and the purchase of land   | 9,227                      | 8  | 3  |               |    |    |
| Oakleigh and Clayton (between)—Provision of a new station, including the purchase of land  | 4,741                      | 18 | 6  |               |    |    |
| Port Melbourne—Additional and improved yard accommodation, and connecting lines to tracks on new pier  | 6,289                      | 16 | 8  |               |    |    |
| Portland North—Provision of turntable, additional crossing facilities, &c., including the purchase of land   | 3,724                      | 0  | 3  |               |    |    |
| Quambatook—Additional siding accommodation to facilitate the handling of trains and to accommodate goods and live stock traffic, including the provision of a turntable                                  | 2,769                      | 7  | 10 |               |    |    |
| Ringwood—Provision of crossover and signal box and improved office accommodation   | 4,408                      | 4  | 7  |               |    |    |
| Seymour—Improved refreshment room accommodation  | 6,365                      | 11 | 5  |               |    |    |
| Seymour—Accommodation for the Victorian Railways Institute   | 4,351                      | 2  | 2  |               |    |    |
| Spotswood and Newport (between)—Amalgamation of Way and Works Branch Workshops, including the purchase of land   | 70,884                     | 9  | 11 |               |    |    |
| Spotswood and Newport (between)—Provision of store, office, yard accommodation, &c., for the Chief Storekeeper   | 4,285                      | 13 | 5  |               |    |    |
| St. Arnaud—Provision of a 70-ft. turntable   | 2,771                      | 15 | 2  |               |    |    |
| Various—Additions and improvements to the power-house, sub-stations, overhead equipment, &c., in connexion with the electrical operation of the Melbourne Suburban lines, including the purchase of land | 42,384                     | 11 | 0  |               |    |    |
| Various—Towards the construction of roadway between Flinders-street Extension and Napier-street Bridge, Footscray, and improvements to the roadway at Lloyd-street, Kensington                           | 23,154                     | 11 | 7  |               |    |    |
| Various Lines—Installation of power signalling   | 66,594                     | 4  | 4  |               |    |    |
| Various Lines—Equipping tracks with rail anchors   | 5,351                      | 7  | 8  |               |    |    |
| Williamstown Racecourse Junction and Altona (between)—Electrification of the line, including the purchase of land  | 8,883                      | 13 | 11 |               |    |    |
| Workshops Machinery—   |                            |    |    |               |    |    |
| Newport Workshops  | 61,745                     | 17 | 6  |               |    |    |
| Newport Signal Shops   | 1,103                      | 1  | 10 |               |    |    |
| North Melbourne Car and Wagon Shops  | 787                        | 3  | 10 |               |    |    |
| Ballarat Workshops   | 661                        | 5  | 8  |               |    |    |
| Bendigo Workshops  | 446                        | 18 | 4  |               |    |    |
|  | 64,744                     | 7  | 2  |               |    |    |
|  | 1,008,518                  | 4  | 10 |               |    |    |
| Less credits on account of sales of land, materials, &c., and abolition of structures originally charged to Capital  | Cr.59,064                  | 10 | 2  |               |    |    |
|  |                            |    |    | 949,453       | 14 | 8  |
| Carried forward  |                            |    |    | 1,495,948     | 16 | 10 |

APPENDIX No. 15—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED  
30th JUNE, 1927—*continued.*

|  | Loan Application Acts, &c. |       | Total Amount. |       |
|--|----------------------------|-------|---------------|-------|
|  | £                          | s. d. | £             | s. d. |
| Brought forward  |                            |       | 1,495,948     | 16 10 |
| ROLLING STOCK.   |                            |       |               |       |
| Carriage stock   | 3,103                      | 19 9  |               |       |
| Locomotives  | Cr. 76,153                 | 18 7  |               |       |
| Trucks   | 209,708                    | 17 7  |               |       |
| St. Kilda and Brighton Electric Tramway—Rolling-stock... | Cr. 998                    | 6 6   |               |       |
| Sandringham to Beaumaris Electric Tramway—Rolling-stock  | 2,285                      | 16 11 |               |       |
| Vans and sundry stock                                    | 7,351                      | 1 5   |               |       |
| Road Motor Coaches                                       | 16,106                     | 7 6   |               |       |
| Road Motor Freight Trucks                                | 5,074                      | 19 8  |               |       |
|  |                            |       | 166,478       | 17 9  |
| Net Expenditure charged to Capital Account for the year  |                            |       | £1,662,427    | 14 7  |

APPENDIX No. 16.

STATEMENT OF LOANS AT 30TH JUNE, 1927, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1926-27.

| Act.                 | Rate of Interest per cent. | Principal. |    |    | Interest Charges. |    |    | Expenses in connexion with Payment of Interest. |    |    | Total Interest Charges and Expenses. |    |    | Date Redeemable.     |                      | Where Redeemable. |
|----------------------|----------------------------|------------|----|----|-------------------|----|----|---|----|----|--------------------------------------|----|----|----------------------|----------------------|-------------------|
|                      |                            | £          | s. | d. | £                 | s. | d. | £   | s. | d. | £                                    | s. | d. | Earliest.            | Latest.              |                   |
| 62 Vict. No. 1562    | 3                          | 700,000    | 0  | 0  | 21,000            | 0  | 0  | 105   | 0  | 0  | 21,105                               | 0  | 0  | 1st January, 1929    | 1st January, 1949    | London            |
| 62 Vict. No. 1560    | 3                          | 3,080,389  | 7  | 4  | 92,411            | 13 | 7  | 435   | 2  | 9  | 92,846                               | 16 | 4  | 1st January, 1929    | 1st January, 1949    | Melbourne         |
| 62 Vict. No. 1560    | 3½                         | 3,718,478  | 14 | 3  | 130,146           | 15 | 1  | 544   | 10 | 9  | 130,691                              | 5  | 10 | 1st October, 1929    | 1st October, 1949    | London            |
| 62 Vict. No. 1560    | 4                          | 965,681    | 4  | 0  | 38,627            | 4  | 11 | 144   | 17 | 0  | 38,772                               | 1  | 11 |                      |                      |                   |
| 62 Vict. No. 1560    | 5                          | 16,694,224 | 18 | 5  | 834,711           | 4  | 11 | 2,601   | 15 | 2  | 837,313                              | 0  | 1  |                      |                      |                   |
| 62 Vict. No. 1560    | 5½                         | 2,850,400  | 0  | 0  | 156,772           | 0  | 0  | 424   | 13 | 8  | 157,196                              | 13 | 8  |                      |                      |                   |
| 60 Vict. No. 1468    | 3                          | 1,130,372  | 18 | 0  | 33,911            | 3  | 9  | ...   |    |    | 33,911                               | 3  | 9  |                      |                      |                   |
| 62 Vict. No. 1564    | 3                          | 24,426     | 18 | 10 | 732               | 16 | 2  | ...   |    |    | 732                                  | 16 | 2  | ...                  | 30th September, 1917 | Melbourne         |
| 63 Vict. No. 1623    | 3                          | 257,701    | 0  | 0  | 7,731             | 0  | 7  | ...   |    |    | 7,731                                | 0  | 7  | ...                  | ...                  | ...               |
| 64 Vict. No. 1659    | 3                          | 500,000    | 0  | 0  | 15,000            | 0  | 0  | ...   |    |    | 15,000                               | 0  | 0  | 1st July, 1921       | 1st July, 1930       | Melbourne         |
| 1 Edw. VII. No. 1753 | 3                          | 313,438    | 14 | 4  | 9,403             | 3  | 3  | ...   |    |    | 9,403                                | 3  | 3  | 1st January, 1923    | 1st January, 1932    | Melbourne         |
| 4 Edw. VII. 1901     | 3                          | 36,890     | 2  | 3  | 1,106             | 14 | 0  | ...   |    |    | 1,106                                | 14 | 0  | 1st January, 1934    | 1st January, 1954    | Melbourne         |
| 5 Edw. VII. No. 1990 | 3½                         | 258,966    | 13 | 10 | 9,063             | 16 | 8  | ...   |    |    | 9,063                                | 16 | 8  | 30th September, 1917 | ...                  | Melbourne         |
| 6 Edw. VII. No. 2026 | 3                          | 256        | 15 | 4  | 7                 | 14 | 0  | ...   |    |    | 7                                    | 14 | 0  |                      |                      |                   |
|                      | 3½                         | 1,984,532  | 16 | 0  | 69,458            | 13 | 0  | ...   |    |    | 69,458                               | 13 | 0  | 30th September, 1917 | 24th October, 1946   | Melbourne         |
|                      | 4                          | 503,409    | 3  | 2  | 37,204            | 7  | 4  | ...   |    |    | 37,204                               | 7  | 4  |                      |                      |                   |
|                      | 4¼                         | 42,200     | 0  | 0  | 1,793             | 10 | 0  | ...   |    |    | 1,793                                | 10 | 0  |                      |                      |                   |
|                      | 4½                         | 131,414    | 0  | 0  | 6,237             | 5  | 2  | ...   |    |    | 6,237                                | 5  | 2  |                      |                      |                   |
|                      | 4¾                         | 64,515     | 0  | 0  | 3,064             | 9  | 3  | ...   |    |    | 3,064                                | 9  | 3  |                      |                      |                   |
|                      | 48                         | 5,000      | 0  | 0  | ...               |    |    | ...   |    |    | ...                                  |    |    |                      |                      |                   |
| 6 Edw. VII. No. 2026 | 5                          | 10,040,901 | 4  | 4  | 431,972           | 9  | 3  | ...   |    |    | 431,972                              | 9  | 3  |                      |                      |                   |
|                      | 5                          | 572,763    | 5  | 1  | 28,638            | 3  | 3  | 57  | 5  | 6  | 28,695                               | 8  | 9  |                      |                      |                   |
|                      | 5½                         | 50,000     | 0  | 0  | 1,281             | 5  | 0  | ...   |    |    | 1,281                                | 5  | 0  |                      |                      |                   |
|                      | 5¼                         | 2,639,324  | 14 | 5  | 129,581           | 14 | 10 | ...   |    |    | 129,581                              | 14 | 10 |                      |                      |                   |
|                      | 5½                         | 109,091    | 16 | 9  | 6,000             | 1  | 0  | 16  | 7  | 1  | 6,016                                | 8  | 1  |                      |                      |                   |
|                      | 5¾                         | 7,453,698  | 8  | 4  | 410,413           | 0  | 0  | ...   |    |    | 410,413                              | 0  | 0  |                      |                      |                   |
|                      | 6                          | 1,132,762  | 19 | 4  | 67,965            | 15 | 6  | ...   |    |    | 67,965                               | 15 | 6  |                      |                      |                   |

APPENDIX No. 16—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1927, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1926-27—continued.

| Act.                    | Rate of Interest per cent. | Principal. |       | Interest Charges. |       | Expenses in connexion with Payment of Interest. |       | Total Interest Charges and Expenses. |       | Date Redeemable.     |                   | Where Redeemable. |
|-------------------------|----------------------------|------------|-------|-------------------|-------|---|-------|--------------------------------------|-------|----------------------|-------------------|-------------------|
|                         |                            | £          | s. d. | £                 | s. d. | £   | s. d. | £                                    | s. d. | Earliest.            | Latest.           |                   |
| 6 Edw. VII. No. 2041    | 3½                         | 259,778    | 14 9  | 9,092             | 5 1   | ...   | ...   | 9,092                                | 5 1   | 30th September, 1917 | 1st October, 1930 | Melbourne         |
|                         | 4                          | 200,000    | 0 0   | 8,000             | 0 0   | ...   | ...   | 8,000                                | 0 0   |                      |                   |                   |
|                         | 4½                         | 24,700     | 0 0   | 1,049             | 15 0  | ...   | ...   | 1,049                                | 15 0  |                      |                   |                   |
|                         | 4¾                         | 4,000      | 0 0   | 190               | 0 0   | ...   | ...   | 190                                  | 0 0   |                      |                   |                   |
| 7 Edw. VII. No. 2116    | 3½                         | 150,000    | 0 0   | 5,250             | 0 0   | ...   | ...   | 5,250                                | 0 0   | 30th September, 1917 | 1st January, 1929 | Melbourne         |
| 7 Edw. VII. No. 2167    | 3½                         | 1,000,000  | 0 0   | 35,000            | 0 0   | 150 0 0   | ...   | 35,150                               | 0 0   | 1st October, 1929    | 1st October, 1949 | London            |
| 9 Edw. VII. No. 2161    | 3                          | 300,000    | 0 0   | 9,000             | 0 0   | ...   | ...   | 9,000                                | 0 0   | 30th September, 1917 | ...               | Melbourne         |
| 9 Edw. VII. No. 2163    | 3½                         | 144,676    | 12 6  | 5,063             | 13 7  | ...   | ...   | 5,063                                | 13 7  | 1st August, 1913     | 1st October, 1944 | Melbourne         |
| 1 Geo. V. No. 2308      | 4                          | 353,052    | 15 8  | 14,122            | 2 3   | ...   | ...   | 14,122                               | 2 3   | 1st June, 1931       | ...               | Melbourne         |
| 2 Geo. V. No. 2323      | 3½                         | 442,900    | 0 0   | 15,501            | 10 0  | ...   | ...   | 15,501                               | 10 0  | 30th September, 1917 | 1st October, 1946 | Melbourne         |
| 3 Geo. V. No. 2428      | 4                          | 2,000,000  | 0 0   | 80,000            | 0 0   | 297 7 2   | ...   | 80,297                               | 7 2   | 1st April, 1940      | 1st April, 1960   | London            |
| 3 Geo. V. No. 2429      | 4                          | ...        | ...   | 6                 | 12 11 | ...   | ...   | 6                                    | 12 11 |                      |                   |                   |
| 4 Geo. V. No. 2480/2531 | 4½                         | 100        | 0 0   | 4                 | 10 0  | ...   | ...   | 4                                    | 10 0  |                      |                   |                   |
| 4 Geo. V. No. 2480      | 5½                         | 1,034,700  | 0 0   | 56,908            | 10 0  | 476 2 9   | ...   | 57,384                               | 12 9  |                      |                   |                   |
| 4 Geo. V. No. 2481      | 4                          | 346,877    | 19 5  | 13,883            | 2 4   | ...   | ...   | 13,883                               | 2 4   |                      |                   |                   |
| 4 Geo. V. No. 2530      | 5                          | 284,700    | 0 0   | 14,235            | 0 0   | 42 14 2   | ...   | 14,277                               | 14 2  |                      |                   |                   |
| 4 Geo. V. No. 2530      | 5½                         | 2,215,300  | 0 0   | 121,841           | 10 0  | ...   | ...   | 121,841                              | 10 0  |                      |                   |                   |
| 4 Geo. V. No. 2531      | 3                          | 22,300     | 0 0   | 669               | 0 0   | ...   | ...   | 669                                  | 0 0   |                      |                   |                   |
| 4 Geo. V. No. 2531      | 4                          | 3,000      | 0 0   | 120               | 0 0   | ...   | ...   | 120                                  | 0 0   |                      |                   |                   |
| 5 Geo. V. No. 2794      | 3                          | 206,851    | 4 2   | 6,205             | 10 9  | ...   | ...   | 6,205                                | 10 9  |                      |                   |                   |
| 5 Geo. V. No. 2794      | 3½                         | 13         | 17 3  | 0                 | 9 8   | ...   | ...   | 0                                    | 9 8   |                      |                   |                   |
| 5 Geo. V. No. 2794      | 4                          | 893        | 19 3  | 35                | 15 2  | ...   | ...   | 35                                   | 15 2  |                      |                   |                   |
| 5 Geo. V. No. 2794      | 4½                         | 25,000     | 0 0   | 1,187             | 10 0  | ...   | ...   | 1,187                                | 10 0  |                      |                   |                   |
| 5 Geo. V. No. 2794      | 5½                         | 100,000    | 0 0   | 5,250             | 0 0   | ...   | ...   | 5,250                                | 0 0   |                      |                   |                   |
| 5 Geo. V. No. 2794      | 5¾                         | ...        | ...   | 61,021            | 9 1   | 110 19 0  | ...   | 61,132                               | 8 1   |                      |                   |                   |
| Geo. V. No. 2968        | 5¼                         | 150,000    | 0 0   | 7,875             | 0 0   | ...   | ...   | 7,875                                | 0 0   |                      |                   |                   |
| Geo. V. No. 3012        | 3                          | 8,913      | 2 7   | 267               | 7 11  | ...   | ...   | 267                                  | 7 11  |                      |                   |                   |
| Geo. V. No. 3012        | 3½                         | 1,273      | 12 10 | 44                | 11 6  | ...   | ...   | 44                                   | 11 6  |                      |                   |                   |
| Geo. V. No. 3012        | 4                          | 71,026     | 14 0  | 2,841             | 1 4   | ...   | ...   | 2,841                                | 1 4   |                      |                   |                   |
| Geo. V. No. 3012        | 5                          | 6,314      | 11 9  | 315               | 14 7  | ...   | ...   | 315                                  | 14 7  |                      |                   |                   |
| Geo. V. No. 3012        | 5¼                         | 83,000     | 0 0   | 4,357             | 10 0  | ...   | ...   | 4,357                                | 10 0  |                      |                   |                   |



|  |     |     |     |     |            |     |     |           |     |     |            |           |     |     |
|--|-----|-----|-----|-----|------------|-----|-----|-----------|-----|-----|------------|-----------|-----|-----|
| Geo. V. No. 3063   | ... | ... | ... | 3   | 31,748     | 6   | 4   | 952       | 9   | 0   | ...        | 952       | 9   | 0   |
| Geo. V. No. 3063   | ... | ... | ... | 3½  | 661        | 7   | 7   | 23        | 3   | 0   | ...        | 23        | 3   | 0   |
| Geo. V. No. 3063   | ... | ... | ... | 4   | 1,486      | 7   | 5   | 59        | 9   | 1   | ...        | 59        | 9   | 1   |
| Geo. V. No. 3063   | ... | ... | ... | 4¾  | 20,000     | 0   | 0   | 950       | 0   | 0   | ...        | 950       | 0   | 0   |
| Geo. V. No. 3063   | ... | ... | ... | 5   | 22,812     | 0   | 10  | 1,140     | 12  | 0   | ...        | 1,140     | 12  | 0   |
| Geo. V. No. 3063   | ... | ... | ... | 5½  | 226,105    | 0   | 0   | 12,443    | 10  | 3   | ...        | 12,443    | 10  | 3   |
| Geo. V. No. 3063   | ... | ... | ... | 6   | 9,084      | 2   | 6   | 545       | 0   | 11  | ...        | 545       | 0   | 11  |
| Geo. V. No. 3063   | ... | ... | ... | 6¼  | 78,890     | 0   | 0   | 4,930     | 12  | 6   | ...        | 4,930     | 12  | 6   |
| Geo. V. No. 3189   | ... | ... | ... | 4   | 40,501     | 0   | 3   | 1,572     | 14  | 1   | ...        | 1,572     | 14  | 1   |
| Geo. V. No. 3189   | ... | ... | ... | 5   | 78,500     | 0   | 0   | 3,925     | 0   | 0   | ...        | 3,925     | 0   | 0   |
| Geo. V. No. 3189   | ... | ... | ... | 5½  | 87,540     | 0   | 0   | 4,814     | 14  | 0   | ...        | 4,814     | 14  | 0   |
| Geo. V. No. 3233   | ... | ... | ... | 4¾  | 252,230    | 0   | 0   | 11,980    | 18  | 6   | 37 15 9    | 12,018    | 14  | 3   |
| Geo. V. No. 3233   | ... | ... | ... | 5   | 3,247,770  | 0   | 0   | 129,134   | 0   | 0   | 498 4 4    | 129,632   | 4   | 4   |
| Geo. V. No. 3274   | ... | ... | ... | 5   | 891,516    | 15  | 7   | 17,830    | 6   | 9   | ...        | 17,830    | 6   | 9   |
| Geo. V. No. 3298   | ... | ... | ... | 5   | 165,000    | 0   | 0   | 8,250     | 0   | 0   | ...        | 8,250     | 0   | 0   |
| Geo. V. No. 3200   | ... | ... | ... | 5   | 1,880,000  | 0   | 0   | 55,025    | 14  | 7   | ...        | 55,025    | 14  | 7   |
| Total amount of current loans at 30th June, 1927                                     | ... | ... | ... | ... | 71,734,058 | 18  | 8   | 3,277,153 | 16  | 4   | 5,942 15 1 | 3,283,096 | 11  | 5   |
| Add—Interest on amounts charged to Public Account Advances Account, &c.              | ... | ... | ... | ... | ...        | ... | ... | 4,211     | 16  | 4   | ...        | 4,211     | 16  | 4   |
|  |     |     |     |     |            |     |     | 3,281,365 | 12  | 8   | 5,942 15 1 | 3,287,308 | 7   | 9   |
| Less Interest Paid by the Commonwealth Government on Transferred Railways properties | ... | ... | ... | ... | ...        | ... | ... | 31        | 10  | 0   | ...        | 31        | 10  | 0   |
| Less Discount and Expenses on the Sale of Debentures                                 | ... | ... | ... | ... | ...        | ... | ... | 3,281,334 | 2   | 8   | 5,942 15 1 | 3,287,276 | 17  | 9   |
| Defunct Net Premiums on Debentures   | ... | ... | ... | ... | 453,928    | 14  | 6   | 2,584,556 | 6   | 11  | ...        | ...       | ... | ... |
| Total Net Proceeds of Current Loans at 30th June, 1927                               | ... | ... | ... | ... | 69,149,502 | 11  | 9   | ...       | ... | ... | ...        | ...       | ... | ... |

## APPENDIX No. 17.

DETAILED STATEMENT OF COST OF GENERATING ELECTRIC CURRENT AT  
THE NEWPORT POWER HOUSE, "A" STATION.

|  | Year 1926-27. | Year 1925-26. |
|--|---------------|---------------|
|  | £             | £             |
| Operating costs ... ..   | 306,729       | 351,451       |
| Freight on Wonthaggi, &c., coal carried by the Department for which the cost incurred is included in the operating costs of other Branches—mainly the Transportation and Rolling Stock Branches ... .. | 53,971        | 60,718        |
| Interest on Total Capital Cost of the Power House ... ..   | 70,969        | 72,472        |
| Total ... ..   | 431,669       | 484,641       |
| Number of Units generated—   | No.           | No.           |
| For Departmental Purposes—   |               |               |
| Traction and Train Lighting ... ..   | 144,472,632   | 143,067,022   |
| Railway Electric Tramways ... ..   | 2,560,468     | 2,315,108     |
| Power Signalling ... ..  | 1,098,371     | 957,385       |
| Railway Workshops ... ..   | 7,456,827     | 6,188,511     |
| Lighting of Stations, Yards, &c. ... ..  | 3,422,784     | 3,197,732     |
| Total—Departmental Services ... ..   | 159,011,082   | 155,725,758   |
| For bulk supplies to the Melbourne Electric Supply Co., and to Industrial Establishments ... ..  | 26,171,768    | 70,939,784    |
| Total—All Services ... ..  | 185,182,850   | 226,665,542   |
| Average cost per unit generated ... ..   | Pence.<br>559 | Pence.<br>513 |

NOTE.—The costs do not include charges in connexion with the proposed Antiquation Fund for which Parliamentary authority has not yet been obtained.

## APPENDIX No. 18.

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

|   | Year<br>1926-27.             | Year<br>1925-26.             |
|---|------------------------------|------------------------------|
| Average Mileage of Railway Worked ... ..                                    | 5.18                         | 5.18                         |
| Car Mileage ... ..  | 568,184                      | 564,085                      |
| Number of Passengers carried ... ..   | 5,856,796                    | 5,910,741                    |
| Average Fare paid per Passenger ... ..                                      | 2.25d.                       | 2.26d.                       |
| <b>GROSS REVENUE—</b>   |                              |                              |
| Passengers ... ..   | £55,023                      | £55,714                      |
| Parcels ... ..  | 5                            | 5                            |
| Miscellaneous ... ..  | 566                          | 814                          |
| <b>TOTAL GROSS REVENUE</b> ... ..   | <b>£55,594</b>               | <b>£56,533</b>               |
| Per $\frac{3}{4}$ Passenger Car Mile ... ..                                 | 23.48d.                      | 24.05d.                      |
| Per Mile of Single Track ... ..   | £5,366                       | £5,457                       |
| <b>ORDINARY WORKING EXPENSES—</b>   |                              |                              |
| Transportation Account ... ..   | £22,379                      | £21,963                      |
| Way and Works Account ... ..  | 8,263                        | 9,439                        |
| Rolling Stock Account ... ..  | 8,810                        | 9,139                        |
| Power Account ... ..  | 7,341                        | 6,677                        |
| General Expenditure ... ..  | 1,029                        | 1,033                        |
| Payment into Railway Accident and Fire Insurance Fund ... ..                | 257                          | 283                          |
| <b>TOTAL WORKING EXPENSES</b> ... ..  | <b>£48,079</b>               | <b>£48,534</b>               |
| Per cent. of Gross Revenue ... ..   | 86.48                        | 85.85                        |
| Per Passenger Car Mile ... ..   | 20.31d.                      | 20.65d.                      |
| Per Mile of Single Track ... ..   | £4,641                       | £4,685                       |
| <b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES</b> ... ..                 | <b>£7,515</b>                | <b>£7,999</b>                |
| <b>INTEREST ON THE TOTAL CAPITAL COST</b> ... ..                            | <b>£9,347</b>                | <b>£9,277</b>                |
| <b>LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES..</b> ... .. | <i>Loss</i><br><b>£1,832</b> | <i>Loss</i><br><b>£1,278</b> |

## APPENDIX No. 19

DETAILED STATEMENT OF RESULTS OF WORKING THE SANDRINGHAM AND  
BEAUMARIS ELECTRIC TRAMWAY.

|   | Year<br>* 1926-27. | Year<br>1925-26.   |
|---|--------------------|--------------------|
| Average Mileage of Railway Worked .. .. .                                   | 4.61               | 2.41               |
| Car Mileage .. .. .   | 182,331            | 127,368            |
| Number of Passengers carried .. .. .  | 1,809,880          | 1,371,558          |
| Average Fare Paid per Passenger .. .. .                                     | ..                 | 2.04d.             |
| <b>GROSS REVENUE—</b>   |                    |                    |
| Passengers .. .. .  | £14,927            | £11,675            |
| Parcels .. .. .   | ..                 | ..                 |
| Miscellaneous .. .. .   | 282                | 386                |
| <b>TOTAL GROSS REVENUE .. .. .</b>  | <b>£15,209</b>     | <b>£12,061</b>     |
| Per Passenger Car Mile .. .. .  | 20.02d.            | 22.73d.            |
| Per Mile of Single Track .. .. .  | £2,179             | £2,611             |
| <b>ORDINARY WORKING EXPENSES—</b>   |                    |                    |
| Transportation Account .. .. .  | £6,476             | £4,435             |
| Way and Works Account .. .. .   | 4,716              | 3,663              |
| Rolling Stock Account .. .. .   | 1,588              | 2,937              |
| Power Account .. .. .   | 2,037              | 1,879              |
| General Expenditure .. .. .   | 310                | 259                |
| Payment into Railway Accident and Fire Insurance Fund .. .. .               | 71                 | 60                 |
| <b>TOTAL WORKING EXPENSES .. .. .</b>                                       | <b>£15,198</b>     | <b>£13,233</b>     |
| Per cent. of Gross Revenue .. .. .  | 99.93              | 109.72             |
| Per Passenger Car Mile .. .. .  | 20.00d.            | 24.93d.            |
| Per Mile of Single Track .. .. .  | £2,177             | £2,864             |
| <b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES .. .. .</b>                | <b>£11</b>         | <b>Loss £1,172</b> |
| <b>INTEREST ON THE TOTAL CAPITAL COST .. .. .</b>                           | <b>£6,556</b>      | <b>£5,514</b>      |
| <b>LOSS, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES .. .. .</b> | <b>£6,545</b>      | <b>£6,686</b>      |

\* Inclusive of Section from Black Rock to Beaumaris opened on 1/9/26.

## APPENDIX No. 20.

## THE CHALET, MT. BUFFALO NATIONAL PARK.

## CAPITAL EXPENDITURE.

|  | £      | s. | d. | £       | s. | d. |
|--|--------|----|----|---------|----|----|
| Buildings, &c., transferred from Public Works Department<br>(at valuation) £18,900 .. .. . | 18,900 | 0  | 0  |         |    |    |
| Additions and improvements to 30th June, 1927 .. .. .                                      | 52,617 | 14 | 9  |         |    |    |
|  |        |    |    | 71,517  | 14 | 9  |
| Equipment .. .. .  | 31,119 | 9  | 6  |         |    |    |
| Stock on Hand .. .. .  | 3,884  | 17 | 5  |         |    |    |
|  |        |    |    | 35,004  | 6  | 11 |
|  |        |    |    | 106,522 | 1  | 8  |

## WORKING ACCOUNT FROM 1ST JULY, 1926, TO 30TH JUNE, 1927.

| <i>Dr.</i>  | £      | s. | d. | <i>Cr.</i>                        | £      | s. | d. |
|---|--------|----|----|-----------------------------------|--------|----|----|
| Stores, Freight and Cartage .. .. .   | 8,757  | 2  | 6  | Accommodation and Buffet Sales .. | 19,476 | 17 | 4  |
| Superintendence, Salaries, Wages,<br>and General Charges .. .. .  | 15,018 | 12 | 10 | Hire of Sports Material .. .. .   | 985    | 16 | 0  |
| Interest on Cost of Chalet (including<br>Additions and Improvements) and<br>Equipment and Stock .. .. . | 5,739  | 8  | 11 | Motor Service .. .. .             | 4,967  | 4  | 6  |
|   |        |    |    | Loss .. .. .                      | 4,085  | 6  | 5  |
|   | 29,515 | 4  | 3  |                                   | 29,515 | 4  | 3  |

APPENDIX No. 21.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1927.—CAPACITY, ETC.

|  | Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1927. (Less written off.) | In existence at 30th June, 1927. | Deficiency.  | Surplus.       | Cost of making good Deficiency. | Value of Surplus |
|--|---|----------------------------------|--------------|----------------|---------------------------------|------------------|
| Steam Locomotives (tractive power) ... ..  | 14,989,834 lbs.   | 14,510,263 lbs. (a) ¶            | 479,571 lbs. | ...            | £ 167,850                       | £ ...            |
| Electric Locomotives (tractive power) ... ..   | 43,680 lbs.   | 43,680 lbs.                      | ...          | ...            | ...                             | ...              |
| Carriage Stock (floor area) ... ..   | 704,120 sq. ft.   | 720,533 sq. ft. (b)              | ...          | 16,413 sq. ft. | ...                             | 131,304          |
| Van Stock (floor area) ... ..  | 172,643 sq. ft.   | 174,113 sq. ft. (c) ¶            | ...          | 1,470 sq. ft.  | ...                             | 6,615            |
| Sundry Stock (floor area) ... ..   | 31,679 sq. ft.  | 34,185 sq. ft. (d)               | ...          | 2,506 sq. ft.  | ...                             | 4,385            |
| Truck Stock (carrying capacity) ... ..   | 267,188 tons  | 265,115 tons (e)                 | 2,073 tons   | ...            | 51,825                          | ...              |
|  |   |                                  |              |                | 219,675                         | 142,304          |
| Excess of cost of making good Deficiency over Value of Surplus ... ..  |   |                                  |              |                | £77,371                         | ...              |
| Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1927, available for replacement of Rolling-Stock ... .. |   |                                  |              |                | 77,371                          | ...              |
| Rail Motors (floor area) ... ..  | 8,246 sq. ft.   | 8,276 sq. ft.                    | ...          | 30 sq. ft.     | ...                             | 300              |
| Electric Tramway Stock (floor area) ... ..   | 8,800 sq. ft.   | 8,800 sq. ft.                    | ...          | ..             | ...                             | ...              |
| Road Motor Coaches ... ..  | £32,856   | £32,856 ¶                        | ...          | ...            | ...                             | ...              |
| Road Motor Trucks ... ..   | £5,075  | £5,075 ¶                         | ...          | ...            | ...                             | ...              |

¶ Equivalent tonnage capacity is included in these figures to represent expenditure on Stock under construction, but not completed at 30th June, 1927.  
 (a) 15 Locomotives have been written down to the tractive power represented by their value as scrap materials.  
 (b) 389 vehicles have been written down to internal floor area represented by their value as scrap materials. Only 60 per cent. of internal floor area of 34 cars included on account of these vehicles being owned jointly with the South Australian Railways.  
 (c) 25 vehicles have been written down to internal floor area represented by their value as scrap materials, also the van compartments of 55 combined cars and vans. Only 60 per cent. of internal floor area of 6 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.  
 (d) 156 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half, and 2 to third area.  
 (e) 1172 "I," 19 "N," 94 "K," 86 "H," 16 "Q," 18 water, 22 HD, 9 ID, 24 PV, 11 R, 72 U, 1 Gas trucks (total 1,544) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo" (breakdown) trucks to half tonnage capacity.

## APPENDIX No. 22.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO  
REVENUE AND WORKING EXPENSES (*VIDE* PAGE 7).

## REVENUE.

|  |             |               |              |
|--|-------------|---------------|--------------|
| The Revenue of the Railways was ... ..                 | £13,689,965 | 3             | 7            |
| And of the St. Kilda and Brighton Electric Tramway ... | £55,594     | 8             | 4            |
| And of the Sandriugham to Beaumaris Tramway ...        | 15,209      | 7             | 7            |
|  |             | <u>70,803</u> | <u>15 11</u> |

Making a total of ... .. £13,760,768 19 6

|  |  |                    |            |
|--|--|--------------------|------------|
| That total includes the net amount of accounts due but unpaid at 30th June, 1927, 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. ... .. |  | 74,575             | 9 11       |
|  |  | <u>£13,686,193</u> | <u>9 7</u> |

|  |  |                    |            |
|--|--|--------------------|------------|
| On the other hand it excludes the net amount of accounts outstanding at 30th June, 1926, which were paid in 1926-27, and therefore included in the Treasury figures, and which therefore require to be added, viz. ... |  | 95,855             | 11 1       |
|  |  | <u>£13,782,049</u> | <u>0 8</u> |

The Revenue as shown by the Treasury is thus ... ..

## WORKING EXPENSES.

|  |             |    |   |
|--|-------------|----|---|
| The Working Expenses of the Railways amounted to ... ..    | £10,408,686 | 16 | 6 |
| And of the Electric Tramways and Road Motor Coaches ... .. | 112,345     | 11 | 3 |

Making a total of .. .. £10,521,032 7 9

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

|  |        |                    |              |
|--|--------|--------------------|--------------|
| (1) Amount of wages and accounts unpaid at 30th June, 1927, which will be debited by the Treasury in the year or years in which they are paid  | £8,758 | 3                  | 11           |
| (2) Amounts paid in 1926-27 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 1926-27, but not in the Railway Working Expenses ... .. | 25,149 | 13                 | 11           |
|  |        | <u>33,907</u>      | <u>17 10</u> |
|  |        | <u>£10,487,124</u> | <u>9 11</u>  |

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

|  |        |                    |             |
|--|--------|--------------------|-------------|
| (1) Amount of wages and accounts unpaid at 30th June, 1926, paid and charged by the Treasury in the year 1926-27, but debited by the Railways in previous years ... ..   | £6,847 | 2                  | 10          |
| (2) Amount of expenditure incurred, and defrayed from the Vote of 1926-27, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1927, and not charged to the Railway Working Expenses ... .. | 24,393 | 8                  | 3           |
| (3) Amount of Interest paid on advances to Railways Stores Suspense Account from Public Account—Advances Account ... ..  | 7,000  | 0                  | 0           |
|  |        | <u>38,240</u>      | <u>11 1</u> |
|  |        | <u>£10,525,365</u> | <u>1 0</u>  |

APPENDIX No. 22—*continued.*RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES, ETC.—*continued.*

The Working Expenses as shown by the Treasury are :—

|  |            |             |     |
|--|------------|-------------|-----|
| Division 90, subdivision 1 of the Appropriation Act 1926-27 ... ..   | £9,900,372 | 1           | 3   |
| Division 90, subdivision 3 (Railway Accident and Fire Insurance Fund) ... ..   | 63,084     | 14          | 9   |
| Division 90, subdivision 3—(To repay to Capital Account, in respect of rolling stock retired from service) ... ..            | 250,000    | 0           | 0   |
| Division 90, subdivision 4—Amount paid to the State of South Australia account adjustment Border Railways ... ..             | 1,367      | 0           | 0   |
| Division 90, subdivision 5—Repayment to Capital Account, in connexion with the North Geelong and Fyansford Line ... ..       | 758        | 0           | 0   |
| Division 90, subdivision 6—Interest on Advance from Public Account—Advance Account to Railway Stores Suspense Account ... .. | 7,000      | 0           | 0   |
| Division 90, subdivision 7—Salary of the Chairman of the Board of Discipline from 1/7/26 to 30/6/27 ... ..                   | 602        | 16          | 1   |
| Division 91, Pensions, Gratuities ... ..   | 4,953      | 2           | 7   |
| Act No. 2716, Pensions, Gratuities ... ..  | 210,152    | 2           | 9   |
| Act No. 2814/3011 (Commissioners' Salaries) ... ..   | 8,500      | 0           | 0   |
| Act No. 3408, Payment to Superannuation Fund ... ..  | 78,575     | 3           | 7   |
|  | <hr/>      |             |     |
|  |            | £10,525,365 | 1 0 |



## APPENDIX No. 23.

## NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1927.

| Section.                          | Miles. | Date opened.        |
|-----------------------------------|--------|---------------------|
| Blackrock—Beaumaris Tramway .. .. | 2.20   | 1st September, 1926 |
| Goroke to Morea (Carpolac) .. ..  | 9.05   | 3rd May, 1927       |

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1927.

| Section.                                 | Miles. |
|--|--------|
| Gonn Crossing to Stony Crossing .. ..    | 38     |
| Marnoo to Wallaloo .. ..                 | 6½     |
| Bowser to Peechelba .. ..                | 12¼    |
| South Kensington to West Footscray .. .. | 2½     |
| Albion to Broadmeadows .. ..             | 8½     |
|  | 67¾    |

## NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1927.

| Section.  | Miles |
|---|-------|
| Euston to Lette (New South Wales Border Railway Act) .. ..        | 30    |
| Mildura to Gol Gol (New South Wales Border Railway Act) .. ..     | 22    |
| Yarrowonga to Oaklands (New South Wales Border Railway Act) .. .. | 37    |
| La La Siding to Big Pat's Creek .. ..                             | 2½    |
| Darling to Glen Waverley .. ..                                    | 5¼    |
| Orbost to Brodribb .. ..  | 6     |
|   | 103¼  |

## APPENDIX No. 24.

## MILEAGE OF RAILWAYS AND TRACKS.

|               |                                    | Mileage open for Traffic at 30th June.            |              |               |             |            |         |         |          |         |
|---------------|------------------------------------|---|--------------|---------------|-------------|------------|---------|---------|----------|---------|
|               |                                    | Railways.   |              |               |             |            |         | Tracks. |          |         |
|               |                                    | Six Tracks.                                       | Four Tracks. | Three Tracks. | Two Tracks. | One Track. | Total.  | Tracks. | Sidings. | Total.  |
| Year 1926-27. | 5' 3" gauge ...                    | 3'30  | 6'57         | 2'5           | 316'11      | 4183'98    | 4512'46 | 4869'78 | 994'95   | 5864'73 |
|               | 2' 6" gauge ...                    | ...   | ...          | ...           | '21         | 121'56     | 121'77  | 121'98  | 9'58     | 131'56  |
|               | Total ...                          | 3'30  | 6'57         | 2'5           | 316'32      | 4305'54    | 4634'23 | 4991'76 | 1004'53  | 5996'29 |
|               | Electric Tramway, 5' 3" gauge ...  | ...   | ...          | ...           | 5'18        | ...        | 5'18    | 10'36   | 1'14     | 11'50   |
|               | Electric Tramway, 4' 8½" gauge ... | ...   | ...          | ...           | 2'21        | 2'40       | 4'61    | 6'82    | '26      | 7'08    |
| Grand Total   | 3'30                               | 6'57  | 2'5          | 323'71        | 4307'94     | 4644'02    | 5008'94 | 1005'93 | 6014'87  |         |
| Year 1925-26. | 5' 3" gauge ...                    | 3'30  | 6'57         | 2'5           | 316'11      | 4174'93    | 4503'41 | 4860'73 | 988'10   | 5848'83 |
|               | 2' 6" gauge ...                    | ...   | ...          | ...           | '21         | 121'56     | 121'77  | 121'98  | 9'58     | 131'56  |
|               | Total ...                          | 3'30  | 6'57         | 2'5           | 316'32      | 4296'49    | 4625'18 | 4982'71 | 997'68   | 5980'39 |
|               | Electric Tramway, 5' 3" gauge ...  | ...   | ...          | ...           | 5'18        | ...        | 5'18    | 10'36   | 1'14     | 11'50   |
|               | Electric Tramway, 4' 8½" gauge ... | ...   | ...          | ...           | 2'21        | '20        | 2'41    | 4'62    | '26      | 4'88    |
| Grand Total   | 3'30                               | 6'57  | 2'5          | 323'71        | 4296'69     | 4632'77    | 4997'69 | 999'08  | 5996'77  |         |
|               |                                    | Average Mileage open for Traffic during the Year. |              |               |             |            |         |         |          |         |
|               |                                    | Railways.   |              |               |             |            |         | Tracks. |          |         |
|               |                                    | Six Tracks.                                       | Four Tracks. | Three Tracks. | Two Tracks. | One Track. | Total.  | Tracks. | Sidings. | Total.  |
| Year 1926-27. | 5' 3" gauge ...                    | 3'30  | 6'57         | 2'5           | 316'11      | 4176'39    | 4504'87 | 4862'19 | 991'47   | 5853'66 |
|               | 2' 6" gauge ...                    | ...   | ...          | ...           | '21         | 121'56     | 121'77  | 121'98  | 9'56     | 131'54  |
|               | Total ...                          | 3'30  | 6'57         | 2'5           | 316'32      | 4297'95    | 4626'64 | 4984'17 | 1001'03  | 5985'20 |
|               | Electric Tramway, 5' 3" gauge ...  | ...   | ...          | ...           | 5'18        | ...        | 5'18    | 10'36   | 1'14     | 11'50   |
|               | Electric Tramway, 4' 8½" gauge ... | ...   | ...          | ...           | 2'21        | 2'03       | 4'24    | 6'45    | '26      | 6'71    |
| Grand Total   | 3'30                               | 6'57  | 2'5          | 323'71        | 4299'98     | 4636'06    | 5000'98 | 1002'43 | 6003'41  |         |
| Year 1925-26. | 5' 3" gauge ...                    | 3'30  | 6'57         | 2'5           | 316'11      | 4076'02    | 4404'50 | 4761'82 | 978'10   | 5739'92 |
|               | 2' 6" gauge ...                    | ...   | ...          | ...           | '21         | 121'56     | 121'77  | 121'98  | 9'56     | 131'54  |
|               | Total ...                          | 3'30  | 6'57         | 2'5           | 316'32      | 4197'58    | 4526'27 | 4883'80 | 987'66   | 5871'46 |
|               | Electric Tramway, 5' 3" gauge ...  | ...   | ...          | ...           | 5'18        | ...        | 5'18    | 10'36   | 1'14     | 11'50   |
|               | Electric Tramway, 4' 8½" gauge ... | ...   | ...          | ...           | 2'21        | '20        | 2'41    | 4'62    | '26      | 4'88    |
| Grand Total   | 3'30                               | 6'57  | 2'5          | 323'71        | 4197'78     | 4533'86    | 4898'78 | 989'06  | 5887'84  |         |

APPENDIX No. 25.

| <i>Dr.</i>   | RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1927. |    |    |  | <i>Cr.</i>     |                 |
|--|--|----|----|--|----------------|-----------------|
|  | £  | s. | d. | £  | s.             | d.              |
| To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20) ... .. | 559,440  | 16 | 2  | By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ... .. | ...            | 50,000 0 0      |
| „ Advances from Loan Funds ... ..  | 855,000  | 0  | 0  | * „ Cash in Treasury ... ..  | 118,216 3 11   |                 |
| „ Advances from Public Account ... ..  | 175,000  | 0  | 0  | „ Cash with Agent-General in London and in transit ... ..                            | 16,172 6 0     | 134,388 9 11    |
| „ Sundry Outstanding Accounts at 30th June, 1927 ... ..  | 173,365  | 13 | 9  | „ Stores and Materials on hand at 30th June, 1927 ... ..                             | 1,577,876 17 1 |                 |
|  |  |    |    | „ Stores and Materials in transit at 30th June, 1927 ... ..                          | 541 2 11       | 1,578,418 0 0   |
|  | £1,762,806   | 9  | 11 |  |                | £1,762,806 9 11 |

APPENDIX No. 26.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1927 AND 1926.

|  | Year ended 30th June, 1927 |                   |                    |                  |                  |                  | Year ended 30th June, 1926. |                   |                    |                  |                  |                  |
|--|----------------------------|-------------------|--------------------|------------------|------------------|------------------|-----------------------------|-------------------|--------------------|------------------|------------------|------------------|
|  | Number of Journeys.        |                   |                    | Revenue.         |                  |                  | Number of Journeys.         |                   |                    | Revenue.         |                  |                  |
|  | 1st Class.                 | 2nd Class.        | Total.             | 1st Class.       | 2nd Class.       | Total.           | 1st Class.                  | 2nd Class.        | Total.             | 1st Class.       | 2nd Class.       | Total.           |
| <b>COUNTRY—</b>                                      |                            |                   |                    | £                | £                | £                |                             |                   |                    | £                | £                | £                |
| Single Tickets ... ..                                | 706,837                    | 3,316,910         | 4,023,747          | 644,368          | 1,180,368        | 1,824,736        | 759,896                     | 3,528,861         | 4,288,757          | 640,514          | 1,152,261        | 1,792,775        |
| Return Tickets .. ...                                | 504,451                    | 2,409,489         | 2,913,940          | 170,299          | 537,856          | 708,155          | 563,581                     | 2,547,493         | 3,111,074          | 181,570          | 533,927          | 715,497          |
| Periodical Tickets ...                               | 1,253,429                  | 818,689           | 2,072,118          | 192,818          | 33,972           | 226,790          | 1,215,063                   | 795,713           | 2,010,776          | 191,037          | 32,667           | 223,704          |
| Workmen's Weekly Tickets                             | ...                        | 73,344            | 73,344             | ...              | 1,234            | 1,234            | ...                         | 54,304            | 54,304             | ...              | 641              | 641              |
| <b>Total ... ..</b>                                  | <b>2,464,717</b>           | <b>6,618,432</b>  | <b>9,083,149</b>   | <b>1,007,485</b> | <b>1,753,430</b> | <b>2,760,915</b> | <b>2,538,540</b>            | <b>6,926,371</b>  | <b>9,464,911</b>   | <b>1,013,121</b> | <b>1,719,496</b> | <b>2,732,617</b> |
| <b>METROPOLITAN (within 20 miles of Melbourne)—</b>  |                            |                   |                    |                  |                  |                  |                             |                   |                    |                  |                  |                  |
| Single Tickets ... ..                                | 8,875,674                  | 10,122,058        | 18,997,732         | 216,469          | 209,103          | 425,572          | 9,190,950                   | 9,866,892         | 19,057,842         | 211,349          | 186,565          | 397,914          |
| Return Tickets ... ..                                | 30,771,453                 | 42,956,570        | 73,728,023         | 690,517          | 791,634          | 1,482,151        | 32,745,156                  | 42,750,707        | 75,495,863         | 694,951          | 726,660          | 1,421,611        |
| Race and Special Picnic Tickets ... ..               | 634,424                    | 936,799           | 1,571,223          | 31,953           | 33,480           | 65,433           | 672,625                     | 897,760           | 1,570,385          | 31,218           | 30,381           | 61,599           |
| Periodical Tickets ..                                | 29,443,207                 | 21,159,636        | 50,602,843         | 439,762          | 241,853          | 681,615          | 29,983,178                  | 19,851,966        | 49,835,144         | 418,852          | 212,040          | 630,892          |
| Workmen's Weekly Tickets                             | ...                        | 15,254,678        | 15,254,678         | ...              | 225,346          | 225,346          | ...                         | 12,630,163        | 12,630,163         | ...              | 181,171          | 181,171          |
| <b>Total ... ..</b>                                  | <b>69,724,758</b>          | <b>90,429,741</b> | <b>160,154,499</b> | <b>1,378,701</b> | <b>1,501,416</b> | <b>2,880,117</b> | <b>72,591,909</b>           | <b>85,997,488</b> | <b>158,589,397</b> | <b>1,356,369</b> | <b>1,336,817</b> | <b>2,693,187</b> |
| <b>GRAND TOTAL RAILWAY PASSENGER TRAFFIC ... ..</b>  | <b>72,189,475</b>          | <b>97,043,173</b> | <b>169,237,648</b> | <b>2,386,186</b> | <b>3,254,846</b> | <b>5,641,032</b> | <b>75,130,449</b>           | <b>92,923,859</b> | <b>168,054,308</b> | <b>2,369,490</b> | <b>3,056,313</b> | <b>5,425,804</b> |
| <b>ROAD MOTOR COACH SERVICES</b>                     | ...                        | ...               | 198,362            | ...              | ...              | 37,527           | ...                         | ...               | 17,504             | ...              | ...              | 3,911            |
| <b>ST. KILDA—BRIGHTON ELECTRIC TRAMWAY... ..</b>     | ...                        | ...               | 5,856,796          | ...              | ...              | 55,023           | ...                         | ...               | 5,910,741          | ...              | ...              | 55,714           |
| <b>SANDRINGHAM—BEAUMARIS ELECTRIC TRAMWAY ... ..</b> | ...                        | ...               | 1,809,880          | ...              | ...              | 14,927           | ...                         | ...               | 1,371,558          | ...              | ...              | 11,676           |

## APPENDIX No. 27.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1927, AND 30TH JUNE, 1926.

| Class of Goods.  | Year ended 30th June, 1927. |  |           |             |                             |                            | Year ended 30th June, 1926. |           |
|--|-----------------------------|--|-----------|-------------|-----------------------------|----------------------------|-----------------------------|-----------|
|  | Tons carried.               | Percentage of each Class to Total Tonnage. | Revenue.  | Ton Miles.  | Average Haul Miles Per Ton. | Average Rate Per Ton Mile. | Tons carried.               | Revenue.  |
|  |                             |  | £         |             |                             | d.                         |                             | £         |
| 2nd Class ...  | 111,480                     | 1.3  | 370,127   | 14,691,987  | 131.7                       | 6.0                        | 105,735                     | 328,749   |
| 1st Class ...  | 129,757                     | 1.5  | 310,887   | 13,771,600  | 106.1                       | 5.4                        | 142,546                     | 295,593   |
| "C" Class ...  | 200,698                     | 2.3  | 443,337   | 24,368,810  | 121.4                       | 4.3                        | 173,740                     | 355,069   |
| "B" Class ...  | 257,272                     | 3.0  | 311,642   | 22,592,888  | 87.8                        | 3.3                        | 233,317                     | 276,882   |
| "A" Class ...  | 458,146                     | 5.3  | 448,757   | 52,539,630  | 114.6                       | 2.0                        | 376,875                     | 358,417   |
| Miscellaneous ...  | 263,363                     | 3.0  | 114,246   | 16,859,038  | 64.0                        | 1.6                        | 295,570                     | 144,934   |
| Fish ...   | 4,944                       | .1   | 7,685     | 575,149     | 116.3                       | 3.2                        | 5,427                       | 7,525     |
| Fruit ...  | 126,113                     | 1.5  | 133,221   | 20,880,879  | 165.5                       | 1.5                        | 145,599                     | 145,199   |
| Butter ...   | 33,841                      | .4   | 56,731    | 4,401,820   | 130.0                       | 3.0                        | 30,901                      | 48,421    |
| Other Dairy Produce ...  | 34,864                      | .4   | 48,695    | 2,872,922   | 82.4                        | 4.0                        | 51,409                      | 50,138    |
| Wine ...   | 9,689                       | .1   | 14,586    | 1,936,462   | 199.8                       | 1.8                        | 7,795                       | 10,168    |
| Wool ...   | 99,575                      | 1.1  | 272,048   | 14,282,105  | 143.4                       | 4.5                        | 87,882                      | 218,788   |
| Flour, Bran, Sharps, and Pollard ...   | 316,438                     | 3.7  | 147,387   | 37,583,932  | 118.7                       | .9                         | 326,874                     | 131,158   |
| Wheat ...  | 1,198,163                   | 13.9                                       | 771,235   | 207,510,133 | 173.1                       | .8                         | 796,242                     | 412,410   |
| All other Agricultural Produce ...   | 462,503                     | 5.3  | 265,770   | 58,050,189  | 125.5                       | 1.0                        | 495,102                     | 277,199   |
| Hay, Straw, and Chaff ...  | 321,290                     | 3.7  | 146,733   | 26,049,695  | 81.0                        | 1.3                        | 380,038                     | 169,138   |
| Fertilizers ...  | 349,251                     | 4.0  | 121,706   | 52,912,020  | 151.5                       | .5                         | 308,796                     | 102,083   |
| Minerals (including Coal, Coke, Ores, &c.) ...   | 553,753                     | 6.4  | 174,704   | 35,600,306  | 64.2                        | 1.1                        | 607,788                     | 151,439   |
| Firewood ...   | 678,764                     | 7.8  | 265,880   | 63,321,613  | 93.2                        | 1.0                        | 711,697                     | 261,215   |
| Timber ...   | 369,408                     | 4.3  | 192,990   | 34,039,998  | 92.1                        | 1.3                        | 369,975                     | 191,474   |
| Stone, Gravel, and Sand ...  | 1,989,918                   | 23.0                                       | 417,583   | 84,769,090  | 42.5                        | 1.1                        | 1,895,851                   | 374,431   |
| All other Goods ...  | 679,258                     | 7.9  | 558,178   | 29,046,338  | 42.7                        | 4.6                        | 579,746                     | 525,040   |
| Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ...  | ...                         | ...  | 100,225   | ...         | ...                         | ...                        | ...                         | 89,624    |
| Total Tonnage of Goods carried, and Total Revenue derived therefrom ...                | 8,648,488                   | 100.0                                      | 5,694,353 | 818,656,604 | 94.6                        | 1.6                        | 8,128,905                   | 4,925,094 |
| Live Stock ...   | 586,435                     | ...  | 649,743   | 64,261,787  | 109.5                       | 2.4                        | 599,591                     | 640,357   |
| Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ... | 9,234,923                   | ...  | 6,344,096 | 882,918,391 | 95.6                        | 1.7                        | 8,728,496                   | 5,565,451 |

## Number of Live Stock.

|            | Year ended 30th June, 1927. | Year ended 30th June, 1926. |
|------------|-----------------------------|-----------------------------|
| Calves ... | 22,372                      | 38,384                      |
| Cattle ... | 479,513                     | 498,717                     |
| Horses ... | 36,265                      | 33,234                      |
| Pigs ...   | 438,327                     | 433,775                     |
| Sheep ...  | 8,116,945                   | 8,215,683                   |

## APPENDIX No. 28.

## STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1927.

| Year ended 30th June— | New Lines and Surveys. | Additions and Improvements on Existing Lines. | Rolling-Stock. | Total.     |
|-----------------------|------------------------|---|----------------|------------|
|                       | £                      | £   | £              | £          |
| 1908                  | 38,125                 | 187,722†                                      | 174,168†       | 400,015†   |
| 1909                  | 129,976                | 269,752†                                      | 158,558†       | 558,286†   |
| 1910                  | 197,928                | 250,511†                                      | 208,126†       | 656,565†   |
| 1911                  | 253,882                | 328,125†                                      | 397,826†       | 979,833†   |
| 1912                  | 355,959                | 445,796†                                      | 914,634†       | 1,716,389† |
| 1913                  | 397,915                | ‡544,606†                                     | 816,785†       | 1,759,306† |
| 1914                  | 481,459                | ‡770,406†                                     | 816,222†       | 2,068,087† |
| 1915                  | 535,610                | ‡1,452,826†                                   | 726,209†       | 2,714,645† |
| 1916                  | 360,678                | ‡1,429,008†                                   | 504,341†       | 2,294,027† |
| 1917                  | 153,501                | ‡806,671†                                     | 264,869†       | 1,225,041† |
| 1918                  | 134,161                | ‡597,194†                                     | 125,272†       | 856,627†   |
| 1919                  | 135,167                | ‡707,740†                                     | 94,586†        | 937,493†   |
| 1920                  | 242,916                | ‡531,598†                                     | 126,981†       | 901,495†   |
| 1921                  | 306,205                | ‡1,057,104†                                   | 168,988†       | 1,532,297† |
| 1922                  | 277,551                | ‡2,311,387†                                   | 431,673†       | 3,020,611† |
| 1923                  | 286,942                | ‡1,455,082†                                   | 181,174†       | 1,923,198† |
| 1924                  | 556,888                | ‡725,395†                                     | 125,718†       | 1,408,001† |
| 1925                  | 525,138                | ‡725,282†                                     | 245,473†       | 1,495,893† |
| 1926                  | 408,601†               | ‡559,970†                                     | 423,602†       | 1,392,173† |
| 1927                  | 546,495†               | ‡949,454†                                     | 166,479†       | 1,662,428† |
| Total ...             | 6,325,097              | 16,105,629                                    | 7,071,684      | 29,502,410 |

† Includes Electric Tramways.

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

|              |     |     |     |             |
|--------------|-----|-----|-----|-------------|
| Year 1912-13 | ... | ... | ... | £27,976     |
| „ 1913-14    | ... | ... | ... | 151,618     |
| „ 1914-15    | ... | ... | ... | 751,980     |
| „ 1915-16    | ... | ... | ... | 690,483     |
| „ 1916-17    | ... | ... | ... | 532,102     |
| „ 1917-18    | ... | ... | ... | 290,038     |
| „ 1918-19    | ... | ... | ... | 479,464     |
| „ 1919-20    | ... | ... | ... | 389,773     |
| „ 1920-21    | ... | ... | ... | 572,737     |
| „ 1921-22    | ... | ... | ... | 1,610,670   |
| „ 1922-23    | ... | ... | ... | 773,314     |
| „ 1923-24    | ... | ... | ... | 113,767     |
| „ 1924-25    | ... | ... | ... | 74,135      |
| „ 1925-26    | ... | ... | ... | Cr. 271,607 |
| „ 1926-27    | ... | ... | ... | Cr. 2,300   |

## APPENDIX No. 29.

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

| Date of Opening. | From—                         | To—                                     | Length in Miles. | Authorization Act. |         |
|------------------|-------------------------------|---|------------------|--------------------|---------|
|                  |                               |   |                  | Number.            |         |
| 1854—Sept. 13    | Flinders Street ... ..        | Port Melbourne                          | 16·62            | }                  | 20.1.53 |
| 1857—May 13      | Flinders Street ... ..        | St. Kilda                               |                  |                    | 19.3.56 |
| 1859—Feb. 8      | Prince's Bridge ... ..        | Richmond                                |                  |                    | 43      |
| " Dec. 12        | Richmond ... ..               | Cremorne                                |                  |                    | 43      |
| " " 19           | Windsor ... ..                | North Brighton                          |                  |                    | 42      |
| 1860—Sept. 24    | Richmond ... ..               | Pic-nic Station                         |                  |                    | 43      |
| " Dec. 22        | Cremorne ... ..               | Windsor ...                             |                  |                    | 43      |
| 1861—April 13    | Pic-nic Station ... ..        | Hawthorn ...                            |                  |                    | 43      |
| " Dec. 21        | North Brighton ... ..         | Brighton Beach                          | 127              |                    |         |
| 1857—June 25     | Williamstown Junction ... ..  | Geelong ... ..                          | 38·51            | 8.2.53             |         |
| 1859—Jan. 17     | Footscray ... ..              | Williamstown Pier                       | 5·87             | 8.2.53             |         |
| " Feb. 10        | Melbourne ... ..              | Sunbury ... ..                          | 23·95            | 35                 |         |
| 1860—Oct. 21     | Essendon Junction ... ..      | Essendon ... ..                         | 3·50             | 85                 |         |
| 1861—July 8      | Sunbury ... ..                | Woodend ... ..                          | 24·70            | 35                 |         |
| 1862—April 11    | North Geelong Junction ... .. | Ballarat ... ..                         | 53·03            | 35                 |         |
| " " 25           | Woodend ... ..                | Kyneton ... ..                          | 8·32             | 35                 |         |
| " Oct. 21        | Kyneton ... ..                | Bendigo ... ..                          | 43·92            | 35                 |         |
| 1864—Sept. 19    | Bendigo ... ..                | Echuca ... ..                           | 55·13            | 35                 |         |
| 1867—Nov. 30     | Newmarket Junction ... ..     | *Race-course ... ..                     | 1·50             | 126                |         |
| 1872—April 18    | Essendon ... ..               | Schoolhouse-lane ... ..                 | 54·00            | 348                |         |
| " Aug. 26        | Schoolhouse-lane ... ..       | Seymour ... ..                          | 2·29             | 348                |         |
| " Nov. 20        | Seymour ... ..                | Longwood ... ..                         | 23·38            | 348                |         |
| 1873—March 20    | Longwood ... ..               | Violet Town ... ..                      | 20·54            | 348                |         |
| " Aug. 18        | Violet Town ... ..            | Benalla ... ..                          | 16·14            | 348                |         |
| " Oct. 28        | Benalla ... ..                | Wangaratta ... ..                       | 24·04            | 348                |         |
| " Nov. 21        | Wangaratta ... ..             | Wodonga ... ..                          | 41·60            | 348                |         |
| 1874—July 7      | Castlemaine ... ..            | Maryborough ... ..                      | 33·02            | 415                |         |
| " " 7            | Ballarat ... ..               | Creswick ... ..                         | 11·05            | 415                |         |
| " Aug. 11        | Ballarat ... ..               | Beaufort ... ..                         | 28·65            | 415                |         |
| " Oct. 6         | Maryborough ... ..            | Dunolly ... ..                          | 13·82            | 415                |         |
| " Nov. 16        | Creswick ... ..               | Clunes ... ..                           | 11·19            | 415                |         |
| 1875—Feb. 2      | Clunes ... ..                 | Maryborough ... ..                      | 19·49            | 415                |         |
| " April 7        | Beaufort ... ..               | Ararat ... ..                           | 28·64            | 415                |         |
| " July 7         | Beechworth Junction ... ..    | Everton ... ..                          | 12·05            | 475                |         |
| 1876—Feb. 15     | Ararat ... ..                 | Scallan's Hill ... ..                   | 17·85            | 475                |         |
| " April 14       | Scallan's Hill ... ..         | Stawell ... ..                          | 1·00             | 475                |         |
| " Sept. 19       | Bendigo ... ..                | Bridgewater ... ..                      | 24·49            | 475                |         |
| " " 30           | Everton ... ..                | Beechworth ... ..                       | 10·21            | 475                |         |
| " Oct. 21        | Maryborough ... ..            | Avoca ... ..                            | 14·93            | 475                |         |
| " Nov. 18        | Bridgewater ... ..            | Inglewood ... ..                        | 4·44             | 475                |         |
| " " 25           | Geelong ... ..                | Winchelsea ... ..                       | 25·64            | 475                |         |
| 1877—March 13    | Winchelsea ... ..             | Birregurra ... ..                       | 12·79            | 475                |         |
| " April 24       | Ararat ... ..                 | Dunkeld ... ..                          | 47·02            | 475                |         |
| " June 1         | Sale ... ..                   | Morwell ... ..                          | 39·10            | 475                |         |
| " July 27        | Birregurra ... ..             | Colac ... ..                            | 11·81            | 475                |         |
| " Oct. 8         | Oakleigh ... ..               | Bunyip ... ..                           | 38·77            | 475                |         |
| " " 29           | Dunkeld ... ..                | Hamilton ... ..                         | 19·04            | 475                |         |
| " Dec. 1         | Moe ... ..                    | Morwell ... ..                          | 8·76             | 475                |         |
| " " 19           | Hamilton ... ..               | Portland North ... ..                   | 52·82            | 475                |         |
| " " 19           | Portland North ... ..         | Portland Pier ... ..                    | 1·00             | 475                |         |
| 1878—Feb. 1      | Race-course Junction ... ..   | †Geelong Race-course                    | 1·96             | 580                |         |
| " March 1        | Moe ... ..                    | Bunyip ... ..                           | 31·59            | 475                |         |
| " Sept. 3        | Dunolly ... ..                | Bealiba ... ..                          | 12·16            | 580                |         |
| " Dec. 17        | Stawell ... ..                | Murtoa ... ..                           | 35·44            | 580                |         |
| " " 23           | Bealiba ... ..                | St. Arnaud ... ..                       | 20·85            | 580                |         |
| 1879—Jan. 29     | Springhurst ... ..            | Wabgunyah ... ..                        | 13·95            | 580                |         |
| " Feb. 5         | Murtoa ... ..                 | Horsham ... ..                          | 18·00            | 580                |         |
| " April 2        | South Yarra ... ..            | Oakleigh ... ..                         | 7·05             | 604                |         |
| " May 7          | Warrenheip ... ..             | Gordons ... ..                          | 12·87            | 580                |         |
| " " 21           | Geelong ... ..                | Queenscliff ... ..                      | 20·72            | 580                |         |
| 1880—Jan. 13     | Mangalore ... ..              | Shepparton ... ..                       | 45·25            | 603                |         |
| " " 13           | Toolamba ... ..               | Tatura ... ..                           | 6·83             | 636                |         |
| " Feb. 16        | Carlsruhe ... ..              | Trentham ... ..                         | 10·82            | 606                |         |
| " March 17       | Trentham ... ..               | {Daylesford (includ-<br>ing extension)} | 11·73            | {606<br>671        |         |
| 1881—June 7      | Lancefield Junction ... ..    | Lancefield ... ..                       | 14·50            | 660                |         |
| " Aug. 11        | Waubra Junction ... ..        | Ballarat Race-course                    | 2·10             | 682                |         |
| " Sept. 1        | Shepparton ... ..             | Numurkah ... ..                         | 20·75            | 682                |         |
| " Dec. 19        | Caulfield ... ..              | Mordialloc ... ..                       | 9·86             | 682                |         |
| 1882—Jan. 26     | St. Arnaud ... ..             | Cope Cope ... ..                        | 16·33            | 682                |         |
| " April 3        | Hawthorn ... ..               | Camberwell ... ..                       | 2·09             | 682                |         |
| " " 15           | Inglewood ... ..              | Korong Vale ... ..                      | 20·20            | 682                |         |
| " " 22           | Cope Cope ... ..              | Donald ... ..                           | 7·53             | 682                |         |
| " July 1         | Horsham ... ..                | Dimboola ... ..                         | 21·46            | 682                |         |
| " Aug. 1         | Mordialloc ... ..             | Frankston ... ..                        | 10·02            | 682                |         |
| " Dec. 1         | Camberwell ... ..             | Lilydale ... ..                         | 17·63            | 682                |         |
| " " 15           | Eaglehawk ... ..              | Raywood ... ..                          | 13·42            | 682                |         |
| 1883—April 20    | Korong Vale ... ..            | Charlton ... ..                         | 22·62            | 682                |         |
|                  |                               | Carried forward                         | 1,372·35         |                    |         |

\* Trains run only as required for traffic.

† Dismantled 28th May, 1909.

## APPENDIX No. 29—continued.

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

| Date of Opening. | From—                               | To—                       | Length<br>in Miles. | Authorization Act.   |
|------------------|-------------------------------------|---------------------------|---------------------|----------------------|
|                  |                                     |                           |                     | Number               |
|                  |                                     | Brought forward...        | 1,372.35            |                      |
| 1883—June 14     | Wodonga ... ..                      | River Murray ...          | 1.94                | 682                  |
| " " 21           | Raywood ... ..                      | Mitiamo ... ..            | 22.44               | 682                  |
| " July 2         | Korong Vale ... ..                  | Boort ... ..              | 17.86               | 682                  |
| " " 2            | Colac ... ..                        | Camperdown ...            | 28.11               | 682                  |
| " Aug. 1         | Ballarat ... ..                     | Scarsdale ... ..          | 13.12               | 682                  |
| " Sept. 3        | Benalla ... ..                      | St. James ... ..          | 20.33               | 682                  |
| " Oct. 1         | Charlton ... ..                     | Wycheproof ...            | 16.40               | 682                  |
| " Nov. 13        | Traralgon ... ..                    | Heyfield ... ..           | 22.06               | 682                  |
| " " 16           | Tallarook ... ..                    | Yea ... ..                | 23.69               | 682                  |
| " Dec. 17        | Everton ... ..                      | Myrtleford ...            | 16.56               | 682                  |
| 1884—Feb. 12     | Mitiamo ... ..                      | Pyramid Hill ...          | 12.59               | 682                  |
| " " 15           | Branxholme ... ..                   | Henty ... ..              | 23.19               | 682                  |
| " April 2        | Braybrook Junction ...              | Melton ... ..             | 15.65               | 682                  |
| " June 16        | Castlemaine ... ..                  | Maldon ... ..             | 10.24               | 682                  |
| " Sept. 1        | Henty ... ..                        | Casterton ... ..          | 8.90                | 682                  |
| " " 9            | North Melbourne ... ..              | Coburg ... ..             | 5.07                | 682                  |
| " Oct. 25        | Pyramid Hill ... ..                 | Kerang ... ..             | 24.54               | 682                  |
| 1885—April 6     | Race-course Junction ...            | *Williamstown Race-course | 0.69                | 860, 889, 962 & 1381 |
| " " 10           | Morwell ... ..                      | Boolarra ... ..           | 12.11               | 682                  |
| " Sept. 8        | Boolarra ... ..                     | Darlimurla ...            | 4.44                | 682                  |
| 1886—Jan. 1      | Lal Lal Station ... ..              | *Lal Lal Race-course      | 2.00                | 821 and 1381         |
| " " 7            | Darlimurla ... ..                   | North Mirboo ...          | 3.62                | 682                  |
| " April 1        | Melton ... ..                       | Parwan ... ..             | 6.00                | 682                  |
| " May 6          | St. James ... ..                    | Yarrowonga ...            | 19.86               | 821 and 1381         |
| " " 12           | Murtoa ... ..                       | Warracknabeal ...         | 31.20               | 821 " 1381           |
| " Nov. 15        | Ballarat Cattle-yards Junction ...  | *Ballarat Cattle-yards    | 2.92                | 821 " 1381           |
| " Dec. 22        | Gordon ... ..                       | Ballan ... ..             | 7.38                | 821 " 1381           |
| 1887—Jan. 19     | Dimboola ... ..                     | Serviceton ... ..         | 63.22               | 821 " 1381           |
| " " 19           | North Creswick ... ..               | Rocky Lead ... ..         | 12.65               | 821 " 1381           |
| " Feb. 16        | Parwan ... ..                       | Bacchus Marsh ...         | 2.54                | 821 " 1381           |
| " March 18       | Heyfield ... ..                     | Maffra ... ..             | 10.92               | 821 " 1381           |
| " April 21       | Wedderburn Junction ...             | Wedderburn ...            | 4.86                | 821 " 1381           |
| " " 23           | Camperdown ... ..                   | Terang ... ..             | 13.87               | 821 " 1381           |
| " June 1         | Rocky Lead ... ..                   | Daylesford Junction       | 10.46               | 821 " 1381           |
| " " 1            | Lubeck ... ..                       | Rupanyup ... ..           | 9.77                | 821 " 1381           |
| " Aug. 19        | Tatura ... ..                       | Echuca ... ..             | 34.07               | 821 " 1381           |
| " " 25           | Horsham ... ..                      | Noradjuha ... ..          | 19.95               | 821 " 1381           |
| " Sept. 2        | Brighton Beach ... ..               | Sandringham ...           | 2.20                | 821 " 1381           |
| " " 24           | Braybrook Junction ...              | *Newport ... ..           | 4.29                | 821 " 1381           |
| " Nov. 8         | Maffra ... ..                       | Stratford ... ..          | 6.11                | 821 " 1381           |
| " Dec. 19        | Hawthorn ... ..                     | Kew ... ..                | 0.96                | 821 " 1381           |
| 1888—May 8       | Royal Park Junction ...             | Clifton Hill ...          | 2.39                | 821 " 1381           |
| " " 8            | Nicholson street ... ..             | Fitzroy ... ..            | 0.89                | 821 " 1381           |
| " " 8            | Clifton Hill ... ..                 | Collingwood ...           | 0.90                | 821 " 1381           |
| " " 8            | Clifton Hill ... ..                 | Alphington ...            | 2.35                | 682                  |
| " " 8            | Alphington ... ..                   | Heidelberg ...            | 2.24                | 821 and 1381         |
| " " 8            | Moe Junction ... ..                 | Thorpdale ... ..          | 10.67               | 821 " 1381           |
| " " 8            | Sale Junction ... ..                | Stratford Junction...     | 8.97                | 821 " 1381           |
| " " 8            | Stratford ... ..                    | Bairusdale ... ..         | 32.79               | 821 " 1381           |
| " " 15           | Lilydale ... ..                     | Yarra Flats ... ..        | 7.35                | 821 " 1381           |
| " Oct. 1         | Numurkah ... ..                     | Nathalia ... ..           | 13.79               | 821 " 1381           |
| " " 1            | Numurkah ... ..                     | Cobram ... ..             | 21.67               | 821 " 1381           |
| " " 1            | Shepparton ... ..                   | Dookie ... ..             | 14.84               | 821 " 1381           |
| " " 1            | Kilmore Junction ... ..             | Kilmore ... ..            | 9.51                | 821 " 1381           |
| " " 1            | Bendigo ... ..                      | Heathcote ... ..          | 27.64               | 821 " 1381           |
| " " 1            | Pisgah Junction ... ..              | Waubra ... ..             | 13.74               | 821 " 1381           |
| " " 1            | Frankston ... ..                    | Mornington Junction       | 5.02                | 821 " 1381           |
| " " 1            | Dandenong (Great Southern Junction) | Tooradin ... ..           | 15.91               | 821 " 1381           |
| " Nov. 20        | Inglewood ... ..                    | Dunolly ... ..            | 24.24               | 821 " 1381           |
| " " 20           | Hamilton (Coleraine Junction) ...   | Coleraine ... ..          | 23.01               | 821 " 1381           |
| 1889—March 1     | Yarra Flats ... ..                  | Healesville ... ..        | 8.02                | 821 " 1381           |
| " Aug. 7         | Maffra ... ..                       | Briagolong ... ..         | 11.79               | 821 " 1381           |
| " " 7            | Irrewarra ... ..                    | Beeac ... ..              | 8.70                | 821 " 1381           |
| " Sept. 10       | Mornington Junction ...             | Mornington ... ..         | 7.67                | 821 " 1381           |
| " " 10           | Mornington Junction ...             | Hastings ... ..           | 8.09                | 821 " 1381           |
| " " 10           | Wodonga ... ..                      | Huon-lane ... ..          | 14.07               | 821 " 1381           |
| " " 12           | Ballarat East ... ..                | Buninyong ... ..          | 6.84                | 821 " 1381           |
| " Oct. 8         | Whittlesea Junction ...             | Preston Reservoir ...     | 4.78                | 821 " 1381           |
| " " 8            | Coburg ... ..                       | †Somerton ... ..          | 7.16                | 821 " 1381           |
| " Nov. 12        | Yea ... ..                          | Molesworth ... ..         | 10.68               | 821 " 1381           |
| " Dec. 3         | Heathcote ... ..                    | Tooborac ... ..           | 10.56               | 821 " 1381           |
| " " 4            | Bacchus Marsh ... ..                | Ballan ... ..             | 17.54               | 821 " 1381           |
| " " 4            | Ringwood ... ..                     | Upper Fern Tree Gully     | 7.44                | 821 " 1381           |
| " Dec. 17        | Hastings ... ..                     | Stony Point ... ..        | 5.88                | 821 " 1381           |
| " " 23           | Preston Reservoir ... ..            | Whittlesea ... ..         | 17.28               | 821 " 1381           |
| 1890—Feb. 4      | Terang ... ..                       | Mortlake ... ..           | 12.16               | 821 " 1381           |
|                  |                                     | Carried forward ...       | 2,337.79            |                      |

• Trains run only as required for traffic.

† Including portion since dismantled.



## APPENDIX No. 29—continued.

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

| Date of Opening. | From—                            | To—  | Length in Miles | Authorization Act. |      |
|------------------|----------------------------------|--|-----------------|--------------------|------|
|                  |                                  |  |                 | Number.            |      |
|                  |                                  | Brought forward...                               | 2,337.79        |                    |      |
| 1890—Feb. 4      | Terang ... ..                    | Warrnambool ...                                  | 28.84           | 821 and            | 1381 |
| " " 4            | Koroit ... ..                    | Warrnambool ...                                  | 9.36            | 821 "              | 1381 |
| " " 4            | Koroit ... ..                    | Port Fairy ...                                   | 11.34           | 821 "              | 1381 |
| " March 17       | Mount Moriac ... ..              | *Wensleydale ...                                 | 10.92           | 821 "              | 1381 |
| " " 24           | Burnley ... ..                   | †Oakleigh ...                                    | 6.29            | 821 "              | 1381 |
| " May 12         | Warragul ... ..                  | Rokeby ...                                       | 8.12            | 821 "              | 1381 |
| " " 30           | Kerang ... ..                    | Swan Hill... ..                                  | 35.16           | 821 "              | 1381 |
| " " 30           | Camberwell ... ..                | †Waverley Road ...                               | 4.25            | 821 "              | 1381 |
| " June 17        | Molesworth ... ..                | Cathkin ...                                      | 2.74            | 821 "              | 1381 |
| " July 18        | Huon-lane ... ..                 | Bolga ...  | 6.61            | 821 "              | 1381 |
| " Aug. 22        | Kilmore ... ..                   | Tooborac ...                                     | 20.11           | 821 "              | 1381 |
| " " 22           | Dunkeld ... ..                   | †Koroit ...                                      | 48.99           | 821 "              | 1381 |
| " " 22           | Hamilton ... ..                  | Penshurst ...                                    | 18.10           | 821 "              | 1381 |
| " Sept. 1        | Murchison East ... ..            | Rushworth ...                                    | 12.81           | 821 "              | 1381 |
| " " 16           | Cathkin ... ..                   | Alexandra Road ...                               | 4.41            | 821 "              | 1381 |
| " Oct. 10        | Scarsdale ... ..                 | Linton ...                                       | 7.97            | 821 "              | 1381 |
| " " 17           | Ayrleford ... ..                 | Bright ...                                       | 18.54           | 821 "              | 1381 |
| " Nov. 10        | Cathkin ... ..                   | Merton ...                                       | 15.47           | 821 "              | 1381 |
| " " 11           | Pooradin ... ..                  | Loch ...   | 23.53           | 821 "              | 1381 |
| " " 18           | Ararat ... ..                    | Avoca ...  | 39.04           | 821 "              | 1381 |
| 1891—Jan. 15     | Kyneton (Redesdale Junction) ... | Redesdale... ..                                  | 16.25           | 821 "              | 1381 |
| " March 24       | Fairfield Park ... ..            | †Riversdale (including<br>‡Canterbury loop line) | 4.99            | 821 "              | 1381 |
| " " 24           | Maldon (Laanecoorie Junction)    | Shelbourne ...                                   | 9.89            | 821 "              | 1381 |
| " May 7          | Merton ... ..                    | Maindample ...                                   | 13.88           | 821 "              | 1381 |
| " June 2         | Loch ... ..                      | Korumburra ...                                   | 9.89            | 821 "              | 1381 |
| " " 5            | Birregurra ... ..                | Forrest ...                                      | 19.85           | 821 "              | 1381 |
| " July 23        | Beechworth ... ..                | Yackandandah ...                                 | 12.84           | 821 "              | 1381 |
| " " 24           | Bolga ... ..                     | Tallangatta ...                                  | 5.03            | 821 "              | 1381 |
| " Oct. 6         | Maindample ... ..                | Mansfield... ..                                  | 8.64            | 821 "              | 1381 |
| " Nov. 23        | Spencer Street ... ..            | §Flinders St. (Viaduct)                          | 0.76            | 821 "              | 1187 |
| " Dec. 17        | Korumburra ... ..                | Leongatha ...                                    | 9.20            | 821 "              | 1381 |
| 1892—Jan. 13     | Leongatha ... ..                 | Port Albert ...                                  | 58.75           | 821 "              | 1381 |
| " March 18       | Rokeby ... ..                    | Neerim South ...                                 | 5.37            | 1030 "             | 1300 |
| " April 5        | Curdie's River Junction ...      | Tintoon ...                                      | 22.32           | 821 "              | 1381 |
| " " 6            | Lancefield ... ..                | †Kilmore ...                                     | 18.10           | 821 "              | 1381 |
| " Oct. 28        | Korumburra ... ..                | Coal Creek ...                                   | 0.89            | 1240 "             | 1255 |
| " Nov. 22        | Dookie ... ..                    | Katamatite ...                                   | 17.02           | 1529               |      |
| 1893—Jan. 5      | Warracknabeal ... ..             | Boulah ...                                       | 21.92           | 1273               |      |
| " March 28       | Donald ... ..                    | Birchip ...                                      | 32.30           | 1273               |      |
| 1894—March 6     | Beulah ... ..                    | Hopetoun ...                                     | 16.01           | 1316               |      |
| " May 7          | Korumburra (Jumbunna Junction)   | Jumbunna ...                                     | 3.74            | 1240 and           | 1294 |
| " " 14           | Bendigo Cattle-yards Junction... | *Bendigo Cattle-yards                            | 0.89            | 1030 "             | 1311 |
| " June 1         | Korumburra (Strezlecki Junction) | Strezlecki... ..                                 | 2.25            | 1240 "             | 1294 |
| " " 19           | Dimboola ... ..                  | Jeparit ...                                      | 21.59           | 1312               |      |
| " July 31        | Natimuk (East Natimuk) ...       | Goroke ...                                       | 28.64           | 1292               |      |
| " Aug. 7         | Boort ... ..                     | Quambatook ...                                   | 21.96           | 1312               |      |
| 1895—March 8     | Wycheproof ... ..                | Sea Lake ...                                     | 47.89           | 1383               |      |
| 1896—Feb. 5      | Jumbunna ... ..                  | Outtrim ...                                      | 2.40            | 1371 and           | 1420 |
| " Dec. 15        | Nathalia ... ..                  | Picola ...                                       | 6.75            | 1293               |      |
| 1899—March 14    | Wangaratta ... ..                | ¶Whitfield... ..                                 | 30.49           | 1492               |      |
| " Sept. 18       | Birchip ... ..                   | Woomelang ...                                    | 26.45           | 1550               |      |
| " Nov. 2         | Jeparit ... ..                   | Rainbow ...                                      | 18.47           | 1558               |      |
| 1900—March 1     | Quambatook ... ..                | Ultima ...                                       | 30.31           | 1555               |      |
| " Dec. 18        | Upper Fern Tree Gully ...        | ¶Gembrook ...                                    | 18.22           | 1549               |      |
| " " 26           | Bungaree ... ..                  | *Race-course ...                                 | 1.53            | 1682               |      |
| 1901—Oct. 21     | Melbourne ... ..                 | Collingwood ...                                  | 2.22            | 1590               |      |
| " Nov. 13        | Lilydale ... ..                  | Warburton ...                                    | 23.97           | 1586               |      |
| 1902—March 1     | Colac ... ..                     | ¶Beech Forest ...                                | 29.66           | 1594 and           | 1760 |
| " June 5         | Heidelberg ... ..                | Eltham ...                                       | 8.35            | 1299               |      |
| 1903—Jan. 15     | Woomelang ... ..                 | Hattah ...                                       | 68.79           | 1679               |      |
| " May 25         | Hattah ... ..                    | Nowingi ...                                      | 11.94           | 1679               |      |
| " Sept. 30       | Nowingi ... ..                   | Yatpool ...                                      | 16.19           | 1679               |      |
| " Oct. 27        | Yatpool ... ..                   | Mildura ...                                      | 13.23           | 1679               |      |
| " Dec. 21        | North Geelong Loop Line          | *... ..  | 0.22            | 1884               |      |
| 1904—Jan. 1      | Burrumbeet Race-course Junction  | *Burrumbeet Race-course                          | 1.14            | 1879               |      |
| " Feb. 7         | Springvale Cemetery Line ...     | *... ..  | 1.60            | 1763               |      |
| " Dec. 5         | Northcote Loop Line ...          | *... ..  | 0.13            | 1904               |      |
| 1905—Feb. 28     | Strathmerton ... ..              | Towards Tocumwal ...                             | 8.20            | 1958               |      |
| " June 26        | Welshpool ... ..                 | ¶Welshpool Jetty ...                             | 3.23            | 1911               |      |
| " " 26           | Stawell ... ..                   | *Grampians ...                                   | 15.84           |                    |      |
| 1906—May 7       | St. Kilda ... ..                 | a Park Street, Middle Brighton                   | 4.07            | 1956 and           | 1973 |
| " Dec. 22        | Park Street, Middle Brighton ... | aBrighton Beach ...                              | 1.06            | 2035               |      |
| 1908—July 9      | Strathmerton ... ..              | Tocumwal Extension                               | 2.07            | 2078               |      |
| 1909—June 15     | Rupanyup ... ..                  | Marnoo ...                                       | 15.33           | 2124               |      |
|                  |                                  | Carried forward ...                              | 3,463.11        |                    |      |

\* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion since dismantled.  
 § Opened for through passenger traffic, 17th December, 1894. ¶ 2-ft. 6-in. gauge. a Electric tramway 5-ft 3-in gauge.

## APPENDIX No 29—continued.

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

| Date of Opening. | From—   | To—                           | Length in Miles. | Authorization Act |
|------------------|---|-------------------------------|------------------|-------------------|
|                  |   |                               |                  | Number.           |
|                  |   | Brought forward ...           | 3,463.11         |                   |
| 1909—July 1      | Ultima ... ..   | Chillingollah ...             | 20.14            | 2144              |
| " Oct. 28        | Alexandra Road ... ..                                     | Alexandra ... ..              | 4.32             | 2104              |
| 1910—May 3       | Moe ... ..  | ¶Walhalla ... ..              | 26.06            | 1691 and 2180     |
| " " 9            | Nyora ... ..  | Woolamai ... ..               | 15.56            | 2125              |
| " " 9            | Woolamai ... ..   | Powlett Coal Field ...        | 13.87            | 2221              |
| " July 4         | Mildura ... ..  | White Cliffs ... ..           | 6.92             | 1679              |
| " Dec. 1         | Beeac ... ..  | Cressy ... ..                 | 10.95            | 2178              |
| 1911—June 20     | Beech Forest ... ..                                       | ¶Crowes ... ..                | 14.11            | 2149              |
| " Sept. 25       | Cressy ... ..   | Newtown ... ..                | 24.00            | 2178              |
| 1912—June 25     | Ouyen ... ..  | Kow Plains ... ..             | 56.39            | 2179              |
| " " 25           | Kow Plains ... ..   | Murrayville ... ..            | 11.44            | 2290              |
| " " 25           | Eltham ... ..   | Hurst's Bridge ... ..         | 6.64             | 2217              |
| " Sept. 24       | Noradjuha ... ..  | Toolondo ... ..               | 11.24            | 2222              |
| " Dec. 10        | Jeparit ... ..  | Lorquon ... ..                | 13.68            | 2224              |
| 1913—May 17      | St. Kilda and Brighton Electric Tramway                   | Maroona ... ..                | .05              |                   |
| " Aug. 8         | Gheringhap ... ..   | Manangatang ... ..            | 99.76            | 2220              |
| 1914—Jan. 28     | Chillingollah ... ..                                      | Manangatang ... ..            | 18.59            | 2418              |
| " May 28         | Crowland ... ..   | Navarre ... ..                | 22.87            | 2351              |
| " June 26        | Rainbow ... ..  | Nypo (towards) ... ..         | 10.59            | 2441              |
| " " 29           | Sea Lake ... ..   | Pier-Millan (towards)         | 17.68            | 2419              |
| " " 30           | Benalla ... ..  | Tatong ... ..                 | 18.00            | 2349              |
| " Aug. 26        | Rushworth ... ..  | Colbinabbin ... ..            | 12.87            | 2350              |
| 1915—May 27      | Swan Hill ... ..  | Piangil ... ..                | 27.39            | 2417              |
| " July 29        | Murrayville ... ..  | S'th Australian Border        | 12.53            | 2424              |
| " Nov. 1         | Hamilton ... ..   | Cavendish ... ..              | 14.26            | 2434              |
| " " 10           | Elmore ... ..   | Cohuna ... ..                 | 57.09            | 2433              |
| 1916—Jan. 17     | Linton ... ..   | Skipton ... ..                | 12.75            | 2442              |
| " April 10       | Bairnsdale ... ..   | Orbost ... ..                 | 60.24            | 2223              |
| " June 13        | Tallangatta ... ..  | Shelley ... ..                | 22.86            | 2414              |
| " " 20           | Heywood ... ..  | Dartmoor ... ..               | 25.71            | 2424              |
| " " 27           | Lorquon ... ..  | Yanae-a-yanae ... ..          | 18.38            | 2547              |
| 1917—March 27    | Neerim South ... ..                                       | Nayook ... ..                 | 8.02             | 2504              |
| " May 15         | Rushworth ... ..  | Girgarre (Stanhope North)     | 13.62            | 2754              |
| " Nov. 28        | Dartmoor ... ..   | Mumbannar ... ..              | 12.80            | 2424              |
| " " 28           | Mumbannar ... ..  | S'th Australian Border        | 5.65             | 2424              |
| " Dec. 17        | Toolondo ... ..   | Kanagulk ... ..               | 10.55            | 2502              |
| 1918—Sept. 9     | North Geelong ... ..                                      | Fyansford ... ..              | 2.93             | 2879              |
| 1919—March 10    | Sandringham ... ..  | Black Rock ... ..             | 2.41             | 2556              |
| " April 10       | Shelley ... ..  | Beetomba ... ..               | 9.73             | 2414              |
| " " 28           | Nayook ... ..   | Noojee ... ..                 | 5.99             | 2504              |
| " May 28         | Nandaly ... ..  | Mittyack ... ..               | 11.07            | 2765              |
| " June 16        | Kanagulk ... ..   | Balmoral ... ..               | 8.16             | 2502              |
| 1920—March 24    | Piangil ... ..  | Kooloonong (Pine Tank)        | 15.87            | 2978              |
| " June 16        | Mittyack ... ..   | Kulwin ... ..                 | 8.61             | 2765              |
| " Nov. 19        | Cavendish ... ..  | Balmoral ... ..               | 25.03            | 2502              |
| 1921—Feb. 8      | Alberton ... ..   | Yarram ... ..                 | 3.62             | 2542              |
| " March 8        | Manangatang ... ..  | Annuello ... ..               | 14.19            | 2979              |
| " May 5          | Beetomba ... ..   | Cudgewa ... ..                | 9.74             | 2414              |
| " Dec. 12        | Bittern ... ..  | Red Hill ... ..               | 9.91             | 2769              |
| " " 16           | Yarram ... ..   | Won Wron ... ..               | 8.48             | 2542              |
| 1922—Jan. 11     | Herne's Oak (Morwell Brown Coal Railway)                  | Yallouru ... ..               | 2.45             | 3084              |
| " June 29        | Koo Wee Rup ... ..  | Strezlecki (McDonald's Track) | 30.55            | 2535              |
| 1923—June 21     | Colac ... ..  | Alvie ... ..                  | 9.65             | 3164              |
| " " 22           | Won Wron ... ..   | Woodside ... ..               | 9.68             | 3152              |
| " Dec. 11        | Moama ... ..  | Denilquin ... ..              | 44.33            | 3194              |
| 1924—April 1     | Redcliffs ... ..  | Millewa North ... ..          | 35.40            | 3174              |
| " June 5         | Annuello ... ..   | Robinvale ... ..              | 19.50            | 3194              |
| " Oct. 1         | Altona Bay Railway ... ..                                 | ... ..                        | 1.85             |                   |
| " Dec. 20        | Keiang ... ..   | Gonn Crossing ... ..          | 16.11            | 3194              |
| 1925—May 6       | Hopetoun ... ..   | Patchewollock ... ..          | 26.96            | 3242              |
| " June 27        | Merbein ... ..  | Abbotsford ... ..             | 5.87             | 3194              |
| " Oct. 30        | Werrimull ... ..  | The Hut ... ..                | 15.17            | 3329              |
| 1926—March 26    | Moama ... ..  | Balranald ... ..              | 119.92           | 3194              |
| " " 29           | Kooloonong ... ..   | West Narrung ... ..           | 6.71             | 3318              |
| " Sept. 1        | Black Rock ... ..   | Beaumaris ... ..              | 2.20             |                   |
| 1927—May 3       | Goroke ... ..   | Morea (Carpolac) ... ..       | 9.05             |                   |
|                  |   | Total mileage ... ..          | 4,691.78         |                   |
|                  | Less mileage closed for Traffic at 30th June, 1925—       | Miles.                        |                  |                   |
|                  | Dunkeld to Penshurst (Dismantled February, 1898) ... ..   | 15.87                         |                  |                   |
|                  | Lancefield to Kilmore (Dismantled September, 1917) ... .. | 18.10                         |                  |                   |
|                  | Fawkner Cemetery to Somerton ... ..                       | 5.22                          |                  |                   |
|                  | Oakleigh to Fairfield Park—                               |                               |                  |                   |
|                  | Fairfield Park to Deepdene ... ..                         | 3.34                          |                  |                   |
|                  | Ashburton to Oakleigh ... ..                              | 2.37                          |                  |                   |
|                  | Canterbury Loop Line (Dismantled) ... ..                  | 0.21                          |                  |                   |
|                  |   | 5.92                          |                  |                   |
|                  | Burnley to Waverley Road—                                 |                               |                  |                   |
|                  | Darling to Waverley Road ... ..                           | 0.69                          |                  |                   |
|                  | Geelong Race-course Line (Dismantled May, 1909) ... ..    | 1.96                          |                  |                   |
|                  |   | 47.76                         |                  |                   |
|                  | Total mileage open for Traffic at 30th June, 1927 ... ..  |                               | 4,644.02         |                   |

\* Trains run only as required for traffic. a Electric Tramway, 5-ft. 3-in. gauge. ¶ 2-ft. 6-in. gauge. ¶ 4-ft. 8½-in. gauge.  
 NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mines 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. 24.

APPENDIX No. 30.

STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC AT METROPOLITAN AND SUBURBAN STATIONS WHICH IN 1916-17 HAD A VOLUME IN EXCESS OF 500,000 PASSENGER JOURNEYS, OR WHICH HAVE SINCE HAD AT LEAST THAT VOLUME OF TRAFFIC.

Number of Passenger Journeys—in Thousands.

| Name of Station.      | 1916-17. | 1917-18. | 1918-19. | 1919-20. | 1920-21. | 1921-22. | 1922-23. | 1923-24. | 1924-25. | 1925-26. | 1926-27. | Relative Order of Importance. |          |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------------------------|----------|
|                       | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | 1916-17.                      | 1926-27. |
| Spencer-street—       |          |          |          |          |          |          |          |          |          |          |          |                               |          |
| Suburban ..           | 1,090,   | 1,106,   | 1,158,   | 1,461,   | 1,528,   | 2,444,   | 2,602,   | 2,755,   | 2,618,   | 2,390,   | 2,336,   | 31                            | 10       |
| North Melbourne ..    | 1,022,   | 928,     | 974,     | 1,124,   | 1,119,   | 1,163,   | 1,193,   | 1,253,   | 1,215,   | 1,198,   | 1,197,   | 34                            | 51       |
| Middle Footscray ..   | 286,     | 275,     | 300,     | 331,     | 354,     | 368,     | 411,     | 456,     | 474,     | 489,     | 510,     | 87                            | 93       |
| West Footscray ..     | 369,     | 398,     | 429,     | 501,     | 569,     | 541,     | 555,     | 650,     | 705,     | 766,     | 861,     | 77                            | 68       |
| Sunshine ..           | 289,     | 284,     | 309,     | 374,     | 416,     | 442,     | 470,     | 522,     | 548,     | 602,     | 660,     | 85                            | 80       |
| Kensington ..         | 1,454,   | 1,365,   | 1,420,   | 1,610,   | 1,586,   | 1,569,   | 1,624,   | 1,642,   | 1,602,   | 1,551,   | 1,568,   | 18                            | 36       |
| Newmarket ..          | 1,751,   | 1,615,   | 1,639,   | 1,873,   | 1,829,   | 1,873,   | 1,940,   | 2,007,   | 2,011,   | 1,862,   | 1,829,   | 12                            | 28       |
| Ascot Vale ..         | 2,592,   | 2,530,   | 2,597,   | 3,052,   | 3,084,   | 3,138,   | 3,255,   | 3,407,   | 3,331,   | 3,189,   | 3,151,   | 4                             | 4        |
| Moonee Ponds ..       | 1,969,   | 1,946,   | 2,050,   | 2,486,   | 2,481,   | 2,545,   | 2,693,   | 2,861,   | 2,919,   | 2,812,   | 2,797,   | 10                            | 7        |
| Essendon ..           | 1,745,   | 1,755,   | 1,874,   | 2,335,   | 2,464,   | 2,636,   | 2,752,   | 2,926,   | 3,061,   | 2,939,   | 3,122,   | 13                            | 5        |
| Footscray ..          | 2,743,   | 2,716,   | 2,828,   | 3,213,   | 3,309,   | 3,554,   | 3,763,   | 3,975,   | 3,913,   | 3,861,   | 4,137,   | 3                             | 3        |
| Seddon ..             | 1,213,   | 1,258,   | 1,351,   | 1,533,   | 1,578,   | 1,586,   | 1,619,   | 1,617,   | 1,593,   | 1,581,   | 1,606,   | 28                            | 34       |
| Yarraville ..         | 1,286,   | 1,247,   | 1,299,   | 1,477,   | 1,542,   | 1,646,   | 1,747,   | 1,881,   | 1,915,   | 1,959,   | 2,094,   | 27                            | 18       |
| Spotswood ..          | 297,     | 300,     | 319,     | 375,     | 398,     | 402,     | 393,     | 425,     | 458,     | 470,     | 507,     | 84                            | 94       |
| Newport ..            | 1,123,   | 1,158,   | 1,240,   | 1,426,   | 1,469,   | 1,544,   | 1,607,   | 1,655,   | 1,694,   | 1,724,   | 1,872,   | 30                            | 24       |
| North Williamstown .. | 834,     | 846,     | 894,     | 1,029,   | 1,076,   | 1,094,   | 1,164,   | 1,226,   | 1,235,   | 1,171,   | 1,147,   | 46                            | 52       |
| Williamstown Beach .. | 500,     | 508,     | 552,     | 627,     | 624,     | 625,     | 664,     | 683,     | 708,     | 704,     | 713,     | 67                            | 79       |
| Williamstown ..       | 428,     | 423,     | 495,     | 557,     | 549,     | 535,     | 584,     | 615,     | 628,     | 570,     | 545,     | 71                            | 91       |
| Macauley ..           | 142,     | 166,     | 180,     | 189,     | 256,     | 376,     | 444,     | 496,     | 503,     | 514,     | 471,     | 70                            | 97       |
| Flemington Bridge ..  | 231,     | 212,     | 247,     | 264,     | 341,     | 491,     | 571,     | 603,     | 615,     | 593,     | 546,     | 90                            | 90       |
| South Brunswick ..    | 416,     | 374,     | 372,     | 435,     | 490,     | 630,     | 693,     | 761,     | 715,     | 652,     | 604,     | 73                            | 84       |
| Brunswick ..          | 610,     | 551,     | 633,     | 632,     | 745,     | 1,004,   | 1,098,   | 1,257,   | 1,247,   | 1,120,   | 929,     | 60                            | 63       |
| Moreland ..           | 628,     | 598,     | 644,     | 727,     | 879,     | 1,245,   | 1,482,   | 1,749,   | 1,776,   | 1,900,   | 1,834,   | 57                            | 27       |
| Coburg ..             | 918,     | 885,     | 953,     | 1,067,   | 1,157,   | 1,462,   | 1,649,   | 1,945,   | 2,145,   | 2,198,   | 2,224,   | 40                            | 13       |
| North Carlton ..      | 12,      | 12,      | 13,      | 17,      | 10,      | 372,     | 551,     | 596,     | 543,     | 476,     | 408,     | 74                            | 98       |
| North Fitzroy ..      | 347,     | 280,     | 288,     | 318,     | 260,     | 556,     | 653,     | 745,     | 665,     | 617,     | 564,     | 81                            | 88       |
| Merri ..              | 401,     | 352,     | 361,     | 402,     | 361,     | 432,     | 473,     | 533,     | 483,     | 454,     | 479,     | 69                            | 96       |
| Northcote ..          | 655,     | 638,     | 707,     | 771,     | 727,     | 947,     | 1,027,   | 1,079,   | 1,057,   | 1,035,   | 1,071,   | 55                            | 56       |
| Croxton ..            | 1,036,   | 949,     | 959,     | 1,018,   | 901,     | 1,125,   | 1,232,   | 1,361,   | 1,254,   | 1,179,   | 1,197,   | 33                            | 50       |
| Thorabury ..          | 893,     | 884,     | 919,     | 1,003,   | 902,     | 1,075,   | 1,205,   | 1,351,   | 1,343,   | 1,246,   | 1,243,   | 41                            | 46       |
| Bell ..               | 481,     | 491,     | 502,     | 538,     | 482,     | 629,     | 732,     | 859,     | 878,     | 896,     | 966,     | 68                            | 61       |
| Preston ..            | 394,     | 379,     | 393,     | 434,     | 378,     | 475,     | 613,     | 833,     | 930,     | 1,010,   | 1,090,   | 76                            | 55       |
| Regent ..             | 337,     | 341,     | 363,     | 410,     | 369,     | 435,     | 531,     | 649,     | 720,     | 862,     | 983,     | 82                            | 60       |
| Reservoir ..          | 120,     | 142,     | 168,     | 195,     | 206,     | 256,     | 328,     | 447,     | 460,     | 520,     | 589,     | 93                            | 86       |
| Prince's-bridge—      |          |          |          |          |          |          |          |          |          |          |          |                               |          |
| Suburban ..           | 1,180,   | 1,157,   | 1,234,   | 1,489,   | 1,386,   | 1,782,   | 2,037,   | 2,352,   | 2,293,   | 2,207,   | 2,297,   | 29                            | 14       |
| Hawksburn ..          | 1,569,   | 1,497,   | 1,504,   | 1,598,   | 1,391,   | 1,360,   | 1,568,   | 1,665,   | 1,506,   | 1,498,   | 1,468,   | 15                            | 40       |
| Toorak ..             | 859,     | 842,     | 904,     | 995,     | 945,     | 943,     | 1,105,   | 1,130,   | 1,062,   | 1,067,   | 961,     | 44                            | 62       |
| Armadale ..           | 1,448,   | 1,343,   | 1,447,   | 1,641,   | 1,516,   | 1,523,   | 1,839,   | 1,922,   | 1,862,   | 1,848,   | 1,456,   | 19                            | 43       |
| Malvern ..            | 2,129,   | 2,128,   | 2,193,   | 2,480,   | 2,287,   | 2,289,   | 2,662,   | 2,733,   | 2,581,   | 2,645,   | 2,457,   | 7                             | 9        |
| Caulfield ..          | 1,702,   | 1,828,   | 1,981,   | 2,407,   | 2,328,   | 2,383,   | 2,599,   | 2,646,   | 2,532,   | 2,720,   | 2,753,   | 14                            | 8        |
| Carnegie ..           | 668,     | 634,     | 700,     | 820,     | 927,     | 994,     | 1,132,   | 1,275,   | 1,336,   | 1,392,   | 1,462,   | 64                            | 42       |
| Murrumbena ..         | 522,     | 568,     | 619,     | 769,     | 797,     | 883,     | 1,030,   | 1,177,   | 1,241,   | 1,195,   | 1,305,   | 66                            | 45       |
| Hughesdale ..         |          |          |          |          |          |          |          |          |          |          |          |                               |          |
| Oakleigh ..           | 977,     | 1,023,   | 1,067,   | 1,253,   | 1,345,   | 1,440,   | 1,592,   | 1,768,   | 1,867,   | 1,918,   | 2,036,   | 37                            | 21       |
| Dandenong ..          | 252,     | 268,     | 287,     | 306,     | 321,     | 323,     | 401,     | 456,     | 508,     | 502,     | 523,     | 88                            | 92       |
| Glen Huntly ..        | 591,     | 652,     | 694,     | 820,     | 847,     | 949,     | 1,323,   | 1,557,   | 1,613,   | 1,694,   | 1,817,   | 63                            | 30       |
| Ormond ..             | 187,     | 193,     | 211,     | 259,     | 307,     | 364,     | 471,     | 614,     | 775,     | 934,     | 1,097,   | 91                            | 53       |
| Bentleigh ..          | 112,     | 124,     | 127,     | 140,     | 157,     | 169,     | 218,     | 271,     | 302,     | 390,     | 612,     | 94                            | 82       |
| Cheltenham ..         | 287,     | 290,     | 310,     | 348,     | 374,     | 394,     | 422,     | 472,     | 508,     | 527,     | 558,     | 86                            | 89       |
| Mentone ..            | 356,     | 392,     | 436,     | 456,     | 463,     | 477,     | 572,     | 665,     | 714,     | 753,     | 812,     | 78                            | 71       |
| Mordialloc ..         | 352,     | 368,     | 408,     | 424,     | 434,     | 452,     | 553,     | 610,     | 613,     | 623,     | 637,     | 79                            | 81       |
| Chelsea ..            | 243,     | 278,     | 329,     | 371,     | 409,     | 422,     | 528,     | 573,     | 577,     | 587,     | 583,     | 89                            | 87       |
| East Richmond ..      | 653,     | 539,     | 545,     | 593,     | 568,     | 553,     | 588,     | 735,     | 692,     | 710,     | 743,     | 56                            | 76       |
| Burnley ..            | 879,     | 785,     | 748,     | 800,     | 728,     | 683,     | 732,     | 876,     | 860,     | 868,     | 895,     | 42                            | 66       |
| Hawthorn ..           | 1,100,   | 1,076,   | 1,097,   | 1,232,   | 1,167,   | 1,093,   | 1,150,   | 1,293,   | 1,223,   | 1,184,   | 1,240,   | 36                            | 47       |
| Glenferrie ..         | 1,975,   | 1,828,   | 1,829,   | 2,056,   | 1,947,   | 1,916,   | 1,997,   | 2,048,   | 1,898,   | 1,904,   | 1,864,   | 9                             | 26       |
| Auburn ..             | 1,322,   | 1,235,   | 1,274,   | 1,502,   | 1,439,   | 1,497,   | 1,589,   | 1,662,   | 1,561,   | 1,550,   | 1,543,   | 23                            | 37       |
| Camberwell ..         | 1,513,   | 1,455,   | 1,485,   | 1,751,   | 1,757,   | 1,771,   | 1,944,   | 2,157,   | 2,131,   | 2,136,   | 2,083,   | 17                            | 19       |
| East Camberwell ..    | 863,     | 901,     | 921,     | 1,053,   | 1,014,   | 1,008,   | 1,065,   | 1,109,   | 1,070,   | 1,009,   | 1,038,   | 43                            | 58       |
| Canterbury ..         | 1,337,   | 1,235,   | 1,336,   | 1,552,   | 1,574,   | 1,646,   | 1,757,   | 1,884,   | 1,954,   | 1,943,   | 1,823,   | 22                            | 29       |
| Surrey Hills ..       | 753,     | 748,     | 769,     | 891,     | 925,     | 933,     | 1,062,   | 1,238,   | 1,355,   | 1,358,   | 1,403,   | 49                            | 44       |
| Mont Albert ..        | 350,     | 342,     | 374,     | 447,     | 481,     | 531,     | 602,     | 696,     | 778,     | 816,     | 918,     | 80                            | 65       |
| Box Hill ..           | 778,     | 820,     | 854,     | 1,007,   | 1,039,   | 1,079,   | 1,196,   | 1,368,   | 1,488,   | 1,557,   | 1,678,   | 48                            | 32       |
| Tooronga ..           | 123,     | 221,     | 343,     | 389,     | 411,     | 446,     | 616,     | 650,     | 681,     | 690,     | 716,     | 92                            | 77       |
| Gardiner ..           | 77,      | 115,     | 162,     | 183,     | 205,     | 222,     | 304,     | 430,     | 509,     | 561,     | 612,     | 95                            | 83       |
| Glen Iris ..          | 16,      | 50,      | 90,      | 106,     | 117,     | 142,     | 218,     | 364,     | 480,     | 571,     | 598,     | 96                            | 85       |
| Kew ..                | 536,     | 538,     | 593,     | 708,     | 679,     | 618,     | 756,     | 1,032,   | 1,080,   | 1,109,   | 1,070,   | 65                            | 57       |
| West Richmond ..      | 599,     | 501,     | 521,     | 598,     | 593,     | 731,     | 855,     | 959,     | 927,     | 914,     | 927,     | 62                            | 64       |
| North Richmond ..     | 616,     | 515,     | 544,     | 643,     | 623,     | 778,     | 897,     | 1,005,   | 955,     | 916,     | 856,     | 59                            | 69       |
| Collingwood ..        | 600,     | 495,     | 521,     | 590,     | 558,     | 669,     | 737,     | 809,     | 787,     | 780,     | 769,     | 61                            | 75       |
| Victoria Park ..      | 748,     | 640,     | 705,     | 811,     | 796,     | 1,000,   | 1,127,   | 1,290,   | 1,248,   | 1,246,   | 1,207,   | 50                            | 48       |
| Clifton Hill ..       | 1,339,   | 1,199,   | 1,289,   | 1,449,   | 1,398,   | 1,698,   | 1,909,   | 2,090,   | 1,975,   | 1,940,   | 1,813,   | 21                            | 31       |
| Westgarth ..          | 738,     | 684,     | 763,     | 862,     | 849,     | 995,     | 1,089,   | 1,064,   | 865,     | 856,     | 872,     | 51                            | 67       |
| Dennis ..             |          |          |          |          |          |          |          |          |          |          |          |                               |          |
| Fairfield Park ..     | 1,292,   | 1,193,   | 1,247,   | 1,426,   | 1,446,   | 1,602,   | 1,779,   | 1,828,   | 1,805,   | 1,853,   | 1,933,   | 26                            | 22       |
| Alphington ..         | 304,     | 313,     | 336,     | 412,     | 446,     | 505,     | 497,     | 573,     | 683,     | 735,     | 804,     | 83                            | 72       |

APPENDIX No. 30—*continued.*STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC, ETC.—*continued.*

## Number of Passenger Journeys—in Thousands.

| Name of Station.                   | 1916-17. | 1917-18. | 1918-19. | 1919-20. | 1920-21. | 1921-22. | 1922-23. | 1923-24. | 1924-25. | 1925-26. | 1926-27. | Relative Order of Importance. |          |
|------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------------------------|----------|
|                                    | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | Journeys | 1916-17.                      | 1926-27. |
| Ivanhoe .. ..                      | 696,     | 742,     | 790,     | 912,     | 951,     | 1,085,   | 1,068,   | 1,143,   | 1,214,   | 1,251,   | 1,203,   | 52                            | 49       |
| Heidelberg .. ..                   | 402,     | 415,     | 449,     | 516,     | 545,     | 633,     | 700,     | 747,     | 794,     | 814,     | 798,     | 75                            | 74       |
| Flinders-street—<br>Suburban .. .. | 8,955,   | 8,445,   | 8,650,   | 11,098,  | 10,945,  | 11,561,  | 12,615,  | 13,552,  | 12,819,  | 13,298,  | 13,405,  | 1                             | 1        |
| North Port .. ..                   | 622,     | 490,     | 497,     | 670,     | 721,     | 749,     | 781,     | 840,     | 797,     | 756,     | 715,     | 58                            | 78       |
| Graham .. ..                       | 685,     | 594,     | 617,     | 745,     | 775,     | 814,     | 881,     | 897,     | 834,     | 813,     | 799,     | 53                            | 73       |
| South Melbourne .. ..              | 1,007,   | 800,     | 857,     | 1,039,   | 991,     | 1,002,   | 1,066,   | 1,131,   | 1,093,   | 1,046,   | 1,091,   | 35                            | 54       |
| Albert Park .. ..                  | 2,169,   | 1,883,   | 2,041,   | 2,548,   | 2,435,   | 2,401,   | 2,495,   | 2,628,   | 2,605,   | 2,420,   | 2,238,   | 6                             | 12       |
| Middle Park .. ..                  | 2,084,   | 2,037,   | 2,097,   | 2,451,   | 2,422,   | 2,429,   | 2,513,   | 2,586,   | 2,565,   | 2,236,   | 2,061,   | 8                             | 20       |
| St. Kilda .. ..                    | 2,931,   | 2,918,   | 3,060,   | 4,251,   | 4,326,   | 4,399,   | 4,644,   | 4,690,   | 4,596,   | 4,488,   | 4,429,   | 2                             | 2        |
| Richmond .. ..                     | 1,545,   | 1,443,   | 1,509,   | 1,839,   | 1,876,   | 1,999,   | 2,281,   | 2,324,   | 2,013,   | 1,954,   | 2,145,   | 16                            | 15       |
| South Yarra .. ..                  | 1,758,   | 1,614,   | 1,699,   | 2,030,   | 1,981,   | 1,923,   | 2,078,   | 2,226,   | 1,941,   | 2,086,   | 2,107,   | 11                            | 16       |
| Prahran .. ..                      | 1,303,   | 1,169,   | 1,231,   | 1,597,   | 1,751,   | 1,856,   | 1,961,   | 2,034,   | 1,737,   | 1,711,   | 1,540,   | 24                            | 38       |
| Windsor .. ..                      | 1,298,   | 1,195,   | 1,249,   | 1,658,   | 1,866,   | 2,020,   | 2,136,   | 2,125,   | 1,836,   | 2,004,   | 1,872,   | 25                            | 25       |
| Balaclava .. ..                    | 1,405,   | 1,402,   | 1,490,   | 1,997,   | 2,290,   | 2,518,   | 2,695,   | 2,772,   | 2,383,   | 2,495,   | 2,273,   | 20                            | 11       |
| Ripponlea .. ..                    | 822,     | 807,     | 866,     | 1,078,   | 1,193,   | 1,310,   | 1,427,   | 1,434,   | 1,337,   | 1,476,   | 1,463,   | 47                            | 41       |
| Elsternwick .. ..                  | 2,588,   | 2,662,   | 2,906,   | 3,566,   | 3,690,   | 3,848,   | 3,922,   | 3,639,   | 3,271,   | 3,224,   | 3,005,   | 5                             | 6        |
| Garden Vale .. ..                  | 841,     | 901,     | 1,007,   | 1,242,   | 1,360,   | 1,458,   | 1,585,   | 1,703,   | 1,623,   | 1,614,   | 1,654,   | 45                            | 33       |
| North Brighton .. ..               | 1,048,   | 1,105,   | 1,167,   | 1,393,   | 1,431,   | 1,525,   | 1,631,   | 1,793,   | 1,863,   | 1,881,   | 1,919,   | 32                            | 23       |
| Middle Brighton .. ..              | 962,     | 988,     | 981,     | 1,217,   | 1,263,   | 1,321,   | 1,395,   | 1,469,   | 1,459,   | 1,466,   | 1,505,   | 38                            | 39       |
| Brighton Beach .. ..               | 423,     | 452,     | 481,     | 571,     | 597,     | 653,     | 725,     | 766,     | 799,     | 813,     | 827,     | 72                            | 70       |
| Hampton .. ..                      | 679,     | 700,     | 731,     | 935,     | 997,     | 1,089,   | 1,180,   | 1,255,   | 1,367,   | 1,502,   | 1,570,   | 54                            | 35       |
| Sandringham .. ..                  | 937,     | 987,     | 1,078,   | 1,405,   | 1,574,   | 1,769,   | 1,890,   | 1,907,   | 1,985,   | 2,008,   | 2,105,   | 39                            | 17       |

## APPENDIX No. 31.

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1927, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

NOTE.—In cases in which no figures are shown the total number of bags of wheat forwarded by rail was less than 20,000 bags for the particular year or years.

| Stations.           | Year ended<br>30th June,<br>1922. | Year ended<br>30th June,<br>1923. | Year ended<br>30th June,<br>1924. | Year ended<br>30th June,<br>1925. | Year ended<br>30th June,<br>1926. | Year ended<br>30th June,<br>1927. | Record<br>quantity<br>loaded in<br>any one<br>year. |
|---------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
|                     | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.  |
| Goornong .. ..      | 38,293                            | 28,600                            | 20,446                            | 43,622                            | 20,010                            | 42,085                            | 58,496  |
| Avonmore .. ..      | 21,896                            | ..                                | ..                                | 27,919                            | ..                                | ..                                | 28,174  |
| Elmore .. ..        | 72,862                            | 44,309                            | 48,054                            | 96,150                            | ..                                | 72,878                            | 144,127   |
| Rochester .. ..     | 71,688                            | 36,104                            | 31,607                            | 60,722                            | 28,056                            | 43,080                            | 130,087   |
| Strathallan .. ..   | 25,258                            | ..                                | ..                                | 34,618                            | ..                                | 25,823                            | 85,105  |
| Echuca .. ..        | 41,964                            | ..                                | ..                                | ..                                | ..                                | ..                                | 41,964  |
| Moama .. ..         | ..                                | ..                                | ..                                | 21,247                            | ..                                | ..                                | 21,247  |
| Mathoura .. ..      | ..                                | ..                                | 72,138                            | 59,925                            | 24,968                            | 38,592                            | 72,138  |
| Gulpha Siding .. .. | ..                                | ..                                | 49,484                            | 38,790                            | 27,175                            | 35,166                            | 49,484  |
| Hill Plains .. ..   | ..                                | ..                                | ..                                | 26,110                            | 21,662                            | 20,457                            | 26,110  |
| Deniliquin .. ..    | ..                                | ..                                | 52,052                            | 76,901                            | 47,055                            | 97,224                            | 97,224  |
| Shelbourne .. ..    | 51,872                            | 35,610                            | 20,415                            | 48,955                            | 24,467                            | 50,962                            | 113,952   |
| Maryborough .. ..   | ..                                | 24,069                            | ..                                | ..                                | ..                                | ..                                | 24,069  |
| Bealiba .. ..       | 28,295                            | 23,118                            | ..                                | 28,099                            | ..                                | ..                                | 57,150  |
| Carapooee .. ..     | 29,069                            | 26,095                            | ..                                | 25,224                            | ..                                | 21,820                            | 40,078  |
| St. Arnaud .. ..    | 48,370                            | 53,414                            | 26,271                            | 28,952                            | ..                                | ..                                | 56,742  |
| Sutherland .. ..    | 101,310                           | 80,463                            | 52,640                            | 122,013                           | 87,902                            | 86,702                            | 122,013   |
| Swanwater .. ..     | 81,810                            | 57,674                            | 40,652                            | 108,494                           | 61,291                            | 78,668                            | 108,494   |
| Cope Cope .. ..     | 142,285                           | 65,149                            | 74,110                            | 125,585                           | 84,002                            | 95,945                            | 153,184   |
| Donald .. ..        | 76,450                            | 56,828                            | 77,979                            | 137,540                           | 136,580                           | 138,593                           | 167,848   |
| Litchfield .. ..    | 133,550                           | 119,843                           | 108,505                           | 181,497                           | 87,914                            | 110,288                           | 181,497   |
| Massey .. ..        | 46,356                            | 41,475                            | 54,577                            | 70,230                            | 35,728                            | 50,832                            | 70,230  |
| Watchem .. ..       | 118,106                           | 79,310                            | 82,608                            | 151,138                           | 70,655                            | 88,912                            | 165,982   |
| Morton Plains .. .. | 46,543                            | 29,625                            | 38,049                            | 55,688                            | 24,384                            | 53,621                            | 56,726  |
| Birchip .. ..       | 51,520                            | 23,229                            | 59,426                            | 86,448                            | 31,358                            | 94,114                            | 94,114  |
| Kinnabulla .. ..    | 51,618                            | 31,352                            | 57,382                            | 66,348                            | 28,877                            | 75,031                            | 75,361  |
| Curry .. ..         | 48,518                            | 26,398                            | 55,539                            | 51,781                            | 20,632                            | 47,015                            | 71,444  |
| Watchupga .. ..     | 82,121                            | 62,784                            | 72,113                            | 91,142                            | 38,906                            | 59,339                            | 91,142  |
| Woomelang .. ..     | 80,002                            | 63,393                            | 105,098                           | 134,848                           | 44,385                            | 107,898                           | 142,624   |
| Lascelles .. ..     | 49,649                            | 39,033                            | 53,651                            | 89,934                            | 26,605                            | 89,276                            | 125,222   |
| Gama .. ..          | 22,655                            | ..                                | 31,836                            | 28,320                            | ..                                | 49,200                            | 61,403  |
| Turriff .. ..       | 26,373                            | ..                                | 25,838                            | 21,934                            | ..                                | 38,055                            | 81,723  |
| Speed .. ..         | 51,870                            | 45,758                            | 58,708                            | 27,375                            | ..                                | 39,291                            | 102,568   |
| Tempy .. ..         | 47,052                            | 35,824                            | 45,606                            | 29,901                            | ..                                | 34,547                            | 68,738  |
| Gypsum Siding .. .. | ..                                | ..                                | ..                                | ..                                | ..                                | 22,671                            | 22,671  |
| Bronzewing .. ..    | ..                                | ..                                | 21,783                            | ..                                | ..                                | 26,329                            | 26,329  |
| Nunga .. ..         | 30,749                            | ..                                | 27,851                            | ..                                | ..                                | 24,752                            | 78,207  |
| Ouyo .. ..          | 48,478                            | 21,154                            | 37,106                            | 32,411                            | ..                                | 44,447                            | 126,811   |
| Kiamal .. ..        | 24,520                            | ..                                | 34,189                            | 21,313                            | ..                                | 40,216                            | 66,111  |
| Boonoonar .. ..     | ..                                | ..                                | ..                                | ..                                | ..                                | 25,117                            | 25,117  |
| Carwarp .. ..       | 20,840                            | 26,114                            | 35,918                            | 20,893                            | ..                                | 38,296                            | 45,763  |
| Yatpool .. ..       | ..                                | ..                                | 21,358                            | ..                                | ..                                | 20,482                            | 31,358  |
| Merbein .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 25,926                            | 25,926  |
| Llanelly .. ..      | 20,894                            | ..                                | ..                                | 36,869                            | ..                                | ..                                | 36,869  |
| Tiega .. ..         | ..                                | ..                                | ..                                | ..                                | ..                                | 23,927                            | 26,572  |
| Galah .. ..         | 38,852                            | 34,427                            | 51,638                            | 38,193                            | ..                                | 55,678                            | 121,512   |
| Walpeup .. ..       | 73,236                            | 59,727                            | 52,198                            | 119,433                           | 42,263                            | 84,774                            | 148,171   |
| Torrira .. ..       | 30,195                            | 24,124                            | 42,116                            | 29,925                            | ..                                | 50,779                            | 65,934  |
| Underbool .. ..     | 75,712                            | 64,297                            | 84,930                            | 73,830                            | 31,143                            | 78,528                            | 136,889   |
| Linga .. ..         | 43,972                            | 34,861                            | 44,197                            | 32,451                            | ..                                | 38,676                            | 78,264  |
| Boinka .. ..        | 31,769                            | 25,497                            | 33,600                            | 26,820                            | ..                                | 32,413                            | 60,436  |
| Tutye .. ..         | 31,085                            | 32,691                            | 36,121                            | 35,928                            | ..                                | 38,385                            | 57,056  |
| Cowangie .. ..      | 39,624                            | 55,432                            | 67,046                            | 53,832                            | 45,292                            | 71,326                            | 108,483   |
| Danyo .. ..         | 27,481                            | 20,591                            | 34,823                            | 36,711                            | 20,711                            | 37,941                            | 69,443  |

## APPENDIX No. 31—continued.

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT  
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1927,  
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

| Stations.           | Year ended<br>30th June,<br>1922. | Year ended<br>30th June,<br>1923. | Year ended<br>30th June,<br>1924. | Year ended<br>30th June,<br>1925. | Year ended<br>30th June,<br>1926. | Year ended<br>30th June,<br>1927. | Record<br>quantity<br>loaded in<br>any one<br>year. |
|---------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
|                     | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.  |
| Murrayville .. ..   | 52,301                            | 47,917                            | 72,232                            | 62,475                            | 33,577                            | 51,092                            | 158,807   |
| Carina .. ..        | 33,887                            | 36,091                            | 40,970                            | 43,038                            | 34,755                            | 44,229                            | 111,282   |
| Panitya .. ..       | 36,041                            | 32,705                            | 44,367                            | 64,404                            | 45,006                            | 62,797                            | 99,846  |
| Merrinee .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | 35,255                            | 35,255  |
| Karrawinna .. ..    | ..                                | ..                                | ..                                | ..                                | ..                                | 27,676                            | 27,676  |
| Derby .. ..         | 27,241                            | ..                                | ..                                | 21,330                            | ..                                | ..                                | 33,521  |
| Bridgewater .. ..   | 25,880                            | ..                                | ..                                | 29,593                            | ..                                | ..                                | 57,399  |
| Kurting .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 22,601                            | 34,063  |
| Korong Vale .. ..   | ..                                | 20,706                            | ..                                | 33,575                            | ..                                | 36,525                            | 66,230  |
| Wychitella .. ..    | 49,634                            | 29,023                            | 35,962                            | 69,255                            | 20,470                            | 53,822                            | 76,530  |
| Buckrabanyule .. .. | 46,813                            | 28,612                            | 25,036                            | 58,141                            | 24,794                            | 43,246                            | 88,208  |
| Barrakee .. ..      | 73,276                            | 46,259                            | 25,900                            | 81,320                            | 32,870                            | 72,673                            | 92,556  |
| Charlton .. ..      | 231,681                           | 71,062                            | 32,429                            | 221,306                           | 70,562                            | 57,638                            | 237,678   |
| Teddywaddy .. ..    | 47,374                            | 29,201                            | 21,634                            | 47,876                            | ..                                | 40,100                            | 60,422  |
| Glenloth .. ..      | 62,849                            | 36,676                            | 33,490                            | 68,735                            | 32,193                            | 68,307                            | 83,927  |
| Wycheproof .. ..    | 135,682                           | 57,503                            | 50,218                            | 109,734                           | 71,715                            | 151,907                           | 175,585   |
| Dumosa .. ..        | 73,765                            | 52,695                            | 55,119                            | 76,188                            | 36,896                            | 78,305                            | 85,035  |
| Nullawil .. ..      | 62,658                            | 53,474                            | 55,512                            | 92,842                            | 42,288                            | 77,629                            | 92,842  |
| Warne .. ..         | 28,048                            | ..                                | 26,716                            | 35,564                            | ..                                | 52,598                            | 52,598  |
| Culgoa .. ..        | 83,825                            | 47,622                            | 59,259                            | 103,747                           | 38,327                            | 99,742                            | 152,048   |
| Berriwillock .. ..  | 114,769                           | 49,644                            | 93,448                            | 163,574                           | 46,975                            | 156,805                           | 173,540   |
| Boigbeat .. ..      | 32,295                            | 24,854                            | 33,979                            | 53,512                            | ..                                | 54,244                            | 59,379  |
| Sea Lake .. ..      | 92,785                            | 48,985                            | 71,857                            | 116,451                           | 48,021                            | 102,413                           | 138,728   |
| Ninda .. ..         | 24,650                            | ..                                | 30,271                            | 38,060                            | ..                                | 27,746                            | 47,399  |
| Nyarrin .. ..       | 29,425                            | 22,177                            | 35,129                            | 31,458                            | ..                                | 56,429                            | 56,429  |
| Nandaly .. ..       | 28,567                            | ..                                | 27,359                            | 24,544                            | ..                                | 30,855                            | 58,610  |
| Pier Millan .. ..   | 23,962                            | ..                                | 22,214                            | 24,027                            | ..                                | 25,974                            | 32,994  |
| Mittyack .. ..      | ..                                | ..                                | 35,438                            | 20,615                            | ..                                | 32,295                            | 35,438  |
| Leitpar .. ..       | ..                                | ..                                | 23,394                            | ..                                | ..                                | ..                                | 23,394  |
| Kulwin .. ..        | ..                                | ..                                | 33,303                            | 24,803                            | ..                                | 42,954                            | 42,954  |
| Wedderburn .. ..    | 60,224                            | 54,692                            | ..                                | 78,681                            | 24,583                            | 50,288                            | 86,790  |
| Borong .. ..        | 42,637                            | ..                                | 25,332                            | 42,275                            | ..                                | 42,495                            | 77,154  |
| Mysia .. ..         | 25,413                            | ..                                | ..                                | 30,296                            | ..                                | 29,161                            | 46,744  |
| Boort .. ..         | 73,202                            | 47,631                            | 54,401                            | 125,960                           | 31,391                            | 92,526                            | 125,960   |
| Barraport .. ..     | 113,015                           | 60,052                            | 78,926                            | 128,687                           | 51,568                            | 110,377                           | 128,687   |
| Gredgwin .. ..      | 41,582                            | ..                                | ..                                | 45,869                            | ..                                | 44,366                            | 45,869  |
| Oakvale .. ..       | 39,993                            | 24,978                            | ..                                | 55,190                            | 20,568                            | 56,528                            | 56,528  |
| Quambatook .. ..    | 125,553                           | 72,126                            | 99,816                            | 149,171                           | 49,257                            | 132,566                           | 157,217   |
| Cannie .. ..        | 70,607                            | 32,374                            | 53,034                            | 90,347                            | 37,313                            | 68,160                            | 90,347  |
| Lalbert .. ..       | 69,576                            | 29,789                            | 69,571                            | 95,859                            | 36,263                            | 99,541                            | 115,799   |
| Meatian .. ..       | 78,286                            | 54,114                            | 65,437                            | 92,014                            | 39,000                            | 84,573                            | 117,139   |
| Ultima .. ..        | 104,666                           | 38,477                            | 63,181                            | 108,947                           | 29,336                            | 101,041                           | 168,709   |
| Gowanford .. ..     | 37,319                            | ..                                | 56,854                            | 57,808                            | ..                                | 46,447                            | 57,808  |
| Waitchie .. ..      | 55,545                            | 24,698                            | 42,692                            | 74,734                            | 22,867                            | 70,429                            | 126,827   |
| Chillingollah .. .. | 44,009                            | ..                                | 58,854                            | 28,883                            | ..                                | 64,252                            | 99,303  |
| Chinkapook .. ..    | 58,160                            | 23,737                            | 71,436                            | 53,858                            | 24,588                            | 66,000                            | 87,172  |
| Cocamba .. ..       | 26,623                            | ..                                | 27,470                            | 21,804                            | ..                                | 32,815                            | 62,996  |
| Manangatang .. ..   | 39,097                            | ..                                | 64,131                            | 41,589                            | ..                                | 68,791                            | 81,846  |
| Bolton .. ..        | ..                                | ..                                | 40,754                            | ..                                | ..                                | 33,234                            | 40,754  |
| Koimbo .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | 20,149                            | 20,149  |
| Annuello .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | 45,471                            | 45,471  |
| Bannerton .. ..     | ..                                | ..                                | ..                                | ..                                | ..                                | 42,526                            | 42,526  |
| Raywood .. ..       | 45,089                            | 35,523                            | 22,211                            | 53,740                            | 21,249                            | 40,227                            | 77,555  |
| Tandarra .. ..      | 66,586                            | 37,953                            | 26,836                            | 56,304                            | 25,308                            | 54,020                            | 78,426  |
| Dingee .. ..        | 43,065                            | 22,618                            | 30,780                            | 44,778                            | 23,942                            | 38,349                            | 98,007  |
| Prairie .. ..       | 60,619                            | 31,610                            | 37,715                            | 39,400                            | 25,002                            | 41,372                            | 94,229  |
| Mitiamo .. ..       | 57,867                            | 28,005                            | 25,942                            | 53,167                            | 32,126                            | 47,211                            | 114,645   |
| Mologa .. ..        | 45,163                            | 24,562                            | ..                                | 36,429                            | ..                                | 31,872                            | 59,542  |
| Pyramid .. ..       | 37,613                            | 22,025                            | ..                                | 31,052                            | ..                                | 28,678                            | 61,768  |
| Kerang .. ..        | 32,907                            | ..                                | ..                                | 38,384                            | ..                                | 42,886                            | 89,314  |
| Mystic Park .. ..   | 21,267                            | ..                                | ..                                | ..                                | ..                                | 25,058                            | 56,074  |
| Lake Boga .. ..     | 34,016                            | ..                                | 33,547                            | 42,500                            | ..                                | 43,607                            | 92,564  |
| Pental .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | 28,935                            | 28,935  |

## APPENDIX No. 31—continued.

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1927, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

| Stations.           | Year ended<br>30th June,<br>1922. | Year ended<br>30th June,<br>1923. | Year ended<br>30th June,<br>1924. | Year ended<br>30th June,<br>1925. | Year ended<br>30th June,<br>1926. | Year ended<br>30th June,<br>1927. | Record<br>quantity<br>loaded in<br>any one<br>year. |
|---------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
|                     | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.  |
| Swan Hill .. ..     | 63,026                            | ..                                | 45,118                            | 48,884                            | 22,477                            | 52,255                            | 158,641   |
| Woorinen .. ..      | 23,280                            | ..                                | ..                                | ..                                | ..                                | 22,700                            | 39,611  |
| Pira .. ..          | 28,140                            | ..                                | 42,426                            | 37,577                            | ..                                | 35,719                            | 60,061  |
| Nyah West .. ..     | 25,506                            | ..                                | 45,250                            | 40,178                            | 26,211                            | 45,575                            | 65,001  |
| Miralie .. ..       | ..                                | ..                                | 36,465                            | 25,770                            | ..                                | 29,722                            | 39,397  |
| Piangil .. ..       | 54,154                            | ..                                | 40,800                            | 26,632                            | ..                                | 46,729                            | 61,562  |
| Natya .. ..         | 21,002                            | ..                                | 36,572                            | 24,740                            | ..                                | 44,586                            | 44,586  |
| Kooloonong .. ..    | ..                                | ..                                | 62,090                            | 25,098                            | ..                                | 38,376                            | 62,090  |
| Hunter .. ..        | 37,354                            | 22,763                            | 23,867                            | 56,974                            | 20,610                            | 42,916                            | 56,974  |
| Warragamba .. ..    | 43,100                            | 21,802                            | 26,479                            | 40,380                            | ..                                | 25,440                            | 49,758  |
| McColl .. ..        | 30,721                            | ..                                | ..                                | 25,117                            | ..                                | ..                                | 40,043  |
| Lockington .. ..    | ..                                | ..                                | ..                                | 25,246                            | ..                                | ..                                | 53,435  |
| Kotta .. ..         | 43,822                            | 26,940                            | 29,423                            | 61,370                            | ..                                | 28,256                            | 61,370  |
| Kyemery .. ..       | ..                                | ..                                | ..                                | 25,664                            | ..                                | ..                                | 32,703  |
| Bunaloo .. ..       | ..                                | ..                                | ..                                | 73,709                            | ..                                | 34,074                            | 73,709  |
| Womboota .. ..      | ..                                | ..                                | ..                                | 25,485                            | ..                                | ..                                | 25,485  |
| Tantonan .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | 21,570                            | 21,570  |
| Glenorchy .. ..     | 21,970                            | 32,765                            | ..                                | 23,745                            | ..                                | 21,187                            | 72,183  |
| Lubeck .. ..        | 64,101                            | 32,313                            | 71,114                            | 55,391                            | 40,752                            | 35,665                            | 110,831   |
| Murtoa .. ..        | ..                                | ..                                | 48,028                            | 27,544                            | ..                                | ..                                | 48,028  |
| Jung .. ..          | 247,347                           | 96,921                            | 176,981                           | 170,648                           | 130,522                           | 185,336                           | 247,347   |
| Dooen .. ..         | 125,429                           | 83,234                            | 135,330                           | 121,538                           | 106,691                           | 118,803                           | 136,437   |
| Horsham .. ..       | ..                                | 29,548                            | ..                                | 29,855                            | ..                                | ..                                | 96,272  |
| Dahlen .. ..        | 42,864                            | 35,423                            | 41,460                            | 36,283                            | 34,966                            | 29,350                            | 42,864  |
| Pimpinio .. ..      | 122,674                           | 86,939                            | 68,304                            | 136,430                           | 88,915                            | 105,267                           | 136,430   |
| Wail .. ..          | 145,955                           | 101,551                           | 83,325                            | 248,147                           | 111,338                           | 164,667                           | 248,147   |
| Dimboola .. ..      | 99,761                            | 35,423                            | 38,412                            | 150,440                           | 53,813                            | 86,868                            | 160,634   |
| Gerang Gerung .. .. | 63,939                            | 76,923                            | 48,767                            | 117,215                           | 55,657                            | 72,021                            | 117,215   |
| Kiata .. ..         | 55,185                            | 53,035                            | 30,667                            | 83,288                            | 46,202                            | 40,110                            | 96,784  |
| Salisbury .. ..     | ..                                | 46,896                            | ..                                | 57,370                            | 26,012                            | 32,393                            | 57,370  |
| Nhill .. ..         | ..                                | 39,838                            | ..                                | 47,244                            | ..                                | ..                                | 92,311  |
| Tarranginnie .. ..  | 53,005                            | 54,139                            | 28,563                            | 59,165                            | 38,879                            | 72,500                            | 72,500  |
| Diapur .. ..        | 25,927                            | 28,333                            | ..                                | 25,202                            | ..                                | 35,938                            | 74,611  |
| Miram .. ..         | 70,682                            | 32,780                            | 47,206                            | 84,109                            | 39,770                            | 62,231                            | 84,109  |
| Kaniva .. ..        | 77,081                            | 35,557                            | 45,826                            | 95,604                            | 37,856                            | 78,655                            | 105,611   |
| Lillimur .. ..      | 60,379                            | 82,314                            | 65,080                            | 81,096                            | 64,051                            | 37,780                            | 82,314  |
| Serviceton .. ..    | 45,584                            | 67,715                            | ..                                | 65,656                            | 39,682                            | 36,136                            | 67,715  |
| Lismore .. ..       | ..                                | 20,919                            | ..                                | ..                                | ..                                | ..                                | 40,960  |
| Westmere .. ..      | 58,555                            | 46,955                            | 86,160                            | 58,137                            | 39,618                            | 45,834                            | 100,324   |
| Mininera .. ..      | 33,479                            | 30,414                            | 28,590                            | ..                                | ..                                | ..                                | 87,584  |
| Tatyoan .. ..       | 25,942                            | 30,636                            | ..                                | 20,180                            | ..                                | 22,054                            | 58,378  |
| Skipton .. ..       | ..                                | 26,836                            | ..                                | ..                                | ..                                | ..                                | 49,696  |
| Willaura .. ..      | 76,812                            | 53,702                            | 64,145                            | 45,488                            | 36,357                            | 37,884                            | 92,245  |
| Stavelly .. ..      | 24,483                            | 26,849                            | ..                                | ..                                | ..                                | ..                                | 57,173  |
| Jackson .. ..       | 48,194                            | 43,685                            | 37,070                            | 44,640                            | 48,576                            | 41,463                            | 48,576  |
| Rupanyup .. ..      | 73,330                            | ..                                | 46,629                            | 54,986                            | 25,324                            | ..                                | 96,998  |
| Burrum .. ..        | 84,912                            | 84,196                            | 71,942                            | 116,031                           | 92,363                            | 86,278                            | 116,031   |
| Banyena .. ..       | 120,327                           | 79,447                            | 41,951                            | 134,334                           | 76,234                            | 81,255                            | 134,334   |
| Marnoo .. ..        | 128,547                           | 75,425                            | 104,331                           | 148,731                           | 82,352                            | 114,294                           | 202,512   |
| Coromby .. ..       | 89,784                            | 38,758                            | 70,593                            | 114,877                           | 39,828                            | 71,274                            | 114,877   |
| Minyip .. ..        | 176,769                           | 206,399                           | 180,291                           | 321,140                           | 136,711                           | 241,328                           | 321,140   |
| Nullan .. ..        | 84,611                            | 83,015                            | 46,563                            | 100,864                           | 59,046                            | 67,895                            | 100,864   |
| Sheep Hills .. ..   | 199,697                           | 94,590                            | 115,284                           | 208,908                           | 133,302                           | 98,327                            | 245,792   |
| Mellis .. ..        | 48,268                            | 39,676                            | 23,718                            | 51,441                            | 20,058                            | 32,236                            | 51,441  |
| Warracknabeal .. .. | 88,938                            | 54,702                            | 97,045                            | 164,887                           | 36,506                            | 54,245                            | 188,401   |
| Batchica .. ..      | ..                                | ..                                | ..                                | ..                                | 38,743                            | 49,162                            | 49,162  |
| Lah .. ..           | 142,536                           | 111,689                           | 101,980                           | 143,671                           | 97,554                            | 105,746                           | 143,671   |
| Brim .. ..          | 162,401                           | 52,473                            | 144,763                           | 229,921                           | 104,226                           | 169,963                           | 229,921   |
| Galaquil .. ..      | 76,982                            | 74,852                            | 49,669                            | 122,726                           | 69,036                            | 98,246                            | 122,726   |
| Beulah .. ..        | 182,214                           | 101,462                           | 174,255                           | 193,213                           | 110,597                           | 130,528                           | 212,022   |
| Rosebery .. ..      | 62,659                            | 58,025                            | 66,100                            | 88,435                            | 47,266                            | 74,609                            | 106,011   |
| Goyura .. ..        | 23,606                            | 27,867                            | 31,003                            | 34,579                            | 21,151                            | 29,797                            | 38,322  |

APPENDIX No. 31—*continued.*

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1927, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

| Stations.            | Year ended<br>30th June,<br>1922. | Year ended<br>30th June,<br>1923. | Year ended<br>30th June,<br>1924. | Year ended<br>30th June,<br>1925. | Year ended<br>30th June,<br>1926. | Year ended<br>30th June,<br>1927. | Record<br>quantity<br>loaded in<br>any one<br>year. |
|----------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
|                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.  |
| Hopetoun .. ..       | 116,926                           | 99,909                            | 143,328                           | 159,779                           | 80,675                            | 103,075                           | 214,647   |
| Burroin .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | 22,429                            | 22,429  |
| Patchewollock .. ..  | ..                                | ..                                | ..                                | ..                                | 24,637                            | 84,499                            | 84,499  |
| Remlaw .. ..         | 31,320                            | 25,901                            | ..                                | 34,813                            | 22,368                            | 25,423                            | 45,221  |
| Vectis .. ..         | 54,202                            | 36,791                            | 41,446                            | 45,856                            | 37,231                            | 37,551                            | 65,729  |
| Noradjuha .. ..      | ..                                | 21,028                            | ..                                | ..                                | ..                                | ..                                | 23,806  |
| Natimuk .. ..        | 128,704                           | 54,604                            | 54,508                            | 81,749                            | 52,641                            | 74,091                            | 128,704   |
| Arapiles .. ..       | 24,903                            | ..                                | ..                                | 24,786                            | ..                                | ..                                | 24,903  |
| Mitre .. ..          | 24,047                            | ..                                | ..                                | ..                                | ..                                | ..                                | 29,471  |
| Goroke .. ..         | 34,228                            | 40,134                            | ..                                | 27,317                            | ..                                | ..                                | 38,003  |
| Arkona .. ..         | 56,180                            | 39,781                            | 23,533                            | 64,313                            | 25,950                            | 52,944                            | 64,313  |
| Antwerp .. ..        | 105,509                           | 76,501                            | 46,268                            | 131,136                           | 22,773                            | 115,736                           | 131,136   |
| Tarranyurk .. ..     | 104,414                           | 81,508                            | 96,458                            | 130,596                           | 67,993                            | 124,369                           | 130,596   |
| Jeparit .. ..        | 68,302                            | 71,238                            | 61,023                            | 79,579                            | 40,382                            | 93,899                            | 114,859   |
| Ellam .. ..          | 72,619                            | 66,381                            | 44,943                            | 93,125                            | 52,212                            | 96,539                            | 96,539  |
| Pullut .. ..         | 50,089                            | 26,127                            | 66,630                            | 110,489                           | 43,960                            | 77,740                            | 110,489   |
| Rainbow .. ..        | 64,895                            | 43,076                            | 110,269                           | 69,636                            | 29,671                            | 99,905                            | 188,258   |
| Albacutya .. ..      | 37,540                            | 37,408                            | 45,479                            | 45,878                            | 33,066                            | 54,414                            | 54,414  |
| Yaapeet .. ..        | 57,911                            | 54,411                            | 72,272                            | 99,449                            | 46,119                            | 72,248                            | 116,830   |
| Detpa .. ..          | 64,834                            | 36,233                            | 88,777                            | 81,431                            | 64,151                            | 87,235                            | 92,655  |
| Lorquon .. ..        | 104,994                           | 81,624                            | 60,760                            | 106,030                           | 74,381                            | 79,296                            | 106,727   |
| Netherby .. ..       | 62,548                            | 49,556                            | 64,011                            | 86,489                            | 50,930                            | 75,655                            | 86,489  |
| Yanac .. ..          | 87,527                            | 53,345                            | 62,228                            | 136,659                           | 47,142                            | 113,995                           | 136,659   |
| Wangaratta .. ..     | 32,731                            | ..                                | ..                                | 25,674                            | ..                                | ..                                | 32,731  |
| Bowser .. ..         | 33,049                            | ..                                | 22,160                            | 27,593                            | ..                                | ..                                | 33,049  |
| Springhurst .. ..    | 20,025                            | 23,659                            | 27,955                            | 42,450                            | ..                                | ..                                | 44,588  |
| Mooroopna .. ..      | ..                                | ..                                | ..                                | 20,796                            | ..                                | ..                                | 22,672  |
| Shepparton .. ..     | 27,779                            | ..                                | ..                                | 22,070                            | ..                                | ..                                | 55,382  |
| Congupna .. ..       | 32,480                            | 22,167                            | 35,812                            | 36,030                            | ..                                | ..                                | 51,359  |
| Tallygaroopna .. ..  | 95,360                            | 33,659                            | 34,639                            | 105,322                           | 32,498                            | 52,866                            | 105,322   |
| Wunghnu .. ..        | 60,956                            | 25,504                            | 50,002                            | 66,295                            | 29,804                            | 33,028                            | 66,295  |
| Numurkah .. ..       | 51,988                            | 20,928                            | 41,905                            | 63,964                            | 27,127                            | 40,967                            | 63,964  |
| Katunga .. ..        | 78,831                            | 30,969                            | 56,257                            | 100,921                           | 43,418                            | 68,792                            | 100,921   |
| Strathmerton .. ..   | 43,873                            | ..                                | 24,124                            | 75,204                            | ..                                | 41,005                            | 75,204  |
| Yarroweyah .. ..     | 28,109                            | ..                                | 21,582                            | 39,485                            | ..                                | 27,074                            | 39,485  |
| Cobram .. ..         | 37,005                            | ..                                | ..                                | 66,305                            | ..                                | 54,259                            | 66,305  |
| Colbinabbin .. ..    | 67,563                            | 47,596                            | 67,014                            | 83,990                            | 49,278                            | 67,898                            | 119,851   |
| Girgarre .. ..       | 27,590                            | ..                                | ..                                | 30,180                            | ..                                | ..                                | 30,309  |
| Merrigum .. ..       | 31,347                            | ..                                | 25,661                            | 33,310                            | ..                                | 28,411                            | 78,609  |
| Kyabram .. ..        | 59,346                            | 22,209                            | 24,883                            | 49,003                            | ..                                | 26,348                            | 93,653  |
| Pine Lodge .. ..     | 47,256                            | 36,729                            | 35,040                            | 54,730                            | 25,787                            | 23,036                            | 64,929  |
| Cosgrove .. ..       | 40,700                            | 42,429                            | 41,422                            | 66,763                            | 25,395                            | 28,162                            | 87,552  |
| Dookie .. ..         | 24,691                            | ..                                | 24,194                            | 37,308                            | 24,291                            | 24,789                            | 54,067  |
| Yabba South .. ..    | ..                                | ..                                | ..                                | 25,806                            | ..                                | ..                                | 25,806  |
| Yabba North .. ..    | 38,414                            | 27,972                            | 33,839                            | 50,538                            | ..                                | 27,549                            | 65,685  |
| Youanmite .. ..      | 41,890                            | 24,868                            | 34,162                            | 61,898                            | ..                                | 25,527                            | 61,898  |
| Katamatite .. ..     | 92,655                            | 35,025                            | 68,324                            | 117,710                           | 47,912                            | 73,617                            | 137,960   |
| Waaia .. ..          | 86,773                            | 34,572                            | 74,251                            | 104,714                           | 21,790                            | 67,717                            | 104,714   |
| Nathalia .. ..       | 61,140                            | ..                                | 44,809                            | 176,082                           | 52,520                            | 40,119                            | 176,082   |
| Picola .. ..         | 87,780                            | 35,102                            | 83,014                            | 111,826                           | 41,164                            | 76,455                            | 121,601   |
| Mywee .. ..          | ..                                | ..                                | 20,495                            | ..                                | ..                                | ..                                | 20,495  |
| Tocumwal .. ..       | ..                                | ..                                | ..                                | ..                                | 33,364                            | 32,731                            | 34,583  |
| Goorambat .. ..      | 43,006                            | 32,444                            | 27,434                            | 44,974                            | 21,713                            | ..                                | 65,048  |
| Devenish .. ..       | 48,556                            | 40,768                            | 42,976                            | 72,103                            | 29,872                            | 22,893                            | 85,002  |
| St. James .. ..      | 63,884                            | 43,152                            | 47,562                            | 70,055                            | 32,084                            | 23,499                            | 101,327   |
| Tungamah .. ..       | 42,711                            | 43,204                            | 39,590                            | 81,229                            | 24,783                            | 25,912                            | 81,229  |
| Telford .. ..        | 58,978                            | 43,063                            | 68,410                            | 85,487                            | 42,157                            | 39,288                            | 103,129   |
| Yarrowonga .. ..     | 167,808                           | 59,169                            | 178,878                           | 359,643                           | 118,835                           | 157,325                           | 359,643   |
| Rutherglen .. ..     | 28,312                            | ..                                | 30,203                            | 53,736                            | ..                                | 30,095                            | 53,736  |
| Wahgunyah .. ..      | 41,731                            | ..                                | ..                                | 43,964                            | ..                                | ..                                | 104,213   |
| Kilmany .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | 24,806                            | 24,806  |
| Other Stations .. .. | 722,339                           | 1,212,145                         | 934,976                           | 1,067,983                         | 1,611,976                         | 1,437,239                         | ..  |
| TOTALS .. ..         | 12,720,251                        | 8,447,655                         | 10,316,955                        | 16,055,186                        | 7,636,133                         | 13,443,578                        | ..  |



APPENDIX No. 32.

RETURN OF TRAFFIC AT EACH STATION.

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|                      |      |                                    |      |                |      | Yarra Glen ..     | 124  |
|                      |      |                                    |      |                |      | Yarra Junction .. | 125  |
|                      |      |                                    |      |                |      | Yarragon ..       | 120  |
|                      |      |                                    |      |                |      | Yarram ..         | 122  |
|                      |      |                                    |      |                |      | Yarraville ..     | 108  |
|                      |      |                                    |      |                |      | Yarrowwonga ..    | 119  |
|                      |      |                                    |      |                |      | Yarrowweyah ..    | 119  |
|                      |      |                                    |      |                |      | Yarto ..          | 114  |
|                      |      |                                    |      |                |      | Yatchaw ..        | 111  |
|                      |      |                                    |      |                |      | Yatpool ..        | 108  |
|                      |      |                                    |      |                |      | Yaughar ..        | 110  |
|                      |      |                                    |      |                |      | Yea ..            | 117  |
|                      |      |                                    |      |                |      | Yelta ..          | 103  |
|                      |      |                                    |      |                |      | Yendon ..         | 107  |
|                      |      |                                    |      |                |      | Yering ..         | 124  |
|                      |      |                                    |      |                |      | Yinnar ..         | 124  |
|                      |      |                                    |      |                |      | York-street ..    | 112  |
|                      |      |                                    |      |                |      | Younnmitte ..     | 118  |
|                      |      |                                    |      |                |      | Yungera ..        | 106  |

APPENDIX No 32.

RETURN OF TRAFFIC AT EACH STATION.

| STATIONS.                             | PASSENGERS.                   |           | PARCELS.  | HORSES, CARRIAGES, AND DOGS. | GOODS.     |          |           | LIVE STOCK.       |        |       |         |                   |        |       |     | TOTAL OUTWARDS TRAFFIC REVENUE. |           |       |      |           |              |
|---------------------------------------|-------------------------------|-----------|-----------|------------------------------|------------|----------|-----------|-------------------|--------|-------|---------|-------------------|--------|-------|-----|---------------------------------|-----------|-------|------|-----------|--------------|
|                                       | Outwards.                     |           | Outwards. | Outwards.                    | Outwards.  | Inwards. | Outwards. | Outwards.         |        |       |         | Inwards.          |        |       |     |                                 | Outwards. |       |      |           |              |
|                                       | Number of Passenger Journeys. | Revenue.  | Revenue.  | Revenue.                     | Tons.      | Tons.    | Revenue.  | Number of Trucks. |        |       |         | Number of Trucks. |        |       |     |                                 | Revenue.  |       |      |           |              |
| Horses.                               |                               |           |           |                              |            |          |           | Cattle.           | Sheep. | Pigs. | Horses. | Cattle.           | Sheep. | Pigs. |     |                                 |           |       |      |           |              |
|                                       | £                             | s.        | d.        | £                            | s.         | d.       | £         | s.                | d.     |       |         |                   |        |       |     |                                 |           | £     | s.   | d.        |              |
| MELBOURNE—Spencer - street, Country   | 1,812,218                     | 757,210   | 11 7      | 184,632 16 11                | 4,399 4 10 | 743,354  | 980,129   | 1,342,969         | 2 5    | 657   | 183     | 49                | 424    | 682   | 475 | 105                             | 2,562     | 5,437 | 1 10 | 2,294,648 | 17 7         |
| MELBOURNE—Spencer - street, Suburban  | 2,341,528                     | 76,086    | 9 8       |                              |            |          |           |                   |        |       |         |                   |        |       |     |                                 |           |       |      |           |              |
| MELBOURNE—Tourist Bureau, Country     | 347,994                       | 303,584   | 11 2      | ..                           | ..         | ..       | ..        | ..                | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | ..           |
| MELBOURNE—Tourist Bureau, Suburban    | 2,004                         | 170       | 13 2      |                              |            |          |           |                   |        |       |         |                   |        |       |     |                                 |           |       |      |           |              |
| MELBOURNE—Flinders - street, Country  | 816,781                       | 159,830   | 2 9       | 86,407 12 4                  | 107 8 4    | ..       | ..        | ..                | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | ..           |
| MELBOURNE—Flinders - street, Suburban | 12,588,894                    | 270,041   | 6 1       |                              |            |          |           |                   |        |       |         |                   |        |       |     |                                 |           |       |      |           |              |
| MELBOURNE—Prince's - Bridge, Country  | 127,299                       | 18,086    | 10 11     | ..                           | ..         | ..       | ..        | ..                | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | ..           |
| MELBOURNE—Prince's - Bridge, Suburban | 2,169,893                     | 42,338    | 6 4       |                              |            |          |           |                   |        |       |         |                   |        |       |     |                                 |           |       |      |           |              |
| Total—Country ..                      | 3,104,287                     | 1,238,711 | 16 5      | 271,040 9 3                  | 4,506 13 2 | 743,354  | 980,129   | 1,342,969         | 2 5    | 657   | 183     | 49                | 424    | 682   | 475 | 105                             | 2,562     | 5,437 | 1 10 | 3,175,215 | 8 8          |
| Total—Suburban ..                     | 17,101,819                    | 388,636   | 15 3      | ..                           | ..         | ..       | ..        | ..                | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | ..           |
| MELBOURNE-ECBUCA LINE.                |                               |           |           |                              |            |          |           |                   |        |       |         |                   |        |       |     |                                 |           |       |      |           |              |
| North Melbourne                       | 1,197,346                     | 16,927    | 11 0      | 1,549 5 10                   | 14 11 10   | ..       | ..        | 1 11 9            | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 18,493 0 5   |
| Arden-street                          | ..                            | ..        | ..        | ..                           | ..         | 27,625   | 141,004   | 8,021 2 1         | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 8,021 2 1    |
| Middle Footscray                      | 510,617                       | 7,286     | 17 9      | 31 6 3                       | 0 13 0     | ..       | ..        | ..                | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 7,318 17 0   |
| West Footscray                        | 861,739                       | 12,378    | 0 10      | 902 18 6                     | 108 10 6   | 83,692   | 74,749    | 19,394 19 5       | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 82,784 9 3   |
| Tottenham                             | 120,254                       | 1,663     | 12 1      | 36 0 7                       | 0 5 2      | ..       | ..        | ..                | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 1,699 17 10  |
| Sunshine                              | 660,421                       | 19,285    | 3 10      | 2,062 8 4                    | 10 18 0    | 21,953   | 59,901    | 52,287 5 11       | 1      | 1     | ..      | ..                | 8      | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 73,599 18 3  |
| Albion                                | 152,102                       | 3,645     | 19 6      | 14 5 6                       | 0 3 5      | ..       | ..        | ..                | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 3,746 3 2    |
| Albion Stone Siding                   | ..                            | ..        | ..        | ..                           | ..         | 184,901  | 2,135     | 24,081 12 11      | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 24,081 12 11 |
| Darling's Siding                      | ..                            | ..        | ..        | ..                           | ..         | 10,230   | 17,053    | 1,725 19 6        | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 1,725 19 6   |
| St. Albans                            | 142,287                       | 3,945     | 9 7       | 39 3 10                      | 1 15 4     | 35,710   | 1,064     | 5,982 4 7         | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 9,022 11 10  |
| Sydenham                              | 8,281                         | 367       | 4 7       | 95 4 11                      | 0 6 3      | 3,691    | 4,564     | 1,025 9 11        | 2      | 1     | 8       | ..                | 2      | 19    | 29  | ..                              | ..        | ..    | ..   | ..        | 1,520 15 4   |
| Digger's Best                         | 12,654                        | 613       | 15 3      | 79 14 10                     | 1 11 9     | 6,189    | 2,946     | 1,377 10 8        | 4      | 3     | 62      | ..                | 8      | 6     | 39  | ..                              | ..        | ..    | ..   | ..        | 134 19 10    |
| Sunbury                               | 30,833                        | 3,223     | 17 8      | 206 7 5                      | 20 7 9     | 3,634    | 5,824     | 1,199 13 8        | 29     | 118   | 194     | ..                | 23     | 73    | 140 | ..                              | ..        | ..    | ..   | ..        | 5,259 7 9    |
| McKay's Siding                        | ..                            | ..        | ..        | ..                           | ..         | 295      | 91        | 64 0 10           | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 64 0 10      |
| Clarke field                          | 5,039                         | 633       | 7 6       | 67 10 1                      | 19 12 4    | 1,876    | 382       | 590 13 4          | ..     | 98    | 73      | ..                | 6      | 37    | 77  | ..                              | ..        | ..    | ..   | ..        | 707 4 2      |
| Riddell                               | 5,700                         | 1,012     | 5 0       | 93 2 9                       | 19 10 1    | 1,546    | 771       | 585 16 5          | 7      | 24    | 48      | ..                | 5      | 21    | 31  | ..                              | ..        | ..    | ..   | ..        | 1,852 19 8   |
| Gisborne                              | 9,422                         | 1,473     | 16 1      | 190 1 11                     | 8 19 5     | 3,554    | 2,372     | 1,452 9 3         | 2      | 32    | 45      | ..                | 3      | 40    | 58  | ..                              | ..        | ..    | ..   | ..        | 3,396 19 4   |
| Macedon                               | 18,197                        | 2,951     | 19 7      | 777 5 3                      | 10 14 10   | 770      | 8,994     | 363 17 3          | 10     | 3     | 1       | ..                | 12     | 18    | 27  | ..                              | ..        | ..    | ..   | ..        | 4,132 14 8   |
| Woodend                               | 40,438                        | 5,487     | 4 9       | 414 12 7                     | 28 0 4     | 4,282    | 13,665    | 2,233 7 8         | 10     | 35    | 54      | ..                | 13     | 42    | 74  | ..                              | ..        | ..    | ..   | ..        | 8,508 12 2   |
| Carlsruhe                             | 6,157                         | 240       | 1 8       | 19 11 11                     | 4 3 1      | 66       | 310       | 41 19 8           | 1      | 5     | 47      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 455 12 3     |
| Kyneton                               | 49,317                        | 10,327    | 3 4       | 1,421 17 8                   | 416 4 9    | 12,855   | 16,359    | 6,424 3 7         | 44     | 184   | 462     | ..                | 29     | 182   | 578 | ..                              | ..        | ..    | ..   | ..        | 20,985 2 6   |
| Redesdale Junction                    | 1,261                         | 122       | 17 0      | 42 8 11                      | ..         | 41       | 1,130     | 26 15 1           | ..     | ..    | ..      | ..                | ..     | ..    | ..  | ..                              | ..        | ..    | ..   | ..        | 192 1 0      |
| Majmsbury                             | 9,419                         | 1,593     | 3 4       | 194 0 6                      | 3 9 11     | 1,138    | 1,582     | 1,240 7 3         | 1      | 20    | 48      | ..                | 5      | 26    | 71  | ..                              | ..        | ..    | ..   | ..        | 3,357 18 4   |

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|                    |         |             |            |           |        |        |             |     |       |       |     |     |       |       |     |             |              |             |             |             |    |    |    |             |    |    |
|--------------------|---------|-------------|------------|-----------|--------|--------|-------------|-----|-------|-------|-----|-----|-------|-------|-----|-------------|--------------|-------------|-------------|-------------|----|----|----|-------------|----|----|
| Taradale           | 8,051   | 670 7 4     | 119 6 6    | 2 16 5    | 1,223  | 1,010  | 403 3 8     | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | ..          | ..          | .. | .. | .. | 1,195 13 11 |    |    |
| Elphinstone        | 5,318   | 659 8 9     | 110 1 9    | 1 9 11    | 829    | 766    | 825 9 3     | 7   | 6     | 23    | 6   | 3   | 14    | 28    | ..  | ..          | ..           | 143 1 6     | 1,539 11 2  |             |    |    |    |             |    |    |
| Chawton            | 3,696   | 659 5 0     | 90 19 5    | 1 7 2     | 59     | 218    | 68 6 10     | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 819 18 5    | ..          | ..          | .. | .. | .. | ..          | .. |    |
| Castlemaine        | 67,491  | 15,621 16 2 | 1,307 5 5  | 46 1 5    | 6,952  | 26,660 | 8,724 2 10  | 12  | 1     | 4     | 6   | 21  | 16    | 174   | 89  | ..          | ..           | 77 0 8      | 25,776 6 6  |             |    |    |    |             |    |    |
| Harcourt           | 13,791  | 1,401 2 10  | 283 10 8   | 0 5 8     | 10,471 | 2,049  | 7,495 13 10 | 1   | 4     | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 9 4 11      | 9,189 17 11 |             |    |    |    |             |    |    |
| Ravenswood         | 3,047   | 321 3 7     | 87 7 9     | 1 1 9     | 8,061  | 173    | 986 18 2    | 3   | 1     | 12    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 43 3 8      | 1,389 14 11 |             |    |    |    |             |    |    |
| Kangaroo Flat      | 3,041   | 747 16 2    | 105 6 11   | 40 10 10  | 4,690  | 5,818  | 2,694 18 2  | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 3,588 12 1  |             |    |    |    |             |    |    |
| Golden Square      | 11,824  | 2,552 4 6   | 659 5 8    | 2 5 0     | 3,791  | 13,031 | 5,597 4 9   | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 4 8 5       | 8,815 8 4   |             |    |    |    |             |    |    |
| Bendigo            | 203,410 | 66,197 6 5  | 7,619 7 2  | 1,798 0 2 | 60,654 | 95,937 | 65,348 15 4 | 209 | 553   | 3,383 | 132 | 182 | 1,299 | 4,417 | 200 | 15,583 8 5  | 156,546 17 6 | ..          | ..          | ..          | .. | .. | .. | ..          |    |    |
| White Hills Siding | ..      | ..          | ..         | ..        | 23,211 | 660    | 5,909 13 8  | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 5,909 13 8  | ..          | .. | .. | .. | ..          | .. | .. |
| Epsom              | 1,724   | 227 3 3     | 46 19 2    | 0 13 3    | 13,772 | 6,450  | 4,324 17 8  | 1   | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 2 2 9       | 4,601 16 1  |             |    |    |    |             |    |    |
| Huntly             | 764     | 153 1 4     | 20 2 0     | 52 14 5   | 461    | 391    | 1,330 12 6  | 10  | 1     | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 10 12 0     | 1,567 2 3   |             |    |    |    |             |    |    |
| Bagshot            | 53      | 85 16 3     | 14 17 11   | 0 0 9     | 1,195  | 158    | 421 6 3     | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 522 1 2     | ..          | ..          | .. | .. | .. | ..          | .. |    |
| Wellsford          | 12      | 1 4 0       | 0 6 10     | ..        | 454    | 400    | 108 12 3    | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 110 3 1     | ..          | ..          | .. | .. | .. | ..          | .. |    |
| Goornong           | 4,424   | 798 10 0    | 64 19 5    | 17 5 0    | 5,380  | 2,609  | 2,837 1 0   | 16  | 31    | 173   | 7   | 6   | 4     | 70    | ..  | ..          | 367 5 2      | 4,085 0 7   |             |             |    |    |    |             |    |    |
| Avonmore           | 1,040   | 226 12 2    | 17 14 0    | 6 6 0     | 2,644  | 1,031  | 1,033 1 7   | 1   | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 1 13 1      | 1,255 6 10  |             |    |    |    |             |    |    |
| Elmore             | 15,947  | 3,850 1 5   | 272 9 2    | 155 0 8   | 10,698 | 7,726  | 6,636 10 4  | 30  | 176   | 309   | 22  | 25  | 57    | 132   | 2   | 1,882 10 11 | 12,296 12 6  | ..          | ..          | ..          | .. | .. | .. | ..          |    |    |
| Rochester          | 16,959  | 5,843 2 1   | 439 4 1    | 58 17 4   | 7,090  | 12,389 | 6,392 14 2  | 48  | 127   | 453   | 66  | 81  | 53    | 342   | ..  | 2,557 14 9  | 15,291 12 5  | ..          | ..          | ..          | .. | .. | .. | ..          |    |    |
| Strathalhan        | 777     | 247 3 1     | 22 4 11    | 5 11 8    | 2,757  | 9,988  | 1,892 6 8   | 1   | 25    | 135   | 12  | 3   | 12    | 85    | ..  | 741 11 7    | 2,908 17 11  | ..          | ..          | ..          | .. | .. | .. | ..          |    |    |
| Echuca             | 42,149  | 18,598 19 3 | 1,243 16 2 | 369 9 10  | 27,724 | 33,453 | 21,015 7 0  | 101 | 613   | 918   | 62  | 74  | 188   | 725   | 21  | 8,123 8 1   | 49,351 0 4   | ..          | ..          | ..          | .. | .. | .. | ..          |    |    |
| Echuca Wharf       | ..      | ..          | ..         | ..        | 5,798  | 1,023  | 15,067 13 0 | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 15,067 13 0 | ..          | ..          | .. | .. | .. | ..          | .. |    |
| DENILQUIN LINE.    |         |             |            |           |        |        |             |     |       |       |     |     |       |       |     |             |              |             |             |             |    |    |    |             |    |    |
| Moama              | 1,540   | 356 5 10    | 148 5 11   | 17 4 4    | 1,941  | 1,197  | 1,602 19 10 | 3   | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 4 14 9      | 2,129 10 8  |             |    |    |    |             |    |    |
| Barnes             | 286     | 61 19 7     | 5 5 4      | 0 1 6     | 3,666  | 628    | 2,037 19 0  | ..  | 9     | 16    | ..  | ..  | 2     | 10    | ..  | ..          | ..           | 103 7 6     | 2,208 12 11 |             |    |    |    |             |    |    |
| Moira              | 213     | 23 19 0     | 12 8 0     | 11 13 10  | 1,953  | 402    | 1,811 9 2   | 5   | 213   | 303   | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 3,606 6 2   | 5,465 16 2  |             |    |    |    |             |    |    |
| Mathoura           | 3,452   | 1,290 11 5  | 189 6 7    | 9 3 8     | 7,449  | 2,398  | 5,974 2 1   | 23  | 296   | 339   | 2   | 13  | 8     | 24    | 1   | 4,473 19 11 | 11,937 3 8   | ..          | ..          | ..          | .. | .. | .. | ..          |    |    |
| Gulpha Siding      | 395     | 52 0 7      | 7 1 3      | ..        | 5,835  | 992    | 3,414 0 3   | 2   | 181   | 189   | 3   | 3   | 3     | 24    | ..  | ..          | ..           | 2,136 4 3   | 5,609 6 4   |             |    |    |    |             |    |    |
| Hill Plain Siding  | ..      | ..          | ..         | ..        | 1,673  | 26     | 843 17 0    | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 843 17 0    | ..          | .. | .. | .. | ..          | .. | .. |
| Public Siding*     | ..      | ..          | ..         | ..        | 632    | 146    | 251 14 3    | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 251 14 3    | ..          | .. | .. | .. | ..          | .. | .. |
| Denilquin          | 9,846   | 8,619 7 7   | 925 7 4    | 182 18 0  | 12,670 | 17,967 | 17,400 17 0 | 44  | 1,020 | 2,304 | 14  | 34  | 40    | 102   | ..  | ..          | ..           | 22,712 7 1  | 49,840 17 0 | ..          | .. | .. | .. | ..          | .. | .. |
| LANCIEFIELD LINE.  |         |             |            |           |        |        |             |     |       |       |     |     |       |       |     |             |              |             |             |             |    |    |    |             |    |    |
| Bolinda            | 939     | 130 18 9    | 10 8 4     | 0 1 6     | 482    | 137    | 186 18 11   | ..  | 13    | 95    | ..  | ..  | 9     | 22    | ..  | ..          | ..           | 242 6 3     | 570 13 9    |             |    |    |    |             |    |    |
| Monegeetta         | 432     | 63 0 8      | 61 15 8    | 0 1 5     | 371    | 217    | 165 1 5     | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 239 19 2    | ..          | ..          | .. | .. | .. | ..          | .. | .. |
| North Monegeetta   | 278     | 29 5 8      | 6 11 3     | ..        | 3      | 5      | 6 19 6      | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 42 16 5     | ..          | .. | .. | .. | ..          | .. | .. |
| Romsey             | 7,580   | 1,652 14 2  | 173 8 10   | 3 16 4    | 6,239  | 2,108  | 2,632 17 9  | 9   | 54    | 168   | 18  | 3   | 6     | 72    | ..  | ..          | ..           | 608 10 4    | 5,071 7 5   |             |    |    |    |             |    |    |
| Lancefield         | 7,241   | 1,487 14 4  | 184 2 7    | 4 0 7     | 10,028 | 2,372  | 3,916 3 2   | 3   | 59    | 241   | 4   | 3   | 20    | 144   | 1   | ..          | ..           | 965 19 6    | 6,558 0 2   |             |    |    |    |             |    |    |
| DAYLESFORD LINE.   |         |             |            |           |        |        |             |     |       |       |     |     |       |       |     |             |              |             |             |             |    |    |    |             |    |    |
| Tylden             | 731     | 193 5 5     | 17 8 0     | 1 18 6    | 281    | 212    | 182 0 8     | 2   | 12    | 42    | ..  | ..  | 2     | 7     | ..  | ..          | ..           | 181 3 7     | 575 16 2    |             |    |    |    |             |    |    |
| Fern Hill          | 2,149   | 451 9 2     | 38 19 4    | 0 11 5    | 4,255  | 560    | 2,279 14 11 | 2   | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 6 16 10     | 2,777 11 3  |             |    |    |    |             |    |    |
| Trentham           | 10,365  | 1,853 10 10 | 188 7 0    | 7 0 8     | 6,153  | 3,801  | 3,644 2 10  | 7   | 14    | 55    | 3   | 9   | 16    | 20    | 2   | ..          | ..           | 295 13 10   | 5,988 15 2  |             |    |    |    |             |    |    |
| Lyonville          | 3,730   | 247 16 7    | 25 16 8    | 0 7 3     | 1,235  | 219    | 610 16 9    | ..  | 1     | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 0 12 0      | 885 9 3     |             |    |    |    |             |    |    |
| Bullarto           | 2,719   | 237 10 7    | 13 12 10   | 0 17 1    | 2,005  | 203    | 1,048 11 9  | ..  | 3     | ..    | ..  | ..  | 2     | 2     | ..  | ..          | ..           | 13 9 10     | 1,314 2 1   |             |    |    |    |             |    |    |
| Musk               | 1,392   | 122 3 5     | 16 6 1     | 0 7 1     | 1,211  | 1,677  | 634 0 4     | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 772 16 11   | ..          | ..          | .. | .. | .. | ..          | .. |    |
| Daylesford         | 18,807  | 5,184 11 2  | 491 16 11  | 50 4 1    | 4,841  | 5,958  | 3,850 4 4   | 5   | 6     | 40    | 14  | 8   | 70    | 78    | 6   | ..          | ..           | 249 3 2     | 9,825 19 8  |             |    |    |    |             |    |    |
| Woodburn           | 116     | 6 18 11     | ..         | ..        | ..     | ..     | ..          | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 6 18 11     | ..          | .. | .. | .. | ..          | .. | .. |
| Sailor's Falls     | 241     | 20 14 6     | 5 14 5     | ..        | 85     | 19     | 54 17 0     | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 81 5 11     | ..          | .. | .. | .. | ..          | .. | .. |
| Leonard            | 459     | 51 2 9      | 41 12 4    | 0 1 2     | 981    | 153    | 421 15 7    | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 514 11 10   | ..          | .. | .. | .. | ..          | .. | .. |
| Wombat             | 476     | 44 10 4     | 5 19 0     | 0 19 9    | 1,399  | 35     | 322 16 6    | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 374 5 7     | ..          | .. | .. | .. | ..          | .. | .. |
| Rocklyn            | 817     | 53 4 2      | 19 19 4    | 0 10 10   | 1,355  | 99     | 290 9 1     | ..  | 1     | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 0 17 0      | ..          | .. | .. | .. | ..          | .. | .. |
| Newlyn             | 4,285   | 202 8 6     | 25 13 1    | 23 18 0   | 12,000 | 1,269  | 7,001 7 5   | 7   | 45    | 62    | 12  | 3   | 16    | 10    | ..  | ..          | ..           | 258 3 1     | 7,511 15 1  |             |    |    |    |             |    |    |
| Kingston           | 2,540   | 244 0 11    | 23 9 7     | 20 8 2    | 10,872 | 1,238  | 6,404 14 1  | 5   | 6     | 1     | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 12 9 9      | 6,705 0 6   |             |    |    |    |             |    |    |
| Allendale          | 6,317   | 372 1 0     | 40 7 10    | 2 18 8    | 2,444  | 1,158  | 1,860 19 5  | 3   | 19    | 184   | 41  | 2   | 5     | 87    | 10  | ..          | ..           | 652 12 4    | 2,428 19 3  |             |    |    |    |             |    |    |
| Broomfield         | 1,173   | 98 2 6      | 4 17 2     | 0 2 11    | ..     | 51     | 3 2 3       | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | 106 4 10    | ..          | ..          | .. | .. | .. | ..          | .. | .. |
| REDESDALE LINE.    |         |             |            |           |        |        |             |     |       |       |     |     |       |       |     |             |              |             |             |             |    |    |    |             |    |    |
| Edgecombe          | 63      | 12 4 9      | ..         | ..        | 639    | ..     | 267 12 10   | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 279 17 7    | ..          | .. | .. | .. | ..          | .. | .. |
| Green Hill         | 48      | 4 8 3       | 0 15 7     | 0 7 1     | 38     | 17     | 19 11 9     | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 35 2 8      | ..          | .. | .. | .. | ..          | .. | .. |
| East Metcalfe      | 195     | 25 14 7     | 12 8 8     | 0 2 2     | 39     | 43     | 43 0 8      | ..  | ..    | ..    | 30  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 192 12 0    | ..          | .. | .. | .. | ..          | .. | .. |
| Emberton           | 66      | 6 18 6      | 0 10 11    | ..        | 33     | 16     | 20 9 4      | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 27 18 9     | ..          | .. | .. | .. | ..          | .. | .. |
| Barfold            | 1,297   | 83 6 5      | 6 9 10     | ..        | 11,086 | 148    | 2,397 6 2   | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 341 8 6     | 2,828 10 11 |    |    |    |             |    |    |
| Redesdale          | 933     | 288 15 6    | 167 4 11   | 0 19 11   | 5,293  | 678    | 2,394 10 0  | ..  | ..    | ..    | ..  | ..  | ..    | ..    | ..  | ..          | ..           | ..          | 272 14 3    | 3,124 4 7   |    |    |    |             |    |    |

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

| STATIONS.                                  | PASSENGERS.                   |             | PARCELS.  | HORSES, CARRIAGES, AND DOGS. | GOODS.    |          |             | LIVE STOCK.       |         |        |       |                   |         |        |       | TOTAL OUTWARDS TRAFFIC REVENUE. |             |             |
|--|-------------------------------|-------------|-----------|------------------------------|-----------|----------|-------------|-------------------|---------|--------|-------|-------------------|---------|--------|-------|---------------------------------|-------------|-------------|
|  | Outwards.                     |             | Outwards. | Outwards.                    | Outwards. | Inwards. | Outwards.   | Outwards.         |         |        |       | Inwards.          |         |        |       |                                 | Outwards.   |             |
|  | Number of Passenger Journeys. | Revenue.    | Revenue.  | Revenue.                     | Tons.     | Tons.    | Revenue.    | Number of Trucks. |         |        |       | Number of Trucks. |         |        |       |                                 | Revenue.    |             |
|  |                               |             |           |                              |           |          |             | Horses.           | Cattle. | Sheep. | Pigs. | Horses.           | Cattle. | Sheep. | Pigs. |                                 |             |             |
|  | £ s. d.                       | £ s. d.     | £ s. d.   | £ s. d.                      |           |          | £ s. d.     |                   |         |        |       |                   |         |        |       | £ s. d.                         | £ s. d.     |             |
| <b>SHELBOURNE LINE.</b>                    |                               |             |           |                              |           |          |             |                   |         |        |       |                   |         |        |       |                                 |             |             |
| Muckleford .. .. .                         | 680                           | 28 12 0     | 9 19 6    | 0 2 3                        | 395       | 173      | 173 8 10    | ..                | ..      | 25     | ..    | 1                 | 8       | 8      | 27    | ..                              | 128 5 11    | 212 2 7     |
| Maldon .. .. .                             | 26,487                        | 2,704 11 3  | 303 8 8   | 26 19 5                      | 801       | 2,173    | 626 15 7    | 1                 | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | 48 2 5      | 3,790 0 10  |
| Pollard .. .. .                            | ..                            | ..          | ..        | ..                           | 18        | 3        | 48 2 3      | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | ..          |
| Shelbourne .. .. .                         | 188                           | 60 17 7     | 11 5 0    | 0 2 6                        | 6,425     | 2,952    | 3,510 18 11 | ..                | ..      | 20     | ..    | ..                | ..      | ..     | 1     | ..                              | 59 16 5     | 3,643 0 5   |
| <b>CASTLEMAINE-MARYBOROUGH LINE.</b>       |                               |             |           |                              |           |          |             |                   |         |        |       |                   |         |        |       |                                 |             |             |
| Campbell .. .. .                           | 1,252                         | 140 19 5    | 81 8 5    | 22 17 1                      | 6,076     | 203      | 1,775 9 2   | 2                 | ..      | ..     | ..    | ..                | ..      | 1      | 11    | ..                              | 8 10 9      | 2,020 14 1  |
| Guildford .. .. .                          | 7,950                         | 536 16 4    | 84 8 0    | 1 5 1                        | 5,897     | 411      | 3,288 16 1  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 3,919 16 3  |
| Strangway .. .. .                          | 844                           | 155 5 7     | 44 0 5    | 0 0 8                        | 299       | 30       | 146 0 3     | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | 345 6 11    | ..          |
| Newstead .. .. .                           | 7,883                         | 1,462 6 10  | 175 4 2   | 245 3 6                      | 5,343     | 1,723    | 4,584 13 1  | 10                | 32      | 132    | 122   | 9                 | 38      | 30     | 20    | ..                              | 912 15 7    | 7,380 3 2   |
| Joyce's Creek .. .. .                      | 950                           | 144 18 0    | 11 19 5   | 0 10 0                       | 1,728     | 216      | 950 12 3    | 1                 | 1       | ..     | ..    | ..                | ..      | 12     | 3     | ..                              | 3 12 0      | 1,111 11 10 |
| Moolort .. .. .                            | 964                           | 223 14 9    | 17 10 1   | 5 2 0                        | 5,065     | 673      | 2,798 3 3   | 1                 | ..      | 70     | ..    | 1                 | 2       | 17     | ..    | ..                              | 392 19 0    | 3,437 9 1   |
| ate Rivers and Water Supply Siding .. .. . | ..                            | ..          | ..        | ..                           | 10,741    | 34       | 5,524 7 3   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 5,524 7 3   |
| Cartbrook .. .. .                          | 4,193                         | 935 14 0    | 83 17 11  | 6 15 0                       | 7,488     | 833      | 4,461 11 6  | 4                 | 56      | 147    | 73    | 2                 | 52      | 74     | 12    | 1,070 2 5                       | 6,553 0 10  |             |
| Maryborough .. .. .                        | 41,474                        | 14,967 15 2 | 1,430 0 0 | 94 17 10                     | 14,065    | 20,171   | 10,928 16 1 | 23                | 16      | 10     | ..    | 29                | 50      | 55     | 8     | 181 2 1                         | 27,602 11 2 |             |
| <b>MARYBOROUGH-MILDURA LINE.</b>           |                               |             |           |                              |           |          |             |                   |         |        |       |                   |         |        |       |                                 |             |             |
| Simson .. .. .                             | 411                           | 25 16 4     | 0 2 11    | ..                           | 1,554     | 32       | 745 4 10    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 25 19 3     |
| Havelock .. .. .                           | 439                           | 18 17 4     | 12 19 11  | ..                           | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 777 2 1     |
| Bet Bet .. .. .                            | 1,221                         | 217 10 3    | 21 15 6   | 1 1 7                        | 34,351    | 459      | 19,301 11 2 | 3                 | ..      | ..     | 1     | 1                 | ..      | 1      | ..    | ..                              | 13 4 6      | 19,555 3 0  |
| Dunolly .. .. .                            | 6,041                         | 1,635 13 9  | 166 6 3   | 13 3 11                      | 22,666    | 1,588    | 7,891 3 1   | 1                 | 12      | 38     | ..    | ..                | ..      | ..     | ..    | ..                              | 239 5 3     | 9,945 12 3  |
| Goldsbrough .. .. .                        | 935                           | 177 19 4    | 13 0 4    | 0 4 10                       | 6,783     | 152      | 2,364 11 6  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 3,055 16 0  |
| Beahba .. .. .                             | 3,852                         | 1,198 16 10 | 100 14 11 | 2 11 5                       | 25,628    | 2,949    | 10,891 6 11 | 3                 | 7       | 44     | 9     | 5                 | 2       | 32     | ..    | ..                              | 254 13 7    | 12,448 3 8  |
| Maffescioni's Siding .. .. .               | ..                            | ..          | ..        | ..                           | 2,435     | 47       | 1,261 11 11 | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 1,261 11 11 |
| Emu .. .. .                                | 1,478                         | 366 6 7     | 27 6 3    | 8 15 4                       | 8,302     | 943      | 4,320 4 10  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 5,244 9 8   |
| Carapooee .. .. .                          | 540                           | 299 18 1    | 18 3 10   | 0 12 2                       | 7,251     | 623      | 3,739 16 5  | 2                 | ..      | 2      | ..    | 2                 | ..      | ..     | ..    | ..                              | ..          | 3,985 10 4  |
| St. Arnaud .. .. .                         | 17,608                        | 10,089 18 0 | 754 15 2  | 136 18 3                     | 16,896    | 20,273   | 13,207 16 2 | 24                | 51      | 184    | 1     | 19                | 25      | 86     | 1     | 1,460 2 8                       | 25,649 10 8 |             |
| Sutherland .. .. .                         | 508                           | 155 6 6     | 13 1 11   | 0 6 3                        | 7,475     | 1,013    | 3,848 11 4  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 17 0 10     |
| Swanwater .. .. .                          | 173                           | 37 9 8      | 1 8 8     | ..                           | 6,763     | 11,507   | 3,259 11 0  | 9                 | ..      | 103    | ..    | 10                | ..      | 2      | ..    | ..                              | 715 15 11   | 4,733 2 2   |
| Cope Cope .. .. .                          | 1,473                         | 621 8 4     | 40 15 6   | 3 19 6                       | 6,597     | 6,919    | 6,358 19 4  | 3                 | ..      | 40     | ..    | 8                 | 2       | 32     | ..    | ..                              | 39 12 6     | 3,338 1 10  |
| Donald .. .. .                             | 11,899                        | 7,237 2 8   | 608 7 5   | 185 3 0                      | 14,855    | 14,865   | 12,624 6 10 | 46                | 62      | 177    | ..    | 19                | 38      | 342    | 1     | 1,770 15 1                      | 7,290 12 7  |             |
| Lake Buloke .. .. .                        | 3                             | 0 11 3      | ..        | ..                           | 503       | 50       | 335 18 9    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 22,425 15 0 |
| Litchfield .. .. .                         | 1,326                         | 332 14 3    | 21 13 8   | 0 18 6                       | 9,662     | 1,649    | 6,513 10 9  | ..                | ..      | 72     | ..    | 1                 | ..      | 4      | 2     | ..                              | 847 17 1    | 336 10 0    |
| Massey .. .. .                             | 298                           | 73 14 10    | 7 9 6     | 4 7 4                        | 5,142     | 464      | 3,352 13 7  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 7,716 4 3   |
| Watchem .. .. .                            | 3,267                         | 1,421 1 5   | 85 2 10   | 48 6 1                       | 7,889     | 2,710    | 6,098 3 9   | 37                | 17      | 175    | ..    | 19                | 5       | 42     | ..    | ..                              | 1,295 19 10 | 3,438 5 3   |
| Morton Plains .. .. .                      | 169                           | 85 3 9      | 0 19 7    | ..                           | 4,888     | 6,361    | 3,163 15 5  | 1                 | ..      | 28     | ..    | 1                 | ..      | ..     | ..    | ..                              | ..          | 8,948 13 11 |
| Birchip .. .. .                            | 7,078                         | 4,379 17 2  | 451 0 10  | 136 1 7                      | 9,425     | 9,017    | 8,302 5 10  | 33                | 37      | 224    | 5     | 20                | 26      | 127    | 1     | 1,683 4 5                       | 3,294 7 0   |             |
| Karyrie .. .. .                            | 61                            | 21 3 1      | 0 11 2    | ..                           | 1,058     | 35       | 815 4 9     | ..                | ..      | 10     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 14,952 9 10 |
| Kinna Bulla .. .. .                        | 377                           | 123 12 8    | 8 5 7     | 0 6 10                       | 6,380     | 561      | 4,558 4 5   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 905 3 5     |
| Curyo .. .. .                              | 994                           | 314 10 6    | 18 11 9   | 0 11 7                       | 4,931     | 1,186    | 3,299 18 2  | 3                 | 6       | 42     | ..    | 2                 | 1       | 11     | ..    | ..                              | 226 19 9    | 4,917 9 3   |
| Watchupga .. .. .                          | 629                           | 327 7 9     | 27 15 8   | ..                           | 5,370     | 1,457    | 3,713 12 4  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 3,931 15 2  |
| Woomelang .. .. .                          | 4,303                         | 2,741 9 5   | 215 2 1   | 38 10 10                     | 10,680    | 3,893    | 8,406 7 0   | 17                | 21      | 37     | 1     | 15                | 10      | 22     | ..    | ..                              | 258 7 5     | 4,327 3 2   |
| Lascelles .. .. .                          | 2,532                         | 1,436 14 9  | 93 7 0    | 8 16 9                       | 8,155     | 1,952    | 5,979 17 6  | 7                 | 1       | 91     | 1     | 3                 | ..      | 74     | ..    | ..                              | 586 11 2    | 11,936 0 6  |
| Gama .. .. .                               | 75                            | 49 9 5      | 9 15 3    | ..                           | 4,415     | 547      | 3,350 0 9   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 8,021 12 4  |
| Torpey's Siding .. .. .                    | ..                            | ..          | ..        | ..                           | 1,377     | 204      | 1,032 8 0   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | ..          | 3,389 5 5   |
| Turriff .. .. .                            | 796                           | 447 13 8    | 34 17 10  | 0 6 2                        | 5,066     | 1,168    | 3,761 15 11 | ..                | 2       | ..     | ..    | ..                | 1       | 5      | ..    | ..                              | 4 11 4      | 1,032 8 0   |
|  |                               |             |           |                              |           |          |             |                   |         |        |       |                   |         |        |       |                                 |             | 4,249 4 11  |

|                                   |        |        |       |           |          |        |        |             |    |    |     |    |    |    |    |          |            |              |
|-----------------------------------|--------|--------|-------|-----------|----------|--------|--------|-------------|----|----|-----|----|----|----|----|----------|------------|--------------|
| Speed                             | 1,717  | 1,055  | 9 11  | 123 14 0  | 5 17 10  | 4,715  | 1,274  | 3,668 18 10 | 7  | 7  | 72  | 3  | 4  | 6  | 24 | ..       | 644 1 11   | 5,498 2 6    |
| Tempy                             | 1,912  | 1,051  | 5 2   | 86 6 8    | 7 13 0   | 4,751  | 2,052  | 3,798 14 0  | 1  | 1  | 1   | .. | 7  | 2  | 34 | ..       | 9 16 3     | 4,953 15 4   |
| Gypsum Siding                     | 109    | 79     | 19 2  | ..        | ..       | 10,628 | 416    | 8,637 6 11  | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 8,717 6 1    |
| Bronzewing                        | 115    | 90     | 10 3  | ..        | ..       | 2,645  | 610    | 2,049 11 4  | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 2,147 9 0    |
| Nunga                             | 115    | 86     | 13 1  | 1 13 10   | ..       | 2,221  | 430    | 1,739 11 10 | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 1,827 18 9   |
| Ouyen                             | 11,705 | 8,939  | 12 2  | 654 7 8   | 70 17 10 | 6,859  | 11,673 | 5,850 5 7   | 18 | 13 | 32  | 1  | 40 | 19 | 47 | ..       | 437 14 6   | 15,952 17 9  |
| Kiamal                            | 150    | 109    | 2 10  | 5 14 11   | 0 2 2    | 3,316  | 1,240  | 3,012 16 6  | 1  | .. | ..  | .. | .. | .. | .. | ..       | 2 14 0     | 3,130 10 5   |
| Triaita                           | 78     | 38     | 8 8   | 0 0 9     | ..       | 910    | 469    | 729 0 2     | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 767 9 7      |
| Hattah                            | 606    | 256    | 10 10 | 50 7 10   | 7 12 8   | 1,062  | 365    | 771 0 0     | 2  | 1  | ..  | .. | .. | 2  | .. | ..       | 5 13 0     | 1,091 4 4    |
| Nowingi                           | 337    | 50     | 5 8   | 32 7 3    | ..       | 568    | 766    | 328 11 11   | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 411 4 10     |
| Boonoonar                         | 160    | 224    | 0 1   | 45 8 7    | ..       | 2,406  | 742    | 1,751 19 9  | .. | .. | ..  | .. | 3  | 3  | 20 | ..       | ..         | 2,021 8 5    |
| Carwarp                           | 1,504  | 884    | 14 8  | 92 14 1   | 4 14 2   | 4,395  | 1,273  | 2,764 10 4  | 5  | 7  | 10  | 3  | 13 | 12 | 25 | ..       | 104 2 0    | 3,850 15 3   |
| Yatpool                           | 334    | 359    | 0 10  | 31 6 0    | ..       | 3,365  | 491    | 1,733 6 9   | .. | .. | ..  | .. | 9  | 31 | 49 | ..       | ..         | 2,103 13 7   |
| Redcliffs                         | 17,194 | 8,795  | 9 2   | 681 15 4  | 26 0 9   | 9,770  | 38,038 | 17,402 2 4  | 9  | 3  | ..  | 1  | 13 | .. | .. | 1        | 45 1 7     | 26,950 10 2  |
| *Sunnycliffs                      | 11     | 0      | 11 0  | ..        | ..       | ..     | ..     | ..          | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 0 11 0       |
| Frymple                           | 6,478  | 2,999  | 5 5   | 92 14 0   | 32 1 5   | 14,796 | 9,085  | 28,112 8 11 | 15 | .. | ..  | .. | .. | .. | .. | ..       | 62 5 1     | 31,298 14 10 |
| Mildura                           | 41,658 | 24,663 | 13 0  | 1,980 6 4 | 222 11 8 | 15,917 | 67,277 | 26,580 9 7  | 20 | 33 | 93  | .. | 16 | 7  | 24 | 4        | 1,284 14 8 | 54,731 15 3  |
| Mildura, Bookings on Rail Motor.. | 12,698 | 440    | 7 6   | ..        | ..       | ..     | ..     | ..          | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 440 7 6      |
| MURBEIN-YELTA LINE.               |        |        |       |           |          |        |        |             |    |    |     |    |    |    |    |          |            |              |
| Merbein                           | 21,485 | 4,201  | 9 9   | 845 7 5   | 13 9 1   | 17,506 | 12,188 | 31,795 13 9 | 1  | 1  | ..  | .. | 2  | 5  | 10 | 2        | 4 1 0      | 36,360 1 0   |
| Merbein West                      | 13     | 0      | 10 4  | ..        | 0 8 7    | 81     | 70     | 138 8 10    | .. | .. | ..  | 1  | .. | 2  | 4  | ..       | 5 12 11    | 145 0 8      |
| Yelta                             | 10     | 0      | 11 4  | 1 11 1    | ..       | 760    | 2,188  | 1,454 4 9   | .. | .. | ..  | .. | .. | .. | 1  | 1        | ..         | 1,456 7 2    |
| MARYBOROUGH-ARARAT LINE.          |        |        |       |           |          |        |        |             |    |    |     |    |    |    |    |          |            |              |
| Adelaide Lead                     | 168    | 11     | 9 6   | 1 10 6    | ..       | ..     | ..     | ..          | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 13 0 0       |
| Bung Bong                         | 521    | 38     | 4 10  | 11 0 8    | ..       | 15,161 | 215    | 8,842 6 10  | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 3,391 12 4   |
| Homebush                          | 703    | 106    | 5 1   | 15 5 7    | 0 0 9    | 1,359  | 48     | 662 12 8    | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 784 4 1      |
| Avoca                             | 4,030  | 1,295  | 14 7  | 236 3 4   | 60 9 4   | 16,024 | 2,415  | 7,336 15 2  | 8  | 31 | 30  | 10 | 6  | 24 | 27 | 1        | 556 6 8    | 10,035 9 1   |
| Amphitheatre                      | 1,199  | 295    | 3 4   | 38 5 7    | ..       | 3,054  | 685    | 1,631 14 6  | .. | 1  | ..  | 2  | 2  | 1  | 1  | ..       | 50 1 1     | 2,075 9 6    |
| Elmhurst                          | 1,207  | 321    | 16 4  | 54 14 6   | 1 1 11   | 2,016  | 743    | 1,537 7 7   | 5  | 9  | 39  | 5  | .. | 1  | 5  | ..       | 238 17 10  | 2,153 18 2   |
| Eversley                          | 124    | 30     | 3 10  | 0 16 0    | 0 0 9    | 2,174  | 179    | 558 15 4    | .. | .. | ..  | 10 | .. | .. | .. | ..       | 24 11 3    | 604 7 2      |
| Ben Nevis                         | 608    | 144    | 14 9  | 12 11 2   | 0 9 7    | 554    | 162    | 241 13 6    | .. | .. | 2   | 1  | 2  | .. | 4  | ..       | 14 9 10    | 413 18 10    |
| Dunneworthy                       | 250    | 20     | 18 8  | 0 15 7    | ..       | 1,273  | 58     | 544 8 6     | .. | .. | ..  | .. | 2  | .. | .. | ..       | ..         | 566 2 9      |
| Warra Yadin                       | 24     | 1      | 15 5  | 0 1 3     | ..       | 171    | 9      | 117 3 3     | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 118 19 11    |
| NAVARRE LINE.                     |        |        |       |           |          |        |        |             |    |    |     |    |    |    |    |          |            |              |
| Crowlands                         | 343    | 42     | 9 8   | 10 17 5   | ..       | 907    | 131    | 487 1 11    | .. | .. | 3   | 1  | .. | .. | 1  | ..       | 26 15 1    | 567 4 1      |
| Joel                              | 158    | 27     | 14 9  | 1 18 3    | 0 6 6    | 2,484  | 116    | 1,300 5 11  | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 1,330 5 5    |
| Landsborough                      | 716    | 202    | 13 4  | 15 18 9   | 33 16 1  | 3,313  | 656    | 2,114 7 7   | .. | 3  | 3   | .. | 1  | 1  | 4  | ..       | 55 9 10    | 2,422 5 7    |
| Cowley's Siding                   | ..     | ..     | ..    | ..        | ..       | 1,833  | ..     | 1,006 13 5  | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 1,006 13 5   |
| Tulkara                           | 48     | 10     | 0 4   | 0 4 7     | ..       | 1,647  | 146    | 994 2 3     | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 1,004 7 2    |
| Navarre                           | 463    | 250    | 1 5   | 22 10 2   | 0 7 2    | 16,436 | 833    | 10,274 14 9 | .. | 2  | 2   | .. | 1  | .. | 23 | ..       | 20 19 2    | 10,568 12 8  |
| BALLARAT-MARYBOROUGH LINE.        |        |        |       |           |          |        |        |             |    |    |     |    |    |    |    |          |            |              |
| Selkirk's Siding                  | ..     | ..     | ..    | ..        | ..       | 18,044 | 2,775  | 10,512 8 5  | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 10,512 8 5   |
| Waubra Junction                   | 1,086  | 60     | 7 7   | 1 18 8    | ..       | ..     | ..     | ..          | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 62 6 3       |
| Sulky                             | 1,931  | 49     | 12 9  | 2 8 8     | 3 10 5   | ..     | 46     | 3 15 10     | 2  | .. | ..  | .. | 3  | .. | .. | ..       | 4 2 4      | 63 10 0      |
| Bald Hills                        | 4,384  | 121    | 12 11 | 3 6 8     | 0 2 3    | ..     | 13     | 1 19 3      | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 127 1 1      |
| Creswick                          | 83,351 | 2,059  | 13 3  | 299 8 1   | 12 2 6   | 454    | 1,050  | 360 18 1    | 1  | 1  | ..  | .. | 2  | 1  | .. | ..       | 8 14 1     | 2,651 1 0    |
| North Creswick                    | 10,547 | 711    | 15 10 | 33 13 2   | 1 15 8   | 674    | 1,648  | 436 9 7     | .. | 3  | 1   | .. | .. | 1  | 3  | ..       | 3 18 0     | 1,187 12 3   |
| Tourello                          | 1,115  | 75     | 19 2  | 8 7 0     | 1 8 10   | 227    | 246    | 134 17 9    | .. | .. | ..  | .. | 6  | 1  | 13 | 34       | 1          | 498 1 2      |
| Clunes                            | 7,877  | 1,744  | 15 1  | 140 13 6  | 5 19 4   | 3,275  | 3,234  | 2,896 0 0   | 16 | 68 | 140 | 25 | 7  | 11 | 26 | 6        | 824 7 1    | 5,620 15 0   |
| Talbot                            | 11,234 | 1,414  | 6 2   | 107 15 5  | 2 11 8   | 32,072 | 2,165  | 9,237 15 8  | 10 | 27 | 56  | 14 | 9  | 13 | 5  | 5        | 415 11 6   | 11,178 0 5   |
| Daisy Hill                        | 102    | 14     | 16 9  | 1 11 5    | ..       | ..     | ..     | 0 14 5      | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 17 2 7       |
| WAUBRA LINE.                      |        |        |       |           |          |        |        |             |    |    |     |    |    |    |    |          |            |              |
| Pisgah                            | 874    | 13     | 6 6   | ..        | 2 1 8    | ..     | 2      | ..          | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 15 8 2       |
| McDas                             | 65     | 4      | 14 4  | ..        | ..       | 36     | 134    | 25 13 9     | .. | .. | 1   | .. | .. | .. | .. | ..       | ..         | 32 15 7      |
| Blowhard                          | 983    | 67     | 4 5   | 6 4 6     | 0 5 10   | 3,793  | 535    | 2,059 14 11 | 6  | 16 | 90  | .. | 1  | 25 | .. | 254 16 2 | 2,388 5 10 |              |
| Learmonth                         | 797    | 117    | 10 6  | 12 14 0   | 0 3 7    | 2,807  | 615    | 1,743 2 10  | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 1,873 19 11  |
| North Learmonth                   | 229    | 32     | 18 11 | ..        | ..       | ..     | 74     | ..          | .. | .. | ..  | .. | .. | .. | .. | ..       | ..         | 32 18 11     |
| Addington                         | 375    | 57     | 18 11 | 75 13 2   | 0 6 11   | 1,436  | 146    | 809 14 11   | .. | 4  | 40  | .. | .. | 2  | 13 | ..       | 84 15 3    | 1,023 9 2    |
| Waubra                            | 1,367  | 232    | 13 5  | 55 9 5    | 1 8 8    | 9,748  | 1,002  | 5,762 3 9   | 10 | 60 | 76  | 18 | 13 | 11 | 20 | 2        | 453 11 6   | 6,595 11 6   |

APPENDIX NO. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                    | PASSENGERS.                   |             | PARCELS.  | HORSES, CARRIAGES, AND DOGS. | GOODS.    |          |             | LIVE STOCK.       |         |        |       |                   |         |        |       | TOTAL OUTWARDS TRAFFIC REVENUE. |             |
|------------------------------|-------------------------------|-------------|-----------|------------------------------|-----------|----------|-------------|-------------------|---------|--------|-------|-------------------|---------|--------|-------|---------------------------------|-------------|
|                              | Outwards.                     |             | Outwards. | Outwards.                    | Outwards. | Inwards. | Outwards.   | Outwards.         |         |        |       | Inwards.          |         |        |       |                                 | Outwards.   |
|                              | Number of Passenger Journeys. | Revenue.    | Revenue.  | Revenue.                     | Tons.     | Tons.    | Revenue.    | Number of Trucks. |         |        |       | Number of Trucks. |         |        |       |                                 | Revenue.    |
|                              |                               |             |           |                              |           |          |             | Horses.           | Cattle. | Sheep. | Pigs. | Horses.           | Cattle. | Sheep. | Pigs. |                                 |             |
| £ s. d.                      |                               | £ s. d.     |           | £ s. d.                      |           | £ s. d.  |             |                   |         |        |       |                   |         |        |       | £ s. d.                         |             |
| DUNOLLY-INGLEWOOD LINE.      |                               |             |           |                              |           |          |             |                   |         |        |       |                   |         |        |       |                                 |             |
| Painswick                    | ..                            | ..          | 0 1 0     | ..                           | 589       | ..       | 148 15 5    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | 148 15 5    |
| Laurie                       | 19                            | 3 12 4      | 0 2 8     | ..                           | 2,212     | ..       | 1,114 13 4  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | 1,118 8 4   |
| Tarnagulla                   | 768                           | 216 1 4     | 47 9 4    | 1 2 6                        | 2,652     | 678      | 1,481 4 5   | ..                | 1       | ..     | ..    | 2                 | ..      | 2      | ..    | 2 0 0                           | 1,727 17 7  |
| Isanelly                     | 157                           | 22 4 8      | 14 13 7   | 0 2 2                        | 3,096     | 689      | 1,803 12 6  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | 1,840 12 11 |
| Arnold                       | 407                           | 53 15 11    | 12 6 0    | 1 10 4                       | 2,970     | 373      | 1,729 15 0  | 3                 | ..      | 28     | ..    | 1                 | 2       | 2      | ..    | 151 18 4                        | 1,949 5 7   |
| Bullabul                     | 49                            | 5 11 5      | 0 6 7     | ..                           | 192       | 2        | 110 10 3    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | 116 8 3     |
| MURRAYVILLE LINE.            |                               |             |           |                              |           |          |             |                   |         |        |       |                   |         |        |       |                                 |             |
| Tiega                        | 136                           | 20 4 6      | 1 3 9     | ..                           | 2,176     | 322      | 1,841 5 2   | 1                 | ..      | ..     | ..    | ..                | ..      | ..     | ..    | 1 4 6                           | 1,863 17 11 |
| Galah                        | 356                           | 121 18 5    | 12 19 6   | 0 10 6                       | 5,400     | 1,242    | 4,124 8 2   | 1                 | ..      | 12     | ..    | 3                 | 2       | 19     | 1     | 115 16 0                        | 4,375 12 7  |
| Walpeup                      | 1,940                         | 954 4 5     | 86 17 2   | 12 19 1                      | 7,730     | 2,666    | 6,477 10 3  | 7                 | 1       | 15     | 1     | 8                 | ..      | 11     | 1     | 183 17 4                        | 7,715 8 3   |
| Torrta                       | 404                           | 161 11 6    | 17 11 10  | 0 18 2                       | 5,228     | 1,057    | 4,165 6 0   | 1                 | ..      | 4      | ..    | 2                 | 1       | 7      | ..    | 56 3 0                          | 4,401 12 6  |
| Underbool                    | 1,868                         | 1,139 7 6   | 155 3 3   | 3 3 6                        | 11,842    | 2,879    | 10,815 7 10 | 6                 | 6       | 36     | ..    | 21                | 6       | 77     | ..    | 381 2 0                         | 12,414 4 1  |
| Linga                        | 611                           | 183 12 5    | 19 16 6   | ..                           | 6,157     | 886      | 5,152 3 5   | 1                 | 1       | 9      | ..    | 2                 | ..      | 8      | 1     | 95 12 11                        | 5,484 5 3   |
| Belinka                      | 722                           | 225 9 8     | 23 3 5    | 1 15 9                       | 3,028     | 866      | 2,651 11 8  | 3                 | ..      | 9      | ..    | 2                 | ..      | 7      | ..    | 82 17 2                         | 2,999 17 8  |
| Tute                         | 705                           | 240 9 0     | 25 2 7    | 17 10 5                      | 3,592     | 785      | 2,904 18 0  | 2                 | ..      | 11     | 1     | 3                 | 1       | 8      | ..    | 124 10 0                        | 3,312 10 0  |
| Cowangie                     | 1,278                         | 615 10 11   | 98 12 2   | 1 8 7                        | 6,605     | 1,984    | 5,906 5 7   | ..                | 9       | 12     | ..    | 5                 | 4       | 5      | ..    | 139 8 7                         | 6,761 5 10  |
| Dawo                         | 206                           | 103 4 4     | 22 3 6    | 0 7 1                        | 5,451     | 703      | 4,539 15 5  | 1                 | ..      | 7      | ..    | ..                | ..      | ..     | ..    | 73 3 11                         | 4,743 14 3  |
| Murrayville                  | 2,800                         | 1,474 11 0  | 161 15 11 | 18 14 6                      | 6,579     | 3,388    | 6,006 2 2   | 6                 | 1       | 45     | ..    | 2                 | 3       | 48     | ..    | 208 0 5                         | 7,969 4 0   |
| MURRAYVILLE—PINNAROO LINE.   |                               |             |           |                              |           |          |             |                   |         |        |       |                   |         |        |       |                                 |             |
| Carina                       | 98                            | 10 18 1     | 5 1 2     | 0 0 8                        | 5,737     | 986      | 4,307 4 7   | 1                 | ..      | ..     | ..    | 1                 | ..      | ..     | ..    | 4 2 0                           | 4,327 6 6   |
| Panltya                      | 74                            | 9 5 11      | 8 8 5     | ..                           | 6,346     | 1,248    | 5,473 18 1  | 2                 | ..      | 8      | ..    | ..                | ..      | ..     | ..    | 54 9 0                          | 5,546 1 5   |
| REDCLIFFS—WERRIMULL LINE.    |                               |             |           |                              |           |          |             |                   |         |        |       |                   |         |        |       |                                 |             |
| Thurla                       | 8                             | 0 16 11     | 1 9 7     | ..                           | 562       | 138      | 460 16 5    | ..                | ..      | ..     | ..    | 1                 | ..      | ..     | ..    | ..                              | 463 2 11    |
| Mildura Shire Council Siding | ..                            | ..          | ..        | ..                           | 664       | ..       | 77 18 2     | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                              | 77 18 2     |
| Benetook                     | 74                            | 13 6 7      | 3 10 5    | 0 13 8                       | 4,057     | 749      | 1,208 10 1  | ..                | ..      | ..     | ..    | 5                 | ..      | ..     | ..    | ..                              | 1,284 0 9   |
| Pinta                        | 130                           | 22 6 4      | 7 11 2    | 0 2 4                        | 4,357     | 1,403    | 1,832 13 2  | 3                 | ..      | ..     | ..    | 5                 | 4       | 2      | 1     | 12 8 8                          | 1,875 1 3   |
| Marrinac                     | 321                           | 67 11 6     | 19 11 1   | 1 0 8                        | 3,126     | 1,679    | 2,634 1 11  | 1                 | ..      | ..     | ..    | 14                | 4       | 1      | ..    | 0 18 9                          | 2,723 3 11  |
| Karravinnu                   | 546                           | 172 10 5    | 8 18 6    | 0 12 10                      | 2,738     | 1,598    | 2,310 19 6  | ..                | ..      | ..     | ..    | 7                 | 3       | ..     | ..    | ..                              | 2,403 1 3   |
| Werrimull                    | 484                           | 207 16 7    | 43 8 4    | 1 0 8                        | 3,281     | 3,676    | 2,369 9 3   | 4                 | 1       | ..     | ..    | 21                | 5       | ..     | ..    | 19 4 3                          | 2,640 19 1  |
| WERRIMULL—MERINGUR LINE.     |                               |             |           |                              |           |          |             |                   |         |        |       |                   |         |        |       |                                 |             |
| Bambill                      | 72                            | 34 17 2     | 5 3 0     | ..                           | 1,229     | 466      | 682 1 8     | ..                | ..      | ..     | ..    | 5                 | 2       | ..     | ..    | ..                              | 722 1 10    |
| Yarrara                      | 56                            | 41 7 0      | 3 0 7     | ..                           | 736       | 1,241    | 472 1 0     | ..                | ..      | ..     | ..    | 6                 | 1       | ..     | ..    | ..                              | 516 3 7     |
| Meringur                     | 366                           | 216 19 0    | 67 8 7    | 2 17 8                       | 1,158     | 1,927    | 623 12 2    | ..                | ..      | ..     | ..    | 17                | 4       | ..     | ..    | ..                              | 910 17 5    |
| BENDIGO—SEA LAKE LINE.       |                               |             |           |                              |           |          |             |                   |         |        |       |                   |         |        |       |                                 |             |
| California Gully             | 1,223                         | 40 18 1     | ..        | ..                           | 1,060     | 3,437    | 659 8 3     | 1                 | ..      | ..     | ..    | 1                 | ..      | ..     | ..    | 3 12 0                          | 703 18 4    |
| Eaglehawk                    | 6,006                         | 1,126 18 8  | 175 6 4   | 30 7 7                       | 3,386     | 3,191    | 1,969 16 0  | 4                 | 1       | ..     | 1     | ..                | ..      | ..     | ..    | 10 17 11                        | 3,313 8 6   |
| Mareng                       | 1,953                         | 238 6 4     | 26 1 11   | 3 6 0                        | 1,657     | 1,093    | 1,205 17 11 | 6                 | ..      | ..     | ..    | 12                | ..      | 3      | ..    | 1 7 8                           | 1,474 19 10 |
| Leichardt                    | 378                           | 57 14 1     | 5 4 10    | 0 3 7                        | 2,142     | 458      | 1,040 16 11 | 1                 | 1       | 38     | ..    | ..                | ..      | ..     | ..    | 46 5 0                          | 1,150 4 5   |
| Derby                        | 819                           | 130 6 4     | 8 16 9    | 0 6 11                       | 3,584     | 500      | 1,586 13 3  | ..                | ..      | 43     | ..    | 2                 | 4       | 17     | ..    | 63 14 7                         | 1,789 17 10 |
| Bridgewater                  | 4,313                         | 950 4 9     | 110 2 7   | 20 10 9                      | 30,673    | 25,534   | 17,402 4 6  | 25                | 74      | 196    | 11    | 14                | 29      | 79     | 1     | 872 17 7                        | 19,356 0 2  |
| Inglewood                    | 6,952                         | 2,268 16 10 | 227 10 5  | 27 18 1                      | 4,330     | 3,022    | 2,655 3 4   | 3                 | 1       | 11     | 2     | 4                 | 1       | 10     | 1     | 70 9 11                         | 5,250 7 7   |
| Kurting                      | 390                           | 82 18 4     | 15 17 6   | 0 1 2                        | 4,627     | 293      | 1,948 18 3  | ..                | ..      | 44     | ..    | ..                | ..      | 17     | ..    | 169 9 0                         | 2,217 4 3   |



|                                  |       |            |          |         |        |        |             |    |    |     |    |    |    |    |    |            |              |
|----------------------------------|-------|------------|----------|---------|--------|--------|-------------|----|----|-----|----|----|----|----|----|------------|--------------|
| Glenalbyn                        | 603   | 159 15 5   | 18 2 11  | 0 0 8   | 2,988  | 197    | 1,228 5 4   | .. | 1  | 9   | .. | .. | .. | 6  | .. | 44 9 6     | 1,450 13 10  |
| Wedderburn Junction              | 2,155 | 1,083 6 11 | 64 6 6   | 5 18 2  | 1,371  | 196    | 861 7 4     | 2  | .. | 2   | .. | 3  | 7  | 13 | .. | 15 11 9    | 1,970 10 8   |
| Korong Vale                      | 5,162 | 1,958 13 6 | 122 19 8 | 27 4 6  | 6,343  | 2,272  | 4,123 8 6   | 10 | .. | 33  | .. | 9  | 12 | 21 | 3  | 252 4 2    | 6,484 10 4   |
| Country Roads Board Grave Siding | ..    | ..         | ..       | ..      | 31,032 | ..     | 5,672 13 7  | .. | 7  | ..  | .. | .. | .. | .. | .. | ..         | 5,672 13 7   |
| Wyohitella                       | 635   | 199 16 1   | 17 17 1  | 3 2 5   | 5,055  | 883    | 3,128 5 11  | .. | 20 | 48  | .. | .. | .. | 3  | .. | 411 8 0    | 3,760 9 6    |
| Buckrabanyule                    | 828   | 312 19 9   | 24 2 6   | 6 6 0   | 4,247  | 1,646  | 2,913 5 6   | .. | .. | 87  | .. | 1  | 1  | 2  | .. | 216 1 7    | 3,472 15 4   |
| Barrakee                         | 316   | 116 1 5    | 8 15 1   | 0 4 4   | 6,271  | 756    | 3,870 6 7   | .. | 1  | 26  | .. | .. | .. | 3  | .. | 181 14 5   | 4,177 2 6    |
| Charlton                         | 6,707 | 3,696 9 1  | 419 14 2 | 18 11 4 | 9,875  | 22,227 | 7,552 8 10  | 10 | 14 | 147 | 1  | 13 | 12 | 37 | .. | 1,095 19 1 | 12,783 2 6   |
| Teddywaddy                       | 342   | 62 1 6     | 7 15 9   | ..      | 3,535  | 4,105  | 2,282 4 7   | 1  | .. | 18  | .. | .. | .. | 4  | .. | 122 11 6   | 2,474 13 4   |
| Glenloch                         | 1,140 | 354 2 0    | 24 18 2  | 1 13 10 | 6,125  | 4,026  | 4,276 17 9  | .. | 8  | 73  | .. | 2  | 2  | 4  | .. | 604 16 10  | 5,282 8 7    |
| Fairview                         | 1     | 0 1 9      | ..       | ..      | 334    | 131    | 201 1 10    | .. | .. | ..  | .. | .. | .. | .. | .. | 201 3 7    | ..           |
| Wycheproof                       | 5,981 | 2,906 19 8 | 291 12 5 | 17 13 5 | 14,605 | 14,445 | 10,884 11 1 | 12 | 24 | 285 | 2  | 11 | 5  | 57 | 1  | 2,097 10 8 | 16,148 7 3   |
| Dumosa                           | 634   | 134 13 11  | 13 11 4  | 0 1 1   | 7,022  | 2,066  | 4,836 19 7  | 2  | .. | 92  | .. | 2  | 6  | 4  | .. | 324 8 10   | 5,809 14 9   |
| Nullawil                         | 1,282 | 444 9 7    | 48 7 2   | 2 1 6   | 7,097  | 2,535  | 5,057 0 3   | 1  | 10 | 109 | .. | 1  | 1  | 15 | .. | 980 18 6   | 6,532 17 0   |
| Warne                            | 38    | 35 5 1     | 0 19 7   | ..      | 4,857  | 547    | 3,385 13 10 | .. | .. | 12  | .. | 1  | 1  | 6  | .. | 140 14 6   | 3,512 13 0   |
| Culgoa                           | 1,519 | 871 18 8   | 62 5 2   | 2 10 3  | 9,189  | 5,011  | 6,602 2 9   | 5  | 4  | 125 | 1  | 11 | 1  | 34 | .. | 1,254 5 8  | 8,793 2 6    |
| Berriwillock                     | 1,271 | 856 10 7   | 66 13 7  | 5 19 11 | 15,290 | 4,588  | 11,363 3 3  | 1  | .. | 98  | .. | 4  | 3  | 13 | .. | 981 4 0    | 13,223 11 4  |
| Boighat                          | 151   | 117 4 5    | 7 3 2    | ..      | 4,213  | 455    | 3,049 7 3   | .. | .. | 20  | .. | 1  | .. | 3  | .. | 198 9 0    | 3,372 3 10   |
| Sea Lake                         | 3,456 | 2,331 7 5  | 355 10 9 | 49 9 8  | 10,095 | 6,566  | 8,112 19 11 | 13 | 6  | 138 | .. | 11 | 10 | 36 | 2  | 1,297 3 2  | 12,146 10 11 |

NANDALY LINE.

|         |     |         |         |       |       |       |             |   |    |    |    |    |    |    |    |          |            |
|---------|-----|---------|---------|-------|-------|-------|-------------|---|----|----|----|----|----|----|----|----------|------------|
| Ninda   | 47  | 15 17 0 | 3 18 10 | 1 8 4 | 2,537 | 352   | 1,914 13 11 | 1 | .. | .. | .. | 1  | .. | 3  | .. | 16 4 6   | 1,952 2 7  |
| Nyarri  | 244 | 83 9 11 | 11 10 2 | 0 7 1 | 5,617 | 1,038 | 4,218 18 6  | 1 | .. | 10 | .. | .. | .. | .. | .. | 113 17 6 | 4,428 3 2  |
| Nandaly | 822 | 335 6 5 | 60 7 8  | 1 4 9 | 4,487 | 1,328 | 3,451 2 2   | 3 | 2  | 36 | 1  | 4  | 2  | 12 | .. | 269 18 7 | 4,117 19 7 |

NANDALY-KULWIN LINE.

|             |     |          |         |        |       |       |            |    |    |    |    |   |    |    |    |        |             |
|-------------|-----|----------|---------|--------|-------|-------|------------|----|----|----|----|---|----|----|----|--------|-------------|
| Pier Millan | 380 | 135 10 6 | 13 11 2 | 0 5 9  | 3,200 | 735   | 2,496 9 7  | .. | 1  | .. | .. | 1 | .. | 4  | .. | 1 15 6 | 2,647 12 6  |
| Mittyack    | 317 | 186 3 0  | 22 0 7  | 0 8 7  | 6,208 | 1,035 | 4,626 6 8  | .. | .. | .. | .. | 3 | 1  | 1  | .. | ..     | 4,834 18 10 |
| Leitpar     | 67  | 83 10 1  | 5 7 2   | 0 17 2 | 2,407 | 363   | 1,868 18 8 | .. | .. | .. | .. | 1 | .. | .. | .. | ..     | 1,959 2 1   |
| Kulwin      | 184 | 187 1 5  | 19 7 6  | ..     | 4,432 | 1,432 | 3,482 14 0 | 1  | 1  | .. | 1  | 7 | 1  | 2  | .. | 25 2 3 | 3,714 5 2   |

WEDDERBURN LINE.

|            |       |          |          |       |        |       |            |   |   |    |    |    |   |    |    |         |            |
|------------|-------|----------|----------|-------|--------|-------|------------|---|---|----|----|----|---|----|----|---------|------------|
| Wedderburn | 1,460 | 531 14 2 | 124 18 1 | 0 5 9 | 13,194 | 2,986 | 8,263 0 11 | 9 | 8 | 48 | .. | .. | 9 | 25 | .. | 288 0 7 | 9,207 10 6 |
|------------|-------|----------|----------|-------|--------|-------|------------|---|---|----|----|----|---|----|----|---------|------------|

KORONG VALE-CHILLINGOLLAH LINE.

|               |       |           |          |           |        |        |              |    |    |     |    |    |    |    |    |            |             |
|---------------|-------|-----------|----------|-----------|--------|--------|--------------|----|----|-----|----|----|----|----|----|------------|-------------|
| Borong        | 466   | 112 2 0   | 21 1 9   | 6 0 1     | 4,172  | 1,610  | 2,553 11 1   | .. | .. | 58  | .. | .. | .. | 12 | .. | 252 2 9    | 2,944 17 8  |
| Mysia         | 804   | 231 0 4   | 40 13 1  | 0 7 9     | 2,825  | 2,114  | 2,123 10 4   | 2  | 9  | 39  | .. | 1  | .. | 3  | 1  | 354 6 5    | 2,749 17 11 |
| Boort         | 5,835 | 2,754 2 5 | 346 13 9 | 117 15 10 | 10,719 | 9,225  | 7,205 16 0   | 34 | 55 | 238 | 13 | 38 | 25 | 54 | 3  | 2,074 18 8 | 12,499 6 8  |
| Barraport     | 885   | 235 19 2  | 18 13 5  | 9 19 2    | 10,161 | 1,423  | 5,801 18 5   | 3  | .. | 91  | .. | 8  | 1  | 10 | .. | 607 17 10  | 6,674 8 0   |
| Gredgwin      | 927   | 187 1 10  | 11 0 2   | 1 3 1     | 3,599  | 423    | 2,199 10 8   | 2  | 3  | 14  | .. | .. | .. | 8  | .. | 142 10 11  | 2,521 6 8   |
| Oakvale       | 267   | 102 6 2   | 3 5 1    | 0 11 6    | 4,476  | 512    | 2,996 6 1    | .. | .. | 16  | .. | 1  | .. | 1  | .. | 111 0 5    | 3,213 9 3   |
| Quambatook    | 3,366 | 1,796 1 9 | 202 3 3  | 13 14 8   | 13,783 | 5,334  | 9,955 3 0    | 6  | 33 | 292 | 4  | 9  | 12 | 58 | .. | 1,804 3 6  | 13,771 6 2  |
| Cannie        | 194   | 58 10 1   | 5 9 8    | ..        | 6,732  | 810    | 4,492 4 3    | 2  | .. | 30  | .. | 3  | 1  | 3  | .. | 288 12 5   | 4,844 16 5  |
| Lalbert       | 2,118 | 846 8 6   | 55 17 10 | 5 14 9    | 10,054 | 2,347  | 6,976 3 10   | 2  | 5  | 152 | 2  | 5  | 2  | 12 | 1  | 1,459 8 11 | 9,343 13 10 |
| Meatian       | 543   | 189 9 3   | 18 16 4  | 2 15 9    | 7,944  | 1,495  | 5,894 16 11  | 1  | .. | 107 | .. | 1  | .. | 18 | .. | 801 1 4    | 6,903 19 7  |
| Ultima        | 3,630 | 2,217 2 7 | 184 17 6 | 50 12 0   | 11,842 | 10,259 | 9,018 5 5    | 7  | 11 | 94  | .. | 12 | 3  | 12 | .. | 921 3 8    | 12,342 1 2  |
| Gowanford     | 40    | 29 16 10  | 3 6 11   | ..        | 6,406  | 706    | 4,498 0 7    | .. | .. | ..  | .. | 1  | .. | .. | .. | 452 7 2    | 12,462 10 9 |
| Waltchie      | 883   | 380 16 1  | 42 14 5  | 0 4 0     | 14,791 | 1,443  | 11,586 9 1   | .. | .. | 53  | .. | 2  | .. | 20 | .. | 283 5 7    | 11,083 11 1 |
| Chillingollah | 1,865 | 525 12 0  | 45 9 2   | 0 12 5    | 13,169 | 1,331  | 10,248 11 11 | 3  | 1  | 35  | .. | 13 | .. | 1  | 1  | ..         | ..          |

MANANGATANG LINE.

|             |       |           |          |        |       |       |             |    |    |    |    |    |    |    |    |            |           |
|-------------|-------|-----------|----------|--------|-------|-------|-------------|----|----|----|----|----|----|----|----|------------|-----------|
| Chinkapook  | 829   | 471 2 4   | 75 3 0   | 9 10 6 | 5,642 | 1,660 | 4,373 13 8  | 8  | .. | 58 | 1  | 3  | 1  | 11 | .. | 543 0 1    | 5,472 9 7 |
| Cocamba     | 251   | 143 19 10 | 15 16 0  | ..     | 2,961 | 528   | 2,208 18 10 | .. | .. | .. | .. | 3  | 16 | .. | .. | 2,368 14 8 | ..        |
| Manangatang | 1,803 | 1,125 9 3 | 141 17 5 | 3 17 4 | 7,423 | 4,437 | 5,944 6 2   | 2  | 1  | 20 | .. | .. | .. | .. | .. | 288 18 4   | 7,444 8 6 |

ANNUELLO LINE.

|          |       |          |         |       |        |       |            |    |    |    |    |    |    |    |    |         |           |
|----------|-------|----------|---------|-------|--------|-------|------------|----|----|----|----|----|----|----|----|---------|-----------|
| Bolton   | 345   | 234 19 6 | 8 13 8  | ..    | 10,204 | 969   | 8,414 18 1 | 1  | .. | 2  | .. | 2  | 2  | .. | .. | 30 16 5 | 8,689 7 8 |
| Kolambo  | 77    | 67 14 1  | 2 12 11 | ..    | 1,836  | 577   | 1,452 1 2  | .. | .. | .. | .. | 1  | .. | 4  | .. | ..      | 1,522 8 2 |
| Annuello | 1,062 | 656 17 7 | 29 6 4  | 1 7 1 | 3,758  | 2,044 | 3,105 14 4 | 2  | .. | 4  | .. | 11 | 2  | 12 | .. | 49 1 5  | 3,842 6 9 |

ANNUELLO-ROBINVALE LINE.

|           |     |           |         |        |       |       |            |    |    |    |    |   |    |    |    |          |             |
|-----------|-----|-----------|---------|--------|-------|-------|------------|----|----|----|----|---|----|----|----|----------|-------------|
| Margoova  | 62  | 34 18 10  | 0 8 2   | ..     | 153   | 612   | 111 15 11  | .. | .. | .. | .. | 1 | .. | .. | .. | ..       | 147 2 11    |
| Bannerton | 246 | 224 15 5  | 21 14 8 | ..     | 3,896 | 1,194 | 3,014 8 11 | 1  | .. | .. | .. | 4 | .. | 4  | .. | 3 7 0    | 3,264 6 0   |
| Robinvale | 823 | 672 13 11 | 65 18 0 | 2 11 0 | 1,538 | 2,215 | 1,042 13 3 | 6  | 5  | 25 | .. | 2 | .. | 19 | .. | 296 14 8 | 2,080 10 10 |

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                   | PASSENGERS.                   |            | PARCELS.   | HORSES, CARRIAGES, AND DOGS. | GOODS.    |          |             | LIVE STOCK.       |         |         |       |                   |         |         |       | TOTAL OUTWARDS TRAFFIC REVENUE. |           |
|-----------------------------|-------------------------------|------------|------------|------------------------------|-----------|----------|-------------|-------------------|---------|---------|-------|-------------------|---------|---------|-------|---------------------------------|-----------|
|                             | Outwards.                     |            | Outwards.  | Outwards.                    | Outwards. | Inwards. | Outwards.   | Outwards.         |         |         |       | Inwards.          |         |         |       |                                 | Outwards. |
|                             | Number of Passenger Journeys. | Revenue.   | Revenue.   | Revenue.                     | Tons.     | Tons.    | Revenue.    | Number of Trucks. |         |         |       | Number of Trucks. |         |         |       |                                 | Revenue.  |
|                             |                               |            |            |                              |           |          |             | Horses.           | Cattle. | Sheep.  | Pigs. | Horses.           | Cattle. | Sheep.  | Pigs. |                                 |           |
| £ s. d.                     |                               | £ s. d.    |            | £ s. d.                      |           | £ s. d.  |             | £ s. d.           |         | £ s. d. |       | £ s. d.           |         | £ s. d. |       |                                 |           |
| SWAN HILL LINE.             |                               |            |            |                              |           |          |             |                   |         |         |       |                   |         |         |       |                                 |           |
| Myer's Flat .. .. .         | 334                           | 32 4 7     | 11 8 1     | .. 0 2 6                     | 13        | 13       | 15 13 10    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 59 6 6                          |           |
| Woodvale .. .. .            | 314                           | 36 9 9     | 3 4 11     | 1 16 11                      | 516       | 254      | 274 14 1    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 814 11 3                        |           |
| Sebastian .. .. .           | 1,135                         | 182 18 7   | 14 1 2     | 0 2 6                        | 3,228     | 1,777    | 1,214 2 0   | ..                | 2       | 12      | ..    | 4                 | 1       | 5       | ..    | 1,434 5 7                       |           |
| Raywood .. .. .             | 2,537                         | 507 6 3    | 69 6 3     | 18 11 11                     | 5,726     | 1,422    | 3,277 16 6  | 7                 | 11      | 91      | ..    | 4                 | 3       | 33      | ..    | 4,108 4 6                       |           |
| Tandarra .. .. .            | 1,739                         | 340 16 0   | 30 6 1     | 2 8 7                        | 5,722     | 2,009    | 3,351 16 1  | ..                | ..      | 140     | 1     | 4                 | 3       | 76      | ..    | 4,078 10 2                      |           |
| Dingee .. .. .              | 2,016                         | 527 1 8    | 43 12 1    | 3 2 11                       | 3,687     | 2,243    | 2,711 13 4  | 17                | 53      | 229     | 17    | 14                | 16      | 79      | 3     | 4,096 3 0                       |           |
| Frairie .. .. .             | 1,230                         | 352 18 4   | 30 15 7    | 0 9 3                        | 4,137     | 2,761    | 3,073 12 10 | 4                 | ..      | 197     | ..    | 2                 | 2       | 23      | 1     | 3,941 8 8                       |           |
| Mitiamo .. .. .             | 3,112                         | 927 8 7    | 85 10 7    | 3 16 1                       | 4,561     | 2,507    | 3,440 15 5  | 12                | 101     | 261     | ..    | 9                 | 35      | 44      | ..    | 5,515 19 0                      |           |
| Molaga .. .. .              | 1,242                         | 373 0 8    | 23 6 5     | 0 2 3                        | 3,046     | 663      | 2,107 11 4  | ..                | 4       | 85      | ..    | 5                 | 5       | 26      | ..    | 2,778 17 1                      |           |
| Pyramid .. .. .             | 6,171                         | 2,143 7 5  | 237 18 0   | 21 7 3                       | 4,301     | 8,514    | 3,355 10 2  | 48                | 173     | 256     | 48    | 43                | 35      | 98      | ..    | 7,901 11 7                      |           |
| Mfincha .. .. .             | 1,073                         | 231 8 3    | 35 3 1     | 0 17 10                      | 624       | 1,032    | 802 10 3    | 2                 | 17      | 69      | 35    | 1                 | 7       | 14      | ..    | 1,673 3 10                      |           |
| Macorna .. .. .             | 1,948                         | 782 3 5    | 65 0 8     | 6 2 0                        | 981       | 2,212    | 1,356 7 5   | 2                 | 162     | 90      | 19    | 2                 | 28      | 20      | 10    | 3,916 18 11                     |           |
| Tragowel .. .. .            | 417                           | 133 13 3   | 25 8 1     | 0 12 11                      | 183       | 449      | 357 9 9     | 2                 | 32      | 46      | 24    | 1                 | 2       | 6       | 1     | 1,806 17 5                      |           |
| South Kerang .. .. .        | 16                            | 23 6 9     | 0 8 5      | ..                           | 11        | 112      | 42 2 5      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 65 17 7                         |           |
| Kerang .. .. .              | 21,093                        | 11,112 0 4 | 1,080 11 2 | 179 13 10                    | 21,767    | 24,438   | 19,653 10 8 | 55                | 196     | 486     | 141   | 79                | 185     | 138     | 261   | 5,193 17 7                      |           |
| Fairley .. .. .             | 31                            | 4 2 8      | 2 18 11    | ..                           | 526       | 60       | 459 3 7     | ..                | ..      | 18      | ..    | 1                 | 2       | 2       | ..    | 112 19 1                        |           |
| Lake Charm .. .. .          | 1,502                         | 363 6 8    | 53 12 9    | 71 18 6                      | 4,574     | 648      | 3,540 12 2  | 3                 | 37      | 82      | 1     | 2                 | 3       | 18      | ..    | 1,034 3 1                       |           |
| Mystic Park .. .. .         | 1,853                         | 418 1 5    | 57 12 5    | 36 13 4                      | 5,061     | 1,052    | 4,049 11 6  | 6                 | ..      | 93      | 26    | 5                 | 1       | 14      | 6     | 703 0 9                         |           |
| Tresco .. .. .              | 1,361                         | 502 19 1   | 45 13 11   | 2 9 8                        | 2,787     | 1,289    | 3,545 16 5  | ..                | ..      | ..      | 2     | ..                | 1       | ..      | ..    | 4,096 19 1                      |           |
| Lake Boga .. .. .           | 2,728                         | 1,256 6 2  | 68 16 1    | 6 16 8                       | 4,890     | 4,192    | 4,246 13 11 | 4                 | 6       | 120     | ..    | 4                 | 8       | 18      | 3     | 6,643 2 1                       |           |
| Pental .. .. .              | 17                            | 4 0 11     | 0 5 5      | ..                           | 2,532     | 131      | 1,798 13 3  | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1,802 19 7                      |           |
| Swan Hill .. .. .           | 17,573                        | 12,502 8 7 | 1,157 9 0  | 296 11 2                     | 9,955     | 26,664   | 12,364 5 0  | 51                | 223     | 606     | 51    | 52                | 78      | 124     | 16    | 33,069 9 6                      |           |
| SWAN HILL-PIANGIL LINE.     |                               |            |            |                              |           |          |             |                   |         |         |       |                   |         |         |       |                                 |           |
| Woorinen .. .. .            | 1,720                         | 700 16 1   | 33 6 3     | 0 16 5                       | 4,142     | 4,625    | 4,800 2 9   | ..                | ..      | 2       | ..    | 2                 | 2       | ..      | ..    | 5,553 3 6                       |           |
| Pra .. .. .                 | 650                           | 144 14 8   | 7 7 10     | 0 14 9                       | 3,479     | 593      | 2,486 2 11  | 1                 | ..      | 23      | ..    | 3                 | 3       | ..      | ..    | 172 10 4                        |           |
| Nyahwest .. .. .            | 3,566                         | 2,364 8 9  | 232 9 10   | 9 3 1                        | 8,811     | 6,995    | 10,794 3 5  | 5                 | 1       | 43      | ..    | 13                | 11      | 17      | ..    | 2,811 10 6                      |           |
| Miralle .. .. .             | 622                           | 226 6 2    | 14 2 5     | 0 4 4                        | 2,667     | 515      | 2,045 5 2   | ..                | ..      | ..      | 3     | 2                 | 8       | ..      | ..    | 13,730 17 3                     |           |
| Piangil .. .. .             | 2,435                         | 1,314 19 2 | 141 16 8   | 9 13 6                       | 5,926     | 3,230    | 5,028 6 3   | 4                 | 17      | 178     | 9     | 19                | 24      | 46      | ..    | 2,235 18 1                      |           |
| PIANGIL-KOOLOONONG LINE.    |                               |            |            |                              |           |          |             |                   |         |         |       |                   |         |         |       |                                 |           |
| Coonimur .. .. .            | 1                             | 0 4 2      | 4 7 0      | ..                           | 1,039     | 158      | 599 8 10    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 604 0 0                         |           |
| Natya .. .. .               | 383                           | 181 0 2    | 21 5 7     | 0 12 3                       | 4,592     | 1,056    | 3,351 9 10  | 1                 | ..      | ..      | 2     | 5                 | 7       | ..      | ..    | 8 13 0                          |           |
| Kooloonong .. .. .          | 762                           | 601 13 10  | 63 6 2     | 1 9 11                       | 3,700     | 1,855    | 2,975 10 6  | 3                 | 50      | 11      | 4     | 11                | 10      | 29      | ..    | 4,172 16 3                      |           |
| YUNGERA LINE.               |                               |            |            |                              |           |          |             |                   |         |         |       |                   |         |         |       |                                 |           |
| Koorka b .. .. .            | 15                            | 4 3 10     | ..         | ..                           | 1,052     | 255      | 812 2 7     | ..                | ..      | ..      | ..    | 3                 | 12      | 11      | ..    | 816 6 5                         |           |
| Yungera .. .. .             | 224                           | 133 5 10   | 16 2 4     | ..                           | 1,658     | 799      | 1,331 15 7  | 5                 | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1,495 19 7                      |           |
| MURRABIT LINE.              |                               |            |            |                              |           |          |             |                   |         |         |       |                   |         |         |       |                                 |           |
| Westby .. .. .              | 153                           | 17 3 1     | 0 18 3     | ..                           | 383       | 223      | 436 4 11    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 454 6 3                         |           |
| Myall .. .. .               | 599                           | 81 13 1    | 0 18 1     | ..                           | 46        | 279      | 81 3 8      | ..                | 15      | 31      | 14    | ..                | 4       | 7       | 1     | 478 13 7                        |           |
| Murrabit .. .. .            | 3,917                         | 914 3 10   | 86 14 3    | 5 9 0                        | 1,945     | 14,360   | 2,288 2 1   | 9                 | 53      | 121     | 29    | ..                | ..      | ..      | ..    | 5,066 7 7                       |           |
| Murrabit Extension* .. .. . | ..                            | ..         | ..         | ..                           | 30        | 96       | 11 5 9      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 11 5 9                          |           |

**COHUNA LINE.**

|             |       |           |          |         |       |       |            |   |     |            |    |   |     |            |            |
|-------------|-------|-----------|----------|---------|-------|-------|------------|---|-----|------------|----|---|-----|------------|------------|
| Hunter      | 474   | 107 10 9  | 10 6 0   | 1 13 9  | 4,138 | 568   | 2,568 10 2 | 1 | 11  | 21         | 50 | 2 | 16  | 41 19 11   | 2,725 0 7  |
| Warragamba  | 453   | 129 11 0  | 10 1 6   | 5 5 0   | 2,379 | 2,259 | 1,515 14 0 |   |     | 167        | 8  | 1 | 56  | 1,829 5 3  | 1,829 5 3  |
| McCull      | 402   | 13 16 5   | 0 1 1    |         | 1,409 | 512   | 965 5 7    | 2 |     | 167        | 8  | 1 | 1   | 532 2 2    | 1,511 6 3  |
| Lockington  | 1,553 | 709 8 1   | 74 10 4  | 2 7 9   | 3,323 | 5,628 | 3,264 7 7  | 1 | 70  | 991        | 11 | 1 | 165 | 5,913 19 4 | 5,913 19 4 |
| Kolta       | 289   | 161 3 8   | 0 7 3    | 0 2 2   | 3,238 | 1,435 | 2,250 4 2  | 1 |     | 41         | 11 | 1 | 16  | 809 14 1   | 3,227 11 4 |
| Roslynmead  | 64    | 7 3 2     | 1 14 0   |         | 1,922 | 429   | 1,344 8 3  |   |     | 1,427 11 6 |    | 1 | 20  | 221 14 4   | 1,575 4 10 |
| Patho       | 230   | 124 0 8   | 14 17 0  | 1 3 5   | 1,710 | 494   | 1,427 8 9  | 4 | 18  | 76         |    | 1 | 20  | 460 4 10   | 2,027 17 5 |
| Gumbower    | 986   | 550 15 11 | 120 16 6 | 26 1 5  | 1,677 | 1,387 | 2,068 8 9  | 7 | 47  | 89         | 5  | 1 | 2   | 800 4 2    | 3,656 6 9  |
| Leitchville | 1,425 | 936 10 8  | 92 13 11 | 7 13 10 | 2,062 | 3,004 | 2,077 19 3 |   | 87  | 49         | 73 | 5 | 4   | 1,877 2 11 | 4,492 0 7  |
| Keely       | 325   | 207 10 1  | 14 16 1  |         | 53    | 59    | 75 13 7    |   |     |            |    |   |     | 207 19 9   | 207 19 9   |
| Cohuna      | 2,873 | 2,206 4 8 | 263 9 2  | 58 16 2 | 2,702 | 7,662 | 3,575 11 6 | 7 | 100 | 100        | 74 | 6 | 7   | 2,219 0 8  | 8,323 2 2  |

**BALRANALD LINE.**

|            |       |            |          |         |       |       |             |    |     |     |   |    |    |             |             |
|------------|-------|------------|----------|---------|-------|-------|-------------|----|-----|-----|---|----|----|-------------|-------------|
| Benarua    | 38    | 18 15 7    |          |         | 1,221 | 450   | 795 11 9    |    | 30  | 81  |   | 6  |    | 731 8 3     | 1,545 15 7  |
| Wonboota   | 108   | 52 5 3     | 2 1 9    |         | 1,528 | 578   | 1,007 13 10 | 4  | 206 | 245 |   | 4  | 2  | 3,168 13 8  | 4,230 19 6  |
| Thyras     | 118   | 21 13 3    | 0 9 1    | 5 16 3  | 1,263 | 309   | 1,140 9 11  |    |     | 126 |   | 4  | 16 | 1,116 5 1   | 2,284 13 7  |
| Bunnaloo   | 685   | 215 1 7    | 31 9 2   | 32 18 1 | 3,336 | 966   | 2,881 13 8  | 17 | 287 | 494 | 1 | 21 | 9  | 4,707 8 5   | 7,668 13 11 |
| Tantunan   | 171   | 54 19 8    | 2 1 0    | 0 2 11  | 1,965 | 590   | 785 1 2     |    |     | 1   |   |    | 45 | 842 4 9     | 842 4 9     |
| Calwell    | 375   | 161 7 3    | 8 18 2   | 5 17 2  | 2,134 | 1,006 | 2,054 13 10 |    | 166 | 137 |   | 2  | 16 | 2,626 4 11  | 4,867 1 4   |
| Yalakool   | 135   | 57 5 7     | 2 16 3   | 0 4 4   | 1,066 | 377   | 213 10 9    | 4  | 85  | 172 |   | 3  | 13 | 2,301 19 10 | 2,576 16 9  |
| Wakool     | 781   | 338 11 5   | 160 8 10 | 3 1 7   | 4,710 | 1,534 | 4,741 6 10  |    |     | 75  |   | 1  | 4  | 5,850 12 11 | 5,850 12 11 |
| Burraboai  | 236   | 169 0 10   | 20 18 0  | 0 4 11  | 1,910 | 346   | 2,198 1 0   | 3  | 80  | 286 |   | 1  | 4  | 5,251 19 6  | 5,251 19 6  |
| Jirrarngie | 95    | 65 2 1     | 45 14 11 | 0 5 9   | 346   | 51    | 340 12 3    |    |     |     |   |    | 5  | 451 15 0    | 451 15 0    |
| Niemur     | 300   | 279 19 4   | 41 12 10 | 0 17 10 | 145   | 358   | 515 19 5    |    | 14  | 107 |   |    |    | 1,397 3 0   | 2,234 14 7  |
| Dhuragoon  | 126   | 135 1 1    | 13 9 2   |         | 102   | 126   | 208 8 1     | 1  |     |     |   | 1  |    | 2 2 9       | 359 18 11   |
| Moulamein  | 1,799 | 1,729 0 0  | 185 9 1  | 16 0 4  | 2,433 | 3,662 | 5,678 11 3  | 9  | 215 | 468 |   | 17 | 5  | 6,096 1 6   | 13,705 2 2  |
| Berambong  | 4     | 1 5 4      |          |         | 35    |       |             |    |     |     |   |    |    | 1 5 4       | 1 5 4       |
| Perekerton | 180   | 158 19 9   | 2 5 4    | 0 14 1  | 28    | 681   | 69 15 7     | 4  | 115 | 29  |   |    | 9  | 1,831 1 0   | 1,862 15 9  |
| Moolpa     | 19    | 18 13 4    | 7 13 1   |         | 12    | 118   | 6 6 1       |    |     |     |   |    |    | 2 12 6      | 2 12 6      |
| Impipi     | 41    | 53 19 10   | 11 6 9   |         | 416   | 252   | 376 13 5    |    |     | 80  |   |    | 1  | 750 10 4    | 1,192 15 4  |
| Yangalake  | 6     | 12 7 3     |          |         | 200   | 60    | 375 13 4    |    |     | 76  |   |    | 1  | 1,306 15 2  | 1,695 0 9   |
| Balranald  | 2,016 | 3,005 9 11 | 242 14 2 | 39 1 0  | 3,192 | 5,885 | 11,177 14 0 | 1  | 378 | 240 | 1 | 8  | 90 | 6,845 17 8  | 21,110 16 9 |

**MELBOURNE-GEELONG LINE.**

|                                     |         |             |            |         |         |         |             |     |     |     |     |     |     |            |             |              |
|-------------------------------------|---------|-------------|------------|---------|---------|---------|-------------|-----|-----|-----|-----|-----|-----|------------|-------------|--------------|
| Oil Refineries Siding               |         |             |            |         | 30,562  | 4,741   | 31,086 11 7 |     |     |     |     |     |     |            | 31,086 11 7 |              |
| Laverton                            | 33,547  | 1,507 4 11  | 97 16 2    | 1 10 1  | 3,218   | 16,212  | 3,922 5 5   |     | 2   |     |     | 1   | 9   | 5,530 4 7  | 5,530 4 7   |              |
| Aviation Siding                     | 1,426   | 88 18 8     |            |         | 15      | 2,007   | 65 11 11    |     |     |     |     |     |     | 154 10 7   | 154 10 7    |              |
| Werribee                            | 127,186 | 7,344 2 5   | 1,238 16 5 | 219 7 7 | 14,193  | 21,555  | 5,012 16 1  | 223 | 302 | 355 | 4   | 244 | 378 | 843        | 2,029 9 2   | 15,844 11 8  |
| Manor                               | 2,554   | 165 6 0     | 10 8 6     | 25 0 5  | 10,013  | 259     | 1,451 13 0  |     | 1   | 34  |     | 2   | 9   | 51 1 6     | 1,703 9 5   |              |
| Little River                        | 10,122  | 818 19 0    | 56 19 8    | 13 2 4  | 6,725   | 1,526   | 1,880 1 5   | 15  | 25  | 68  |     | 9   | 21  | 465 14 7   | 3,234 17 0  |              |
| Lara                                | 14,098  | 1,221 12 10 | 176 4 4    | 8 8 9   | 22,442  | 2,797   | 6,182 6 3   | 9   | 6   | 22  |     | 1   | 4   | 7,719 5 5  | 7,719 5 5   |              |
| Corio                               | 13,720  | 1,337 1 1   | 103 11 11  | 0 11 1  | 71      | 3,808   | 220 13 0    |     |     |     |     |     |     | 1,662 2 1  | 1,662 2 1   |              |
| Phosphate Siding                    |         |             |            |         | 266     | 4,097   | 117 12 4    |     |     |     |     |     |     | 117 12 4   | 117 12 4    |              |
| Geelong Freezing Works Siding       |         |             |            |         | 6       | 1,416   | 6 13 11     |     |     |     |     |     |     | 6 13 11    | 6 13 11     |              |
| North Shore                         | 3,519   | 322 4 3     | 8 7 8      | 0 16 1  | 2,191   | 7,897   | 8,612 13 11 |     |     |     |     |     |     | 8,944 1 11 | 8,944 1 11  |              |
| Corio Quay and Harbour Trust Siding |         |             |            |         |         | 2,000   |             |     |     |     |     |     |     |            |             |              |
| North Geelong                       | 8,288   | 1,401 18 6  | 123 5 3    | 3 17 1  | 65,565  | 127,248 | 35,810 0 9  | 10  | 227 | 577 |     |     | 332 | 867        | 2,096 8 2   | 39,435 9 9   |
| Geelong                             | 342,165 | 66,290 2 9  | 6,645 9 9  | 514 2 0 | 138,450 | 173,635 | 55,658 2 7  | 71  | 132 | 18  | 112 | 49  | 263 | 47         | 1,005 16 5  | 130,113 13 6 |
| Geelong Pier                        |         |             |            |         | 136,404 | 301,612 | 22,156 12 0 |     |     |     |     |     |     |            |             | 22,156 12 0  |

**GEELONG-BALLARAT LINE.**

|                     |         |            |            |         |        |         |            |     |     |     |     |     |       |             |             |            |              |
|---------------------|---------|------------|------------|---------|--------|---------|------------|-----|-----|-----|-----|-----|-------|-------------|-------------|------------|--------------|
| Moorabool           | 2,944   | 213 16 9   | 21 16 9    | 1 16 2  | 932    | 1,631   | 327 16 1   |     | 2   | 1   |     | 1   | 12    | 6 0 0       | 571 5 9     |            |              |
| Gheringhap          | 4,011   | 156 9 1    | 15 0 5     | 0 9 10  | 176    | 210     | 57 6 0     |     | 3   | 5   |     |     | 1     | 14 14 0     | 243 13 4    |            |              |
| Bannockburn         | 7,733   | 829 9 6    | 118 16 3   | 0 13 4  | 2,010  | 1,523   | 795 14 10  | 4   | 36  | 29  | 5   | 2   | 10    | 244 0 5     | 1,988 14 4  |            |              |
| Lethbridge          | 4,784   | 528 8 3    | 104 14 4   | 0 14 4  | 580    | 1,035   | 251 10 0   | 1   | 17  | 12  | 8   | 1   | 1     | 927 11 4    | 927 11 4    |            |              |
| Lethbridge Quarries |         |            |            |         | 19,088 | 1,148   | 4,770 3 6  |     |     |     |     |     |       | 4,770 3 6   | 4,770 3 6   |            |              |
| Medina Siding       |         |            |            |         | 580    | 16      | 113 0 2    |     |     |     |     |     |       | 113 0 2     | 113 0 2     |            |              |
| Meredith            | 9,671   | 1,174 17 7 | 128 3 5    | 1 19 5  | 4,775  | 1,090   | 1,400 14 0 | 14  | 21  | 47  | 6   | 9   | 12    | 275 8 10    | 2,981 3 3   |            |              |
| Elaine              | 3,359   | 498 5 7    | 75 14 5    | 3 15 3  | 6,169  | 670     | 1,732 1 7  | 2   | 4   | 45  | 6   | 4   | 3     | 135 5 9     | 2,445 2 7   |            |              |
| Lal Lal             | 2,856   | 341 13 7   | 45 9 9     | 2 6 6   | 5,774  | 248     | 1,713 11 6 |     | 1   | 1   |     | 1   | 1     | 1 13 9      | 2,104 15 1  |            |              |
| Yendon              | 1,781   | 188 19 8   | 22 4 0     | 5 16 1  | 700    | 375     | 217 6 1    |     |     | 5   |     |     | 8     | 443 8 0     | 443 8 0     |            |              |
| Navigator           | 1,293   | 77 3 3     | 0 16 9     | 0 0 9   |        |         |            |     |     |     |     |     |       | 78 0 9      | 78 0 9      |            |              |
| Warrenheip          | 6,877   | 467 12 6   | 15 4 4     | 8 3 4   | 612    | 298     | 324 17 10  |     | 1   |     |     |     | 1     | 817 4 3     | 817 4 3     |            |              |
| Ballarat East       | 23,754  | 4,166 15 2 | 1,458 17 3 | 21 7 11 | 13,629 | 32,361  | 6,391 12 4 |     |     |     |     |     |       | 12,038 12 8 | 12,038 12 8 |            |              |
| Ballarat            | 275,789 | 79,935 4 6 | 11,901 4 8 | 813 0 4 | 41,510 | 108,524 | 64,858 9 0 | 254 | 342 | 899 | 325 | 241 | 1,104 | 2,544       | 890         | 6,931 10 5 | 163,939 8 11 |

APPENDIX NO. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                        | PASSENGERS.                           |             | PARCELS.    | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS.    |          |              | LIVE STOCK.       |         |        |       |                   |         |        |       | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |             |         |             |              |
|----------------------------------|---------------------------------------|-------------|-------------|------------------------------------|-----------|----------|--------------|-------------------|---------|--------|-------|-------------------|---------|--------|-------|--|-------------|---------|-------------|--------------|
|                                  | Outwards.                             |             | Outwards.   | Outwards.                          | Outwards. | Inwards. | Outwards.    | Outwards.         |         |        |       | Inwards.          |         |        |       |  | Outwards.   |         |             |              |
|                                  | Number<br>of<br>Passenger<br>Journey. | Revenue.    | Revenue.    | Revenue.                           | Tons.     | Tons.    | Revenue.     | Number of Trucks. |         |        |       | Number of Trucks. |         |        |       |  | Revenue.    |         |             |              |
|                                  |                                       |             |             |                                    |           |          |              | Horses.           | Cattle. | Sheep. | Pigs. | Horses.           | Cattle. | Sheep. | Pigs. |  |             |         |             |              |
|                                  | £                                     | s.          | d.          | £                                  | s.        | d.       | £            | s.                | d.      |        |       |                   |         |        |       |  | £           | s.      | d.          |              |
| <b>BALLARAT-SERVICETON LINE.</b> |                                       |             |             |                                    |           |          |              |                   |         |        |       |                   |         |        |       |  |             |         |             |              |
| North Ballarat .. .. .           | 2,899                                 | 312         | 9 10        | 1 14 11                            | 0 11 11   | ..       | ..           | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 314 16 8     |
| White's Siding .. .. .           | ..                                    | ..          | ..          | ..                                 | ..        | 1,133    | 252          | 665 8 2           | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | 38 10 6 | ..          | 703 18 8     |
| Wendouree .. .. .                | 521                                   | 40 8 10     | ..          | 0 3 10                             | ..        | ..       | ..           | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 40 12 8      |
| Dowling .. .. .                  | 98                                    | 8 12 4      | ..          | ..                                 | ..        | ..       | ..           | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 8 12 4       |
| Windermere .. .. .               | 1,434                                 | 194 2 11    | ..          | 12 11 2                            | 5 13 8    | 2,526    | 891          | 1,273 14 5        | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 1,489 0 7    |
| Burrumbet .. .. .                | 2,686                                 | 365 10 0    | ..          | 34 14 1                            | 30 4 10   | 6,947    | 2,651        | 3,606 2 11        | ..      | 18     | 73    | 1                 | 9       | 7      | 22    | ..                                       | ..          | ..      | ..          | 310 0 2      |
| Trawalla .. .. .                 | 1,836                                 | 409 5 8     | ..          | 71 1 6                             | 2 11 1    | 6,006    | 546          | 2,140 0 1         | 4       | 2      | 18    | 1                 | 6       | 5      | 10    | ..                                       | ..          | ..      | ..          | 4,346 12 0   |
| Beaufort .. .. .                 | 12,197                                | 3,376 14 1  | ..          | 373 2 2                            | 60 8 2    | 7,627    | 3,705        | 3,517 14 3        | 14      | 52     | 308   | 9                 | 14      | 32     | 152   | 3  | 1,302 18 11 | ..      | ..          | 2,688 6 4    |
| Middle Creek .. .. .             | 1,800                                 | 264 11 10   | ..          | 15 4 3                             | 0 15 6    | 902      | 5,835        | 610 10 0          | 1       | 23     | 49    | 5                 | 1       | 2      | 22    | ..                                       | ..          | ..      | ..          | 8,630 17 4   |
| Buangor .. .. .                  | 2,552                                 | 602 13 10   | ..          | 45 18 8                            | 2 10 6    | 2,548    | 3,732        | 1,205 2 7         | ..      | 1      | 6     | 3                 | 2       | 4      | 72    | 1  | 76 14 1     | ..      | ..          | 1,311 17 4   |
| Dobie .. .. .                    | 602                                   | 179 17 1    | ..          | 18 18 4                            | 0 13 8    | 337      | 844          | 386 11 3          | ..      | ..     | 3     | ..                | ..      | ..     | 8     | ..                                       | 4 0 9       | ..      | ..          | 1,932 19 8   |
| Ararat .. .. .                   | 37,143                                | 16,723 1 4  | 1,253 12 10 | 439 13 3                           | 5,322     | 20,069   | 5,374 9 11   | 34                | 22      | 75     | 14    | 46                | 95      | 111    | 8     | 514 2 5                                  | 24,304 19 9 | ..      | ..          | 590 1 1      |
| Armstrong .. .. .                | 634                                   | 87 11 2     | 9 19 4      | 0 0 9                              | 202       | 124      | 86 2 2       | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 183 13 5     |
| Irvine's Siding .. .. .          | ..                                    | ..          | ..          | ..                                 | ..        | 544      | ..           | 633 10 6          | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 633 10 6     |
| Great Western .. .. .            | 3,320                                 | 526 2 1     | 51 3 9      | 5 3 2                              | 23,162    | 1,373    | 7,702 6 6    | 2                 | 1       | ..     | ..    | 7                 | ..      | ..     | ..    | 2  | 5 12 6      | ..      | ..          | 8,290 8 0    |
| Stawell .. .. .                  | 28,282                                | 11,947 4 3  | 916 3 10    | 114 11 11                          | 17,439    | 26,895   | 12,252 0 11  | 4                 | 23      | 74     | 4     | 22                | 53      | 156    | 6     | 505 0 7                                  | 25,735 1 6  | ..      | ..          | 1,734 13 9   |
| Deep Lead .. .. .                | 488                                   | 63 1 9      | 12 7 11     | 0 1 2                              | 9,235     | 187      | 1,659 2 11   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 7,688 18 1   |
| Glenorchy .. .. .                | 2,895                                 | 707 7 8     | 99 1 6      | 9 11 2                             | 11,637    | 2,836    | 6,368 10 3   | ..                | 5       | 105    | ..    | 7                 | 7       | 51     | ..    | 504 7 6                                  | ..          | ..      | 1,791 1 7   |              |
| Wal Wal .. .. .                  | 1,042                                 | 199 5 7     | 23 15 3     | 0 6 7                              | 2,164     | 700      | 1,566 5 10   | 1                 | ..      | ..     | ..    | ..                | 3       | 4      | ..    | 1 8 4                                    | ..          | ..      | 5,394 10 2  |              |
| Lubeck .. .. .                   | 3,234                                 | 839 14 9    | 83 9 4      | 2 13 8                             | 6,727     | 2,650    | 4,270 18 5   | 4                 | ..      | 28     | 1     | 9                 | 4       | 13     | ..    | 197 14 0                                 | ..          | ..      | 14 13 11    |              |
| Ashens .. .. .                   | 805                                   | 13 11 3     | 1 2 8       | ..                                 | ..        | ..       | ..           | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 24,221 15 6  |
| Murtoa .. .. .                   | 17,403                                | 8,014 10 8  | 355 13 0    | 35 7 10                            | 22,077    | 27,930   | 15,240 11 9  | 9                 | 12      | 100    | 4     | 6                 | 9       | 23     | 3     | 575 12 3                                 | ..          | ..      | 11,195 13 5 |              |
| Jung .. .. .                     | 3,365                                 | 595 5 5     | 42 16 6     | 42 2 2                             | 16,215    | 4,770    | 10,442 5 9   | 22                | ..      | ..     | ..    | 13                | ..      | 2      | ..    | 73 3 7                                   | ..          | ..      | 8,309 7 2   |              |
| Dooen .. .. .                    | 1,453                                 | 421 0 8     | 40 3 10     | 3 17 4                             | 10,128    | 5,022    | 6,944 6 11   | 4                 | 2       | 136    | 1     | 3                 | 1       | 21     | 1     | 899 18 5                                 | ..          | ..      | 53,894 3 5  |              |
| Horsham .. .. .                  | 44,739                                | 19,586 2 0  | 1,706 4 3   | 402 4 3                            | 35,110    | 59,347   | 30,779 18 7  | 80                | 52      | 244    | ..    | 69                | 40      | 205    | ..    | 1,419 14 4                               | ..          | ..      | 1,652 8 2   |              |
| Dahlen .. .. .                   | ..                                    | ..          | ..          | ..                                 | 2,443     | 311      | 1,652 8 2    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 6,787 1 3    |
| Pimpino .. .. .                  | 5,451                                 | 438 10 9    | 43 12 6     | 0 16 5                             | 8,905     | 1,771    | 6,186 4 7    | ..                | ..      | 14     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 9,783 6 10   |
| Wail .. .. .                     | 1,356                                 | 121 15 5    | 6 11 11     | 1 16 1                             | 14,091    | 1,485    | 9,603 3 5    | ..                | ..      | ..     | ..    | 3                 | 3       | ..     | ..    | ..                                       | ..          | ..      | ..          | 22,710 0 3   |
| Dimboola .. .. .                 | 18,792                                | 9,321 19 3  | 448 16 7    | 163 19 4                           | 14,517    | 12,956   | 11,610 18 1  | 51                | 12      | 74     | ..    | 38                | 10      | 39     | ..    | 1,164 7 0                                | ..          | ..      | 4,476 0 7   |              |
| Gerang Gerang .. .. .            | 1,030                                 | 111 4 2     | 20 9 8      | 0 15 8                             | 6,668     | 1,391    | 4,331 13 6   | ..                | ..      | ..     | ..    | 1                 | 1       | 2      | ..    | 11 17 7                                  | ..          | ..      | 66 0 0      |              |
| Kiata .. .. .                    | 806                                   | 163 2 8     | 14 3 11     | 0 3 8                              | 3,498     | 1,238    | 2,630 0 3    | 1                 | 1       | 3      | ..    | 3                 | 4       | ..     | ..    | ..                                       | ..          | ..      | ..          | 1,933 0 3    |
| Salisbury .. .. .                | 194                                   | 28 8 0      | 3 8 2       | 0 2 10                             | 2,694     | 298      | 1,901 1 3    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 26,352 4 9   |
| Nhill .. .. .                    | 12,858                                | 8,271 1 8   | 537 17 10   | 95 15 0                            | 19,003    | 28,061   | 15,980 11 8  | 74                | 55      | 156    | 6     | 37                | 80      | 58     | 2     | 1,466 18 7                               | ..          | ..      | 2,524 6 6   |              |
| Tarranginnie .. .. .             | 176                                   | 11 12 0     | 3 15 11     | 0 11 9                             | 6,068     | 793      | 2,447 7 10   | ..                | ..      | 13     | ..    | 1                 | 1       | 4      | ..    | 61 5 0                                   | ..          | ..      | 2,030 13 4  |              |
| Diapur .. .. .                   | 575                                   | 82 17 5     | 13 17 3     | 9 11 8                             | 3,698     | 895      | 1,924 7 0    | 6                 | 5       | 3      | ..    | ..                | 4       | ..     | ..    | ..                                       | ..          | ..      | ..          | 3,801 3 7    |
| Miram .. .. .                    | 727                                   | 126 1 11    | 15 7 1      | 0 3 0                              | 5,989     | 2,262    | 3,599 15 9   | ..                | ..      | ..     | ..    | 6                 | 7       | 9      | ..    | 59 15 10                                 | ..          | ..      | 495 11 11   |              |
| Kaniva .. .. .                   | 5,755                                 | 2,715 7 4   | 128 11 2    | 4 15 9                             | 7,870     | 8,103    | 6,656 7 11   | 29                | 2       | 76     | ..    | 12                | 1       | 22     | 1     | 91 1 0                                   | ..          | ..      | ..          |              |
| Lillimur .. .. .                 | 473                                   | 68 1 1      | 15 16 3     | 3 2 0                              | 3,637     | 1,638    | 2,929 1 0    | 2                 | ..      | 16     | ..    | 6                 | 1       | 19     | ..    | 31 1 0                                   | ..          | ..      | ..          |              |
| Serviceton .. .. .               | 2,809                                 | 1,905 5 1   | 45 16 4     | 22 8 6                             | 3,691     | 1,681    | 3,122 6 8    | 10                | ..      | 26     | ..    | 13                | 4       | 17     | ..    | 191 5 5                                  | ..          | ..      | ..          |              |
| <b>WILLIAMSTOWN LINE.</b>        |                                       |             |             |                                    |           |          |              |                   |         |        |       |                   |         |        |       |  |             |         |             |              |
| South Kensington .. .. .         | 356,740                               | 4,565 19 2  | 54 13 4     | 0 5 8                              | 33,305    | 66,156   | 9,742 13 3   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 14,363 11 5  |
| Angliss' Siding .. .. .          | ..                                    | ..          | ..          | ..                                 | 9,387     | 4,335    | 1,830 19 11  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 1,830 19 11  |
| Footscray .. .. .                | 4,137,737                             | 72,163 3 3  | 2,754 14 11 | 33 1 5                             | 159,446   | 135,813  | 90,058 8 2   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 165,009 7 9  |
| Seddon .. .. .                   | 1,606,068                             | 24,466 4 0  | 112 10 3    | 1 12 8                             | ..        | ..       | 0 12 11      | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 24,580 19 10 |
| Yarraville .. .. .               | 2,094,504                             | 31,939 5 11 | 410 4 6     | 5 17 10                            | 102,915   | 35,556   | 82,134 7 6   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 114,549 15 9 |
| Spotswood .. .. .                | 507,888                               | 8,143 9 8   | 914 7 6     | 1 9 5                              | 56,373    | 52,437   | 129,305 11 8 | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | ..          | ..      | ..          | 138,364 18 3 |
| Newport .. .. .                  | 1,872,659                             | 35,735 17 7 | 337 16 0    | 43 10 5                            | 19,808    | 123,465  | 9,030 16 7   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 23 9 8      | ..      | ..          | 45,171 10 3  |
| Anstral Meat Siding .. .. .      | ..                                    | ..          | ..          | ..                                 | 2,823     | 555      | 530 14 8     | ..                | ..      | ..     | ..    | 1                 | 1       | 283    | 268   | ..                                       | 1 10 0      | ..      | ..          | 532 4 8      |

|                          |           |             |           |         |         |         |            |    |    |    |    |    |    |    |    |    |    |    |             |
|--------------------------|-----------|-------------|-----------|---------|---------|---------|------------|----|----|----|----|----|----|----|----|----|----|----|-------------|
| North Williamstown .. .. | 1,147,987 | 24,685 10 2 | 215 1 5   | 3 0 5   | 561     | 9,685   | 125 8 8    | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 25,029 0 8  |
| Williamstown Beach .. .. | 713,670   | 15,558 3 3  | 86 8 4    | 0 16 10 | ..      | ..      | 0 7 7      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15,645 16 0 |
| Williamstown .. ..       | 545,953   | 11,964 3 10 | 189 10 10 | 30 8 9  | ..      | 5       | ..         | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12,134 3 5  |
| Williamstown Pier .. ..  | 41,593    | 1,085 11 2  | 24 16 11  | ..      | 258,685 | 415,175 | 46,433 2 4 | 3  | .. | .. | .. | 63 | 1  | 1  | .. | .. | .. | .. | 47,554 14 2 |

NEWTORT-SUNSHINE LINE.

|                                      |    |    |    |    |        |       |            |    |    |    |    |       |     |     |    |    |    |    |            |
|--------------------------------------|----|----|----|----|--------|-------|------------|----|----|----|----|-------|-----|-----|----|----|----|----|------------|
| Thomas' Siding .. ..                 | .. | .. | .. | .. | 20,623 | 1,259 | 3,121 17 8 | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 3,121 17 8 |
| McKenzie and Holland's Siding ..     | .. | .. | .. | .. | 266    | 587   | 87 18 0    | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 87 18 0    |
| Gray Bros. Siding .. ..              | .. | .. | .. | .. | 11     | ..    | 25 4 5     | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 25 4 5     |
| Brooklyn Pty. Ltd. Siding .. ..      | .. | .. | .. | .. | 43,639 | 612   | 8,068 18 8 | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 8,068 18 8 |
| Anglies' Quarry Siding .. ..         | .. | .. | .. | .. | 3,504  | 960   | 639 16 7   | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 639 16 7   |
| Borthwick's Siding .. ..             | .. | .. | .. | .. | 4,322  | 1,242 | 832 16 0   | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 832 16 0   |
| Brooklyn " A " Siding .. ..          | .. | .. | .. | .. | ..     | 16    | ..         | .. | .. | .. | .. | 1,175 | ..  | ..  | .. | .. | .. | .. | ..         |
| Little Brooklyn Siding .. ..         | .. | .. | .. | .. | ..     | ..    | ..         | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | ..         |
| Victorian Iron Moulding Co.'s Siding | .. | .. | .. | .. | 2,013  | 5,364 | 632 4 7    | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 632 4 7    |
| Prossor's Siding .. ..               | .. | .. | .. | .. | 519    | 2,270 | 511 13 9   | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 511 13 9   |
| *Braybrook Pty. Co.'s Siding .. ..   | .. | .. | .. | .. | 3,267  | 1,058 | 656 9 8    | .. | .. | .. | .. | 33    | 688 | 400 | .. | .. | .. | .. | 656 9 8    |
| Prahran City Council's Siding .. ..  | .. | .. | .. | .. | 1,758  | 1     | 322 12 3   | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 322 12 3   |
| Brooklyn " B " Siding .. ..          | .. | .. | .. | .. | 20,474 | 1,429 | 3,637 7 8  | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 3,637 7 8  |
| Willias' Siding .. ..                | .. | .. | .. | .. | ..     | 7     | ..         | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | ..         |
| Highfield Siding .. ..               | .. | .. | .. | .. | 35,680 | 193   | 6,288 15 8 | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 6,288 15 8 |
| Melbourne Quarries Siding .. ..      | .. | .. | .. | .. | 30,183 | 540   | 6,565 1 1  | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 6,565 1 1  |
| Stanley Quarries Pty. Ltd. Siding .. | .. | .. | .. | .. | 37,473 | 9     | 6,752 11 5 | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 6,752 11 5 |
| Commonwealth Quarries .. ..          | .. | .. | .. | .. | 26,228 | 46    | 4,967 10 8 | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 4,967 10 8 |
| *Bon Accord Siding .. ..             | .. | .. | .. | .. | 23,345 | 860   | 3,631 7 9  | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 3,631 7 9  |
| .. ..                                | .. | .. | .. | .. | 3,712  | ..    | 641 8 8    | .. | .. | .. | .. | ..    | ..  | ..  | .. | .. | .. | .. | 641 8 8    |

ALTONA BEACH LINE.

|                    |         |            |         |    |    |       |    |    |    |    |    |    |    |    |    |    |    |    |           |
|--------------------|---------|------------|---------|----|----|-------|----|----|----|----|----|----|----|----|----|----|----|----|-----------|
| Seaholme .. ..     | 115,559 | 2,179 10 7 | 7 14 5  | .. | .. | 6     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,187 5 0 |
| Altona Beach .. .. | 191,482 | 4,322 10 6 | 22 10 0 | .. | .. | 2,298 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,345 0 6 |

BACCHUS MARSH LINE

|                             |        |            |            |          |        |        |            |    |     |     |    |    |    |    |     |    |    |            |             |
|-----------------------------|--------|------------|------------|----------|--------|--------|------------|----|-----|-----|----|----|----|----|-----|----|----|------------|-------------|
| Federal Manure Siding .. .. | ..     | ..         | ..         | ..       | 17,610 | 19,464 | 7,506 19 7 | .. | ..  | ..  | .. | .. | .. | .. | ..  | .. | .. | ..         | 7,506 19 7  |
| Deer Park .. ..             | 4,698  | 169 2 5    | 74 2 3     | 0 9 5    | 27,730 | 829    | 4,853 1 8  | .. | ..  | ..  | .. | .. | .. | 1  | ..  | .. | .. | ..         | 5,096 15 0  |
| Rockbank .. ..              | 9,939  | 676 10 1   | 121 15 5   | 26 14 9  | 5,780  | 3,596  | 1,474 2 8  | 8  | 10  | 41  | .. | 9  | .. | 4  | 27  | .. | .. | 161 4 4    | 2,496 7 2   |
| Cockbill's Siding .. ..     | ..     | ..         | ..         | ..       | 22,354 | 310    | 4,076 11 7 | .. | ..  | ..  | .. | .. | .. | .. | ..  | .. | .. | ..         | 4,076 11 7  |
| Melton .. ..                | 19,762 | 1,474 12 7 | 369 8 9    | 124 18 3 | 11,763 | 6,527  | 3,139 3 3  | 38 | 48  | 66  | .. | 37 | .. | 11 | 43  | .. | .. | 282 3 10   | 5,390 6 8   |
| Staughton .. ..             | ..     | ..         | ..         | ..       | ..     | 645    | 117 7 5    | .. | ..  | ..  | .. | .. | .. | .. | ..  | .. | .. | ..         | 117 7 5     |
| Parwan .. ..                | 3,938  | 408 13 3   | 30 11 7    | 11 11 8  | 6,386  | 1,454  | 1,734 18 8 | .. | ..  | ..  | .. | .. | .. | .. | ..  | .. | .. | ..         | 2,285 8 7   |
| Bacchus Marsh .. ..         | 33,408 | 4,797 11 2 | 2,166 15 4 | 401 0 8  | 12,325 | 11,760 | 5,566 15 2 | 45 | 230 | 148 | .. | 21 | .. | 82 | 47  | .. | .. | 1,094 10 0 | 14,026 12 4 |
| Rowsley .. ..               | 321    | 50 17 6    | 22 10 8    | 0 3 0    | 5,239  | 638    | 1,506 0 9  | .. | ..  | ..  | .. | .. | .. | 3  | 6   | .. | .. | ..         | 1,505 2 6   |
| Inglston .. ..              | 1,054  | 201 9 0    | 140 5 2    | 1 15 2   | 398    | 102    | 158 0 0    | 1  | 1   | 5   | .. | .. | .. | 1  | 13  | .. | .. | 27 1 8     | 628 11 0    |
| Ballan .. ..                | 11,615 | 2,422 5 11 | 526 18 8   | 76 5 1   | 3,001  | 8,212  | 1,637 0 5  | 19 | 98  | 471 | 25 | 17 | .. | 46 | 133 | .. | .. | 1,810 4 5  | 6,472 14 6  |
| Bradshaw .. ..              | 147    | 28 5 8     | 22 18 8    | 0 2 2    | ..     | 4      | 3 5 0      | .. | ..  | ..  | .. | .. | .. | .. | ..  | .. | .. | ..         | 54 6 6      |
| Llandello .. ..             | ..     | ..         | ..         | ..       | 1,595  | ..     | 310 18 1   | .. | ..  | ..  | .. | .. | .. | .. | ..  | .. | .. | ..         | ..          |
| Gordou .. ..                | 6,805  | 942 11 7   | 143 2 7    | 15 18 10 | 4,537  | 5,975  | 1,936 5 7  | .. | 1   | 4   | .. | .. | .. | 2  | 1   | .. | .. | ..         | 8 17 0      |
| Millbrook .. ..             | 1,628  | 197 3 6    | 21 6 0     | 0 3 8    | 2,419  | 793    | 918 5 3    | 4  | 24  | 88  | .. | .. | .. | 1  | ..  | .. | .. | ..         | 3,046 15 7  |
| Wallace .. ..               | 4,841  | 405 8 10   | 35 16 4    | 0 7 2    | 4,621  | 1,295  | 2,520 13 1 | 4  | 9   | 25  | .. | .. | .. | 1  | 5   | .. | .. | ..         | 1,502 17 11 |
| Bungaree .. ..              | 10,905 | 1,142 6 6  | 98 4 7     | 24 11 4  | 12,776 | 2,715  | 6,745 4 3  | 1  | 2   | 1   | .. | .. | .. | 3  | 4   | .. | .. | ..         | 75 10 11    |
| Dunnstown .. ..             | 6,005  | 280 11 7   | 41 10 7    | 0 12 4   | 4,071  | 2,852  | 2,366 19 4 | 2  | ..  | ..  | .. | .. | .. | .. | ..  | .. | .. | ..         | 8,037 16 4  |
| .. ..                       | ..     | ..         | ..         | ..       | ..     | ..     | ..         | .. | ..  | ..  | .. | .. | .. | .. | ..  | .. | .. | ..         | 8,018 16 5  |
| .. ..                       | ..     | ..         | ..         | ..       | ..     | ..     | ..         | .. | ..  | ..  | .. | .. | .. | .. | ..  | .. | .. | ..         | 2,699 18 0  |

FYANSFORD LINE.

|                 |    |    |    |    |         |        |              |    |    |    |    |    |    |    |    |    |    |    |              |
|-----------------|----|----|----|----|---------|--------|--------------|----|----|----|----|----|----|----|----|----|----|----|--------------|
| Fyansford .. .. | .. | .. | .. | .. | 140,321 | 89,177 | 101,944 17 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 101,944 17 8 |
|-----------------|----|----|----|----|---------|--------|--------------|----|----|----|----|----|----|----|----|----|----|----|--------------|

QUEENSLIFF LINE.

|                            |        |            |          |       |        |        |            |    |    |    |    |    |    |    |    |    |    |    |            |
|----------------------------|--------|------------|----------|-------|--------|--------|------------|----|----|----|----|----|----|----|----|----|----|----|------------|
| South Geelong .. ..        | 12,653 | 1,647 3 8  | 217 0 2  | 8 8 3 | 2,158  | 34,782 | 1,258 18 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,126 10 4 |
| Cheetham Salt Siding .. .. | ..     | ..         | ..       | ..    | 12,581 | 383    | 7,638 6 8  | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7,638 6 8  |
| Moolap .. ..               | 321    | 14 17 4    | 0 0 10   | ..    | ..     | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 14 18 2    |
| Leopold .. ..              | 505    | 37 5 5     | 1 4 3    | ..    | ..     | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 176 11 11  |
| Curlewis .. ..             | 316    | 32 13 7    | 7 14 6   | ..    | ..     | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 376 19 2   |
| Drysdale .. ..             | 5,825  | 698 13 11  | 210 1 10 | 6 1 9 | 4,426  | 2,607  | 2,209 5 7  | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,314 4 3  |
| Mannerin .. ..             | 659    | 67 16 4    | 2 16 2   | ..    | ..     | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 521 7 0    |
| Marcus .. ..               | 818    | 94 9 1     | 7 1 11   | ..    | ..     | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 202 17 1   |
| Queenscliff .. ..          | 10,717 | 2,414 19 9 | 420 1 7  | 5 2 5 | 2,213  | 8,253  | 1,867 4 10 | 7  | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,726 12 9 |

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                        | PASSENGERS.                   |              | PARCELS.   |           | HORSES, CARRIAGES, AND DOGS. |         | GOODS.      |                   |           | LIVE STOCK. |       |                   |         |          |       |          |            | TOTAL OUTWARDS TRAFFIC REVENUE. |           |
|----------------------------------|-------------------------------|--------------|------------|-----------|------------------------------|---------|-------------|-------------------|-----------|-------------|-------|-------------------|---------|----------|-------|----------|------------|---------------------------------|-----------|
|                                  | Outwards.                     |              | Outwards.  |           | Outwards.                    |         | Outwards.   | Inwards.          | Outwards. | Outwards.   |       |                   |         | Inwards. |       |          |            |                                 | Outwards. |
|                                  | Number of Passenger Journeys. | Revenue.     | Revenue.   | Revenue.  | Tons.                        | Tons.   | Revenue.    | Number of Trucks. |           |             |       | Number of Trucks. |         |          |       | Revenue. |            |                                 |           |
|                                  |                               |              |            |           |                              |         |             | Horses.           | Cattle.   | Sheep.      | Pigs. | Horses.           | Cattle. | Sheep.   | Pigs. |          |            |                                 |           |
| £ s. d.                          |                               | £ s. d.      |            | £ s. d.   |                              | £ s. d. |             |                   |           |             |       |                   |         |          |       | £ s. d.  |            | £ s. d.                         |           |
| <b>GEE LONG—PORT FAIRY LINE.</b> |                               |              |            |           |                              |         |             |                   |           |             |       |                   |         |          |       |          |            |                                 |           |
| Marshall .. .. .                 | 1,091                         | 108 0 1      | 434 4 7    | 0 12 9    | 1,315                        | 3,302   | 547 0 1     |                   |           |             |       | 13                |         | 5        | 6     | 4        | 68 11 9    | 1,158 9 3                       |           |
| Grovedale .. .. .                | 887                           | 79 18 7      | 12 17 0    |           |                              | 9       |             |                   |           |             |       |                   |         |          |       |          | 92 15 7    | 1,502 6 9                       |           |
| Pettavel .. .. .                 | 447                           | 48 5 1       | 4 9 8      | 0 2 2     | 4,718                        | 568     | 1,436 7 8   | 3                 |           |             |       | 1                 |         | 1        |       |          | 13 2 2     | 3,058 7 11                      |           |
| Moriac .. .. .                   | 3,176                         | 450 1 5      | 59 9 10    | 5 14 3    | 2,286                        | 1,400   | 2,217 8 9   | 7                 | 9         | 50          | 2     | 5                 | 10      | 89       | 1     |          | 325 13 8   | 7,179 3 10                      |           |
| Buckley .. .. .                  | 539                           | 85 12 8      | 9 7 3      | 12 6 4    | 2,062                        | 306     | 963 9 5     | 14                | 4         |             |       | 10                | 2       | 2        |       |          | 50 11 7    | 1,121 7 3                       |           |
| Winchelsea .. .. .               | 10,448                        | 1,796 13 1   | 173 9 0    | 28 7 2    | 13,012                       | 7,092   | 4,933 19 7  | 15                | 27        | 64          | 16    | 8                 | 13      | 36       | 1     |          | 246 15 0   | 1,863 9 9                       |           |
| Armytage .. .. .                 | 371                           | 76 18 2      | 8 0 6      |           | 8,016                        | 3,212   | 1,770 12 5  | 1                 |           |             |       | 1                 | 3       |          |       |          | 7 18 8     | 4,907 2 8                       |           |
| Birregurra .. .. .               | 8,905                         | 2,301 10 5   | 235 3 5    | 11 16 10  | 2,655                        | 7,907   | 1,653 8 1   | 6                 | 25        | 130         | 23    | 5                 | 18      | 54       |       |          | 045 3 11   | 910 12 6                        |           |
| Warncoort .. .. .                | 540                           | 123 13 11    | 22 18 1    | 1 0 2     | 1,548                        | 549     | 722 0 1     |                   |           |             | 15    |                   |         |          |       |          | 41 0 3     | 3,520 15 9                      |           |
| Irrewarra .. .. .                | 2,298                         | 825 17 4     | 1,666 18 1 | 1 4 2     | 1,880                        | 631     | 802 8 11    | 1                 | 31        | 11          |       | 3                 | 44      | 3        |       |          | 224 7 3    | 31,475 9 1                      |           |
| Colac .. .. .                    | 56,634                        | 16,079 19 10 | 1,976 6 6  | 480 5 3   | 9,795                        | 38,848  | 8,219 7 4   | 85                | 405       | 82          | 566   | 140               | 205     | 126      | 227   |          | 4,719 10 2 | 1,193 14 2                      |           |
| Larport .. .. .                  | 1,354                         | 232 11 3     | 232 6 9    | 0 6 9     | 1,175                        | 2,195   | 713 4 5     | 1                 |           | 4           |       | 2                 | 51      | 9        |       |          | 15 5 0     | 2,086 14 0                      |           |
| Pirron Yallock .. .              | 3,307                         | 1,124 4 11   | 94 3 3     | 19 2 10   | 1,187                        | 3,068   | 667 15 9    | 5                 | 16        | 14          |       | 5                 | 1       | 30       | 1     |          | 181 7 3    | 613 14 0                        |           |
| Stoneyford .. .. .               | 1,750                         | 329 6 5      | 73 9 11    | 10 3 0    | 147                          | 334     | 200 15 8    |                   |           |             |       |                   |         |          |       |          |            | 1,611 10 2                      |           |
| Pombornett .. .. .               | 3,037                         | 514 0 5      | 182 10 10  | 8 18 11   | 419                          | 715     | 813 1 10    | 9                 | 4         | 12          | 21    | 10                | 4       | 8        | 13    |          | 92 18 2    | 1,736 0 10                      |           |
| Weerite .. .. .                  | 1,117                         | 399 17 11    | 122 12 7   | 14 7 6    | 181                          | 430     | 265 0 2     | 7                 | 106       | 48          |       | 11                | 133     | 11       |       |          | 934 2 8    | 22,459 2 3                      |           |
| Camperdown .. .. .               | 26,171                        | 10,049 4 4   | 3,365 12 1 | 515 0 1   | 4,429                        | 18,261  | 5,531 16 3  | 52                | 327       | 218         | 127   | 39                | 71      | 71       | 44    |          | 2,997 9 6  | 1,433 16 10                     |           |
| Booran .. .. .                   | 611                           | 233 7 5      | 31 5 2     | 3 8 10    | 77                           | 2,037   | 159 6 0     | 3                 | 109       | 60          | 1     | 151               | 16      |          |       |          | 43 11 1    | 20,185 14 4                     |           |
| Terang .. .. .                   | 21,344                        | 7,377 3 8    | 665 18 2   | 126 11 0  | 5,739                        | 21,601  | 8,450 4 3   | 40                | 358       | 209         | 131   | 45                | 245     | 38       | 30    |          | 3,535 17 3 | 1,376 18 11                     |           |
| Garvoc .. .. .                   | 2,515                         | 446 7 9      | 55 12 4    | 6 11 2    | 1,505                        | 2,125   | 824 16 7    | 2                 | 3         | 2           |       | 1                 | 11      | 10       |       |          | 2 17 0     | 1,112 12 8                      |           |
| Fanmure .. .. .                  | 2,513                         | 474 3 0      | 43 14 5    | 0 12 4    | 2,891                        | 1,759   | 591 5 11    |                   | 1         |             |       | 4                 | 4       | 6        |       |          | 2 17 0     | 455 9 1                         |           |
| Oudgee .. .. .                   | 1,358                         | 278 2 0      | 29 9 9     | 13 17 8   | 84                           | 805     | 131 7 8     | 1                 |           |             |       |                   |         |          |       |          | 137 17 3   | 3,071 10 10                     |           |
| Allansford .. .. .               | 3,812                         | 1,022 7 7    | 153 10 11  | 63 11 6   | 1,072                        | 10,196  | 1,694 3 7   | 3                 | 20        | 5           | 1     | 6                 | 98      | 2        |       |          | 3,421 0 3  | 43,953 3 6                      |           |
| Warrnambool .. .. .              | 98,585                        | 16,451 6 6   | 1,641 16 4 | 1,086 1 5 | 49,900                       | 56,893  | 21,352 19 0 | 31                | 236       | 55          | 160   | 38                | 109     | 197      | 1     |          | 7,490 15 1 | 6,247 7 2                       |           |
| Dennington .. .. .               | 1,431                         | 76 11 4      | 206 17 6   | 0 2 3     | 18,176                       | 24,218  | 7,207 4 0   |                   |           |             |       |                   |         |          |       |          | 624 7 2    | 2,997 0 3                       |           |
| Illova .. .. .                   | 1,768                         | 390 2 9      | 23 5 5     | 3 14 0    | 8,031                        | 1,704   | 5,830 5 0   |                   |           |             |       |                   | 5       |          |       |          | 8 12 2     | 67 4 3                          |           |
| Koroit .. .. .                   | 11,651                        | 2,790 9 6    | 234 15 9   | 148 8 0   | 5,498                        | 6,365   | 5,500 6 8   | 20                | 129       | 102         | 1     | 7                 | 67      | 16       |       |          | 1,656 19 7 | 10,330 19 6                     |           |
| Crossley .. .. .                 | 157                           | 11 16 2      | 2 3 8      | 0 5 9     | 3,824                        | 584     | 2,985 0 5   |                   |           |             |       |                   |         |          |       |          |            | 2,997 0 3                       |           |
| Kirkstall .. .. .                | 157                           | 11 13 5      | 4 19 4     |           | 17                           | 135     | 50 5 9      |                   |           |             |       |                   |         |          |       |          |            | 87 4 3                          |           |
| Moyne .. .. .                    | 166                           | 9 0 1        | 1 19 0     |           | 164                          | 180     | 158 5 4     |                   |           |             |       |                   |         |          |       |          |            | 177 16 7                        |           |
| Rosebrook .. .. .                | 167                           | 17 15 10     | 0 2 5      |           | 12,034                       | 320     | 1,998 12 8  |                   |           |             |       |                   |         |          |       |          |            | 2,016 10 11                     |           |
| Port Fairy .. .. .               | 7,159                         | 4,099 3 6    | 711 3 0    | 35 18 8   | 3,688                        | 8,333   | 5,612 7 11  | 6                 | 38        | 67          | 3     | 4                 | 6       | 50       |       |          | 533 8 10   | 10,992 1 11                     |           |
| <b>WENSLEYDALE LINE.</b>         |                               |              |            |           |                              |         |             |                   |           |             |       |                   |         |          |       |          |            |                                 |           |
| *Gravel's Ltd. Siding .. .       |                               |              |            |           | 0,727                        | 18      | 2,254 19 5  |                   |           |             |       |                   |         |          |       |          |            | 2,254 19 5                      |           |
| Layard .. .. .                   |                               |              |            |           | 197                          | 54      | 79 5 7      |                   |           |             |       |                   |         |          |       |          |            | 79 5 7                          |           |
| Gherang .. .. .                  |                               |              |            |           | 18,423                       | 280     | 3,243 14 11 |                   |           |             |       |                   |         |          |       |          |            | 3,243 14 11                     |           |
| Wormbete .. .. .                 |                               |              |            |           | 2,391                        | 104     | 380 16 11   |                   |           |             |       |                   |         |          |       |          |            | 380 16 11                       |           |
| Otway Coal Co.'s Siding .. .     |                               |              |            |           | 2,978                        |         | 796 12 7    |                   |           |             |       |                   |         |          |       |          |            | 796 12 7                        |           |
| Wensleydale .. .. .              |                               |              |            |           | 2,520                        | 71      | 501 11 3    |                   |           |             |       |                   |         |          |       |          |            | 501 11 3                        |           |
| <b>FORREST LINE.</b>             |                               |              |            |           |                              |         |             |                   |           |             |       |                   |         |          |       |          |            |                                 |           |
| Whoorel .. .. .                  | 177                           | 8 10 11      | 2 17 2     |           | 1,107                        | 2,429   | 697 3 4     | 1                 |           | 1           |       |                   |         | 1        |       |          | 4 2 3      | 712 13 8                        |           |
| Dean Marsh .. .. .               | 1,211                         | 173 5 3      | 36 10 8    | 2 17 9    | 1,783                        | 1,850   | 883 0 9     |                   |           |             | 18    | 2                 |         | 1        |       |          | 29 6 7     | 1,125 1 0                       |           |
| Pennyroyal .. .. .               | 458                           | 61 4 3       | 11 13 2    | 0 4 4     | 1,770                        | 584     | 537 6 9     |                   |           |             | 8     |                   |         |          |       |          | 15 13 0    | 626 1 6                         |           |
| Murroon .. .. .                  | 410                           | 80 4 5       | 5 17 3     | 18 1 9    | 360                          | 718     | 157 8 2     | 5                 | 10        | 12          |       | 1                 | 21      | 15       | 1     |          | 134 14 3   | 396 5 10                        |           |
| Barwon .. .. .                   | 1,192                         | 226 9 6      | 19 15 5    | 0 19 6    | 6,223                        | 494     | 3,744 3 7   | 1                 |           |             | 3     |                   | 2       | 7        |       |          | 9 2 5      | 4,900 10 5                      |           |
| Gerangemete .. .. .              | 161                           | 14 7 7       | 6 11 6     | 0 0 8     |                              | 43      | 364 0 0     |                   |           |             |       |                   |         | 3        |       |          |            | 384 19 9                        |           |
| Yaughter .. .. .                 | 128                           | 15 11 10     | 1 12 2     | 1 5 10    | 394                          | 124     | 113 16 11   |                   | 1         | 1           | 3     |                   | 2       | 8        |       |          | 9 12 6     | 141 19 3                        |           |
| Forrest .. .. .                  | 2,412                         | 322 3 4      | 186 5 1    | 0 13 5    | 7,845                        | 1,204   | 5,085 9 3   | 1                 |           |             |       | 3                 | 2       | 10       | 1     |          | 4 13 9     | 6,098 4 10                      |           |

| CROWES LINE.             |       |            |           |         |       |       |             |    |     |     |    |    |           |    |           |             |             |
|--------------------------|-------|------------|-----------|---------|-------|-------|-------------|----|-----|-----|----|----|-----------|----|-----------|-------------|-------------|
| Tulloh                   | 103   | 5 8 0      | 0 0 7     |         |       |       |             |    |     |     |    |    | 5 8 7     |    |           |             |             |
| Coram                    | 270   | 13 12 10   |           |         |       |       |             |    |     |     |    |    | 13 17 9   |    |           |             |             |
| Barongarook              | 525   | 43 9 6     | 4 17 6    |         | 1,239 | 59    | 319 0 9     |    |     |     |    |    | 367 7 9   |    |           |             |             |
| Biram                    | 190   | 15 15 5    |           |         |       | 12    |             |    |     |     |    |    | 15 15 5   |    |           |             |             |
| Kawarren                 | 871   | 77 7 2     | 2 5 4     |         | 5,541 | 370   | 2,285 10 6  |    |     |     |    |    | 2,865 3 0 |    |           |             |             |
| Hitt's Siding            |       |            |           |         |       | 117   | 17 14 3     |    |     |     |    |    | 17 14 3   |    |           |             |             |
| Lovat                    | 351   | 38 6 6     | 1 13 2    |         | 2,761 | 47    | 718 2 3     |    |     |     |    |    | 753 1 11  |    |           |             |             |
| Gellibrand               | 3,301 | 448 2 1    | 55 14 10  | 1 2 3   | 2,795 | 1,017 | 1,655 19 3  | 6  | 3   | 21  | 1  | 7  | 16        | 7  | 37 18 4   | 2,198 16 9  |             |
| Banoor                   | 135   | 19 7 0     | 2 0 5     |         | 419   | 18    | 114 5 9     |    |     |     |    |    |           |    | 135 13 2  | 252 11 11   |             |
| Wimba                    | 318   | 37 2 0     | 1 13 5    |         | 405   | 131   | 195 9 9     |    | 9   |     |    |    | 1         | 8  | 18 6 9    | 13 19 5     |             |
| McDevitt                 | 86    | 13 4 3     | 0 8 7     |         |       | 5     | 0 6 7       |    |     |     |    |    |           |    | 479 13 2  | 31 15 1     |             |
| Dinmont                  | 226   | 10 17 11   | 0 14 8    |         |       | 906   | 468 0 7     |    |     |     |    |    |           |    | 97 3 2    | 6,361 4 1   |             |
| Ditchley                 | 92    | 16 16 3    |           |         |       | 18    | 14 18 10    |    |     |     |    |    |           |    | 5 1 9     | 1,658 19 0  |             |
| Beech Forest             | 6,693 | 1,226 9 2  | 330 6 0   | 8 12 11 | 4,963 | 1,557 | 4,698 12 10 | 4  | 31  | 19  | 12 | 10 | 46        | 43 | 14        | 97 3 2      | 6,361 4 1   |
| Ferguson                 | 1,210 | 65 3 3     | 5 8 11    | 0 3 6   | 2,313 | 2,727 | 1,583 1 7   | 1  |     |     |    |    |           |    | 5 1 9     | 1,658 19 0  |             |
| Weapoinah                | 1,631 | 80 15 5    | 4 8 11    |         | 228   | 231   | 173 6 8     |    | 20  | 11  |    |    | 3         | 7  | 18 18 8   | 277 9 8     |             |
| Pile Siding              | 10    | 0 4 11     | 1 9 6     | 0 7 1   | 3,026 | 76    | 2,460 6 0   |    |     |     |    |    |           |    | 2,462 7 6 | 3,041 18 8  |             |
| Kincaid                  | 889   | 79 11 2    | 2 9 4     |         | 2,775 | 101   | 2,959 18 2  |    |     |     |    |    |           |    | 5,133 9 5 | 5,133 9 5   |             |
| Wylangta                 | 2,299 | 281 14 3   | 42 1 5    | 0 7 1   | 5,704 | 425   | 4,796 7 4   | 4  |     |     |    | 3  |           |    | 12 19 4   | 5,133 9 5   |             |
| Pettitt's Siding         | 20    | 1 1 6      | 1 16 5    |         | 166   | 61    | 107 14 0    |    |     |     |    |    |           |    | 1,732 4 7 | 1,732 4 7   |             |
| Stalker                  | 1,000 | 143 12 10  | 5 16 5    | 0 1 8   | 1,816 | 86    | 1,582 13 8  |    |     |     |    |    |           |    | 526 7 6   | 526 7 6     |             |
| Macknott                 | 14    | 0 13 5     | 3 8 3     |         | 644   | 10    | 522 5 10    |    |     |     |    |    |           |    | 397 4 10  | 1,256 12 4  |             |
| Laver's Hill             | 1,580 | 356 6 7    | 53 12 4   | 1 5 6   | 3,318 | 274   | 448 3 1     | 1  | 61  | 57  | 24 | 2  | 14        | 9  | 42 3 3    | 1,123 7 2   |             |
| Crowes                   | 579   | 198 12 7   | 42 4 6    | 0 8 10  | 823   | 5,221 | 839 18 0    |    |     |     | 14 | 2  |           | 1  |           |             |             |
| ALVIE LINE.              |       |            |           |         |       |       |             |    |     |     |    |    |           |    |           |             |             |
| Cororooke                | 1,851 | 181 19 1   | 18 5 9    | 0 5 1   | 6,120 | 3,939 | 4,220 4 2   | 1  |     |     |    |    |           |    | 2 15 0    | 4,373 9 1   |             |
| Coragulae                | 1,692 | 161 9 10   | 2 8 2     |         | 8,846 | 1,691 | 5,022 2 10  |    |     |     |    | 1  |           |    |           | 5,186 0 10  |             |
| Alvie                    | 1,417 | 172 13 1   | 16 3 10   | 4 11 9  | 2,900 | 2,909 | 2,161 4 6   |    | 2   |     | 1  | 4  |           | 2  | 1         | 6 19 0      | 2,361 12 11 |
| TIMBOON LINE.            |       |            |           |         |       |       |             |    |     |     |    |    |           |    |           |             |             |
| Naroghid                 | 134   | 15 4 9     | 9 7 5     |         | 29    | 211   | 19 4 1      |    |     |     |    |    |           |    |           | 43 16 3     |             |
| Cobden                   | 2,591 | 518 16 10  | 339 11 4  | 6 11 11 | 3,626 | 3,872 | 2,987 18 6  | 2  | 13  | 3   | 12 | 2  | 16        | 3  | 3         | 77 2 0      | 3,930 0 7   |
| Eltingamite              | 193   | 29 1 10    | 10 16 9   |         | 1,031 | 38    | 233 7 2     |    |     |     |    | 2  |           |    |           | 273 5 9     |             |
| Glenfyne                 | 209   | 22 15 0    | 3 5 2     | 15 10 1 | 7,822 | 279   | 1,245 2 1   |    |     |     | 1  |    |           |    | 0 17 0    | 1,287 9 4   |             |
| Gurdie                   | 2,309 | 303 4 3    | 20 5 3    | 1 13 8  | 5,001 | 465   | 3,410 1 9   |    |     |     |    |    |           |    | 0 13 0    | 3,735 17 11 |             |
| Timboon                  | 3,128 | 747 3 2    | 77 4 9    | 2 7 7   | 3,828 | 2,811 | 1,517 2 4   | 2  | 20  | 14  | 36 | 7  | 38        | 29 | 8         | 133 1 9     | 2,476 19 7  |
| MORELAKE LINE.           |       |            |           |         |       |       |             |    |     |     |    |    |           |    |           |             |             |
| Morelake                 | 3,811 | 1,663 19 0 | 210 12 7  | 87 10 4 | 1,554 | 6,601 | 3,512 15 8  | 9  | 20  | 92  | 24 | 16 | 55        | 21 |           | 842 7 4     | 6,317 4 11  |
| KOROIT-HAMILTON LINE.    |       |            |           |         |       |       |             |    |     |     |    |    |           |    |           |             |             |
| Warrong                  | 16    | 1 17 11    |           |         | 72    | 632   | 21 11 1     |    |     |     |    | 1  | 1         |    |           | 23 9 0      |             |
| Woolsthorpe              | 72    | 13 16 11   | 0 2 5     |         | 91    | 605   | 293 13 3    |    | 1   | 24  |    |    |           | 5  |           | 356 0 4     |             |
| Hawkesdale               | 420   | 89 9 0     | 20 12 5   | 1 13 5  | 691   | 1,099 | 1,210 3 1   | 1  | 11  | 38  |    |    |           | 1  |           | 722 7 7     | 2,044 5 6   |
| Minhamite                | 408   | 82 12 4    | 13 0 8    | 1 2 2   | 776   | 447   | 534 17 7    |    | 1   | 62  |    |    |           | 6  |           | 917 13 2    |             |
| Purdeet                  | 177   | 32 6 6     | 1 16 2    | 0 10 1  | 94    | 359   | 219 14 9    |    |     |     |    |    | 1         |    |           | 254 7 6     |             |
| Penshurst                | 2,062 | 622 7 1    | 97 9 11   | 7 10 2  | 1,275 | 2,762 | 2,480 12 4  | 10 | 110 | 120 | 35 | 11 | 12        | 30 | 1         | 1,498 18 7  | 4,706 18 1  |
| Taber                    | 107   | 12 0 7     | 0 10 7    |         | 578   | 318   | 394 12 2    |    |     |     |    |    |           |    |           | 407 3 4     |             |
| Yatchaw                  | 131   | 10 4 3     | 0 11 10   |         | 646   | 177   | 395 3 8     |    | 3   | 7   |    |    | 1         |    |           | 511 13 3    |             |
| GHERINGHAP-MAROONA LINE. |       |            |           |         |       |       |             |    |     |     |    |    |           |    |           |             |             |
| Murghoboluc              | 44    | 5 0 3      | 0 6 7     |         | 55    | 47    | 20 18 9     |    |     |     |    |    |           |    |           | 26 5 7      |             |
| Inverleigh               | 765   | 176 8 8    | 57 16 9   | 1 11 11 | 1,089 | 1,239 | 631 14 4    | 5  | 20  | 57  | 21 |    |           | 5  | 38        | 201 18 7    | 1,069 10 3  |
| Doroq                    | 76    | 11 15 0    | 1 3 9     | 0 1 6   | 940   | 274   | 438 1 3     | 1  |     | 17  |    |    |           | 2  | 1         | 80 7 4      | 531 8 10    |
| Wingee                   | 363   | 110 3 3    | 36 15 1   | 2 6 3   | 34    | 171   | 29 9 1      | 2  |     | 57  |    |    |           | 3  | 4         | 403 2 5     | 581 16 1    |
| Poorneet                 | 140   | 29 17 8    | 8 17 10   | 0 8 8   | 360   | 1,229 | 173 2 11    |    | 2   | 26  |    |    |           | 1  | 25        | 163 9 0     | 375 16 1    |
| Duverney                 | 278   | 103 10 0   | 10 12 4   |         | 5,658 | 732   | 2,969 12 5  |    |     |     |    |    |           | 2  | 1         | 3,083 14 9  |             |
| Berrybank                | 946   | 326 4 2    | 45 11 3   | 0 10 2  | 7,316 | 1,743 | 4,043 2 6   | 7  | 4   | 74  | 5  |    |           | 1  | 39        | 401 3 5     | 4,816 11 6  |
| Gnarkeet                 | 119   | 55 4 2     | 8 16 1    |         | 2,685 | 605   | 1,390 19 7  |    |     | 19  | 1  | 4  |           |    | 9         | 99 4 6      | 1,554 4 4   |
| Lismore                  | 1,685 | 819 3 11   | 119 11 11 | 16 3 11 | 4,779 | 3,940 | 3,027 1 8   | 12 | 39  | 131 | 21 | 11 | 25        | 55 |           | 688 11 8    | 4,670 13 1  |

APPENDIX NO. 32.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

| STATIONS.  | PASSENGERS.                            |           | PARCELS.  | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS.    |          |            | LIVE STOCK.       |         |        |       |                   |         |        |       | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |             |         |  |
|--|--|-----------|-----------|------------------------------------|-----------|----------|------------|-------------------|---------|--------|-------|-------------------|---------|--------|-------|--|-------------|---------|--|
|  | Outwards.                              |           | Outwards. | Outwards.                          | Outwards. | Inwards. | Outwards.  | Outwards.         |         |        |       | Inwards.          |         |        |       |  | Outwards.   |         |  |
|  | Number<br>of<br>Passenger<br>Journeys. | Revenue.  | Revenue.  | Revenue.                           | Tons.     | Tons.    | Revenue.   | Number of Trucks. |         |        |       | Number of Trucks. |         |        |       |  | Revenue.    |         |  |
|  |  |           |           |                                    |           |          |            | Horses.           | Cattle. | Sheep. | Pigs. | Horses.           | Cattle. | Sheep. | Pigs. |  |             |         |  |
| £ s. d.  |  | £ s. d.   |           | £ s. d.                            |           | £ s. d.  |            |                   |         |        |       |                   |         |        |       | £ s. d.                                  |             | £ s. d. |  |
| <b>GHERINGHAP—MAROONA LINE—<i>continued.</i></b> |  |           |           |                                    |           |          |            |                   |         |        |       |                   |         |        |       |  |             |         |  |
| Derrinallum .. .. .                              | 1,781                                  | 655 0 2   | 196 12 2  | 8 9 6                              | 1,112     | 2,973    | 1,331 16 0 | 11                | 54      | 128    | 63    | 7                 | 10      | 38     | 5     | 1,339 9 2                                | 3,531 7 0   |         |  |
| Vite Vite .. .. .                                | 241                                    | 124 10 7  | 20 10 3   | 0 0 9                              | 1,521     | 1,320    | 915 18 5   | ..                | ..      | 11     | ..    | ..                | 1       | 4      | ..    | 72 4 6                                   | 1,134 2 6   |         |  |
| Pura Pura .. .. .                                | 690                                    | 205 10 0  | 42 13 4   | 0 18 9                             | 381       | 428      | 650 19 1   | 3                 | ..      | 41     | 5     | 4                 | 23      | 7      | ..    | 256 15 6                                 | 1,156 16 8  |         |  |
| Nerrin Nerrin .. .. .                            | 527                                    | 271 15 1  | 40 18 9   | 3 4 8                              | 707       | 724      | 663 0 5    | 25                | 9       | 27     | 1     | 22                | 8       | 6      | ..    | 237 17 0                                 | 1,236 15 11 |         |  |
| Westmere .. .. .                                 | 1,620                                  | 676 11 11 | 100 0 10  | 24 11 7                            | 7,408     | 3,111    | 5,229 6 3  | 6                 | 13      | 107    | 3     | 8                 | 3       | 61     | ..    | 656 15 4                                 | 6,687 5 11  |         |  |
| Miniera .. .. .                                  | 424                                    | 160 17 0  | 33 15 3   | 0 8 7                              | 3,338     | 1,588    | 2,188 15 5 | 2                 | 3       | 23     | 1     | ..                | ..      | 3      | ..    | 125 5 2                                  | 2,509 1 5   |         |  |
| Tatyoona .. .. .                                 | 336                                    | 123 10 7  | 28 11 1   | 0 14 0                             | 3,412     | 918      | 2,240 0 9  | 3                 | 4       | 38     | 1     | 4                 | 1       | 7      | ..    | 155 1 4                                  | 2,547 17 9  |         |  |
| <b>BUNINYONG LINE.</b>                           |  |           |           |                                    |           |          |            |                   |         |        |       |                   |         |        |       |  |             |         |  |
| Eureka .. .. .                                   | 1,564                                  | 28 5 9    | ..        | ..                                 | 4,250     | 4,323    | 3,215 6 5  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | 615   | ..                                       | 3,243 12 2  |         |  |
| York-street .. .. .                              | 709                                    | 12 8 9    | ..        | ..                                 | ..        | ..       | ..         | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 12 8 9      |         |  |
| Levy .. .. .                                     | 3,068                                  | 46 6 11   | ..        | ..                                 | ..        | ..       | ..         | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 46 6 11     |         |  |
| Canadian .. .. .                                 | 6,967                                  | 100 18 5  | ..        | ..                                 | ..        | 237      | ..         | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 100 18 5    |         |  |
| Mount Clear .. .. .                              | 1,525                                  | 30 8 11   | ..        | ..                                 | ..        | ..       | ..         | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 30 8 11     |         |  |
| Reid .. .. .                                     | 1,522                                  | 33 8 8    | ..        | ..                                 | ..        | ..       | ..         | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 33 8 8      |         |  |
| Mount Helen .. .. .                              | 499                                    | 12 9 3    | 0 0 8     | ..                                 | ..        | ..       | ..         | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 12 9 11     |         |  |
| Buninyong .. .. .                                | 49,620                                 | 1,548 1 3 | 68 11 1   | 1 17 11                            | 1,741     | 814      | 1,029 11 4 | ..                | 2       | ..     | ..    | ..                | 2       | ..     | ..    | 2 10 4                                   | 2,650 11 11 |         |  |
| <b>BALLARAT—IRREWARRA LINE.</b>                  |  |           |           |                                    |           |          |            |                   |         |        |       |                   |         |        |       |  |             |         |  |
| Cardigan .. .. .                                 | 723                                    | 15 7 1    | 3 18 4    | ..                                 | ..        | ..       | ..         | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 19 5 5      |         |  |
| Kopke .. .. .                                    | 252                                    | 12 12 10  | ..        | ..                                 | ..        | ..       | ..         | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 12 12 10    |         |  |
| Haddon .. .. .                                   | 2,481                                  | 93 19 3   | 7 13 2    | 0 3 5                              | 4,640     | 120      | 1,537 8 10 | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 1,639 4 8   |         |  |
| Nintingbool .. .. .                              | 353                                    | 14 5 6    | 0 9 7     | ..                                 | ..        | ..       | ..         | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 14 5 1      |         |  |
| Smythesdale .. .. .                              | 4,639                                  | 326 14 4  | 38 6 10   | 3 16 2                             | 23,173    | 207      | 6,246 18 6 | ..                | ..      | ..     | ..    | 2                 | ..      | ..     | ..    | ..                                       | 6,615 15 10 |         |  |
| Scarsdale .. .. .                                | 3,594                                  | 223 16 1  | 20 4 7    | 1 0 0                              | 9,729     | 192      | 2,117 14 4 | ..                | ..      | ..     | ..    | 2                 | 1       | 7      | ..    | ..                                       | 2,362 15 0  |         |  |
| Newtown .. .. .                                  | 4,905                                  | 255 4 6   | 42 3 9    | 4 12 4                             | 1,452     | 202      | 379 16 0   | 2                 | 4       | 2      | ..    | ..                | 1       | 16     | ..    | 16 18 8                                  | 690 0 3     |         |  |
| Berringa .. .. .                                 | 295                                    | 44 2 9    | 9 12 2    | 0 2 1                              | 374       | 230      | 288 11 5   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 342 8 5     |         |  |
| Habarook .. .. .                                 | 608                                    | 180 3 4   | 36 8 7    | 0 3 1                              | 9,444     | 300      | 1,843 14 4 | 7                 | 1       | 21     | 1     | 6                 | ..      | 12     | 1     | 58 0 2                                   | 2,068 9 6   |         |  |
| Nokewood .. .. .                                 | 213                                    | 33 7 6    | 8 16 10   | 5 15 7                             | 2,518     | 736      | 1,104 4 4  | 9                 | 7       | 50     | 7     | 7                 | 4       | ..     | ..    | 173 18 1                                 | 1,376 2 4   |         |  |
| Werneth .. .. .                                  | 205                                    | 45 1 7    | 5 7 11    | 0 1 5                              | 2,510     | 590      | 1,349 3 9  | ..                | ..      | 1      | 11    | 9                 | 2       | 3      | ..    | 13 8 11                                  | 1,413 3 7   |         |  |
| Creasy .. .. .                                   | 3,019                                  | 947 4 1   | 105 3 4   | 9 4 5                              | 3,928     | 2,246    | 2,093 5 2  | 31                | 70      | 227    | 55    | 23                | 21      | 71     | 10    | 1,139 6 7                                | 4,294 8 7   |         |  |
| Barpinba .. .. .                                 | 454                                    | 79 1 9    | 7 7 7     | 2 16 2                             | 1,017     | 3,016    | 547 18 9   | 3                 | ..      | 32     | 9     | 5                 | 4       | 9      | ..    | 214 5 3                                  | 851 9 6     |         |  |
| Beaac .. .. .                                    | 2,990                                  | 537 19 3  | 126 15 9  | 3 5 2                              | 2,394     | 4,970    | 1,448 6 5  | 7                 | 26      | 53     | 49    | 7                 | 14      | 21     | ..    | 397 18 1                                 | 2,514 4 8   |         |  |
| Ondit .. .. .                                    | 509                                    | 48 2 3    | 3 13 6    | 14 3 5                             | 437       | 1,081    | 268 6 9    | 2                 | ..      | ..     | ..    | 3                 | 4       | ..     | ..    | 6 0 9                                    | 340 6 8     |         |  |
| <b>LINTON LINE.</b>                              |  |           |           |                                    |           |          |            |                   |         |        |       |                   |         |        |       |  |             |         |  |
| Happy Valley .. .. .                             | 185                                    | 30 15 7   | ..        | ..                                 | ..        | ..       | ..         | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 30 15 7     |         |  |
| Linton .. .. .                                   | 8,761                                  | 567 4 9   | 48 7 1    | 14 16 4                            | 3,299     | 987      | 1,653 1 9  | 7                 | 13      | 10     | 4     | 7                 | 20      | 14     | ..    | 61 14 10                                 | 2,945 4 9   |         |  |
| <b>LINTON—SKIPTON LINE.</b>                      |  |           |           |                                    |           |          |            |                   |         |        |       |                   |         |        |       |  |             |         |  |
| Pitlong .. .. .                                  | 723                                    | 74 9 6    | 6 11 6    | ..                                 | 980       | 259      | 649 7 11   | ..                | 9       | 32     | ..    | 3                 | 4       | 2      | ..    | 136 10 4                                 | 866 19 3    |         |  |
| Skipton .. .. .                                  | 4,082                                  | 520 16 2  | 82 5 1    | 21 6 5                             | 4,905     | 2,201    | 3,702 13 3 | 13                | 37      | 42     | 11    | 19                | 3       | 26     | ..    | 315 6 7                                  | 4,642 7 6   |         |  |



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| PORTLAND LINE.                |        |            |            |          |        |        |        |        |      |    |     |    |    |    |        |             |
|-------------------------------|--------|------------|------------|----------|--------|--------|--------|--------|------|----|-----|----|----|----|--------|-------------|
| Ripon                         | ..     | ..         | ..         | ..       | ..     | 36,769 | 134    | 10,960 | 4 10 | .. | ..  | .. | .. | .. | 10,960 | 4 10        |
| Country Roads Board Siding    | ..     | ..         | ..         | ..       | ..     | 15,775 | 53     | 3,871  | 9 9  | .. | ..  | .. | .. | .. | 3,871  | 9 9         |
| Langi Logan                   | 452    | 62 1 0     | 10 10 10   | 1 7 8    | 1,996  | 1,013  | 669    | 3 8    | ..   | .. | ..  | 1  | .. | .. | 743    | 3 2         |
| New Langi Logan Siding        | ..     | ..         | ..         | ..       | 306    | 1,288  | 235    | 6 3    | ..   | .. | ..  | .. | .. | .. | 235    | 6 3         |
| South Langi Logan             | ..     | ..         | ..         | ..       | 3,395  | 61     | 1,246  | 18 5   | ..   | .. | ..  | .. | .. | .. | 1,246  | 18 5        |
| Maroona                       | 1,138  | 333 17 0   | 38 10 5    | 0 14 6   | 1,085  | 975    | 912    | 4 2    | 6    | 8  | 15  | .. | 1  | 2  | 13     | 85 19 3     |
| Calvert Siding                | 17     | 2 6 6      | ..         | ..       | 725    | 170    | 418    | 16 5   | ..   | .. | ..  | .. | .. | .. | 421    | 2 11        |
| Willaura                      | 4,600  | 1,681 5 9  | 273 1 6    | 26 11 11 | 6,350  | 3,561  | 4,803  | 9 1    | 13   | 23 | 187 | 1  | 16 | 1  | 113    | 3           |
| Stavelly                      | 609    | 123 7 10   | 11 18 8    | 0 13 3   | 1,594  | 387    | 1,084  | 1 8    | 2    | .. | 42  | .. | 3  | 1  | 25     | 259 12 3    |
| Glen Thompson                 | 2,418  | 1,000 4 10 | 105 7 6    | 4 1 10   | 3,157  | 1,542  | 2,379  | 2 2    | 7    | 18 | 91  | .. | 5  | 6  | 49     | 578 10 8    |
| Dunkeld                       | 4,474  | 1,464 6 1  | 122 15 5   | 85 9 4   | 1,017  | 1,091  | 2,098  | 10 5   | 14   | 14 | 102 | .. | 13 | 20 | 57     | 759 10 4    |
| Moutajup                      | 497    | 86 1 6     | 6 2 11     | 0 5 9    | 691    | 381    | 571    | 14 10  | ..   | .. | 1   | .. | .. | .. | 2      | 4 6 3       |
| Strathkelar                   | 394    | 37 14 7    | 9 9 7      | 0 12 10  | 326    | 409    | 467    | 8 4    | ..   | .. | 10  | .. | 1  | .. | 50     | 34 10 6     |
| Hamilton                      | 35,885 | 16,640 9 4 | 1,987 16 8 | 398 5 10 | 20,195 | 33,786 | 17,408 | 7 1    | 72   | 91 | 425 | .. | 62 | 66 | 308    | 2,625 0 0   |
| Braxholme                     | 4,297  | 926 18 8   | 69 9 4     | 67 5 6   | 621    | 1,310  | 1,069  | 14 5   | 5    | 42 | 22  | .. | 4  | 2  | 7      | 483 10 10   |
| Condah                        | 1,998  | 671 13 11  | 53 13 2    | 4 3 3    | 926    | 1,636  | 1,528  | 10 11  | 1    | 3  | 74  | 53 | .. | 17 | 31     | 766 4 0     |
| Myamyn                        | 854    | 113 9 7    | 15 6 7     | 0 4 6    | 326    | 417    | 256    | 3 11   | ..   | .. | ..  | .. | .. | .. | ..     | ..          |
| Milltown                      | 657    | 102 17 5   | 5 12 6     | ..       | 3,112  | 240    | 1,426  | 10 9   | ..   | .. | ..  | .. | .. | .. | ..     | ..          |
| Heywood                       | 6,783  | 1,694 6 3  | 215 15 0   | 15 8 1   | 3,565  | 2,714  | 2,401  | 15 2   | 3    | 13 | 35  | .. | 6  | 0  | 23     | 393 8 7     |
| Heathmere                     | 81     | 8 4 7      | 0 4 10     | ..       | 274    | 90     | 178    | 17 3   | ..   | .. | ..  | .. | .. | .. | ..     | 187 6 8     |
| Gorae                         | 365    | 21 13 11   | 2 9 6      | ..       | 1,781  | 180    | 1,591  | 10 0   | ..   | .. | ..  | .. | .. | .. | ..     | 1,615 13 5  |
| Portland North                | 1,167  | 255 16 7   | 19 2 1     | 0 13 0   | 279    | 943    | 383    | 16 11  | 1    | 6  | 34  | 21 | 1  | 2  | 20     | 1,192 5 9   |
| Portland Freezing Co. Siding* | ..     | ..         | ..         | ..       | 6,703  | 6,850  | 11,764 | 12 5   | ..   | .. | ..  | .. | .. | .. | ..     | 11,764 12 5 |
| Portland                      | 6,942  | 2,879 0 6  | 931 13 11  | 5 1 5    | 2,714  | 37,626 | 3,711  | 17 4   | ..   | .. | 2   | .. | .. | .. | 1      | 21 17 8     |
| COLERAINE LINE.               |        |            |            |          |        |        |        |        |      |    |     |    |    |    |        |             |
| Bochara                       | 92     | 4 3 1      | ..         | ..       | 155    | 60     | 108    | 8 9    | ..   | .. | ..  | .. | .. | .. | ..     | 112 11 10   |
| Wannon                        | 775    | 106 11 5   | 6 16 0     | 0 18 6   | 794    | 259    | 681    | 8 0    | ..   | 1  | 2   | .. | .. | 1  | ..     | 810 10 0    |
| Gritjurk                      | 76     | 17 17 5    | 0 5 1      | ..       | 977    | 79     | 573    | 2 4    | ..   | .. | ..  | .. | 1  | .. | ..     | 591 4 10    |
| Coleraine                     | 4,576  | 2,244 9 1  | 172 10 11  | 25 18 11 | 5,196  | 5,269  | 6,139  | 15 4   | 10   | 95 | 68  | 61 | 13 | 5  | 43     | 1,890 17 9  |
| CASTERTON LINE.               |        |            |            |          |        |        |        |        |      |    |     |    |    |    |        |             |
| Miakite                       | 2      | 0 6 8      | ..         | ..       | ..     | ..     | ..     | ..     | ..   | .. | ..  | .. | .. | .. | ..     | 0 6 8       |
| Grassdale                     | 638    | 230 19 4   | 18 6 5     | 0 2 4    | 211    | 534    | 535    | 10 9   | 5    | 40 | 92  | .. | 3  | .. | 39     | 1,092 11 7  |
| Merino                        | 3,454  | 1,429 16 5 | 153 3 0    | 4 11 7   | 1,124  | 2,626  | 2,293  | 15 5   | 9    | 4  | 32  | 77 | 11 | 5  | 15     | 853 3 7     |
| Henty                         | 647    | 162 6 3    | 11 18 0    | 0 15 1   | 89     | 380    | 230    | 2 3    | 4    | 73 | 27  | 26 | .. | 9  | 11     | 1,009 8 9   |
| Sandford                      | 2,938  | 367 12 11  | 25 19 11   | 47 4 7   | 375    | 438    | 564    | 8 0    | 5    | 57 | 79  | 3  | 4  | 10 | 140    | 1,452 12 11 |
| Casterton                     | 8,167  | 3,617 14 4 | 430 10 9   | 77 3 3   | 6,113  | 7,780  | 9,902  | 1 6    | 2    | 3  | 4   | 55 | 8  | 3  | 3      | 644 6 2     |
| MOUNT GAMBIER BORDER LINE.    |        |            |            |          |        |        |        |        |      |    |     |    |    |    |        |             |
| Sinclair                      | 68     | 4 1 5      | 2 3 3      | 25 11 6  | 671    | 92     | 312    | 0 2    | ..   | .. | ..  | .. | .. | .. | ..     | 343 16 4    |
| Lyens                         | 150    | 21 1 0     | 1 13 2     | 0 2 6    | 746    | 108    | 272    | 9 6    | ..   | .. | 1   | 1  | .. | .. | 1      | 2 2 6       |
| Greenwald                     | 771    | 139 8 8    | 4 14 7     | 0 5 6    | 2,529  | 241    | 1,254  | 9 8    | ..   | .. | 2   | 3  | .. | .. | 7      | 15 13 8     |
| Winnap                        | 659    | 169 15 7   | 12 4 5     | ..       | 414    | 552    | 430    | 4 0    | ..   | .. | 16  | 5  | .. | .. | ..     | 47 7 11     |
| Dartmoor                      | 1,775  | 495 2 3    | 19 6 11    | 4 3 1    | 450    | 547    | 714    | 14 11  | 1    | 3  | 7   | .. | 2  | .. | 9      | 23 8 2      |
| Marp                          | 68     | 11 8 3     | 6 11 6     | ..       | 32     | 43     | 49     | 18 9   | ..   | .. | ..  | .. | .. | .. | ..     | 67 18 6     |
| Puralka                       | 181    | 33 10 0    | 5 9 2      | ..       | 189    | 348    | 676    | 4 4    | ..   | .. | ..  | .. | 1  | .. | ..     | 715 3 6     |
| Rennick                       | 1,030  | 356 18 7   | 1 7 2      | ..       | 27     | 122    | 64     | 7 4    | ..   | .. | 2   | .. | .. | .. | 14     | 19 0 0      |
| GRAMPIANS LINE.               |        |            |            |          |        |        |        |        |      |    |     |    |    |    |        |             |
| Fyans Creek                   | ..     | ..         | ..         | ..       | 1,234  | 72     | 587    | 9 6    | ..   | .. | ..  | .. | .. | .. | ..     | 587 9 6     |
| Grampians                     | ..     | ..         | ..         | ..       | 18,595 | ..     | 4,285  | 10 10  | ..   | .. | ..  | .. | .. | .. | ..     | 4,285 10 10 |
| MARNOO LINE.                  |        |            |            |          |        |        |        |        |      |    |     |    |    |    |        |             |
| Jackson                       | ..     | ..         | 0 6 6      | ..       | 3,616  | 180    | 2,164  | 0 0    | ..   | .. | ..  | 2  | .. | 8  | ..     | 2,164 6 6   |
| Rupanyup                      | 2,916  | 1,118 1 3  | 173 3 8    | 3 2 0    | 11,488 | 9,757  | 8,080  | 0 5    | 10   | 11 | 95  | .. | 2  | .. | 5      | 10,149 11 5 |
| Burrum                        | 34     | 1 10 4     | 0 17 3     | ..       | 7,271  | 2,506  | 4,334  | 12 7   | ..   | .. | ..  | .. | .. | .. | ..     | 4,337 0 2   |
| Banyena                       | 404    | 103 9 7    | 9 16 3     | 2 1 7    | 7,001  | 1,103  | 3,625  | 8 2    | 1    | .. | 21  | .. | 1  | .. | 11     | 165 16 3    |
| Marnoo                        | 952    | 427 19 0   | 92 14 6    | 3 0 11   | 11,411 | 8,788  | 8,392  | 17 7   | 5    | 4  | 93  | .. | 4  | 2  | 18     | 710 2 8     |
| MARNOO-BOLANGUM LINE          |        |            |            |          |        |        |        |        |      |    |     |    |    |    |        |             |
| Bolangum*                     | ..     | ..         | ..         | ..       | 922    | 11     | 764    | 17 10  | ..   | .. | ..  | .. | .. | .. | ..     | 764 17 10   |

APPENDIX NO. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                          | PASSENGERS.                            |            | PARCELS.  | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS.    |          |            | LIVE STOCK.       |         |        |       |                   |         |         |       | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |              |
|------------------------------------|--|------------|-----------|------------------------------------|-----------|----------|------------|-------------------|---------|--------|-------|-------------------|---------|---------|-------|--|--------------|
|                                    | Outwards.                              |            | Outwards. | Outwards.                          | Outwards. | Inwards. | Outwards.  | Outwards.         |         |        |       | Inwards.          |         |         |       |  | Outwards.    |
|                                    | Number<br>of<br>Passenger<br>Journeys. | Revenue.   | Revenue.  | Revenue.                           | Tons.     | Tons.    | Revenue.   | Number of Trucks. |         |        |       | Number of Trucks. |         |         |       |  | Revenue.     |
|                                    |  |            |           |                                    |           |          |            | Horses.           | Cattle. | Sheep. | Pigs. | Horses.           | Cattle. | Sheep.  | Pigs. |  |              |
| £ s. d.                            |  | £ s. d.    |           | £ s. d.                            |           | £ s. d.  |            |                   |         |        |       |                   |         | £ s. d. |       | £ s. d.                                  |              |
| <b>HOPETOUN LINE.</b>              |  |            |           |                                    |           |          |            |                   |         |        |       |                   |         |         |       |  |              |
| Coromby .. .. .                    | 722                                    | 38 10 9    | 5 1 4     | 0 3 5                              | 7,360     | 652      | 4,929 2 6  | ..                | ..      | 5      | ..    | ..                | ..      | 2       | ..    | 56 17 4                                  | 5,030 1 4    |
| Minyip .. .. .                     | 6,189                                  | 2,046 11 0 | 206 15 1  | 28 1 2                             | 20,823    | 18,215   | 15,024 1 1 | 14                | 15      | 56     | 1     | 13                | 4       | 16      | ..    | 496 19 0                                 | 17,802 7 4   |
| Nullan .. .. .                     | 363                                    | 41 16 5    | 4 11 0    | ..                                 | 5,776     | 581      | 3,835 17 6 | ..                | ..      | ..     | ..    | ..                | ..      | ..      | ..    | ..                                       | 3,882 4 11   |
| Sheep Hills .. .. .                | 1,845                                  | 485 9 1    | 31 6 2    | 9 11 2                             | 8,984     | 2,089    | 6,587 17 6 | 9                 | 9       | 84     | 3     | 3                 | 8       | 42      | 1     | 711 13 9                                 | 7,825 17 8   |
| Mellis .. .. .                     | 29                                     | 3 8 6      | 0 5 9     | 0 2 9                              | 2,951     | 139      | 2,014 12 9 | ..                | ..      | ..     | ..    | ..                | ..      | ..      | ..    | ..                                       | 2,018 9 8    |
| Warracknabeal .. .. .              | 16,495                                 | 8,479 1 9  | 562 7 8   | 178 12 4                           | 25,429    | 36,806   | 20,102 2 6 | 70                | 28      | 197    | 1     | 57                | 22      | 70      | 5     | 1,988 11 6                               | 31,310 15 8  |
| Batchica .. .. .                   | ..                                     | ..         | ..        | ..                                 | 4,758     | 305      | 2,782 3 2  | ..                | ..      | ..     | ..    | ..                | ..      | ..      | ..    | ..                                       | 2,782 3 2    |
| Lah .. .. .                        | 507                                    | 42 6 4     | 9 2 10    | 0 0 9                              | 9,659     | 1,402    | 6,154 19 1 | ..                | ..      | 33     | ..    | ..                | 1       | 9       | ..    | 392 18 0                                 | 6,600 7 0    |
| Brim .. .. .                       | 1,778                                  | 503 3 2    | 78 15 8   | 12 18 4                            | 14,876    | 3,380    | 9,562 17 6 | 11                | 6       | 118    | ..    | 5                 | 1       | 19      | ..    | 895 13 3                                 | 11,053 7 1   |
| Galaquii .. .. .                   | 329                                    | 72 15 4    | 5 4 1     | ..                                 | 8,447     | 908      | 6,046 9 10 | ..                | ..      | ..     | ..    | ..                | ..      | ..      | ..    | ..                                       | 6,124 9 3    |
| Beniah .. .. .                     | 4,097                                  | 1,834 2 7  | 147 18 8  | 45 7 4                             | 12,927    | 7,163    | 8,954 3 11 | 13                | 15      | 104    | ..    | 12                | 13      | 114     | 3     | 1,481 7 4                                | 12,462 19 10 |
| Rosebery .. .. .                   | 435                                    | 147 1 10   | 13 2 5    | 18 2 7                             | 7,833     | 3,257    | 5,889 13 8 | 1                 | ..      | 48     | ..    | 1                 | 2       | 7       | ..    | 795 11 0                                 | 6,858 11 6   |
| Goyura .. .. .                     | 271                                    | 67 13 6    | 4 5 9     | ..                                 | 2,811     | 9,250    | 2,088 16 5 | ..                | ..      | ..     | ..    | ..                | ..      | ..      | ..    | ..                                       | 2,100 15 8   |
| Hopetoun .. .. .                   | 4,496                                  | 2,155 0 0  | 237 6 1   | 61 16 8                            | 10,208    | 7,320    | 7,414 7 8  | 18                | 10      | 147    | ..    | 16                | 8       | 76      | ..    | 1,099 14 5                               | 10,968 4 10  |
| <b>PATCHEWOLLOCK LINE.</b>         |  |            |           |                                    |           |          |            |                   |         |        |       |                   |         |         |       |  |              |
| Burroin .. .. .                    | 26                                     | 2 2 11     | ..        | ..                                 | 1,851     | 161      | 1,356 17 8 | ..                | ..      | ..     | ..    | 1                 | ..      | ..      | ..    | ..                                       | 1,359 0 7    |
| Dattuck .. .. .                    | 25                                     | 2 2 11     | 0 1 6     | ..                                 | 606       | 148      | 412 3 5    | ..                | ..      | ..     | ..    | ..                | ..      | ..      | ..    | ..                                       | 414 7 10     |
| Yarto .. .. .                      | 152                                    | 15 2 1     | 2 16 10   | ..                                 | 1,341     | 469      | 1,022 3 9  | ..                | ..      | ..     | ..    | ..                | 2       | 4       | ..    | 21 12 6                                  | 1,061 15 2   |
| Willa .. .. .                      | 92                                     | 14 1 3     | 0 9 9     | ..                                 | 810       | 380      | 593 13 7   | ..                | ..      | ..     | ..    | 1                 | 1       | ..      | ..    | 0 15 6                                   | 609 0 1      |
| Patchewollock .. .. .              | 1,355                                  | 407 11 11  | 33 14 11  | 0 10 4                             | 7,580     | 2,565    | 5,315 13 1 | ..                | 2       | 9      | ..    | 19                | 5       | 29      | ..    | 35 1 9                                   | 5,792 12 0   |
| <b>GOROKE LINE.</b>                |  |            |           |                                    |           |          |            |                   |         |        |       |                   |         |         |       |  |              |
| Remlaw .. .. .                     | 36                                     | 1 10 9     | 0 0 5     | ..                                 | 2,119     | 376      | 1,449 0 11 | ..                | ..      | ..     | ..    | ..                | ..      | ..      | ..    | ..                                       | 1,450 12 1   |
| Vactis .. .. .                     | 160                                    | 9 12 8     | 1 1 4     | 0 0 8                              | 3,361     | 522      | 2,284 10 5 | 1                 | 1       | ..     | ..    | 1                 | 2       | 1       | ..    | 3 19 6                                   | 2,290 4 7    |
| Quantong .. .. .                   | 1,349                                  | 157 4 9    | 9 13 7    | 0 4 4                              | 2,258     | 4,478    | 2,007 8 2  | ..                | 1       | ..     | ..    | ..                | ..      | ..      | ..    | 1 17 3                                   | 2,176 8 1    |
| East Natimuk .. .. .               | 324                                    | 37 1 10    | 1 12 2    | ..                                 | 16        | 69       | 17 18 7    | ..                | ..      | ..     | ..    | ..                | ..      | ..      | ..    | ..                                       | 56 12 7      |
| Natimuk .. .. .                    | 4,421                                  | 1,051 0 10 | 203 6 0   | 17 14 8                            | 7,339     | 4,049    | 4,925 14 2 | 9                 | 2       | 41     | 1     | 5                 | 5       | 25      | ..    | 173 13 0                                 | 6,371 8 8    |
| Arapiles .. .. .                   | 195                                    | 21 14 10   | 2 3 10    | ..                                 | 1,693     | 414      | 1,032 19 5 | ..                | ..      | ..     | ..    | ..                | ..      | ..      | ..    | 0 15 0                                   | 1,057 13 1   |
| Mitre .. .. .                      | 593                                    | 93 7 3     | 19 9 10   | 0 6 6                              | 2,219     | 422      | 1,913 4 3  | 1                 | 1       | ..     | ..    | 2                 | ..      | 3       | ..    | 1 9 6                                    | 2,027 17 4   |
| Nursoung .. .. .                   | 28                                     | 5 3 3      | 19 9 8    | ..                                 | 327       | 106      | 235 2 7    | ..                | ..      | ..     | ..    | ..                | 1       | ..      | ..    | ..                                       | 259 15 6     |
| Gymbowen .. .. .                   | 924                                    | 196 18 10  | 26 8 8    | 0 5 6                              | 1,118     | 562      | 871 11 5   | ..                | ..      | ..     | ..    | ..                | 2       | 2       | ..    | ..                                       | 1,095 4 5    |
| Goroke .. .. .                     | 2,496                                  | 1,265 10 9 | 156 10 2  | 12 9 8                             | 2,933     | 3,648    | 3,916 3 8  | 15                | 3       | 41     | ..    | 10                | 4       | 52      | ..    | 375 9 1                                  | 5,726 3 4    |
| <b>GOROKE-CARPOLAC LINE.</b>       |  |            |           |                                    |           |          |            |                   |         |        |       |                   |         |         |       |  |              |
| *Mortat .. .. .                    | 5                                      | 1 0 5      | ..        | ..                                 | 692       | 302      | 563 2 4    | ..                | ..      | ..     | ..    | 1                 | ..      | ..      | ..    | ..                                       | 564 2 9      |
| *Carpolac .. .. .                  | ..                                     | ..         | ..        | ..                                 | 831       | 109      | 502 19 7   | ..                | ..      | ..     | ..    | ..                | ..      | ..      | ..    | ..                                       | 502 19 7     |
| <b>EAST NATIMUK-HAMILTON LINE.</b> |  |            |           |                                    |           |          |            |                   |         |        |       |                   |         |         |       |  |              |
| Noradjuha .. .. .                  | 647                                    | 128 19 5   | 17 10 9   | 0 12 6                             | 3,179     | 850      | 1,612 6 4  | ..                | ..      | 5      | ..    | 2                 | 2       | 9       | ..    | 27 5 0                                   | 1,786 14 0   |
| Jalluraba .. .. .                  | 496                                    | 89 4 3     | 8 18 4    | 0 7 8                              | 2,265     | 374      | 1,451 17 1 | ..                | ..      | 11     | ..    | ..                | 1       | 4       | ..    | 54 10 6                                  | 1,604 17 10  |
| Toolondo .. .. .                   | 573                                    | 142 3 1    | 23 4 9    | 0 3 0                              | 1,073     | 302      | 823 8 9    | 1                 | 5       | 5      | ..    | 1                 | 5       | ..      | ..    | 14 12 3                                  | 1,003 11 10  |
| Jeffries .. .. .                   | 121                                    | 24 0 7     | 1 10 1    | 0 3 7                              | 42        | 103      | 80 2 5     | ..                | ..      | 1      | ..    | ..                | 1       | 1       | ..    | 4 15 6                                   | 110 12 2     |
| Kanagulk .. .. .                   | 249                                    | 100 0 2    | 13 0 4    | 0 2 1                              | 1,777     | 494      | 1,915 8 9  | ..                | 1       | 1      | ..    | 4                 | 5       | ..      | ..    | 6 17 3                                   | 2,035 8 7    |
| Balmoral .. .. .                   | 1,896                                  | 892 1 1    | 123 14 4  | 11 9 8                             | 5,127     | 1,967    | 5,638 4 10 | 3                 | 6       | 26     | ..    | 10                | 25      | 31      | ..    | 130 7 9                                  | 6,795 17 8   |
| Englefield .. .. .                 | 266                                    | 95 17 4    | 8 8 10    | 0 0 8                              | 5,278     | 498      | 4,973 18 7 | ..                | ..      | ..     | ..    | ..                | ..      | 4       | ..    | ..                                       | 5,033 5 5    |
| Vasey .. .. .                      | 531                                    | 163 17 5   | 24 14 11  | 0 5 1                              | 5,035     | 494      | 3,546 2 11 | 3                 | ..      | 5      | ..    | 5                 | 2       | 30      | ..    | 38 6 6                                   | 3,773 6 10   |

|                               |           |             |            |            |        |         |             |    |     |       |        |    |    |    |    |    |    |    |             |             |
|-------------------------------|-----------|-------------|------------|------------|--------|---------|-------------|----|-----|-------|--------|----|----|----|----|----|----|----|-------------|-------------|
| Gatum .. .. .                 | 312       | 49 19 3     | 4 18 1     | 0 11 11    | 4,568  | 248     | 3,300 4 10  | .. | ..  | 11    | ..     | .. | .. | .. | .. | .. | 22 | .. | 20 3 9      | 3,384 17 10 |
| Urangara .. .. .              | 16        | 2 7 2       | 0 9 1      | 0 10 4     | 498    | 41      | 180 10 0    | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 183 16 7    |
| Cavendish .. .. .             | 1,742     | 300 7 9     | 65 18 5    | 1 18 7     | 4,594  | 1,034   | 3,809 1 11  | .. | 4   | 11    | ..     | .. | .. | .. | .. | .. | .. | .. | 120 11 8    | 4,297 18 4  |
| Kyup .. .. .                  | 55        | 5 11 0      | 0 8 5      | ..         | 483    | 65      | 340 13 5    | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 346 12 10   |
| Kanawalla .. .. .             | 137       | 6 8 4       | ..         | 0 4 11     | 29     | 26      | 11 4 5      | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 17 17 8     |
| RAINBOW LINE.                 |           |             |            |            |        |         |             |    |     |       |        |    |    |    |    |    |    |    |             |             |
| Arkona .. .. .                | 71        | 8 3 0       | 0 17 4     | ..         | 4,793  | 2,665   | 2,941 18 10 | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 2,950 19 2  |
| Antwerp .. .. .               | 926       | 110 3 4     | 13 13 9    | 0 11 7     | 10,555 | 1,705   | 6,350 15 7  | .. | 1   | 3     | 14     | .. | .. | .. | .. | .. | .. | .. | 137 4 8     | 6,612 8 11  |
| Tarranyurk .. .. .            | 479       | 64 6 2      | 7 6 0      | ..         | 11,925 | 1,625   | 6,565 7 11  | .. | ..  | 1     | ..     | .. | .. | .. | .. | .. | .. | .. | 3 14 9      | 6,649 0 2   |
| Jeparit .. .. .               | 5,285     | 1,907 5 4   | 292 11 11  | 52 15 8    | 9,936  | 8,792   | 6,784 4 7   | .. | 13  | 9     | 76     | .. | .. | .. | .. | .. | .. | .. | 653 7 6     | 9,640 5 0   |
| Ellam .. .. .                 | 81        | 8 19 10     | 1 2 1      | ..         | 8,626  | 1,052   | 3,402 12 10 | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | 107 10 6    | 5,520 5 3   |
| Pullut .. .. .                | 187       | 23 19 9     | 1 19 0     | 1 19 8     | 7,463  | 1,048   | 4,702 3 7   | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 4,730 2 0   |
| Rainbow .. .. .               | 5,820     | 2,818 2 6   | 200 6 1    | 123 0 0    | 21,490 | 7,980   | 12,988 15 2 | .. | 21  | 29    | 116    | .. | .. | .. | .. | .. | .. | .. | 1,289 11 8  | 17,419 15 5 |
| YAAPEET LINE                  |           |             |            |            |        |         |             |    |     |       |        |    |    |    |    |    |    |    |             |             |
| Albacutya .. .. .             | 15        | 1 17 1      | ..         | ..         | 5,137  | 544     | 3,451 1 5   | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 3,452 18 6  |
| Yaapeet .. .. .               | 722       | 124 9 7     | 12 1 5     | 80 3 9     | 7,082  | 1,940   | 3,314 0 7   | .. | 8   | 1     | 26     | .. | .. | .. | .. | .. | .. | .. | 240 13 6    | 5,771 8 10  |
| LORQUON LINE.                 |           |             |            |            |        |         |             |    |     |       |        |    |    |    |    |    |    |    |             |             |
| Detpa .. .. .                 | 3         | 0 4 4       | 2 0 0      | ..         | 7,523  | 3,569   | 4,913 2 6   | .. | 1   | ..    | 24     | .. | .. | .. | .. | .. | .. | .. | 210 13 7    | 5,126 0 5   |
| Lorquon .. .. .               | 181       | 43 2 3      | 9 5 9      | ..         | 7,483  | 3,507   | 5,585 19 11 | .. | 1   | ..    | 20     | .. | .. | .. | .. | .. | .. | .. | 163 14 1    | 5,802 2 0   |
| YANAC LINE                    |           |             |            |            |        |         |             |    |     |       |        |    |    |    |    |    |    |    |             |             |
| Netherby .. .. .              | 262       | 70 15 9     | 16 19 7    | 0 4 5      | 6,939  | 2,846   | 5,552 13 11 | .. | 1   | 1     | 5      | .. | .. | .. | .. | .. | .. | .. | 132 15 4    | 5,773 9 0   |
| Yanac .. .. .                 | 157       | 48 5 5      | 14 16 4    | 0 5 9      | 10,249 | 1,886   | 8,349 14 2  | .. | 1   | ..    | 2      | .. | .. | .. | .. | .. | .. | .. | 17 3 0      | 8,430 4 8   |
| MELBOURNE-TALLANGATTA LINE.   |           |             |            |            |        |         |             |    |     |       |        |    |    |    |    |    |    |    |             |             |
| Kensington .. .. .            | 1,568,501 | 20,321 10 9 | 191 6 8    | 3 1 0      | 37,583 | 119,557 | 10,271 5 9  | .. | ..  | ..    | 74     | .. | .. | .. | .. | .. | .. | .. | 225 10 6    | 31,012 14 8 |
| Newmarket .. .. .             | 1,829,441 | 26,827 8 1  | 435 19 1   | 6,842 16 2 | 13,599 | 40,077  | 6,108 9 7   | .. | 872 | 3,651 | 10,057 | .. | .. | .. | .. | .. | .. | .. | 47,815 19 5 | 88,030 12 4 |
| Newmarket Show Siding .. .. . | ..        | ..          | 5 15 3     | 17 11 8    | 96     | 232     | 279 6 10    | .. | 24  | 62    | 41     | .. | .. | .. | .. | .. | .. | .. | 659 4 2     | 961 17 11   |
| Ascot Vale .. .. .            | 3,151,775 | 45,253 16 4 | 328 1 6    | 7 15 6     | ..     | 1       | 0 1 0       | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 45,589 14 4 |
| Moonee Ponds .. .. .          | 2,797,200 | 45,240 12 9 | 489 0 10   | 7 3 8      | ..     | 3       | 0 7 2       | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 45,737 4 5  |
| Essendon .. .. .              | 3,122,422 | 56,522 3 5  | 669 16 7   | 33 7 8     | 1,359  | 38,999  | 2,071 18 7  | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 59,297 6 3  |
| Glenbervie .. .. .            | 328,505   | 5,972 16 9  | 30 1 10    | 17 3 10    | ..     | 1       | ..          | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 6,020 2 5   |
| North Essendon .. .. .        | 101,665   | 1,640 3 7   | 4 10 7     | ..         | ..     | ..      | ..          | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 1,644 14 2  |
| Pascoe Vale .. .. .           | 310,579   | 5,607 17 2  | 33 19 0    | 1 0 0      | ..     | ..      | ..          | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 5,042 18 11 |
| Glenroy .. .. .               | 173,652   | 3,730 0 6   | 65 3 5     | 11 8 6     | 15     | 4,667   | 21 15 1     | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | 0 2 9       | 3,828 7 6   |
| Broadmeadows .. .. .          | 55,536    | 2,196 6 9   | 43 11 6    | 17 7 3     | 258    | 2,293   | 167 4 1     | .. | 112 | 25    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 3,144 15 10 |
| Somerton .. .. .              | 4,838     | 205 3 9     | 30 3 9     | 0 11 11    | 545    | 6,272   | 181 10 0    | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 417 9 5     |
| Craigieburn .. .. .           | 8,367     | 680 18 5    | 121 10 2   | 56 4 0     | 3,335  | 7,124   | 1,005 1 1   | .. | 14  | 44    | 50     | .. | .. | .. | .. | .. | .. | .. | ..          | 2,254 1 0   |
| Donnybrook .. .. .            | 5,594     | 496 18 4    | 535 14 1   | 14 15 6    | 1,153  | 10,696  | 375 16 1    | .. | 6   | 47    | 48     | .. | .. | .. | .. | .. | .. | .. | ..          | 2,001 17 5  |
| Beveridge .. .. .             | 2,977     | 271 16 3    | 300 16 4   | 3 10 11    | 607    | 4,713   | 199 7 11    | .. | ..  | 1     | 56     | .. | .. | .. | .. | .. | .. | .. | ..          | 916 19 9    |
| Wallan .. .. .                | 8,458     | 1,043 15 8  | 172 8 4    | 9 19 6     | 2,974  | 1,175   | 745 13 1    | .. | 4   | 50    | 106    | .. | .. | .. | .. | .. | .. | .. | ..          | 2,523 13 0  |
| Lightwood .. .. .             | ..        | ..          | ..         | ..         | 1,248  | 49      | 263 17 6    | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 263 17 6    |
| Heathcote Junction .. .. .    | 628       | 101 18 3    | 10 2 9     | 1 15 6     | ..     | ..      | ..          | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 113 16 6    |
| Wandong .. .. .               | 4,398     | 619 3 4     | 31 9 8     | 3 6 6      | 6,094  | 887     | 2,151 13 6  | .. | 1   | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 2,821 11 2  |
| Kilmore East .. .. .          | 11,381    | 2,510 15 10 | 234 8 11   | 17 11 0    | 320    | 412     | 259 6 3     | .. | 8   | 174   | 114    | .. | .. | .. | .. | .. | .. | .. | ..          | 3,702 1 5   |
| Broadford .. .. .             | 19,169    | 2,688 12 0  | 394 14 1   | 14 8 7     | 2,742  | 3,965   | 1,257 3 4   | .. | 33  | 20    | 110    | .. | .. | .. | .. | .. | .. | .. | ..          | 4,790 13 4  |
| McDougall .. .. .             | ..        | ..          | ..         | ..         | 0,249  | 24,084  | 6,641 16 0  | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 6,641 16 0  |
| Tallaroek .. .. .             | 11,235    | 1,811 4 1   | 189 16 6   | 8 7 0      | 740    | 770     | 442 11 1    | .. | 13  | 22    | 48     | .. | .. | .. | .. | .. | .. | .. | ..          | 2,740 8 8   |
| Dysart .. .. .                | ..        | ..          | ..         | ..         | 284    | 37      | 102 5 6     | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 102 5 6     |
| Seymour .. .. .               | 53,182    | 16,170 6 4  | 1,080 13 6 | 129 15 4   | 8,380  | 8,579   | 4,147 8 5   | .. | 112 | 114   | 251    | .. | .. | .. | .. | .. | .. | .. | ..          | 23,100 18 9 |
| Mangalore .. .. .             | 4,241     | 542 5 5     | 56 17 0    | 30 13 10   | 28,231 | 428     | 5,102 9 7   | .. | 2   | 2     | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 5,753 16 8  |
| Avenel .. .. .                | 6,622     | 1,275 6 6   | 200 17 1   | 41 5 11    | 1,184  | 1,261   | 829 0 1     | .. | 8   | 25    | 90     | .. | .. | .. | .. | .. | .. | .. | ..          | 2,793 19 11 |
| Monea .. .. .                 | 139       | 23 11 5     | 3 12 10    | ..         | 1,234  | 100     | 524 0 5     | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 572 14 8    |
| Locksley .. .. .              | 1,386     | 238 7 6     | 45 2 0     | 0 9 5      | 756    | 422     | 458 10 0    | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 77 18 6     |
| Longwood .. .. .              | 4,224     | 880 19 9    | 114 8 11   | 4 15 9     | 3,183  | 1,398   | 1,910 15 11 | .. | 2   | 1     | 62     | .. | .. | .. | .. | .. | .. | .. | ..          | 314 4 5     |
| Creighton .. .. .             | 289       | 37 10 8     | 12 0 9     | 0 2 11     | 819    | 247     | 380 1 10    | .. | ..  | ..    | ..     | .. | .. | .. | .. | .. | .. | .. | ..          | 3,225 4 9   |
| Euroa .. .. .                 | 17,069    | 5,800 4 9   | 617 7 10   | 77 3 3     | 3,889  | 5,248   | 3,490 7 3   | .. | 18  | 125   | 248    | .. | .. | .. | .. | .. | .. | .. | ..          | 429 16 2    |
| Balmattum .. .. .             | 448       | 119 13 10   | 13 15 3    | 0 14 5     | 585    | 71      | 292 11 8    | .. | 1   | ..    | 27     | .. | .. | .. | .. | .. | .. | .. | ..          | 12,090 14 4 |
| Violet Town .. .. .           | 7,969     | 2,408 0 11  | 196 3 8    | 163 0 4    | 9,805  | 3,151   | 5,418 13 0  | .. | 14  | 36    | 106    | .. | .. | .. | .. | .. | .. | .. | ..          | 587 5 8     |
| Baddainnie .. .. .            | 1,909     | 504 11 0    | 70 9 7     | 1 16 3     | 6,131  | 1,376   | 3,124 12 0  | .. | 7   | 41    | 18     | .. | .. | .. | .. | .. | .. | .. | ..          | 9,019 17 8  |

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                                    | PASSENGERS.                   |              | PARCELS.   | HORSES, CARLAGES, AND DOGS. | GOODS.    |          |             | LIVE STOCK.       |         |         |       |                   |         |        |       | TOTAL OUTWARDS TRAFFIC REVENUE. |              |         |  |
|--|-------------------------------|--------------|------------|-----------------------------|-----------|----------|-------------|-------------------|---------|---------|-------|-------------------|---------|--------|-------|---------------------------------|--------------|---------|--|
|  | Outwards.                     |              | Outwards.  | Outwards.                   | Outwards. | Inwards. | Outwards.   | Outwards.         |         |         |       | Inwards.          |         |        |       |                                 | Outwards.    |         |  |
|  | Number of Passenger Journeys. | Revenue.     | Revenue.   | Revenue.                    | Tons.     | Tons.    | Revenue.    | Number of Trucks. |         |         |       | Number of Trucks. |         |        |       |                                 | Revenue.     |         |  |
|  |                               |              |            |                             |           |          |             | Horses.           | Cattle. | Sheep.  | Pigs. | Horses.           | Cattle. | Sheep. | Pigs. |                                 |              |         |  |
| £ s. d.                                      |                               | £ s. d.      |            | £ s. d.                     |           | £ s. d.  |             | Horses.           |         | Cattle. |       | Sheep.            |         | Pigs.  |       | £ s. d.                         |              | £ s. d. |  |
| <i>MELBOURNE-TALLANGATTA LINE—continued.</i> |                               |              |            |                             |           |          |             |                   |         |         |       |                   |         |        |       |                                 |              |         |  |
| Eenalla .. .. .                              | 31,301                        | 11,747 1 11  | 854 16 8   | 139 1 8                     | 4,201     | 22,319   | 4,826 0 5   | 64                | 336     | 225     | 62    | 34                | 98      | 287    | 16    | 3,040 1 3                       | 20,607 1 11  |         |  |
| Winton .. .. .                               | 1,254                         | 241 3 3      | 17 14 7    | 11 7 9                      | 1,782     | 793      | 959 16 11   | 3                 | ..      | ..      | ..    | 1                 | ..      | 1      | ..    | 5 15 0                          | 1,236 0 6    |         |  |
| Head's Siding .. .. .                        | ..                            | ..           | ..         | ..                          | 1,093     | 76       | 538 16 2    | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 538 16 2     | ..      |  |
| Glenrowan .. .. .                            | 4,083                         | 967 18 1     | 93 10 0    | 51 9 0                      | 18,488    | 1,382    | 3,424 11 3  | 5                 | 42      | 75      | ..    | 4                 | 20      | 34     | 1     | 673 10 4                        | 5,210 18 8   |         |  |
| Wangaratta .. .. .                           | 46,217                        | 17,775 0 7   | 1,204 12 9 | 620 0 9                     | 18,982    | 28,479   | 13,350 11 3 | 154               | 313     | 420     | 176   | 117               | 170     | 357    | 258   | 4,861 12 1                      | 37,811 17 5  |         |  |
| Bowser .. .. .                               | 836                           | 138 0 10     | 15 9 8     | 42 13 7                     | 839       | 5,871    | 374 4 11    | 2                 | ..      | 1       | ..    | 8                 | ..      | ..     | ..    | 7 12 0                          | 578 1 0      |         |  |
| Springhurst .. .. .                          | 6,409                         | 2,430 4 9    | 139 1 4    | 19 8 6                      | 2,377     | 3,132    | 1,530 19 11 | 2                 | 65      | 199     | ..    | 2                 | 4       | 22     | 9     | 1,763 0 4                       | 5,882 14 10  |         |  |
| Chiltern .. .. .                             | 5,919                         | 2,170 15 5   | 208 3 4    | 24 11 9                     | 29,147    | 1,514    | 5,534 15 7  | 5                 | 9       | 11      | 2     | 5                 | ..      | 20     | ..    | 255 0 8                         | 8,193 6 9    |         |  |
| Barnawartha .. .. .                          | 3,089                         | 934 13 2     | 74 0 5     | 23 3 1                      | 2,799     | 1,284    | 1,910 15 11 | 11                | 215     | 226     | 16    | 13                | ..      | 17     | 2     | 3,284 9 6                       | 6,227 2 1    |         |  |
| Wodonga .. .. .                              | 21,093                        | 7,230 11 10  | 545 14 8   | 273 11 7                    | 2,666     | 8,407    | 3,479 16 4  | 243               | 4,164   | 6,590   | 84    | 282               | 4,155   | 6,228  | 128   | 84,449 5 10                     | 95,979 0 8   |         |  |
| Bandiana .. .. .                             | 10                            | 0 9 6        | ..         | ..                          | ..        | 20       | ..          | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 0 9 6        | ..      |  |
| Bonegilla .. .. .                            | 86                            | 4 15 2       | ..         | ..                          | ..        | ..       | ..          | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 4 15 2       | ..      |  |
| Ebden .. .. .                                | 1,482                         | 392 10 0     | 59 7 11    | 36 14 7                     | 665       | 35,129   | 1,457 16 0  | 2                 | 467     | 356     | 14    | 9                 | 59      | 16     | 1     | 7,289 16 2                      | 9,236 4 8    |         |  |
| Huon .. .. .                                 | 1,278                         | 388 12 9     | 53 5 7     | 3 17 8                      | 1,337     | 979      | 1,481 17 7  | 1                 | 282     | 60      | 24    | 2                 | 24      | 23     | 3     | 3,282 6 4                       | 5,209 19 11  |         |  |
| Boiga .. .. .                                | 255                           | 54 8 8       | 14 17 2    | 0 6 3                       | 32        | 58       | 31 10 8     | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | 1 1 0                           | 102 3 9      |         |  |
| Tatonga .. .. .                              | ..                            | ..           | ..         | ..                          | ..        | ..       | ..          | 1                 | 53      | ..      | ..    | ..                | ..      | ..     | ..    | 494 18 10                       | 494 18 10    |         |  |
| Tallangatta .. .. .                          | 5,690                         | 2,788 15 3   | 327 14 3   | 28 8 2                      | 1,548     | 4,001    | 2,717 7 10  | 27                | 292     | 238     | 79    | 27                | 45      | 91     | 1     | 5,285 11 4                      | 11,147 16 10 |         |  |
| <i>TALLANGATTA-CUDGEWA LINE.</i>             |                               |              |            |                             |           |          |             |                   |         |         |       |                   |         |        |       |                                 |              |         |  |
| Bullooh .. .. .                              | 68                            | 8 3 6        | 2 17 10    | 0 1 2                       | 56        | 199      | 78 1 0      | 2                 | ..      | ..      | ..    | 2                 | 2       | ..     | ..    | 8 18 4                          | 93 1 10      |         |  |
| Darbyshire .. .. .                           | 20                            | 1 10 9       | 2 10 2     | ..                          | 1         | 4        | 6 12 1      | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | 10 13 0                         | 10 13 0      |         |  |
| Keetong .. .. .                              | 197                           | 58 15 1      | 5 7 4      | 0 7 0                       | 74        | 72       | 61 0 9      | 2                 | 69      | 25      | 2     | 2                 | 6       | 10     | ..    | 744 11 8                        | 870 1 10     |         |  |
| Shelley .. .. .                              | 90                            | 37 13 6      | 6 19 9     | ..                          | 359       | 3,063    | 463 15 2    | 2                 | 46      | 21      | 1     | 2                 | ..      | 1      | ..    | 657 15 8                        | 1,166 9 1    |         |  |
| Beetoomba .. .. .                            | 418                           | 159 1 2      | 20 0 0     | 0 12 9                      | 1,878     | 311      | 836 4 8     | 2                 | 14      | 37      | ..    | 5                 | 5       | 35     | ..    | 217 7 9                         | 1,233 6 4    |         |  |
| Wabba .. .. .                                | 16                            | 4 3 6        | 0 8 2      | 10 17 10                    | 1         | 3        | 5 18 9      | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 21 8 3       |         |  |
| Cudgewa .. .. .                              | 1,752                         | 1,320 4 8    | 86 15 11   | 125 0 3                     | 1,083     | 3,603    | 2,401 10 10 | 61                | 1,076   | 168     | 36    | 45                | 35      | 72     | ..    | 13,397 16 5                     | 17,531 8 1   |         |  |
| <i>COBURG LINE.</i>                          |                               |              |            |                             |           |          |             |                   |         |         |       |                   |         |        |       |                                 |              |         |  |
| Macauley .. .. .                             | 471,466                       | 5,767 5 3    | 129 1 8    | 34 14 4                     | 2,161     | 9,666    | 990 11 11   | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 6,921 13 2   |         |  |
| Flemington Bridge .. .. .                    | 546,792                       | 6,969 18 0   | 263 0 5    | 0 16 10                     | ..        | ..       | ..          | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 7,233 15 3   |         |  |
| Royal Park .. .. .                           | 363,193                       | 5,065 7 2    | 43 5 3     | 33 16 9                     | ..        | ..       | ..          | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 5,142 9 2    |         |  |
| South Brunswick .. .. .                      | 604,152                       | 8,571 3 1    | 427 7 6    | 6 14 10                     | 28,326    | 29,223   | 12,395 15 9 | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 21,401 1 2   |         |  |
| Brunswick .. .. .                            | 929,545                       | 13,320 19 2  | 616 0 10   | 9 5 11                      | 2,093     | 18,198   | 1,404 14 10 | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 15,351 0 9   |         |  |
| North Brunswick* .. .. .                     | 359,998                       | 5,420 1 0    | 69 10 10   | 1 8 1                       | ..        | ..       | 0 2 6       | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 5,491 2 5    |         |  |
| Moreland .. .. .                             | 1,834,337                     | 25,382 14 3  | 717 0 10   | 9 1 1                       | 5,018     | 46,036   | 1,727 18 1  | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 27,826 14 3  |         |  |
| Coburg .. .. .                               | 2,224,628                     | 33,883 17 10 | 805 10 9   | 9 1 4                       | 2,140     | 30,513   | 5,099 15 1  | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 39,798 5 0   |         |  |
| Batman .. .. .                               | 200,242                       | 3,223 3 2    | 67 10 5    | ..                          | ..        | 4,117    | 1 11 6      | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 3,292 5 1    |         |  |
| Merlynston .. .. .                           | 294,271                       | 4,934 3 6    | 23 10 2    | 0 5 3                       | ..        | ..       | 0 3 0       | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 4,958 1 11   |         |  |
| Fawkner .. .. .                              | 73,867                        | 1,872 1 4    | 9 8 10     | 0 3 7                       | ..        | 2        | ..          | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 1,381 13 9   |         |  |
| <i>PRESTON-WHITESEA LINE.</i>                |                               |              |            |                             |           |          |             |                   |         |         |       |                   |         |        |       |                                 |              |         |  |
| North Carlton .. .. .                        | 408,854                       | 5,291 11 1   | 127 4 5    | 1 0 6                       | 1,006     | 10,349   | 610 6 9     | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 6,030 2 9    |         |  |
| North Fitzroy .. .. .                        | 564,155                       | 7,901 5 0    | 380 1 11   | 9 7 9                       | 2,291     | 30,939   | 2,643 15 5  | 2                 | ..      | ..      | ..    | 3                 | ..      | ..     | ..    | 3 14 0                          | 10,338 4 1   |         |  |
| Fitzroy .. .. .                              | ..                            | ..           | ..         | ..                          | 3,287     | 62,318   | 1,709 3 3   | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 1,709 3 3    |         |  |
| Rushall* .. .. .                             | 101,705                       | 1,371 12 1   | 11 10 3    | 0 7 3                       | ..        | ..       | ..          | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 1,383 9 7    |         |  |
| Merri .. .. .                                | 479,455                       | 6,265 0 5    | 77 2 9     | 1 5 7                       | ..        | ..       | ..          | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 6,344 8 9    |         |  |
| Northcote .. .. .                            | 1,071,420                     | 13,263 3 10  | 638 12 6   | 3 9 1                       | 29,682    | 32,623   | 8,825 14 9  | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | 0 14 6                          | 22,731 14 8  |         |  |
| Croxton .. .. .                              | 1,197,496                     | 17,307 11 11 | 171 15 1   | 1 10 0                      | ..        | 7        | 0 0 6       | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 17,480 17 6  |         |  |
| Thornbury .. .. .                            | 1,243,606                     | 19,494 4 0   | 226 10 0   | 2 13 3                      | 21,642    | 3,522    | 4,585 13 11 | ..                | ..      | ..      | ..    | ..                | ..      | ..     | ..    | ..                              | 24,309 1 2   |         |  |

|                        |           |              |            |           |        |        |             |    |       |       |    |    |    |     |     |             |             |           |
|------------------------|-----------|--------------|------------|-----------|--------|--------|-------------|----|-------|-------|----|----|----|-----|-----|-------------|-------------|-----------|
| Bell                   | 966,731   | 15,846 15 0  | 287 16 1   | 4 5 5     | 3,719  | 45,770 | 1,963 9 3   | 15 | 6     | ..    | .. | 12 | 4  | 2   | 682 | 51 12 10    | 18,183 18 7 |           |
| Preston                | 1,090,725 | 17,936 11 9  | 128 2 5    | 2 14 5    | ..     | 28     | 0 1 3       | .. | ..    | ..    | .. | .. | .. | ..  | ..  | ..          | 18,067 9 10 |           |
| Regent                 | 983,173   | 16,627 16 9  | 103 1 8    | 4 7 0     | ..     | 1      | 0 2 6       | .. | ..    | ..    | .. | .. | .. | ..  | ..  | ..          | 16,735 7 11 |           |
| Reservoir              | 589,181   | 11,153 16 10 | 101 14 7   | 14 19 1   | 1,159  | 17,025 | 523 5 4     | 1  | 10    | ..    | .. | 1  | 8  | ..  | ..  | 26 5 7      | 11,819 15 5 |           |
| Thomastown             | 5,925     | 128 12 11    | 17 2 0     | 0 2 11    | 18     | 1,073  | 8 4 2       | 3  | 8     | ..    | .. | 2  | 4  | ..  | ..  | 31 1 10     | 185 3 10    |           |
| Epping                 | 26,820    | 591 13 1     | 16 1 9     | 22 12 11  | 458    | 4,330  | 115 0 6     | 5  | 25    | 15    | .. | 1  | 3  | 12  | 15  | 135 16 3    | 881 4 9     |           |
| Epping Quarry Siding   | ..        | ..           | ..         | ..        | 47,819 | 71     | 7,095 10 10 | .. | ..    | ..    | .. | .. | .. | ..  | ..  | ..          | 7,095 10 10 |           |
| South Morang           | 21,236    | 603 8 4      | 45 15 3    | 23 11 0   | 90     | 2,138  | 46 14 6     | 1  | 4     | 6     | .. | .. | .. | ..  | ..  | 23 16 8     | 833 5 9     |           |
| Mernda                 | 20,766    | 839 18 8     | 131 19 3   | 3 10 0    | 548    | 1,045  | 147 10 2    | 2  | 2     | 42    | 1  | 5  | 5  | ..  | ..  | 75 12 5     | 1,198 10 6  |           |
| Yan Yean               | 6,245     | 370 12 5     | 96 5 2     | 3 1 6     | 604    | 767    | 159 1 5     | 2  | 2     | 8     | .. | 5  | 8  | ..  | ..  | 37 5 0      | 660 5 6     |           |
| Whittlesea             | 18,410    | 1,304 15 5   | 252 10 2   | 11 13 2   | 1,408  | 2,108  | 541 7 5     | 13 | 83    | 33    | .. | 12 | 30 | 35  | 11  | 325 1 9     | 2,435 12 1  |           |
| WALLAN-BENDIGO LINE.   |           |              |            |           |        |        |             |    |       |       |    |    |    |     |     |             |             |           |
| Leslie                 | 55        | 8 19 7       | 0 18 3     | ..        | 635    | 15     | 144 18 1    | .. | 1     | ..    | .. | .. | 1  | ..  | ..  | ..          | 154 15 11   |           |
| Bylands                | 432       | 87 1 6       | 3 6 10     | ..        | 504    | 2,208  | 134 3 8     | .. | 1     | 51    | .. | .. | 1  | 7   | ..  | ..          | 362 3 10    |           |
| Kilmore                | 2,752     | 647 6 1      | 33 13 9    | 79 11 0   | 2,882  | 11,277 | 1,278 10 10 | 3  | 10    | 77    | 2  | 4  | 14 | 86  | 97  | 239 18 10   | 2,329 0 6   |           |
| Willowmavin            | 164       | 40 0 7       | 0 14 8     | ..        | 1,905  | 73     | 405 13 11   | 2  | 1     | 63    | .. | 1  | 1  | 13  | ..  | 158 11 9    | 605 0 11    |           |
| Morandring             | 330       | 49 19 1      | 0 15 9     | 0 2 2     | 651    | 16     | 157 3 4     | .. | ..    | ..    | .. | .. | .. | ..  | ..  | 208 0 4     | ..          |           |
| High Camp              | 343       | 84 12 9      | 19 0 4     | 1 4 11    | 737    | 234    | 376 4 11    | 2  | 2     | 78    | .. | .. | .. | ..  | ..  | 229 19 3    | 711 2 2     |           |
| Pvalong                | 1,173     | 262 2 1      | 114 0 11   | 0 14 7    | 27,335 | 431    | 8,144 16 10 | 6  | 7     | 69    | .. | 1  | .. | 34  | ..  | 257 19 8    | 8,779 14 1  |           |
| Tooborac               | 1,951     | 449 19 11    | 120 14 6   | 0 7 3     | 1,486  | 715    | 718 19 2    | .. | 12    | 84    | .. | .. | .. | ..  | ..  | 305 3 6     | 1,595 4 4   |           |
| McIvor Siding          | ..        | ..           | ..         | ..        | 11,037 | 225    | 4,856 3 3   | .. | ..    | ..    | .. | .. | .. | ..  | ..  | ..          | 4,856 3 3   |           |
| Argyle                 | 1,756     | 496 6 1      | 71 9 3     | 0 14 6    | 3,538  | 234    | 1,724 18 3  | .. | ..    | ..    | .. | .. | .. | ..  | ..  | 0 13 2      | 2,294 1 3   |           |
| Heathcote              | 6,827     | 1,872 9 1    | 273 4 9    | 38 5 9    | 17,747 | 2,622  | 7,798 9 6   | 3  | 11    | 105   | 1  | 2  | 34 | 51  | ..  | 402 4 1     | 10,383 15 2 |           |
| Derrial                | 515       | 103 13 6     | 13 0 6     | 0 8 9     | 677    | 117    | 412 12 4    | 2  | 4     | 43    | .. | .. | .. | ..  | ..  | 186 12 9    | 716 7 10    |           |
| Knowsley               | 1,449     | 244 13 0     | 31 16 0    | 4 14 8    | 7,852  | 570    | 3,256 0 8   | 2  | 2     | 96    | 1  | 1  | 2  | ..  | ..  | 201 14 9    | 3,738 19 1  |           |
| Ingham                 | 48        | 11 1 8       | ..         | ..        | 26,271 | 86     | 7,509 4 10  | .. | ..    | ..    | .. | .. | .. | ..  | ..  | ..          | 7,520 6 6   |           |
| Axedale                | 1,920     | 243 16 11    | 27 8 8     | 4 10 0    | 1,798  | 397    | 732 0 7     | 2  | 18    | 39    | .. | .. | 1  | 6   | ..  | 97 16 8     | 1,155 12 10 |           |
| Longlea                | 525       | 66 2 10      | 4 5 1      | ..        | 226    | 196    | 102 13 4    | .. | 1     | ..    | .. | .. | .. | ..  | ..  | 1 12 0      | 174 13 3    |           |
| MANSFIELD LINE.        |           |              |            |           |        |        |             |    |       |       |    |    |    |     |     |             |             |           |
| Trawool                | 264       | 74 8 7       | 22 16 2    | 1 4 2     | 99     | 154    | 113 18 9    | .. | ..    | 2     | .. | .. | .. | ..  | ..  | 8 17 10     | 221 5 6     |           |
| Granite                | 309       | 84 2 10      | ..         | ..        | ..     | 4      | ..          | .. | ..    | ..    | .. | .. | .. | ..  | ..  | ..          | 84 2 10     |           |
| Kerrisdale             | 620       | 135 15 6     | 22 5 7     | 1 5 2     | 577    | 373    | 404 2 2     | .. | 18    | 22    | .. | 2  | 6  | 14  | ..  | 171 14 8    | 735 3 1     |           |
| Homewood               | 528       | 99 15 3      | 16 15 0    | 0 7 6     | 122    | 264    | 161 13 10   | 2  | 85    | 103   | 3  | 1  | 8  | 56  | 1   | 535 12 9    | 814 4 4     |           |
| Yea                    | 3,697     | 2,996 9 2    | 406 10 9   | 42 4 0    | 1,294  | 4,028  | 1,684 6 8   | 15 | 102   | 93    | 8  | 22 | 21 | 160 | 2   | 908 19 9    | 6,098 10 4  |           |
| Cheviot                | 175       | 38 1 8       | 16 10 11   | 0 9 5     | 17,262 | 1,230  | 11,837 19 9 | .. | ..    | ..    | .. | .. | .. | ..  | ..  | ..          | 11,943 1 9  |           |
| Molesworth             | 892       | 249 13 1     | 49 4 0     | 2 5 4     | 879    | 299    | 520 9 3     | 4  | 47    | 43    | .. | 9  | 22 | 46  | ..  | 455 9 1     | 1,277 0 9   |           |
| Caibkin                | 1,367     | 452 3 6      | 37 19 6    | 6 4 1     | 113    | 104    | 195 9 9     | .. | ..    | ..    | .. | .. | .. | ..  | ..  | 61 7 9      | 699 6 0     |           |
| Yarek                  | 1,292     | 391 12 4     | 44 10 9    | 23 8 4    | 427    | 793    | 651 15 10   | 1  | 7     | 37    | 6  | .. | .. | ..  | ..  | 354 18 6    | 1,466 5 9   |           |
| Kanumbra               | 533       | 140 18 0     | 11 14 7    | ..        | 1,813  | 277    | 925 0 0     | .. | 2     | 28    | .. | .. | .. | 2   | 1   | 145 14 10   | 1,223 7 5   |           |
| Merton                 | 819       | 246 0 9      | 30 7 8     | 6 12 6    | 834    | 696    | 767 2 8     | .. | 14    | 25    | .. | .. | .. | ..  | ..  | 221 8 4     | 1,271 11 11 |           |
| Woodfield              | 482       | 125 11 10    | 15 5 5     | 0 7 2     | 223    | 256    | 323 16 6    | .. | 9     | 8     | .. | .. | .. | ..  | ..  | 117 15 6    | 582 16 5    |           |
| Bonnie Doon            | 1,323     | 367 4 4      | 59 8 11    | 8 8 2     | 3,973  | 692    | 1,382 7 4   | .. | 61    | 47    | .. | .. | .. | 3   | 24  | ..          | 671 15 6    | 2,489 4 3 |
| Maindample             | 513       | 140 17 0     | 24 15 3    | 5 8 1     | 152    | 403    | 381 10 8    | .. | 9     | 23    | .. | .. | .. | 2   | 11  | ..          | 213 13 0    | 766 4 0   |
| Mansfield              | 4,299     | 2,647 0 5    | 376 10 4   | 91 9 1    | 1,537  | 4,586  | 3,302 4 4   | 28 | 305   | 243   | 13 | 31 | 18 | 120 | ..  | 3,884 13 1  | 10,300 17 3 |           |
| ALEXANDRA LINE.        |           |              |            |           |        |        |             |    |       |       |    |    |    |     |     |             |             |           |
| Korriella              | 115       | 37 6 1       | 4 13 9     | 0 3 7     | 1,001  | 179    | 534 17 11   | 1  | ..    | 27    | .. | .. | .. | 66  | ..  | 149 2 4     | 726 3 8     |           |
| Alexandra              | 2,307     | 1,006 18 10  | 264 12 4   | 29 12 1   | 9,971  | 15,791 | 9,685 6 0   | 21 | 98    | 50    | 26 | 24 | 35 | 72  | 2   | 1,104 5 0   | 12,090 14 3 |           |
| SEYMOUR-TOCUMWAL LINE. |           |              |            |           |        |        |             |    |       |       |    |    |    |     |     |             |             |           |
| Yabik                  | 3,005     | 476 14 5     | 39 8 8     | 117 6 9   | 2,610  | 429    | 1,371 13 6  | 19 | 13    | 58    | .. | .. | 19 | 4   | ..  | 339 7 7     | 2,344 10 11 |           |
| Nagambie               | 10,234    | 2,870 11 1   | 257 1 5    | 229 19 11 | 10,577 | 3,108  | 5,201 14 8  | 57 | 101   | 240   | 4  | 68 | 49 | 164 | ..  | 1,626 15 3  | 10,186 2 4  |           |
| Wahing                 | 1,223     | 428 15 8     | 60 5 10    | 84 14 3   | 2,033  | 498    | 1,184 4 3   | 14 | ..    | 69    | 1  | 8  | 11 | 31  | ..  | 415 6 0     | 2,173 6 2   |           |
| Noorilim               | ..        | ..           | ..         | 26 0 8    | 92     | ..     | ..          | 40 | 5     | ..    | .. | .. | .. | 1   | ..  | 86 7 11     | 92 8 7      |           |
| Murchison East         | 7,540     | 2,695 8 10   | 177 13 11  | 14 19 7   | 1,552  | 1,291  | 1,108 5 7   | 11 | 132   | 161   | 26 | 11 | 77 | 107 | ..  | 1,604 10 11 | 5,600 18 10 |           |
| Arcadia                | 3,168     | 629 16 2     | 35 16 8    | 21 19 6   | 5,254  | 777    | 2,629 10 2  | 10 | 53    | 119   | .. | 3  | 49 | ..  | ..  | 930 3 2     | 4,247 5 8   |           |
| Tookamba               | 5,718     | 1,345 17 5   | 68 15 0    | 94 12 7   | 3,046  | 1,672  | 2,438 4 11  | 26 | 40    | 142   | .. | 27 | 24 | 86  | 18  | 1,067 13 4  | 5,015 3 3   |           |
| Mooroopna              | 9,917     | 4,012 9 4    | 269 18 10  | 49 6 4    | 21,372 | 38,215 | 16,786 6 5  | 9  | 65    | 106   | .. | 12 | 35 | 86  | ..  | 984 6 5     | 22,102 7 4  |           |
| Shepparton             | 36,546    | 15,420 19 1  | 1,661 13 5 | 211 18 1  | 26,208 | 47,783 | 27,907 9 2  | 82 | 142   | 329   | 28 | 66 | 57 | 439 | 51  | 3,163 18 0  | 48,365 17 9 |           |
| Congupna               | 523       | 166 15 0     | 13 8 6     | 15 16 1   | 1,609  | 12,465 | 951 6 11    | 6  | 6     | 37    | 2  | 6  | 30 | 7   | ..  | 260 3 1     | 1,407 9 7   |           |
| Fallygaroopna          | 4,693     | 1,110 16 9   | 86 3 3     | 11 13 9   | 4,821  | 5,293  | 3,421 12 4  | 2  | 29    | 52    | 4  | 10 | 11 | 13  | 1   | 480 13 3    | 5,110 19 4  |           |
| Wunghnu                | 2,952     | 615 11 2     | 47 8 10    | 6 10 1    | 3,587  | 2,442  | 1,963 2 10  | 2  | 38    | 76    | .. | 1  | 2  | 23  | ..  | 719 3 4     | 3,351 16 3  |           |
| Numurkah               | 15,117    | 5,449 4 6    | 602 10 1   | 50 19 6   | 4,881  | 9,357  | 3,849 15 7  | 58 | 73    | 140   | .. | 1  | 21 | 19  | 50  | 1,437 6 6   | 11,439 16 2 |           |
| Katunga                | 798       | 214 14 5     | 24 8 2     | 35 6 4    | 6,022  | 879    | 3,916 2 11  | 3  | 36    | 95    | 12 | 3  | 1  | 4   | ..  | 887 3 11    | 5,077 15 9  |           |
| Strathmerton           | 3,050     | 911 9 11     | 39 2 8     | 12 13 11  | 4,234  | 940    | 2,832 4 8   | 3  | 314   | 32    | 2  | 8  | 12 | 9   | ..  | 2,699 8 1   | 6,345 4 3   |           |
| Mywee                  | 63        | 20 11 10     | 5 17 11    | ..        | 829    | 202    | 588 7 4     | .. | ..    | 19    | 1  | .. | .. | 4   | ..  | 125 1 5     | 6,389 18 6  |           |
| Tocumwal               | 8,181     | 5,162 6 0    | 366 13 3   | 179 9 1   | 13,995 | 6,535  | 12,301 11 3 | 72 | 2,447 | 2,719 | 24 | 53 | 72 | 243 | 1   | 43,696 15 9 | 61,706 15 4 |           |

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                    | PASSENGERS.                            |             | PARCELS.  | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS.    |          |             | LIVE STOCK.       |         |        |       |                   |         |        |       | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |              |         |  |
|------------------------------|--|-------------|-----------|------------------------------------|-----------|----------|-------------|-------------------|---------|--------|-------|-------------------|---------|--------|-------|--|--------------|---------|--|
|                              | Outwards.                              |             | Outwards. | Outwards.                          | Outwards. | Inwards. | Outwards.   | Outwards.         |         |        |       | Inwards.          |         |        |       |  | Outwards.    |         |  |
|                              | Number<br>of<br>Passenger<br>Journeys. | Revenue.    | Revenue.  | Revenue.                           | Tons.     | Tons.    | Revenue.    | Number of Trucks. |         |        |       | Number of Trucks. |         |        |       |  | Revenue.     |         |  |
|                              |  |             |           |                                    |           |          |             | Horses.           | Cattle. | Sheep. | Pigs. | Horses.           | Cattle. | Sheep. | Pigs. |  |              |         |  |
| £ s. d.                      |  | £ s. d.     |           | £ s. d.                            |           | £ s. d.  |             |                   |         |        |       |                   |         |        |       | £ s. d.                                  |              | £ s. d. |  |
| <b>RUSHWORTH LINE.</b>       |  |             |           |                                    |           |          |             |                   |         |        |       |                   |         |        |       |  |              |         |  |
| Murchison .. .. .            | 2,086                                  | 266 14 8    | 77 2 11   | 0 11 5                             | 1,525     | 2,069    | 1,105 10 1  | ..                | ..      | 1      | ..    | 1                 | 1       | 8      | ..    | 1 16 4                                   | 1,451 15 5   |         |  |
| Hammond .. .. .              | ..                                     | ..          | ..        | ..                                 | 1,330     | ..       | 572 9 2     | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 572 9 2      |         |  |
| Waranga .. .. .              | 192                                    | 45 18 2     | 5 15 3    | ..                                 | 1,075     | 34       | 624 14 6    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 676 7 11     |         |  |
| Rushworth .. .. .            | 5,978                                  | 2,162 6 10  | 254 14 7  | 2 11 1                             | 12,984    | 3,440    | 7,086 2 7   | 4                 | 33      | 83     | 5     | 3                 | 14      | 67     | ..    | 634 1 10                                 | 10,139 16 11 |         |  |
| <b>COLBINABBIN LINE.</b>     |  |             |           |                                    |           |          |             |                   |         |        |       |                   |         |        |       |  |              |         |  |
| Erwen .. .. .                | 19                                     | 2 2 3       | ..        | ..                                 | 4,783     | 1,343    | 2,181 5 6   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 2,133 7 9    |         |  |
| Wanatta .. .. .              | 72                                     | 19 11 1     | 28 8 6    | ..                                 | 5,436     | 323      | 2,612 0 10  | ..                | ..      | 26     | 1     | ..                | ..      | 2      | ..    | 214 13 6                                 | 2,374 13 11  |         |  |
| Colbinabbin .. .. .          | 443                                    | 166 6 9     | 29 16 9   | 3 6 2                              | 14,368    | 1,859    | 8,045 18 2  | 5                 | 7       | 156    | ..    | 4                 | 2       | 28     | ..    | 983 12 10                                | 9,232 0 8    |         |  |
| <b>GIRGARRE LINE.</b>        |  |             |           |                                    |           |          |             |                   |         |        |       |                   |         |        |       |  |              |         |  |
| Karook .. .. .               | 4                                      | 0 3 4       | ..        | ..                                 | 522       | 110      | 306 14 4    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 306 17 8     |         |  |
| Stanhope .. .. .             | 1,211                                  | 547 7 9     | 114 19 3  | 9 1 1                              | 2,859     | 6,539    | 2,699 19 6  | 4                 | 48      | 488    | 47    | 5                 | 28      | 164    | 3     | 3,169 7 3                                | 6,531 14 10  |         |  |
| Girgarre .. .. .             | 434                                    | 189 11 11   | 25 18 11  | 0 18 2                             | 2,203     | 2,239    | 1,639 11 0  | 2                 | 8       | 148    | 11    | 3                 | 11      | 53     | 1     | 1,050 16 3                               | 2,906 16 3   |         |  |
| <b>TOOLAMBA-ECHUCA LINE.</b> |  |             |           |                                    |           |          |             |                   |         |        |       |                   |         |        |       |  |              |         |  |
| Hendersyde .. .. .           | 102                                    | 3 15 5      | ..        | ..                                 | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 3 15 5       |         |  |
| Tatura .. .. .               | 10,654                                 | 3,671 4 9   | 529 0 4   | 62 1 3                             | 5,811     | 14,688   | 4,785 19 6  | 43                | 79      | 181    | 49    | 28                | 51      | 61     | 25    | 2,128 11 6                               | 11,177 17 4  |         |  |
| Byrneside .. .. .            | 821                                    | 278 4 2     | 15 9 11   | 6 0 10                             | 824       | 3,784    | 643 14 4    | ..                | 56      | 79     | 24    | 1                 | 14      | 27     | 1     | 1,002 19 4                               | 1,946 8 7    |         |  |
| Merrigum .. .. .             | 4,123                                  | 1,299 11 10 | 209 9 2   | 9 16 5                             | 6,247     | 5,287    | 4,652 6 8   | 6                 | 46      | 311    | ..    | 10                | 9       | 167    | ..    | 2,160 17 4                               | 3,332 1 5    |         |  |
| Kyabram .. .. .              | 17,007                                 | 6,132 3 0   | 401 3 9   | 47 19 5                            | 11,977    | 19,438   | 12,498 10 7 | 18                | 190     | 814    | 51    | 17                | 126     | 916    | 35    | 4,638 12 11                              | 23,628 9 8   |         |  |
| Tongala .. .. .              | 9,201                                  | 2,591 8 8   | 167 11 3  | 88 10 10                           | 4,023     | 9,939    | 4,376 15 5  | 12                | 107     | 411    | 141   | 18                | 27      | 265    | 8     | 3,728 11 3                               | 19,952 17 5  |         |  |
| Koyuga .. .. .               | 1,705                                  | 250 1 5     | 24 15 3   | 5 7 0                              | 1,843     | 1,110    | 3,311 7 5   | 4                 | 38      | 80     | 2     | ..                | 13      | 29     | ..    | 776 9 11                                 | 2,368 1 0    |         |  |
| Kanyapella .. .. .           | ..                                     | ..          | ..        | ..                                 | 393       | 109      | 251 5 10    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 251 5 10     |         |  |
| <b>KATAMATITE LINE.</b>      |  |             |           |                                    |           |          |             |                   |         |        |       |                   |         |        |       |  |              |         |  |
| Pine Lodge .. .. .           | 270                                    | 36 2 3      | 9 18 0    | 1 4 10                             | 2,201     | 2,721    | 1,240 5 0   | ..                | ..      | ..     | ..    | 1                 | ..      | 3      | ..    | ..                                       | 1,287 10 1   |         |  |
| Lamrock .. .. .              | 7                                      | 0 5 7       | ..        | ..                                 | 22,493    | 4        | 4,697 3 0   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 4,697 3 0    |         |  |
| Cosgrove .. .. .             | 547                                    | 184 6 3     | 20 7 11   | ..                                 | 4,745     | 831      | 2,419 19 2  | 3                 | 3       | 30     | ..    | 2                 | 3       | 5      | ..    | ..                                       | 2,837 19 3   |         |  |
| Dookie .. .. .               | 2,261                                  | 957 15 1    | 126 6 1   | 15 14 9                            | 45,194    | 2,263    | 9,008 13 8  | 15                | 25      | 115    | 12    | 8                 | 2       | 19     | 2     | 213 5 11                                 | 10,961 14 10 |         |  |
| Yabba South .. .. .          | 38                                     | 7 5 9       | 0 8 6     | ..                                 | 1,422     | 117      | 784 16 5    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 792 10 8     |         |  |
| Yabba North .. .. .          | 257                                    | 82 18 11    | 19 4 10   | 0 2 2                              | 2,787     | 571      | 1,811 1 3   | 1                 | ..      | 42     | ..    | 1                 | ..      | ..     | ..    | ..                                       | 2,257 12 2   |         |  |
| Youanmite .. .. .            | 171                                    | 71 4 4      | 30 3 3    | 0 9 9                              | 2,745     | 639      | 1,799 19 3  | 1                 | ..      | 44     | ..    | 1                 | ..      | 2      | ..    | 344 5 0                                  | 2,252 15 0   |         |  |
| Katamatite .. .. .           | 863                                    | 440 13 9    | 66 13 6   | 7 17 5                             | 6,485     | 1,523    | 4,381 10 1  | 4                 | 33      | 97     | 1     | 1                 | 8       | 18     | ..    | 906 9 2                                  | 5,803 3 11   |         |  |
| <b>PICOLA LINE.</b>          |  |             |           |                                    |           |          |             |                   |         |        |       |                   |         |        |       |  |              |         |  |
| Waata .. .. .                | 624                                    | 153 1 6     | 23 15 9   | 32 4 6                             | 7,056     | 895      | 3,113 0 10  | 3                 | 43      | 82     | ..    | 7                 | 3       | 6      | ..    | 865 6 10                                 | 4,187 9 5    |         |  |
| Nathalia .. .. .             | 4,890                                  | 2,228 1 10  | 234 7 2   | 28 5 2                             | 15,174    | 4,101    | 9,372 1 0   | 17                | 132     | 165    | 15    | 10                | 13      | 16     | 2     | 2,110 10 1                               | 13,973 5 3   |         |  |
| Barwo .. .. .                | 28                                     | 1 13 10     | ..        | ..                                 | ..        | ..       | 0 12 5      | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..    | ..                                       | 2 6 3        |         |  |
| Picola .. .. .               | 1,444                                  | 697 5 4     | 108 9 1   | 3 3 8                              | 9,784     | 1,517    | 6,211 16 7  | 6                 | 124     | 161    | 6     | 9                 | 7       | 4      | ..    | 2,001 18 5                               | 9,022 13 1   |         |  |

| COBRAM LINE.            |       |            |          |          |        |        |              |    |     |     |    |    |    |    |    |            |             |  |  |
|-------------------------|-------|------------|----------|----------|--------|--------|--------------|----|-----|-----|----|----|----|----|----|------------|-------------|--|--|
| Yarroweayah .. .. .     | 546   | 123 7 3    | 20 11 5  | 0 10 11  | 2,265  | 230    | 982 10 8     | .. | 67  | 64  | .. | 2  | 7  | 4  | .. | 765 14 9   | 1,892 15 0  |  |  |
| Cobram .. .. .          | 4,834 | 2,630 11 7 | 385 7 9  | 32 5 8   | 15,370 | 12,144 | 11,482 13 7  | 11 | 139 | 264 | 12 | 11 | 19 | 31 | .. | 3,046 7 6  | 17,577 6 1  |  |  |
| YARRAWONGA LINE.        |       |            |          |          |        |        |              |    |     |     |    |    |    |    |    |            |             |  |  |
| Chesney .. .. .         | 43    | 2 16 1     | ..       | ..       | 56     | 34     | 64 5 7       | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 67 1 8      |  |  |
| Goorambat .. .. .       | 2,069 | 521 12 1   | 37 8 5   | 5 0 4    | 3,187  | 1,117  | 2,072 5 10   | 4  | 35  | 110 | .. | 3  | .. | .. | .. | 835 12 1   | 3,471 18 9  |  |  |
| Nooramunga .. .. .      | 451   | 91 0 10    | 5 6 7    | 3 4 8    | 47     | 37     | 39 6 0       | 4  | ..  | 1   | .. | 1  | .. | .. | .. | 11 0 5     | 149 18 6    |  |  |
| Devenish .. .. .        | 3,559 | 798 19 8   | 121 14 7 | 8 12 8   | 4,465  | 1,494  | 3,034 10 6   | 12 | 32  | 114 | 2  | 10 | 2  | 14 | 1  | 1,010 10 3 | 4,974 7 8   |  |  |
| St. James .. .. .       | 3,689 | 1,040 6 7  | 60 9 3   | 0 17 4   | 4,666  | 1,357  | 3,345 14 11  | 4  | 7   | 181 | 1  | 3  | 9  | 26 | .. | 1,265 10 7 | 5,712 18 8  |  |  |
| Tungamah .. .. .        | 4,425 | 1,427 1 6  | 108 6 8  | 6 17 3   | 5,774  | 1,782  | 3,613 17 1   | 6  | 31  | 146 | 4  | .. | 6  | 33 | .. | 1,191 5 11 | 6,347 8 5   |  |  |
| Telford .. .. .         | 794   | 250 15 0   | 9 13 6   | 0 11 6   | 9,287  | 449    | 5,216 19 3   | .. | 23  | 57  | .. | .. | .. | .. | .. | 325 8 10   | 6,903 8 1   |  |  |
| Yarrowonga .. .. .      | 9,973 | 6,135 3 5  | 493 8 6  | 52 19 6  | 18,782 | 9,438  | 14,658 12 11 | 32 | 205 | 547 | 10 | 24 | 14 | 23 | .. | 5,395 0 9  | 26,735 5 1  |  |  |
| TATONG LINE.            |       |            |          |          |        |        |              |    |     |     |    |    |    |    |    |            |             |  |  |
| Kam .. .. .             | 40    | 10 7 9     | 0 6 3    | ..       | 830    | 55     | 181 15 0     | 4  | 5   | ..  | .. | 6  | 2  | .. | .. | 23 16 5    | 216 5 5     |  |  |
| Lima .. .. .            | 215   | 56 8 7     | 13 19 9  | ..       | 981    | 574    | 689 4 7      | 10 | 45  | 15  | 2  | 3  | 2  | 3  | 3  | 340 5 9    | 1,099 18 8  |  |  |
| Mallum .. .. .          | 30    | 3 11 10    | 0 10 8   | 0 1 0    | ..     | 18     | 3 1 10       | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 7 5 4       |  |  |
| Tatong .. .. .          | 284   | 74 5 10    | 23 0 7   | 0 9 1    | 4,267  | 469    | 1,816 2 8    | 1  | ..  | 8   | 13 | 2  | 1  | 10 | .. | 124 14 1   | 2,038 12 3  |  |  |
| WHITFIELD LINE.         |       |            |          |          |        |        |              |    |     |     |    |    |    |    |    |            |             |  |  |
| Targoora .. .. .        | 12    | 1 10 6     | ..       | ..       | ..     | ..     | ..           | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 1 10 6      |  |  |
| Lacey .. .. .           | 15    | 1 14 0     | ..       | ..       | ..     | ..     | ..           | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 1 14 0      |  |  |
| Oxley .. .. .           | 296   | 24 17 3    | 1 2 1    | 0 3 7    | 30     | 212    | 26 3 8       | .. | ..  | ..  | .. | .. | .. | .. | .. | 0 2 11     | 52 9 6      |  |  |
| Shehan .. .. .          | 254   | 17 10 1    | ..       | ..       | ..     | ..     | ..           | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 17 10 1     |  |  |
| Docker .. .. .          | 648   | 83 2 3     | 3 16 7   | ..       | 787    | 281    | 219 19 9     | .. | ..  | 1   | 1  | .. | .. | 3  | .. | 0 15 4     | 307 13 11   |  |  |
| Byrne .. .. .           | 298   | 29 11 3    | ..       | ..       | ..     | ..     | ..           | .. | ..  | ..  | .. | .. | .. | .. | .. | 29 11 3    | 29 11 3     |  |  |
| Moyhu .. .. .           | 1,892 | 284 14 3   | 18 2 11  | 1 14 5   | 1,430  | 1,290  | 1,350 6 6    | 14 | 21  | 50  | 7  | 6  | 12 | 30 | 6  | 151 5 11   | 1,806 4 0   |  |  |
| Angleside .. .. .       | 252   | 46 17 11   | ..       | ..       | ..     | ..     | ..           | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 46 17 11    |  |  |
| Claremont .. .. .       | 101   | 18 4 6     | ..       | ..       | ..     | ..     | ..           | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 18 4 6      |  |  |
| Dwyer .. .. .           | 64    | 6 7 6      | ..       | ..       | ..     | ..     | ..           | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 6 7 6       |  |  |
| Edi .. .. .             | 890   | 179 15 4   | 3 19 3   | 0 8 1    | 588    | 194    | 190 19 10    | 2  | ..  | 16  | 1  | 3  | 3  | 11 | .. | 15 16 6    | 390 19 0    |  |  |
| Hyem .. .. .            | 65    | 10 15 1    | ..       | ..       | ..     | ..     | ..           | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 10 15 1     |  |  |
| King Valley .. .. .     | 388   | 62 19 1    | 3 11 2   | ..       | 184    | 85     | 131 18 10    | .. | ..  | ..  | 1  | 1  | 1  | 3  | .. | 1 12 8     | 200 1 9     |  |  |
| Jarrott .. .. .         | 158   | 30 19 9    | ..       | ..       | ..     | ..     | ..           | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 30 19 9     |  |  |
| Pieper .. .. .          | 454   | 90 6 1     | ..       | ..       | ..     | ..     | ..           | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 90 6 1      |  |  |
| Whitfield .. .. .       | 1,707 | 507 13 1   | 31 12 6  | 0 16 4   | 775    | 698    | 602 15 7     | 3  | 9   | 16  | 69 | 2  | 4  | 21 | 5  | 200 3 3    | 1,393 0 9   |  |  |
| YACKANDANDAH LINE.      |       |            |          |          |        |        |              |    |     |     |    |    |    |    |    |            |             |  |  |
| Londrigan .. .. .       | 772   | 213 9 7    | 13 16 1  | ..       | 486    | 461    | 198 9 6      | .. | 1   | ..  | .. | 2  | 2  | 1  | .. | 0 12 7     | 426 7 9     |  |  |
| Tarrowingee .. .. .     | 710   | 123 14 11  | 12 17 8  | 15 9 8   | 544    | 322    | 274 17 6     | .. | 1   | ..  | .. | 2  | .. | .. | .. | 0 14 0     | 327 13 9    |  |  |
| Everton .. .. .         | 1,807 | 524 7 7    | 24 4 4   | 0 19 4   | 1,894  | 374    | 941 17 10    | 2  | 7   | 40  | .. | 2  | 4  | 7  | 1  | 233 7 0    | 1,724 16 1  |  |  |
| Baarmutha .. .. .       | 384   | 15 15 11   | 1 4 11   | ..       | 5      | ..     | 12 3 1       | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 29 3 11     |  |  |
| Beechworth .. .. .      | 9,021 | 4,215 9 6  | 436 0 10 | 29 6 3   | 2,088  | 6,659  | 2,213 17 2   | 2  | 4   | ..  | 7  | 2  | 5  | 39 | 3  | 15 8 2     | 6,910 1 11  |  |  |
| Woorraege .. .. .       | 105   | 10 4 11    | 9 15 1   | ..       | 191    | 68     | 98 15 11     | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 118 15 11   |  |  |
| Yackandandah .. .. .    | 1,558 | 703 7 4    | 111 1 3  | 3 4 3    | 596    | 1,181  | 638 6 3      | 1  | 18  | 10  | 35 | 1  | 3  | 4  | .. | 231 19 1   | 1,687 18 2  |  |  |
| BRIGHT LINE.            |       |            |          |          |        |        |              |    |     |     |    |    |    |    |    |            |             |  |  |
| Brookfield .. .. .      | 201   | 25 2 11    | 5 5 9    | ..       | 163    | 122    | 180 8 4      | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 210 17 0    |  |  |
| Bowman .. .. .          | 1,155 | 402 1 8    | 34 18 1  | 21 14 8  | 863    | 738    | 669 0 8      | 14 | 18  | 38  | 6  | 14 | 6  | 15 | 3  | 185 16 7   | 1,313 11 8  |  |  |
| Gapsted .. .. .         | 564   | 173 19 10  | 9 9 8    | 2 9 10   | 124    | 96     | 166 16 0     | 1  | 2   | ..  | .. | .. | .. | .. | .. | 1 3 8      | 353 19 0    |  |  |
| Myrtleford .. .. .      | 4,127 | 1,592 19 9 | 126 13 7 | 3 5 3    | 1,343  | 3,275  | 1,523 14 3   | 11 | 66  | 33  | 35 | 9  | 27 | 20 | 2  | 626 9 2    | 3,873 2 0   |  |  |
| Ovens .. .. .           | 585   | 197 12 4   | 14 11 7  | 0 7 3    | 314    | 351    | 299 12 10    | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 312 4 0     |  |  |
| Eurobin .. .. .         | 1,162 | 410 13 4   | 16 14 11 | 0 5 0    | 163    | 290    | 394 2 6      | 1  | ..  | ..  | .. | .. | .. | 1  | .. | 4 4 9      | 826 0 6     |  |  |
| Porepunkah .. .. .      | 1,309 | 545 18 7   | 70 2 11  | 1 1 1    | 17,264 | 585    | 3,451 5 3    | 2  | 1   | ..  | 10 | .. | 1  | 16 | 2  | 28 0 2     | 4,096 8 0   |  |  |
| Bright .. .. .          | 3,492 | 2,266 7 5  | 200 12 4 | 2 7 5    | 305    | 1,756  | 678 2 10     | 2  | 6   | 1   | 13 | 3  | 1  | 16 | .. | 98 4 10    | 3,245 14 10 |  |  |
| WAHGUNYAH LINE.         |       |            |          |          |        |        |              |    |     |     |    |    |    |    |    |            |             |  |  |
| Lijiput .. .. .         | 245   | 21 4 1     | 0 8 2    | ..       | 952    | 125    | 232 4 10     | .. | ..  | ..  | 3  | .. | .. | 1  | .. | 2 5 3      | 256 2 4     |  |  |
| Consol's Siding .. .. . | ..    | ..         | ..       | ..       | 218    | ..     | 33 6 0       | .. | ..  | ..  | .. | .. | .. | .. | .. | ..         | 33 6 0      |  |  |
| Rutherglen .. .. .      | 8,825 | 3,407 11 6 | 305 1 11 | 183 12 6 | 5,210  | 4,627  | 3,955 16 4   | 11 | 1   | 62  | 3  | 9  | 3  | 8  | 5  | 523 7 1    | 8,875 9 4   |  |  |
| Wahgunyah .. .. .       | 9,674 | 5,720 15 7 | 400 14 2 | 290 18 7 | 10,130 | 14,111 | 11,812 5 0   | 40 | 197 | 505 | 85 | 33 | 7  | 29 | 1  | 5,435 17 3 | 23,660 10 7 |  |  |

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—*continued*.

| STATIONS.                         | PASSENGERS.                   |             | PARCELS.    | HORSES, CARRIAGES, AND DOGS. | GOODS.    |          |             | LIVE STOCK.       |         |        |       |                   |         |        | TOTAL OUTWARDS TRAFFIC REVENUE. |             |              |
|-----------------------------------|-------------------------------|-------------|-------------|------------------------------|-----------|----------|-------------|-------------------|---------|--------|-------|-------------------|---------|--------|---------------------------------|-------------|--------------|
|                                   | Outwards.                     |             | Outwards.   | Outwards.                    | Outwards. | Inwards. | Outwards.   | Outwards.         |         |        |       | Inwards.          |         |        |                                 | Outwards.   |              |
|                                   | Number of Passenger Journeys. | Revenue.    | Revenue.    | Revenue.                     | Tons.     | Tons.    | Revenue.    | Number of Trucks. |         |        |       | Number of Trucks. |         |        |                                 | Revenue.    |              |
|                                   | £ s. d.                       | £ s. d.     | £ s. d.     | £ s. d.                      |           |          | £ s. d.     | Horses.           | Cattle. | Sheep. | Pigs. | Horses.           | Cattle. | Sheep. | Pigs.                           | £ s. d.     | £ s. d.      |
| <b>MEIBOURNE-BAIRNSDALE LINE.</b> |                               |             |             |                              |           |          |             |                   |         |        |       |                   |         |        |                                 |             |              |
| Hawksburn .. .. .                 | 1,468,571                     | 22,337 8 9  | 383 14 4    | 3 12 8                       | ..        | 1        | 0 2 6       | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 22,724 18 3  |
| Toorak .. .. .                    | 961,707                       | 16,940 17 4 | 497 7 0     | 0 17 0                       | 1,104     | 72,001   | 2,211 12 2  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 19,650 13 6  |
| Armadale .. .. .                  | 1,456,482                     | 28,012 7 5  | 396 13 3    | 3 10 6                       | ..        | 14       | 25 5 4      | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 28,437 16 6  |
| Malvern .. .. .                   | 2,457,298                     | 50,020 10 8 | 1,077 10 7  | 5 14 1                       | ..        | 496      | 44,712      | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 51,578 4 11  |
| Caulfield .. .. .                 | 2,753,672                     | 70,110 13 9 | 801 9 9     | 6,656 0 7                    | 2,956     | 29,451   | 2,484 0 2   | 315               | 38      | ..     | ..    | 266               | 20      | 3      | ..                              | 1,061 10 3  | 81,113 14 6  |
| Carnegie .. .. .                  | 1,462,067                     | 30,298 16 8 | 210 19 8    | 3 5 4                        | ..        | 17       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 30,513 1 8   |
| Murrumbeena .. .. .               | 1,305,771                     | 27,151 3 4  | 228 12 4    | 1 11 4                       | 328       | 28,480   | 267 10 9    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 27,648 17 9  |
| Hughesdale .. .. .                | 501,264                       | 10,439 15 9 | 203 17 8    | 3 12 3                       | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 10,647 5 8   |
| Oakleigh .. .. .                  | 2,036,307                     | 46,957 4 10 | 617 14 1    | 218 15 10                    | 10,034    | 52,282   | 8,034 19 7  | 17                | 15      | ..     | ..    | 23                | 13      | 12     | 33                              | 94 1 2      | 50,922 15 6  |
| Eastokleigh* .. .. .              | 1,027                         | 21 1 1      | 0 3 9       | ..                           | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 21 4 10      |
| Clayton .. .. .                   | 242,704                       | 5,674 16 1  | 160 8 1     | 8 6 9                        | 218       | 21,524   | 165 10 1    | 1                 | ..      | ..     | ..    | 1                 | ..      | ..     | ..                              | 3 8 0       | 6,012 9 0    |
| Spring Vale .. .. .               | 429,311                       | 11,219 3 11 | 268 10 9    | 32 17 7                      | 2,659     | 28,894   | 3,683 5 10  | 6                 | 7       | ..     | ..    | 4                 | 5       | 2      | ..                              | 30 15 11    | 15,234 14 0  |
| Sandown Park .. .. .              | 695                           | 33 14 11    | ..          | ..                           | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 33 14 11     |
| Noble Park .. .. .                | 292,939                       | 7,127 7 9   | 185 18 5    | 4 6 10                       | 63        | 6,875    | 56 12 1     | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 7,374 5 1    |
| Dandenong .. .. .                 | 523,504                       | 23,830 7 4  | 1,847 14 10 | 243 3 1                      | 10,933    | 43,830   | 5,802 18 6  | 257               | 712     | 139    | 39    | 262               | 877     | 290    | 842                             | 2,901 12 2  | 34,625 15 11 |
| Hallam .. .. .                    | 4,081                         | 210 16 0    | 17 3 1      | 3 1 1                        | 6,352     | 997      | 1,321 11 10 | 1                 | ..      | ..     | ..    | 1                 | 1       | 5      | ..                              | 2 17 0      | 1,555 9 0    |
| Narre Warren .. .. .              | 12,236                        | 742 9 6     | 382 10 2    | 1 18 2                       | 1,001     | 9,840    | 748 16 11   | 1                 | 38      | 21     | 1     | 1                 | 7       | 5      | ..                              | 178 12 0    | 2,054 6 9    |
| Berwick .. .. .                   | 17,209                        | 1,549 15 7  | 518 10 7    | 55 13 10                     | 568       | 6,796    | 250 7 7     | 11                | 47      | 30     | 2     | 8                 | 62      | 28     | 1                               | 240 8 3     | 2,614 15 10  |
| Beaconsfield .. .. .              | 17,022                        | 1,425 3 7   | 767 15 6    | 4 19 4                       | 8,803     | 7,473    | 2,114 19 3  | 2                 | 7       | ..     | ..    | 2                 | 24      | 27     | ..                              | 12 12 0     | 4,325 9 8    |
| Hargreave's Siding                | ..                            | ..          | ..          | ..                           | 7,619     | 482      | 3,831 15 5  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 3,831 15 5   |
| Officer .. .. .                   | 7,424                         | 585 8 6     | 947 10 7    | 2 10 0                       | 1,382     | 12,120   | 618 15 4    | 2                 | 5       | 36     | ..    | 1                 | 8       | 42     | ..                              | 87 1 10     | 2,241 6 3    |
| Pakenham .. .. .                  | 22,088                        | 2,913 11 7  | 919 17 9    | 23 18 4                      | 3,659     | 3,724    | 2,028 15 2  | 9                 | 23      | 88     | 1     | 7                 | 101     | 132    | ..                              | 289 18 11   | 6,176 1 9    |
| Nar-nar-noon .. .. .              | 8,419                         | 1,518 13 4  | 898 14 5    | 81 2 5                       | 5,420     | 6,837    | 1,972 4 1   | 11                | 25      | 80     | ..    | 6                 | 25      | 94     | 2                               | 276 18 10   | 4,747 13 1   |
| Tynong .. .. .                    | 5,627                         | 855 10 3    | 227 9 6     | 2 1 0                        | 5,712     | 2,189    | 2,705 15 1  | 1                 | 1       | ..     | ..    | 5                 | 10      | 18     | ..                              | 6 8 5       | 3,797 4 3    |
| Garfield .. .. .                  | 11,421                        | 2,070 9 6   | 459 3 7     | 9 2 2                        | 9,069     | 3,224    | 4,663 7 2   | 4                 | 14      | 16     | 60    | 13                | 18      | 23     | 2                               | 183 0 7     | 7,355 3 0    |
| Jefferson's Siding .. .. .        | ..                            | ..          | ..          | ..                           | 117       | ..       | 48 11 11    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 48 11 11     |
| Bunyip .. .. .                    | 8,756                         | 1,594 17 9  | 518 19 10   | 7 4 3                        | 5,370     | 2,701    | 3,160 11 0  | 5                 | 21      | 7      | 2     | 10                | 31      | 25     | ..                              | 72 7 0      | 5,353 19 10  |
| Longwarry .. .. .                 | 6,782                         | 1,131 17 6  | 1,721 14 0  | 2 19 3                       | 8,283     | 2,414    | 2,847 4 4   | 9                 | 10      | 13     | 1     | 8                 | 11      | 39     | 2                               | 112 12 3    | 5,816 7 4    |
| Drouin .. .. .                    | 15,998                        | 3,035 3 11  | 1,482 10 5  | 28 2 5                       | 6,238     | 5,304    | 3,631 9 11  | 23                | 16      | 17     | 51    | 28                | 61      | 65     | 3                               | 411 11 5    | 8,588 15 1   |
| Warragul .. .. .                  | 42,637                        | 9,828 14 8  | 3,796 2 3   | 25 16 3                      | 5,094     | 17,343   | 3,730 17 9  | 18                | 169     | 160    | 54    | 27                | 325     | 91     | 105                             | 1,629 3 5   | 19,010 14 4  |
| Nitma .. .. .                     | 2,685                         | 223 6 6     | 186 5 3     | 1 0 6                        | 420       | 3,953    | 235 5 1     | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 645 17 4     |
| Darnum .. .. .                    | 3,792                         | 436 17 9    | 3,651 18 7  | 5 5 1                        | 790       | 1,495    | 521 7 11    | 2                 | 55      | 1      | ..    | 5                 | 31      | 14     | 1                               | 296 7 3     | 4,851 16 7   |
| Yarragon .. .. .                  | 8,256                         | 1,783 5 8   | 2,177 9 0   | 15 3 9                       | 4,264     | 3,607    | 2,504 16 6  | 5                 | 31      | 10     | 24    | 21                | 29      | 30     | 2                               | 272 16 3    | 6,753 11 2   |
| Trafalgar .. .. .                 | 15,077                        | 3,521 11 0  | 2,504 0 7   | 10 19 2                      | 10,091    | 5,381    | 7,917 11 2  | 24                | 264     | 47     | 82    | 33                | 131     | 89     | 37                              | 1,403 3 5   | 15,382 5 4   |
| Blue Metal Siding .. .. .         | ..                            | ..          | ..          | ..                           | 30,013    | ..       | 4,818 7 2   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 4,818 7 2    |
| Moe .. .. .                       | 15,884                        | 3,143 18 2  | 409 9 2     | 38 14 10                     | 1,655     | 3,271    | 1,176 15 4  | 11                | 26      | 10     | 7     | 14                | 40      | 31     | 12                              | 137 2 2     | 4,905 19 8   |
| Great Morwell Coal Pit .. .. .    | ..                            | ..          | ..          | ..                           | 50,398    | ..       | 16,939 12 1 | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 16,939 12 1  |
| Yallourn .. .. .                  | 3,515                         | 702 9 4     | 270 6 5     | 3 9 0                        | 103,531   | 22,931   | 47,592 18 6 | 1                 | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | 2 11 0      | 48,571 14 3  |
| Morwell .. .. .                   | 29,149                        | 9,828 4 7   | 1,224 9 10  | 36 2 1                       | 1,052     | 4,815    | 1,125 6 11  | 7                 | 140     | 48     | 44    | 14                | 125     | 162    | 47                              | 1,015 10 0  | 13,229 13 5  |
| Traralgon .. .. .                 | 24,033                        | 7,210 19 5  | 983 5 7     | 206 8 1                      | 3,148     | 20,383   | 3,276 2 5   | 42                | 164     | 41     | 193   | 29                | 81      | 6      | 140                             | 2,003 15 3  | 18,420 10 9  |
| Loy Yang .. .. .                  | 256                           | 40 16 3     | 82 10 6     | ..                           | 1         | 677      | 6 6 7       | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 129 13 4     |
| Flynn .. .. .                     | 541                           | 140 5 8     | 52 8 0      | 0 6 4                        | 136       | 136      | 99 10 0     | 1                 | 52      | ..     | ..    | 1                 | 3       | 3      | ..                              | 358 7 11    | 650 17 11    |
| Rosedale .. .. .                  | 8,610                         | 1,585 4 11  | 158 2 3     | 25 6 0                       | 2,048     | 1,435    | 1,610 5 10  | 9                 | 30      | 77     | 15    | 6                 | 9       | 4      | ..                              | 645 9 4     | 4,024 8 4    |
| Kilmany .. .. .                   | 1,867                         | 374 17 10   | 25 4 11     | 19 14 0                      | 5,483     | 911      | 2,648 11 6  | 8                 | 7       | 33     | 2     | 3                 | 4       | 32     | 2                               | 304 2 8     | 3,372 10 11  |
| Fulham .. .. .                    | 287                           | 113 1 6     | 11 19 8     | ..                           | 1,095     | 267      | 364 13 7    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 489 14 9     |
| Salé .. .. .                      | 23,353                        | 11,326 2 10 | 994 10 0    | 248 14 1                     | 9,929     | 15,203   | 9,213 8 9   | 51                | 143     | 219    | 60    | 52                | 50      | 92     | 33                              | 2,460 16 11 | 24,243 12 7  |
| Montgomery .. .. .                | 37                            | 6 5 9       | 0 3 8       | 16 18 7                      | 1,068     | 248      | 662 17 11   | 1                 | 3       | 42     | ..    | 1                 | 1       | 14     | ..                              | 260 17 9    | 956 3 8      |
| Stratford .. .. .                 | 10,528                        | 2,544 3 10  | 267 8 2     | 221 0 8                      | 3,129     | 2,084    | 2,143 0 4   | 22                | 87      | 27     | 13    | 12                | 6       | ..     | ..                              | 982 1 10    | 6,157 14 10  |
| Munro .. .. .                     | 1,032                         | 150 19 3    | 39 8 8      | 0 17 8                       | 2,767     | 161      | 757 11 4    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 948 16 11    |
| Fletcher's Siding .. .. .         | ..                            | ..          | ..          | ..                           | 482       | ..       | 168 16 11   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..                              | ..          | 168 16 11    |



|                              |           |             |            |            |         |        |              |    |     |     |     |    |    |     |            |             |
|------------------------------|-----------|-------------|------------|------------|---------|--------|--------------|----|-----|-----|-----|----|----|-----|------------|-------------|
| Fernbank                     | 2,126     | 507 18 2    | 87 5 7     | 34 12 1    | 5,181   | 696    | 2,865 6 5    | 3  | 2   | 28  | 1   | 2  | 1  | 6   | 169 14 7   | 3,664 16 10 |
| Lindenow                     | 3,380     | 1,247 0 10  | 100 16 3   | 11 5 3     | 6,413   | 1,318  | 3,787 3 3    | 8  | 28  | 24  | 8   | 6  | 8  | 2   | 458 8 0    | 5,004 13 7  |
| Hillside                     | 725       | 277 9 11    | 31 19 9    | 1 6 1      | 3,862   | 487    | 2,635 4 11   | .. | 54  | 3   | 15  | 1  | 1  | 1   | 594 18 10  | 3,540 19 6  |
| Rainsdale                    | 25,702    | 14,448 4 11 | 1,138 1 9  | 143 14 9   | 10,059  | 19,766 | 12,526 16 1  | 41 | 168 | 98  | 73  | 26 | 41 | 35  | 2,302 11 5 | 30,649 8 11 |
| ORBOST LINE.                 |           |             |            |            |         |        |              |    |     |     |     |    |    |     |            |             |
| Stopping Place No. 3         | 3         | 0 5 3       | ..         | ..         | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | ..          |
| Nicholson                    | 240       | 19 15 10    | ..         | ..         | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | ..          |
| Stopping Place No. 4         | 81        | 13 19 5     | ..         | ..         | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | ..          |
| Bumberrah                    | 806       | 141 1 8     | 15 12 7    | 1 2 11     | 454     | 279    | 431 14 8     | .. | ..  | 3   | 14  | 1  | 1  | 2   | 203 16 9   | 793 8 7     |
| Mossface                     | 962       | 153 19 1    | 8 10 10    | ..         | 2,547   | 186    | 2,178 6 0    | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 2,340 15 11 |
| Stopping Place No. 5         | 62        | 8 8 10      | ..         | ..         | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 8 8 10      |
| Bruthen                      | 3,086     | 338 1 8     | 177 10 10  | 30 18 7    | 2,590   | 2,940  | 4,162 11 7   | 4  | 78  | 18  | 24  | 6  | 7  | 18  | 958 14 9   | 6,167 17 5  |
| Stopping Place No. 6         | 130       | 26 17 0     | ..         | ..         | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 26 17 0     |
| Colquhoun                    | 141       | 26 15 2     | 0 15 9     | ..         | 6,227   | 279    | 1,422 1 0    | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 1,449 11 11 |
| Driver's Siding              | ..        | ..          | ..         | ..         | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | ..          |
| Nowa Nowa                    | 1,898     | 581 10 5    | 80 15 3    | 2 1 4      | 203     | 132    | 78 8 3       | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 78 15 10    |
| Tostaree                     | 487       | 128 3 1     | 10 15 7    | 0 6 9      | 4,078   | 1,706  | 3,678 0 3    | 3  | 8   | 2   | 2   | 7  | 6  | 3   | 75 14 2    | 4,418 1 5   |
| Partelli                     | 20        | 6 4 9       | ..         | ..         | 973     | 202    | 837 17 7     | 1  | ..  | ..  | ..  | 1  | 2  | ..  | 1 6 3      | 978 9 3     |
| Waygara                      | 241       | 52 11 8     | 2 15 9     | 0 4 5      | 620     | 135    | 332 6 10     | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 6 4 9       |
| Newmerella                   | 120       | 57 8 6      | ..         | ..         | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 439 14 2    |
| Orbost                       | 4,915     | 3,648 16 1  | 371 18 3   | 33 0 0     | 8,973   | 6,467  | 9,640 5 8    | 25 | 288 | 30  | 117 | 32 | 43 | 36  | 10         | 57 8 6      |
| STONY POINT LINE.            |           |             |            |            |         |        |              |    |     |     |     |    |    |     |            |             |
| Glen Huntly                  | 1,817,301 | 40,230 9 11 | 392 0 10   | 3 6 6      | 1,329   | 93,763 | 1,404 13 11  | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 42,030 11 2 |
| Ormond                       | 1,097,556 | 22,579 6 3  | 257 18 11  | 3 9 11     | ..      | ..     | 0 10 6       | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 22,841 5 7  |
| McKinnon                     | 343,741   | 7,173 15 0  | 35 11 5    | 0 14 10    | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 7,210 1 3   |
| Bentleigh                    | 612,897   | 13,311 0 0  | 156 3 10   | 0 11 6     | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 13,467 16 1 |
| Moorabbin                    | 237,035   | 5,232 7 9   | 149 10 9   | 51 5 2     | 814     | 44,468 | 372 14 2     | 2  | ..  | ..  | ..  | .. | .. | ..  | ..         | 5,820 8 2   |
| Hilghett                     | 228,838   | 5,006 19 4  | 93 6 7     | 0 3 7      | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 5,100 9 6   |
| Cheltenham                   | 558,998   | 14,392 14 8 | 363 3 8    | 2 18 6     | 1,738   | 36,620 | 523 4 5      | 3  | 2   | ..  | ..  | .. | .. | ..  | ..         | 14 11 1     |
| Mentone                      | 312,378   | 22,751 9 8  | 159 4 7    | 1,274 17 2 | 671     | 36,788 | 370 10 3     | 44 | ..  | 1   | ..  | 56 | .. | ..  | ..         | 46 16 8     |
| Parkdale                     | 472,410   | 12,471 15 0 | 61 4 5     | 1 0 4      | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 24,702 3 8  |
| Mordialloc                   | 637,776   | 19,250 15 3 | 234 4 5    | 1,324 6 3  | 654     | 17,361 | 279 14 9     | 23 | 4   | ..  | ..  | .. | .. | ..  | ..         | 12,533 19 9 |
| Aspendale                    | 183,219   | 5,710 7 2   | 48 8 3     | 0 17 9     | 121     | 3,376  | 46 0 2       | .. | 1   | ..  | ..  | .. | .. | ..  | ..         | 21,194 6 2  |
| Edithvale                    | 289,724   | 8,444 13 6  | 40 19 2    | 1 3 3      | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 85 0 6      |
| Chicsea                      | 583,416   | 18,298 8 9  | 201 10 8   | 4 1 7      | 1,005   | 16,838 | 564 14 1     | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 0 14 0      |
| Forsyth's Siding             | ..        | ..          | ..         | ..         | ..      | ..     | ..           | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 8,507 0 11  |
| Bonbeach                     | 38,698    | 1,702 7 4   | 23 19 4    | 1 12 7     | 11,991  | ..     | 2,398 4 9    | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 19,070 12 4 |
| Carrum                       | 78,074    | 3,702 7 6   | 74 6 11    | 7 3 8      | 4,912   | 8,301  | 0 2 3        | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 2,398 4 9   |
| Seaford                      | 43,816    | 2,206 8 4   | 94 9 1     | 6 5 3      | 250,269 | 3,934  | 1,302 1 11   | 11 | 1   | ..  | 1   | 4  | 54 | 47  | ..         | 1,728 1 6   |
| Frankston                    | 181,635   | 12,614 18 2 | 746 16 6   | 10 17 5    | ..      | ..     | 47,339 17 10 | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 5,171 1 3   |
| Langwarrin                   | 2,166     | 131 19 11   | 70 7 2     | 0 4 6      | 787     | 24,394 | 530 1 6      | 2  | 19  | ..  | ..  | .. | .. | ..  | ..         | 49,697 0 6  |
| Baxter                       | 6,150     | 395 15 10   | 48 7 0     | 3 11 10    | 4,951   | 502    | 1,037 19 2   | 1  | ..  | ..  | ..  | .. | .. | ..  | ..         | 13,938 8 3  |
| Somerville                   | 7,958     | 701 16 3    | 195 10 3   | 0 19 9     | 363     | 763    | 142 10 11    | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 5,900 5 7   |
| Tyabb                        | 3,745     | 331 2 4     | 134 14 8   | 0 10 3     | 1,752   | 3,646  | 1,454 1 3    | 4  | 6   | 1   | ..  | 5  | 18 | 23  | ..         | 41 19 9     |
| Hastings                     | 5,926     | 735 2 2     | 153 15 10  | 1 0 0      | 2,144   | 1,226  | 1,333 13 3   | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 0 4 2       |
| Bittern                      | 3,267     | 644 18 3    | 114 6 3    | 11 5 2     | 1,550   | 1,598  | 636 14 8     | 1  | ..  | ..  | ..  | .. | .. | ..  | ..         | 1,800 4 8   |
| Crib Point                   | 7,469     | 1,688 6 5   | 115 19 0   | 0 17 4     | 891     | 1,123  | 256 4 2      | 5  | 25  | 24  | 12  | 11 | 20 | 58  | 10         | 7 6 6       |
| Crib Point Naval Base Siding | 21,458    | 4,081 5 9   | ..         | ..         | 94      | 7,274  | 179 0 1      | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 1,538 19 2  |
| Stony Point                  | 4,729     | 958 5 4     | 469 16 0   | 9 12 0     | 341     | 3,194  | 392 12 0     | 2  | 6   | 20  | ..  | .. | .. | ..  | ..         | 1,221 13 11 |
| MORNINGTON LINE.             |           |             |            |            |         |        |              |    |     |     |     |    |    |     |            |             |
| Moorooduc                    | 1,587     | 155 12 8    | 26 10 3    | 33 1 1     | 26,378  | 822    | 4,602 9 7    | 5  | 20  | 130 | 1   | 1  | 33 | 150 | ..         | 301 4 8     |
| Mornington                   | 24,227    | 3,060 11 9  | 599 19 10  | 59 1 3     | 223     | 8,558  | 188 1 6      | 13 | 35  | 11  | 2   | 22 | 44 | 80  | 1          | 155 2 7     |
| RED HILL LINE.               |           |             |            |            |         |        |              |    |     |     |     |    |    |     |            |             |
| Balnarring                   | 149       | 26 5 5      | 7 1 0      | ..         | 35      | 329    | 44 13 7      | .. | ..  | ..  | ..  | .. | .. | ..  | ..         | 78 6 1      |
| Merricks                     | 186       | 43 19 8     | 64 11 7    | ..         | 232     | 705    | 114 2 4      | 6  | 23  | 38  | ..  | 6  | 6  | 28  | ..         | 0 6 1       |
| Red Hill                     | 119       | 32 17 4     | 45 13 6    | ..         | 761     | 1,182  | 406 0 3      | 2  | ..  | ..  | ..  | .. | .. | ..  | ..         | 224 15 7    |
| ALBERTON LINE.               |           |             |            |            |         |        |              |    |     |     |     |    |    |     |            |             |
| Lyndhurst                    | 3,968     | 240 13 3    | 336 5 11   | 1 14 1     | 9,226   | 1,638  | 1,921 19 5   | 3  | 6   | ..  | ..  | 6  | 13 | 24  | ..         | 31 13 2     |
| Cranbourne                   | 14,383    | 1,084 2 6   | 2,596 15 5 | 19 19 8    | 144,061 | 6,584  | 30,437 4 9   | 16 | 29  | 77  | ..  | 12 | 84 | 73  | ..         | 2,582 5 10  |
| Clyde                        | 11,020    | 647 16 5    | 1,289 0 1  | 1 6 10     | 900     | 1,415  | 354 12 10    | 1  | 4   | 55  | ..  | 9  | 17 | 69  | ..         | 303 12 3    |
| Tooradin                     | 5,262     | 597 0 9     | 532 12 7   | 12 10 4    | 1,345   | 2,119  | 598 0 2      | .. | 15  | 31  | ..  | 8  | 5  | 71  | ..         | 119 3 1     |
| Dalmore                      | 5,644     | 573 12 3    | 133 0 10   | 1 18 3     | 8,393   | 2,357  | 2,888 1 6    | 2  | 3   | 8   | ..  | 5  | 2  | ..  | ..         | 202 8 9     |
| Koo-wee-rup                  | 20,997    | 3,216 5 10  | 748 8 5    | 12 13 10   | 63,877  | 8,827  | 19,058 7 2   | 14 | 16  | 18  | 4   | 15 | 34 | 22  | 1          | 38 3 2      |

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                       | PASSENGERS.                   |             | PARCELS.   |          | HORSES, CARRIAGES, AND DOGS. |         | GOODS.      |                   |           | LIVE STOCK. |       |                   |         |          |       |            |             | TOTAL OUTWARDS TRAFFIC REVENUE. |  |           |
|---------------------------------|-------------------------------|-------------|------------|----------|------------------------------|---------|-------------|-------------------|-----------|-------------|-------|-------------------|---------|----------|-------|------------|-------------|---------------------------------|--|-----------|
|                                 | Outwards.                     |             | Outwards.  |          | Outwards.                    |         | Outwards.   | Inwards.          | Outwards. | Outwards.   |       |                   |         | Inwards. |       |            |             |                                 |  | Outwards. |
|                                 | Number of Passenger Journeys. | Revenue.    | Revenue.   | Revenue. | Tons.                        | Tons.   | Revenue.    | Number of Trucks. |           |             |       | Number of Trucks. |         |          |       | Revenue.   |             |                                 |  |           |
|                                 |                               |             |            |          |                              |         |             | Horses.           | Cattle.   | Sheep.      | Pigs. | Horses.           | Cattle. | Sheep.   | Pigs. |            |             |                                 |  |           |
| £ s. d.                         |                               | £ s. d.     |            | £ s. d.  |                              | £ s. d. |             | £ s. d.           |           |             |       |                   |         |          |       | £ s. d.    |             |                                 |  |           |
| <b>ALBERTON LINE—continued.</b> |                               |             |            |          |                              |         |             |                   |           |             |       |                   |         |          |       |            |             |                                 |  |           |
| Monomeith .. .. .               | 1,370                         | 266 7 9     | 659 0 8    | 8 14 6   | 133                          | 513     | 104 16 11   | 28                | 268       | 20          | 5     | 20                | 85      | 6        | 1     | 678 1 2    | 1,717 1 0   |                                 |  |           |
| Calderneade .. .. .             | 1,880                         | 379 6 1     | 2,909 15 0 | 0 10 5   | 521                          | 2,557   | 263 10 7    | 6                 | 40        | 11          | ..    | 5                 | 35      | 9        | 1     | 162 13 2   | 3,715 15 3  |                                 |  |           |
| Lang Lang .. .. .               | 7,647                         | 1,525 10 2  | 1,322 3 10 | 3 18 8   | 1,229                        | 3,417   | 661 14 11   | 18                | 97        | 38          | 33    | 15                | 33      | 48       | 3     | 423 16 0   | 3,937 3 7   |                                 |  |           |
| Nyora .. .. .                   | 7,570                         | 1,572 8 0   | 217 19 11  | 4 18 3   | 6,388                        | 2,572   | 1,956 5 0   | 1                 | 72        | 22          | 1     | 14                | 13      | 27       | 1     | 287 10 2   | 4,039 1 4   |                                 |  |           |
| Loch .. .. .                    | 5,892                         | 981 2 4     | 563 16 11  | 2 5 0    | 1,447                        | 1,626   | 787 10 11   | 6                 | 110       | 30          | 2     | 6                 | 74      | 48       | ..    | 430 11 1   | 2,765 6 8   |                                 |  |           |
| Jeetho .. .. .                  | 1,052                         | 127 13 11   | 557 4 10   | 3 0 10   | 251                          | 161     | 151 1 7     | ..                | 17        | 23          | ..    | 9                 | 9       | 36       | ..    | 155 10 6   | 994 11 8    |                                 |  |           |
| Bena .. .. .                    | 2,656                         | 457 4 0     | 1,524 9 4  | 2 12 9   | 996                          | 1,314   | 718 6 11    | 7                 | 21        | 20          | 75    | 9                 | 9       | 36       | ..    | 531 4 1    | 3,233 17 1  |                                 |  |           |
| Whitelaw .. .. .                | 273                           | 44 4 10     | 112 2 2    | ..       | 63                           | 100     | 41 19 2     | ..                | ..        | ..          | ..    | ..                | ..      | ..       | ..    | 108 6 2    | 108 6 2     |                                 |  |           |
| Korumburra .. .. .              | 26,232                        | 6,264 3 1   | 1,302 11 4 | 34 17 10 | 41,965                       | 16,131  | 16,471 7 0  | 31                | 181       | 92          | 74    | 33                | 87      | 126      | ..    | 1,262 10 7 | 25,335 9 10 |                                 |  |           |
| Kardella .. .. .                | 1,574                         | 197 7 8     | 102 5 1    | 0 7 6    | 301                          | 433     | 206 11 0    | ..                | ..        | ..          | ..    | 1                 | 7       | ..       | ..    | 0 4 2      | 506 15 5    |                                 |  |           |
| Ruby .. .. .                    | 1,286                         | 192 1 3     | 36 10 0    | 3 2 4    | 1,257                        | 1,087   | 833 1 6     | 1                 | 15        | 33          | ..    | 3                 | 7       | 30       | ..    | 226 12 0   | 1,291 7 1   |                                 |  |           |
| Leongatha .. .. .               | 19,552                        | 5,563 11 3  | 1,294 2 6  | 58 6 5   | 8,197                        | 7,199   | 4,919 7 4   | 21                | 222       | 114         | 53    | 16                | 79      | 205      | 4     | 1,500 1 3  | 13,635 8 9  |                                 |  |           |
| Knox Siding .. .. .             | ..                            | ..          | ..         | ..       | 31,051                       | 65      | 5,308 18 8  | ..                | ..        | ..          | ..    | ..                | ..      | ..       | ..    | ..         | ..          | 5,308 18 8                      |  |           |
| Gwyther .. .. .                 | ..                            | ..          | ..         | ..       | 918                          | 67      | 398 14 9    | ..                | ..        | ..          | ..    | ..                | ..      | ..       | ..    | ..         | 1 15 0      | 400 9 9                         |  |           |
| Koonwarra .. .. .               | 1,072                         | 153 17 11   | 71 1 7     | 1 6 4    | 1,277                        | 732     | 648 9 8     | 2                 | 4         | 9           | ..    | 3                 | 14      | ..       | ..    | 76 10 10   | 951 6 4     |                                 |  |           |
| Tarwin .. .. .                  | 2,552                         | 348 14 8    | 40 19 10   | 3 0 8    | 1,200                        | 1,041   | 886 13 5    | 4                 | 39        | 4           | 24    | 2                 | 5       | 10       | 9     | 368 14 8   | 1,648 3 3   |                                 |  |           |
| Meehan .. .. .                  | 5,330                         | 1,262 2 11  | 123 10 7   | 11 17 5  | 2,562                        | 1,998   | 1,462 4 5   | ..                | 54        | 12          | 37    | 5                 | 40      | 84       | ..    | 470 6 10   | 3,335 2 2   |                                 |  |           |
| Stony Creek .. .. .             | 1,773                         | 462 0 11    | 77 4 0     | 1 1 10   | 669                          | 1,195   | 584 18 6    | 2                 | 27        | 26          | 59    | 2                 | 9       | 31       | 2     | 673 17 5   | 1,799 2 3   |                                 |  |           |
| Buffalo .. .. .                 | 1,442                         | 331 18 1    | 39 13 5    | 1 7 3    | 817                          | 363     | 468 15 4    | 3                 | 44        | 32          | ..    | ..                | 26      | 41       | ..    | 450 14 4   | 1,292 8 5   |                                 |  |           |
| Boys .. .. .                    | 39                            | 13 16 3     | 0 5 7      | 0 5 10   | 354                          | 41      | 142 10 7    | ..                | ..        | ..          | ..    | ..                | ..      | ..       | ..    | ..         | 156 18 3    |                                 |  |           |
| Fish Creek .. .. .              | 3,243                         | 882 4 0     | 99 11 8    | 1 15 3   | 2,960                        | 1,344   | 2,195 13 9  | 1                 | 23        | 17          | 3     | 3                 | 11      | 37       | 1     | 196 19 5   | 3,376 4 1   |                                 |  |           |
| Hoddle Range .. .. .            | 643                           | 109 5 11    | 27 8 9     | 0 8 0    | 368                          | 136     | 270 14 4    | ..                | ..        | ..          | ..    | ..                | 9       | ..       | ..    | 407 17 0   | 407 17 0    |                                 |  |           |
| Foster .. .. .                  | 3,973                         | 1,449 3 0   | 363 6 0    | 4 3 10   | 4,203                        | 4,117   | 2,004 14 5  | 9                 | 43        | 21          | 37    | 12                | 26      | 37       | 7     | 553 5 11   | 4,373 13 2  |                                 |  |           |
| Bennison .. .. .                | 1,127                         | 232 1 4     | 107 16 0   | 0 3 5    | 303                          | 406     | 477 5 4     | ..                | ..        | ..          | ..    | ..                | ..      | ..       | ..    | ..         | 817 6 1     |                                 |  |           |
| Toora .. .. .                   | 5,074                         | 1,679 19 10 | 264 16 1   | 18 18 1  | 732                          | 2,811   | 944 1 4     | 5                 | 66        | 19          | 4     | 9                 | 23      | 45       | 11    | 599 14 0   | 3,507 9 4   |                                 |  |           |
| Agnes .. .. .                   | 262                           | 97 5 7      | 7 3 6      | 8 14 2   | 301                          | 87      | 83 2 5      | 4                 | 6         | ..          | ..    | 8                 | 5       | ..       | ..    | 31 2 10    | 227 8 6     |                                 |  |           |
| Welshpool .. .. .               | 2,677                         | 853 8 0     | 177 11 0   | 19 8 10  | 930                          | 3,855   | 555 18 10   | 10                | 40        | 2           | 105   | 6                 | 14      | 16       | 2     | 1,120 16 2 | 2,732 2 10  |                                 |  |           |
| Hedley .. .. .                  | 500                           | 190 10 2    | 27 5 9     | 1 6 10   | 104                          | 163     | 137 5 10    | 1                 | 4         | 15          | ..    | ..                | 2       | 25       | 1     | 106 0 9    | 462 9 4     |                                 |  |           |
| Gellondale .. .. .              | 1,030                         | 399 10 0    | 25 13 2    | 4 14 2   | 448                          | 5,094   | 380 18 6    | 2                 | 121       | 9           | 13    | 3                 | 20      | 18       | 1     | 936 12 7   | 1,747 8 5   |                                 |  |           |
| Alborton .. .. .                | 1,222                         | 343 3 5     | 42 11 8    | 1 5 10   | 584                          | 757     | 886 10 10   | 1                 | 22        | 29          | 1     | 2                 | 23      | ..       | ..    | 337 1 5    | 1,610 13 2  |                                 |  |           |
| <b>ALBERTON—WON WRON LINE.</b>  |                               |             |            |          |                              |         |             |                   |           |             |       |                   |         |          |       |            |             |                                 |  |           |
| Yarram .. .. .                  | 7,411                         | 3,711 16 2  | 333 4 3    | 5 16 10  | 1,461                        | 4,801   | 2,188 14 10 | 6                 | 160       | 67          | 98    | 9                 | 30      | 48       | ..    | 2,215 11 9 | 8,405 3 10  |                                 |  |           |
| Devon .. .. .                   | 15                            | 2 9 2       | ..         | ..       | 251                          | 1,234   | 253 2 1     | ..                | ..        | ..          | ..    | ..                | ..      | ..       | ..    | ..         | 255 11 3    |                                 |  |           |
| Calrossie .. .. .               | 40                            | 1 8 3       | 0 11 7     | ..       | 372                          | 1,176   | 289 11 0    | 1                 | 2         | ..          | ..    | ..                | ..      | ..       | ..    | 123 19 4   | 415 10 2    |                                 |  |           |
| Won Wron .. .. .                | 238                           | 60 1 7      | 17 0 5     | 0 4 2    | 1,334                        | 250     | 783 1 10    | 2                 | 22        | ..          | 8     | ..                | ..      | ..       | ..    | 217 17 11  | 1,078 5 11  |                                 |  |           |
| <b>WON WRON—WOODSIDE LINE.</b>  |                               |             |            |          |                              |         |             |                   |           |             |       |                   |         |          |       |            |             |                                 |  |           |
| Napier .. .. .                  | 53                            | 3 8 5       | ..         | ..       | 681                          | 28      | 333 3 5     | ..                | ..        | ..          | ..    | ..                | ..      | ..       | ..    | ..         | 336 16 10   |                                 |  |           |
| Woodside .. .. .                | 189                           | 78 3 10     | 24 14 0    | 0 4 2    | 1,797                        | 530     | 1,502 2 10  | 1                 | 18        | 25          | 49    | ..                | ..      | ..       | ..    | 684 14 9   | 2,239 19 7  |                                 |  |           |
| <b>STREZLECKI LINE.</b>         |                               |             |            |          |                              |         |             |                   |           |             |       |                   |         |          |       |            |             |                                 |  |           |
| Bayles .. .. .                  | 1,011                         | 170 0 10    | 186 10 2   | 0 10 3   | 40,042                       | 3,448   | 10,987 16 4 | ..                | 2         | 2           | ..    | ..                | ..      | 2        | ..    | 18 7 3     | 11,363 4 10 |                                 |  |           |
| Catani .. .. .                  | 833                           | 205 4 2     | 538 15 9   | 0 2 2    | 7,379                        | 2,681   | 3,065 2 4   | 2                 | ..        | 2           | ..    | 3                 | 4       | 4        | 1     | 2 17 7     | 3,812 2 0   |                                 |  |           |
| Yannathan .. .. .               | 856                           | 196 0 2     | 949 18 1   | 8 10 10  | 365                          | 1,601   | 247 9 0     | 7                 | 99        | 12          | 34    | 8                 | 32      | 16       | 2     | 472 1 1    | 1,873 19 2  |                                 |  |           |
| Heathhill .. .. .               | 218                           | 57 18 10    | 13 17 9    | 0 4 3    | 1,984                        | 161     | 565 14 5    | 1                 | ..        | ..          | 2     | ..                | ..      | ..       | ..    | 6 10 11    | 644 6 2     |                                 |  |           |
| Athlone .. .. .                 | 316                           | 84 6 2      | 15 2 3     | 0 7 11   | 2,389                        | 100     | 645 14 8    | ..                | ..        | ..          | ..    | ..                | ..      | 1        | ..    | ..         | 745 11 0    |                                 |  |           |
| Topiram .. .. .                 | 340                           | 107 11 3    | 28 11 4    | 0 2 2    | 3,208                        | 3,870   | 1,367 1 10  | ..                | 7         | 13          | 1     | 1                 | 2       | 13       | ..    | 82 4 0     | 1,585 10 7  |                                 |  |           |
| Eriholm .. .. .                 | 299                           | 81 19 9     | 37 2 4     | ..       | 504                          | 330     | 362 19 4    | 2                 | 25        | 39          | ..    | 2                 | 1       | 40       | ..    | 245 0 2    | 727 1 7     |                                 |  |           |
| Strezlecki .. .. .              | 225                           | 72 6 4      | 23 8 8     | ..       | 331                          | 332     | 304 2 1     | ..                | 14        | 14          | 75    | 1                 | ..      | 25       | ..    | 472 18 0   | 872 15 1    |                                 |  |           |

Table with columns for station names, distances, and various numerical values, organized into sections: Wonthaggi Line, Ootrim Line, Port Welshpool Line, Port Albert Line, Neerim South Line, Noojee Line, Thorpdale Line, and Walthalla Line.

APPENDIX NO. 32 — RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                | PASSENGERS.                            |             | PARCELS.    | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS.    |          |             | LIVE STOCK.       |         |        |       |                   |         |        |            | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |           |
|--------------------------|--|-------------|-------------|------------------------------------|-----------|----------|-------------|-------------------|---------|--------|-------|-------------------|---------|--------|------------|--|-----------|
|                          | Outwards.                              |             | Outwards.   | Outwards.                          | Outwards. | Inwards. | Outwards.   | Outwards.         |         |        |       | Inwards.          |         |        |            |  | Outwards. |
|                          | Number<br>of<br>Passenger<br>Journeys. | Revenue.    | Revenue.    | Revenue.                           | Tons.     | Tons.    | Revenue.    | Number of Trucks. |         |        |       | Number of Trucks. |         |        |            |  | Revenue.  |
|                          |  |             |             |                                    |           |          |             | Horses.           | Cattle. | Sheep. | Pigs. | Horses.           | Cattle. | Sheep. | Pigs.      |  |           |
| £ s. d.                  |  | £ s. d.     |             | £ s. d.                            |           | £ s. d.  |             | £ s. d.           |         |        |       | £ s. d.           |         |        |            | £ s. d.                                  |           |
| NORTH MIRBOO LINE.       |  |             |             |                                    |           |          |             |                   |         |        |       |                   |         |        |            |  |           |
| Hazelwood .. .. .        | 61                                     | 2 8 5       | 0 11 4      | ..                                 | 132       | 122      | 73 16 1     | 1                 | 1       | 2      | 2     | 3                 | ..      | ..     | 10 13 11   | 87 9 9                                   |           |
| Yinnar .. .. .           | 1,984                                  | 357 18 10   | 96 0 6      | ..                                 | 946       | 1,280    | 679 2 1     | 2                 | 10      | 12     | 78    | 1                 | 5       | 12     | 495 14 6   | 1,629 13 4                               |           |
| Boolarra .. .. .         | 2,857                                  | 743 9 7     | 92 4 0      | ..                                 | 880       | 1,557    | 845 17 4    | 1                 | 6       | 53     | 51    | 1                 | 6       | 56     | 829 15 0   | 2,512 19 7                               |           |
| Darimurla .. .. .        | 887                                    | 77 6 9      | 9 0 0       | ..                                 | 386       | 74       | 190 18 11   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | 277 5 8    | ..                                       |           |
| North Mirboo .. .. .     | 5,045                                  | 1,463 14 7  | 237 16 7    | ..                                 | 1,612     | 2,796    | 1,651 6 5   | 10                | 169     | 92     | 27    | 13                | 27      | 127    | 1,625 2 6  | 4,985 18 0                               |           |
| TRARALGON-STRAFORD LINE. |  |             |             |                                    |           |          |             |                   |         |        |       |                   |         |        |            |  |           |
| Glengarry .. .. .        | 4,069                                  | 478 4 11    | 49 6 9      | ..                                 | 3,003     | 918      | 2,091 7 5   | 1                 | 10      | 16     | 27    | 1                 | 5       | 6      | 331 2 6    | 2,955 5 7                                |           |
| Toongabbie .. .. .       | 1,973                                  | 415 10 2    | 46 7 8      | ..                                 | 1,503     | 450      | 1,021 11 6  | 2                 | 3       | 6      | ..    | ..                | ..      | 5      | 52 4 0     | 1,540 7 10                               |           |
| Cowwarr .. .. .          | 4,137                                  | 1,033 15 4  | 81 14 4     | ..                                 | 7,427     | 919      | 1,905 2 6   | 11                | 56      | 15     | 40    | 12                | 16      | 4      | 478 3 6    | 3,535 1 6                                |           |
| Dawson .. .. .           | 190                                    | 54 3 6      | 3 0 10      | ..                                 | 791       | 49       | 328 19 2    | ..                | ..      | ..     | ..    | ..                | ..      | ..     | 386 3 6    | ..                                       |           |
| Heyfield .. .. .         | 7,264                                  | 2,130 15 2  | 286 10 11   | ..                                 | 6,129     | 6,557    | 3,757 7 7   | 14                | 77      | 70     | 32    | 16                | 17      | 44     | 1,280 11 9 | 7,481 12 2                               |           |
| Tinamba .. .. .          | 3,831                                  | 1,245 13 1  | 108 8 4     | ..                                 | 1,930     | 1,661    | 1,568 19 5  | 8                 | 113     | 26     | 118   | 8                 | 22      | 14     | 1,731 9 3  | 4,690 6 10                               |           |
| Maffra .. .. .           | 15,435                                 | 5,343 19 4  | 985 15 4    | ..                                 | 8,480     | 38,216   | 10,390 18 9 | 18                | 74      | 38     | 81    | 19                | 13      | 9      | 1,035 13 4 | 17,787 14 11                             |           |
| Powerscourt .. .. .      | ..                                     | ..          | ..          | ..                                 | 5,498     | 132      | 392 3 4     | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 392 3 4                                  |           |
| BRIAGOLONG LINE.         |  |             |             |                                    |           |          |             |                   |         |        |       |                   |         |        |            |  |           |
| Boisdale .. .. .         | 408                                    | 134 10 10   | 63 11 0     | ..                                 | 3,127     | 776      | 632 11 1    | 2                 | 40      | 2      | 20    | 3                 | 9       | 1      | 362 17 5   | 1,193 14 7                               |           |
| Bushy Park .. .. .       | 27                                     | 7 16 11     | 2 6 11      | ..                                 | 1,951     | 301      | 555 5 0     | ..                | ..      | ..     | ..    | ..                | 1       | ..     | 0 5 9      | 571 5 5                                  |           |
| Briagolong .. .. .       | 746                                    | 233 0 6     | 42 19 7     | ..                                 | 9,705     | 787      | 2,650 8 1   | 1                 | 12      | 1      | 32    | ..                | ..      | ..     | 357 14 6   | 3,284 3 5                                |           |
| HEALESVILLE LINE.        |  |             |             |                                    |           |          |             |                   |         |        |       |                   |         |        |            |  |           |
| East Richmond .. .. .    | 743,787                                | 9,310 18 4  | 384 15 10   | ..                                 | ..        | ..       | 0 1 5       | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 10,197 12 4                              |           |
| Burnley .. .. .          | 895,608                                | 12,151 6 10 | 238 14 8    | ..                                 | 7,804     | 121,887  | 3,689 4 2   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 16,082 4 4                               |           |
| Hawthorn .. .. .         | 1,240,192                              | 18,947 15 5 | 326 14 9    | ..                                 | 507       | 12,081   | 951 8 0     | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 20,228 2 1                               |           |
| Glenferrie .. .. .       | 1,864,564                              | 32,816 12 4 | 633 13 2    | ..                                 | ..        | 3        | 0 1 3       | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 33,453 12 3                              |           |
| Auburn .. .. .           | 1,543,939                              | 25,959 16 2 | 365 2 7     | ..                                 | ..        | 2        | 0 3 5       | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 26,329 6 2                               |           |
| Camberwell .. .. .       | 2,083,611                              | 40,328 2 3  | 606 3 8     | ..                                 | 990       | 51,617   | 2,051 19 11 | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 42,991 13 0                              |           |
| East Camberwell .. .. .  | 1,038,087                              | 19,231 6 9  | 93 4 10     | ..                                 | ..        | ..       | 0 17 3      | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 19,326 10 8                              |           |
| Canterbury .. .. .       | 1,823,331                              | 35,954 7 5  | 536 13 4    | ..                                 | ..        | 76       | 0 17 2      | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 36,504 17 6                              |           |
| Chatham* .. .. .         | 166,028                                | 3,397 9 2   | 8 17 6      | ..                                 | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 3,406 8 10                               |           |
| Surrey Hills .. .. .     | 1,403,341                              | 28,208 1 10 | 262 10 10   | ..                                 | 461       | 42,607   | 883 18 11   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 29,360 1 11                              |           |
| Mont Albert .. .. .      | 918,888                                | 18,424 7 11 | 93 5 2      | ..                                 | ..        | ..       | 0 5 8       | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 18,520 19 11                             |           |
| Box Hill .. .. .         | 1,678,726                              | 37,806 7 3  | 601 15 1    | ..                                 | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 37,806 7 3                               |           |
| Blackburn .. .. .        | 469,807                                | 10,940 17 3 | 191 17 6    | ..                                 | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 10,940 17 3                              |           |
| Tunstall .. .. .         | 206,170                                | 4,624 10 5  | 137 13 1    | ..                                 | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 4,624 10 5                               |           |
| Mitcham .. .. .          | 422,566                                | 10,731 7 4  | 235 3 0     | ..                                 | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 10,731 7 4                               |           |
| Ringwood .. .. .         | 458,214                                | 13,453 2 8  | 455 2 9     | ..                                 | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 13,453 2 8                               |           |
| Ringwood East .. .. .    | 37,736                                 | 997 12 5    | 36 0 11     | ..                                 | ..        | ..       | ..          | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 997 12 5                                 |           |
| Croydon .. .. .          | 289,257                                | 10,462 3 1  | 588 15 5    | ..                                 | 1,040     | 13,969   | 547 2 11    | 1                 | 2       | ..     | ..    | 3                 | 7       | 4      | ..         | 11,603 17 5                              |           |
| Mooroolbark .. .. .      | 13,712                                 | 555 19 7    | 319 14 4    | ..                                 | 247       | 850      | 50 18 2     | ..                | 8       | ..     | ..    | ..                | 3       | ..     | ..         | 933 18 3                                 |           |
| Cave Hill Siding .. .. . | ..                                     | ..          | ..          | ..                                 | 36,708    | 1,119    | 7,476 4 6   | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 7,476 4 6                                |           |
| Lilydale .. .. .         | 82,476                                 | 5,440 5 8   | 773 5 9     | ..                                 | 632       | 10,153   | 377 6 4     | 13                | 146     | 52     | 12    | 9                 | 84      | 122    | 733 3 9    | 7,391 7 10                               |           |
| Black's Siding .. .. .   | ..                                     | ..          | ..          | ..                                 | 77,720    | 10       | 13,557 3 3  | ..                | ..      | ..     | ..    | ..                | ..      | ..     | ..         | 13,557 3 3                               |           |
| Coldstream .. .. .       | 2,957                                  | 245 1 6     | 388 4 9     | ..                                 | ..        | 572      | 130 0 4     | 36                | 2       | 12     | ..    | 15                | 13      | 41     | 102 16 9   | 907 15 4                                 |           |
| Yering .. .. .           | 2,591                                  | 284 5 11    | 1,629 11 11 | ..                                 | ..        | 29       | 1,255       | 5                 | 46      | 82     | 1     | 5                 | 59      | 91     | 255 14 7   | 2,202 5 4                                |           |
| Yarra Glen .. .. .       | 10,992                                 | 1,290 17 9  | 774 6 8     | ..                                 | 7,785     | 5,789    | 2,130 3 1   | 13                | 78      | 25     | 2     | 18                | 31      | 1      | 324 6 2    | 4,540 11 4                               |           |
| Tarrawarra .. .. .       | 1,002                                  | 108 17 1    | 71 12 8     | ..                                 | 161       | 43       | 41 17 6     | 1                 | ..      | ..     | ..    | ..                | ..      | ..     | 2 6 10     | 226 4 1                                  |           |
| Healesville .. .. .      | 23,585                                 | 5,220 10 11 | 472 11 5    | ..                                 | 9,101     | 9,833    | 3,605 17 9  | 8                 | 91      | 5      | ..    | 19                | 209     | 49     | 552 4 10   | 9,865 11 2                               |           |



APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                | PASSENGERS.                   |              | PARCELS.   | HORSES, CARRIAGES, AND DOGS. | GOODS.    |          |            | LIVE STOCK.       |         |         |       |                   |         |         |       | TOTAL OUTWARD TRAFFIC REVENUE. |           |
|--------------------------|-------------------------------|--------------|------------|------------------------------|-----------|----------|------------|-------------------|---------|---------|-------|-------------------|---------|---------|-------|--------------------------------|-----------|
|                          | Outwards.                     |              | Outwards.  | Outwards.                    | Outwards. | Inwards. | Outwards.  | Outwards.         |         |         |       | Inwards.          |         |         |       |                                | Outwards. |
|                          | Number of Passenger Journeys. | Revenue.     | Revenue.   | Revenue.                     | Tons.     | Tons.    | Revenue.   | Number of Trucks. |         |         |       | Number of Trucks. |         |         |       |                                | Revenue.  |
|                          |                               |              |            |                              |           |          |            | Horses.           | Cattle. | Sheep.  | Pigs. | Horses.           | Cattle. | Sheep.  | Pigs. |                                |           |
| £ s. d.                  |                               | £ s. d.      |            | £ s. d.                      |           | £ s. d.  |            | £ s. d.           |         | £ s. d. |       | £ s. d.           |         | £ s. d. |       |                                |           |
| HEIDELBERG-ELTHAM LINE.  |                               |              |            |                              |           |          |            |                   |         |         |       |                   |         |         |       |                                |           |
| Jolimont .. .. .         | 299,976                       | 3,506 13 8   | 59 3 9     | 0 0 9                        | ..        | ..       | 0 1 5      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 3,565 19 7                     |           |
| West Richmond .. .. .    | 927,365                       | 11,660 9 0   | 476 0 2    | 4 5 9                        | ..        | ..       | 0 2 10     | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 12,140 17 9                    |           |
| North Richmond .. .. .   | 856,953                       | 12,726 2 9   | 294 11 5   | 3 16 8                       | ..        | ..       | 0 1 4      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 13,024 12 2                    |           |
| Collingwood .. .. .      | 769,480                       | 10,675 9 7   | 460 12 11  | 1 9 9                        | ..        | ..       | ..         | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 11,137 12 3                    |           |
| Victoria Park .. .. .    | 1,207,300                     | 17,590 0 5   | 1,172 10 5 | 4 4 0                        | 23,293    | 73,288   | 13,069 7 6 | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 31,836 2 4                     |           |
| Clifton Hill .. .. .     | 1,813,419                     | 24,653 10 0  | 989 0 0    | 2 16 2                       | ..        | ..       | 0 2 6      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 25,645 8 8                     |           |
| Westgarth .. .. .        | 872,189                       | 12,209 5 9   | 113 3 1    | 1 1 8                        | ..        | 2,873    | 13 17 9    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 12,337 8 3                     |           |
| Dennis .. .. .           | 984,729                       | 14,883 4 9   | 86 3 1     | 0 15 9                       | 1         | ..       | 2 14 7     | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 14,972 18 2                    |           |
| Fairfield Park .. .. .   | 1,933,339                     | 30,536 4 4   | 176 8 8    | 1 7 2                        | 1,176     | 29,791   | 2,000 13 4 | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 32,714 13 6                    |           |
| Alphington .. .. .       | 804,614                       | 13,797 2 4   | 72 12 4    | 1 11 5                       | 23,721    | 9,294    | 4,233 9 9  | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 18,104 15 10                   |           |
| Darebin .. .. .          | 417,985                       | 8,533 11 7   | 41 2 9     | 1 12 3                       | ..        | ..       | ..         | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 8,576 6 7                      |           |
| Ivanhoe .. .. .          | 1,203,755                     | 24,608 15 11 | 164 13 6   | 1 16 5                       | 198       | 9,808    | 142 16 1   | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 24,918 1 11                    |           |
| Eaglemont .. .. .        | 183,498                       | 4,074 1 2    | 20 9 3     | 1 10 7                       | ..        | 46       | ..         | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 4,096 1 0                      |           |
| Heidelberg .. .. .       | 798,950                       | 17,962 19 0  | 135 4 3    | 3 2 11                       | 1,306     | 16,266   | 819 4 3    | 4                 | 29      | ..      | 1     | 19                | 1       | 128 4 0 | ..    | 19,048 14 5                    |           |
| Rosanna .. .. .          | 104,194                       | 2,211 2 3    | 11 13 4    | 1 5 6                        | 9         | ..       | ..         | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 2,224 1 1                      |           |
| Macleod .. .. .          | 93,411                        | 2,670 3 4    | 24 17 5    | 0 0 9                        | ..        | ..       | 31 13 10   | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 2,726 15 4                     |           |
| Mont Park .. .. .        | ..                            | ..           | 0 18 1     | ..                           | 77        | 5,322    | 111 17 5   | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 112 15 6                       |           |
| Watsonia .. .. .         | 30,160                        | 753 3 7      | 0 4 11     | ..                           | ..        | ..       | 3 2 4      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 756 10 10                      |           |
| Greensborough .. .. .    | 222,866                       | 5,880 4 0    | 77 17 6    | 0 9 9                        | 215       | 2,576    | 67 13 11   | 2                 | 6       | ..      | 5     | 6                 | 9       | 35 5 11 | ..    | 6,061 11 1                     |           |
| Montmorency .. .. .      | 95,158                        | 2,387 13 3   | 8 9 9      | 0 3 0                        | ..        | ..       | ..         | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 2,396 8 0                      |           |
| Eltham .. .. .           | 194,399                       | 6,027 2 3    | 66 9 0     | 0 13 11                      | 47        | 3,355    | 77 5 8     | 1                 | 2       | 7       | 3     | 4                 | 19      | 29 5 7  | ..    | 6,200 16 5                     |           |
| ELTHAM-HURSTBRIDGE LINE. |                               |              |            |                              |           |          |            |                   |         |         |       |                   |         |         |       |                                |           |
| Diamond Creek .. .. .    | 59,305                        | 1,911 14 4   | 92 9 7     | 2 0 0                        | 39        | 1,261    | 27 15 11   | 2                 | ..      | ..      | 2     | ..                | 27      | 2 7 0   | ..    | 2,036 6 10                     |           |
| Wattle Glen .. .. .      | 7,349                         | 336 7 10     | 0 1 10     | ..                           | ..        | ..       | ..         | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 336 9 8                        |           |
| Hurstbridge .. .. .      | 28,397                        | 1,826 9 10   | 122 3 7    | 4 12 10                      | 3,428     | 3,469    | 643 6 3    | 1                 | 1       | ..      | 4     | 1                 | 17      | 8 16 8  | ..    | 2,605 9 2                      |           |
| PORT MELBOURNE LINE.     |                               |              |            |                              |           |          |            |                   |         |         |       |                   |         |         |       |                                |           |
| Montague .. .. .         | 426,820                       | 5,978 17 11  | 122 5 11   | 0 10 2                       | ..        | ..       | ..         | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 6,101 14 0                     |           |
| North Port .. .. .       | 715,341                       | 10,478 19 7  | 113 7 1    | 1 7 1                        | ..        | ..       | 0 1 6      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 10,593 13 3                    |           |
| Graham .. .. .           | 799,877                       | 10,551 7 3   | 95 7 5     | 1 2 3                        | ..        | ..       | 0 1 3      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 10,647 13 2                    |           |
| Port Melbourne .. .. .   | 441,678                       | 6,939 1 9    | 134 13 4   | 10 9 7                       | 160,725   | 265,047  | 49,449 2 7 | 13                | 2       | ..      | 26    | 77                | 17      | 29 19 6 | ..    | 56,563 6 9                     |           |
| ST. KILDA LINE.          |                               |              |            |                              |           |          |            |                   |         |         |       |                   |         |         |       |                                |           |
| South Melbourne .. .. .  | 1,091,212                     | 14,015 3 11  | 616 7 4    | 1 3 7                        | ..        | 1        | 0 3 9      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 14,632 18 7                    |           |
| Albert Park .. .. .      | 2,235,866                     | 27,955 3 3   | 343 1 2    | 2 16 3                       | ..        | 2        | 0 7 3      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 28,301 7 11                    |           |
| Middle Park .. .. .      | 2,061,462                     | 21,639 0 6   | 166 19 1   | 0 17 0                       | ..        | ..       | 0 2 9      | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 21,856 19 4                    |           |
| St Kilda .. .. .         | 4,429,815                     | 54,406 17 5  | 576 9 7    | 3 9 2                        | 82        | 20,350   | 142 18 6   | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 55,129 14 8                    |           |

BRIGHTON-SANDRINGHAM LINE.

|  |             |                |              |             |           |           |                |       |        |        |       |       |        |        |       |              |                    |    |    |           |                |              |           |
|--|-------------|----------------|--------------|-------------|-----------|-----------|----------------|-------|--------|--------|-------|-------|--------|--------|-------|--------------|--------------------|----|----|-----------|----------------|--------------|-----------|
| Richmond .. .. .   | 2,145,795   | 35,422 3 0     | 2,187 17 11  | 7 9 7       | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 37,617 10 6    |              |           |
| South Yarra .. .. .  | 2,107,480   | 30,651 19 8    | 1,254 13 2   | 5 13 2      | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 31,912 6 0     |              |           |
| Prahran .. .. .  | 1,540,712   | 22,181 12 0    | 2,171 17 0   | 3 2 6       | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 24,357 2 2     |              |           |
| Windsor .. .. .  | 1,872,325   | 26,234 1 2     | 569 6 7      | 5 3 9       | 2,497     | 78,643    | 2,319 14 11    | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 29,128 6 5     |              |           |
| Balaclava .. .. .  | 2,273,952   | 36,737 6 5     | 441 16 7     | 3 15 4      | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 37,183 3 3     |              |           |
| Ripponlea .. .. .  | 1,463,583   | 25,191 11 2    | 223 7 4      | 2 3 5       | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 25,419 6 0     |              |           |
| Elsternwick .. .. .  | 3,005,182   | 54,363 3 4     | 534 10 0     | 4 10 8      | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 55,747 8 8     |              |           |
| Garden Vale .. .. .  | 1,654,217   | 32,340 1 4     | 238 19 9     | 2 18 6      | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 32,582 4 2     |              |           |
| North Brighton .. .. .   | 1,919,488   | 40,313 1 0     | 362 5 2      | 4 0 2       | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 42,250 10 1    |              |           |
| Middle Brighton .. .. .  | 1,505,938   | 32,275 6 4     | 352 17 7     | 3 15 3      | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 32,840 19 0    |              |           |
| Brighton Beach .. .. .   | 827,617     | 18,641 10 7    | 85 8 7       | 0 14 1      | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 18,727 13 3    |              |           |
| Hampton .. .. .  | 1,570,207   | 35,713 10 2    | 232 7 1      | 3 17 2      | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 35,949 15 8    |              |           |
| Sandringham .. .. .  | 2,105,375   | 53,746 6 10    | 381 8 5      | 6 12 10     | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 54,584 9 7     |              |           |
| VARIOUS.   |             |                |              |             |           |           |                |       |        |        |       |       |        |        |       |              |                    |    |    |           |                |              |           |
| Subsidy from Treasury Account 10 per cent. reduction in Agricultural Produce rates .. .. . | ..          | ..             | ..           | ..          | ..        | ..        | 162,583 18 6   | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | 4,303 0 0 | 166,883 18 6   |              |           |
| Road Motor Coach Services .. .. .  | 198,362     | 37,527 10 2    | 3 9 0        | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 37,530 19 2    |              |           |
| Traffic derived from South Australian stations .. .. .                                     | 69,355      | 113,833 13 9   | 13,390 2 8   | 8 18 12 10  | 56,770    | 42,899    | 98,598 2 1     | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 3,839 18 7     | 230,480 9 11 |           |
| Traffic derived from New South Wales stations .. .. .                                      | 175,253     | 172,922 11 3   | 21,202 7 5   | 2,002 19 4  | 50,218    | 132,476   | 90,990 5 3     | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 968 5 7        | 288,186 8 10 |           |
| Traffic derived from Queensland stations .. .. .   | 7,051       | 4,695 8 1      | 349 4 0      | 0 17 10     | 12,537    | 3,574     | 10,267 16 2    | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | ..             | 15,313 6 1   |           |
| Traffic derived from Commonwealth stations .. .. .   | 420         | 1,314 7 7      | 78 11 5      | 0 8 7       | 10        | 943       | 62 4 6         | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | ..             | 12 16 6      | 1,468 8 7 |
| Traffic derived from West Australian stations .. .. .                                      | 7,374       | 9,196 12 4     | 219 3 7      | 1 4 6       | 6         | 197       | 29 17 5        | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | ..             | 9,446 17 10  |           |
| Steamer .. .. .  | 42,590      | 1,081 16 1     | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | ..             | 1,081 16 1   |           |
| Thos. Cook and Son, to New South Wales, South Australia, &c. ..                            | 610         | 773 19 6       | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | ..             | 773 19 6     |           |
| Totals .. .. .   | 169,382,703 | 5,773,573 10 0 | 537,063 16 9 | 46,492 7 4  | 8,648,488 | 8,648,488 | 5,801,375 5 1  | 8,636 | 38,194 | 69,141 | 8,404 | 8,536 | 42,450 | 74,124 | 9,196 | 665,685 14 7 | 12,824,190 13 9    |    |    |           |                |              |           |
| Less unallotted Credit Notes, &c. .. .. .  | 53,307      | 95,014 7 11    | 4,165 10 9   | 1,232 13 10 | ..        | ..        | 107,022 9 11   | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | 15,942 12 6  | 223,377 14 11      |    |    |           |                |              |           |
| Totals .. .. .   | 169,436,010 | 5,678,559 2 1  | 532,898 6    | 45,259 13 6 | 8,648,488 | 8,648,488 | 5,694,352 15 2 | 8,636 | 38,194 | 69,141 | 8,404 | 8,536 | 42,450 | 74,124 | 9,196 | 649,743 2 1  | 12,800,812 13 10   |    |    |           |                |              |           |
| Mails .. .. .  | ..          | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 85,194 19 7    |              |           |
| Telegraph .. .. .  | ..          | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 1,405 11 11    |              |           |
| Power .. .. .  | ..          | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 58,156 19 2    |              |           |
| Rentals .. .. .  | ..          | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 141,503 5 9    |              |           |
| Miscellaneous .. .. .  | ..          | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 13,799 5 13    |              |           |
| Dining Car Service .. .. .   | ..          | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 28,478 4 9     |              |           |
| Refreshment Room Service .. .. .   | ..          | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 448,153 2 8    |              |           |
| Advertising .. .. .  | ..          | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 43,778 6 9     |              |           |
| Bookstalls .. .. .   | ..          | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 81,840 9 1     |              |           |
| GRAND TOTAL, RAILWAYS .. .. .  | 169,436,010 | 5,678,559 2 1  | 532,898 6 0  | 45,259 13 6 | 8,648,488 | 8,648,488 | 5,694,352 15 2 | 8,636 | 38,194 | 69,141 | 8,404 | 8,536 | 42,450 | 74,124 | 9,196 | 649,743 2 1  | 13,503,123 3 7 1/2 |    |    |           |                |              |           |
| St. Kilda and Brighton Electric Tramway .. .. .  | 5,856,796*  | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 55,594 8 4 1/2 |              |           |
| Sandringham and Beaumaris Electric Tramway .. .. .   | 1,869,880   | ..             | ..           | ..          | ..        | ..        | ..             | ..    | ..     | ..     | ..    | ..    | ..     | ..     | ..    | ..           | ..                 | .. | .. | ..        | 15,209 7 7     |              |           |
| GRAND TOTALS .. .. .   | 177,102,686 | 5,678,559 2 1  | 532,898 6 0  | 45,259 13 6 | 8,648,488 | 8,648,488 | 5,694,352 15 2 | 8,636 | 38,194 | 69,141 | 8,404 | 8,536 | 42,450 | 74,124 | 9,196 | 649,743 2 1  | 13,573,926 19 7    |    |    |           |                |              |           |

By Authority: H. J. GREEN, Government Printer, Melbourne.

\* Stations only open for portion of the year.



"FAGEOL" 27-PASSENGER SEDAN MOTOR COACH.

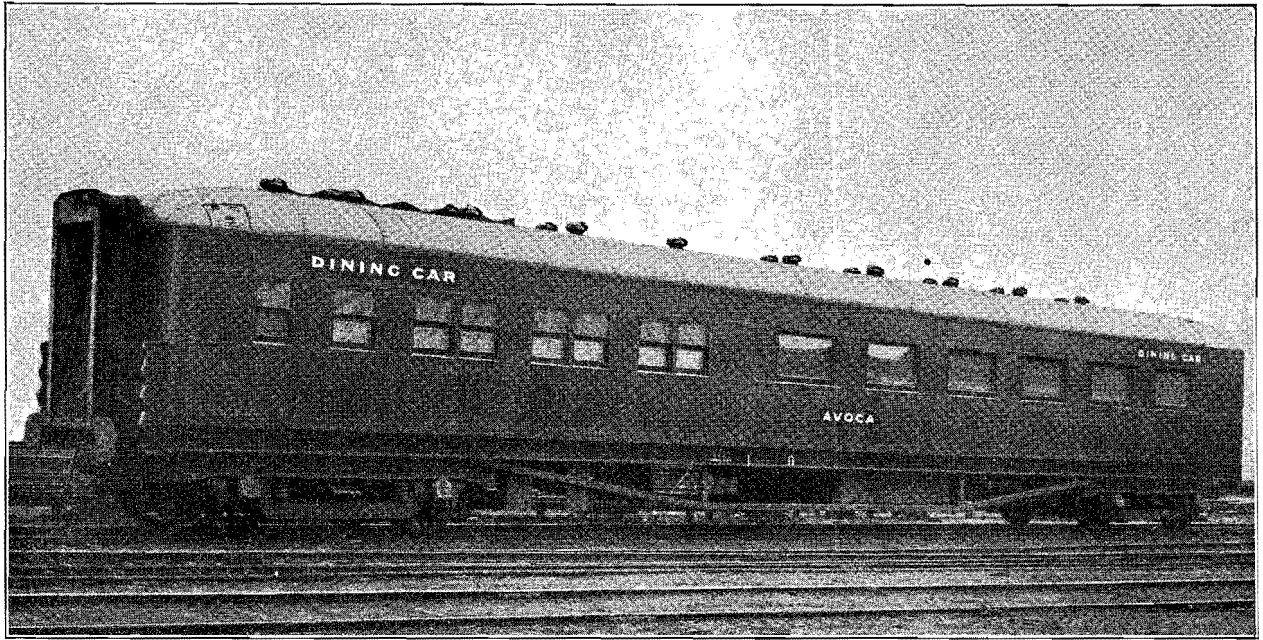
6 cylinder, 43 h.p. (R.A.C./rating) engine.

Length of wheel base, 230 in. Length overall, 30 feet 2 in. Tare weight, 5 ton 7 cwt. Electrically lighted.



INTERIOR VIEW OF "FAGEOL" 27-PASSENGER SEDAN MOTOR COACH, SHOWING SEATING ARRANGEMENTS, ETC.



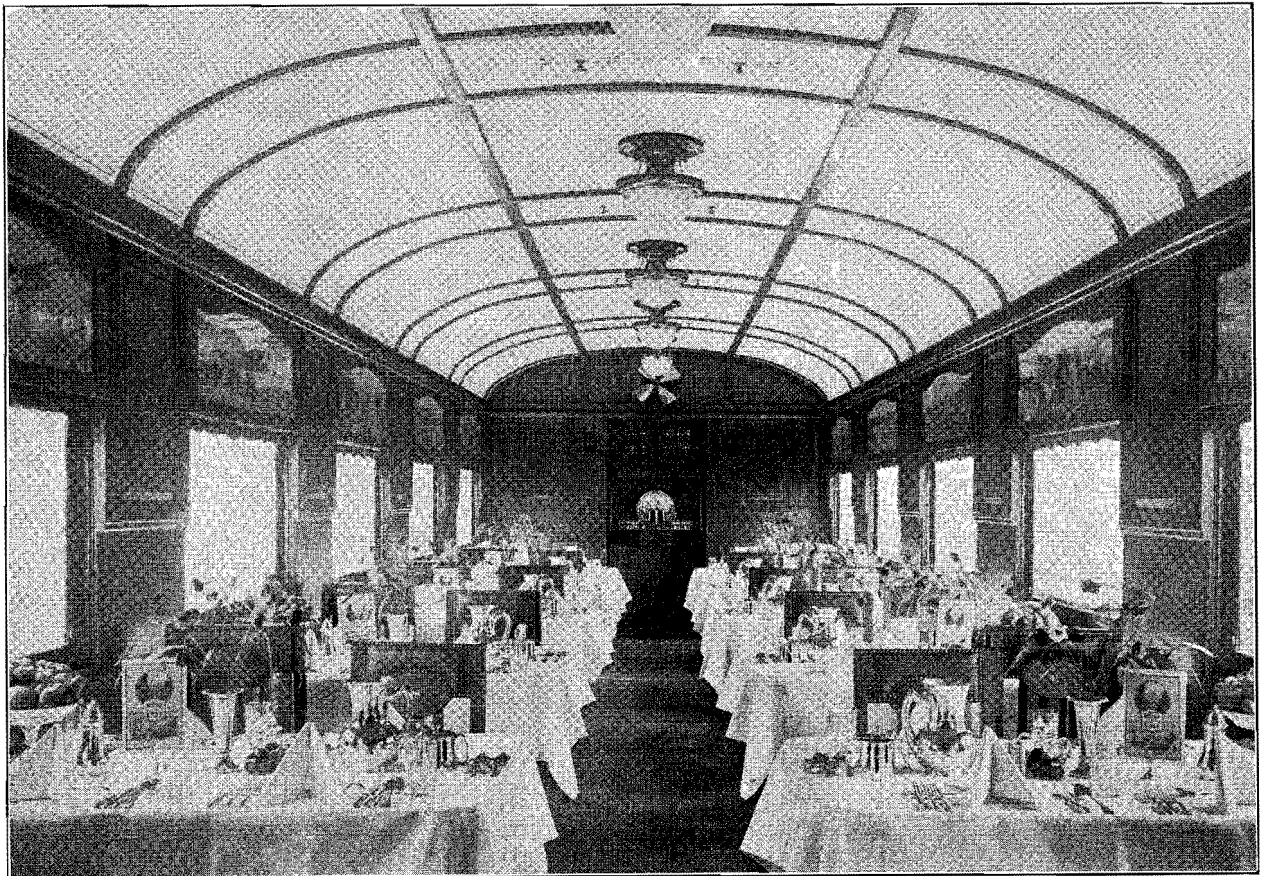


"AVOCA" ALL-STEEL DINING CAR.

Length overall, 76 ft. 1 $\frac{1}{4}$  in. Width, 10 ft. Height over roof plates, 13 ft. 4 $\frac{1}{8}$  in.

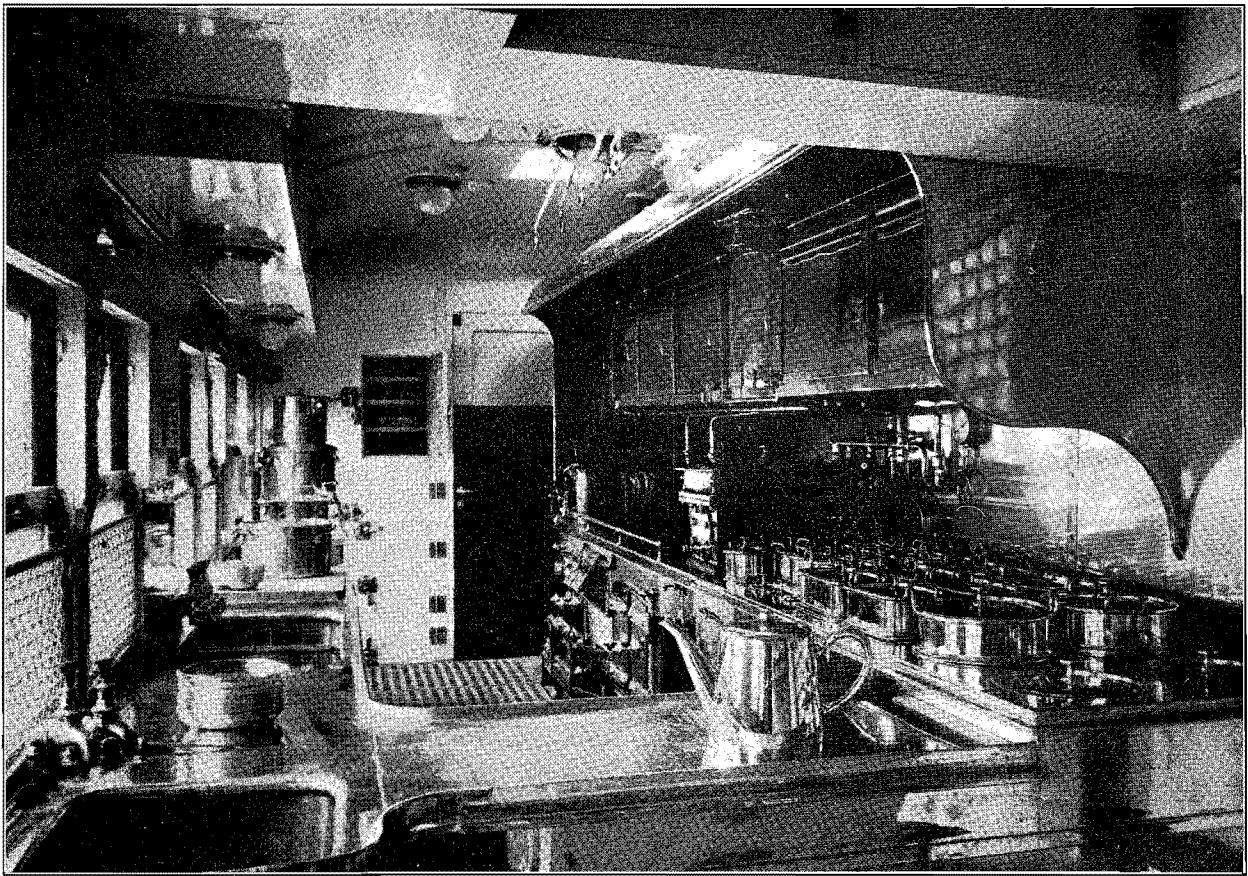
Tare weight, 59 tons 9 cwt. Seating capacity, 48.

Provided with fuel stove and grill. Electrically lighted. Fitted with anti-telescoping brackets at ends. Interior finished with Queensland Maple—natural colour.



"AVOCA" ALL-STEEL DINING CAR.

The Dining Saloon.



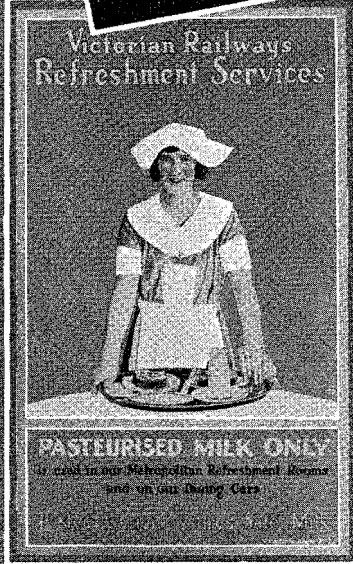
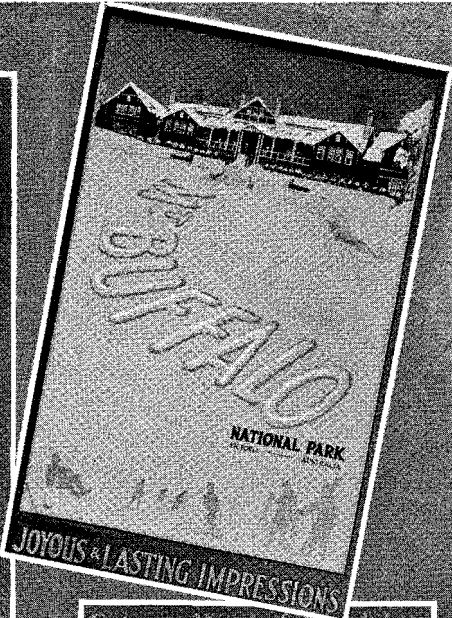
"AVOCA" ALL-STEEL DINING CAR.

The Kitchen.

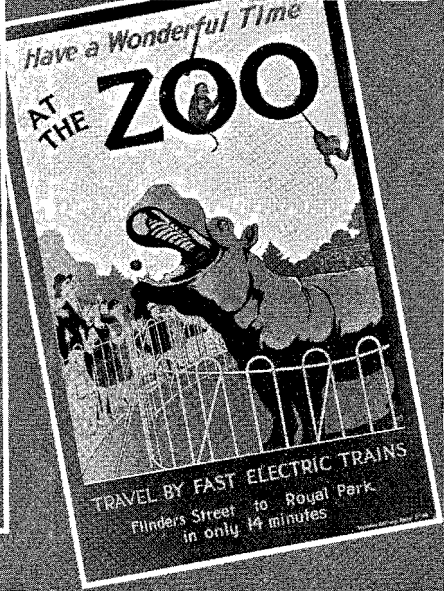
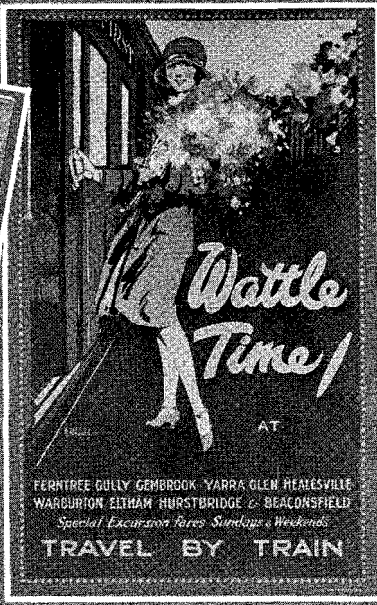
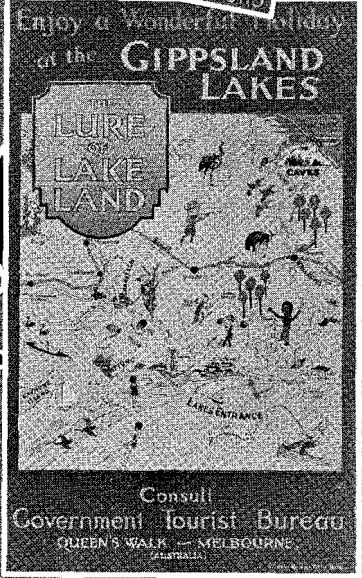


FLINDERS-STREET FRUIT JUICE DRINK STALL.

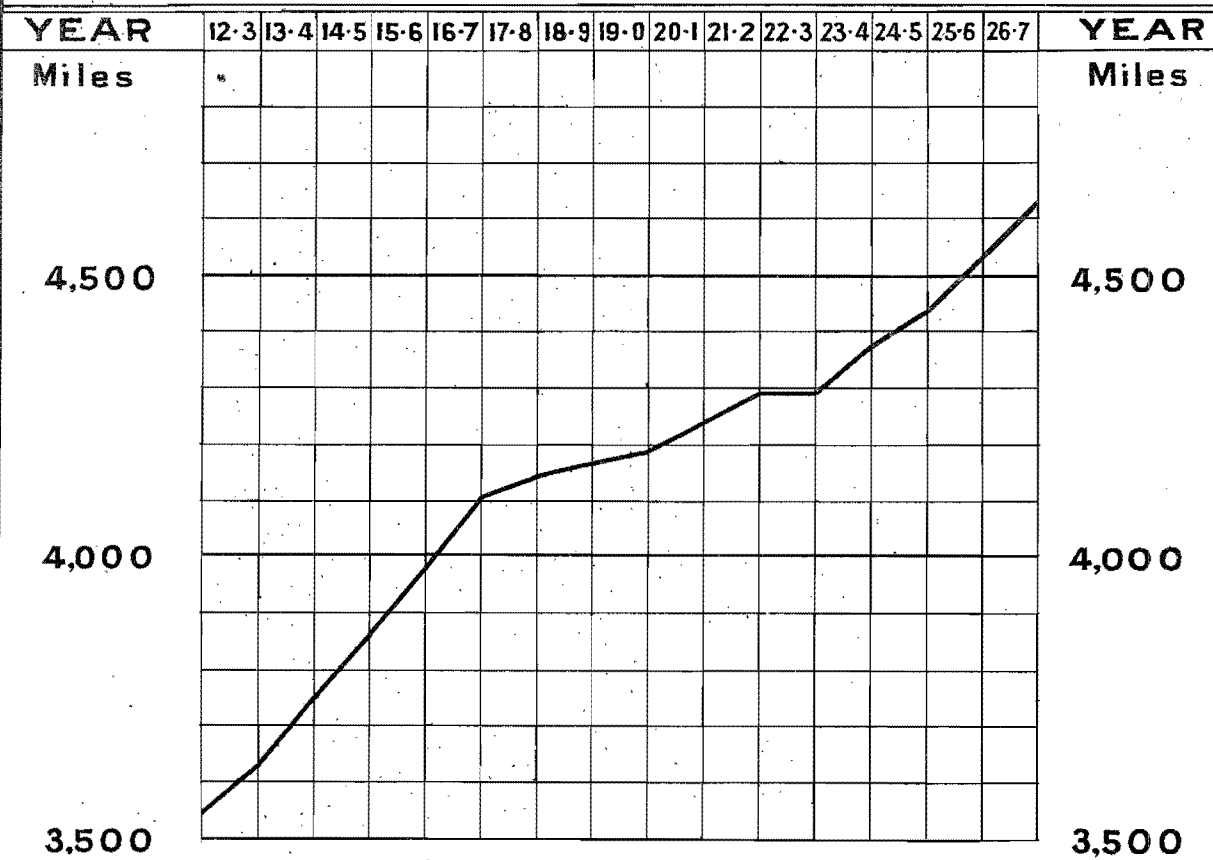
800,000 drinks were served at this stall from 29th November, 1926 (date of opening), to 30th June, 1927.



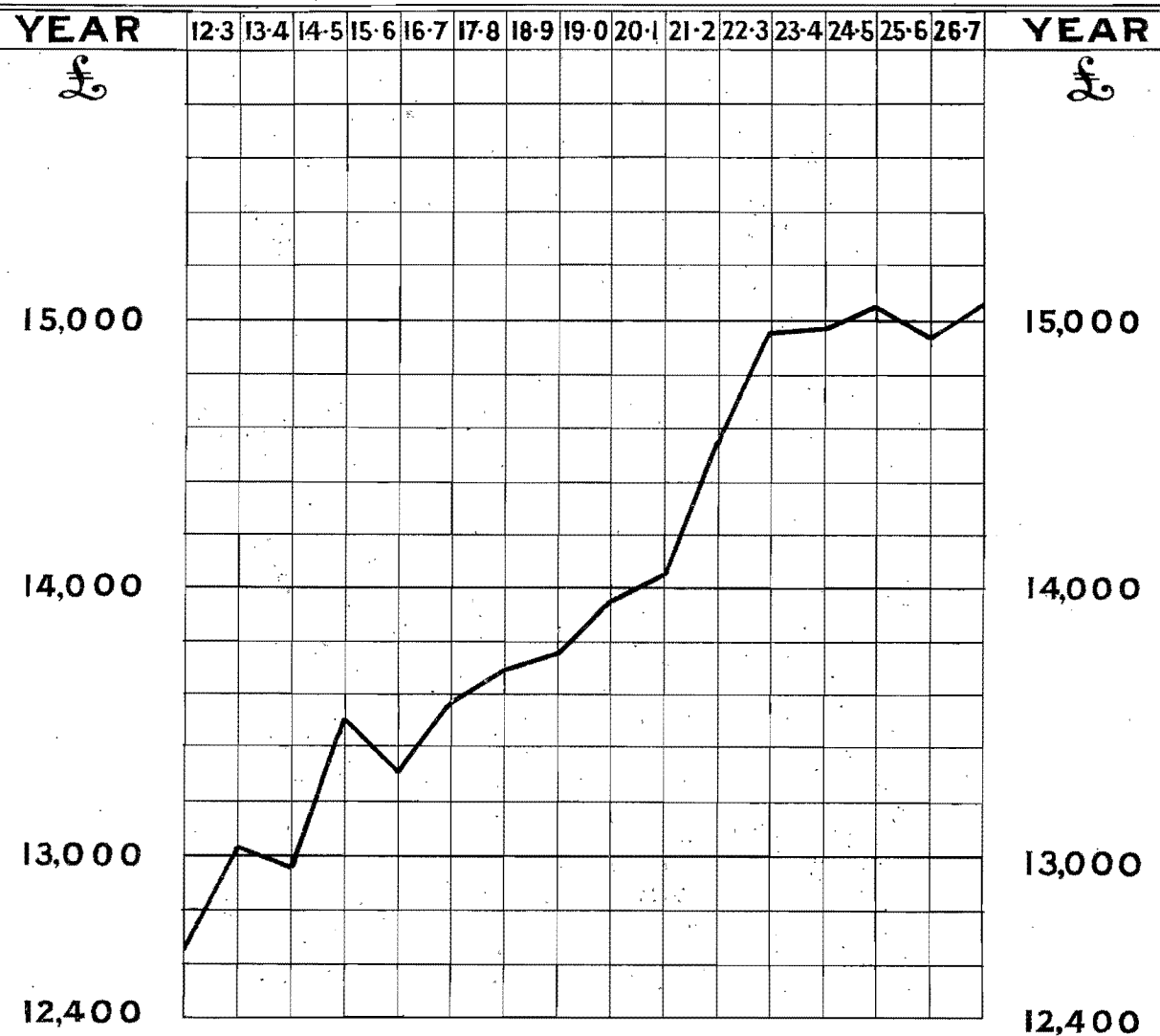
**PICTORIAL POSTERS**  
 ISSUED BY THE  
**VICTORIAN RAILWAYS**  
 COMMISSIONERS  
 From 1.7.26 to 30.6.27



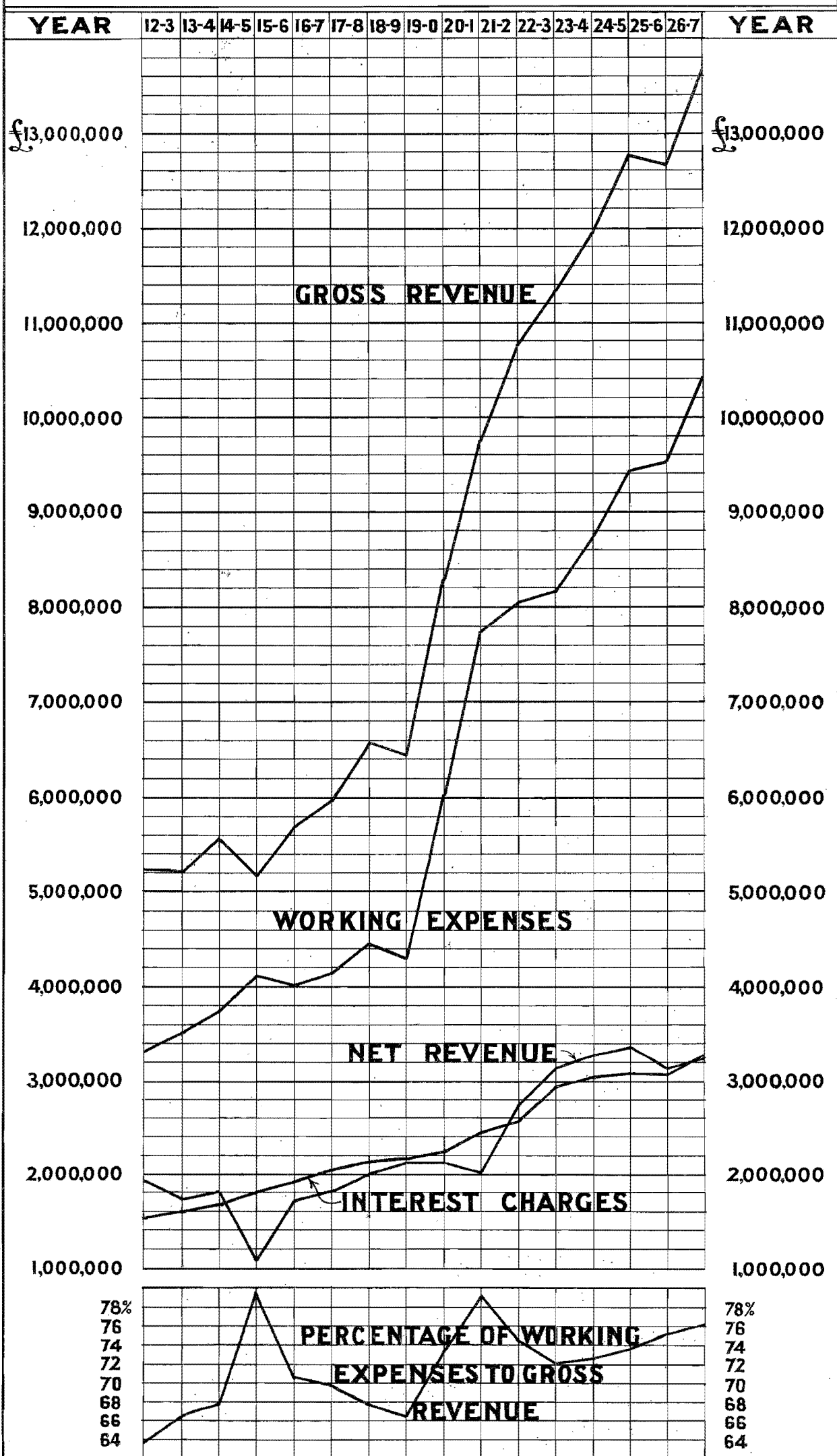
## DIAGRAM N<sup>o</sup> 1 AVERAGE MILEAGE OPERATED



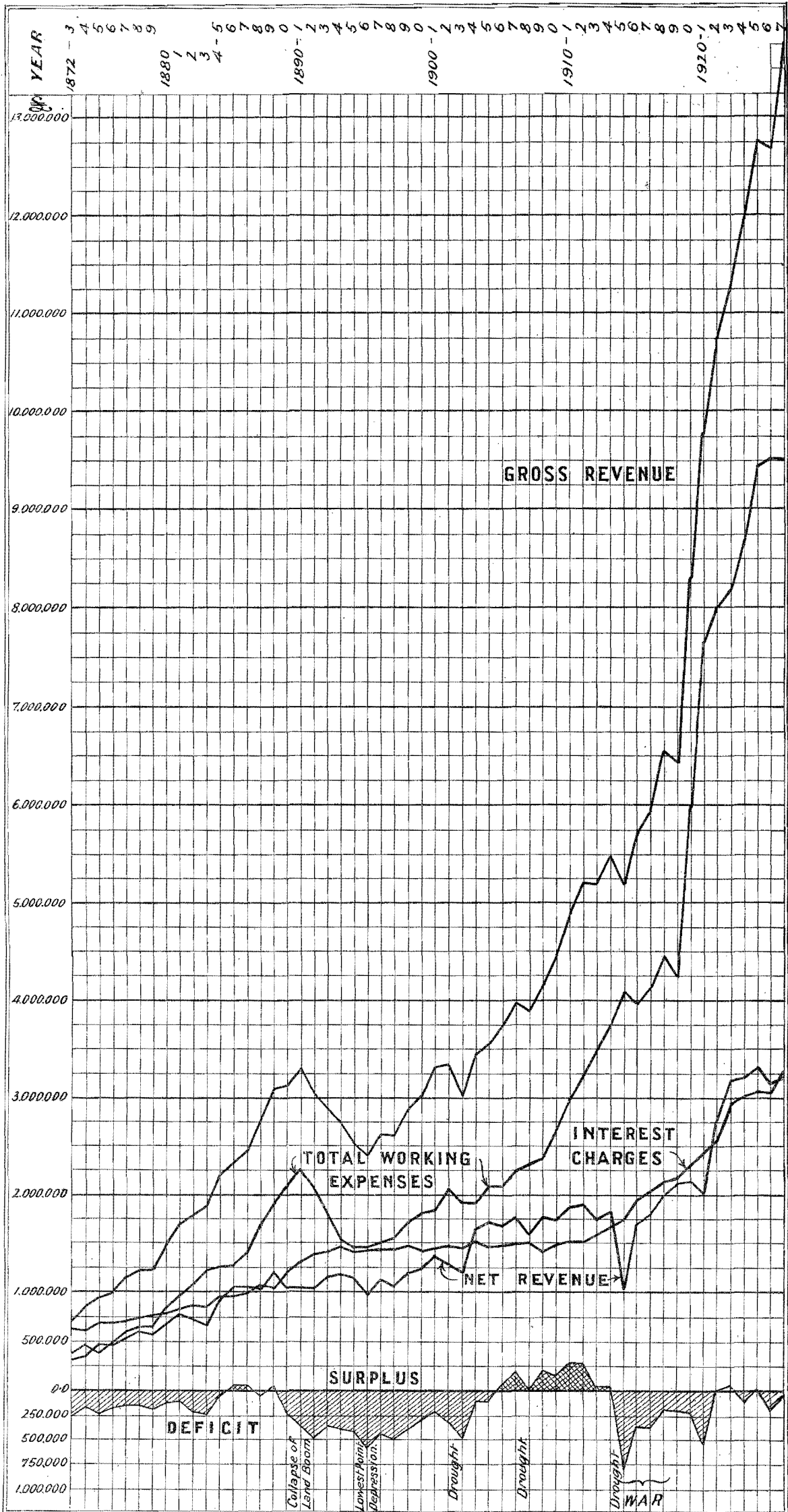
## DIAGRAM N<sup>o</sup> 2 AVERAGE COST OF CONSTRUCTION PER MILE



# DIAGRAM N° 3



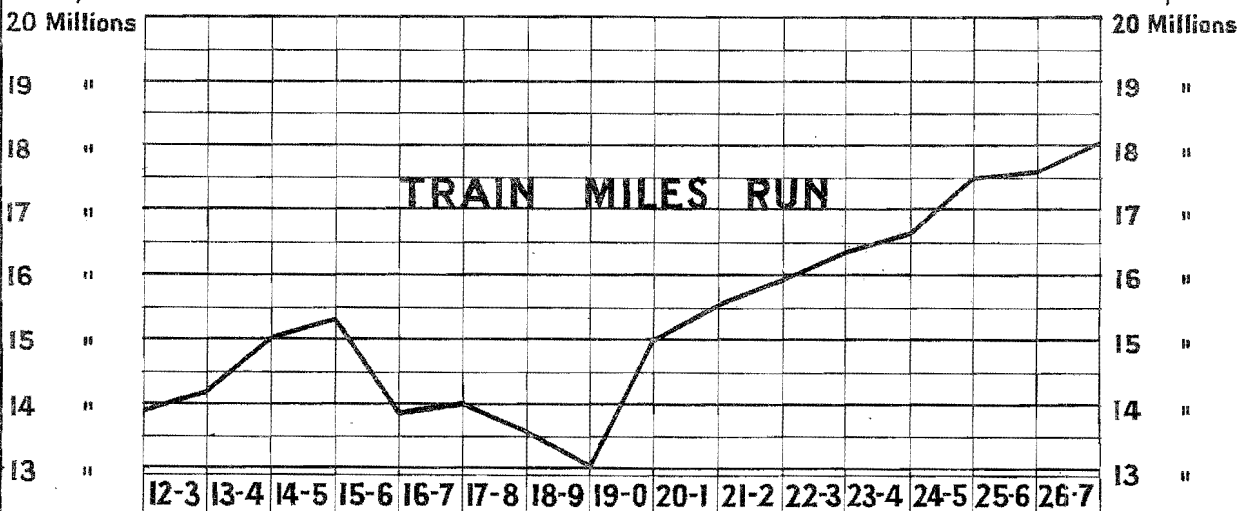
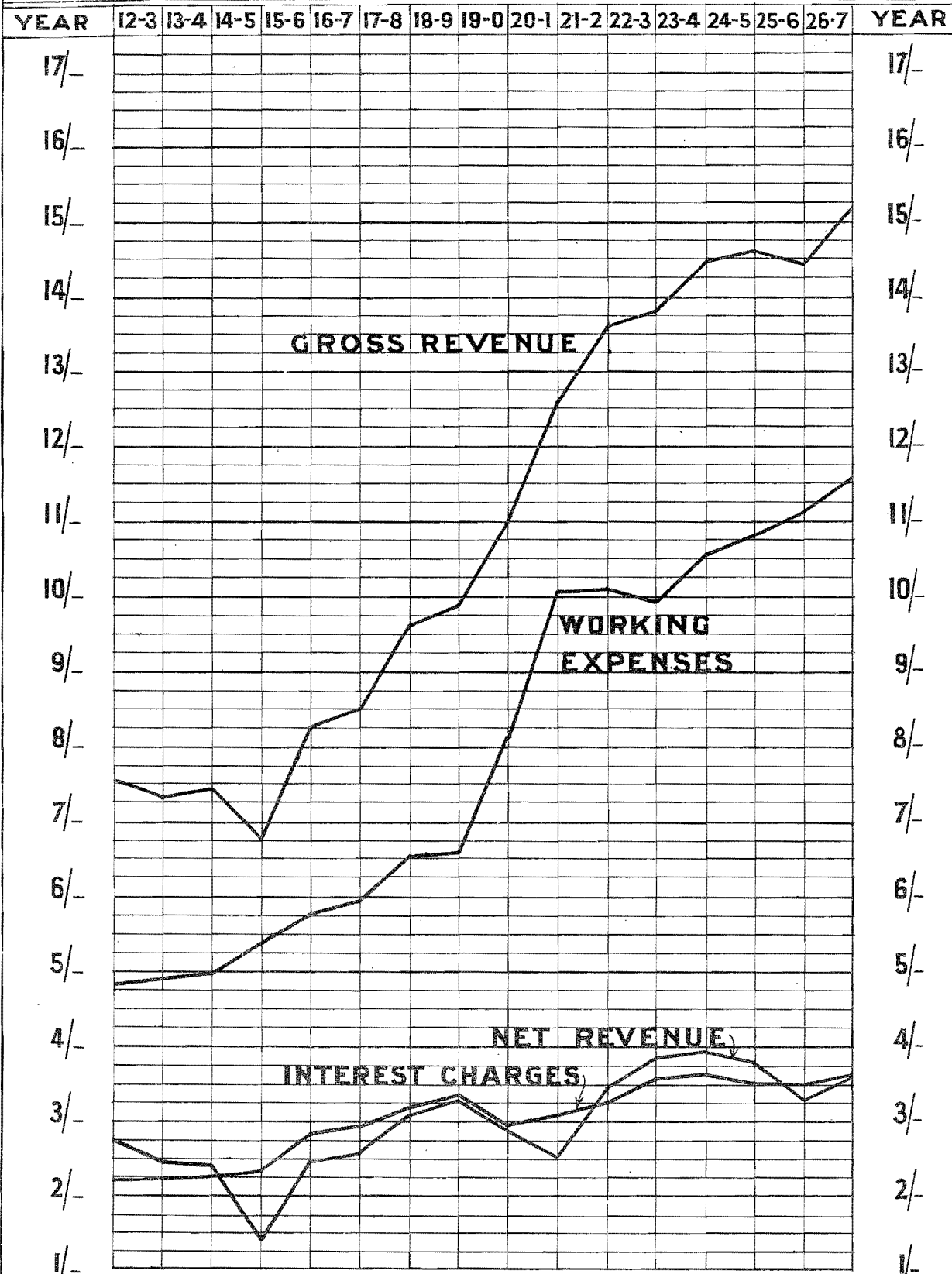
# DIAGRAM N° 4





# DIAGRAM N° 6

## PER TRAIN MILE RUN







MAP  
OF  
**VICTORIA**  
Showing Victorian Government Railways  
(in Red)  
**1927**  
SCALE OF MILES



1927  
 Victorian Railways  
 MAP OF  
**MELBOURNE SUBURBAN LINES**

SCALE OF MILES  
 MILES 0 1 2 3 4 5



# Railway Map OF AUSTRALIA 1927

Showing through connections between West Australia and Queensland. (In Red)

SCALE OF MILES  
0 50 100 150 200 250 300



Distances between Capital Cities via Trans-Australian Railway.

|  |     |            |                                   |     |            |
|--|-----|------------|-----------------------------------|-----|------------|
| Fremantle to Kalgoorlie (W.A.)           | ... | 387 Miles. | Adelaide (S.A.) to Melbourne (V.) | ... | 483 Miles. |
| Kalgoorlie (W.A.) to Port Augusta (S.A.) | ... | 1,051 "    | Melbourne (V.) to Sydney (N.S.W.) | ... | 589 "      |
| Port Augusta to Adelaide (S.A.)          | ... | 259 "      | Sydney (N.S.W.) to Brisbane (Q.)  | ... | 715 "      |

|                                    |     |              |
|------------------------------------|-----|--------------|
| Fremantle to Brisbane              | ... | 3,484 Miles. |
| Brisbane to Cairns                 | ... | 1,043 "      |
| Total Distance—Fremantle to Cairns | ... | 4,527 "      |

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