

1929.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1929.

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

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INDEX.

	Page
COMMISSIONERS' REPORT	3
HEADS OF BRANCHES	49
APPENDICES—	Appendix.
Balance Sheet	I 50-1
Working Expenses and Earnings	2 52
Working Expenses, Abstract of	3 53
Working Expenses and Earnings, Comparative Analysis of	4 54
General Comparative Statement for Last Fifteen Years	5 55-7
Salaries and Wages, Total Amount Paid	6 58
Staff Employed in June, 1927 and 1928	7 58
Total Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of Each Line ; and the Cost of Rolling Stock, General Offices, &c.	8 59-62
Mileage ; Train, Locomotive and Vehicle	9 63
Locomotives, Coaching Stock, Goods Stock and Service Stock on Books	10 64-5
Persons Killed or Injured during last Ten Years	11 66
Statistics ; Passenger, Goods Traffic, &c.	12 67
Railway Accident and Fire Insurance Fund	13 68
Pension or Compensation under Act 767, Employees Entitled to	14 69
Capital Expenditure, Year 1927-28	15 70-2
Newport Power House, Cost of Generating Current	16 73
St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways, Results of Working	17 74
Mt. Buffalo National Park Chalet, Results of Working, &c.	18 75
Road Motor Coach Passenger Service	19 76
Road Motor Goods Service, Melbourne and Geelong	20 76
Rolling Stock, Capacity of	21 77
Reconciliation of the Railway and Treasury Figures relating to Revenue and Working Expenses	22 78-9
New Lines Opened for Traffic	23 80
Mileage of Railways and Tracks	24 81
Railways Stores Suspense Account	25 82
Passenger Traffic and Revenue, Comparative Analysis of	26 83
Goods and Live Stock Traffic and Revenue, Comparative Analysis of	27 84
Capital Expenditure for last Twenty Years	28 85
Date of Opening, Length and Authority for Construction of each Line	29 86-9
Passenger Traffic at Metropolitan and Suburban Stations	30 90-1
Wheat, Principal Loading Stations	31 92-5
Traffic at Each Station	32 96-127
PHOTOGRAPHS, DIAGRAMS, AND MAPS	At end

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1929.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 31st August, 1929.

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, 1929.

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

	Railways.			St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways.			Road Motor Services.			Total.					
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
GROSS REVENUE—															
Earnings	12,974,253	18	9	77,167	19	5	15,136	3	3	13,066,558	1	5			
Amount received in respect of the loss resulting from the working of certain lines of railway, and in respect of certain border railways, <i>vide</i> page 8 ..	190,719	0	0	5,110	0	0	..	..	..	195,829	0	0
	13,164,972	18	9	82,277	19	5	15,136	3	3	13,262,387	1	5			
WORKING EXPENSES	9,739,391	19	8	62,830	5	3	31,236	8	7	9,833,458	13	6			
NET REVENUE	3,425,580	19	1	19,447	14	2	<i>Loss</i>			16,100	5	4	3,428,928	7	11
INTEREST CHARGES and EXPENSES..	..	..	..	..	..	..	..	..	..	3,491,757	7	10
DEFICIT	<u>£62,828</u>			19	11	

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

	Year 1928-29.			Year 1927-28.			Increase. (+) Decrease. (-)		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways—Earnings	12,974,253	18	9	12,617,648	13	7	+	356,605	5 2
„ Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8 ..	190,719	0	0	203,410	0	0	-	12,691	0 0
	13,164,972	18	9	12,821,058	13	7	+	343,914	5 2
St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways ..	77,167	19	5	70,278	7	1	+	6,889	12 4
Amount received in respect of the loss resulting from the working of the Black Rock to Beaumaris Electric Tramway, <i>vide</i> page 8 ..	5,110	0	0	..	..	..	+	5,110	0 0
	82,277	19	5	70,278	7	1	+	11,999	12 4
Road Motor Services	15,136	3	3	61,702	5	10	-	46,566	2 7
Total	13,262,387	1	5	12,953,039	6	6	+	309,347	14 11
Working Expenses—									
Railways	9,739,391	19	8	10,025,829	2	6	-	286,437	2 10
St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways ..	62,830	5	3	61,494	17	11	+	1,335	7 4
Road Motor Services	31,236	8	7	78,812	5	0	-	47,575	16 5
Total	9,833,458	13	6	10,166,136	5	5	-	332,677	11 11
Net Revenue	3,428,928	7	11	2,786,903	1	1	+	642,025	6 10
Interest Charges and Expenses ..	3,491,757	7	10	3,340,612	6	8	+	151,145	1 2
Deficit	£62,828	19	11	£553,709	5	7	-	£490,880	5 8

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

	Year 1928-29.	Year 1927-1928.	Year 1926-1927.	Year 1925-1926.
Average Mileage of Railways operated ...	4,698	4,661	4,627	4,526
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	3,573,953	3,437,876	3,380,932	3,343,344
" Suburban	7,441,216	7,374,517	7,358,600	7,311,755
Mixed	2,176,995	2,205,345	2,213,451	2,225,038
Goods (including Live Stock)	4,787,055	4,677,190	5,077,766	4,695,410
Total	17,979,219(a)	17,694,928(a)	18,030,749(a)	17,575,547(a)
Number of Passenger Journeys {Country	8,161,894	8,181,235	9,083,149	9,464,911
{Suburban	152,840,373	156,393,635	160,154,499	158,589,397
Tonnage of Goods	7,579,765	7,450,745	8,048,488	8,128,905
Tonnage of Live Stock	607,323	661,216	586,435	599,591
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 2,405,387	£ 2,493,773	£ 2,714,002	£ 2,688,060
" " Petrol Rail Motors	48,213	46,186	46,914	44,557
" Suburban	2,768,160	2,818,489	2,879,642	2,693,187
" " Petrol Rail Motors	464	327	474	...
Parcels, &c.	511,299	518,935	524,314	506,249
" " Petrol Rail Motors	6,928	6,599	8,581	7,593
Horses, Carriages, and Dogs	38,482	41,215	45,260	40,661
Mails	92,104	89,859	85,195	90,248
Total	5,871,037	6,015,383	6,304,382	6,070,555
Goods, &c., Business.				
Goods	5,427,821	4,893,277	5,519,649	4,773,655
Live Stock	664,729	711,909	649,743	640,357
Minerals	159,132	158,515	174,704	151,439
Total	6,251,682	5,763,701	6,344,096	5,565,451
Other Services.				
Dining Car Services	29,132	31,542	28,478	25,807
Refreshment Services	424,886	440,386	448,153	413,736
Advertising	54,462	50,686	43,778	36,987
Bookstalls	82,338	84,087	81,840	67,855
Total	590,818	606,701	602,249	544,385
Electrical Power	38,574	35,204	58,157	145,026
Rentals	149,118	145,089	141,503	156,546
Miscellaneous	204,159	211,208	202,047	189,098
Repayment by the State Coal Mine of portion of subsidies paid in previous years	59,585	43,773	...	...
Total	13,164,973	12,821,059	13,652,434	12,671,061
Per mile of Railway worked	2,802	2,751	2,951	2,800
Per traffic train mile	14s. 7'74d.	14s. 5'89d.	15s. 1'72d.	14s. 5'03d.
WORKING EXPENSES.				
Transportation Branch	£ 2,604,729	£ 2,673,518	£ 2,822,524	£ 2,701,124
Way and Works Branch	1,917,936	2,109,404	2,276,601	1,928,597
Rolling-Stock Branch—Operating Expenses	1,760,918	1,837,204	1,914,543	1,821,763
" " Repairs and Renewals	1,567,247	1,572,677	1,582,378	1,520,727
" " Repayment to Capital Account in respect of accrued depreciation on Rolling-Stock and of Rolling-Stock withdrawn from service	250,000	250,000	250,000	50,000
" " Payment into Rolling-Stock Replacement Fund ... ..	...	...	...	200,000
Electrical Engineering Branch	357,010	355,770	410,671	466,770
Miscellaneous Operations	481,537	493,011	484,281	452,755
General Expenses	240,212	248,374	256,214	238,621
Stores Branch	141,094	111,706	90,180	80,162
Payment into Railway Accident and Fire Insurance Fund	31,724	31,301	62,757	65,945
Repayment by the State Coal Mine of amount paid towards the cost of reconditioning the McBride tunnel ... ..	...	...	Cr. 37,268	...
Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge	16,666	...	...	...
TOTAL WORKING EXPENSES (exclusive of Pensions, Superannuation, &c.)	9,369,073	9,682,965	10,112,881	9,526,464
Per mile of Railway worked	1,994	2,077	2,186	2,105
Per traffic train mile	10s. 5'07d.	10s. 11'33d.	11s. 2'61d.	10s. 10'09d.
Percentage of Gross Revenue	71'17	75'52	74'07	75'18
Pensions and Superannuation Fund	366,899	335,950	293,680	238,108
Border Railways Adjustment and Repayment to Capital Account in respect of the Fyansford Line	3,420	6,914	2,125	2,971
Total Working Expenses	9,739,392(b)	10,025,829(b)	10,408,686(b)	9,767,543(b)
Per mile of Railway worked	2,073	2,151	2,250	2,158
Per traffic train mile	10s. 10'01d.	11s. 3'98d.	11s. 6'54d.	11s. 1'38d.
Percentage of Gross Revenue	73'98	78'20	76'24	77'09
Net Revenue				
Per mile of Railway worked	729	600	701	642
Per traffic train mile	3s. 9'73d.	3s. 1'91d.	3s 7'18d.	3s. 3'65d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

Gross Revenue of the Railways.

The Gross Revenue of the Railways (excluding the Electric Tramways and the Road Motor Services) amounted to £13,164,973, which is an increase of £343,914 as compared with the revenue earned in the preceding year, viz., £12,821,059, or equivalent to an increase of 2·68 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 ... ..	...	...	88,385	3·54
" Rail Motor Services	2,027	4·39	...	...
Suburban ... ..	...	...	50,330	1·79
" Rail Motor Services	137	41·90	...	...
Dining Car Services ... ..	...	...	2,410	7·64
Refreshment Services ... ..	...	...	15,500	3·52
Advertising	3,776	7·45	...	...
Bookstalls ... ..	...	...	1,749	2·08
Parcels, &c. ... ..	...	...	7,636	1·47
" Rail Motor Services	329	4·99	...	...
Horses, Carriages, and Dogs ... ..	...	...	2,733	6·63
Mails	2,245	2·50	...	...
Goods	534,544	10·92	...	...
Live Stock ... ..	...	...	47,180	6·63
Minerals	617	·39	...	...
Electrical Power	3,370	9·57	...	...
Rentals	4,029	2·78	...	...
Miscellaneous	5,642	72·35	...	...
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 ... ..	...	...	12,691	6·24
Repayment by the State Coal Mine of portion of subsidies paid in previous years	15,812	36·12	...	...
Total	572,528	...	228,614	
Net Increase	£343,914			

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 14s. 7·74d., as compared with 14s. 5·89d. 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, 1929:—

Year.	Revenue per traffic train mile.	
	s.	d.
1925-26	14	5·03
1926-27	15	1·72
1927-28	14	5·89
1928-29	14	7·74

Working Expenses of the Railways.

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

The percentage of Working Expenses (excluding Electric Tramways, Road Motor Coaches, and Road Motor Goods Services, Pensions, Superannuation, &c.) to Gross Revenue was 71·17 by contrast with 75·52 in the preceding year, and 74·07 in 1926-27.

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, 1929, involved the payment to South Australia of the sum of £2,662, 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 £6,906 in respect of the first nine years had been charged to Working Expenses and credited to Capital Account, at 30th June, 1928, and a sum of £758 was similarly dealt with in 1928-29.

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 4.61 per cent. of the total loan liability, as compared with 3.80 in 1927-28.

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 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> pages 10 and 11) ...	193,167	0	0
The sum paid to South Australia in respect of the operation of certain border railways (as referred to on page 7)	2,662	0	0
The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament	8,536	0	0
The loss incurred in connexion with the reduction of 10 per cent. in freight charges for certain classes of Agricultural produce	203,000	0	0
Total	<u>£407,365</u>	<u>0</u>	<u>0</u>

Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £175 in respect of the St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways, was £31,900.

Pensions and Gratuities.

The amount paid in pensions and gratuities (to ex-employees or to their dependent relatives) was £209,129, a decrease of £3,951 as compared with the preceding year, in which £213,080 was paid.

At 30th June, 1929, the number of employees still in the Service entitled to either pension or compensation on retirement was 27. By contrast with 30th June, 1928, this represents a decrease of 15, *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.

Payments under the latter Act for the year ended 30th June, 1928, amounted to £122,870, and for the year ended 30th June, 1929, to £157,770, an increase of £34,900.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1928, was 73,160,795 8 8 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	439,342	18	10
Additions and Improvements to—			
Way and Works	607,578	0	3
Rolling-stock	124,729	13	10
Total Increase in Expenditure on Capital Account	<u>1,171,650</u>	<u>12</u>	<u>11</u>
so that the total expenditure charged to Capital Account at 30th June, 1929, was	<u>£74,332,446</u>	<u>1</u>	<u>7</u>

Loan Funds.

	£	s.	d.
At 30th June, 1928, the total liability in respect of Current Loans was	73,419,565	11	5
and during the year the additional amount allocated was	1,101,218	0	0
	<u>74,520,783</u>	<u>11</u>	<u>5</u>
Less amount of Railways Sinking Fund applied in reduction of Loan Liability	214,286	6	3
so that the total liability, at 30th June, 1929, in respect of Current Loans was	<u>£74,306,497</u>	<u>5</u>	<u>2</u>
	£	s.	d.
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1928, to	70,685,634	16	8
and as this amount was increased during the year ended 30th June, 1929, by	£ 1,100,000	s. 0	d. 0
Less amount of Railways Sinking Fund applied in reduction of Loan Liability	214,286	6	3
	<u>885,713</u>	<u>13</u>	<u>9</u>
the total proceeds of Loans at 30th June, 1929, were	<u>£71,571,348</u>	<u>10</u>	<u>5</u>
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	<u>£1,218</u>	<u>0</u>	<u>0</u>

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans amounted to	3,484,998	14	4
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	6,758	13	6
The debit for Interest Charges and Expenses for the year 1928-29 was therefore	<u>£3,491,757</u>	<u>7</u>	<u>10</u>
which represents an increase of £51,145 as compared with the debit for the previous year.			

Non-Interest Bearing Funds.

	£	s.	d.
At 30th June, 1928, the amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., on which interest is not charged, was	4,056,928	19	5
and further moneys were provided during the year out of Consolidated Revenue as shown hereunder—			
Expenditure under Division 87 of the Appropriation Act	122	0	0
Expenditure under Division 89 of the Appropriation Act	8,014	0	0
Railways Sinking Fund in Reduction of Loan Liability	214,286	6	3
	<u>4,279,351</u>	<u>5</u>	<u>8</u>
<i>Deduct</i> —Amount credited to the “Developmental Railways Account”	862	8	6
The total amount so provided as at 30th June, 1929 (<i>vide</i> Appendix No. 1), was therefore	<u>£4,278,488</u>	<u>17</u>	<u>2</u>

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
Dunkeld to Peshurst (dismantled) ...	15·87	£50,000
Canterbury Loop Line (dismantled) ...	0·21	130,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Lancefield to Kilmore (dismantled) ...	18·10	
Geelong Race-course Line (dismantled) ...	1·96	
Totals	41·85	293,190
Surveys for lines not constructed ... ..	...	442,482
Grand Total ... ..	...	£735,672

Non-Paying Lines.

The operation of the following lines for the twelve months ended 28th February, 1929, after the payment of Working Expenses and Interest Charges, resulted in a loss of £200,293. 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 £193,167, as shown hereunder.

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1929.
Alberton to Won Wron	£3,661
Annuello to Robinvale	5,809
Bairnsdale to Orbost	18,036
Beeac to Newtown	5,903
Benalla to Tatong	3,859
Ben Nevis (Crowlands) to Navarre	29
Bittern to Red Hill	3,736
Black Rock to Beaumaris	9,110
Cavendish to Toolondo	4,657
Colac to Crowes	13,320
Elmore to Cohuna	1,032
Eltham to Hurstbridge	6,886
Ferntree Gully to Gembrook	14,347
Fawkner to Somerton	7,798
Goroke to Carpolac (Morea)	1,786
Heywood to Puralka (Mumbannar)	6,847
Hopetoun to Patchewollock	5,166
Jeparit to Lorquon	80
Kerang to Murrabit (Gonn Crossing)	4,947
Kooloonong (West Narrung) to Yungera	2,275
Koo-wee-rup to Strezlecki (McDonald's Track)	17,567
Linton to Skipton	3,713
Lorquon to Yanac-a-Yanac	113
Manangatang to Annuello (Bryden's Tank)	1,085
Marnoo to Bolangum (Wallaloo)	348
Merbein to Yelta (Abbotsford)	1,718
Moe to Walhalla	3,424
Nandaly to Kulwin	2,216
Neerim South to Noojee (Toorong River)	6,117
Newport to Altona	1,180
Noradjuha to Toolondo	1,175
Ouyen to Murrayville	8,258
Piangil to Kooloonong (Pine Tank)	4,255
Rainbow to Yaapeet	557
Redcliffs to Werrimull (Millewa North)	4,272
Rushworth to Girgarre (Stanhope North)	598
Sea Lake to Nandaly	1,454
Tallangatta to Cudgewa	13,267
Wangaratta to Whitfield	5,087
Werrimull to Meringur (The Hut)	3,498
Won Wron to Woodside	1,107
Carried forward	£200,293

NON-PAYING LINES—continued.

Line.					Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 18th February, 1929.
Brought forward	..	..	..	..	£200,293
<i>Less Profits earned in previous years :—</i>					
Ben Nevis (Crowlands) to Navarre	..	..	..	..	£29
Elmore to Cohuna	..	..	..	..	714
Jeparit to Lorquon	..	..	..	..	80
Rainbow to Yaapeet	..	..	..	..	557
Ouyen to Murrayville	..	..	..	..	246
					£1,626
<i>Less Amounts Guaranteed :—</i>					
Black Rock to Beaumaris (Guarantor, Sandringham City Council)	..	..	..	..	£4,000
Fawkner to Somerton (Guarantor, Broadmeadows Shire)	..	..	..	..	1,500
					5,500
					7,126
TOTAL	..	..	..	..	£193,167

NOTE.—The Capital cost of certain of the non-paying lines includes the amounts shown hereunder upon which no interest is chargeable.

Line.	Amount.	Funds to which Expenditure was Charged.
	£	
Hopetoun to Patchewollock	8,685	Developmental Railways Account
Kooloonong (West Narrung) to Yungera	12,000	Developmental Railways Account
Moe to Walhalla	30,000	Surplus Revenue Act
Moe to Walhalla	22,383	Public Works Votes
Won Wron to Woodside	49,633	Developmental Railways Account

New Lines of Railways.

During the year 3·26 route miles of new railways were opened for traffic, and at 30th June, 116¼ miles were in course of construction. 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.	
	1929.	1928.	1928-29.	1927-28.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,699·02	4,696·76	4,697·78	4,661·31
Track Mileage	5,058·99	5,054·29	5,057·00	5,018·84
Sidings	1,021·92	1,011·54	1,016·61	1,007·37
Electric Tramways—				
Route Mileage	9·9	9·79	9·79	9·79
Track Mileage	17·18	17·18	17·18	17·18
Sidings	1·40	1·40	1·40	1·40

St. Kilda and Brighton Electric Tramway.

The results of operating the St. Kilda and Brighton Electric Tramway, as contrasted with those of the preceding year, are embodied in Appendix No. 17; the principal items being as follow:—

		Year 1928-29.		Year 1927-28.
Number of Passengers ...	...	5,380,698	...	5,561,619
		£		£
Gross Revenue ...	...	56,513	...	55,202
Working Expenses ...	...	49,728	...	46,661
Net Revenue ...	...	6,785	...	8,541
Interest Charges ...	...	9,644	...	9,525
Net Result ...	...	Loss £2,859	Loss	£984

The additional loss on the year's working was due to the necessity for reconditioning the track in 1928-29.

The Capital Expenditure at 30th June, 1929, on account of				£
the construction of the line was ...	...	...	...	133,012
and of rolling-stock ...	...	...	...	68,896
or a total of ...	...	...	...	<u>£201,908</u>

Sandringham to Beaumaris Electric Tramway.

A comparison of the results of the operation of this Tramway with those of the preceding year appears in Appendix No. 17, and the chief items are shown hereunder:—

		Year 1928-29.		Year 1927-28.
Number of Passengers ...	...	1,606,685	...	1,716,524
		£		£
Gross Revenue ...	...	16,987	...	17,076
Working Expenses ...	...	13,102	...	14,834
Net Revenue ...	...	3,885	...	2,242
Interest Charges...	...	6,800	...	6,817
Net Result ...	...	Loss £2,915	Loss	£4,575

The Capital Expenditure at 30th June, 1929, on account				£
of the construction of the line was ...	...	...	...	102,237
and of rolling stock ...	...	...	...	31,842
or a total of ...	...	...	...	<u>£134,079</u>

Finance.

The financial result of the operations of the Department was, as has been stated earlier in this Report, a deficit of £62,829.

The year opened with very bright prospects. An abundant harvest appeared to be almost assured, and there was every indication that the depression, the effects of which were so pronounced in the previous year, had lifted. The revenue to be derived from all sources was estimated at £13,869,250, and the Working Expenses at £10,436,098.

Shortly after the commencement of the year it became evident from the seasonal conditions that the wheat harvest would be considerably below that which had been anticipated and on which the revenue estimate had been based. The financial situation almost immediately became very difficult. The revenue seriously declined as compared with the estimate and the decline, which was accentuated by industrial troubles, continued, practically without cessation, to the end of the year. The actual revenue was £606,000 less than the estimate, and, while it was £309,000 more than that of the previous year—1927-28—it was (excluding the State Mine recoup) £558,000 less than 1926-27 revenue. These wide fluctuations give an indication of the difficulties which we have encountered, and they have been to us the occasion of much anxious thought. Drastic reductions have been imperative to enable us to adjust the expenditure to the falling revenue, and we have been forced to the unpleasant necessity of deferring much work of a desirable character and of substantially reducing the maintenance expenditure, but, in so far as maintenance is concerned, only to the extent that is consistent with safety.

It is perhaps desirable to stress this statement, and we therefore specifically say that nothing which has been done or omitted to be done has encroached upon the margin of safety.

The fundamental cause of the financial difficulties with which the Department is now faced is the transfer of a large volume of the passenger and the higher rated goods traffic to the road.

The graph on page 15 relating to the country passenger traffic illustrates the position clearly. Notwithstanding the increase in the population of the State, the increase in the mileage of railways opened for traffic and the betterment in the speed and comfort of the services, this traffic has steadily and almost uninterruptedly declined since the year 1919-20, due undoubtedly to the increasing use of private motor cars and to an extent to the operations of service cars. The graph relating to the suburban passenger traffic (page 16) is an unsatisfactory one, although not as markedly so as that relating to the country traffic, but the curve has now a distinctly downward trend. The graph of the goods and live stock traffic (page 17), comprising as it does so much low grade traffic, does not disclose the disadvantages to which the Department is subjected in the higher rated classes, but these disadvantages are now of a serious character.

The low rated classes of traffic, particularly those from which the earnings are scarcely sufficient to pay the cost of their haulage, are left with the railways, but competition for the higher rated classes is active, and, owing to the conditions under which the railways are bound to operate, it is successful to a considerable extent, and it is on the higher rated classes that the Department depends to make good the overall losses which the low grade traffic involves. A careful and conservative computation leads us to conclude that the railway traffic during the year 1928-29 to which this Report refers, suffered to the extent of over 80,000 tons of goods in the high rated classes.

The loss of revenue entailed by the loss of the traffic referred to, viz., passenger traffic to both private and service cars, and goods traffic to road motor operators, can only be roughly estimated, because essential information is not available; but in no circumstances can this loss be estimated at less than £1,000,000 per annum, and we are of opinion that an estimate of £1,500,000 per annum would be more nearly accurate than the lower amount.

It appears to us to be merely axiomatic to say that the railway services are indispensable to the primary industries, and that without those industries the community cannot continue to exist at its present standard. The railways must therefore be operated and maintained, but, owing to the loss of earning power due to the transfer to the road of the traffic to which we have referred, the revenue is not now sufficient to meet the necessary expenditure on operating and maintenance and the interest charges. The difficulty cannot be met by increasing fares or the freight rates on the high rated classes of goods, because any considerable increase would tend to drive more traffic away and involve further revenue losses, while an increase in the low rated classes would place a further burden on primary production. Operating expenses cannot be appreciably reduced while the present rates of pay and conditions of work continue, and the present standard of services is maintained, and as any reduction in the standard of services would involve the loss of more traffic to the road, the prospect of reducing

expenditure in that direction is negligible. The limits within which maintenance expenditure can be reduced are very narrow, because the high standard of services which are required to meet the road competition necessitates a high standard of maintenance. The outlook at present is therefore far from satisfactory, because it is quite clear, given that the railways must be continued in operation, that if the patronage accorded to them is not enough to enable them to earn a revenue sufficient to meet all working costs and interest, the shortage must be passed on as an additional burden to the general taxpayer.

Under the heading Report of Royal Commission we have made reference to the recommendation that the capital of the railways should be reduced by the sum of approximately £12,000,000, also to the strong necessity of establishing Depreciation and Reserve Funds, while in the section of this report relating to the Rolling-stock Branch we have again laid strong emphasis on the necessity to embark upon a complete scheme for installing automatic couplers and to reduce the conversion period to a minimum.

Commonwealth and States Financial Agreement.

As a result of the financial agreement entered into between the Commonwealth and the whole of the States, which agreement was ratified by Victoria by Act 3554, which came into force on the 30th December, 1927, a Sinking Fund entitled "The National Debt Sinking Fund" has been established with the object of liquidating loans existing when the agreement was executed.

The provisions of the agreement became temporarily effective during the two years from 1st July, 1927, to 30th June, 1929, the reason for their temporary character being that an amendment of the Constitution was necessary to allow of the agreement being validated. That having been done, the agreement became permanently effective.

The agreement provides for the payment, in respect of each £100 of loan debt existing at 30th June, 1927, of 5s. by the State and 2s. 6d. by the Commonwealth. The accumulation of these sums during the two years ended 30th June, 1929, together with interest thereon, amounted to £556,464 14s. 2d. There have been repurchased or redeemed from those moneys securities to the face value of £365,816 15s. 11d., and there was at that date cash available for the like purposes to the amount of £192,132 6s. These two amounts total £557,946 1s. 11d., and that sum may accordingly be regarded as a set-off against the loan liability of the Department. The amount payable by the State to the National Debt Sinking Fund is not charged against the Railway revenue.

Prior to the establishment of the "National Debt Sinking Fund" there was in operation a sinking fund established under the provisions of Acts Nos. 3309 and 3491, the amount in the fund at 30th June, 1927, being £214,286 6s. 3d. This sum has been applied towards the reduction of the Department's liability and has been shown accordingly in our accounts.

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

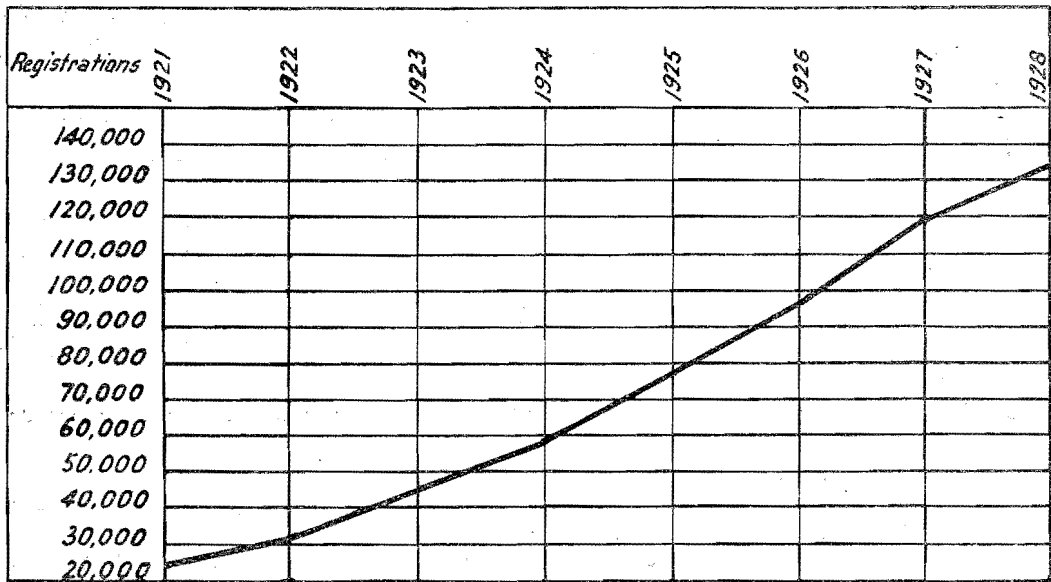
Details of the passenger business during the year, as compared with that of the preceding twelve months, are given in Appendix No. 26, but for ready reference a summary is set out hereunder:—

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1927-28.	Year 1928-29.	Year 1927-28.	Year 1928-29.	Year 1927-28.	Year 1928-29.
Total number of journeys	8,181,235	8,161,894	156,393,635	152,840,373	164,574,870	161,002,267
Revenue	£2,540,286	£2,453,600	£2,818,489	£2,768,624	£5,358,775	£5,222,224

COUNTRY PASSENGER TRAFFIC.

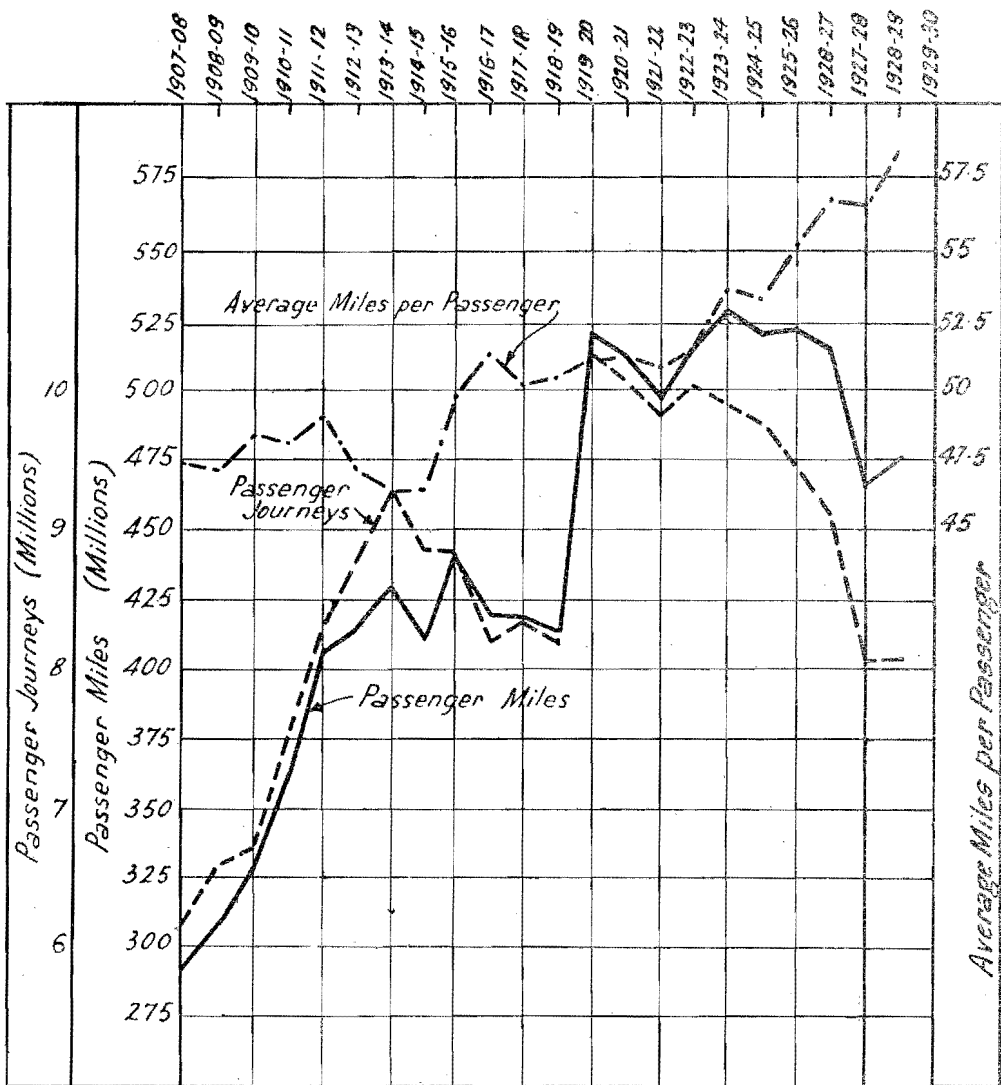
There was a continuance during 1928-29 of the decline in country passenger traffic, to which reference has been made in previous reports. The decrease in the number of passenger journeys was not so marked as in previous comparisons, but this cannot be taken as indicating that road competition is generally less acute, as the figures for 1928-29 embrace a class of traffic for which there was previously no parallel, viz., Sunday trains to Geelong, Ballarat, Bendigo, Daylesford, and Stony Point.

The new registrations of automobiles and commercial vehicles (buses and trucks) in 1928 amounted to over 31,000, and the following graph shows the growth in the number of such vehicles since 1921.



The following graph indicates the trend of the country passenger business since 1907-08. In that year the number of passenger journeys was 6,171,107, and this figure rose to a maximum of 10,263,863 in 1919-20, but has now fallen to 8,161,894.

COUNTRY PASSENGER TRAFFIC, 1907-08 TO 1928-29.



It will be seen that the number of passenger journeys increased rapidly and consistently from 1907-08 until the outbreak of the war, after which it evinced a fairly substantial decline until 1919-20.

During the past nine years, however, there has been an almost steady retrogression in the number of country passengers, due to the increasing use of privately-owned motor cars, and to a lesser extent, of service cars. In the last two years the decrease has been accentuated by the financial depression, and owing to this combination of causes the number of passenger journeys in the year just closed was less than in 1911-12.

Reference to the graph will show that the average number of miles travelled per passenger has shown a fairly steady advance from 47.37 miles in 1907-08 to 58.2 in 1928-29. 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.

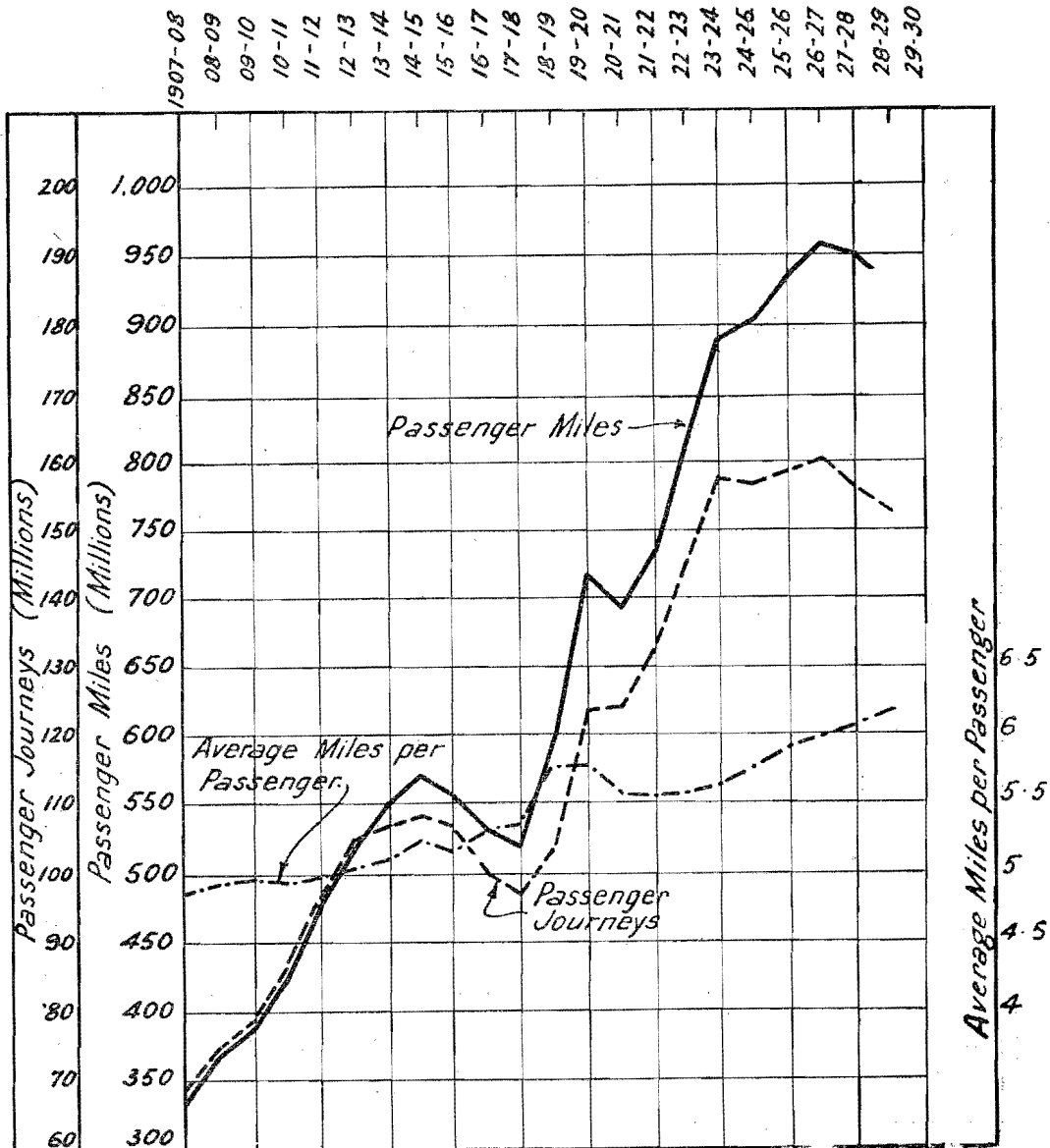
As a result of the increase in the average haul, the passenger miles, which represent the equivalent number of passengers carried for one mile, show more favorably on the graph than the passenger journeys. But even the passenger miles show a retrogression since 1923-24, and were less in the year just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

SUBURBAN PASSENGER TRAFFIC.

Compared with the previous year's results, there was a decrease last year in suburban passenger journeys of 3,553,262. This is attributable to the more acute financial depression, coupled with industrial disputes in important industries, to the increasing use of private motor cars, and to some slight diversion of traffic to electric tramways.

In the graph hereunder is depicted the very great development in the suburban passenger traffic which has taken place since the year 1907-08, when the number of passenger journeys amounted to 68,730,318, until it reached 160,154,499 in 1926-27, with a fall to 152,840,373 in 1928-29.

SUBURBAN PASSENGER TRAFFIC, 1907-08 TO 1928-29.



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 next three years this class of traffic was almost stationary, and it has shown a reduction in the last two years. 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.

No doubt, however, the decrease in both of the two last years was contributed to by the financial depression.

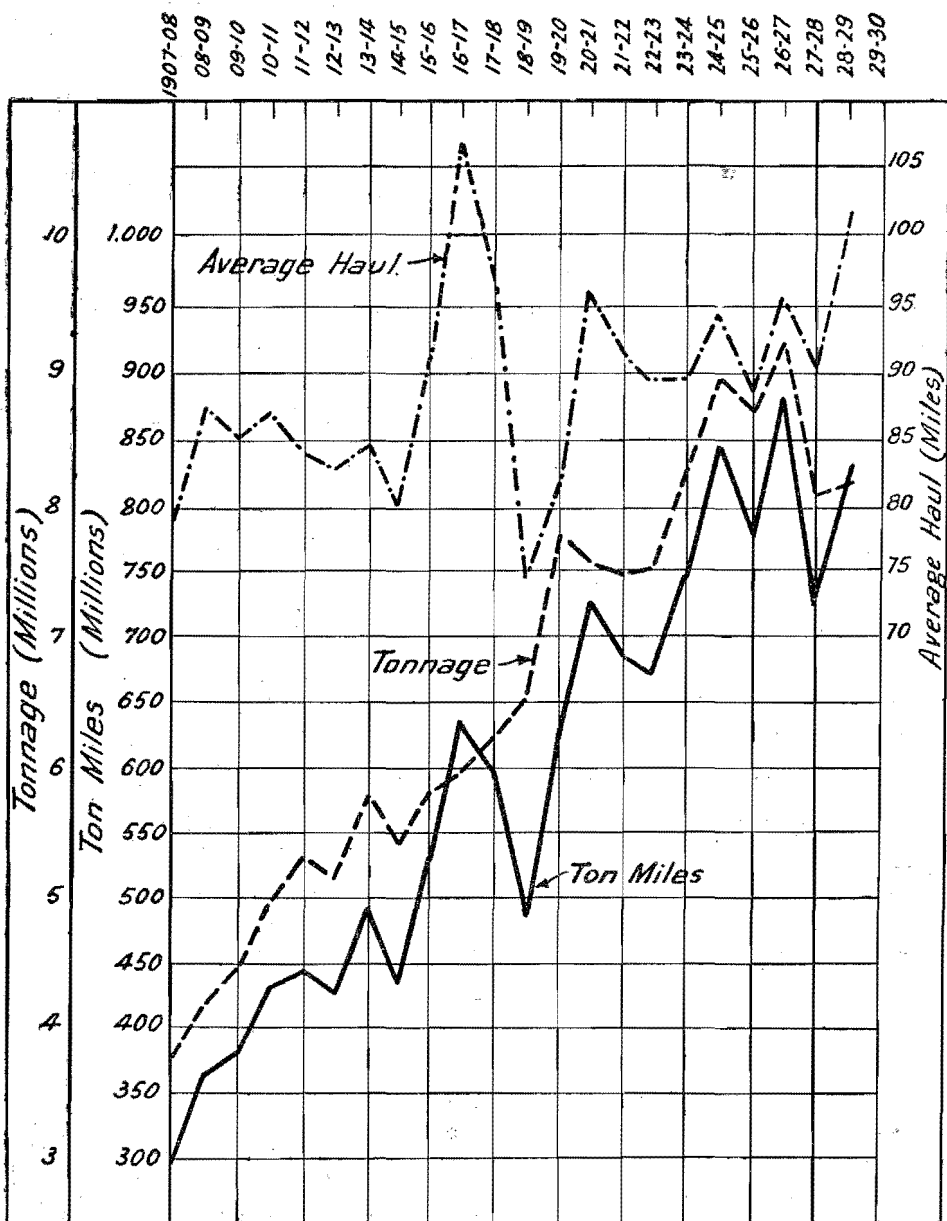
A gratifying feature of the suburban business is the increase in patronage from the more distant suburbs, which is encouraged by the fast, frequent, and comfortable train services made possible by electric traction.

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 1907-08 to 6.18 in 1928-29. As a result of the greater average length of journey, the suburban passenger miles rose from 333,345,284 in 1907-08 to 959,402,370 in 1926-27, and 945,469,283 in 1928-29. Judged from this standpoint, the suburban passenger traffic is maintaining fairly well the substantial increase which has occurred since the electrification of the system.

Goods and Live-stock Traffic.

The following graph illustrates the enormous expansion in the goods and live-stock business of the Department since 1907-08, whether viewed in relation to the tonnage carried or the ton mileage, i.e., the equivalent number of tons carried one mile:—

Goods and Live Stock Traffic 1907-8 to 1928-29.



The increase in 1928-29 over 1907-08 in the paying tonnage carried (3,754,861 to 8,187,088) is equivalent to 118 per cent., while that in the ton miles (296,464,980 to 834,604,712) is equivalent to 181 per cent.

This growth of business, however, possesses the very unsatisfactory feature that of recent years there has been a decline in the volume of traffic in the higher-rated goods. Figures which indicate the serious extent of this development are given under the heading of "Road Motor Services" on page 46. The decrease in the tonnage of such goods is due to the fact that the road competition is practically confined to goods of the higher classes, to which the railways look for a margin of profit to counteract the exceedingly low charges on soil fertilizers, primary products, &c.

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 the average haul as well as the tonnage carried. The average haul, 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 (173.7 miles in 1928-29) is substantially more than that of all other classes of goods traffic combined (101.9 miles in 1927-28).

The average haul of wheat is itself the subject of appreciable variation. In 1926-27, wheat on an average was hauled 173.1 miles, as compared with 146 miles in 1927-28. It rose again to 173.7 miles in 1928-29. This substantial decrease in 1927-28 is attributable to the fact that the shortage in rainfall in that season was most pronounced in the remoter portions of the State.

It will be noticed that, in the year just closed, the average haul of all classes of goods and live-stock was 101.9 miles, and was thus greater than in any year except 1916-17, when the figures were affected by a record in the quantity of wheat carried.

Train Mileage, Train Loads, &c.

The total train mileage (including assistant engine, light engine, and locomotive coal mileage) for the year was 19,009,349, an increase of 386,731 by comparison with 1927-28.

In the goods train mileage there was an increase of 206,565, due to the improved wheat harvest as compared with the previous year.

The country passenger train mileage increased by 99,963, due to the institution of Sunday train services on the Ballarat, Geelong, Bendigo, Daylesford, and Stony Point lines, and to the additional week-day services on the Geelong line, to which reference is made under a separate heading. The petrol rail motor mileage increased by 57,497, consequent on the provision of new services.

The mixed train mileage was decreased by 28,624 due to alterations in services, and to the substitution of a petrol rail motor on the Coleraine line.

There was an increase of 55,909 suburban electric train miles, due to the opening of the Darling-Eastmalvern section, and to improved services on other 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:—

—		1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.
Percentage of actual to authorized load over ruling grade	Mixed ..	71	71	70	70	70	68
	Goods ..	84	83	82	81	80	80
Average gross tonnage per traffic train mile	Passenger ..	209*	216	220	219	218	207
	Mixed ..	204*	207	208	210	209	212
	Goods ..	347*	394	388	395	391	404
Average goods and live-stock tonnage per loaded truck mile	.. ..	8.7	8.9	8.2	8.8	8.3	8.7

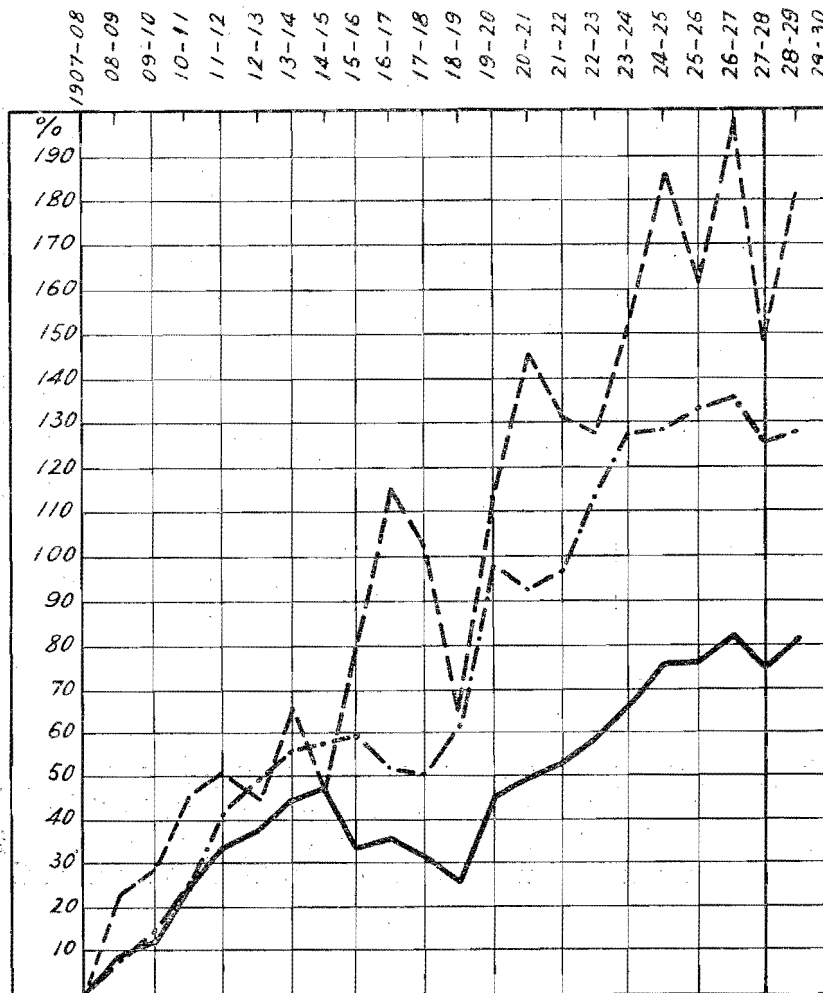
	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	
Average goods and live-stock tonnage per loaded truck mile during peak period (January to April inclusive)	9.3	9.8	8.9	9.5	8.8	9.8	
Average miles per truck per day during peak period (January to April inclusive) ..	27.0	31.0	27.6	30.1	26.7	28.9	
Number of passengers carried per passenger and mixed train mile, including rail motor mileage	Country ..	121.95	118.40	117.37	115.18	102.53	101.90
	Suburban ..	128.09	125.75	128.20	130.38	129.01	127.06

* Assistant and Light mileage 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 of the consequent necessity for scheduling regular goods trains, irrespective of the loading offering.

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 1907-08, in Train Mileage by Contrast with that in Traffic.

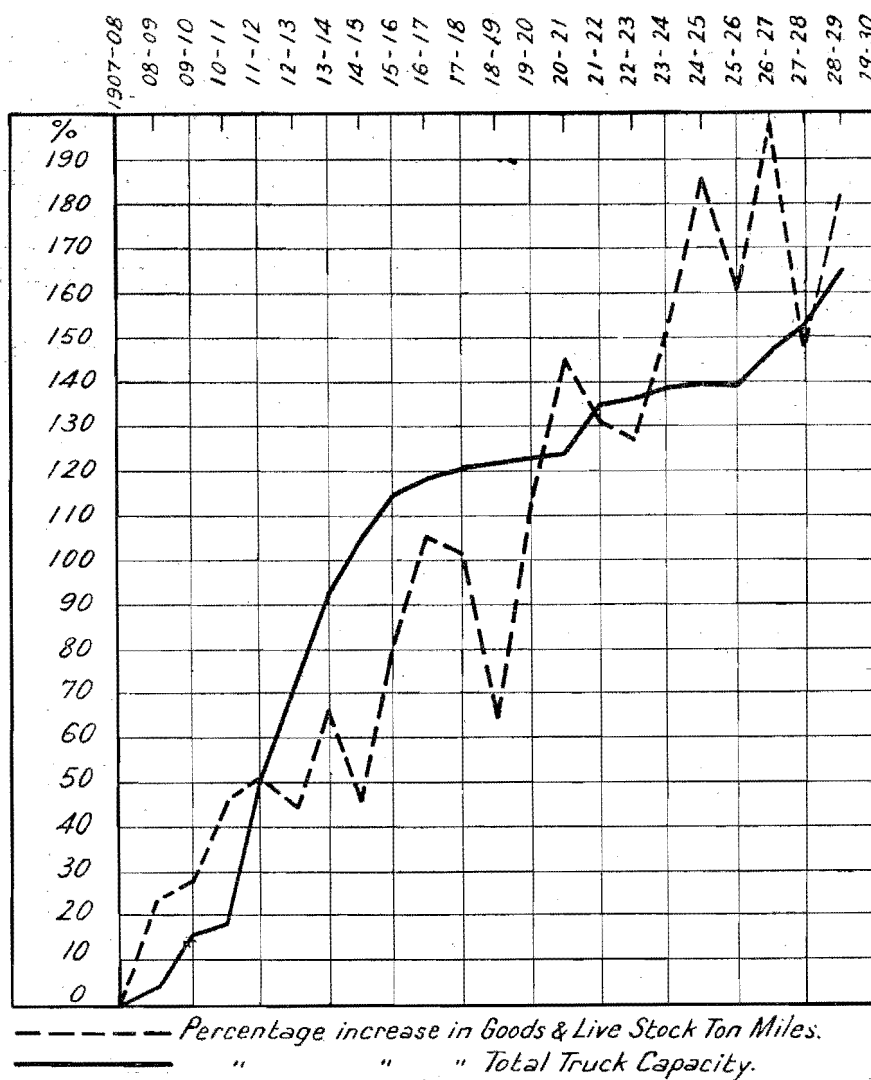


— Percentage increase in Train Mileage (adjusted from 1924-25 onwards to include Assistant & Light Mileage to preserve comparison with former years.)
 - - - - - Percentage increase in Goods Ton Miles.
 - - " " " Passenger Miles.

In the period of 22 years covered by a comparison between 1907-08 and 1928-29, the goods business increased by 181.52 per cent., and the passenger traffic by 127.04 per cent., yet the increase in train mileage was equivalent to only 80.09 per cent.

This striking comparison shows that much has been achieved. 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 1907-08, in Goods and Live Stock Ton-milage, by Contrast with that in Total Truck Capacity.



The graph shows that in 1928-29 the increase in the goods business, over that of 1907-08, as represented by the increase of 181.52 per cent. in the ton-miles, was carried with an increase in the total truck capacity of 165.55 per cent. This indicates graphically the result of the endeavours made to obtain the best use from the available rolling-stock.

The Wheat Harvest.

The wheat yield for the 1928-1929 season was 46,818,833 bushels, while the quantity transported by rail from the producing districts for the financial year amounted to 13,242,079 bags.

The corresponding figures for preceding years were :—

Period.	No. of Bushels Produced.	No. of Bags of Wheat carried by Rail from Country Districts.
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
1927-28	26,160,814	6,709,149
1928-29	46,818,833	13,242,079
Record Years ..(1915-16)	58,521,706	(1916-17) 18,461,822

During the year 8,072,043 bags (including 367,484 from Portland) were exported, as compared with 1,561,979 bags in 1927-28.

At 30th June last the quantity of grain stacked at the seaboard and in the country was 2,346,299 bags. This is contrasted below with the figures for the previous three years :—

	Number of Bags of Wheat Stacked at 30th June—			
	1926.	1927.	1928.	1929.
At or in the vicinity of Williamstown	265,248	126,760	374,571	312,227
At or in the vicinity of Geelong	57,652	169,483	151,658	574,879
At country stations	852,904	1,302,207	1,082,486	1,459,193
Totals	1,175,804	1,598,450	1,608,715	2,346,299

In Appendix No. 31 particulars are given of the number of bags of wheat despatched from the principal wheat loading stations during each of the last six financial years.

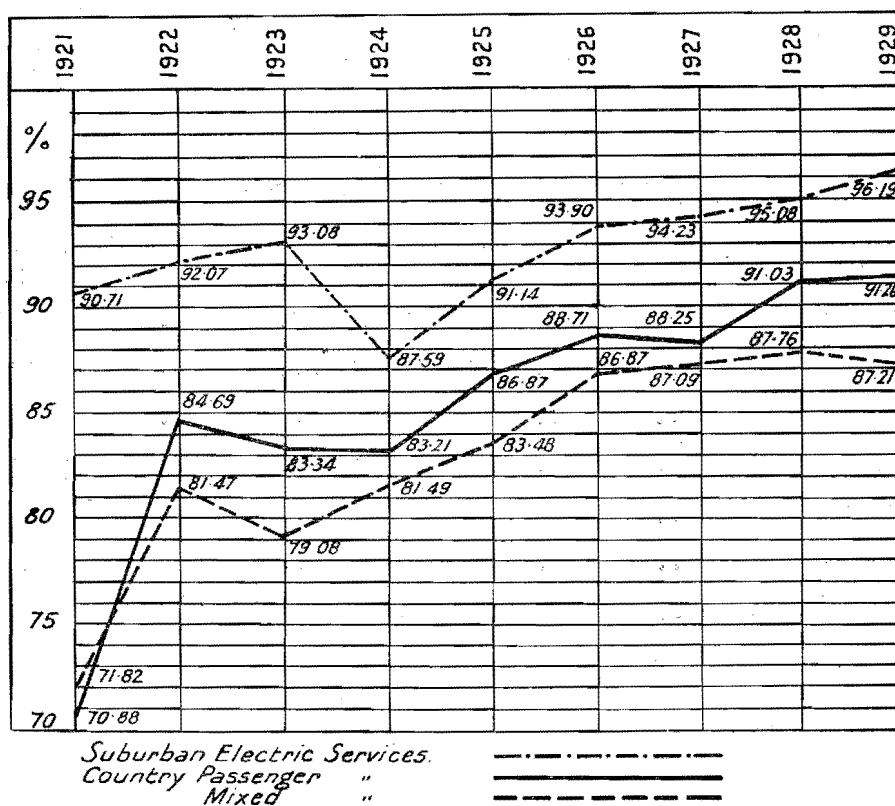
Timekeeping of Trains.

The high standard of timekeeping previously achieved was well maintained, as will be seen from the following figures relating to the various classes of service :—

Percentage of trains on time—

	1927-28.	1928-29.
Country Passenger Trains	91.03	91.26
Country Mixed Trains	87.76	87.21
Suburban Electric Trains	95.08	96.19

The graph hereunder shows the results since 1920-21 :—



Improved Country Passenger Train Services.

Realising our obligation to provide our patrons with the most efficient service consistent with the volume of traffic, and the necessity to make railway travel as pleasant as possible in view of motor competition, we have of recent years maintained an active policy of eliminating delays in country passenger services, and have reduced substantially the overall time occupied on journeys to and from practically every portion of the system. In many cases this has enabled us to meet the convenience of passengers by a later departure in the morning or an earlier arrival at night.

Details of the appreciable improvements previously made have been set out in earlier reports, and we show hereunder further amendments of the schedules which were made during the year under review :—

Train.	Reduction in Overall Time.
6.30 p.m. Melbourne-Bendigo (Saturday)	15 minutes.
9.0 a.m. Woodend-Daylesford (Monday)	25 minutes.
9.45 a.m. Woodend-Daylesford (Monday excepted)	10 minutes.
3.30 p.m. Daylesford-Melbourne (Monday)	20 minutes.
4.0 p.m. Daylesford-Melbourne (Monday excepted)	15 minutes.
8.30 a.m. Melbourne-Woomelang (Monday)	140 minutes.
5.10 a.m. Yungera-Melbourne (Monday and Friday)	15 minutes.
8.30 a.m. Sea Lake-Melbourne (Friday)	30 minutes.
9.20 a.m. Ultima-Melbourne (Wednesday, Friday, Saturday)	15 minutes.
5.30 a.m. Ouyen-Pinnaroo (Tuesday)	15 minutes.
7.40 a.m. Melbourne-Dimboola (Daily)	10 minutes.
6.0 a.m. Serviceton-Melbourne (Daily)	45 minutes.
11.0 a.m. Ballarat-Melbourne (Daily)	20 minutes.
8.20 a.m. Melbourne-Warrnambool (Daily)	20 minutes.
6.5 a.m. Port Fairy-Melbourne (Daily)	25 minutes.
2.50 p.m. Port Fairy-Melbourne (Daily)	10 minutes.
10.15 a.m. Ballarat-Melbourne (Tuesday, Thursday, Saturday)	30 minutes.
6.30 a.m. Melbourne-Peechelba (Monday, Thursday)	25 minutes.
3.0 p.m. Peechelba-Melbourne (Monday, Thursday)	15 minutes.

On the Daylesford line, in addition to the curtailment mentioned above—which was effected on the branch line—an important improvement in the morning service from Melbourne was made on 7th January. As from this date Daylesford passengers from Melbourne were permitted, except on Mondays, to travel to the junction point (Carlsruhe) by the 8.30 a.m. Great Northern Limited instead of by the 6.40 a.m. Bendigo passenger train. This arrangement, in conjunction with the improvement on the branch line, reduced the time occupied in the journey from Melbourne to Daylesford by 105 minutes.

Sunday Trains.

For many years past it has been customary to provide Sunday train services from Melbourne to a number of tourist resorts such as Healesville, Warburton, Gembrook, Whittlesea, Mornington, &c. Until this year, however, no train services were provided on Sunday between Melbourne and important provincial centres, such as Bendigo and Geelong, while Ballarat was served only by the Adelaide express train to Melbourne in the morning and from Melbourne in the afternoon.

At one time such a position was no doubt consistent with public requirements, but with the advent of the motor car, there has been a radical change in the habits of the community, and the growth of a very strong and widespread demand for improved facilities for intercommunication.

We felt very strongly that the railways, under the circumstances existing prior to this year, were not adequately meeting this demand, which it was clearly the function of a public utility to do.

Moreover, the absence of train facilities on Sunday was undoubtedly a factor in diverting traffic to the road.

As a result of our representations to successive Governments, the authority of the Governor-in-Council was received for the institution of Sunday services between Melbourne and Ballarat, Geelong, and Bendigo respectively, and later between Melbourne and Daylesford and Stony Point respectively.

The patronage of these trains has been satisfactory, and in some cases has surpassed expectations, proving clearly that the services fill a widespread and popular need.

Melbourne-Geelong Train Service.

As a corollary to the refusal of the Country Roads Board to grant licences on the Melbourne-Geelong route under the Motor Omnibus Act, we arranged to increase materially the frequency of trains on week days on this section by the use of three double-ended petrol rail motor cars running to fast stopping schedules. The number of trains between Melbourne and Geelong on week-days was thus increased from six to eleven trains daily, and a very appreciable increase in the number of passengers has resulted.

Petrol-Electric and Petrol Rail Cars.

No additional rail-motor vehicles have been placed in service during the year, but nine petrol-electric cars are in course of construction for service early in 1930.

Of these vehicles, eight will be constructed on similar lines to the existing petrol-electric car, but will provide accommodation for both first and second class passengers in order to cater for both classes when running without a trailer. The present car accommodates only second class passengers, and is run in conjunction with a trailer in which first class passengers travel.

The bodies will be 58 feet long and 9 feet 9½ inches wide, and embody an engine-room, a van compartment, a second class saloon seating 35 passengers, a first class saloon seating 19 passengers, an end vestibule with a motorman's compartment and two passenger seats. The power unit of each car will be a six-cylinder 220-h.p. "Winton" engine, directly coupled to a generator and exciter, which will supply power to the two main traction motors situated on the driving bogie. The driving bogie will be similar to that used on suburban electric stock. The cars will be electrically lighted, and provided with lavatory accommodation.

The ninth car will be provided with a twin-power unit of 440 h.p., and it is intended to exploit with this vehicle the possibility of hauling two or more trailers to meet conditions where the smaller types cannot satisfactorily handle the traffic.

Five trailers also are being constructed, with bodies on similar lines to those of the cars. Three of these will include a van compartment, a saloon to seat 40 second class and 20 first class passengers, an end vestibule with seating for two passengers, and lavatory accommodation.

The remaining two trailers are designed specially to provide for the passenger traffic on the Melbourne-Geelong service. They will embody a van compartment, a second class saloon seating 50 passengers, a first class saloon seating 25 passengers, and an end vestibule with two passenger seats and lavatory accommodation. Arrangements have been made for communication doors between the cars and the trailers.

Hereunder will be found statistics regarding rail-motor operation.

MOTOR CAR OPERATION COVERING 26 RAIL MOTOR CARS (INCLUDING ONE PETROL TROLLEY AND ONE PETROL ELECTRIC MOTOR.)

Month.	Days Worked.	Total Working Cost.*	Passenger Journeys.	Motor Car Miles.	Trailer Miles.	Gallons Petrol.	Hours Running.
1928.		£					
July	584	3,647	40,393	61,305	32,868	8,475	2,920
August	623	4,207	43,905	69,852	35,723	9,604	3,240
September	580	3,993	46,691	64,614	33,697	8,561	2,996
October	648	4,287	46,308	68,500	34,174	9,325	3,161
November	606	4,524	41,813	64,046	34,766	8,623	2,961
December	554	3,595	38,819	55,863	32,622	7,671	2,593
1929.							
January	559	3,534	35,529	53,631	32,997	7,172	2,553
February	466	2,756	28,221	44,722	27,015	5,310	2,154
March	501	3,166	34,483	47,819	30,945	6,008	2,300
April	529	3,265	36,434	51,993	31,847	6,992	2,462
May	599	3,707	36,922	59,767	35,832	7,939	2,796
June	498	3,312	28,884	48,148	31,317	6,396	2,310
Totals	6,747	43,993	458,402	690,260	393,803	92,076	32,446

* 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 day	..	..	..	..	..	102
Trailer miles run per day	..	..	..	..	..	102
Passengers per car per day	..	..	..	..	..	43
Motor miles run per gallon of petrol	..	..	..	..	..	7.74
Miles run per hour (speed)	..	..	..	..	..	21.3
Working cost per mile (pence)	..	..	..	..	..	15.29

The Melbourne Suburban Electric System.

The electrification of the new line to Glenwaverley, coincident with its construction by the Railway Construction Branch, is progressing steadily, and the first section—Darling to Eastmalvern—came into operation on 3rd February, 1929. Wooden poles are being used on this line.

The extension of electric traction to the section Reservoir-Thomastown, a distance of 2.71 miles, has just been approved, and the work will be undertaken immediately.

The electrification of goods services in the suburban area was extended to the Upper Fern Tree Gully, Lilydale and St. Kilda lines, and the necessary sidings in the Melbourne Yard. The mileage of additional electrified goods services thus brought into operation during the year was 15.44.

Similar work is now being carried out on the sidings on the Heidelberg line, and those on the Dandenong and Frankston lines will follow.

The overhead equipment extensions for these services are being carried out on masts manufactured from old railway rails.

An extension of the 20,000-volt transmission lines from Greensborough to Hurstbridge was carried out, and a duplicate line from Rosanna to Greensborough is now being erected. A double circuit 2,200-volt line from Spring Vale substation to Dandenong was also erected for the Signal and Telegraph Branch.

A contract for 150 headlights for electric rolling stock was entered into during the year. This is the first portion of a three years' programme to equip all suburban electric stock. The manufacture of the various portions of the equipment is now well in hand, and the installation will be carried out to programme as soon as deliveries commence.

Two additional electric locomotives were put into operation during the year, thus increasing to four the number of such locomotives in goods and shunting services. The construction of eight additional electric locomotives is now in hand, and it is anticipated that the twelve locomotives will be operating the South suburban goods services before the end of December next.

During the year the rate of acceleration of the suburban multiple unit stock was increased from 1.1 to 1.5 miles per hour per second in order to effect economy in power consumption of trains.

An additional automatic substation, equipped with Mercury Arc Rectifier plant, was erected and put into operation at Hurstbridge. A similar equipment has been ordered for installation in a new substation to be built at Glenwaverley in connexion with the line now under construction.

Orders have been placed for 63 high speed circuit breakers to replace the older type of equipment in several of the most important substations. This is being done with the object of minimising delays and reducing damage to plant and overhead equipment, in the event of lightning or mechanical trouble.

An electrically operated 5½-ton coal transporter has been provided at Newport power station for the purpose of handling store coal in conjunction with existing facilities. The new transporter will serve No. 4 and part of No. 3 stores, the total capacity being approximately 20,000 tons. A photograph appears at the back of this Report.

The total number of units generated at Newport "A" during the year was 174,528,580, compared with 179,118,207 for the previous year. We received 81,007 units from the State Electricity Commission to augment railway supplies.

Way and Works Branch.

During the year 57.8 miles of track were relaid with steel rails as shown hereunder:—

Description of Rails.	Miles of Track Relaid.
New 110 lbs.	15.9
New 100 lbs.	1.6
New 90 lbs.	9.4
New 80 lbs. .. .. .	.6
Serviceable 100 lbs. and 80 lbs.	22.2
Serviceable 75 lbs. and 60 lbs.	8.1
Total	57.8

The tracks were strengthened by 43,881 additional sleepers; 413,125 sleepers were renewed, and a total of 197 miles of fencing rebuilt.

Spencer-street Station and Terminal Accommodation.

The construction of new passenger platforms (Nos. 6 and 7) forming part of the general scheme for the re-arrangement of the Melbourne Yard, was completed during the year. These platforms, which were first used for the holiday traffic at Christmas and New Year, proved to be a great convenience and added appreciably to the smooth working of holiday, race, and Sunday traffic.

The demolition of buildings on the land resumed in the vicinity of Adderley and Latrobe streets, to provide additional accommodation for the storage of passenger rolling stock, was completed. A new wood-blocked road, which replaces the portion of

Adderley-street absorbed in the resumption and connects Latrobe-street with Dudley-street, was constructed by the Melbourne City Council, and is now in use. The resumed land was fenced and all underground gas, water, sewerage, and electric light mains removed.

Evidence regarding the future utilisation of the area was submitted to the Parliamentary Standing Committee on Railways, which since the close of the year has favorably reported on our proposals.

Tottenham Gravitation and Marshalling Yards.

These yards, when completed, will provide for the marshalling and sorting of goods traffic from all parts of the State except Gippsland.

Their location is on the direct route to the Northern, North-Western and Western systems, and during the year the link with the North-Eastern system was provided when the Railway Construction Branch completed the construction of an independent line $7\frac{3}{4}$ miles in length from Broadmeadows to Albion.

Following upon this connexion, and the independent connexion with the Melbourne Yard, it is necessary to complete the track work, only about 55 per cent. having been carried out. Our proposals in this behalf are now under consideration by the Parliamentary Standing Committee on Railways.

With the exception of a line linking up the South-Western system at Laverton, the whole scheme of connecting tracks has now been carried out, and when the yards are completed in accordance with the approved plans it will be possible to afford much needed relief in the congested Melbourne Yard by the transfer to Tottenham of the greater portion of the marshalling and sorting of goods traffic.

It is proposed to carry out the earthworks at Tottenham conjointly with the excavation at Adderley-street, the material from which will be sufficient to complete the embankments at Tottenham to their final width.

New Goods Line from West Footscray to South Kensington.

This line, built by the Railway Construction Branch, was opened for traffic on 22nd October, 1928. It is a double-track line, equipped throughout with automatic signals, and laid with rails weighing 90 lbs. per yard, except in the tunnel under Bunbury-street, Footscray, where rails weighing 110 lbs. per yard are used.

The new line provides an independent connexion for goods traffic between the Tottenham Marshalling and Gravitation Yards and the Melbourne Yard, and thus admits of the routing of goods trains from the Northern and North-Western lines clear of suburban electric services. The opening of the new goods line from Broadmeadows to Albion, referred to above, permits, in addition, the routing of goods trains from the North-Eastern system by this connexion, which, on the completion of the Tottenham Yards, will become our busiest and most heavily-loaded section of goods track.

Dandenong Station Yard Re-arrangement.

This scheme was completed during the latter portion of the year.

In addition to the provision of a bridge and subways which had already been brought into use, and alterations to tracks, the work involved the erection of a new signal box (from which are controlled the power-operated points and signals), goods shed, and stock yards, as well as the provision of extensive drainage work for the subways and yard. Flood lighting was installed for the illumination of the yard, as referred to under the heading "Lighting of Stations" on page 33.

Mechanical Coal-handling Plant for Overseas Coal.

For some considerable time negotiations have been in progress with the Melbourne Harbour Trust Commissioners regarding the provision by the latter of mechanical appliances for the handling and storage of overseas coal at a selected site on the east bank of the Maribyrnong River, near its junction with the Yarra, but finality has not so far been reached. In the meantime the coal berths at Victoria Dock, where the coal is manually discharged from the colliers, are still being used.

Railway Facilities on Harbor Trust Piers and Wharfs.

Further extensive additions which have been made by the Melbourne Harbour Trust to the berthing accommodation at Victoria Dock, have completed the scheme so far as this particular dock is concerned. The laying of the necessary railway tracks thereon has proceeded concurrently with the operations of the Trust or its contractors.

A commencement has been made with the first two berths of the Appleton Dock, this Department following up the work of the Trust by laying railway tracks as required.

The new pier at Port Melbourne, including the provision of railway tracks, is practically completed, and accommodated the bay excursion steamers during the last summer season, but has not yet been used by overseas shipping.

The provision of railway facilities on the extended portion of the Nelson Pier, Williamstown, has been in abeyance as a result of a difference of opinion between the Melbourne Harbour Trust and this Department as to the responsibility for the provision and maintenance of railway facilities on Harbour Trust territory. In accordance with a Parliamentary resolution, this question has been investigated by the Parliamentary Standing Committee on Railways, whose report on the subject has been furnished to Parliament since the close of the year under review.

Improved Locomotive Facilities at Hamilton.

The provision of improved locomotive facilities at Hamilton was retarded to some extent by the strike in the timber industry, but the work is now well advanced. The construction of the engine shed, repair shop, office, store, 70-foot turntable, and the necessary track work is practically completed.

The water supply has been connected up to the town mains, and the installation of tanks and water columns is in hand. The coal-handling plant equipment has been delivered, and the erection of the storage bins and the installation of inspection pits are being expedited with a view to the whole depot being brought into use ahead of the date originally fixed, viz., December, 1929.

Erecting Shop at Newport for Construction and Repair of Locomotives.

Approval was given by the Parliamentary Standing Committee on Railways on 9th August, 1928, to a sum of £150,000 being spent on the construction and equipment of an erecting shop for locomotives at Newport, the existing accommodation being ill-equipped and inadequate for requirements.

The shop will be equipped with four travelling cranes, two having a lifting capacity of 75 tons each and two of 10 tons each.

The work of construction has commenced, and the sewerage water supply and trackwork are well in hand. The foundations for most of the supporting columns, which on account of the heavy loads to be carried are of massive design, and taken down to solid rock, have been completed, and a commencement made with the concrete inspection pits. Contracts have been let for the supply and delivery of the steel columns, roof trusses and framing, also for jarrah blocks for the floors. The location of the new erecting shop necessitated the removal of the 500,000-gallon reservoir, used as a reserve supply for fire protection for the Workshops area, and the work of constructing the new tank on another site has been practically completed.

It is anticipated, if sufficient funds are made available, that the building and equipment will be ready for use by the end of 1930.

Newport Workshops.

Several minor additions to the Workshops necessitated by the growth of business, or by changes in methods and processes, have been carried out during the year. The most important were a new wheel lathe shop, heat treatment plant, improved store facilities, and an extension of the Technical College buildings. A substantial improvement has also been effected by reconstructing the road between the Pattern Shop, Paint Shop, and Store in bitumen penetration, greatly facilitating inter-shop movements of material, and the access for road vehicles to various parts of the works.

Bridge over Racecourse-road.

A scheme for the improvement and widening (from 66 feet to 99 feet) of Racecourse-road, formerly known as Barwise-street, North Melbourne, necessitated the demolition of the four-span bridge carrying the Coburg lines over the street, and the erection in its place of a new steel truss bridge with a central span the full width of the widened road.

The cost of the alterations was borne by the Melbourne City Council.

Additional and Improved Accommodation.

A number of important works, generally to facilitate the handling of the traffic or provide greater comfort and convenience for the travelling public, were undertaken.

Some of the additions and improvements effected were:—

Ararat .. ..	..	Further progress with new locomotive depot.
Ballarat .. ..	..	Sewerage of station premises.
Barnawartha ..	..	Facilities for crossing trains.
Blackburn .. ..	..	Provision of subway and central entrance to station ; also additional siding accommodation.
Korong Vale ..	..	Increased water catchment.
Korumburra ..	..	Extension of passenger platform.
Merrigum .. ..	..	Improved live-stock facilities.
Mildura .. ..	..	Completion of improved yard accommodation, engine-shed, &c.
North Geelong ..	..	Additional and improved yard accommodation.
Seaford .. ..	..	Extension of passenger platform and interlocking of crossing.
Seymour .. ..	..	Alterations to and extension of dining-room, kitchen, &c., at refreshment rooms.
Spotswood .. ..	..	Completion of workshops.
Traralgon .. ..	..	Improvements to station, yard, &c.
The following additions and improvements are in hand, but not yet completed:—		
Bendigo .. ..	..	Sewerage of locomotive shed and repair shop.
Euroa .. ..	..	Facilities for crossing trains.
Glenrowan .. ..	..	Facilities for crossing trains.
Hamilton .. ..	..	Additional and improved station yard accommodation.
Kerang .. ..	..	Improvements to station yard, including abolition of level crossing.
Narre Warren ..	..	Additional siding accommodation and substitution of gates for level crossing.
Newport and Newport South (between)	..	Facilities for crossing trains.
Seymour .. ..	..	Re-arrangement of station yard.

The provision of additional facilities for the crossing of trains at various locations is a further instalment of our policy of improvement to enable the traffic to be economically and expeditiously operated, and should obviate delays which otherwise would be unavoidable.

New Station.

The construction of a new station between Newport and Galvin, on the Geelong line, was taken in hand during the latter portion of the year at the expense of Messrs. Towler and Mills, by whom the necessary additional land was made available.

Dwelling Accommodation for Employees.

In continuance of our policy of providing dwelling accommodation for employees at locations where private houses are not obtainable, nineteen dwellings of precast concrete construction were completed during the year.

In addition, ten new concrete houses are in course of construction on Crown land, acquired by the Department, in Rundell-street, Ararat, for occupation by employees who are being transferred to Ararat following on the completion of the new locomotive depot.

Rolling-Stock Branch.

Inventories of the Rolling-stock in existence at 30th June, 1929, appear in Appendices Nos. 12 and 21.

In addition, 19 of the older types of locomotives were broken up, and 17 were written down to scrap value, while 46 cars, vans, and sundry stock were broken up and 35 were written down to scrap value. Of the older goods wagons, 57 were broken up, 2 were sold, and 931 were written down to scrap value.

New rolling-stock was constructed during the year as follows:—

Locomotives—

“ S ” Class (“ Pacific,” tractive power, 41,100 lbs.) ..	2
“ X ” Class (“ Mikado,” tractive power, with booster, 46,040 lbs.)	5
Electric (tractive power, 22,150 lbs.)	2

Carriages—

Sleeping car	1
Trailer for petrol rail motor	1

Vans and Sundry Stock—

Six-wheel goods vans	25
Workmen's sleepers	13
Bogie horse boxes (12-stall)	5

Trucks—

Open goods trucks (bogie)	14
Open goods trucks (fixed wheel base)	518
Sheep trucks (bogie)	26
Cattle trucks (bogie)	25

Road Motor Vehicles—

Road motor trailers	1
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Locomotive Construction.

The two “ Pacific ” engines, together with the pattern engine of this type constructed in the previous year, are now engaged in the Sydney express service between Melbourne and Albury. These engines have released the equivalent of five “ A2 ” engines, and almost eliminated double-heading on the expresses. By their use we were also able, just after the close of the year now under review, to accomplish a reduction in the running time between Melbourne and Albury, the “ Sydney Limited ” express leaving half an hour later without affecting the time of arrival at Albury, and the corresponding up train reaching Melbourne 25 minutes earlier.

Five “ X ” class heavy goods engines of the “ Mikado ” type went into service, and six more are in various stages of construction. These locomotives are in many respects similar to the “ C ” class, but have greater boiler and tender capacity, and are fitted with boosters for auxiliary power on ruling grades.

These engines are hauling larger loads than the “ C ” class between Melbourne and Bendigo and Melbourne and Seymour, and owing to their liberal grate area and tender capacity, the roadside engine requirements for cleaning fires, &c., are greatly reduced, and better utilisation of track capacity is thus secured. When there are sufficient engines of this class to handle all through goods trains on one or both of these lines, the capacity of the track in busy seasons will be appreciably increased, and there should be substantial economy of standing time. It is proposed to experiment with the last two engines of this class (without boosters) on the Geelong–Ararat section, where the increased boiler and tender capacity should be of great value.

Superheater Locomotives.

The two “ S ” class and the five “ X ” class locomotives constructed during the year, were fitted with superheaters, and seven other locomotives were converted from the saturated to superheater type. This makes a total of 276 locomotives equipped at the close of the year.

Carriage Construction.

The sleeping car completed during the year—the "Ovens"—is in normal service on the Mildura line.

Truck Construction.

The fourteen 44-ton open goods bogie trucks, which were built during the year, completed the programme for the construction of 200 of these large capacity wagons for the carriage of goods of such classes as are offering in bulk.

Apart from the limited number of such trucks, we had adopted a truck of 25 tons capacity as the standard open goods vehicle for new construction, and after having arranged for the construction of 200 of this type we proposed to proceed with a further 300. At the direction of the Governor-in-Council, however, we were compelled, against our strong convictions, to submit a scheme for providing not more than 100 25-ton trucks and not more than 300 16-ton trucks, in place of the 300 25-ton trucks which we had recommended.

Authority has since been received for the construction of a further 300 25-ton trucks, and in fulfilment of the programme thus laid down, 300 25-ton trucks (the maximum capacity has actually proved to be 27 tons) and 218 16-ton trucks were completed during the year, while 300 25-ton trucks and 82 16-ton trucks were in course of construction.

Twenty-seven bogie tank wagons for the conveyance of fuel oil were built for and at the expense of private companies, and a further five were either in course of construction or authorised.

Electric Lighting of Country Carriage Steam Stock.

Further progress was made in equipping country carriage stock with electric lighting in lieu of gas. At the end of the year 531 cars and vans had been so equipped.

Newport Workshops.

On the recommendation of the Parliamentary Standing Committee on Railways, authority was received for the provision of a new Erecting Shop at Newport for the construction and repair of locomotives.

A reduction by the Committee of the total sum to be spent on the project involves a limitation of the vital portion of the scheme, i.e., the buildings, and precludes full return being secured from the investment, besides entailing continued operation of portion of the present Erecting Shop. It is hoped that authority will be obtained in due course to complete the original scheme, without which the anticipated economies cannot possibly be secured.

Fuel Conservation.

In 1927-28 the average consumption of coal by locomotives per 100 gross ton miles was 33.73 lbs., and for last year the average was 32.57 lbs. The decrease—1.16 lbs.—represents a saving of 3.44 per cent., which on a locomotive coal bill of approximately £685,000 means a decrease in working expenses of £23,500.

While this saving is not wholly due to the fuel conservation movement, the efforts of those who took part have materially assisted, and we are pleased to record that the interest of the staff concerned was well maintained.

Automatic Couplers.

During the year, 573 new vehicles were fitted with automatic couplers, and 82 with transition draw-gear. In addition, 552 existing vehicles were converted, making a total, at 30th June, of 2,432 vehicles equipped with automatic couplers, and 253 vehicles equipped with transition draw-gear. Of the 2,432 vehicles fully equipped, 2,134 were broad-gauge stock.

There are many inconveniences attached to a transition period of this nature, including the increased liability of couplings to disconnect and cause the division of trains while in motion. The number of such occurrences increases almost every month,

and will continue to do so until about half the stock has been completed. Moreover, until the programme is practically completed, no real benefit can be secured from the expenditure which is being incurred each year in the fitting of automatic couplers. From every point of view, therefore, it is imperative that authority be given and funds provided to enable us to embark upon a complete scheme of conversion, and that the conversion period be reduced to a minimum.

We repeat what we have said in previous Reports—that the existing drawgear of our rolling-stock is frequently over-stressed, that in the interests of the safety both of the travelling public and of the staff the work is an urgent one, and that the limited capacity of the existing drawgear prevents the full introduction of modern methods, and thus debars us from effecting much-needed economies in operating.

Coaling of Engines.

Mechanical coal-handling plants have now been installed at North Melbourne (in 1927-28), Wodonga, and Ararat, and the plant for Hamilton is in hand.

Modern coal-handling methods are represented by these plants, conserving labour, facilitating coaling of engines, and reducing unproductive time of locomotives.

Electric Headlights on Locomotives.

Forty-three locomotives have been fitted with electric headlights. Authority was given during the year to obtain 50 more equipments, which have been delivered, while an additional 50 sets have been authorised.

Now that this very necessary programme of equipment has been seriously inaugurated, it is very desirable that the equipping of the remaining main line locomotives be pressed forward as vigorously as possible. Otherwise there is a danger that road users who have become accustomed to rely upon the greatly increased protection of the electric headlights on certain trains may neglect to take sufficient precautions when approaching a level crossing at the same time as an engine not so equipped. In addition, drivers changing at night from an engine with the electric headlight are at a considerable disadvantage in completing their shift on an engine not so fitted.

Signal and Telegraph Branch.

A summary of the operations of the Branch for the year is appended.

Interlocking, &c.

Mechanical interlocking machines were installed at five new locations, i.e., Albion, Arden-street (North Melbourne), Darling, Hartwell, and No. 1 Auxiliary Box (Spencer-street). The old machines at Barnawartha, Broadmeadows, Coburg, Diggers' Rest, and Traralgon were replaced by new and larger machines.

At Dandenong and South Kensington interlocking machines to operate the points and signals by power were installed in new brick signal-boxes in lieu of mechanically-operated machines. At Dandenong this permitted of two signal-boxes with mechanically-operated interlocking machines being abolished, while at South Kensington the old machine was taken out of service, but the box has been utilised for other purposes.

In addition, extensive alterations were made at 24 other locations; 382 new levers were installed and 303 others abolished, leaving a net increase of 79 levers.

The total number of places at the end of June having points in the main line, either interlocked or otherwise protected (other than by plunger locks) was 972, with a total of 11,603 levers, or 78.45 per cent. of the total number of places with points in the main line.

Thirteen sets of staff or Annett locked gear were provided at twelve intermediate non-staff stations.

Interlocked gates were provided at Diggers' Rest, Albion, Arden-street (North Melbourne), Coburg, and Seaford; and controlled wicket gates at the interlocked level crossing at Union-road, Surrey Hills.

Wig-Wag Signals.

In pursuance of the programme of providing better protection at level crossings a Wig-Wag signal was provided at Dublin-road, Ringwood.

Automatic Signalling.

The installation of automatic signalling was completed between Yarraville and Newport, also on the new goods line from South Kensington to West Footscray.

Automatic signalling was also provided on the new goods line from Albion to Broadmeadows, concurrently with the construction of the line.

Tracklocking.

The tracklocking at stations on the North-Western line has progressed satisfactorily. Armstrong, Beaufort, Dobie, Gordon, Great Western, and Jung were completed during the year, making a total of fourteen stations so equipped on the line.

The track block system on the Darling line was extended from Darling to Eastmalvern.

Other Signalling Alterations.

Facilities were provided to enable Langi Logan to be switched in and out as an electric staff post as required, enabling a saving in staff to be effected.

The staff instruments on sections from Geelong to Terang were converted from the large to the miniature type, and automatic staff exchange apparatus was installed to facilitate the exchanging of staffs. Timboon Junction was fitted up as an intermediate staff station, with a consequential saving in staff.

Mysia and Barraport were converted to automatic staff stations, enabling staff working to be carried out without the attendance of the regular station staff, though the instruments can be manually operated. Track circuits were provided through the station roads, which control the home signals and prevent trains from opposite directions obtaining simultaneously signals admitting them into the platform.

At St. Kilda a system was installed of points and signals operated automatically by the passage of trains over the track. This permits of the signal-box being cut out, except for the short period when goods trains are turned into the sidings.

Telephones and Telegraphs.

In connexion with the extension of the train-control system, the provision of selector telephones was proceeded with, and the following sections were completed during the year :—

	Points.	Miles.
Bendigo-Korong Vale ..	14	50
Korong Vale-Ultima ..	10	70
Korong Vale-Wycheproof ..	11	40
Geelong-Ballarat ..	15	54
Geelong-Terang ..	22	92
Cressy-Ararat ..	12	80
Warragul-Traralgon ..	11	36
Nyora-Wonthaggi ..	6	31
Dandenong-North Melbourne ..	8	20
Maryborough-Castlemaine ..	12	34
	<hr/>	<hr/>
	121	507
	<hr/>	<hr/>

On the following routes, lines were converted to metallic circuit and superimposed, thus providing a station to station telephone service in addition to the Morse telegraph :—

	Miles.
Colac-Camperdown ..	29
Bairnsdale-Orbost ..	60
Woodend-Daylesford ..	27
Wallan-Bendigo ..	73
Murtoa-Hopetoun ..	67
Warrnambool-Koroit ..	9
	<hr/>
	265
	<hr/>

Metallic circuits and station to station telephone services were provided on the following sections :—

	Miles.
Koroit-Port Fairy	11
Hopetoun-Patchewollock ..	29
	—
	40
	—

The provision of telephones in connexion with the Harmonic system of operation was completed with the exception of emergency points. The total number of Harmonic telephones in service is 355.

Dictograph communication was installed connecting the offices of the Commissioners with those of the Heads of Branches and principal officers; also throughout the Construction Branch and at the Tourist Bureau in Queen's Walk.

In connexion with the various works carried out, approximately 23 miles of new pole lines, 399 miles of copper telephone and selector telephone lines, and 29 miles of wires for electric staff working and automatic signalling were erected. One hundred and ninety-one miles of pole lines were rebuilt and converted from Morse and telephone circuits to metallic circuits with superimposed operation, while 685 miles of pole lines were overhauled, 665 miles being in the country and 20 miles in the electrification area. In the latter area 100 miles of wire and 7 miles of cable were run.

Iron rails were again availed of for poles for supporting telephone and telegraph lines, 4,340 being utilized out of a total of 6,913 poles.

Lighting of Stations.

To provide better illumination, the lighting of the following stations was converted from Lux, gas, or kerosene, to electric illumination :—

Barnawartha	Merrigum	Somerville
Cranbourne	Mount Evelyn	Tongala
Darnum	Nyah West	Tyabb
Diamond Creek	Pakenham	Ultima

There are now 154 stations electrically lit outside of the suburban electrified area, and 165 stations within that area.

In addition, electric lighting was provided during the year at 42 departmental residences, 12 Stationmasters' quarters, and various refreshment rooms, fruit stalls, staff quarters, &c.

The electric lighting programme for the year also included the equipment of the Locomotive depots at Ararat, Ultima, Ouyen, and Casterton; the provision of an improved system at the Geelong locomotive shed; the illumination of a number of coal stages, turntables, and water cranes at various depots, and the new mechanical coal handling plant at Wodonga; additional yard lights at Bendigo and Traralgon, consequent on the provision of new siding accommodation; and alterations to the yard lighting at North Geelong, and other locations.

Floodlighting was installed in the marshalling yards at Dandenong. Two towers, each 90 feet high, and carrying six 1,000-watt projectors, were erected. The installation has proved to be very successful in facilitating traffic handling, and provides greater security to the staff and to the property.

An extension of floodlighting to the Melbourne Yard is being made. A 90 feet tower has now been erected to accommodate three 1,000-watt lighting projectors.

Gas and Lux Lighting.

Gloria lighting installations were provided at Newstead and Yarra Glen. Lux lamps were installed at the trucking yards at Dilpurra, Leitchville, Newstead, Nowa Nowa, Prairie, Poonboon, and Tandarra.

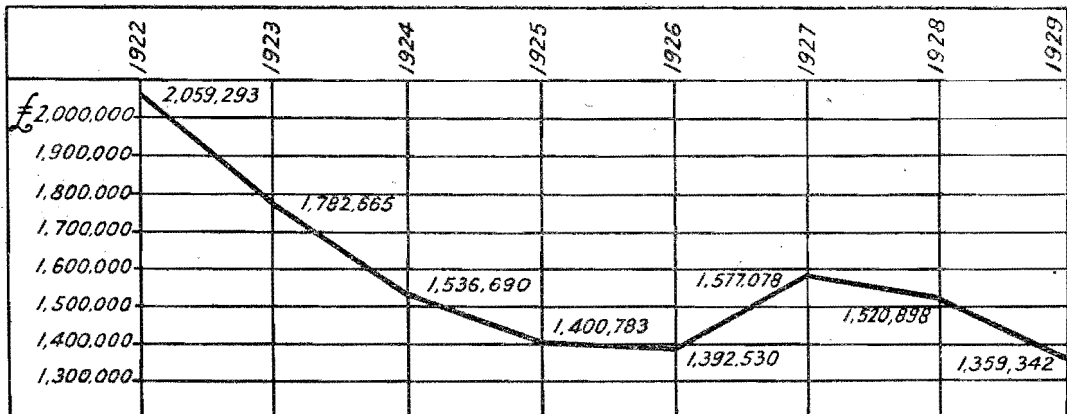
Gas services were provided at the Non-Ferrous scrap store and the Reclamation Depot at Spotswood. A gas pipe line was installed at the Boiler Shops at the Newport Workshops.

Pintsch Gas has been extended to enable trains to be gassed at the new country platforms at Spencer-street.

Stores Branch.

The value of the stock of stores on hand at 30th June, 1929, was £1,359,342. This represented a decrease of £161,556 on last year when, on the corresponding date, the stores were valued at £1,520,898. This result was largely produced by the depletion of the coal reserves, due to the cessation over a long period of supplies from the Maitland district of New South Wales.

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



Stores Re-organization.

During the year the standard store-house systems and methods were extended to cover all country Rolling-stock and Way and Works storehouses and storage locations, the Ballarat and Bendigo North Workshops storehouses, and the Electrical Depot storehouse. The stores work at these depots is now directly controlled by the Stores Branch, and only two large depots now remain to be taken over.

The alteration has had the effect of placing all the country stores business under a system of district control, which twelve months' experience has proved to be beneficial.

Slowly Moving and Obsolete Material.

In addition, the changes referred to have increased the advantages obtained by the systematic review of all stocks of slowly-moving and obsolete material, which is being gradually disposed of advantageously, while the building up of further stocks under this heading has been practically eliminated.

Reclamation Depot at Spotswood.

The work dealt with at the Reclamation, Scrap, and Sale Depot at Spotswood is being increased as new reclamation practices are being discovered. Especially is this so in regard to the recovery of various metals, and the manufacture of solder, fluxes, spelter, and standard-bearing metals from scrap has been undertaken with very good results.

The reclaiming of cast-iron water-service material, such as pipes, valves, &c., is also in full operation, and has proved of great benefit.

The centralization of sales has been further advanced with advantageous results, both as regards the prices obtained and in clearing material from the many depots throughout the State.

For the year under review, the value of material reclaimed, and later issued, used or sold, amounted to £74,720.

Coal Supplies.

The total quantity of coal purchased during the year 1928-29 was as follows:—

—		From New South Wales.	From State Coal Mine.	From other Victorian Mines.	Total.
		Tons.	Tons.	Tons.	Tons.
Large Coal	.. ..	125,678	268,742	271	394,691
Slack Coal	.. ..	4,993	194,627	61	199,681
Totals	.. ..	130,671	463,369	332	594,372

In consequence of the cessation of operations in the Maitland coal-field, ground reserve stocks were utilized to maintain train services.

The total consumption by the Department for the twelve months was 701,309 tons, involving an expenditure of £945,085, or an average of £1 6s. 11.424d. per ton.

The effect upon the working expenses to this Department owing to the increase in the price of coal may be gauged by the fact that had supplies been available at the 1913-14 rate (13s. 1.3d. per ton) the saving to the Department for 1928-29 would have been £485,434.

General.

The following comparative statement shows the principal transactions for the last ten years:—

Year.	Stock on Hand.	Purchases.	Returns into Stock and Manufactures by the Department.	Issues, including Sales.
	£	£	£	£
1928-29	1,359,342	2,470,458	1,559,782	4,204,573
1927-28	1,520,898	3,135,127	1,643,346	4,791,154
1926-27	1,577,078	3,379,546	2,278,948	5,488,056
1925-26	1,392,530	3,053,181	1,801,960	4,862,866
1924-25	1,400,783	2,766,777	1,460,969	4,326,428
1923-24	1,536,690	2,489,587	1,542,765	4,271,297
1922-23	1,782,665	2,117,527	1,560,502	3,921,762
1921-22	2,059,293	3,028,169	1,396,445	4,300,170
1920-21	1,927,715	3,056,881	1,220,667	3,508,474
1919-20	1,147,829	1,767,290	735,492	2,461,802
1918-19	1,096,700	1,267,799	548,709	1,778,725

Travelling Irregularities.

There was a material decrease in the number of irregularities detected by Special Checkers, Conductors, station staffs, and the Special Barrier Checker during the year. The figures for the past, and for the preceding year, are shown hereunder:—

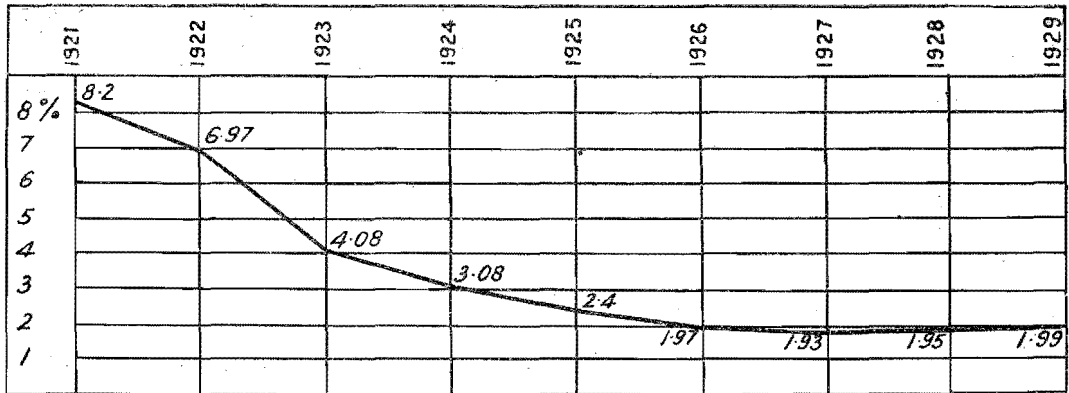
Detected by—	Number of Irregularities Detected—		Increase.	Decrease.	Net Increase.
	1927-28.	1928-29.			
Special Checkers on Suburban Trains and Barriers ..	9,592	9,472	..	120	..
Special Checkers on Country Trains	1,368	1,135	..	233	..
Conductors on Country Trains	1,125	844	..	281	..
Special Barrier Checker	403	765	362	..	..
Station Staffs	2,691	1,873	..	818	..
Totals	15,179	14,089	362	1,452	1,090

Police court prosecutions were authorised in 1,738 of these cases during 1928-29.

Ticket Collection.

The percentage of non-collected printed country tickets during 1928-29 was 1.99, as compared with 1.95 for the year 1927-28. 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 Consignments.

Compensation paid during the year for goods, parcels, luggage, and live-stock, pillaged, lost, damaged, and delayed amounted to £18,724. This represented less than .3 per cent. of the year's revenue from the carriage of goods, live-stock, and parcels, and was a reduction of £3,046, or approximately 14 per cent., on the amount of claims paid in 1927-28.

This position, and the fact that the numbers of all classes of claims preferred, and the claims paid, decreased during the present financial year, indicate that consignments have been more carefully handled, as a liberal policy was followed in the settlement of claims.

The efficient patrol of yards and stations has resulted in a substantial diminution of loss by pilfering and theft, and there was also a decrease in the number of prosecutions and convictions for theft before the police and criminal courts and the Board of Discipline.

Ambulance Organization and Equipment.

The training of the staff in "First Aid" was continued. One thousand six hundred and twenty-three employees enrolled for instruction, and 44 series of lectures were commenced. The number who persevere and become eligible to sit for examination is, however, still disappointing.

The ambulance equipment throughout the State was efficiently maintained. The equipment at stations, depots, &c., was supplemented by 250 boxes, two chests, and nine stretchers. It is anticipated that by June, 1930, all stations in the State will have been equipped.

The magnitude of the "First Aid" work carried out at the ambulance rooms at the principal workshops is shown by the average number of cases dealt with per week during the year, viz. :—

	Average "First-aid" cases dealt with per week.
Newport Workshops	555
Newport Signal Shops	70
Amalgamated Workshops	100
Car and Wagon Shops	160
Jolimont Workshops	110

Refreshment Services and Bookstalls.

The alterations to the Seymour refreshment room were completed. It is now one of the best equipped and most up-to-date in the Commonwealth, and enables us to cater satisfactorily for a large traffic. The refreshment room on the main concourse at Spencer-street was also renovated and re-equipped.

A refreshment stall at Flinders-street Extension (Melbourne Goods Sheds) was opened for the convenience of the staff employed there and people having business with the interstate shipping.

A small canteen for the supply of light lunches to the employees of the Way and Works depot at Spotswood has likewise been provided.

Stalls for the sale of fruit and fruit juice drinks were opened at Wangaratta and in Flinders-street, near the Elizabeth-street entrance to the Flinders-street station.

Over £40,000 was spent on the purchase of fruit for sale and use in refreshment rooms and stalls, while the revenue from the sale of this fruit, either on the stalls or as drinks, was approximately £70,000, the number of cases purchased being 64,000.

Sales of pasteurized milk totalled 131,503 bottles, while sales of luncheon cartons amounted to 60,854.

Arrangements were entered into during the year with the Emily McPherson School of Domestic Economy for members of the Refreshment Services staff to undergo a course of training to improve their knowledge of the domestic arts, and thus enable them to give better service in the preparation of meals and management of dining rooms.

The poultry farm produced over half a million eggs for use in the refreshment rooms and on the dining cars, in addition to supplying £1,000 worth of poultry for table use.

The butchery handled meat to a wholesale value of nearly £20,000, and totalling 360 tons in weight. Fifty-three tons of sausages were manufactured. In addition, the butchery is utilised as a distributing agency for poultry, fish, butter, &c., which are kept in cool storage until required.

The bakery was again engaged to its full capacity. The production was :—

Raisin Bread	173,906 loaves
Pies	43,495 dozen
Other lines	24,769 dozen
Cake	25,018 lb.

The laundry, which handles this class of work for the whole Department, dealt with 164,000 dozen articles during the year, or a monthly average of 13,600 dozen.

The bookstalls returned a gross revenue of over £82,000.

The number of meals supplied on the dining cars was 119,035. The cars were also used for the supply of meals in connexion with special tours run to Yallourn, Eildon Weir, and Ballarat, also for Reso trips, and other educational tours of interest. The service is being maintained at a high standard of efficiency, and is continually receiving commendation from local and overseas travellers.

The Staff.

The total staff at the close of the year was 27,645, comprising 20,877 permanent officers and employees and 6,768 supernumerary employees, by comparison with a total staff of 28,106 at the 30th June, 1928.

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

Branch.	Number of Staff Employed.					
	At 30th June, 1928.			At 30th June, 1929.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	109	36	145	114	38	152
Transportation	7,029	1,033	8,062	6,825	1,176	8,001
Rolling-stock	7,758	1,551	9,309	7,594	1,810	9,404
Way and Works	3,886	2,505	6,391	3,665	2,162	5,827
Accountancy	272	61	333	263	68	331
Audit	145	15	160	141	19	160
Stores	410	190	600	502	176	678
Electrical Engineering	641	178	819	627	191	818
Traffic	115	23	138	124	23	147
Refreshment Services	62	780	842	67	788	855
Signal and Telegraph	974	333	1,307	955	317	1,272
Totals	21,401	6,705	28,106	20,877	6,768	27,645

Although the above figures disclose a decrease of 461 in the total staff employed at the 30th June, 1929, by comparison with the same date in 1928, reference to Appendix No. 7 of the Report shows a decrease of 918 in the average number of staff employed throughout the year.

While some portion of this reduction is due to curtailment of the works programme, considerable savings have been effected by more economical working consequent on the introduction of bigger engines, the installation of automatic signalling, and the utilization of motors on track repair work. In addition, the introduction of better systems and improved organizations led to large reductions in staff.

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

1926-27	..	..	..	£7,792,554
1927-28	..	..	..	£7,551,103
1928-29	..	..	..	£7,277,902

Wage-fixing Tribunals.

The Commonwealth Arbitration Court has now practically concluded its investigation into the salaries and wages claims made by the Australian Railways Union and the Federation of Salaried Officers. The hearing of the former claim was commenced in 1925, and has engaged the attention of the Deputy President almost continuously ever since. The claims of these organizations for improved conditions, however, still remain to be heard.

During the year four interim awards were delivered. Three of these awards covered the salaries and wages of 37 grades, and embraced approximately 333 officers and employees, the additional expenditure involved being approximately £2,000 per annum. This amount was increased by £1,500 per annum by several variations made by the Court of awards previously delivered.

The various awards in the above cases now cover 443 grades and approximately 19,600 officers and employees. The additional cost of these Awards is approximately £450,000 per annum.

The anticipated hearing of the claims made by the Association of Professional Officers was commenced during the year. The case embraces the New South Wales, Victorian, South Australian, and Western Australian Railways, but owing to the term of office of the Deputy-President, Sir John Quick, being extended only to the 24th September, the Court decided to confine the hearing to a limited number of grades in New South Wales and Victoria. It is expected that an award covering those grades will be delivered early in September.

In connexion with the Professional Officers' claim, the Court, following on a similar award made in favour of the Federation of Salaried Officers and the Australian Railways Union as mentioned in last year's report, made an interim award on 4th October last requiring the salaries of 27 officers to be increased. The salaries of the officers concerned ranged from £611 to £775 per annum, and in most cases the award was retrospective to 1st July, 1927.

The Court is at present investigating the claims of the Australian Federated Union of Locomotive Enginemen, and the counter claims of the Commissioners of the Victorian, New South Wales, South Australian, Tasmanian, and Commonwealth Railways. The hearing of evidence in support of the employees' claims, which commenced on 2nd July, 1928, has been concluded in Victoria, Tasmania and South Australia.

The Court is also at present dealing with the claims of various metal trades' organisations, but the railway section, which has been promised a separate hearing, has not yet been reached.

In conjunction with the Commissioners of the New South Wales, South Australian, and Tasmanian Railways, we lodged claims for less favorable working conditions on the undermentioned organizations, eleven of which have claims for improved working conditions awaiting hearing by the Court—

- Amalgamated Engineering Union.
- Association of Railway Professional Officers.
- Australian Railways Union.
- Australian Society of Carpenters and Joiners.

Australian Society of Engineers.
 Australian Timber Workers Union.
 Blacksmiths' Society of Australasia.
 Electrical Trades Union.
 Federated Enginedrivers and Firemen's Association.
 Federated Ironworkers' Association.
 Federated Moulders' Union.
 Federated Society of Boilermakers and Iron Shipbuilders.
 Federation of Salaried Officers of Railway Commissioners.
 Printing Industry Employees' Union.

Beyond fulfilling its statutory function of determining the basic wage to be paid to railway employees not covered by Wages Board determinations, the Railways Classification Board was not called upon during the year to do more than deal with a few questions of interpretation of its awards and an isolated claim for increased wages.

Educational Facilities.

The staff continues to take advantage of the educational facilities afforded by the Victorian Railways Institute, and although there has been a reduction in the attendances at general educational and social classes, the interest in classes in purely railway subjects—the cost of which is still borne by the Department—has been well maintained.

The total class enrolments during the year were 2,244, and there has been a steady and progressive development in correspondence classes.

The membership of the Institute decreased during the year from 11,771 to 11,474, the reduction being largely due to retirements and to the reduction in the number of supernumerary employees through slackness of traffic and curtailment of works.

One hundred and sixty-eight Apprentices were in attendance at the Newport Railways Technical College at the close of the year under review, and the results achieved by them in their technical studies were most satisfactory.

Twenty-two apprentices employed at the Ballarat and Bendigo Workshops attended the local Schools of Mines for theoretical training, and three apprentices who won Departmental scholarships for the Diploma course in Mechanical or Electrical Engineering were in attendance at the Melbourne Technical College or the Footscray Technical School.

Four Pupil Engineers and two Pupil Architects continued their studies at the Melbourne University. Four Apprentices were granted facilities to avail themselves of Free Places in Mechanical or Electrical Engineering at the Melbourne University, and two clerical officers were also afforded the opportunity of taking up free courses for the Diploma of Commerce. In addition, one Apprentice who won a Departmental scholarship last year for the Diploma course at the Melbourne Technical College was allowed to continue the Engineering Course at the University on condition that he defrayed the cost involved.

Under the reciprocal arrangement which exists between the railway administrations of New South Wales, South Australia, and Victoria, facilities were afforded for parties of selected Apprentices to widen their knowledge and experience by visiting engineering establishments of the respective systems.

The policy of encouraging Apprentices to supplement their Departmental training by attending evening classes at technical schools in their own time, and to compete in the annual technical examinations conducted by the Education Department, was continued, with advantage to this Department and the students.

The results achieved by the students in these examinations were most gratifying.

In order to enable a proper proportion of Apprentices to tradesmen to be maintained and to provide for future requirements, authority was obtained from the Government towards the close of the year to advertise for 72 Apprentices to various trades. No fewer than 3,346 applications were received, including numbers from youths of high calibre, thus indicating that the Departmental system of training Apprentices is greatly appreciated by parents.

Visit of Officers Abroad.

Owing to industrial depression overseas, we were not able to pursue as vigorously as in the past the policy of granting promising young railwaymen extended leave without pay to enable them to gain practical experience abroad.

Through the courtesy of various overseas railway and engineering companies, however, we were able to place a limited number of young men overseas, and at 30th June last three were so placed in America, and one in Switzerland.

Tourist and General Publicity.

Our active policy of publicity was well maintained during the year in regard both to tourist and to general publicity work.

All the more important tourist resorts of the State were featured during the year in one or other of our numerous tourist publications. Many booklets, the stocks of which were almost exhausted, were re-issued in more attractive form, while in other instances new pamphlets were issued. In several cases, the Department co-operated with Progress and Tourist Associations in the production of a booklet or a film, to advertise the tourist attractions of their resorts.

Propaganda of a general nature included special appeals to the staff and the public, having as their object the securing of additional traffic to the railways. Of the publicity issued in this connexion, perhaps the most important was a pamphlet entitled "Rail or Road," which concisely and clearly sets out our views on this subject, which so vitally affects the whole community. This pamphlet was widely distributed throughout the State. Another important pamphlet, just distributed, forms a special appeal to woolgrowers to consign by rail. Generally, the power of publicity has been fully exploited with a view to maintaining and increasing business.

The poster again played an important part in our publicity activities, and many of the posters produced surpassed the high standard previously attained. In addition to their commercial appeal, the poster displays add considerably to the general appearance of the station property.

The public and the staff have been kept up to date in railway affairs and development chiefly by means of the staff publication, the *Victorian Railways Magazine*, and the film, "The Victorian Railways at Work." The latter, together with our scenic and other railway films, was screened before appreciative audiences, not only in the metropolis, but also in the provincial cities and many country towns.

A valuable addition to the stock of films was a picture taken of a tour of the Better-Farming Train, the operations of which for the year are referred to elsewhere in this Report. A copy of this film has been made available for screening abroad, and should give valuable publicity to Victorian agricultural endeavour, and added inducement to prospective investors and settlers from overseas.

In conjunction with the screening of our tourist, industrial, and safety films, numerous lectures were delivered, generally embracing the subject of the pictures. These instructive talks have met with approbation.

The figures recorded in 1927-28 in connexion with the "Save For Your Holiday" scheme, excellent as they were, have been substantially exceeded this year, with over 9,000 accounts as compared with last year's number of 5,635.

A step of value in the direction of co-ordination of various means of transport was made in the formation on the suggestion of this Department of the Travel Promotion League. The League comprises representatives of land, sea, and air transport. Monthly meetings are held, and attain the very desirable object of bringing the various transport groups together to discuss transportation problems with a view to the co-ordination of travel services to their mutual advantage and the convenience of the public generally.

It is pleasing to record an increasing demand, both by overseas visitors and direct from abroad, for literature on this country, and much of our tourist publicity has followed this avenue of distribution. In future, this demand will be largely met by

the newly-formed Australian National Travel Association, which will make contact with overseas travel agencies and arrange for the wide distribution of Australian literature abroad. All the Australian railway systems are contributors to the funds of the Association, on which they are represented by the Chairman of the Victorian Railways Commissioners.

The work of the Government Tourist Bureau has been characterised by a definite campaign to obtain new business for the Department and at the same time improve upon the service to the public.

Much attention was paid to escorted tours. In the previous year additional revenue was received from this source, and last year, despite the industrial depression, there was a further small increase in revenue. The number of tours run this year was 82, as against 62 conducted last year.

Three new features were included in the season's programme of tours, the chief of which were the trail ride over the Bogong High Plains; a riding party with camp head-quarters at the Grampians Mountains; and the establishment of a nature-study camp at the Grampians, which was fully availed of by parties of public school pupils during the September school vacation. Full advantage was taken of single-day public holidays to conduct organized day educational tours to State industrial undertakings, while additional Australian Alps tours increased the receipts both of the Bureau and of The Chalet, Mt. Buffalo National Park, where a stay was made by the parties *en route*.

Following on last year's success, four parties of Adelaide residents were again organized for tours to Victorian resorts, with very satisfactory results.

Arrangements for the holding of the Confectioners' Conference at The Chalet, Mt. Buffalo National Park, were very successfully carried out by the Bureau, and 116 delegates attended from Victoria, New South Wales, Queensland, and South Australia. The success attained has encouraged the belief that additional business can be secured in this way, and our energies are being concentrated in the direction of inducing other associations, societies, &c., to hold their annual conferences at The Chalet. Good results are hoped for.

An important adjunct to the Tourist Bureau was established at Spencer-street station by the transformation of the Information Bureau at that location into a branch of the Bureau. This is a facility that will be much appreciated by a large number of people regularly travelling via Spencer-street, and whose businesses are in the western portion of the city.

Suggestions and Inventions.

The number of suggestions submitted to the Betterment and Publicity Board for the year was 2,513.

This represented a decrease as compared with the previous year, when 3,833 were received. Special publicity is in hand with the object of stimulating the flow of ideas from the staff, and good results are expected.

Of the suggestions adopted, the following, which represent savings of hundreds of pounds, are typical of the more important which were finalised during the year:—

The use of safety-boxes to cover live portions of electrification fittings when painting overhead structures.

These boxes are quite ingenious. Their use enables all overhead painting to be carried out in daylight, thus eliminating unfavorable conditions associated with night work and making "dead" sections of the overhead system. The quality of the work is much improved, and the time involved is reduced.

Improvement in sand-papering machine.

The capacity of this machine has been very considerably increased by using various devices for finishing certain fittings which would otherwise require to be hand-finished.

Improvement in section breakers (insulators).

This idea introduced a simplified section breaker and also enabled short lengths of contact wire to be used to good purpose. The breaker stands up under service to better effect than the original type.

Alteration to the Hoff Perforating and Slitting Machine for perforation of waybills.

The waybills concerned are used in triplicate. They are printed on one sheet with two perforations. A very correct register is necessary to produce a satisfactory job, as there is very little margin to work upon on each sheet. But for this idea a special machine would have been required for the work.

Blocks for boxing end of draft cheek corner channels of 20-ton "I" trucks.

The tools produced by this idea have given very satisfactory results and showed considerable economy. They enabled the boiler-smithing work involved to be performed by machine with much improved output.

The suggestions adopted covered a wide range of railway work and included ideas from practically every branch and division of the service.

Since the inception of the Board in April, 1921, 21,797 suggestions have been received, and of this number 3,925 have been adopted.

"Reso" Trains.

The developments in "Reso" matters from an interstate viewpoint during the past twelve months have been very gratifying. Five tours have been run from Victoria, embracing visits to Queensland, Western Australia, Tasmania, and New South Wales. This, we feel, confirms our belief that Australians generally are only too anxious to learn more about their own country, provided some well-founded organization exists whereby the resources and possibilities of various areas may be comfortably and quickly inspected.

An interesting sequel to the "Reso" tour to Western Australia at the latter end of last year is the projected visit by a party of Western Australians to this State in October next. The itinerary planned covers an extensive tour through the Wimmera, Western, and North-Eastern Districts.

Only one purely Victorian "Reso" tour—to the Gippsland district—was conducted during the period under review.

Tours proposed for organization during the ensuing twelve months cover the Mallee and Mildura districts, the North-Eastern district, and the Balranald and Eastern Mallee districts. In addition, itineraries and quotations have been submitted to the American Express Company for "Reso" travel during the Australian portion of the Pacific cruise of the San Francisco Chamber of Commerce per the s.s. *Malolo* in November next.

A booklet featuring itineraries and charges for "Reso" tours in the various States and throughout the Commonwealth for the season 1929-30 has been compiled on behalf of the Australian Railways, and is now under distribution abroad by leading tourist agencies, shipping companies, railway companies, &c. By this means it is hoped that visitors to these shores will be induced to see the vast rural areas of the Continent for which the "Reso" organization is so admirably fitted.

A Brotherhood of Resonians, with a membership of nearly 500, has been formed by Resonians who have participated in "Reso" tours. This body is now taking an active part in assisting to develop "Reso" travel, and in extending a welcome to visiting parties from other States and overseas.

"Safety First."

Our "safety first" activities were continued throughout the year, and a great interest is now being manifested by the staff generally in this important work.

Good results are being achieved in our organized efforts to encourage the cultivation of safe practices and methods amongst the staff. The number of "lost time" accidents in the service totalled 1,701, compared with 1,856 for the previous year, a reduction of 155.

Excellent work has been done by the different District and Workshops Safety Committees which are functioning throughout the State, and meetings have been held regularly once every two months at each location where Committees are in operation.

Throughout the year two pages of the *Victorian Railways Magazine* were devoted regularly to articles and features on "Safety, Health, and Betterment" subjects, while a still further impetus was given to the movement by the screening in various parts of the State of the "Safety-First" films in our possession.

In addition, messages bearing on safety subjects were broadcast to the children attending the State, private, and denominational schools throughout Victoria by the inclusion of a supplement in the 7th and 8th grade school papers at intervals. This work, which has been carried out by the Department amongst the schools mentioned for a number of years past, has now been taken over by the National Safety Council of Australia.

In conjunction with the National Safety Council of Australia, a "Careful Crossing Campaign" on similar lines to those held previously was conducted during the year.

Publicity to Assist the Primary Producer.

A large measure of the year's work to assist the primary producer comprised, as in previous years, "Eat and Drink More Fruit" publicity, both with regard to fresh and dried fruits. This propaganda unquestionably is invaluable in its aid to the primary producer by extending his home market for fruit, at the same time helping us by increasing our freight business. The State Rivers and Water Supply Commission and the Victorian Dried Fruits Board again readily co-operated with us in this work.

In addition to rendering its share of this assistance to primary production, the Department has given valuable aid by means of its thriving fruit business, and has maintained its position as the citrus growers' largest retail customer. During 1928-29 we purchased 35,490 cases of citrus fruit (including grape fruit), and paid £24,688 to the growers.

Further fruit juice drink stalls were installed during the year, making a total of 26 now provided throughout the State, 12 of which are at country stations. No less than 1,535,380 fruit drinks were sold during the year, and at the fruit-drink stall on the Flinders-street concourse—the most popular point of sale for such drinks—840,900 drinks were sold, or a weekly average of over 16,000.

The sales of dried fruit for the year comprised 48,269 packets of raisins, sultanas, &c., or nearly 4 tons of dried fruit. Added to this, 16½ tons of dried fruit were absorbed at the Departmental bakery in the manufacture of 174,000 loaves of raisin bread.

Consequent on the bountiful fruit crop last season, a very serious problem presented itself in the latter half of the year, with a surplus of approximately 1,000,000 cases of apples in cool storage.

To dispose of the glut, an Apple Campaign Committee was formed, comprising representatives of the growers, cool stores, retail and wholesale fruit associations, the Department of Agriculture, and the Railways Department. To this we gave our whole-hearted assistance, instituting extensive publicity and establishing special stalls at the metropolitan stations for the sale of apples. In addition, stationmasters were authorised to take orders for such fruit.

The work carried out by the Apple Campaign Committee resulted in the disposal of a considerable portion of the surplus apple crop.

Further propaganda will be carried out this year with a view to increasing the consumption of apples, both raw and cooked, and a special apple recipes booklet is to be produced, together with the display of other publicity.

Attention is at present being directed to the preparation of "Eat and Drink More Milk" publicity, which is but another direction in which the primary producer will receive assistance from the Department.

All these efforts are based upon the fact that the prosperity of the primary producers and the welfare of the railways are synonymous.

The Department is co-operating with the Institute of Scientific and Industrial Research in its investigations to determine methods for the preservation of citrus fruits. Experiments (for which we made a quantity of oranges available) are being carried out under the direction of the Citrus Preservation Committee, on which we have representation.

"Better-Farming" Train.

During the year under review, six tours were undertaken by the Better-Farming train, and demonstrations were held at 61 centres. The attendances of farmers and other visitors at the demonstrations have been remarkably large, and at every centre great appreciation has been expressed by representative agriculturists of the wonderfully educational value and practical utility of the train. It is a striking fact that in some of the smaller centres the train has attracted the largest assemblage of people ever known in the district.

Interest in the exhibits and the lectures delivered on all phases of agriculture has been maintained, and it is abundantly clear that the farming community is increasingly eager to avail itself of the practical advice and information which is to be obtained from the expert staff of the Department of Agriculture.

The influence exercised by the lectures and demonstrations from the train has been particularly noticeable in the dairying section. The number of Herd Testing Associations has been increased by 104 since the train was inaugurated, and the consequent effect of culling, better feeding, and breeding from tested sires has been to raise the production of butter fat in many associations by 80 lbs. per cow per annum.

The beneficial results arising from this movement are to be found in the marked improvement in production in the Yinnar district. In 1921, the records of the association show an average production per cow of 196 lbs. of butter fat for 676 cows. By 1928-29 three units had been formed, and the average production was 282 lbs. of fat from 1,743 cows.

In centres visited for the second time, many references were made to the value of the advice and information received on the occasion of the first visit, which in many cases had resulted in monetary return to those farmers who had put into operation the practices advocated.

The importance of pasture improvement and increasing the carrying capacity of grass lands has been consistently stressed on the train by exhibits and lectures to show the beneficial results accruing from the application of fertilizers. It is interesting in this connexion to note that since 1924 the quantity of fertilizers transported by the Department has increased by approximately 100,000 tons per annum.

The section of the train devoted to the interests of womenfolk is especially popular, and during demonstrations of cookery, needlecraft, and child welfare the cars in which they are given are invariably filled to overflowing.

The demonstration held at Werribee on 14th June was attended by the Ministers of Agriculture of the various States and the officers accompanying them. These gentlemen expressed admiration of the exhibits and appreciation of the train as a valuable and efficient medium for the dissemination of agricultural knowledge.

Advertising.

The advertising activities of the Department resulted in a revenue of £54,462 of which £34,510 was profit.

Selling on scientific lines, the Advertising Division improved on last year's revenue by £3,776, which we regard as especially satisfactory in the light of the general business depression.

As previously, a considerable amount was expended in standardising existing advertising hoardings and in erecting new ones.

The Chalet, Mount Buffalo National Park.

The number of visitors to The Chalet during the year numbered 6,287, an increase of 885 over the preceding year, and of 57 per cent. over the year 1926-27.

The figures for each year since we have had control are:—

1925-26	..	..	..	..	3,895
1926-27	..	..	..	..	4,007
1927-28	..	..	..	..	5,402
1928-29	..	..	..	..	6,287

There is no doubt that the reduced tariff, which was introduced in March, 1928, and is in force during the greater part of the year, has been a very material factor in the increase.

The year's working resulted in a profit of £299, after making allowance for all working expenses and for interest on the total expenditure for buildings, equipment, and stock. As this substantial improvement has been achieved in a period of general trade depression, we feel it reasonable to conclude that The Chalet has now passed through the developmental stage, and has entered upon a period when the revenue will be sufficient to meet all charges and return a profit.

The Bungalow at Mount Feathertop, which was purchased in the previous year, proved of great service as an adjunct to The Chalet. In the winter of 1928, there was relatively little snow at Mount Buffalo, and the fact that visitors could be accommodated at Mount Feathertop, with its more prolific snow fall, was of assistance in maintaining the patronage at The Chalet. During July and August, the Bungalow is open continuously, and at other seasons as required.

Road Motor Services.

The country passenger traffic showed a further important decline this year. This is mainly attributable to two factors, viz., the increasing use which is being made of the private motor car and the continued industrial and trade depression. The decline, however, would have been very much more serious but for the legislation which Parliament in 1927 wisely saw fit to enact. This legislation is designed to prohibit the operation of motor omnibuses over routes serving a district already adequately catered for by railway, and its enforcement has been characterised by an almost entire absence of complaint—except from directly interested sources in one or two districts.

The legislation, however, has application only to motor vehicles with seating capacity for more than five passengers, and as a result a number of road services continue to operate in direct competition with the railways by the use of five-seater cars, notably between Melbourne and Ballarat, Geelong, Belgrave, and the Mornington Peninsula. There is no sound reason why the principle embodied in the existing legislation should not be applied to the smaller as well as to the larger vehicles, and, as experience has shown it to be necessary, we strongly urge its extension to cars of any size.

The pressing need for legislation which will regulate and control motor freight vehicles has been strenuously and persistently emphasized by us on every possible occasion. Competition by road freight services has become a most serious menace to the financial stability of the State. These services are operating between Melbourne and practically every important town. They continue to carry only the high grade traffic—the compact, costly merchandise which will stand fairly high freight charges, and render no service whatever in connexion with the transport of wheat and primary produce generally, or coal and firewood, fertilizers, and road-making material. They discard, in fact, all the heavy bulky goods upon which the prosperity of the State is largely dependent, and which must be carried at low rates, if they are carried at all.

Because the railways must carry these low-priced bulky commodities at very low rates, it is necessary that higher rates be charged for the more costly goods, and these are the goods upon which the railways depend to make ends meet but which are being taken by the road services.

Under existing conditions the road services are actually being subsidised by the taxpayer, inasmuch as they are not required to pay for the construction of the roads over which they operate, and contribute only a negligible proportion—estimated by experts at less than one-fourth—of the amount of damage caused by them towards the cost of maintenance.

Some idea of the extent of the deprecations of these services may be gained from the fact that between 1919 and 1923 (before the growth of motor transport) the tonnage of the higher-rated goods carried by rail increased from 285,012 tons to 448,851 tons, i.e., by 57 per cent., or at an average rate of over 14 per cent. yearly. Since 1923, the tonnage has rapidly declined each year. Last year it amounted to only 364,881 tons, which represents a decrease of 19 per cent. by comparison with the tonnage carried in 1923.

This year there was a still further important decline.

We have given wide publicity, through the press, by personal appeals, and by the issue of pamphlets and posters, to the true facts of this so-called competition, and to the serious situation which is rapidly developing. In addition, commercial agents have been actively engaged in canvassing the country in an endeavour to prevent the drift of business from rail to road.

However, the lower rates charged by the road services for the classes of commodities in which they specialise—rates made possible because the services are required to bear only portion of the costs of operating, i.e., only portion of the cost of road maintenance and none of the cost of road construction—are too attractive to the country trader, and we are fully convinced that the situation can be satisfactorily met only by legislation which will define the proper sphere of road transport.

The railways are indispensable for the essential and, in many respects, exclusive service rendered by them, and they must continue to be maintained, and the interest charges, now amounting to approximately £3,500,000 a year, must continue to be paid.

The credit of the State depends largely upon the success of its railway asset, and it will be a grave economic blunder to permit that asset to be further depreciated by encouraging competitive road transport which cannot supplant the railways, and which can provide no service that cannot be efficiently and satisfactorily performed by them.

The question at issue is not one of superseding the railways by a more efficient form of transport. To demonstrate this beyond argument, it is only necessary to quote the average rate per ton per mile charged by the railways for the carriage of all classes of goods. For the year under review this was only 1.7d., which is very much lower than the cost of haulage by motor transport. This illustrates very clearly that the fact that motor services can undercut the rail charges is due to their being able to select the higher classes of goods, assisted by inadequate contributions towards construction and maintenance of the roads they use.

In the absence of regulating legislation, we sought authority from the Government—which we received during the current month—to enter into individual contracts with traders under which special freight rates would be quoted for the whole of the business for a specified period. The adoption of this course should furnish us with a powerful weapon in meeting our competitors, and assist us in preventing further serious depreciation of the railway asset.

We have continued to operate road motor buses which connect with the railways on the following sections:—

Upper Ferntree Gully—Belgrave—Monbulk,
East Camberwell—Deepdene—East Kew,
Lilydale—Warburton,
Geelong—Queenscliff—

as well as the road motor goods service between Melbourne and Geelong.

Prior to March last the motor bus service from East Camberwell ran as far as Deepdene only, it having been originally installed in place of the rail service between these two points. In consequence, however, of the popularity of the road service, it was extended to East Kew, requiring the use of four buses instead of two. The service is supplying a long-felt want in this district, and is being well patronised.

We have also co-ordinated the rail and road by utilizing motor trucks to transfer consignments of goods in less than truck loads from various suburban stations to the Melbourne Goods Sheds and vice versa, which is more economical than using railway trucks for the conveyance of such consignments.

Re-organization of Clerical Work.

Introduction of Machine Accounting at Melbourne Goods Sheds.

In conformity with our policy of introducing machines for the performance of clerical work wherever practicable and economical, a review was made of the accounting system at the Bookkeeper's office at the Melbourne Goods Sheds, and it was decided to install bookkeeping machines for the preparation of customers' accounts and the posting of ledger entries.

The new system, which was commenced on 1st May, 1929, was superimposed over the then existing system for a period of one month before the latter was discontinued, thereby enabling the new system to be introduced in a thoroughly organized and satisfactory condition.

As a direct result of the installation of the machines and the re-organization of the work, a saving in clerical labour of over £4,000 per annum has been made, as well as a considerable gain in efficiency and better service to the public.

Re-organization of Workshop Costing Method.

It is also our policy to extend the use of the Powers machines installation as far as practicable so as to enable necessary clerical work to be performed more efficiently and at less cost.

With this object in view, effective use has been made of the Powers machines for the assembling of costs of work performed in departmental workshops.

During the year the costing system at the Newport Signal Shops was re-organized. Costs are now analysed and tabulated by means of the Powers machines, and in a comparatively small staff a saving of £1,000 per annum has been effected.

A similar re-organization of the costing system at the Newport Rolling Stock Branch Workshops is now proceeding, and it is the intention to deal with each of the workshops in turn.

General.

There has been a further extension of the use of adding and calculating machines for office work, additional dictating and transcribing machines have been installed, and bookkeeping and cheque-writing machines have been introduced into the Accountancy Branch Cashier's and Paymaster's Offices.

Close attention is being given to the re-organization of all clerical work with a view to the elimination of unnecessary operations and the introduction of modern appliances and methods.

Wherever practicable female labour is being substituted for male clerks employed on machine work of a repetitive nature.

Attention is also given to the standardization and layout of office fittings and fixtures. Modern office tables manufactured in our own workshops are being gradually installed in the Administrative Offices. A feature of the new design is the provision made below the top of the desk for current work and for filing purposes, all pigeon holes, racks, and trays which previously obstructed the view of the officer in charge being eliminated. The introduction of this new equipment enables keener supervision to be exercised with a resultant gain in efficiency.

State Coal Mine.

After the payment of working expenses, loan redemption, and interest charges, and allowing for a contribution of £55,000 to the Depreciation Fund, the operations of the Mine resulted in a net profit of £28,950 14s. 9d.

The total output for the year amounted to 635,103 tons, an increase of 39,071 tons as compared with the output obtained in the previous financial year.

Of the total quantity of coal produced—635,103 tons—465,007 tons were supplied to the Railway Department, 20,590 tons to other public Departments, and 128,354 tons to the general public, the balance of 21,152 tons representing colliery consumption, sales to miners, &c.

Apart from small sectional stoppages, operations were suspended on account of stopwork meetings for three days, on account of fatal accidents for three days, and on account of shortage of trade for seven days—a total of thirteen days, as compared with fifteen days and a half lost last year from all causes.

The average number of persons employed throughout the year was 1,615, as compared with 1,543 for 1927–28.

In the period under review an amount of £498,961 was disbursed in wages, or £8,011 more than in the preceding twelve months. The net average earnings of the miners, after deducting the cost of explosives, was 27s. 3.75d. per shift.

Report of Royal Commission.

The Royal Commission appointed to inquire into the control, working, and financial position of the railways completed its report on 5th November last.

Although criticizing the administration of the Department in some respects, and making certain recommendations in which we do not concur, the report of the Commission generally upheld our management, expressing the opinion that the carriage of passengers, goods and live-stock was generally efficient, and supporting our views in a number of important matters.

To three of these we desire especially to direct attention.

Writing Off Accrued Depreciation.

In recommending that “fictitious Capital” be written off to the extent of £12,437,794, the Royal Commission generally supported our recommendation to write off £16,536,000, representing the loss of value of the property which has accrued in past years.

Only within the last ten years has the principle of providing for depreciation of the property been recognized. When the depreciation of the railway property was accruing the country was in the course of development, and it was unable then to bear the heavy additional financial burden involved. The depreciation, or loss of value, was part of the cost of rendering the railway services in those years, and now that the country has reached the stage in its development when it can without undue inconvenience accept the liability for that loss of value, it should do so.

The amount is fairly a charge against the wealth of the whole community, and it is not properly a charge to the present-day users of the railways.

We strongly urge that this important matter be grappled with as early as possible. We have agreed, in reporting previously to the Government, to our original proposal being varied by deducting the non-bearing interest funds. This brings to £14,985,587, or, say, fifteen million pounds, the amount which we consider should be written off.

Depreciation Fund.

The Royal Commission supported our recommendation for establishing a Depreciation Fund.

In previous Reports we have stressed the fact that the non-provision of an adequate allowance for the depreciation of the property as it accrues is an evasion of part of the cost of rendering the railway services. The true results of working will not be shown until depreciation is adequately provided for.

Reserve Fund.

Our views on this question also were supported by the Royal Commission, which recommended the establishment of a Reserve Fund to provide for losses in lean years.

We are thoroughly in accord with the recommendation of the Commission, except that we regard the proposed limit of £500,000 as being somewhat low.

Acknowledgment of Services of Staff.

The staff have again given excellent service, and their efforts have contributed largely to the good feeling between the Department and our patrons.

Heads of Branches.

The Heads of Branches at the close of the year were:—

Secretary	Mr. E. C. Eyers.
Chief Mechanical Engineer	„ N. C. Harris.
Chief Engineer of Way and Works	„ J. M. Ashworth.
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.
Comptroller of Stores	„ C. W. J. Coleman.
Chief Engineer of Signals and Telegraphs	„ F. M. Calcutt.
Superintendent of Refreshment Services	„ W. D. Bracher.
Acting Auditor of Receipts	„ D. H. Falconer.

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 Commissioners.
W. M. SHANNON,	
T. B. MOLOMBY,	

APPENDIX

BALANCE-SHEET AT

LIABILITIES.	Reference.	£ s. d.			£ s. d.		
	Appendix. No.						
Face value of Bonds and Stock allocated to the Railways ... ..	...	...			74,306,497	5	2
Contribution from Revenue for Capital Purposes :—							
Proceeds of Sale of State Lands ...	...	2,825,740	6	1			
Accrued Interest on Loan Moneys expended during the construction of certain lines ... ..	...	21,619	0	0			
Consolidated Revenue ... ..	...	1,352,020	9	4			
Developmental Railways Account ...	...	79,109	1	9			
					4,278,488	17	2
Advances from Public Account for Capital Purposes ... ..	...	...			509,070	18	0
National Debt Sinking Fund ... ..	...	...			79,094,057	0	4
					557,949	1	11
Special Funds :—							
Rolling Stock Replacement Fund ...	21	17,743	12	11			
Railway Accident and Fire Insurance Fund	13	100,000	0	0			
					117,743	12	11
Sundry Creditors ... ..	...	...			372,312	4	4
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue	...	...			75,602	9	2
Interest Charges and Expenses ... ..	...	3,491,757	7	10			
Less—Net Revenue for the year after providing for Working Expenses ...	...	3,428,928	7	11			
					62,828	19	11
					£80,280,493	8	7

This statement has been examined with the Railway ledgers and found correct.

J. A. NORRIS, Auditor-General.

No. 1.

30TH JUNE, 1929.

ASSETS.	Reference.	£ s. d.			£ s. d.		
	Appendix No.						
Way, Works, Buildings, and Equip- ment	8	60,140,242	2	10			
Rolling Stock	8	13,683,496	15	11			
		73,823,738	18	9			
Surveys for proposed Railways, at cost ...	...	442,481	10	5	74,266,220	9	2
Piers transferred to Harbor Trust, at cost	...	279,830	0	0			
Less Repaid to Capital Account ...	...	213,604	7	7	66,225	12	5
Discount and Floating charges on Loans Less Premiums ... ..	...	...			2,735,148	14	9
Stores and Materials on hand and in transit	25	...			1,385,539	19	11
Materials in course of Manufacture ...	...	...			46,644	4	10
Stores and equipment on hand at Re- freshment Rooms ... ..	...	...			99,164	0	7
Cash at credit of Special Funds ...	...	...			117,743	12	11
Cash at credit of Treasury Trust Funds Suspense Account ... ..	...	...			83,158	3	6
National Debt Sinking Fund— Securities Purchased and Cancelled Cash ... ..	...	365,816	15	11			
	...	192,132	6	0	557,949	1	11
Cash and Securities in other Trust and Suspense Accounts ... ..	...	...			125,101	18	5
Sundry Debtors ... ..	...	...			127,020	19	9
Balances of Moneys Provided for Capital Purposes :—							
Railway Loans Repayment Fund ...	...	372,167	12	10			
Trust Funds Surplus Land Account	...	110	0	0			
Railways Stores Suspense Account	25	235,469	17	8	607,747	10	6
Deficit for year 1928-29 ... ..	...	...			62,828	19	11
					£80,280,493	8	7

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1929 AND 1928.
RAILWAYS (Exclusive of Electric Tramways and Road Motor Services).

Working Expenses.	See Abstract in Appendix No. 3.	Year ended 30th June—		Earnings.	See Appendix.	Year ended 30th June—	
		1929.	1928.			1929.	1928.
		£	£			£	£
To Maintenance of Way and Works ..	A	1,917,936	2,109,404	By Passengers	4	5,222,224	5,358,775
„ Rolling Stock—				„ Parcels	4	518,227	525,534
General Superintendence, &c. ..	B	46,545	51,844	„ Horses, Carriages and			
Maintenance of Rolling Stock ..	C	1,817,247	1,822,677	Dogs	4	38,482	41,215
Locomotive Power	D	1,646,582	1,716,580	Mails	4	92,104	89,859
Examination and Lubrication of				Total Coaching .. ..	..	5,871,037	6,015,383
Coaching and Goods Vehicles	E	67,791	68,780	„ Goods and Live Stock ..	4	6,251,682	5,763,701
Transportation and Traffic ..	F	2,604,729	2,673,518	„ Electrical Power	4	38,574	35,204
Electrical Engineering Branch ..	G	357,010	355,770	„ Rents and Miscellaneous	4	353,277	356,297
Miscellaneous Operations	H	481,537	493,011	„ Dining Car and Refresh-			
General Charges	I	240,212	248,374	ment Rooms Services	4	454,018	471,928
Stores Branch	J	141,094	111,706	„ Advertising	4	54,462	50,686
Contribution to the Railway Acci-				„ Bookstalls	4	82,338	84,087
dent and Fire Insurance Fund		31,724	31,301	„ Repayment by the State			
Contribution to Melbourne Harbor				Coal Mine of portion			
Trust in connexion with the con-		16,666	..	of subsidies paid in			
struction of Spencer-street Bridge				previous years	4	59,585	43,773
„ Pensions and Gratuities .. ..	..	209,129	213,080				
„ Payment to the Superannuation	..	157,770	122,870				
Fund .. ..	..	2,862	6,153				
„ Border Railways Adjustment ..	..	758	758				
„ Repayment to Capital Account ..	..					
		9,739,392	10,025,829				
„ Balance Net Earnings .. ..	..	3,425,581	2,795,230				
		£ 13,164,973	12,821,059	Grand Total	£	13,164,973	12,821,059
Grand Total							

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1929 AND 1928
(EXCLUDING THE ELECTRIC TRAMWAYS AND THE ROAD MOTOR SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1929.	1928.		1929.	1928.
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence	194,857	206,385	General Superintendence	209,265	207,708
Stationery, Printing, and Advertising	6,544	9,440	Stationery, Printing, and Advertising	74,016	77,727
Maintenance and Renewals of the Permanent Way	906,926	970,371	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .	67,611	85,322	Salaries, Wages, &c., of Staff .. .	1,685,463	1,738,681
Slips and Flood Repairs	2,723	1,607	Fuel and Light	40,793	40,307
Bridges, Culverts, and Drains .. .	103,800	103,678	Uniforms for Staff	17,750	21,664
Signals and Interlocking	141,671	149,141	Other Supplies	50,101	54,677
Telegraph and Telephone Lines and Instruments	49,848	49,526	Other Expenses	10,280	11,408
Piers and Wharfs	20,034	21,441	Gatekeeping	43,783	47,142
Weighbridges, Scales, Lifting Cranes, &c.	39,952	31,538	Guards and Conductors—		
Buildings, Platforms, and Fixtures ..	249,550	340,032	Wages and Expenses	278,410	293,827
Stock Yards	16,170	17,194	Uniforms	4,816	4,618
Water Supply	24,830	24,672	Cleaning, Icing, &c., of Carriages ..	93,964	96,723
Machinery, Tools, and Supplies .. .	76,884	78,480	Supplies, &c., for Carriages	16,579	16,540
Injuries to Employees or others .. .	5,809	4,834	Light for Carriages	16,070	18,041
Special Maintenance and Betterments			Repairs and Renewals of Tarpaulins and Lashings	50,900	32,508
Expenditure	9,866	14,177	Operation of Grain Elevators and Grain Conveyors		
Other Expenses	861	1,566	Operation of Coal Shipping Plants ..		
	1,917,936	2,109,404	Injuries to Persons	4,061	4,721
			Loss and Damage to Property and Goods	2,053	1,587
			Compensation, Personal		
			Other Expenses	6,425	5,639
				2,604,729	2,673,518
Average Miles of Single Track Open, including Sidings	6,074	6,026	G.—ELECTRICAL ENGINEERING BRANCH.		
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence	44,500	47,111	General Superintendence	18,851	18,343
Stationery, Printing, and Advertising	2,045	4,733	Main Power Station	259,307	286,133
	46,545	51,844	Transmission, Distribution Systems, and Sub-Stations Expenditure ..	125,298	94,573
			Other Operations (Credit)	Cr. 46,446	Cr. 43,279
				357,010	355,770
C.—MAINTENANCE OF ROLLING STOCK.					
Locomotives	630,539	663,623	H.—MISCELLANEOUS OPERATIONS.		
Coaching Stock—Mechanical	371,083	397,579	Dining Car Service	28,060	31,050
“ “ Electrical Equipment	37,586	41,285	Refreshment Rooms Service	361,872	366,427
Goods Stock	528,039	470,190	Advertising	19,952	21,818
Repayment to Capital Account in respect of accrued depreciation on Rolling Stock, and of Rolling Stock withdrawn from service	250,000	250,000	Bookstalls	71,653	73,716
	1,817,247	1,822,677		481,537	493,011
D.—LOCOMOTIVE POWER.					
Superintendence	61,028	61,955	I.—GENERAL CHARGES.		
Running Sheds, Labour and Supplies	111,176	118,419	Commissioners' and Secretary's Offices	39,161	40,286
Drivers and Firemen	694,590	713,489	Chief Accountant's and Auditor of Receipts' Branches	135,191	138,067
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.	716,557	760,848	Legal and Medical Expenses	14,403	12,580
Water	36,426	32,899	Stationery, Printing, and Advertising	12,240	20,495
Oil, Tallow, Waste, and other running supplies	17,626	18,358	Sundry other General Charges	39,217	36,946
Other Expenses	6,854	8,321		240,212	248,374
Injuries to Employees or others .. .	2,325	2,291	J.—STORES BRANCH.		
	1,646,582	1,716,580	Contribution to the Railway Accident and Fire Insurance Fund	31,724	31,301
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.					
Mechanical	57,256	57,999	Contribution to Melbourne Harbor Trust in connexion with the construction of the Spencer-street Bridge	16,666	..
Electrical Equipment	10,535	10,781	Pensions and Gratuities to the Staff ..	209,129	213,080
	67,791	68,780	Payment to Superannuation Fund ..	157,770	122,870
			Border Railways Adjustment	2,662	6,156
			Repayment to Capital Account	758	758
			Grand Total	9,739,392	10,025,829

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1914, TO 30TH JUNE, 1929.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railway 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.
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	14/4.9
1924-25	4,482	4,446	67,739,091	15,114	728	1,988	19,779	962	17,482,006	166,441,142	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	8,728,426	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
1927-28	4,697	4,661	72,799,079	15,499	663	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5.89
1928-29	4,699	4,698	73,970,252	15,742	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,913,291	6,251,682	13,164,973	2,802	14/7.74

Exclusive of Electric Tramways and Road Motor Services.

* Traffic Train Mileage as shown for the years prior to 1914-24 includes Assistant and Light Mileage.

† Includes Repayment by the State Coal Mine of portion of Subsidies paid in previous years, £43,773.

121

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1914, TO 30TH JUNE, 1929.

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.								
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	£	£	s. d.	
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	1,722,967	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
1927-28	3,166,529	3/6·95	24·70	2,109,404	453	2/4·61	16·45	1,837,204	2/0·92	14·33	1,822,677	2/0·72	14·22	248,374	0/3·37	1·94	355,770	111,706	31,301	0/0·42	0·24
1928-29	3,086,266	3/5·20	23·44	1,917,936	408	2/1·60	14·57	1,760,918	1/11·51	13·38	1,817,247	2/0·26	13·80	240,212	0/3·21	1·82	357,010	141,094	31,724	0/0·42	0·24

¶ Includes payment into Rolling Stock Replacement Fund, 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 1916-17, £10,000; year 1920-21, £25,000.

Exclusive of Electric Tramways and Road Motor Services.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1st JULY, 1914, TO 30th JUNE, 1929.

Year.	TOTAL WORKING EXPENSES. (exclusive of Pensions, Superannuation &c.)				AMOUNTS PAID FOR PENSIONS AND GRATU- TIES UNDER ACT 7&7 AND TO THE SUPER- ANNUA- TION FUND.	Adjust- ments. — 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 Services) after Payment of Working Expenses.	Total Capital Expended on Lines open including Rolling- Stock.	Percent- age of Profit to Total Capital Invested.	NET INTEREST CHARGES AND EX- PENSES.	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.	£	£	£	£	£	£	£	£	£	
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	1,044	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	74.63	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	182,360	...
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	...
1927-28 ...	9,682,965	2,077	10/11.33	75.52	335,950	6,914	10,025,829	2,151	11/3.98	78.20	2,795,230	600	3/1.91	3.84	3.80	2,786,903	72,968,307	3.82	3,340,612	553,709	...
1928-29 ...	9,369,073	1,994	10/5.07	71.17	366,899	3,420	9,739,392	2,073	10/10.01	73.98	3,425,581	729	3/9.73	4.63	4.61	3,428,928	74,078,354	4.63	3,491,757	62,829	...

‡ 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 £37,268 to the State Coal Mine towards the cost of reconditioning the McBride tunnel.

* Repayment of £37,268, advance 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 Services.

APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID IN THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1929 AND 1928. (BUTTY GANGS EXCLUDED.)

Branch.	Year ended 30th June--					
	1929.			1928.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Permanent Way	292,108	1,289,717	1,581,825	295,070	1,431,952	1,727,022
Locomotive	608,341	1,898,880	2,507,221	594,442	1,980,024	2,574,466
Traffic	39,512	2,155,733	2,195,245	45,346	2,216,167	2,261,513
Electrical	51,740	192,879	244,619	51,548	206,850	258,398
Other Branches	144,978	762,643	907,621	150,728	753,061	903,789
Totals	1,136,679	6,299,852	7,436,531	1,137,134	6,588,054	7,725,188

APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1929 AND 1928,

Branch.	Year ended 30th June, 1929.			Year ended 30th June, 1928.		
	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	122	41	163	119	41	160
Chief Accountant's	262	66	328	261	62	323
Traffic Audit	140	20	160	141	24	165
Stores	169	492	661	144	439	583
Permanent Way	409	5,617	6,026	431	6,123	6,554
Signalling	105	870	975	102	869	971
Locomotive	526	8,711	9,237	519	8,932	9,451
Traffic	2,499	5,844	8,343	2,530	6,042	8,572
Electrical	143	662	805	142	712	854
General	74	1,136	1,210	73	1,128	1,201
Totals	4,449	23,459	27,908	4,462	24,372	28,834
Rolling Stock (Locomotive) Branch Staff employed in Butty Gangs not included in above .. .. .	..	195	195	..	208	208

CONSTRUCTION BRANCH.

YEAR ENDED 30TH JUNE.

1929.			1928.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
51	900	951	51	1,420	1,471

AVERAGE NUMBER OF MEN* EMPLOYED (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) DURING THE YEARS ENDED 30TH JUNE, 1929 AND 1928.

How Employed.	1929.	1928.
On Working Expenses	23,696	24,639
On Capital and other funds (including Electric Tramways and Road Motor Services)	4,161	4,136
Totals	27,857	28,775

* 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.	Feet.	£	s. d.
Brought forward	317.10	4,318.50	4,635.60	...	...	...	43,481,734	4 11
Maffra to Briagolong	...	11.79	11.79	238	109	1 in 50	62,849	18 1
Burnley to Waverley Road	...	4.54	4.54	111	33	1 " 60	230,664	3 1
Darling to Glen Waverley82	.82	102	90	1 " 41	109,568	7 0
Hawthorn to Lilydale	...	11.52	19.72	484	41	1 " 40	816,631	12 4
Lilydale to Healesville	...	0.26	15.37	351	230	1 " 40	228,456	9 5
Hawthorn (Kew Junction) to Kew	0.96	119	41	1 " 40	76,556	11 2
Ringwood to Upper Ferntree Gully	7.44	436	314	1 " 40	125,600	14 6
Ferntree Gully to Gembrook	18.22	1,057	412	1 " 30	74,016	16 9
Lilydale to Warburton	23.97	738	289	1 " 37½	152,915	14 7
South Kensington to West Footscray	...	2.44	2.44	86	14	1 " 70	598,352	4 7
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	...	5.18	5.18	59	7	1 " 21½	133,011	19 5
Sandringham to Black Rock Electric Tramway	...	2.22	2.41	112	41	1 " 18½	70,027	13 2
Black Rock to Beaumaris Electric Tramway	...	2.20	2.20	...	...	...	32,209	6 0
Total mileage of lines constructed	339.54	4,411.12	4,750.66	...	...	...	46,192,595	15 0
Less mileage closed for traffic at 30th June, 1928:								
Double.								
Single.								
Total.								
Dunkeld to Peshurst (dismantled 19th February, 1898)	...	15.87	15.87	...	...	...	...	...
Lancefield to Kilmore (dismantled)	...	18.10	18.10	...	...	...	...	...
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	...	...	...	...	...
Geelong Race-course Line (dismantled 28th May, 1909)	...	1.96	1.96	...	...	...	...	...
Total mileage open for traffic at 30th June, 1928	339.34	4,369.47	4,708.81	...	...	...	...	...
Works, Melbourne to Essendon Junction	2,657,646	3 8
Railway Offices, Spencer Street	263,350	14 2
Sheds and Workshops, Newport (including cost of machinery and equipment)	1,334,632	16 10
Sheds and Workshops, Country Depôts (including cost of machinery)	367,406	15 9
Refreshment Services—Buildings and Equipment	311,890	9 4
General Construction Account (Capital Expenditure common to all lines)	2,468,088	11 2
Rolling-stock, Broad-gauge...	13,454,237	2 1
Rolling-stock, Narrow-gauge	110,666	17 6
Rolling-stock, Electric Tramway	100,737	12 4
Road Motor Coaches and Trucks	26,208	2 0
Electrification Melbourne Suburban Lines	6,536,277	19 11
Total of Way, Works, Buildings, Equipment and Rolling Stock	73,823,738	18 9
Piers transferred to Melbourne Harbor Trust	66,225	12 5
Stores and Materials on hand and in transit	1,385,539	19 11
Total Cost	75,275,504	11 1

¶ 2-ft. 6-in. gauge. ¶ 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—	
	1929.	1928.		1929.	1928.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric	532	414
Country, Steam ..	2,919,246	2,825,297	Steam	377,070	371,706
Petrol Rail Motor (Country)	654,707	612,579	Ballast	189,003	287,882
" " (Suburban)	35,553	18,184	Inspection	10,375	10,565
Suburban—Steam ..	45,321	51,900	Water	730	2,427
Electric			Departmental Coal ..	309,390†	304,074†
Motors ..	7,359,914	7,303,945	Casualty and Doubling ..	3,963	6,296
Electric Locomotives ..	428	488	Miscellaneous	14,320	17,304
MIXED	2,176,995	2,205,345	Petrol Rail Motor ..	20,675	24,112
GOODS—Steam	4,751,569	4,649,566	Total	926,058	1,024,580
Electric Locomotives ..	29,304	20,643	SHUNTING—		
Electric Motors ..	6,182	6,981	Steam Locomotive ..	2,592,813	2,626,891
Total Traffic Train Miles ..	17,979,219	17,694,928	Electric Locomotive ..	44,984	42,280
			Electric Motor	6,980	9,257
			Petrol Rail Motor ..	5,126	4,352
			Total	2,649,903	2,682,780
			LOCOMOTIVE MILEAGE.		
ASSISTANT MILES—			Steam	14,110,622	13,981,957
Country Passenger (Steam)	147,944	137,415	Electric	75,620	64,342
Mixed (Steam)	361	197	Total	14,186,242	14,046,299
Goods	161,185	132,884	VEHICLE MILEAGE.		
Total Assistant Miles ..	309,490	270,496	PASSENGER—		
			Country—Steam	25,490,446	25,430,728
			Petrol Rail		
			Motor	1,054,970	995,598
			Suburban—Steam	169,814	212,737
			Electric	37,835,208	38,170,228
			Petrol Rail Motor ..	35,619	22,584
			Total	64,586,057	64,831,875
			GOODS—		
LIGHT MILES—			Loaded	114,622,809	112,801,276
Country Passenger (Steam)	37,553	42,068	Empty	43,300,824	41,724,909
Mixed (Steam)	3,189	3,627	Total	157,923,633	154,526,185
Goods	369,595	306,713	TOTAL VEHICLE MILEAGE	222,509,690	219,358,060
(Electric Locomotive) ..	372	517	GROSS TON MILEAGE.		
(Electric Motor) ..	541	195	Passenger Trains (Electric Trains excepted) ..	655,531,497	636,452,049
Total Light Miles ..	411,250	353,120	Petrol Rail Motor	13,025,386	9,537,267
			Mixed Trains	454,892,625	452,038,297
TOTAL TRAIN, INCLUDING ASSISTANT AND LIGHT MILES	*18,699,959	*18,318,544	Goods Trains	2,080,980,536	1,957,582,041
			Total	3,204,430,044	3,055,609,654

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 AND SERVICE STOCK AT 30TH JUNE, 1929.

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 ..	632	lbs. 14,462,945	lbs. 22,884	17	lbs. 231,708	lbs. 13,630	649	lbs. 14,694,653	lbs. 22,642
ELECTRIC LOCOMOTIVES ..	4	88,600	22,150	..	..	..	4	88,600	22,150
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.
STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	265	14,958	56	..	..	..	265	14,958	56
2nd Class	458	29,007	63	49	1,481	30	507	30,488	60
Composite	229	11,850	52	..	..	..	229	11,850	52
Sleeping Cars—									
1st Class	22	440	20	..	..	..	22	440	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	653	..	..	6	..	..	659	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	78	..	..	..	..	..	78	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	4	(Included in Luggage Vans.)	..	..	..	..	..	..	..
Other Vehicles	4	..	..	..	..	..	4	..	..
Total	1,731	56,688	..	55	1,481	..	1,786	58,169	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class	10	288	29	..	..	..	10	288	29
2nd Class	8	338	42	..	..	..	8	338	42
Composite	7	318	45	..	..	..	7	318	45
Trailers—									
1st Class	2	139	70	..	..	..	2	139	70
2nd Class	23	567	25	..	..	..	23	567	25
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolleys (Petrol)—									
Mail Services only	26	..	..	..	..	..	26	..	..
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	79	1,679	..	..	..	..	79	1,679	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	375	33,980	91	..	..	..	375	33,980	91
2nd Class	374	30,034	80	..	..	..	374	30,034	80
Composite	108	9,938	92	..	..	..	108	9,938	92
Parcels Vans	5	..	..	..	..	..	5	..	..
Total	862	73,952	..	..	..	..	862	73,952	..
ELECTRIC TRAMWAY STOCK.									
Single Bogie Cars	16	730	46	..	..	..	16	730	46
Double Bogie Cars	20	1,040	52	..	..	..	20	1,040	52
Total	36	1,770	49	..	..	..	36	1,770	49

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
GOODS STOCK.									
Box Goods Wagons	75	tons. 1,128	tons. 15·0	2	tons. 20	tons. 10·0	77	tons. 1,148	tons. 14·9
Coal Wagons	343	5,176	15·0	..	..	..	343	5,176	15·0
Open Goods Wagons	15,555	234,966	15·1	211	2,320	11·0	15,766	237,286	15·0
Cattle Wagons	720	7,700	10·7	15	151	10·1	735	7,851	10·7
Sheep Wagons	1,274	13,342	10·5	..	..	..	1,274	13,342	10·5
Louvred Wagons	1,118	15,400	13·8	14	141	10·1	1,132	15,541	13·7
Refrigerator Wagons	417	5,682	13·6	..	..	..	417	5,682	13·6
Powder Vans	23	115	5·0	..	..	..	23	115	5·0
Flat Wagons	175	3,981	22·7	..	..	..	175	3,981	22·7
Bolster Wagons
Brake Vans	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Other Vehicles .. ..	..	..	..	..	..	..	..	..	..
Total	19,700	287,490	14·6	242	2,632	10·9	19,942	290,122	14·5
SERVICE STOCK.									
Casualty or Break Down Vans and Trucks	45	..	..	..	..	..	45	..	..
Water Trucks	180	..	..	1	..	..	181	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock)			..	..	..	..	..	..
Ballast Wagons	164	..	..	..	..	..	164	..	..
Gas Vehicles	7	..	..	..	..	..	7	..	..
Workmen's Sleeping Cars	244	..	..	..	..	..	244	..	..
Store Vans	3	..	..	..	..	..	3	..	..
Cranes (not Locomotives) on Trucks	13	..	..	..	..	..	13	..	..
Plough Vans	3	..	..	..	..	..	3	..	..
Motor Inspection Cars (Petrol)	3	..	..	..	..	..	3	..	..
Pay Cars .. ..	..	..	..	..	..	..	..	..	..
Other Vehicles	132	..	..	..	..	..	132	..	..
Total	794	..	..	1	..	..	795	..	..
ROAD MOTOR VEHICLES.									
Coaches (Passengers)	11	Passengers. 279	Passengers. 25	..	..	..	11	Passengers. 279	Passengers. 25
Trucks (Goods)	8	Tons. 21	Tons. 2·6	..	..	..	8	Tons. 21	Tons. 2·6
Trailers (Goods)	2	T. C. Q. 3 15 0	T. C. Q. 1 17 0	..	..	..	2	T. C. Q. 3 15 0	T. C. Q. 1 17 0
Total	21	..	..	..	..	..	21	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1919, TO 30th JUNE, 1929.

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.
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	2	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.		
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
1927-28	..	15	..	..	.000	.091	9	148	1	13	..	..	..	1	12	25	1	8	..	..	17	22	20	6	..	..	60	238
1928-29	..	53	..	..	.000	.329	4	139	5	17	..	..	..	..	4	28	2	2	..	2	18	35	13	4	..	1	46	281

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 1928-9.	Year 1927-8.
Average Mileage of Railways open for Traffic	4,698	4,661
PASSENGER TRAFFIC		
Passenger Train Mileage	4,662,450	4,540,549
.. .. . { Country	7,441,216	7,374,517
.. .. . { Suburban	£2,453,600	£2,540,286
Passenger Earnings { Country	£2,768,624	£2,818,489
.. .. . { Suburban	8,161,894	8,181,235
Number of Passengers Carried { Country	152,840,373	156,393,635
.. .. . { Suburban	475,100,266	465,565,145
Number of Passengers Carried One Mile { Country	945,469,233	951,404,696
.. .. . { Suburban	58·21	56·91
Average Miles each Passenger was carried { Country	6·19	6·08
.. .. . { Suburban	18	18
Average Number of Passengers per Car Mile { Country	25	25
.. .. . { Suburban	6s. 0·14d.	6s. 2·52d.
Average Earnings from Each Passenger { Country	4·35d.	4·32d.
.. .. . { Suburban	1·24d.	1·31d.
Average Earnings per Passenger Mile { Country	·70d.	·71d.
.. .. . { Suburban		
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried { Country	1,753	1,772
.. .. . { Suburban	731,293	743,295
Number of Passengers Carried One Mile { Country	102,062	100,837
.. .. . { Suburban	4,523,776	4,552,176
Passenger Train Mileage { Country	1,002	983
.. .. . { Suburban	35,604	35,285
Passenger Earnings { Country	£527·09	£550·08
.. .. . { Suburban	£13,247·00	£13,485·59
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers { Country	102	103
.. .. . { Suburban	127	129
Average Number of Cars { Country	6	6
.. .. . { Suburban	5	5
Average Earnings from Passengers { Country	10s. 6·30d.	11s. 2·27d.
.. .. . { Suburban	7s. 5·30d.	7s. 7·73d.
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	5,875,553	5,779,862
Goods Earnings	£6,251,682	£5,763,701
Number of Tons Carried	8,187,088	8,117,961
Number of Tons Carried One Mile	834,604,712	737,855,647
Average Haul per Ton of Goods	101·94	90·89
Average Tonnage per Loaded Truck	8·96	8·29
Average Train Load (Tons)	173	164
Average Earnings per Ton	15s. 3·26d.	14s. 2·44d.
Average Earnings per Ton Mile	1·80d.	1·87d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	404	390
Average Number of Vehicles per Train—Loaded	18	16
Average Number of Vehicles per Train—Empty	7	6
<i>Per Average Mile of Railway Open.</i>		
Number of Tons Carried (Paying Traffic)	1,743	1,742
Number of Tons Carried One Mile (Paying Traffic)	177,651	158,304
Goods Train Mileage	1,251	1,240
Goods Earnings	£1,331	£1,237
<i>Per Goods Train Mile.</i>		
Average Earnings	£1 1s. 3·36d.	19s. 11·33d.

Exclusive of Road Motor Services.

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1929.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1928	98,528 15 2	By Expenditure for the year ended 30th June, 1929—	
„ Payment to Fund during the year ended 30th June, 1929, included in the Working Expenses of the Year	31,899 16 10	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	3,930 17 8
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	4,345 14 2
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b)	11 11 0
		(d) Amount paid as compensation to employees of the Commis- sioners for injuries sustained on duty or in the event of death to persons dependent upon such employees	7,548 7 0
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	1,810 18 4
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	12,749 2 2
		(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.	32 1 8
		„ Balance at 30th June, 1929	100,000 0 0
	£130,428 12 0		£130,428 12 0

APPENDIX No. 14.

NUMBER OF STAFF IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1929, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1928, 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, 1929.	At 30th June, 1928.
Secretary's	1	1
Accountancy and Audit of Receipts	2	4
Rolling-Stock	8	9
Stores ... ..	...	2
Transportation and Traffic	11	19
Way and Works	3	5
Signal and Telegraph	2	2
TOTAL	27	42

APPENDIX No. 15.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1929.

	Construction Branch Vote.	Developmental Railways Account.	Loan Application Acts (including Treasury Advances).	Credits to Loan Funds.	Net Expenditure.
	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.					
Albion to Broadmeadows	1,713	.. .. .	150,131 13 2	.. .. .	151,844 13 2
Bowser to Peechelba	41	Cr. 862 8 6	14 19 3	.. .. .	Cr. 806 9 3
Darling to Glen Waverley	1,347	.. .. .	93,075 19 11	.. .. .	94,422 19 11
Gorok to Morea	10	.. .. .	84 9 9	.. .. .	94 9 9
Marnoo to Wallaloo	3	.. .. .	159 4 9	.. .. .	162 4 9
Morwell Brown Coal Railway .. .. .	.. .. .	.. .. .	Cr. 760 14 12	.. .. .	Cr. 760 14 2
Nowingi to Millewa South	997	.. .. .	77,654 3 4	.. .. .	78,651 3 4
South Kensington to West Footscray	1,046	.. .. .	45,864 19 8	.. .. .	46,910 19 8
Surveys .. .. .	.. .. .	.. .. .	4,497 18 8	.. .. .	4,497 18 8
NEW SOUTH WALES BORDER LINES AND BRIDGES.					
Annuello to Bumbang .. .. .	.. .. .	.. .. .	Cr. 20 7 5	.. .. .	Cr. 20 7 5
Euston to Lette	576	.. .. .	15,060 1 8	.. .. .	15,636 1 8
Gonn Crossing to Stony Crossing	324	.. .. .	Cr. 4,703 19 9	.. .. .	Cr. 4,379 19 9
Moama to Balranald	58	.. .. .	1,144 1 5	.. .. .	1,202 1 5
Yarrowonga to Oaklands	1,893	.. .. .	50,499 1 5	.. .. .	52,392 1 5
Bridge over River Murray at Euston	6	.. .. .	Cr. 396 0 3	.. .. .	Cr. 390 0 3
Bridge over River Murray at Gonn Crossing .. .. .	.. .. .	.. .. .	Cr. 114 4 1	.. .. .	Cr. 114 4 1
	8,014	Cr. 862 8 6	432,191 7 4	.. .. .	439,342 18 10
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.					
Additions and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, and new stations, &c., and other works, including the purchase of land..	.. .. .	.. .. .	45,835 17 1	.. .. .	.. .. .
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ashpits, turntables, water supply, coaling plants, and other works, including the purchase of land .. .. .	.. .. .	.. .. .	17,823 0 1	.. .. .	.. .. .
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working, including the purchase of land .. .. .	.. .. .	.. .. .	8,140 15 7	.. .. .	.. .. .
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast .. .. .	.. .. .	.. .. .	109,501 8 1	.. .. .	.. .. .
Additions and improvements to level crossings, cattle-pits, and stops, including the purchase of land .. .. .	.. .. .	.. .. .	1,455 8 8	.. .. .	.. .. .
Additional and improved dwelling accommodation for employees, including the purchase of land .. .. .	.. .. .	.. .. .	20,624 16 11	.. .. .	.. .. .
Additional telegraph and telephone lines (including instruments) .. .. .	.. .. .	.. .. .	28,355 0 1	.. .. .	.. .. .
Additional electric lighting .. .. .	.. .. .	.. .. .	2,551 8 2	.. .. .	.. .. .
Additional accommodation, plant, and equipment at refreshment rooms, including the purchase of land .. .. .	.. .. .	.. .. .	3,988 8 1	.. .. .	.. .. .
Bridges, including additions and improvements and strengthening, including the purchase of land .. .. .	.. .. .	.. .. .	18,026 13 2	.. .. .	.. .. .
Provision of plant and equipment, including motor vehicles, cars for repair gangs, &c. .. .. .	.. .. .	.. .. .	7,042 6 8	.. .. .	.. .. .
Ararat—Improved station yard, locomotive facilities and other accommodation, including the purchase of land .. .. .	.. .. .	.. .. .	27,062 1 0	.. .. .	.. .. .
Ararat and Hamilton (between)—Provision of selector telephone system .. .. .	.. .. .	.. .. .	2,183 7 8	.. .. .	.. .. .
Ararat and Murtoa (between)—Provision of selector telephone system .. .. .	.. .. .	.. .. .	3,921 8 9	.. .. .	.. .. .
Ballarat—Sewerage of station buildings, &c. .. .. .	.. .. .	.. .. .	2,773 6 8	.. .. .	.. .. .
Ballarat and Ararat (between)—Provision of selector telephone system .. .. .	.. .. .	.. .. .	3,035 4 8	.. .. .	.. .. .
Carried forward .. .. .	.. .. .	.. .. .	302,320 11 4	.. .. .	.. .. .

APPENDIX No. 15—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1929—continued.

	Construction Branch Vote.	Developmental Railways Account.	Loan Application Acts (including Treasury Advances).		Credits to Loan Funds.		Net Expenditure.	
	£	£	£	s. d.	£	s. d.	£	s. d.
Brought forward	302,320	11 4				
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES—continued.								
Bendigo—Additional siding accommodation	8,634	3 2				
Blackburn—Provision of subway and central entrance	2,138	6 6				
Box Hill—Improvements to station yard	2,111	19 9				
Coburg—Interlocking of gates at Munro-street..	2,512	13 5				
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	15,351	11 2				
Darling—Provision of bridge in lieu of proposed level crossing at Winton-road, including the purchase of land	8,269	0 0				
Eltham and Hurstbridge (between)—Electrifica- tion of the line	18,134	4 10				
Euroa—Facilities for crossing trains	2,864	5 7				
Footscray—Erection of shops at Nicholson-street	2,156	5 2				
Glenrowan—Facilities for crossing trains	3,024	18 1				
Great Western—Additional siding accommoda- tion	5,370	3 1				
Hamilton—Additional and improved locomotive facilities, &c., including the purchase of land	14,922	11 11				
Hamilton—Additional and improved station yard accommodation, including the purchase of land	2,619	14 3				
Hartwell—Provision of crossing facilities	3,855	5 10				
Jolimont Junction to Richmond and South Yarra and Richmond to Hawthorn—Duplication and regrading of the Caulfield and Hawthorn lines, including the purchase of land	5,749	2 5				
Kerang—Improved yard accommodation, includ- ing abolition of Wyndham-street crossing and the purchase of land	2,385	14 0				
Kerang—Provision of 70-ft. turntable and road	3,111	19 1				
Korumburra—Extension of passenger platforms, &c.	2,011	6 3				
Melbourne (Spencer-street)—Provision of electric crane equipment at Electrical Depot	2,603	6 7				
Melbourne and Serviceton (between)—Track- locking crossing stations	7,345	9 5				
Melbourne Yard—Re-arrangement and extension of the passenger and goods yards, &c., including the purchase of land	32,149	2 6				
Merrigum—Improved live stock facilities	2,360	17 11				
Mildura—Improved station yard, locomotive facilities, and other accommodation, including the purchase of land	8,312	15 3				
Murtoa—Provision of delta cross-over at "down" end of station	3,822	14 3				
Newport Workshops—Additions and extension to shops, sidings, machinery and other works, including fire protection and the purchase of land	44,919	17 6				
New South Wales Border Railways—Additions and improvements to the various lines	3,601	10 9				
North Geelong—Provision of additional and improved yard accommodation	4,543	15 0				
North Melbourne—Alterations and additions to buildings at Arden-street. To provide im- proved accommodation for Printing and Sta- tionery Division	2,283	19 4				
North Melbourne—Provision of interlocked gates at Arden-street	2,285	14 3				
Seaford—Extension of platform and interlocking of crossing	2,273	1 11				
Seymour—Improved refreshment room ac- commodation	4,049	18 2				
Spotswood and Newport (between)—Amalgama- tion of Way and Works Branch Workshops, including the purchase of land	19,850	7 11				
Traralgon—Improved station yard and other accommodation, including purchase of land	6,432	1 3				
Carried forward	554,378	7 10				

APPENDIX No. 15—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1929—*continued.*

	Construction Branch Vote.	Developmental Railways Account.	Loan Application Acts (including Treasury Advances).	Credits to Loan Funds.	Net Expenditure.
	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward .. ..	..	..	554,378 7 10		
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES—<i>continued.</i>					
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 .. ..	..	..	53,343 7 3		
Various—Construction of roadway between Flinders-street Extension and Napier-street bridge, Footscray .. ..	..	..	Cr. 10,706 8 4		
Various lines—Installation of power signalling..	..	..	64,808 13 1		
Workshops Machinery—	£ s. d.				
Newport Workshops ..	13,299 18 3				
Newport Signal Shops ..	2,746 14 7				
Ballarat Workshops ..	Cr. 50 0 0				
Bendigo Workshops ..	Cr. 2,052 0 0				
	..	..	13,944 12 10		
Gross Expenditure .. ..	..	..	675,768 12 8		
Less credits on account of sales of land, materials, &c., abolition of structures, and depreciation of assets originally charged to Capital ..	..	..		Cr. 68,190 12 5	607,578 0 3
ROLLING STOCK.					
Carriage stock .. ..	..	..	41,349 12 7	Cr. 17,143 2 0	24,206 10 7
Locomotives .. ..	..	..	148,713 2 9	Cr. 95,000 0 0	53,713 2 9
Trucks .. ..	..	..	241,202 5 11	Cr. 174,195 0 0	67,007 5 11
St. Kilda and Brighton Electric Tramway—					
Rolling Stock .. ..	..	..	..	Cr. 1,109 0 0	Cr. 1,109 0 0
Vans and Sundry Stock .. ..	..	..	Cr. 11,441 3 1	..	Cr. 11,441 3 1
Road Motor Coaches .. ..	..	..	..	Cr. 5,995 7 6	Cr. 5,995 7 6
Road Motor Freight Trucks ..	..	..	803 4 2	Cr. 2,454 19 0	Cr. 1,651 14 10
			420,627 2 4	Cr. 295,897 8 6	124,729 13 10
TOTALS	8,014	Cr. 862 8 6	1,528,587 2 4	Cr. 364,088 0 11	£1,171,650 12 11

APPENDIX No. 16.

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

— — —	Year 1928-29.	Year 1927-28.
	£	£
Operating costs	265,759	288,688
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	57,291	55,537
Interest on Total Capital Cost of the Power House	70,496	70,506
Total	393,546	414,731
Number of Units generated—	No.	No.
For Departmental Purposes—		
Traction and Train Lighting	137,218,874	141,421,305
Railway Electric Tramways	2,746,320	2,612,535
Power Signalling	1,427,136	1,230,558
Railway Workshops	8,458,270	7,718,665
Lighting of Stations, Yards, &c	3,324,561	3,403,846
Total—Departmental Services	153,175,161	156,386,909
For bulk supplies to Industrial Establishments	11,814,902	12,805,864
Total—All Services	164,990,063	169,192,773
Average cost per unit generated	Pence. ·572	Pence. ·588

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. 17.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA AND BRIGHTON AND THE SANDRINGHAM TO BEAUMARIS ELECTRIC TRAMWAYS.

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BEAUMARIS.	
	Year 1928-29.	Year 1927-28.	Year 1928.29.	Year 1927-28.
Average Mileage of Railway Worked	5.18	5.18	4.61	4.61
Car Mileage	561,593	566,243	188,366	189,785
Number of Passengers carried	5,380,698	5,561,619	1,606,685	1,716,524
Average Fare paid per Passenger	2.50d.	2.36d.	2.20d.	2.08d.
GROSS REVENUE—				
Passengers	£56,058	£54,768	£14,708	£14,863
Parcels	3	3	62	5
Miscellaneous	452	431	217	208
Guarantee by the Sandringham City Council in connexion with the operation of the Black Rock to Beaumaris Electric Tramway ... ..	...	...	2,000	2,000
TOTAL GROSS REVENUE	£56,513	£55,202	£16,987	£17,076
Per Passenger Car Mile	24.15d.	23.40d.	21.64d.	21.59d.
Per Mile of Single Track	£5,455	£5,328	£2,434	£2,446
ORDINARY WORKING EXPENSES—				
Transportation Account	£21,396	£22,097	£6,012	£6,208
Way and Works Account	11,967	5,703	2,715	4,274
Rolling Stock Account	8,524	9,221	1,938	1,990
Power Account	6,653	8,349	2,075	1,959
General Expenditure	1,049	1,158	326	368
Payment into Railway Accident and Fire Insurance Fund	139	133	36	35
TOTAL WORKING EXPENSES	£49,728	£46,661	£13,102	£14,834
Per cent. of Gross Revenue	87.99	84.53	77.12	86.87
Per Passenger Car Mile	21.25d.	19.78d.	16.69d.	18.76d.
Per Mile of Single Track	£4,800	£4,504	£1,877	£2,125
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£6,785	£8,541	£3,885	£2,242
INTEREST ON THE TOTAL CAPITAL COST	£9,644	£9,525	£6,800	£6,817
LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	£2,859	£984	£2,915	£4,575

The Sandringham City Council is liable to the extent of £2,000 per annum for any loss resulting from the operation of the Black Rock to Beaumaris Line for a period of five years from the date of opening—1.9.1926. Credit for the amount of the guarantee, which has not yet been paid, was not taken in the accounts for 1927/28, and the statement for that year is now amended accordingly.

The amount recouped by the Treasury (£2,411 for 1926/27, and £2,699 for 1927/28) in respect of the loss on the Black Rock to Beaumaris Line is not included in the above statement.

APPENDIX No. 18.

THE CHALET, MT. BUFFALO NATIONAL PARK.

CAPITAL EXPENDITURE.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements to 30th June, 1929	52,740	12	3			
				71,640	12	3
Equipment	24,243	6	9			
Stock on Hand	3,136	18	5			
				27,380	5	2
				£99,020	17	5

WORKING ACCOUNT FOR THE FINANCIAL YEAR ENDED 30TH JUNE, 1929.

<i>Dr.</i>				<i>Cr.</i>			
	£	s.	d.		£	s.	d.
Stores, Freight and Cartage ..	9,714	8	1	Accommodation and Buffet Sales ..	28,458	14	8
Superintendence, Salaries, Wages, and General Charges	19,551	9	0	Hire of Sports Material	1,758	12	3
Interest on Cost of Chalet (including Additions and Improvements) and Equipment and Stock	5,658	14	1	Motor Services	5,006	2	6
Profit	298	18	3				
	£35,223	9	5		£35,223	9	5

APPENDIX No. 19.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1929.		£	s.	d.
Cost of Coaches and Garages		63,308	2	7
Less portion of cost of Garage at Batman-avenue, Jolimont, now used for other services	£ s. d.	7,242	17	5
Less value of Chassis transferred to other services		1,930	0	0
		<u>9,172</u>	<u>17</u>	<u>5</u>
Less Depreciation written off		54,135	5	2
		<u>39,890</u>	<u>17</u>	<u>5</u>
Balance of Cost at 30th June, 1929		£14,244	7	9

* WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1929

Dr.		Cr.		£	s.	d.		
£	s.	d.	£	s.	d.			
Working Expenses—			Revenue	10,142	2	7		
Superintendence, Printing, Advertising, &c.	1,056	1	2	Loss	14,169	18	6	
Operating expenses, Licences and Registration Fees	9,868	13	0					
Repairs and Renewals, Tools, &c.	6,411	15	7					
Maintenance of Garages, &c.	129	8	3					
				17,465	18	0		
Depreciation				5,534	11	11		
Interest				1,311	11	2		
				<u>£24,312</u>	<u>1</u>	<u>1</u>		
						<u>£24,312</u>	<u>1</u>	<u>1</u>

APPENDIX No. 20.

ROAD MOTOR GOODS SERVICE, MELBOURNE AND GEELONG.

CAPITAL ACCOUNT AT 30TH JUNE, 1929.

CAPITAL ACCOUNT AT 30TH JUNE, 1929.		£	s.	d.
Cost of Trucks, Trailer, and Garages		11,631	4	10
Less Depreciation written off		1,101	14	2
		<u>10,529</u>	<u>10</u>	<u>8</u>

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1929.

Dr.		Cr.		£	s.	d.		
£	s.	d.	£	s.	d.			
Working Expenses—			Revenue	4,994	0	8		
Superintendence, Printing, Advertising, &c.	264	13	5	Loss	1,133	17	1	
Operating Expenses, Licence and Registration Fees	3,362	17	5					
Repairs and Renewals, Tools, &c.	1,437	10	3					
Maintenance of Garage, &c.	44	4	3					
				5,109	5	4		
Depreciation				592	0	9		
Interest				426	11	8		
				<u>6,127</u>	<u>17</u>	<u>9</u>		
						<u>6,127</u>	<u>17</u>	<u>9</u>

(NOTE.—The Working Expenses as shown above do not include the expenditure on the Road Motor Goods Transfer Service.)

APPENDIX No. 21.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1929.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1929.	In existence at 30th June, 1929.	Deficiency.	Cost of making good Deficiency.
Steam Locomotives (tractive power)	14,004,792 lbs.	13,958,593 lbs. (a)	46,199 lbs.	£ 16,170
Electric Locomotives (tractive power)	88,600 lbs.	88,600 lbs.	...	...
Carriage Stock (floor area)	705,587 sq. ft.	705,486 sq. ft. (b)	101 sq. ft.	808
Van Stock (floor area)	172,603 sq. ft.	172,549 sq. ft. (c)	54 sq. ft.	243
Sundry Stock (floor area)	38,659 sq. ft.	38,376 sq. ft. (d)	283 sq. ft.	495
Truck Stock (carrying capacity)	279,233 tons	279,227 tons (e)	6 tons	150
Electric Tramway Stock (floor area)	8,200 sq. ft.	8,200 sq. ft.	...	...
				17,866
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1929				£17,744
Rail Motors (floor area)	3,048 sq. ft.	7,941 sq. ft. (f)	107 sq. ft.	£1,070
Road Motor Coaches	£10,390	£10,390	...	...
Road Motor Trucks	£6,437	£6,437	...	...

(a) 40 Locomotives have been written down to the tractive power represented by their value as scrap materials.

(b) 370 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 and 50 per cent. of 2 cars included on account of these vehicles being owned jointly with the South Australian Railways.

(c) 45 vehicles have been written down to internal floor area represented by their value as scrap materials, also the van compartments of 43 combined cars and vans. Only 60 per cent. of internal floor area of 6 luggage vans and 2 mail vans included on account of being owned jointly with the South Australian Railways.

(d) 172 vehicles have been written down to internal floor area represented by their value as scrap materials, and 2 to half area.

(e) 1902 "I," 4 "N," 82 "K," 85 "H," 15 "Q," 14 water, 22 HD, 5 ID, 23 PV, 11 R, 72 U, 1 Oil tank, 3 Liq. fuel, 1 Gas trucks (total 2,240) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo" (breakdown) trucks to half tonnage capacity.

(f) 16 vehicles have been written down to floor area represented by their value as scrap materials.

APPENDIX No. 22.

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

REVENUE.						£	s.	d.
Railways	...	...	...	...	...	13,180,109	2	0
St. Kilda and Brighton Electric Tramway	...	...	...	...	£56,513 8 10			
Sandringham to Beaumaris Tramway	...	...	...	...	25,764 10 7			
						82,277	19	5
Making a total of						13,262,387	1	5
That total includes the net amount of accounts due but unpaid at 30th June, 1929, 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.						75,602	9	2
						13,186,784	12	3
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1928, which were paid in 1928-29, and therefore included in the Treasury figures, and which therefore require to be added, viz.						52,648	19	0
The Revenue as shown by the Treasury is thus						13,239,433	11	3

WORKING EXPENSES.						£	s.	d.
Railways	...	...	...	...	...	9,739,391	19	8
Electric Tramways and Road Motor Services	...	...	...	...	...	94,066	13	10
Making a total of						9,833,458	13	6
In order to bring this sum into agreement with the Treasury figures there must be deducted the amounts credited in 1928-29 in respect of works carried out in previous years, which amounts were credited in the Treasury figures for 1928-29, but not in the Railway Working Expenses						31,731	13	1
						9,801,727	0	5

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

(1) Amount of wages, accounts unpaid, &c., paid and charged by the Treasury in the year 1928-29, but not by the Railways	...	...	...	...	7,148	0	4
(2) Amount of Interest paid on advances to Railways Stores Suspense Account from Public Account—Advances Account	...	...	...	...	6,000	0	0
(3) Amount of Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn	...	...	...	...	£266	0	0
						13,414	0	4
						£9,815,141	0	9

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

The Working Expenses as shown by the Treasury are :—	£	s.	d.
Division 87, subdivision 1 of the Appropriation Act 1928-29	9,147,607	15	5
Division 87, subdivision 2—Railway Accident and Fire Insurance Fund	31,899	16	10
Division 87, subdivision 2—Repayment to Capital Account in respect of rolling stock retired from service	250,000	0	0
Division 87, subdivision 3—Amount paid to the State of South Australia in respect of adjustment Border Railways	2,662	0	0
Division 87, subdivision 4—Repayment to Capital Account in connexion with the North Geelong and Fyansford Line	758	0	0
Division 87, subdivision 5—Interest on Advance from Public Account—Advance Account to Railway Stores Suspense Account	6,000	0	0
Division 87, subdivision 6—Salary of the Chairman of the Board of Discipline	548	7	5
Division 87, subdivision 7—Interest charges paid to State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn	266	0	0
Division 88, Pensions, Gratuities	5,308	16	2
Act No. 2716, Pensions, Gratuities	203,819	18	2
Act No. 2814/3011 Commissioners' Salaries	8,500	0	0
Act No. 3408, Payment to Superannuation Fund	157,770	6	9
	<hr/>	<hr/>	<hr/>
		£9,815,141	0 9

APPENDIX No. 23.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1929.

Section.	Miles.	Date opened.
South Kensington to West Footscray ..	2.44 (double track)	21st October, 1928
Darling to Eastmalvern .. .. .	.82 (single track)	3rd February, 1929

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1929.

Section.	Miles.
Albion to Broadmeadows	8 $\frac{1}{2}$
Yarrowonga to Oaklands	37
Eastmalvern to Glenwaverley	5
Nowingi to Millewa South	35 $\frac{1}{2}$
Euston to Lette	30 $\frac{1}{4}$
	<hr/>
	116 $\frac{1}{4}$

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1929.

Section.	Miles.
Mildura to Gol Gol (New South Wales Border Railway Act)	22
La La Siding to Big Pat's Creek	2 $\frac{1}{2}$
Orbost to Brodribb	6
Casterton to Nangeela	9
	<hr/>
	39 $\frac{1}{2}$

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 1928-29.	5' 3" gauge ...	3'30	6'57	2'5	318'55	4246'33	4577'25	4937'01	1012'03	5949'04
	2' 6" gauge ...	...	...	...	21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	318'76	4367'89	4699'02	5058'99	1021'92	6080'91
	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	326'13	4370'29	4708'81	5076'17	1023'32	6099'49	
Year 1927-28.	5' 3" gauge ...	3'30	6'57	2'5	316'11	4246'51	4574'99	4932'31	1001'65	5933'96
	2' 6" gauge ...	...	...	...	21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	316'32	4368'07	4696'76	5054'29	1011'54	6065'83
	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	4370'47	4706'55	5071'47	1012'04	6084'41	
		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 1928-29.	5' 3" gauge ...	3'30	6'57	2'5	317'80	4245'84	4576'01	4935'02	1006'72	5941'74
	2' 6" gauge ...	...	...	...	21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	318'01	4367'40	4697'78	5057'00	1016'61	6073'61
	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	325'40	4369'80	4707'57	5074'18	1018'01	6092'19	
Year 1927-28.	5' 3" gauge ...	3'30	6'57	2'5	316'11	4211'06	4539'54	4896'86	997'65	5894'51
	2' 6" gauge ...	...	...	...	21	121'56	121'77	121'98	9'72	131'70
	Total ...	3'30	6'57	2'5	316'32	4332'62	4661'31	5018'84	1007'37	6026'21
	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	4335'02	4671'10	5036'02	1008'77	6044'79	

APPENDIX No. 25.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1929.				<i>Cr.</i>	
	£	s.	d.	£	s.	d.
To funds provided at the date of the authorisation of the Stores Suspense Account (30th June, 1896)	559,440	16	2			
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820	50,000	0	0			
„ Advances from Loan Account subsequent to 30th June, 1896				509,440	16	2
„ Advances from Public Account				905,000	0	0
„ Sundry Creditors				75,000	0	0
				132,652	11	4
				£1,622,093	7	6
By Stores and Materials on hand and in transit ...	1,385,539	19	11			
Less amount charged to Power Signalling Funds	18,886	14	3			
„ Sundry debtors						1,366,653
„ Cash in Treasury and with Agent-General ...						5
						8
						19,970
						4
						2
						235,469
						17
						8
						£1,622,093
						7
						6

APPENDIX No. 26.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1929 AND 1928.

	Year ended 30th June, 1929.						Year ended 30th June, 1928.					
	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.
COUNTRY—				£	£	£				£	£	£
Single Tickets	482,814	2,275,019	2,757,833	525,862	936,624	1,462,486	535,697	2,427,985	2,963,682	560,995	976,220	1,537,215
Return Tickets	497,978	2,787,725	3,285,703	197,570	584,986	782,556	496,517	2,711,457	3,207,974	191,097	578,592	769,689
Periodical Tickets	1,129,029	841,727	1,970,756	171,225	34,280	205,505	1,098,109	824,608	1,922,717	196,406	35,392	231,798
Workmen's Weekly Tickets	...	147,602	147,602	...	3,053	3,053	...	86,862	86,862	...	1,584	1,584
Total	2,109,821	6,052,073	8,161,894	894,657	1,558,943	2,453,600	2,130,323	6,050,912	8,181,235	948,498	1,591,788	2,540,286
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets	8,118,021	9,627,339	17,745,360	198,083	205,638	403,721	8,462,724	9,983,070	18,445,794	206,163	210,819	416,982
Return Tickets	26,662,465	38,161,366	64,823,831	595,763	720,864	1,316,627	28,598,731	41,039,997	69,638,728	641,201	769,141	1,410,342
Race and Special Picnic Tickets	492,642	869,260	1,361,902	24,241	31,020	55,261	546,753	917,335	1,464,088	26,107	31,974	58,081
Periodical Tickets	29,774,752	25,400,962	55,175,714	469,252	315,643	784,895	29,346,140	21,945,677	51,291,817	445,033	254,494	699,527
Workmen's Weekly Tickets	...	13,733,566	13,733,566	...	208,120	208,120	...	15,553,208	15,553,208	...	233,557	233,557
Total	65,047,880	87,792,493	152,840,373	1,287,339	1,481,285	2,768,624	66,954,348	89,439,287	156,393,635	1,318,504	1,499,985	2,818,489
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	67,157,701	93,844,566	161,002,267	2,181,996	3,040,228	5,222,224	69,084,671	95,490,199	164,574,870	2,267,002	3,091,773	5,358,775
ROAD MOTOR COACH SERVICES	...	...	450,799	...	...	10,132	...	...	497,314	...	...	60,246
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY... ..	...	...	5,380,698	...	...	56,058	...	...	5,561,615	...	...	54,768
SANDRINGHAM-BEAUMARIS ELECTRIC TRAMWAY ... ..	...	...	1,606,685	...	...	14,709	...	...	1,716,52	...	...	14,862

APPENDIX No. 27.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1929, AND 30TH JUNE, 1928.

Class of Goods.	Year ended 30th June, 1929.							Year ended 30th June, 1928.	
	Tons carried.	Percentage of each Class to Total Tonnage.	Revenue. £	Percentage of each Class to Total Revenue.	Ton Miles.	Average Haul Miles Per Ton.	Average Rate Per Ton Mile.	Tons carried.	Revenue. £
2nd Class ...	94,316	1·2	338,723	6·0	13,458,781	142·6	6·0	93,980	334,268
1st Class ...	115,090	1·5	278,977	4·9	12,245,683	106·4	5·4	117,773	278,613
"C" Class ...	224,827	2·9	510,785	9·1	26,337,325	117·1	4·6	196,100	453,969
"B" Class ...	231,277	3·0	298,442	5·3	22,033,764	95·2	3·2	228,893	289,200
"A" Class ...	399,421	5·2	389,035	6·9	43,012,632	107·6	2·1	411,507	381,558
Miscellaneous ...	193,529	2·5	84,530	1·5	13,136,976	67·8	1·5	222,286	82,703
Fish ...	4,130	·0	7,144	·1	482,867	116·9	3·5	4,781	8,023
Fruit ...	138,610	1·8	152,881	2·7	23,790,453	171·6	1·5	155,690	151,947
Butter ...	36,466	·4	59,190	1·0	4,569,790	125·3	3·1	32,930	55,243
Other Dairy Produce ...	34,010	·4	50,544	·9	2,741,595	80·6	4·4	31,967	44,910
Wine ...	9,529	·1	12,681	·2	1,692,713	177·6	1·7	12,656	16,329
Wool ...	105,255	1·3	287,650	5·1	14,989,311	142·4	4·6	87,874	234,633
Flour, Bran, Sharps, and Pollard ...	272,255	3·5	158,178	2·8	35,628,772	130·8	1·0	238,516	136,956
Wheat ...	1,153,538	15·2	750,102	13·3	200,400,362	173·7	·8	618,501	338,122
All other Agricultural Produce ...	475,226	6·2	323,690	5·7	65,796,983	138·4	1·1	469,099	293,334
Hay, Straw, and Chaff...	251,701	3·3	127,639	2·2	25,643,676	101·8	1·1	289,449	147,308
Fertilizers ...	379,485	5·0	136,452	2·4	53,871,092	155·1	·5	394,507	138,452
Minerals (including Coal, Coke, Ores, &c.) ...	467,362	6·1	159,132	2·8	32,772,844	70·1	1·1	482,500	158,515
Firewood ...	654,537	8·6	272,278	4·8	67,094,801	102·5	·9	659,697	264,074
Timber ...	284,229	3·7	173,048	3·0	27,988,133	98·4	1·4	336,148	191,529
Stone, Gravel, and Sand ...	1,283,407	16·9	328,110	5·8	42,733,861	33·2	1·8	1,758,760	400,611
All other Goods ...	771,565	10·1	598,604	10·6	33,624,713	43·5	4·2	613,131	540,571
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ...	...	...	107,256	1·9	...	...	...	...	100,760
Total Tonnage of Goods carried, and Total Revenue derived therefrom ...	7,579,765	...	5,605,071	...	769,047,127	101·4	1·7	7,456,745	5,041,628
Live Stock ...	607,323	...	664,729	...	65,557,585	107·9	2·4	661,216	711,909
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ...	8,187,088	...	6,269,800	...	834,604,712	101·9	1·8	8,117,961	5,753,537

Number of Live Stock.

	Year ended 30th June, 1929.	Year ended 30th June, 1928.
Calves ...	20,101	25,441
Cattle ...	460,344	511,775
Horses ...	39,935	39,029
Pigs ...	321,008	346,128
Sheep ...	9,043,285	9,759,017

NOTE.—This statement includes revenue from Road Motor Services, but does not include revenue from goods in transit at the end of the year.

APPENDIX No. 28.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1929.

Year ended 30th June—	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock	Electrification of the Melbourne Suburban Lines.	Total.
	£	£	£	£	£
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	516,630	816,785	27,976	1,759,306
1914	481,459	618,788	816,222	151,618	2,068,087
1915	535,610	700,846	726,209	751,980	2,714,645
1916	360,678	738,525	504,341	690,483	2,294,027
1917	153,501	274,569	264,869	532,102	1,225,041
1918	134,161	307,156	125,272	290,038	856,627
1919	135,167	228,276	94,586	479,464	937,493
1920	242,916	* 139,356	126,981	* 392,242	901,495
1921	306,205	* 476,914	168,988	* 580,190	1,532,297
1922	277,551	* 691,262	431,673	* 1,620,125	3,020,611
1923	286,942	* 605,278	181,174	* 849,804	1,923,198
1924	556,888	* 512,658	125,718	* 212,737	1,408,001
1925	525,138	* 626,183	245,473	* 99,099	1,495,893
1926	408,601	* 807,562	423,602	* Or. 247,592	1,392,173
1927	546,495	* 909,369	166,479	* 40,085	1,662,428
1928	756,930	* 868,406	392,581	* 54,393	2,072,310
1929	439,343	596,044	124,730	11,534	1,171,651
Total ...	7,353,269	10,642,254	7,256,269	6,536,278	31,788,070

* Amended figures.

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	Hobson's Bay Lines	20,153
1857—May 13	Flinders Street	St. Kilda			19,356
1859—Feb. 8	Prince's Bridge	Richmond			43
" Dec. 12	Richmond	Cremorne			43
" " 19	Windsor	North Brighton			42
1860—Sept. 24	Richmond	Pic-nic Station			43
" Dec. 22	Cremorne	Windsor ...			43
1861—April 13	Pic-nic Station	Hawthorn ...			43
" Dec. 21	North Brighton	Brighton Beach			127
1857—June 25	Williamstown Junction	Geelong			38·51	8,253
1859—Jan. 17	Footscray	Williamstown Pier	5·87	8,253	
" 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	Wahgunyah	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	Treutham	10·82	606	
" March 17	Treutham	{ Daylesford (includ- ing extension)	11·73	606	
1881—June 7	Lancefield Junction	Lancefield	14·50	671	
" Aug. 11	Waubra Junction	Ballarat Race-course	2·10	660	
" 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	
" 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	
		Carried forward	1,442·70		

* 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 in Miles.	Authorization Act.	
				Number	
		Brought forward ...	1,442'70		
1883—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	Bairnsdale	32'79	821 " 1381	
" " 15	Lilydale	Yarra Flats	7'35	821 " 1381	
" Oct. 1	Numurkah	Nathalia	13'79	821 " 1381	
" " 1	Numurkah	Cobram	21'67	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	
" " 4	Terang	Warrnambool	28'84	821 " 1381	
" " 4	Koroit	Warrnambool	9'36	821 " 1381	
" " 4	Koroit	Port Fairy	11'34	821 " 1381	
" March 17	Mount Moriac	*Wensleydale	10'92	821 " 1381	
" " 24	Burnley	†Oakleigh	6'29	821 " 1381	
" May 12	Warragul	Rokeby	8'12	821 " 1381	
" " 30	Kerang	Swan Hill	35'16	821 " 1381	
		Carried forward ...	2,447'82		

*Trains run only as required for traffic.

† See lines closed 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...	2,447.82	
1890—May 30	Camberwell	†Waverley Road ...	4.25	821 and 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	Myrtleford	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 ‡Canterbury loopline)	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	Timboon	22.32	821 " 1381
" " 6	Lancefield	†Kilmore	18.10	821 " 1381
" Oct. 28	Korumburra	Coal Creek	0.89	1240 " 1255
" Nov. 22	Dookie	Katamatite	17.02	1529
1893—Jan. 5	Warracknabeal	Beulah	21.92	1273
" March 28	Donald	Birchip	32.30	1273
1894—March 6	Beulah	Hopetoun	16.01	1316
" May 7	Korumburra (Jumbunna Junction) ...	Jumbunna	3.74	1240 and 1294
" " 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards	0.89	1030 " 1381
" June 1	†Korumburra (Strezlecki Junction) ...	Strezlecki	2.25	1240 " 1294
" " 19	Dimboola	Jeparit	21.59	1312
" July 31	Natimuk (East Natimuk)	Goroke	28.64	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	29.86	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
" " "	Stawell	*Grampians	15.84	
1906—May 7	St. Kilda	α Park Street, Middle Brighton	4.12	1956 and 1973
" Dec. 22	Park Street, Middle Brighton ...	αBrighton Beach ...	1.06	2035
1908—July 9	Strathmerton	Tocumwal Extension ...	2.07	2078
1909—June 15	Rupanyup	Marnoo	15.33	2124
" July 1	Ultima	Chillingollah	20.14	2144
" Oct. 28	Alexandra Road	Alexandra	4.32	2104
1910—May 3	Moe	¶Walhalla	26.06	1691 and 2180
" " 9	Nyora	Woolamai	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
		Carried forward ...	3,599.09	

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion since dismantled.
 § Opened for through passenger traffic, 17th December, 1861. ¶ 2-ft. 6-in. gauge. α Electric tramway—4-ft. 4-in. gauge.
 ¶ The length of the lines as originally constructed was 4.07 miles, but was increased owing to duplication from St. Kilda Station to the Power House by 0.3 miles in 1913 and .02 miles in 1923.

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 ...	3,599.09	
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 Aug. 8	Gheringhap ...	Maroona ...	99.76	2220
1914—Jan. 28	Chillingollah ...	Manangatang ...	18.59	2418
" May 28	Crowland ...	Navarre ...	22.87	2351
" June 26	Rainbow ...	Nypo (towards) ...	10.59	2441
" " 29	Sea Lake ...	Pier-Millan (towards) ...	17.68	2419
" " 30	Benalla ...	Tatong ...	18.00	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 ...	Yanac-a-yanac ...	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 ...	Kaunagulk ...	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) ...	Yallourn ...	2.45	3084
" June 29	Koo Wee Rup ...	Strezlecki (McDonald's Track) ...	30.55	2535
1923—June 21	Colac ...	Alvie ...	9.65	3164
" Dec. 22	Won Wron ...	Woodside ...	9.68	3152
" " 1	Moama ...	Deniliquin ...	44.33	3194
1924—April 11	Redcliffs ...	Millewa North ...	35.40	3174
" June 5	Annuello ...	Robinvale ...	19.50	3194
" Oct. 1	Altona Bay Railway ...	... ..	1.85	
" Dec. 20	Kerang ...	Gonn Crossing ...	16.11	3194
1925—May 27	Hopetoun ...	Patchewollock ...	26.96	3242
" June 6	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	3324
1927—May 3	Goroke ...	Morea (Carpolac) ...	9.05	3312
" July 25	Marnoo ...	Wallaloo ...	6.40	3323
" Oct. 31	Bowser ...	Peechelba ...	12.32	3322
1928—March 16	Murrabit ...	Stony Crossing ...	38.59	3194
" Oct. 21	South Kensington ...	West Foot-cray ...	2.44	3464
1929—Feb. 3	Darling ...	East Malvern ...	.82	3500
		Total mileage ...	4,752.35	

Less mileage closed for Traffic at 30th June, 1929— Miles.

Dunkeld to Peshurst (Dismantled February, 1898) ... 15.87

Lancefield to Kilmore (Dismantled September, 1917)... 18.10

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

Korumburra (Strezlecki Junction) to Strezlecki—

Black Diamond Junction to Strezlecki (Dismantled June 1926) ... 1.00

43.54

Total mileage open for Traffic at 30th June, 1929 ... 4,708.81

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 1918-19 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.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1918-19.	1928-29.
Spencer-street—													
Suburban ..	1,158,	1,461,	1,528,	2,444,	2,602,	2,755,	2,618,	2,390,	2,336,	2,097,	1,937,	32	17
North Melbourne ..	974,	1,124,	1,119,	1,163,	1,193,	1,253,	1,215,	1,198,	1,197,	1,090,	973,	38	58
Middle Footscray ..	300,	331,	354,	368,	411,	456,	474,	489,	510,	486,	468,	86	99
West Footscray ..	429,	501,	569,	541,	555,	650,	705,	766,	861,	840,	830,	73	65
Sunshine ..	309,	374,	416,	442,	470,	522,	548,	602,	660,	675,	674,	85	84
Kensington ..	1,420,	1,610,	1,586,	1,569,	1,624,	1,642,	1,602,	1,551,	1,568,	1,458,	1,374,	20	38
Newmarket ..	1,639,	1,873,	1,829,	1,873,	1,949,	2,007,	2,011,	1,862,	1,829,	1,765,	1,693,	14	27
Ascot Vale ..	2,597,	3,052,	3,084,	3,138,	3,255,	3,407,	3,331,	3,189,	3,151,	2,988,	2,848,	5	5
Moonee Ponds ..	2,050,	2,486,	2,481,	2,545,	2,693,	2,861,	2,919,	2,812,	2,797,	2,681,	2,597,	8	8
Essendon ..	1,874,	2,335,	2,464,	2,636,	2,752,	2,926,	3,061,	2,989,	3,122,	3,084,	3,042,	11	4
Footscray ..	2,828,	3,213,	3,309,	3,554,	3,763,	3,975,	3,913,	3,861,	4,137,	4,082,	3,972,	4	3
Seddon ..	1,351,	1,533,	1,578,	1,586,	1,619,	1,617,	1,593,	1,561,	1,606,	1,601,	1,540,	21	33
Yarraville ..	1,299,	1,477,	1,542,	1,646,	1,747,	1,881,	1,915,	1,959,	2,094,	2,110,	2,022,	23	14
Spotswood ..	319,	375,	398,	402,	393,	425,	458,	470,	507,	525,	532,	83	92
Newport ..	1,240,	1,426,	1,469,	1,544,	1,607,	1,655,	1,694,	1,724,	1,872,	1,898,	1,863,	28	21
North Williamstown ..	894,	1,029,	1,076,	1,094,	1,164,	1,226,	1,235,	1,171,	1,147,	1,097,	1,052,	44	52
Williamstown Beach ..	552,	627,	624,	625,	664,	683,	708,	704,	713,	723,	706,	62	79
Williamstown ..	495,	557,	549,	535,	584,	615,	628,	570,	545,	509,	468,	69	100
Macaulay ..	180,	189,	256,	376,	444,	496,	503,	514,	471,	459,	424,	92	103
Flemington Bridge ..	247,	264,	341,	491,	571,	603,	615,	593,	546,	474,	458,	89	101
South Brunswick ..	372,	435,	490,	630,	693,	761,	715,	652,	604,	553,	494,	77	98
Brunswick ..	583,	632,	745,	1,004,	1,098,	1,257,	1,247,	1,120,	929,	724,	687,	61	81
North Brunswick ..	..	..	..	..	..	..	..	..	359,	771,	765,	..	76
Moreland ..	644,	727,	879,	1,245,	1,482,	1,749,	1,776,	1,900,	1,834,	1,596,	1,488,	57	34
Coburg ..	953,	1,067,	1,157,	1,462,	1,649,	1,945,	2,145,	2,198,	2,224,	2,121,	2,079,	40	12
North Carlton ..	13,	17,	10,	372,	551,	596,	543,	476,	408,	366,	342,	99	104
North Fitzroy ..	288,	318,	260,	556,	653,	745,	665,	617,	564,	520,	499,	87	97
Merri ..	361,	402,	361,	432,	473,	533,	483,	451,	479,	465,	437,	79	102
Northcote ..	707,	771,	727,	947,	1,027,	1,079,	1,057,	1,035,	1,071,	1,052,	1,049,	53	54
Croxton ..	959,	1,018,	901,	1,125,	1,232,	1,361,	1,254,	1,179,	1,197,	1,168,	1,118,	39	51
Thornbury ..	919,	1,003,	902,	1,075,	1,205,	1,351,	1,343,	1,246,	1,243,	1,258,	1,269,	42	45
Bell ..	502,	538,	482,	629,	732,	859,	878,	896,	966,	983,	977,	67	57
Preston ..	393,	434,	378,	475,	613,	833,	930,	1,010,	1,090,	1,153,	1,226,	75	48
Regent ..	363,	410,	369,	435,	531,	649,	720,	862,	983,	1,078,	1,201,	78	49
Reservoir ..	168,	195,	206,	256,	328,	447,	460,	520,	589,	693,	802,	93	72
Prince's-bridge—													
Suburban ..	1,234,	1,489,	1,386,	1,782,	2,037,	2,352,	2,293,	2,207,	2,297,	2,233,	2,082,	29	11
Hawkeburn ..	1,504,	1,598,	1,391,	1,360,	1,568,	1,665,	1,506,	1,498,	1,468,	1,325,	1,272,	16	44
Toorak ..	904,	995,	945,	943,	1,105,	1,130,	1,062,	1,067,	961,	888,	828,	43	66
Armada ..	1,447,	1,641,	1,516,	1,523,	1,839,	1,922,	1,862,	1,848,	1,456,	1,369,	1,268,	19	46
Malvern ..	2,193,	2,480,	2,287,	2,289,	2,662,	2,733,	2,581,	2,645,	2,457,	2,339,	2,248,	6	9
Caulfield ..	1,981,	2,407,	2,328,	2,383,	2,599,	2,646,	2,532,	2,720,	2,753,	2,680,	2,712,	10	6
Carnegie ..	700,	820,	927,	994,	1,132,	1,275,	1,336,	1,392,	1,462,	1,461,	1,487,	55	35
Murrumbena ..	619,	769,	797,	883,	1,030,	1,177,	1,241,	1,195,	1,305,	1,325,	1,357,	58	39
Hughesdale ..	..	..	..	..	..	..	118,	407,	501,	556,	602,	..	88
Oakleigh ..	1,067,	1,253,	1,345,	1,440,	1,592,	1,768,	1,867,	1,918,	2,036,	1,973,	1,996,	35	15
Dandenong ..	287,	306,	321,	323,	401,	456,	508,	502,	523,	514,	505,	88	95
Glen Huntly ..	694,	820,	847,	949,	1,323,	1,557,	1,613,	1,694,	1,817,	1,883,	1,828,	56	24
Ormond ..	211,	259,	307,	364,	471,	614,	775,	934,	1,097,	1,204,	1,235,	91	47
McKinnon ..	100,	117,	127,	140,	167,	196,	246,	308,	343,	420,	511,	96	94
Bentleigh ..	127,	140,	157,	169,	218,	271,	302,	390,	612,	822,	963,	95	60
Cheltenham ..	310,	348,	374,	394,	422,	472,	508,	527,	558,	586,	600,	84	89
Mentone ..	436,	456,	463,	477,	572,	665,	714,	753,	812,	818,	817,	72	68
Parkdale ..	..	153,	212,	230,	292,	354,	385,	431,	472,	518,	528,	..	93
Mordialloc ..	408,	424,	434,	452,	553,	610,	613,	623,	637,	627,	623,	74	86
Chelsea ..	329,	371,	409,	422,	528,	573,	577,	587,	583,	584,	543,	82	91
East Richmond ..	545,	593,	568,	553,	688,	735,	692,	710,	743,	738,	698,	63	80
Burnley ..	748,	800,	728,	683,	732,	876,	860,	868,	895,	854,	795,	51	73
Hawthorn ..	1,097,	1,232,	1,167,	1,093,	1,150,	1,293,	1,223,	1,184,	1,240,	1,156,	973,	33	59
Glenferrie ..	1,829,	2,056,	1,947,	1,916,	1,997,	2,048,	1,898,	1,904,	1,864,	1,747,	1,638,	12	28
Auburn ..	1,274,	1,502,	1,439,	1,497,	1,589,	1,662,	1,561,	1,550,	1,543,	1,471,	1,391,	25	36
Camberwell ..	1,485,	1,751,	1,757,	1,771,	1,944,	2,157,	2,131,	2,136,	2,083,	1,974,	1,877,	18	20
East Camberwell ..	921,	1,053,	1,014,	1,008,	1,065,	1,109,	1,070,	1,009,	1,038,	1,001,	952,	41	61
Canterbury ..	1,336,	1,552,	1,574,	1,646,	1,757,	1,884,	1,954,	1,943,	1,823,	1,373,	1,297,	22	42
Chatham ..	..	..	..	..	..	..	..	..	166,	784,	848,	..	63
Surrey Hills ..	769,	891,	925,	933,	1,062,	1,238,	1,355,	1,358,	1,403,	1,282,	1,273,	49	43
Mont Albert ..	374,	447,	481,	531,	602,	696,	778,	816,	918,	935,	943,	76	62
Box Hill ..	854,	1,007,	1,039,	1,079,	1,196,	1,368,	1,488,	1,557,	1,678,	1,727,	1,716,	46	26
Blackburn ..	218,	259,	276,	296,	324,	392,	416,	459,	469,	493,	502,	90	96
Tooronga ..	343,	389,	411,	446,	516,	650,	681,	690,	716,	719,	729,	80	78
Gardiner ..	162,	183,	205,	232,	304,	430,	509,	561,	612,	631,	680,	94	82
Glen Iris ..	90,	106,	117,	142,	218,	364,	480,	571,	598,	641,	661,	97	85
Darling ..	87,	110,	114,	137,	197,	304,	375,	432,	468,	511,	555,	98	90
Kew ..	593,	708,	679,	618,	756,	1,032,	1,080,	1,109,	1,070,	954,	813,	60	69
West Richmond ..	521,	598,	593,	731,	855,	959,	927,	914,	927,	897,	822,	65	67
North Richmond ..	544,	643,	623,	778,	897,	1,005,	955,	916,	856,	811,	741,	64	77
Collingwood ..	521,	590,	558,	669,	737,	809,	787,	789,	769,	728,	675,	66	83

APPENDIX No. 30—continued.

STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC, ETC.—continued.

Number of Passenger Journeys—in Thousands.

Name of Station.	1918-19.	1919-20	1920-21	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1918-19.	1928-29.
Victoria Park ..	705,	811,	796,	1,000,	1,127,	1,290,	1,248,	1,246,	1,207,	1,127,	1,049,	54	53
Clifton Hill ..	1,289,	1,449,	1,398,	1,698,	1,909,	2,090,	1,975,	1,940,	1,813,	1,629,	1,566,	24	30
Westgarth ..	763,	862,	849,	995,	1,089,	1,064,	865,	856,	872,	846,	808,	50	70
Dennis ..	..	..	..	..	..	251,	773,	887,	984,	996,	990,	..	56
Fairfield Park ..	1,247,	1,426,	1,446,	1,602,	1,779,	1,828,	1,805,	1,853,	1,933,	1,844,	1,798,	27	25
Alphington ..	336,	412,	446,	505,	497,	573,	683,	735,	804,	808,	785,	81	74
Ivanhoe ..	790,	912,	951,	1,085,	1,068,	1,143,	1,214,	1,251,	1,203,	1,154,	1,134,	48	50
Heidelberg ..	449,	516,	545,	633,	700,	747,	794,	814,	798,	780,	768,	71	75
Flinders-street--													
Suburban ..	8,650,	11,098,	10,945,	11,561,	12,615,	13,552,	12,819,	13,298,	13,405,	11,740,	11,145,	1	1
North Port ..	497,	670,	721,	749,	781,	840,	797,	756,	715,	680,	606,	68	87
Graham ..	617,	745,	775,	814,	881,	897,	834,	813,	799,	823,	804,	59	71
South Melbourne ..	837,	1,039,	991,	1,002,	1,066,	1,131,	1,093,	1,048,	1,091,	1,071,	1,018,	47	55
Albert Park ..	2,041,	2,548,	2,435,	2,401,	2,495,	2,628,	2,605,	2,420,	2,238,	2,114,	2,058,	9	13
Middle Park ..	2,097,	2,451,	2,422,	2,429,	2,513,	2,586,	2,565,	2,236,	2,061,	1,958,	1,914,	7	18
St. Kilda ..	3,060,	4,251,	4,326,	4,399,	4,644,	4,690,	4,596,	4,488,	4,429,	4,300,	4,221,	2	2
Richmond ..	1,509,	1,839,	1,876,	1,999,	2,281,	2,324,	2,013,	1,954,	2,145,	1,994,	1,843,	15	23
South Yarra ..	1,699,	2,030,	1,981,	1,923,	2,078,	2,226,	1,941,	2,086,	2,107,	1,908,	1,850,	13	22
Prahran ..	1,231,	1,597,	1,751,	1,856,	1,961,	2,034,	1,737,	1,711,	1,540,	1,378,	1,299,	30	41
Windsor ..	1,249,	1,658,	1,866,	2,020,	2,136,	2,125,	1,836,	2,004,	1,872,	1,712,	1,563,	26	31
Balaclava ..	1,490,	1,997,	2,290,	2,518,	2,695,	2,772,	2,383,	2,495,	2,273,	2,069,	1,992,	17	16
Ripponlea ..	866,	1,078,	1,193,	1,310,	1,427,	1,431,	1,337,	1,476,	1,463,	1,363,	1,315,	45	40
Elsternwick ..	2,906,	3,566,	3,690,	3,848,	3,922,	3,639,	3,271,	3,224,	3,005,	2,809,	2,695,	3	7
Gardenvale ..	1,007,	1,242,	1,360,	1,458,	1,585,	1,703,	1,623,	1,614,	1,654,	1,577,	1,561,	36	32
North Brighton ..	1,167,	1,393,	1,431,	1,525,	1,631,	1,793,	1,863,	1,881,	1,919,	1,911,	1,884,	31	19
Middle Brighton ..	981,	1,217,	1,263,	1,321,	1,395,	1,469,	1,459,	1,466,	1,505,	1,454,	1,376,	37	37
Brighton Beach ..	481,	571,	597,	658,	725,	766,	799,	813,	827,	820,	833,	70	64
Hampton ..	731,	935,	997,	1,089,	1,180,	1,255,	1,367,	1,502,	1,570,	1,568,	1,595,	52	29
Sandringham ..	1,078,	1,405,	1,574,	1,769,	1,890,	1,907,	1,985,	2,008,	2,105,	2,080,	2,105,	34	10

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, 1929, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

NOTE.—At stations where figures are not 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 30th June, 1924.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong	20,446	43,622	20,010	42,085	30,816	44,424	58,496
Avonmore .. ..	..	27,919	..	..	..	30,924	30,924
Elmore	48,054	96,150	..	72,878	..	93,948	144,127
Rochester	31,607	60,722	28,056	43,080	20,322	67,968	130,087
Strathallan .. ..	..	34,618	..	25,823	..	33,240	85,105
Echuca .. ..	..	..	..	..	..	..	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	..	24,720	49,484
Hill Plains .. ..	..	26,110	21,662	20,457	..	..	26,110
Southdown .. ..	..	..	..	..	..	21,156	21,156
Deniliquin	52,052	76,901	47,055	97,224	34,543	49,356	97,224
Shelbourne	20,415	48,955	24,467	50,962	41,132	59,232	113,952
Moolort .. ..	..	..	..	..	..	46,392	46,392
Maryborough .. ..	..	..	..	..	..	..	24,069
Bet Bet .. ..	..	..	..	..	..	26,484	26,484
Bealiba .. ..	..	28,099	..	..	..	24,540	57,150
Emu .. ..	..	..	..	..	..	20,940	20,940
Carapooee .. ..	..	25,224	..	21,820	..	..	40,078
St. Arnaud	26,271	28,952	..	..	..	33,720	56,742
Sutherland	52,640	122,013	87,902	86,702	82,018	67,093	122,013
Swanwater	40,652	108,494	61,291	78,668	46,513	83,616	108,494
Cope Cope	74,110	125,585	84,002	95,945	87,378	90,840	153,184
Donald	77,979	137,540	136,580	138,593	130,397	179,811	179,811
Litchfield	108,505	181,497	87,914	110,288	61,146	134,232	181,497
Massey	54,577	70,230	35,728	50,832	21,901	60,144	70,230
Watchem	82,608	151,138	70,655	88,912	45,842	116,418	165,982
Morton Plains	38,049	55,688	24,384	53,621	..	64,716	64,716
Birchip	59,426	86,448	31,358	94,114	30,918	75,132	94,114
Kinnabulla	57,382	66,348	28,877	75,031	24,235	51,948	75,361
Curyo	55,539	51,781	20,632	47,015	23,102	57,804	71,444
Watchupga	72,113	91,142	38,906	59,339	63,813	88,404	91,142
Woomelang	105,098	134,848	44,385	107,898	52,938	91,884	142,624
Lascalles	53,651	89,934	26,605	89,276	29,939	57,648	125,222
Gama	31,836	28,320	..	49,200	..	33,468	61,403
Turriff	25,838	21,934	..	38,055	..	33,912	81,723
Speed	58,708	27,375	..	39,291	..	33,804	102,568
Tempy	45,606	29,901	..	34,547	..	38,232	68,738
Gypsum Siding .. ..	..	..	..	22,671	..	..	22,671
Bronzewing	21,783	..	..	26,329	..	20,076	26,329
Nunga	27,851	..	..	24,752	..	..	78,207
Ouyen	37,106	32,411	..	44,447	..	28,092	126,811
Kiamal	34,189	21,313	..	40,216	..	..	66,111
Boonoonar .. ..	..	..	..	25,117	..	..	25,117
Carwarp	35,918	20,893	..	38,296	..	..	45,763
Yatpool	21,358	..	..	20,482	..	..	31,358
Merbein .. ..	..	..	..	25,926	..	..	25,926
Llanelly .. ..	..	36,869	..	..	..	29,688	36,869
Tiega .. ..	..	..	..	23,927	..	..	26,572
Galah	51,638	38,193	..	55,678	..	27,334	121,512
Walpeup	52,198	119,433	42,263	84,774	54,053	71,748	148,171
Torrifa	42,116	29,925	..	50,779	..	26,880	65,934
Underbool	84,930	73,830	31,143	78,528	25,094	50,388	136,889
Linga	44,197	32,451	..	38,676	..	..	78,264
Boinka	33,600	26,320	..	32,413	..	..	60,436
Tutye	36,121	35,928	..	38,385	..	..	57,056
Cowangie	67,046	53,832	45,292	71,326	..	39,780	108,483
Danyo	34,823	36,711	20,711	37,941	..	28,752	69,443
Murrayville	72,232	62,475	33,577	51,092	25,336	63,288	158,807
Carina	40,970	43,038	34,755	44,229	20,315	52,150	111,282
Panitya	44,367	64,404	45,006	62,797	22,777	66,084	99,846

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, 1929, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended	Year ended	Year ended	Year ended	Year ended	Year ended	Record
	30th June, 1924.	30th June, 1925.	30th June, 1926.	30th June, 1927.	30th June, 1928.	30th June, 1929.	quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Merrinee .. ..	..	..	..	35,255	..	29,832	35,255
Werrimull .. ..	..	..	..	..	..	26,806	26,806
Karrawinna .. ..	..	..	..	27,676	..	34,632	34,632
Meringur .. ..	..	..	..	..	..	25,413	25,413
Derby .. ..	..	21,330	..	..	..	..	33,521
Leichardt .. ..	..	..	..	..	..	27,288	27,288
Bridgewater .. ..	..	29,593	..	..	..	24,780	57,399
Kurting .. ..	..	..	..	22,601	..	27,744	34,063
Korong Vale .. ..	..	33,575	..	36,525	..	22,824	66,230
Wychitella	35,962	69,255	20,470	53,822	..	50,172	76,530
Buckrabanyule	25,036	58,141	24,794	43,246	27,488	36,806	88,208
Barrakee	25,900	81,320	32,870	72,673	25,125	58,248	92,556
Charlton	32,429	221,306	70,562	57,638	71,631	128,088	237,678
Teddywaddy	21,634	47,876	..	40,100	20,656	28,560	60,422
Glenloth	33,490	68,735	32,193	68,307	..	48,840	83,927
Wycheproof	50,218	109,734	71,715	151,907	57,246	119,532	175,585
Dumosa	55,119	76,188	36,896	78,305	27,668	57,564	85,035
Nullawil	55,512	92,842	42,288	77,629	32,436	49,860	92,482
Warne	26,716	35,564	..	52,598	..	27,612	52,598
Culgoa	59,259	103,747	38,327	99,742	..	58,788	152,048
Berriwillcock	93,448	163,574	46,975	156,805	40,568	96,144	173,540
Boigbeat	33,979	58,512	..	54,244	..	32,882	59,379
Sea Lake	71,857	116,451	48,021	102,413	45,889	86,326	138,728
Ninda	30,271	38,060	..	27,746	..	27,804	47,399
Nyarrin	35,129	31,458	..	56,429	..	44,592	56,429
Nandaly	27,359	24,544	..	30,855	..	33,468	58,610
Pier Millan	22,214	24,027	..	25,974	..	23,556	32,994
Mittyack	35,438	20,615	..	32,295	..	26,712	35,438
Leitpar	23,394	..	..	..	..	..	23,394
Kulwin	33,303	24,803	..	42,954	..	22,284	42,954
Wedderburn .. ..	..	78,681	24,583	50,288	43,444	63,696	86,790
Borong	25,332	42,275	..	42,495	..	50,018	77,154
Mysia .. ..	..	30,296	..	29,161	..	29,964	46,774
Boort	54,401	125,960	31,391	92,526	31,988	93,672	125,960
Barraport	78,926	128,687	51,568	110,377	22,682	105,084	128,687
Gredgwin .. ..	..	45,869	..	44,366	..	36,696	45,869
Oakvale .. ..	..	55,190	20,568	56,528	..	35,616	56,528
Quambatook	99,816	149,171	49,257	132,566	20,591	126,348	157,217
Cannie	53,034	90,347	37,313	68,160	20,019	60,168	90,347
Lalbert	69,571	95,859	36,263	99,541	..	..	115,799
Meatian	65,437	92,014	39,000	84,573	..	97,500	117,139
Ultima	63,181	108,947	29,336	101,041	..	122,964	168,709
Gowanfard	56,854	57,808	..	46,447	..	45,732	57,808
Waitchie	42,692	74,734	22,867	70,429	..	50,208	126,827
Chillingollah	58,854	28,883	..	64,252	..	39,672	99,303
Chinkapook	71,436	53,858	24,588	66,000	..	65,664	87,172
Cocamba	27,470	21,804	..	32,815	..	24,072	62,996
Manangatang	64,131	41,589	..	68,791	..	34,500	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	22,211	53,740	21,249	40,227	..	49,224	77,555
Tandarra	26,836	56,304	25,308	54,020	..	46,152	78,426
Dingee	30,780	44,778	23,942	38,349	..	43,680	98,007
Prairie	37,715	39,400	25,002	41,372	..	42,108	94,229
Mitiamo	25,942	53,167	32,126	47,211	..	36,624	114,645
Mologa .. ..	..	36,429	..	31,872	..	20,316	59,542
Pyramid .. ..	..	31,052	..	28,678	..	28,080	61,768
Kerang .. ..	..	38,384	..	42,886	..	50,280	89,314
Mystic Park .. ..	..	..	..	25,058	..	31,896	56,074
Lake Boga	33,547	42,500	..	43,607	..	..	92,564
Pental .. ..	..	..	..	28,935	..	..	28,935
Swan Hill	45,118	48,884	22,477	52,255	..	27,456	158,641

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, 1929, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Woorinen .. ..	..	..	..	22,700	..	23,676	39,611
Pira	42,426	37,577	..	35,719	28,863	39,780	60,061
Nyahwest	45,250	40,178	26,211	45,575	..	37,668	65,001
Miralie	36,465	25,770	..	29,722	..	..	39,397
Piangil	40,800	26,632	..	46,729	..	41,026	61,562
Natya	36,572	24,740	..	44,586	..	..	44,586
Kooloonong	62,090	25,098	..	38,376	..	..	62,090
Hunter	23,867	56,974	20,610	42,916	..	55,704	56,974
Warragamba	26,479	40,380	..	25,440	..	40,188	49,758
McColl .. ..	..	25,117	..	..	..	..	40,043
Lockington .. ..	..	25,246	..	..	..	..	53,435
Kotta	29,423	61,370	..	28,256	..	22,764	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 .. ..	..	23,745	..	21,187	25,803	27,504	72,183
Lubeck	71,114	55,391	40,752	35,665	43,902	44,952	110,831
Murtoa	48,028	27,544	..	..	..	24,804	48,028
Jung	176,981	170,648	130,522	185,336	114,057	118,272	247,347
Dooen	135,330	121,538	106,691	118,803	36,949	102,600	136,437
Horsham .. ..	..	29,855	..	..	..	..	96,272
Dahlen	41,460	36,283	34,966	29,350	..	26,040	42,864
Pimpinio	68,304	136,430	88,915	105,267	59,056	78,768	136,430
Wail	83,325	248,147	111,338	164,667	57,827	127,044	248,147
Dimboola	38,412	150,440	53,813	86,868	..	53,016	160,634
Gerang Gerung	48,767	117,215	55,657	72,021	36,441	65,016	117,215
Kiata	30,667	83,288	46,202	40,110	32,732	39,636	96,784
Salisbury .. ..	..	57,370	26,012	32,393	..	41,088	57,370
Nhill .. ..	..	47,244	..	..	..	41,736	92,311
Tarranginnie	28,563	59,165	38,879	72,500	38,736	58,000	72,500
Diapur .. ..	..	25,202	..	35,938	..	30,192	74,611
Miram	47,206	84,109	39,770	62,231	75,177	81,373	84,109
Kaniva	45,826	95,604	37,856	78,655	47,983	102,336	105,611
Lillimur	65,080	81,096	64,051	37,780	98,917	104,232	98,917
Serviceton .. ..	..	65,656	39,682	36,136	66,802	70,104	67,715
Lismore .. ..	..	..	..	..	23,507	..	40,960
Westmere	86,160	58,137	39,618	45,834	35,787	75,360	100,324
Mininera	28,590	..	..	..	26,195	25,320	87,584
Tatyoan .. ..	..	20,180	..	22,054	37,326	44,424	58,378
Skipton .. ..	..	..	..	..	31,012	30,312	49,696
Willaura	64,145	45,488	36,357	37,884	52,312	42,792	92,245
Stavelly .. ..	..	..	..	..	..	23,279	57,173
Jackson	37,070	44,640	48,576	41,463	27,292	46,776	48,576
Rupanyup	46,629	54,986	25,324	..	..	..	96,998
Burrum	71,942	116,031	92,363	86,278	39,795	97,920	116,031
Banyena	41,951	134,334	76,234	81,255	68,614	96,228	134,334
Marnoo	104,331	148,731	82,352	114,294	86,060	81,492	202,512
Bolangum .. ..	..	..	..	..	32,073	46,212	42,212
Coromby	70,593	114,877	39,828	71,274	29,701	61,140	114,877
Minyip	180,291	321,140	136,711	241,328	82,337	164,736	321,140
Nullan	46,563	100,864	59,046	67,895	23,336	57,408	100,864
Sheephills	115,284	208,908	133,302	98,327	106,288	130,524	245,792
Mellis	23,718	51,441	20,058	32,236	..	34,896	51,441
Warracknabeal	97,045	164,887	36,506	54,245	100,119	80,988	188,401
Batchica .. ..	..	..	38,743	49,162	..	37,332	49,162
Lah	101,980	143,671	97,554	105,746	62,586	90,804	143,671
Brim	144,763	229,921	104,226	169,963	72,795	135,276	229,921
Galiquil	49,669	122,726	69,036	98,246	50,614	76,044	122,726
Beulah	174,255	193,213	110,597	130,528	102,146	160,992	212,022
Rosebery	66,100	88,435	47,266	74,609	21,554	103,692	106,011
Goyura	31,003	34,579	21,151	29,797	..	30,840	38,322
Hopetoun	143,328	159,779	80,675	103,075	89,642	98,616	214,647
Burroin .. ..	..	..	..	22,429	..	22,536	22,536

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, 1929, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Patchewollock ..	..	..	24,637	84,499	32,410	62,004	84,499
Remlaw ..	..	34,813	22,368	25,423	..	29,028	45,221
Vectis ..	41,446	45,856	37,231	37,551	..	44,244	65,729
Noradjuha ..	..	..	..	..	..	..	23,806
Natimuk ..	54,508	81,749	52,641	74,091	36,016	77,112	128,704
Arapiles ..	..	24,786	..	..	..	28,536	28,536
Mitre ..	..	..	..	..	..	20,338	29,471
Goroke ..	..	27,317	..	..	..	..	38,003
Arkona ..	23,533	64,313	25,950	52,944	..	29,868	64,313
Antwerp ..	46,268	131,136	22,773	115,736	33,479	88,860	131,136
Tarranyurk ..	96,458	130,596	67,993	124,369	40,606	101,652	130,596
Jeparit ..	61,023	79,579	40,382	93,899	35,208	100,860	114,859
Ellam ..	44,943	93,125	52,212	96,539	27,564	75,010	96,539
Pullut ..	66,630	110,489	43,960	77,740	32,788	68,470	110,489
Rainbow ..	110,269	69,636	29,671	99,905	68,694	71,940	188,258
Albacutya ..	45,479	45,878	33,066	54,414	..	39,708	54,414
Yaapeet ..	72,272	99,449	46,119	72,248	49,128	60,108	116,830
Detpa ..	88,777	81,431	64,151	87,235	..	86,880	92,655
Lorquon ..	60,760	106,030	74,381	79,296	45,291	98,088	106,727
Netherby ..	64,011	86,489	50,930	75,655	27,260	94,018	94,018
Yanac ..	62,228	136,659	47,142	113,995	56,835	122,338	136,659
Wangaratta ..	..	25,674	..	..	..	34,319	34,319
Bowser ..	22,160	27,593	..	..	..	..	33,049
Springhurst ..	27,955	42,450	..	..	44,664	28,920	44,664
Barnawartha ..	..	..	..	..	20,387	..	20,387
Toolamba ..	..	..	..	..	..	23,977	23,977
Mooroopna ..	..	20,796	..	..	..	..	22,672
Shepparton ..	..	22,070	..	..	21,711	20,340	55,382
Congupna ..	35,812	36,030	..	..	..	27,528	51,359
Tallygaroopna ..	34,639	105,322	32,498	52,866	29,254	54,069	105,322
Wunghnu ..	50,002	66,295	29,804	33,028	30,358	49,864	66,295
Numurkah ..	41,905	63,964	27,127	40,967	27,330	44,515	63,964
Katunga ..	56,257	100,921	43,418	68,792	31,079	60,861	100,921
Strathmerton ..	24,124	75,204	..	41,005	..	31,035	75,204
Yarroweyah ..	21,582	39,485	..	27,074	..	..	39,485
Cobram ..	..	66,305	..	54,259	54,236	42,645	66,305
Colbinabbin ..	67,014	83,990	49,278	67,898	38,791	103,788	119,851
Girgarre ..	..	30,180	..	..	..	..	30,309
Merrigum ..	25,661	33,310	..	28,411	..	29,556	78,609
Kyabram ..	24,883	49,003	..	26,348	..	24,840	93,653
Pine Lodge ..	35,040	54,730	25,787	23,036	46,160	61,520	64,929
Cosgrove ..	41,422	66,763	25,395	28,162	44,534	51,894	87,552
Dookie ..	24,194	37,308	24,291	24,789	34,815	46,896	54,067
Yabba South ..	..	25,806	..	..	21,855	23,856	25,806
Yabba North ..	33,839	50,538	..	27,549	30,256	37,944	65,685
Youanmite ..	34,162	61,898	..	25,527	25,706	30,840	61,898
Katamatite ..	68,324	117,710	47,912	73,617	56,577	58,740	137,960
Waaia ..	74,251	104,714	21,790	67,717	25,066	51,996	104,714
Nathalia ..	44,809	176,082	52,520	40,119	47,421	76,752	176,082
Picola ..	83,014	111,826	41,164	76,455	44,405	40,512	121,601
Mywee ..	20,495	..	..	..	..	..	20,495
Tocumwal ..	..	..	33,364	32,731	..	35,382	34,583
Goorambat ..	27,434	44,974	21,713	..	49,646	49,332	65,048
Devenish ..	42,976	72,103	29,872	22,893	56,946	53,844	85,002
St. James ..	47,562	70,055	32,084	23,499	62,571	58,956	101,327
Tungamah ..	39,590	81,229	24,783	25,912	41,767	48,888	81,229
Telford ..	68,410	85,487	42,157	39,288	62,321	64,500	103,129
Yarrowonga ..	178,878	359,643	118,835	157,325	114,570	254,064	359,643
Peechelba ..	..	..	..	..	30,866	40,248	40,248
Rutherglen ..	30,203	53,736	..	30,095	42,808	34,716	53,736
Wahgunyah ..	..	43,964	..	..	..	62,352	104,213
Kilmany ..	..	..	..	24,806	32,428	25,206	32,428
Other Stations ..	934,976	1,067,983	1,611,976	1,437,239	1,629,047	1,589,907	..
TOTALS ..	10,316,955	16,055,186	7,636,133	13,443,578	6,709,149	13,242,079	..

APPENDIX No. 32

RETURN OF TRAFFIC AT ALL STATIONS.

APPENDIX No. 32.—INDEX TO STATIONS—continued.

Page		Page		Page		Page	
119	Kari	100	Malsbury	101	Musk	113	Portland
118	Karook	120	Malvern	106	Myall	113	Portland North
104	Karawinna	105	Manangatang	113	Myamin	123	Portland Pier
102	Karyle	115	Mangalore	106	Myer's Flat	110	Port Albert
119	Katamatite	109	Mannerim	120	Myrtleford	126	Port Fairy
118	Katunga	107	Manor	105	Mysia	124	Port Melbourne
111	Kawarren	117	Mansfield	106	Mystic Park	107	Powerscourt
107	Keely	109	Marcus	118	Mywee	107	Prahran
115	Kensington	105	Margooya	118	Nacurrie	103	Prahran City Cou-
103	Kerang	113	Marnoo	105	Nagambie	103	ail's Siding
123	Kernot	104	Marong	105	Nandaly	103	Prairie
117	Kerrisdale	113	Maroona	123	Napier	117	Preston
125	Kew	113	Marp	120	Nar-Nar-Goon	109	Prossor
102	Klamal	110	Marshall	111	Naroghid	115	Pullat
108	Klata	102	Maryborough	123	Narracan	113	Puralka
123	Kilcunda	102	Massey	120	Narre Warren	112	Pura Pura
126	Killara	101	Mathoura	119	Nathalia	111	Purdeet
121	Kilmany	107	McColl	114	Natimuk	117	Pyatong
117	Kilmore	121	McCulloch's Sand Sdg.	106	Natya	104	Pyramid
116	Kilmore East	111	McDevitt	108	Navarre	105	Quambatook
111	Kilnald	115	McDougali	123	Navigato	114	Quantong
101	Kingston	117	McIvor Timber Co.'s	123	Nayook	109	Queenscliff
109	Kingsville Quarries	100	Siding	123	Neerim	115	Rainbow
119	King Valley	100	McKay's Siding	123	Neerim South	100	Ravenswood
102	Kinnaullia	109	McKenzie & Holland's	112	Nerrin Nerrin	106	Raywood
110	Kirkstall	109	Siding	115	Netherby	103	Redcliffs
124	Knett's Siding	121	McKinon	101	Newlyn	101	Redesdale
117	Knowsley	105	Meatman	115	Newmarket	100	Redesdale Junction
122	Knox Siding	108	Medina Siding	115	Newmarket Show Sdg.	122	Red Hill
116	Keetong	122	Meeniyan	121	Newmerella	117	Regent
105	Kolnbo	100	Melbourne, Spencer-st.	109	Newport	112	Reid
106	Kooloonong	100	Melb., Flinders-st	102	Newstead	114	Remlaw
122	Koonwarra	100	Melb., Princes Bridge	112	Newtown	113	Rennick
122	Koo-wee-rup	100	Melb., Tourist Bureau	108	Nhill	117	Reservoir
106	Koorab	109	Melb. Quarries Sdg.	121	Nicholson	127	Richmond
126	Kooyong	114	Mellis	107	Niemur	103	Riddell
112	Kopke	109	Melton	121	Nilma	125	Ringwood
117	Koriella	103	Mentone	105	Ninda	125	Ringwood East
110	Korolt	103	Merbein	108	Nightingool	127	Ripponlea
104	Korong Vale	103	Merbein West	125	Nobels Siding	125	Riversdale
122	Korumbura	108	Mercedith	120	Noble Park	123	Roads Board Siding
107	Kotta	104	Meringur	119	Noocie	113	(Langi Logan)
118	Koyuga	113	Merino	118	Nooranunga	104	Roads Board Siding
105	Kulwin	116	Merlynton	114	North Siding	104	(Korong Vale)
104	Kurtling	117	Mernda	114	Noradjuha	105	Robinvale
118	Kyabram	117	Merri	108	North Ballarat	101	Rochester
100	Gyneton	122	Merricks	127	North Brighton	109	Rockbank
115	Kypup	118	Merrigun	117	Northcote	101	Rocklyn
119	Lacely	164	Merrinee	119	North Brunswick	123	Rokely
114	Lah	117	Merton	116	North Campbellfield	102	Rokewood
106	Lake Boga	113	Miakite	117	North Carlton	111	Romsey
102	Lake Buloke	103	Midas	103	North Creswick	126	Rosama
106	Lake Charm	127	Middle Brighton	115	North Essendon	114	Rosebery
126	La La Extension	108	Middle Creek	117	North Fitzroy	110	Rosbrook
105	Laibert	100	Middle Footscray	107	North Geelong	121	Rosedale
108	Lal Lal	127	Middle Park	103	North Ieremouth	107	Roslynmead
119	Lamrook	103	Mildura	100	North Melbourne	109	Royale
101	Lanceford	163	Jalldura Rail Motor	124	North Mirboo	116	Royal Park
103	Landsborough	109	Millbrook	104	North Monogetta	125	Roystead
122	Lang Lang	126	Millgrove	126	North Port	122	Ruby
113	Langi Logan	113	Millkove	126	North Richmond	113	Rupanyup
113	Langi Logan New Sdg.	106	Mincha	107	North Shore	117	Rusnall
121	Langwarrin	111	Minhamite	109	North Williamstown	118	Rushworth
107	Lara	112	Mininera	121	Nova Nowa	120	Rutherglen
110	Larpet	114	Minyip	103	Novingi	101	Sailor's Falls
102	Lascelles	106	Mirale	114	Nullan	121	Sale
126	Launching Place	108	Miram	105	Nullawil	108	Salisbury
103	Laurie	118	Mitcham	118	Nunamkah	120	Sandown Park
111	Laver's Hill	123	Mitchell's Siding	102	Nunna	113	Sandford
107	Laverton	106	Mitiamo	114	Nurcooting	137	Sandringham
110	Layard	114	Mitre	106	Nyahlwest	112	Scarsdale
103	Learmonth	105	Mlityack	106	Nyarrin	121	Seaford
104	Leichardt	101	Mioama	132	Nyora	109	Seaholme
107	Leitchville	121	Moe	120	Oakleigh	105	Sea Lake
105	Leftpar	101	Moiira	105	Oakvale	103	Sebastian
101	Leonard	120	Molesworth	107	Officer	109	Seddon
122	Leongatha	106	Mologa	107	Oil Co.'s Siding	125	Selby
109	Leopold	115	Monea	112	Ondit	105	Selkirk's Siding
117	Leslie	101	Monegeetta	121	Orbost	108	Serviceeton
108	Lethbridge	122	Mounseith	121	Ormond	126	Seville
108	Lethbridge Cry. Sdg.	126	Montague	124	O'Shea & Bennett's	115	Seymour
112	Levy	126	Montmorency	123	Siding	114	Sheep Hills
115	Lightwood	125	Mont Albert	123	Outhill	101	Shelbourne
123	Lilloo	121	Montgomery	102	Ouytrim North	116	Shelley
108	Lilimur	123	Mont Park	102	Ouyen	125	Shenley
120	Lilliput	109	Moolap	120	Ovens	118	Shepparton
125	Lilydale	102	Moolort	119	Oxley	102	Simson
119	Lima	107	Moolpa	120	Paluswick	113	Sinclair
151	Lindenow	124	Moondarra	103	Pakenham	119	Skehan
104	Linga	115	Moonee Ponds	104	Paninya	112	Skipiton
112	Linton	121	Moorabbin	110	Pannure	112	Snythesdale
112	Lismore	107	Moorabool	121	Parkdale	115	Somerton
102	Litchfield	122	Moorooduc	121	Partelli	121	Tulloch
109	Little Brooklyn Sdg.	125	Moorookbark	109	Parwan	121	Tungamah
107	Little River	118	Mooroopna	115	Pascoe Vale	101	Tunstall
109	Llandello	117	Morandng	114	Patchewollock	116	Turiff
103	Llanelly	107	Mordialloc	107	Patho	109	Tutye
122	Loch	118	Morland	119	Peechelba	107	Tyabb
103	Lockington	110	Morlac	110	Pennyroyal	106	Tylden
115	Locksley	122	Mornington	111	Penshurst	117	Tynong
120	Londrigan	114	Mortai	108	Pental	105	Ultima
117	Longlea	111	Mortlake	107	Perekerton	127	Underbool
120	Longwarry	102	Morton Plains	110	Pettavel	102	Upper Ferntree Gully
115	Longwood	121	Morwell	111	Pettitt's Siding	109	Upwey
115	Lorquon	121	Mossface	107	Phosphate Co.'s Sdg.	116	Urangara
111	Lovat	107	Moulamein	106	Piangil	120	Vasey
125	Lower Ferntree Gully	112	Mount Clear	119	Picola	100	Veetis
121	Loy Yang	126	Mount Evelyn	109	Pieper	102	Victoria Park
108	Lubeck	112	Mount Helen	105	Pier Milan	111	Victorian Iron Mould-
122	Lyndhurst	113	Moutajup	111	Pile Siding	118	ing Co.'s Siding
113	Lyons	119	Moynhu	108	Pimpino	109	Violet Town
101	Lyonville	110	Moynce	119	Plus Lodge	123	Vite Vite
116	Macauley	101	Muckleford	119	Pira	119	Waala
100	Macedon	121	Munro	106	Pirita	109	Wabba
111	Macknott	118	Murchison	104	Pirron Vallock	113	Wahgunyah
126	Macleod	118	Murchison East	110	Pisgah	108	Wahring
106	Macorna	111	Murgheboluc	103	Pittong	119	Wall
102	Maffescioni's Siding	166	Murrahit	132	Platina	127	Walchele
124	Maifra	104	Murrayville	124	Pollard	110	Wakool
117	Maindample	110	Murrcon	101	Pomborneit	122	Wallalla
101	Maldon	120	Murrumbena	110	Pornceet	107	Wallace
119	Malum	108	Murtoa	111	Porepunkah	121	Wallan
				120		118	Walpeup

APPENDIX No. 32.—INDEX TO STATIONS—*continued.*

	Page		Page		Page		Page
Wal Wal ..	108	Waygara ..	121	Whitelaw ..	122	Woodend ..	100
Wanalta ..	118	Wedderburn ..	105	Whitfield ..	119	Woodfield ..	117
Wandin ..	126	Wedderburn Junct.	104	Whittlesea ..	117	Woodleigh ..	123
Wandong ..	115	Weaprainah ..	111	Whoorel ..	110	Woodside ..	123
Wangaratta ..	116	Weerite ..	110	Willa ..	114	Woodvale ..	106
Wanong ..	113	Wellsford ..	101	Willaura ..	113	Woolamai ..	123
Waranga ..	118	Welshpool ..	122	Williamstown ..	109	Woolsthorpe ..	111
Warburton ..	126	Welshpool Jetty ..	123	Williamstown Beach ..	109	Woomelatg ..	102
Warcoort ..	110	Wendouree ..	108	Williamstown Pier ..	109	Woori Yallock ..	126
Warne ..	105	Wensleydale ..	110	Willis' Siding ..	109	Woorinen ..	106
Warracknabeal ..	114	Werneth ..	112	Willowmavin ..	117	Woorragee ..	120
Warragamba ..	107	Werribee ..	107	Wimba ..	111	Wormbete ..	110
Warragul ..	120	Werrimull ..	104	Winchelsea ..	110	Wright ..	125
Warra Yadin ..	103	Wesburn ..	126	Windermere ..	108	Wunghnu ..	118
Warrenheip ..	103	Westby ..	106	Windsor ..	127	Wycheproof ..	105
Warrnambool ..	110	West Footscray ..	100	Wingee ..	111	Wycheville ..	104
Warrong ..	111	Westgarth ..	126	Winnap ..	113	Wychitella ..	111
Watchem ..	102	Westmere ..	112	Winton ..	116	Wyalngta ..	115
Watchugga ..	102	West Richmond ..	126	Wodonga ..	116	Yaapeet ..	119
Watson ..	124	Wetuppa ..	107	Wombat ..	101	Yabba North ..	119
Watsonia ..	126	White's Siding ..	108	Wombota ..	107	Yabba South ..	119
Wattleglen ..	126	White Hills Siding ..	101	Wonthaggi ..	123	Yackandandah ..	120
Waubra ..	103	White Rock Lime Co.'s Siding ..	124	Won Wron ..	122	Yalakool ..	107
Waubra Junction ..	103			Woodburn ..	101	Yallourn ..	121
						Yanac ..	115
						Yangalake ..	107
						Yan Yean ..	117
						Yannathan ..	123
						Yarck ..	117
						Yarrara ..	104
						Yarra Glen ..	125
						Yarra Junction ..	126
						Yarragon ..	121
						Yarram ..	122
						Yarraville ..	109
						Yarrawonga ..	119
						Yarroweyah ..	119
						Yarto ..	114
						Yatchaw ..	111
						Yatpool ..	103
						Yaugher ..	110
						Yea ..	117
						Yelta ..	103
						Yendon ..	108
						Yering ..	125
						Yinnar ..	124
						York-street ..	112
						Yuanmte ..	119
						Yungera ..	106

APPENDIX No 32.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.						
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.										
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.										
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.							
	£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.		
MELBOURNE—Spencer-street, Country	1,635,668	672,597	13 9	186,401	2 4	2,525	19 8	696,352	981,470	1,249,463	5 4	415	290	183	286	660	453	103	1,773	2,173,726	16 11½	
MELBOURNE—Spencer-street, Suburban	1,937,440	62,738	15 10½																			
MELBOURNE—Tourist Bureau, Country	323,013	295,106	10 2																	295,134	3 2	
MELBOURNE—Tourist Bureau, Suburban	92	27	13 0																			
MELBOURNE—Flinders-street, Country	618,005	126,238	16 0	86,087	15 2	84	15 8													451,861	17 2	
MELBOURNE—Flinders-street, Suburban	11,145,092	239,450	10 4																			
MELBOURNE—Prince's-Bridge, Country	105,713	15,355	13 8																			
MELBOURNE—Prince's-Bridge, Suburban	2,082,683	40,744	13 10																		56,100	7 6
Total—Country	2,682,399	1,109,298	13 7	272,488	17 6	2,610	15 4	696,352	981,470	1,249,463	5 4	415	290	183	286	660	453	103	1,773	2,976,823	4 9½	
Total—Suburban	15,165,307	342,961	13 0½																			
MELBOURNE-ECHUCA LINE.																						
North Melbourne	973,839	13,576	4 10	1,655	3 8	9	15 7		257												15,241	4 1
Arden-street									25,721	100,037	8,625	0 10									8,625	0 10
Middle Footscray	468,892	6,983	9 7	26	13 9	0	10 10														7,010	14 2
West Footscray	830,058	12,270	6 4	694	0 3	83	6 7	26,154	71,897	14,759	13 5										27,807	6 7
Tottenham	133,939	1,912	18 4	28	4 2	1	3 2		2,212												1,942	5 8
Sunshine	674,507	19,249	0 3	1,932	14 0	19	12 7	16,297	46,980	40,603	12 7		2			45					61,804	19 5
Albion	149,211	3,617	9 8	20	15 6	0	4 4	731	886	179	7 5										3,817	16 11
Albion Stone Siding								52,289	2,950	11,652	10 1										11,652	10 1
Darling's Siding								44,256	42,143	9,159	3 9										9,159	3 9
St. Albans	136,477	2,943	16 2	38	14 6	5	16 4	26,435	978	5,335	15 2										8,324	2 2
Sydenham	4,613	219	13 4	56	2 3	3	13 11	1,340	1,244	487	15 2		1	42		4	3	89			767	4 8
Digger's Rest	12,016	569	15 2	90	12 3	0	10 6	5,853	1,518	1,581	9 6		5	104		10	15	59			2,242	7 5
Sunbury	41,116	3,321	16 3	185	18 11	100	12 2	2,699	4,892	1,990	6 3	58	172	179	22	54	72	84			5,598	13 7
McKay's Siding								75	37	38	18 3										38	18 3
Clarkefield	4,436	537	1 10	74	11 2	11	11 5	836	542	833	5 1	8	9	97		7	16	152			1,456	9 6
Ridell	5,781	859	14 3	113	19 7	4	5 8	1,809	917	824	14 9		2	16	40	3	11	28			1,802	14 3
Gisborne	10,448	1,451	14 6	143	13 8	7	5 6	3,040	2,270	1,620	19 1	5	39	81	2	42	81		1		3,223	12 9
Macedon	17,701	2,879	4 7	741	3 8	9	14 11	1,264	2,573	506	14 3	4	2	1		8	10	28			4,136	17 5
Woodend	33,054	4,556	10 5	403	15 0	19	4 0	5,133	4,319	3,393	18 9	7	10	86	1	9	29	72	1		8,373	8 2
Carlsruhe	5,283	228	2 4	19	9 4	4	7 8	128	131	324	15 1	3	10	44		1	5	21			576	14 5
Kyneton	50,584	9,057	1 3	1,390	3 3	275	17 6	13,644	15,759	11,448	17 1	49	185	974	38	60	92	869	3		22,171	19 1
Redesdale Junction	1,389	96	10 11	31	6 8			33	185	28	15 7										156	13 2
Mainsbury	9,287	1,447	9 0	215	14 11	4	0 9	542	1,184	743	5 8	1	14	35	2	3	30	84			2,410	10 4
Taradale	6,576	537	15 8	92	2 10	0	13 0	740	346	337	1 1										967	17 7
Elphinstone	5,037	796	18 10	115	6 7	3	16 11	1,319	2,063	1,791	5 9	1	22	61		1	7	63			2,617	8 1
Chewton	3,958	646	6 8	98	7 3	2	10 4	54	9,387	75	11 9										822	16 0
Castlemaine	55,994	13,421	1 1	1,223	9 2	103	10 1	4,721	17,215	6,389	3 6	9	41	43	8	15	19	184			21,137	3 10
Harcourt	12,745	1,065	9 1	342	6 6	0	18 0	11,666	1,691	9,364	10 8		1			1					10,773	4 3
Ravenswood	1,362	224	14 0	75	17 10	0	18 10	212	2,383	1,441	8 1		1	14							1,741	18 9
Kangaroo Flat	2,451	697	9 2	119	8 8	10	12 2	2,359	1,058	1,808	4 3	2	1								2,635	14 3

Golden Square	7,608	2,160 8 7	680 7 3	2 13 9	2,237	15,871	2,827 12 8	..	..	..	..	..	15	1	309	5,071 2 3
Bendigo	183,381	55,881 0 7	7,195 13 10	1,945 11 11	53,037	84,520	59,003 18 6	116	565	3,926	54	100	1,237	4,329	66	124,026 5 10
White Hills Siding	..	..	..	..	48,927	278	34,752 11 9	..	..	..	..	..	..	..	..	34,752 11 9
Epsom	1,514	154 11 2	37 0 9	0 4 8	4,233	5,016	2,607 12 8	..	..	..	..	..	..	..	..	2,799 9 3
Huntly	421	81 10 5	12 17 8	26 4 6	1,453	342	1,248 8 1	8	..	..	..	4	..	..	..	1,369 0 8
Bagshot	504	85 3 11	12 19 4	0 4 11	812	4,357	476 9 11	..	..	1	..	1	..	2	..	574 18 1
Wellsford	114	12 5 0	0 0 10	..	398	6,934	132 14 7	..	..	..	..	..	..	..	..	145 0 5
Goornong	3,712	954 1 3	59 3 4	25 13 9	5,006	5,230	3,539 14 2	6	56	244	2	9	6	84	..	4,278 12 6
Avonmore	672	162 3 1	16 4 5	3 12 0	3,797	493	1,606 1 5	1	..	..	..	..	8	8	..	1,788 0 11
Elmore	13,355	3,228 1 5	255 16 9	73 8 8	14,047	4,646	9,532 0 7	17	179	388	12	10	41	293	..	13,089 7 5
Rochester	13,266	4,835 10 5	405 3 6	28 15 8	8,571	7,610	10,757 4 9	23	162	609	58	17	54	518	..	16,026 14 4
Strathallan	644	194 19 11	15 0 3	1 4 3	3,078	4,068	2,952 2 1	3	38	110	..	1	21	102	..	3,163 6 6
Echuca	32,979	15,027 0 2	1,250 14 2	361 3 7	25,075	30,830	26,618 2 11	72	287	1,068	41	31	116	1,304	12	43,257 0 10
Echuca Wharf	..	..	..	..	1,462	1,213	3,361 4 1	..	..	..	..	..	..	2	8	3,361 4 1
DENILQUIN LINE.																
Moama	1,315	258 7 1	120 8 9	16 18 3	1,108	888	974 11 9	2	..	..	1	3	3	23	..	1,370 5 10
Barnes	282	54 8 1	4 6 9	1 7 11	4,071	441	2,923 14 8	..	11	58	..	..	2	71	..	2,988 17 5
Moira	119	17 3 8	2 10 8	0 15 10	527	207	3,153 12 9	7	188	139	..	7	14	..	..	3,174 2 11
Mathoura	2,182	988 2 11	130 18 1	3 14 11	5,776	1,863	6,331 0 3	18	70	257	..	8	19	..	..	7,453 16 2
Gulpha Siding..	207	40 8 11	1 7 5	..	4,052	995	3,402 9 4	..	30	92	..	2	5	51	..	3,444 5 8
Hill Plain Siding	34	5 1 10	..	..	..	..	..	..	..	..	..	..	..	..	..	5 1 10
Southdown	1	0 6 3	..	..	1,904	299	524 0 6	..	..	..	..	..	..	..	..	524 6 9
Deniliquin	6,552	6,315 17 3	760 17 6	229 8 1	8,627	11,402	29,200 7 5	47	317	1,639	7	36	38	337	1	36,506 10 3
LANEFIELD LINE.																
Bolinda	517	77 17 4	6 3 7	..	445	131	605 17 8	2	24	148	6	1	2	70	..	689 18 7
Monegeetta	610	106 0 4	36 0 0	..	408	323	174 1 10	1	..	..	..	..	..	..	..	316 2 2
North Monegeetta	269	39 10 5	7 0 9	..	11	5	10 1 10	..	..	..	..	..	..	..	..	56 13 0
Romsey	8,376	1,373 8 8	227 5 0	2 5 5	6,672	1,788	3,560 1 2	2	52	206	13	7	3	107	6	5,163 0 3
Lancefield	6,132	1,557 16 0	137 1 3	2 8 10	11,733	2,138	5,279 8 7	8	55	265	3	5	10	125	1	6,976 14 8
DAYLESFORD LINE.																
Tyden	455	131 2 0	10 16 9	1 2 2	249	262	344 7 9	2	10	35	..	6	1	10	..	487 8 8
Fern Hill	1,709	382 8 8	35 10 5	0 7 11	7,451	534	3,919 12 4	..	..	..	..	..	..	..	..	4,337 19 4
Trentham	8,532	1,502 2 7	159 2 11	7 13 0	8,239	2,256	5,189 6 11	2	8	57	1	3	2	29	..	6,858 5 11
Lyonville	4,642	309 10 4	19 8 7	0 6 6	1,523	177	887 5 0	..	..	..	..	..	..	..	..	1,216 10 5
Bullarto	3,744	264 14 8	22 5 0	0 11 8	2,762	242	1,458 7 2	..	..	..	..	..	..	..	..	1,745 18 6
Musk	1,350	123 6 9	26 4 6	0 5 1	1,272	192	630 7 10	..	..	..	..	..	..	..	..	785 4 2
Daylesford	14,787	4,231 0 8	485 15 11	27 2 0	6,641	4,902	4,983 7 10	9	15	38	18	13	69	91	11	9,777 6 5
Woodburn	124	9 18 10	..	..	..	..	..	..	..	..	..	..	..	..	..	9 18 10
Sailor's Falls	160	13 15 7	2 6 10	..	233	36	118 18 11	..	..	..	..	..	..	..	..	185 1 4
Leonard	204	20 1 9	23 6 6	..	1,598	125	617 8 10	..	..	..	..	..	..	..	..	665 17 1
Wombat	527	48 17 3	1 10 2	..	1,908	36	341 8 10	..	..	..	..	..	..	..	..	391 16 3
Rocklyn	1,238	70 13 3	27 10 5	0 12 5	193	50	80 19 4	..	..	..	..	..	..	..	..	179 15 5
Newlyn	3,227	165 17 5	51 5 5	0 6 0	19,238	1,124	13,233 1 9	6	36	138	..	1	9	12	..	13,450 10 7
Kingston	2,753	208 10 5	27 3 2	9 7 2	11,895	660	7,513 3 7	10	6	1	1	10	6	4	1	7,513 4 4
Allendale	3,834	268 19 7	39 0 9	5 2 0	2,023	963	1,988 1 8	3	38	206	54	1	6	33	1	2,301 13 0
Broomfield	500	40 10 4	0 3 6	..	60	60	0 15 0	..	..	..	..	..	..	..	..	41 8 10
REDESDALE LINE.																
Edgecombe	94	9 6 1	..	..	276	16	115 7 2	..	..	..	..	..	..	..	..	124 13 3
Green Hill	66	13 5 7	1 6 10	..	25	20	26 7 7	..	..	..	..	..	..	..	..	41 0 0
East Metcalfe	145	18 14 5	9 4 7	..	20	22	87 5 3	..	..	20	..	..	..	..	..	115 4 8
Emberton	35	6 0 7	0 17 4	..	144	..	61 15 6	..	..	..	..	..	..	..	..	68 13 5
Barfold	508	62 8 10	3 14 8	..	14,192	109	4,023 16 9	1	1	89	..	..	..	..	..	4,090 0 3
Redesdale	992	277 8 9	139 19 4	5 4 8	6,289	432	3,121 8 11	..	2	97	1	..	3	3	..	3,544 1 8
SHELBORNE LINE.																
Mucklesford	994	71 1 2	10 17 2	..	597	160	348 1 9	..	..	..	..	..	..	..	..	430 0 1
Maldon	22,802	2,197 5 1	253 10 5	17 6 3	769	1,929	1,273 0 8	4	3	91	..	3	..	9	..	3,746 2 5
Pollard	..	..	..	..	22	5	57 0 0	..	..	..	..	..	..	..	..	57 0 0
Shelbourne	82	24 10 11	25 15 7	0 3 8	8,244	1,727	4,347 11 6	..	3	48	..	1	..	7	..	4,398 1 8

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CABRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
CASTLEMAINE-MARYBOROUGH LINE.																	
Campbell	937	138 8 4	90 0 2	28 19 7	1,132	218	683 18 5										941 6 6
Grifford	7,808	455 17 5	128 11 1	1 1 5	544	403	545 18 3										1,131 8 2
Strangway	728	99 9 5	15 9 4		106	19	43 19 10										158 18 7
Newstead	6,492	1,219 11 10	275 15 6	336 17 6	4,986	1,513	4,774 14 5	13	80	166	77						6,606 19 3
Joyce's Creek	389	67 14 6	10 8 9	1 1 5	1,592	343	819 17 1	1									899 1 9
Moolort	898	233 13 2	18 4 1	9 8 9	5,921	823	3,430 16 11	1		91							3,692 2 11
State Rivers and Water Supply Siding					5,986		4,214 2 1										
Cerlabrook	3,171	750 9 11	82 11 6	13 0 11	3,000	1,563	3,311 16 2	2	69	167	63						4,214 2 1
Maryborough	29,360	11,401 16 6	1,140 10 1	42 5 2	15,380	18,793	12,300 11 7	10	17	12	1	5	39	44	14		4,137 18 6
												20	32	28	6		24,885 3 4
MARYBOROUGH-MILDURA LINE.																	
Simson	250	16 0 7															16 0 7
Havelock	240	13 16 6	1 6 8		703	41	536 6 10										551 10 0
Bet Bet	923	176 18 7	13 5 6	0 8 0	6,331	542	2,719 4 4	1	1								2,909 16 5
Dunolly	4,502	1,435 19 4	152 10 3	12 3 5	12,185	1,447	6,645 2 0	4	1	40	4	2					8,245 15 0
Goldsbrough	974	194 3 10	8 2 11	0 10 0	5,052	167	2,408 1 11										2,700 18 8
Bealiba	3,076	998 0 9	81 19 2	0 18 1	16,396	1,294	10,073 10 9		4	128	1	3					11,154 8 9
Mafesciont's Siding					4,786	58	2,039 0 7										
Eran	965	251 16 6	32 15 8	3 10 2	19,133	575	9,352 16 1	2		2							2,039 0 7
Carapooce	594	180 0 8	14 14 9	1 3 3	5,956	346	3,428 17 9										9,640 18 5
St. Arnaud	12,770	8,674 5 4	700 4 3	76 0 0	17,708	15,008	16,771 17 10	6	67	351		5	15				3,624 16 5
Sutherland	336	117 4 4	8 10 1	0 1 2	6,191	1,674	3,749 2 0		1	83							26,222 7 5
Swanwater	107	40 0 7	0 7 4		7,288	1,400	4,028 19 9	3				2					3,874 17 7
Cope Cope	905	433 10 4	33 19 10	8 11 9	8,289	3,247	6,492 18 7	4	1	112		2	3				4,069 7 8
Donald	8,127	5,433 9 2	617 3 8	169 1 4	16,573	15,265	15,494 19 8	9	73	306		12	38	45			6,969 0 6
Lake Buloke	2	0 4 9			585	504	373 4 2										
Litchfield	1,085	280 5 8	28 7 2	1 10 8	12,059	1,744	8,658 1 0	1	2	84		1					373 8 11
Masey	151	36 2 1	2 6 10	2 4 4	5,153	381	3,352 4 8										8,968 4 6
Watchem	3,030	1,257 13 11	79 11 5	33 13 5	10,621	5,233	10,001 9 11	11	32	265		8					3,392 17 11
Morton Plains	116	63 16 6	1 12 2		5,656	2,718	4,246 14 5			41							
Birchip	6,497	4,093 8 9	415 10 4	122 3 10	8,062	10,232	10,152 1 4	23	80	263		4					4,312 3 1
Karyrie	64	14 9 9	2 11 3	13 0 2	860	85	786 18 5			9							14,733 14 3
Kinabulla	326	116 16 11	4 17 6		4,734	674	3,499 0 5			26							816 19 9
Curyo	980	331 7 0	13 19 5	11 1 8	5,025	970	4,011 19 6	5	3	50							3,620 14 10
Watchuppa	499	246 15 8	33 14 4	25 16 0	7,701	1,204	6,001 0 6	2		38		6	4	15			4,368 7 9
Woomelang	3,658	2,268 0 8	245 6 11	32 14 11	8,405	3,754	7,691 16 2	13	14	21		8	8	53			6,307 6 8
Lascelles	1,689	1,044 17 2	62 2 0	20 3 8	5,568	1,720	4,670 16 0	4	1	34		3	3	68			10,237 18 8
Gama	73	45 12 5	8 14 4		3,827	758	2,772 4 8										
Torpey's Siding					1,126	173	810 4 1										
Turriff	500	271 14 1	26 4 10	0 13 8	4,344	933	3,228 18 7										810 4 1
Speed	1,130	775 12 4	56 11 6	9 10 8	4,680	1,180	3,973 18 0	5	13	77	3	7					3,527 11 2
Tempy	1,132	639 18 0	67 15 0	2 12 4	5,188	1,570	4,301 6 8	2	1	19		6					4,815 12 6
Gypsum Siding	47	25 1 3	0 2 8		7,090	448	5,841 3 2										
Bronzewing	86	96 6 11	1 0 8		2,375	810	1,843 5 1										
N nga	58	72 0 4	1 12 4	0 8 7	1,361	547	1,123 1 9										
Ouyen	8,265	6,616 19 1	631 3 11	35 10 11	6,021	10,959	5,579 9 11	19	10	110	3	28	16	77			1,940 12 8
Kiamal	161	114 1 10	2 8 9		2,079	1,583	1,671 6 0										
Trinita	142	97 17 0	1 15 11		102	1,583	84 11 8	1									
Hattah	551	223 11 8	18 13 4	21 19 4	172	448	204 1 1	3	2	16		3					1,787 16 7

Nowing	816	375 9 0	20 2 9	..	297	11,605	189 19 3	1	..	..	..	..	1	..	..	565 11 0
Bocoonar	408	214 5 5	30 4 11	..	1,137	915	851 17 10	..	..	..	..	..	..	..	..	1,098 8 2
Carwarp	1,451	882 19 6	48 5 1	0 15 3	1,358	1,583	1,129 0 6	2	9	10	..	..	4	6	9	2,061 0 4
Yatpool	423	283 13 7	10 6 5	0 18 0	1,536	651	584 9 4	3	..	..	..	..	..	75	37	879 2 4
Redcliffa	7,902	7,250 0 2	526 3 0	15 18 11	17,989	22,903	33,247 11 8	6	1	..	2	..	1	10	26	41,039 13 9	
Frymple	2,570	2,345 3 2	72 7 11	84 3 1	13,854	9,437	25,694 14 9	7	3	..	..	..	..	23	5	28,196 8 11
Mildura	23,724	23,806 3 8	1,854 10 6	346 5 10	25,987	29,688	29,450 2 1	88	7	170	..	2	21	119	150	55,457 2 1	
Mildura, Bookings on Rail Motor	6,669	112 5 0	..	..	..	..	..	..	..	..	..	..	..	..	..	112 5 0
MERBEIN-YELTA LINE.																	
Merbein	6,040	1,115 16 2	195 11 1	9 13 3	15,279	12,304	29,985 17 9	..	1	..	1	5	12	21	..	31,308 18 3	
Merbein West	12	0 9 0	..	..	49	202	156 6 3	..	..	..	..	..	..	..	..	156 15 3
Yelta	12	0 15 3	0 13 3	..	742	3,162	1,549 3 2	..	..	..	..	..	..	..	..	1,550 11 8
MARYBOROUGH-ARARAT LINE.																	
Adelaide Lead	167	11 17 5	2 4 2	..	..	1	0 0 7	..	..	..	..	..	..	..	..	14 2 2
Bung Bong	222	10 14 5	5 12 0	..	823	102	536 2 4	..	..	..	..	..	..	..	..	552 8 9
Homebush	207	21 18 0	10 15 8	..	2,589	73	1,317 7 9	..	..	..	..	..	..	..	..	1,350 1 5
Avoca	2,829	1,006 0 11	243 3 4	168 3 10	10,865	2,805	10,581 9 11	12	31	118	4	7	20	55	1	11,998 18 0	
Amphitheatre	1,069	196 1 7	36 4 10	0 13 8	364	500	998 16 10	..	..	..	..	..	..	..	..	1,231 16 11
Elmhurst	809	196 18 11	66 8 0	0 8 8	1,548	714	1,516 13 7	..	2	3	1	..	..	..	..	1,730 9 2
Eversley	73	15 18 5	2 1 6	..	360	73	201 13 8	..	14	36	..	3	12	38	..	219 13 7	
Ben Nevis	380	67 19 8	7 11 0	..	287	121	232 3 1	..	1	..	..	..	..	..	..	297 16 9
Dunneworthy	82	7 2 10	0 16 5	..	564	13	372 14 1	..	..	..	..	..	..	..	..	380 13 4
Warra Yadin	9	0 7 6	..	..	79	5	43 1 9	..	..	..	..	..	..	..	..	43 9 3
NAVARRE LINE.																	
Crowlands	484	51 14 6	8 6 11	0 7 1	1,325	243	723 9 3	..	..	7	..	..	..	..	..	736 17 9
Joel	192	25 8 3	4 1 3	0 2 11	3,000	94	1,446 12 1	..	..	..	..	..	..	..	1	1,476 4 0
Landsborough	417	114 6 5	20 3 7	20 7 5	5,139	528	3,127 13 6	..	4	4	..	1	..	..	..	3,282 10 11
Tulkara	42	8 19 3	1 5 2	..	1,592	185	915 12 0	..	..	..	..	..	..	..	..	925 16 5
Navarre	279	113 19 9	11 5 3	0 10 10	15,921	880	10,123 0 10	..	1	12	..	..	..	..	3	10,248 16 8
BALLARAT-MARYBOROUGH LINE.																	
Selkirk's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Waubra Junction	1,364	65 17 5	1 13 0	7 13 10	16,310	1,888	9,749 1 5	..	..	..	..	..	..	..	..	9,749 1 5
Sulky	436	15 7 7	0 1 1	..	10	35	0 2 5	..	..	..	..	..	..	..	..	75 6 8
Bald Hills	2,661	90 0 6	2 14 2	0 2 3	1	..	8 17 9	..	..	..	..	..	..	..	..	24 6 5
Creswick	37,800	2,119 19 3	180 13 4	7 0 4	313	1,059	2 7 6	..	..	..	..	..	..	..	..	95 4 5
North Creswick	10,443	649 18 1	22 4 0	2 6 11	535	170	457 6 5	..	..	..	..	..	..	..	..	2,765 4 4
Tourello	1,182	74 11 2	5 18 8	0 14 5	396	331	363 0 5	..	..	2	..	..	..	..	..	1,037 9 5
Clunes	8,662	1,753 13 9	142 8 0	2 13 6	2,588	2,922	792 17 8	..	43	107	3	1	10	30	..	874 1 11	
Talbot	13,691	1,397 15 11	96 8 11	3 7 11	6,838	983	3,554 16 11	5	102	170	..	4	22	54	5	5,453 12 2	
Daisy Hill	106	21 11 6	..	..	..	..	2,983 13 10	4	21	67	12	..	..	2	1	4,481 6 7
..	..	..	..	..	..	..	0 6 5	..	..	..	..	..	..	..	..	21 17 11
WAUBRA LINE.																	
Pisgah	1,026	20 10 9	0 2 11	1 6 8	1	13	6 4 6	..	..	..	..	..	..	..	..	23 4 10
Midas	10	0 14 1	..	5 12 6	198	332	118 16 4	..	..	..	..	..	..	..	..	125 2 11
Blowhard	340	43 18 6	5 15 9	..	7,043	520	4,548 10 6	..	16	118	..	2	8	6	..	4,598 2 9	
Learmonth	1,698	103 6 10	8 18 4	1 18 3	3,765	550	2,289 12 0	..	..	..	..	..	..	..	..	2,403 15 5
North Learmonth	199	13 16 1	0 7 8	..	..	72	0 5 5	..	..	..	..	..	..	..	..	14 9 2
Addington	145	16 12 10	44 6 3	..	1,786	85	1,247 16 6	..	1	51	..	1	2	6	..	1,308 15 7	
Waubra	3,644	114 10 7	35 1 6	5 19 2	9,998	895	6,713 1 1	4	48	216	12	3	19	64	..	6,868 12 4	
DUNOLLY-INGLEWOOD LINE.																	
Painswick	3	0 8 4	..	..	299	58	106 9 10	..	..	..	..	..	..	..	..	106 18 2
Laurie	10	1 15 11	0 4 5	..	759	32	380 1 11	..	..	..	..	..	..	..	..	382 2 3
Tarnagulla	451	117 4 9	37 12 7	0 9 4	1,536	718	726 8 6	..	1	..	..	..	..	..	..	881 15 2
Llanelly	149	34 0 2	8 12 5	0 4 4	3,412	484	1,707 15 6	..	..	..	..	..	..	..	..	1,750 12 5
Arnold	245	27 11 9	12 15 3	6 19 2	4,893	374	2,945 3 8	1	..	..	..	..	..	..	..	2,992 9 10
Bullahul	49	6 9 0	0 1 2	..	94	46	63 14 3	..	..	..	..	..	..	..	..	70 4 5

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journey.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
MURRAYVILLE LINE.																	
Tiega	77	8 13 0	1 7 6	..	843	242	878 1 7	..	..	..	..	..	..	..	..	888 2 1
Galah	279	84 17 4	6 19 1	0 0 9	3,449	1,067	2,637 10 3	..	4	12	..	2	2	6	..	2,729 7 5	
Walpeup	1,055	533 19 0	100 18 1	1 17 11	6,966	2,898	6,097 5 11	5	10	17	..	5	6	4	..	6,734 0 11	
Torrta	266	128 8 0	11 1 0	..	3,017	1,931	2,494 0 11	1	1	9	..	2	1	5	..	2,633 9 11	
Underbool	1,214	709 10 2	135 10 3	3 12 10	8,248	2,391	7,826 5 2	7	31	41	..	7	5	33	2	8,674 12 5	
Linga	303	138 0 3	16 10 11	..	4,100	825	3,782 16 8	3	1	8	..	1	..	..	..	3,937 7 10
Boinka	341	176 0 6	37 15 3	0 7 11	1,864	951	1,757 5 11	2	..	15	..	..	..	2	..	1,971 9 7
Tutye	395	186 5 4	22 8 8	0 19 5	1,551	793	1,073 6 1	1	5	22	..	1	..	5	..	1,887 19 6	
Cowangie	685	382 2 1	94 18 0	3 9 9	4,600	1,886	4,789 8 9	5	3	54	..	1	1	22	..	5,269 18 7	
Dauyo	97	48 3 5	11 0 5	..	3,374	722	2,959 2 9	..	..	8	..	..	..	..	..	3,018 6 7
Murrayville	1,398	1,151 1 8	95 6 11	42 8 4	6,892	3,720	6,872 5 1	5	5	61	..	4	6	12	..	8,161 2 0	
MURRAYVILLE—PINNAROO LINE.																	
Carina	34	11 11 3	6 18 8	..	4,831	1,001	4,305 8 10	..	..	33	..	..	..	14	..	4,323 18 9
Panitya	40	14 3 0	11 9 1	4 16 7	6,121	1,328	5,442 9 0	..	..	20	..	..	..	2	..	5,472 17 8
REDCLIFFS—WERRIMULL LINE.																	
Thurla	10	1 15 1	0 1 4	..	271	157	174 2 0	..	..	..	..	..	..	..	..	175 18 5
Benetook	57	6 15 8	3 12 6	0 10 1	2,467	724	481 9 8	..	..	..	..	..	..	1	..	492 7 11
Pirita	95	14 3 10	4 4 1	0 10 1	865	1,549	518 13 8	..	..	..	..	2	..	1	..	537 11 8
Merrinee	240	50 4 6	12 13 6	0 8 7	3,908	3,097	2,704 19 11	1	1	6	..	13	3	21	..	2,768 6 6	
Karrawinna	154	52 5 9	13 14 10	0 3 10	2,915	1,498	2,498 12 5	..	1	1	..	4	..	1	..	2,564 16 10	
Werrimull	404	159 7 1	44 16 7	10 17 3	3,137	3,618	2,501 5 1	5	4	..	..	16	10	..	..	2,716 6 0
WERRIMULL—MERINGUR LINE.																	
Bambill	74	24 16 1	6 19 6	0 7 11	1,280	832	789 2 8	1	..	..	..	6	4	..	..	821 6 2
Yarrara	156	70 13 9	8 0 4	0 4 5	1,113	1,460	757 15 9	..	..	..	..	6	2	..	..	836 14 3
Meringur	393	224 10 7	129 14 3	4 0 1	2,876	3,989	2,597 12 2	3	1	12	..	32	8	13	..	2,955 17 1	
BENDIGO—SEA LAKE LINE.																	
California Gully .. .. .	..	..	..	..	218	3,825	241 6 8	..	..	..	..	..	..	..	..	241 6 8
Eaglehawk	5,212	894 12 11	133 13 4	24 13 0	2,373	2,912	1,596 2 10	..	..	..	..	..	..	..	..	2,649 2 1
Marong	1,229	190 5 8	15 2 8	8 16 8	991	1,105	781 4 9	..	2	2	..	..	1	8	..	995 9 9
Leichardt	303	51 14 2	4 7 7	0 8 10	2,529	454	1,285 2 11	..	6	63	..	..	..	8	..	1,341 13 6
Derby	407	73 9 8	7 14 2	0 9 4	2,242	630	1,086 11 6	..	1	47	..	6	4	35	..	1,168 4 8	
Bridgewater	3,551	753 13 5	104 18 7	19 19 4	23,177	26,244	14,338 16 8	11	119	214	1	10	46	116	..	15,217 8 0	
Inglewood	5,164	1,623 0 11	16 13 7	3,433	2,098	2,281 12 9	..	2	41	..	..	3	3	..	..	4,107 10 1
Kurling	325	72 16 6	11 9 4	0 4 5	5,134	1,565	2,475 5 0	..	3	62	..	..	1	16	..	2,559 15 3
Glenalbyn	332	83 11 3	19 5 4	0 0 9	2,083	928	1,053 7 2	..	1	23	..	..	2	..	..	1,156 4 6
Wedderburn Junction	1,119	489 4 10	52 14 3	7 7 2	788	139	593 9 6	1	..	2	..	3	17	12	..	1,142 15 9	
Korong Vale	3,660	1,476 18 1	109 3 9	23 1 5	3,510	2,710	2,865 11 1	4	26	69	..	3	20	32	..	4,474 14 4	
Country Roads Board Gravel Siding .. .. .	..	..	..	..	37,060	321	8,068 8 10	..	..	..	..	..	..	..	..	8,068 8 10
Wychitella	354	145 3 9	12 2 7	0 7 2	4,452	1,240	3,024 11 7	..	14	42	..	..	4	4	..	3,182 5 1
Buckrabyule	459	190 19 4	23 3 9	3 2 10	3,710	3,537	2,878 16 9	4	..	50	1	2	2	9	..	3,096 2 8	

Barrakee	161	53 13 10	6 10 4	0 15 10	5,150	809	8,326 6 2	..	1	27	..	..	2	..	3,387 6 2
Charlton	4,543	2,422 18 0	382 18 11	24 9 5	31,210	24,800	22,350 11 8	..	22	191	..	7	15	20	25,130 18 0	
Teddywaddy	286	68 7 8	6 18 5	2 8 0	2,638	9,653	1,541 17 0	..	1	8	..	1	..	..	1,619 11 1
Glenloch	751	252 17 4	30 17 3	0 15 7	4,430	5,127	3,700 3 1	..	1	116	..	2	..	..	3,984 13 3
Fairview	9	3 2 4	..	..	151	2,597	90 0 7	..	1	15	..	..	..	5	93 2 11
Wycheproof	3,897	2,085 4 3	220 2 0	16 10 5	11,274	15,229	9,930 0 4	..	4	34	..	2	..	..	12,251 17 0
Dumosa	445	86 18 11	11 5 5	6 17 1	5,426	2,102	4,438 2 4	..	1	125	..	4	18	13	4,543 3 9	
Nullawil	1,083	338 8 9	37 16 11	0 16 8	4,357	2,198	3,961 5 2	..	11	84	..	..	1	1	4,333 7 6
Warne	2	0 4 0	0 4 2	..	425	1,897	2 5 5	..	..	5	..	2	..	..	1,897 10 7
Culgoa	1,567	655 0 1	55 15 11	2 8 0	5,804	2,129	4,998 14 5	..	3	10	..	5	2	14	5,711 18 5	
Berrinillock	1,175	718 13 3	53 7 4	1 13 1	9,030	2,848	6,559 3 5	..	1	83	..	1	3	8	7,332 17 1	
Boigbeat	34	6 13 10	6 5 1	..	3,127	511	2,308 8 9	..	..	31	..	..	..	..	2,321 7 8
Sea Lake	2,857	1,791 19 0	232 0 7	32 3 9	8,518	6,240	7,986 3 8	..	5	101	..	8	10	46	10,042 7 0	
NANDALY LINE.																
Ninda	4	0 3 4	1 1 4	0 0 9	2,816	402	1,759 2 4	..	1	1	..	..	..	..	1,760 7 9
Nyarrin	126	24 6 11	3 3 4	0 8 7	4,296	1,098	3,465 8 9	..	1	18	..	2	..	8	3,493 7 7	
Nandaly	791	271 17 2	55 12 7	3 13 1	4,898	1,240	4,058 14 7	..	1	23	..	..	10	..	4,389 17 5
NANDALY-KULWIN LINE.																
Pier Millan	251	134 10 4	8 16 7	0 1 2	3,773	615	2,717 17 2	..	..	4	..	1	4	..	2,861 5 3
Mittyack	192	157 15 0	20 14 3	0 10 9	4,447	1,139	4,855 8 2	..	..	4	..	2	2	..	5,034 8 2
Leitpar	52	63 14 4	0 4 3	..	2,025	518	1,532 10 7	..	..	..	..	..	..	..	1,596 9 2
Kulwin	288	236 2 4	21 0 4	0 8 7	3,132	1,537	2,505 17 11	..	..	11	..	..	2	..	2,763 9 2
WEDDERBURN LINE.																
Wedderburn	739	469 11 2	136 18 4	17 5 11	12,595	3,327	8,496 3 8	..	4	13	116	1	6	23	9,119 19 1	
KORONG VALE-CHILLINGOLLAH LINE.																
Borong	431	80 19 9	24 1 9	1 12 11	4,452	1,432	3,133 3 5	..	1	62	..	..	6	..	3,239 17 10
Mysia	1,215	274 3 0	50 4 8	1 1 9	3,004	3,243	2,902 18 9	..	17	58	..	..	..	6	3,228 8 2
Boort	4,120	1,945 0 9	289 8 9	173 2 5	9,884	9,697	10,156 4 8	..	34	321	11	30	21	68	12,563 16 7	
Barraport	672	179 7 1	16 19 4	2 17 0	9,094	3,697	6,345 6 4	..	..	88	..	1	..	27	6,544 9 9
Gredgwin	780	172 16 10	11 1 0	2 6 11	3,160	520	2,199 3 7	..	3	19	..	..	..	..	2,385 8 4
Oakvale	160	50 12 5	11 9 5	0 11 5	3,170	478	2,196 7 6	..	..	21	..	..	..	..	2,259 0 9
Quambatook	2,971	1,283 13 11	161 12 1	4 16 4	12,030	4,220	10,250 7 3	..	2	220	1	5	6	117	11,700 9 7	
Cannie	256	92 17 0	5 6 10	..	5,632	746	4,134 3 4	..	1	50	..	..	..	..	4,232 7 2
Lalbert	1,242	592 6 9	62 3 11	2 10 11	9,229	2,083	7,452 15 11	..	1	138	..	1	4	28	8,109 17 6	
Meatian	525	161 1 9	14 3 7	1 14 7	9,267	1,264	6,893 9 3	..	8	52	..	..	..	7	7,070 9 2
Ultina	2,364	1,306 16 9	137 11 6	22 13 5	11,813	3,797	9,747 4 2	..	5	161	..	1	1	14	11,214 5 10	
Gowanford	42	27 4 1	1 1 2	..	5,849	713	4,322 19 2	..	..	23	..	..	..	6	4,351 4 5
Waitehie	346	166 12 10	40 6 10	2 2 11	6,375	1,426	5,277 17 3	..	..	52	..	1	3	29	5,486 19 10
Chillingollah	1,492	344 12 4	36 12 2	0 4 4	9,453	1,305	7,866 16 6	..	2	66	..	5	1	23	8,248 5 4	
MANANGATANG LINE.																
Chinkapook	606	400 16 8	44 1 1	7 9 8	6,000	1,882	5,311 4 11	..	1	73	..	1	2	20	5,763 12 4	
Cocamba	104	61 14 8	3 5 0	..	2,372	409	1,767 19 10	..	..	..	..	..	..	4	1,832 19 6
Manangatang	1,232	824 14 4	150 12 3	2 1 2	5,460	3,612	5,333 0 8	..	9	56	..	10	1	4	6,310 8 5	
ANNUELLO LINE.																
Bolton	403	185 1 8	14 0 4	..	5,073	1,250	3,948 7 4	..	..	6	..	..	1	1	4,147 9 4
Koimbo	79	52 2 0	4 2 9	..	609	371	460 14 1	..	..	..	..	..	2	..	516 18 10
Annuello	671	516 13 1	49 18 7	1 5 2	2,223	3,031	1,907 7 10	..	1	7	..	2	..	10	2,475 4 8	
ANNUELLO-ROBINVALE LINE.																
Margooya	51	18 12 4	0 8 5	0 1 2	100	206	51 2 6	..	..	..	..	..	..	..	70 4 5
Bannerton	438	240 12 11	52 12 7	11 0 3	1,323	1,360	1,242 8 8	..	..	6	..	3	..	11	1,546 14 5
Robinvale	827	640 19 9	82 10 0	1 4 2	1,068	4,519	2,612 16 7	..	3	62	1	1	2	21	3,337 10 6	

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
		£ s. d.	£ s. d.	£ s. d.	Tons.	Tons.	£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	
SWAN HILL LINE.																
Myer's Flat	383	17 13 10	0 2 8	0 2 11			3 10 8								30 10 1	
Woodvale	194	31 5 9	3 18 8	0 0 9	492	192	301 18 1								337 1 3	
Sebastian	799	125 3 2	11 5 11	1 3 2	2,250	199	952 13 0			12		1	1		1,090 5 3	
Kaywood	1,678	360 16 4	44 1 7	7 12 11	5,467	1,778	3,643 10 0	8	19	101		8	12	39	4,056 0 10	
Tandarra	1,204	236 15 0	24 17 3	2 4 3	4,759	1,405	3,120 15 3	1		104		2	2	41	3,384 11 9	
Dingee	1,686	407 9 10	33 17 7	0 19 9	5,610	1,648	3,376 1 3	14	60	216		5	10	82	3,818 8 5	
Prairie	1,069	237 0 8	24 1 4	0 8 3	3,996	2,415	3,384 17 5			155		2	2	46	3,646 7 8	
Mitiamo	2,836	802 7 11	64 8 8	10 2 3	3,891	1,817	4,663 14 4	17	97	347		12	20	147	5,540 13 2	
Mologa	1,032	352 12 7	29 5 10	7 13 5	2,179	403	1,894 0 6	1		105		1	1	26	2,283 12 4	
Pyramid	5,906	1,971 1 7	248 5 2	29 6 10	6,346	5,162	6,626 5 3	3	184	374	30	16	17	132	8,874 18 10	
Mincha	812	202 16 9	22 17 7	0 13 3	523	651	1,150 3 4	27	16	63		1	5	24	1,416 10 11	
Maorna	1,772	724 0 3	57 5 6	1 16 2	813	1,946	3,899 1 9	9	216	181	26	2	21	45	4,182 19 6	
Tragowel	421	166 15 9	19 10 6	0 8 8	189	512	960 4 7			18	31	24	1	3	1,146 19 6	
South Kerang	11	9 0 1	0 7 0		2	1 18 0									11 3 1	
Kerang	14,301	8,817 6 5	956 6 0	130 4 1	18,019	22,453	24,728 3 11	32	189	641	88	30	125	222	34,638 0 5	
Fairley	57	10 8 1	2 6 4		433	2,336	437 13 6			8					450 7 11	
Lake Charm	983	272 0 8	46 16 9	10 15 0	2,513	450	2,601 17 10	1	17	75		1	2	13	3,027 10 3	
Mystic Park	1,391	342 2 4	45 0 9	9 16 5	5,100	1,157	5,008 15 2		1	112	20		2	47	5,405 14 8	
Treco	831	375 11 3	24 17 3	1 17 3	3,243	886	3,987 7 10		1						4,389 14 0	
Lake Boga	1,960	931 9 9	146 16 9	5 11 5	4,841	4,581	4,934 16 1	8	15	95		1	4	50	6,018 14 0	
Rental	7	1 17 10			1,517	99	1,055 13 5								1,057 11 3	
Swan Hill	12,683	9,889 7 10	1,015 6 10	221 15 3	6,852	20,487	14,487 14 0	25	167	663	27	36	46	324	25,614 3 11	
SWAN HILL-PIANGIL LINE.																
Woorinen	1,077	522 3 7	29 8 6	11 19 5	5,047	3,967	6,207 0 7					1	1		6,770 12 1	
Pira	322	78 18 5	4 13 3		3,538	863	2,702 17 0			15				2	2,786 8 8	
Nyahwest	2,327	1,633 1 8	176 5 7	8 12 9	8,482	5,969	10,733 10 10	1		38		3	14	5	12,551 10 10	
Mintie	416	147 12 4	9 1 2	1 3 1	1,573	707	1,788 1 1	1							1,295 17 8	
Piangil	1,630	926 14 11	143 15 3	6 16 0	5,733	3,200	5,364 1 2	3	8	152	4	13	28	79	6,441 7 4	
PIANGIL-KOOLOONONG LINE.																
Coonimur	33	8 12 7	2 17 9		401	128	290 15 2		1					2	302 5 6	
Natya	267	163 15 11	20 4 3	0 8 7	1,728	1,036	1,196 11 11		1			1		17	1,381 0 8	
Kooloonong	414	423 2 11	38 11 0	0 1 2	2,654	2,454	2,380 10 0	1	6	103	4	4	1	97	2,842 5 1	
YUNGERA LINE.																
Koorkab	19	16 15 1			543	495	380 13 0								397 3 1	
Yungera	151	75 18 1	62 8 10	13 0 9	459	999	358 7 11	4	1			7	1	3	559 15 7	
MURRABIT LINE.																
Westby	123	12 18 7	1 7 2		525	228	1,156 3 3								1,170 9 0	
Myall	295	43 12 5	2 1 3		90	2,471	89 1 7			53				2	134 15 3	
Murrabit	2,288	477 4 7	86 2 10	1 2 5	1,733	5,104	3,579 11 10		41	84	24	7	9	24	4,144 1 8	

STONY CROSSING LINE.																
Ballbank	7	2 2 8	3 1 5	..	363	84	186 19 6	..	..	..	..	..	..	..	..	192 3 7
Nacurie	52	20 1 0	2 0 0	..	1,856	285	2,434 15 9	..	41	132	..	..	..	..	..	2,465 17 6
Wetuppa	49	20 14 7	1 5 4	..	1,051	28	1,695 14 1	..	7	38	..	..	1	14	..	1,717 14 0
Coohool	7	3 8 7	0 8 4	..	530	73	386 16 1	..	..	..	..	..	..	..	..	390 13 0
Dilpurra	7	3 15 0	..	..	1,002	778	3,685 8 11	..	30	255	..	..	..	3	7	3,689 3 11
Tueloga	4	1 16 11	..	..	54	114	38 14 0	..	..	..	..	..	..	..	..	40 10 11
Stony Crossing	32	19 6 1	24 13 5	2 5 10	1,850	631	2,787 0 3	..	39	41	..	..	..	2	2	2,333 5 7
COHUNA LINE.																
Hunter	278	41 19 10	5 8 7	..	5,596	2,985	3,484 10 9	1	1	20	..	..	..	..	..	3,531 19 2
Warragamba	147	36 12 3	3 6 0	..	3,727	452	2,386 2 0	..	7	88	..	..	..	..	4	3,326 0 3
McCull	73	18 6 3	0 0 3	..	1,836	375	1,603 18 4	..	1	124	..	..	..	..	24	1,627 5 3
Lockington	1,248	578 10 1	89 17 9	1 14 5	3,485	7,213	5,352 18 0	5	57	399	10	3	5	118	..	6,024 0 3
Kotta	218	115 1 2	6 1 2	1 16 5	2,121	1,878	2,532 13 3	..	..	..	..	..	..	..	..	2,655 12 0
Roslynmead	37	11 18 7	9 2 11	..	1,676	481	1,435 9 10	..	..	115	1	1	1	10	1	1,500 11 4
Patho	142	102 17 9	10 13 2	3 18 8	1,868	386	1,842 14 4	..	15	41	..	..	..	1	1	1,960 3 11
Gunbower	842	522 15 7	92 12 2	49 2 1	1,057	1,608	2,978 16 2	8	36	135	21	6	3	37	2	3,643 6 0
Letchville	1,336	823 0 10	94 15 11	0 14 5	1,517	1,914	2,821 18 2	7	110	47	41	4	4	11	..	3,745 9 4
Keely	176	130 11 5	8 7 5	..	21	47	49 10 8	..	..	..	..	..	..	..	..	188 9 6
Cohuna	2,364	1,811 15 7	269 2 6	31 15 2	2,581	4,342	5,839 14 7	3	125	123	65	3	1	27	..	7,952 7 10
BALRANALD LINE.																
Benarea	37	9 4 3	0 1 0	..	674	143	1,132 1 4	1	9	78	..	..	..	..	13	1,141 6 7
Wenboota	95	32 16 8	2 6 10	0 6 6	1,329	387	3,573 7 10	3	67	334	..	..	..	..	6	3,608 17 0
Thyra	26	11 16 5	1 1 7	..	1,471	201	2,076 19 0	..	2	126	..	..	1	..	..	2,089 17 0
Bunnaloo	314	132 4 1	27 13 6	1 1 4	1,878	735	4,664 18 10	7	110	357	..	..	..	..	..	4,825 17 9
Tanongan	102	40 4 9	3 5 7	..	1,225	570	1,155 9 2	..	..	19	..	..	..	..	..	1,198 19 8
Caldwell	182	117 3 3	10 3 0	0 11 7	1,621	751	3,125 10 10	1	23	255	..	..	..	..	2	3,253 3 8
Yallaakool	82	60 16 10	3 0 9	0 8 9	216	210	2,725 19 6	..	72	235	..	..	..	..	..	2,790 5 10
Wakool	552	348 8 9	75 4 7	7 15 2	2,170	761	4,202 2 0	..	29	111	..	..	..	..	..	4,633 16 6
Burraboi	148	111 2 10	4 14 4	1 3 1	2,133	646	4,282 18 0	..	43	239	..	..	..	..	..	4,399 13 3
Jimangle	36	22 6 1	5 14 0	..	21	28	81 6 9	..	..	..	..	..	..	..	..	78
Newur	135	142 9 0	23 1 5	0 7 1	1,323	207	2,550 11 8	..	84	94	..	..	..	..	..	2,716 6 2
Dhuragoon	95	92 12 6	5 12 0	0 1 2	98	63	391 14 7	..	..	..	..	..	..	..	..	490 0 3
Maulamin	2,232	1,764 8 10	283 8 10	14 15 6	2,996	2,929	9,380 1 7	4	29	447	..	..	..	..	5	11,442 14 9
Perambong	10	3 19 11	0 3 10	..	42	80	80 0 3	..	..	..	..	..	..	..	..	84 4 0
Perekerton	72	79 0 10	1 14 5	0 15 9	508	469	1,980 6 3	2	2	115	..	..	..	..	..	2,061 17 3
Moolpa	38	42 1 2	1 4 9	0 5 9	137	151	240 8 6	..	..	..	..	..	..	..	..	284 0 2
Impjai	22	27 7 2	..	0 2 4	536	90	1,278 10 6	..	8	86	..	..	..	..	..	1,806 0 0
Yangulake	10	6 18 10	..	..	519	54	2,272 8 10	1	12	164	..	..	..	..	..	2,279 7 8
Balranald	1,491	2,230 15 8	305 19 8	37 12 4	2,266	3,429	12,357 1 3	8	210	141	..	..	2	26	99	14,931 8 11
MELBOURNE-GEELONG LINE.																
Oil Refineries Siding	595	21 9 8	..	..	29,838	4,667	28,632 3 9	..	..	..	..	..	..	..	..	28,653 13 5
Galvin	77	1 17 8	..	..	..	..	..	..	..	..	..	..	..	..	..	1 17 8
Laverton	28,942	1,204 16 3	104 19 3	0 19 0	4,699	4,659	4,606 13 4	1	..	..	..	..	..	..	..	5,917 8 3
Aviation Siding	6,652	268 4 1	..	..	..	545	..	..	..	..	..	3	5	..	14	268 4 1
Waribee	145,618	7,680 0 4	1,753 7 3	149 6 8	7,637	22,231	4,825 13 10	210	254	309	..	225	403	392	..	14,408 8 1
Manor	3,107	183 0 6	6 8 4	2 16 11	2,094	135	535 0 11	1	..	30	..	..	..	..	..	727 6 8
Little River	3,538	736 17 3	96 15 7	5 12 3	1,879	2,244	1,153 11 3	7	48	139	..	..	..	..	..	1,092 16 4
Lara	13,466	1,246 14 2	305 10 0	9 16 5	25,055	2,018	7,202 3 2	5	15	98	..	..	..	..	..	8,764 3 9
Corio	16,781	1,699 18 6	78 1 9	13 8 8	97	14,003	651 3 6	..	..	..	..	..	..	..	..	2,442 12 5
*Distillers Siding	..	..	..	..	34	3	20 7 2	..	..	..	..	..	..	..	..	20 7 2
Phosphate Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Geelong Freezing Works Siding	..	..	..	..	49,436	9,820	19,481 7 2	..	..	..	..	..	..	..	..	19,431 7 2
North Shore	..	..	..	..	16	15	4 10 8	..	..	..	..	..	..	..	..	4 10 8
Corio Quay and Harbour Trust Siding	6,029	549 0	8 7 10	0 8 8	4,622	1,608	9,635 1 7	..	..	..	..	..	..	..	..	10,193 4 1
North Geelong	..	..	..	..	..	1,303	..	..	..	..	..	..	..	..	..	1,426
Geelong	3,412	1,766 1 0	149 16 9	2 15 3	73,316	81,966	44,496 2 7	6	354	769	..	..	..	..	..	46,414 15 7
Geelong Pier	346,748	69,180 9 8	6,191 13 5	345 11 11	95,848	122,311	52,925 12 3	87	105	18	85	67	143	13	73	128,643 7 3
..	..	..	..	..	82,795	300,894	11,495 16 0	..	..	..	..	..	..	..	..	11,495 16 0
GEELONG-BALLARAT LINE.																
Moorabool	2,812	179 14 5	14 19 3	0 13 3	349	156	238 4 9	1	1	17	..	..	..	1	2	433 11 8
Gheringhap	3,563	174 5 10	14 17 1	0 2 3	205	185	79 8 3	..	2	2	..	..	..	..	6	268 13 5
Banneekburn	9,090	871 2 10	126 5 6	1 3 11	2,148	1,388	1,091 2 6	2	30	48	..	..	..	24	13	2,080 14 9

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				£	s. d.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
	£	s. d.	£	s. d.	£	s. d.											
GERLONG-BALLARAT LINK—continued.																	
Lethbridge	4,732	442 10 5	32 17 8	1 18 6	775	484	396 1 9	4	10	3	1	8	923 8 4	2 4 4			
Lethbridge Quarries					11,774	8	2,783 2 4						2,783 2 4	2 4 4			
Medina Siding					278	156	141 4 5						141 4 5	4 5			
Meredith	8,982	1,131 11 9	131 0 8	10 14 9	3,425	854	1,274 4 1	4	92	6	6	2	2,547 11 3	11 3 9			
Elaine	3,727	320 7 8	91 5 11	1 15 1	5,229	674	1,811 9 1	1	1	59	8	15	2,424 17 9	17 9 9			
Lal Lal	4,010	478 1 6	46 9 9	0 8 9	2,573	159	787 16 1	2	2	1	3	24	1,312 16 1	16 1 8			
Yendon	1,322	193 12 7	18 10 1	18 10 5	947	297	524 4 7	1	1	16		15	754 17 8	17 8 8			
Navigator	1,574	101 19 11	0 11 6	0 11 6									102 11 5	11 5 5			
Warrenhelp	5,444	375 5 11	12 15 8	10 11 9	1,101	132	600 4 6	1				1	988 17 10	17 10 9			
Ballarat East	19,671	3,188 7 9	854 13 7	24 10 2	8,262	28,141	4,982 10 10						9,050 2 4	2 4 4			
Ballarat	238,057	63,216 8 8	11,643 1 1	675 12 1	38,807	110,166	68,238 13 7	257	323	860	176	190	143,773 15 5	15 5 5			
BALLARAT-SERVICETON LINE.																	
North Ballarat	2,479	274 14 10	1 1 3	0 12 11									276 9 0	9 0 0			
White's Siding					1,668	46	1,018 2 4						1,018 2 4	2 4 4			
Wendouree	817	46 13 9											46 13 9	13 9 9			
Dowling	66	5 1 7											5 1 7	1 7 7			
Windermere	1,017	117 14 4	12 16 11	12 6 1	4,083	777	2,099 0 6	1					2,241 17 10	17 10 10			
Burrumbet	2,229	264 14 0	49 8 4	20 1 2	6,554	935	4,084 15 7		7	41		8	4,398 19 1	19 1 1			
Trawalla	1,069	268 0 2	61 2 9	3 6 10	7,419	375	3,314 15 2		5	20		12	3,647 4 11	4 11 1			
Beanfort	10,520	3,153 5 0	357 10 1	12 5 1	7,499	3,236	4,824 11 11	16	51	441	3	17	8,347 12 1	12 1 1			
Middle Creek	900	193 8 8	13 0 2	1 1 9	778	277	821 2 10		17	51		37	1,028 13 5	13 5 5			
Buangor	1,488	367 17 9	46 6 5	1 10 8	1,878	386	1,185 17 1		4	16		4	1,601 11 11	11 11 11			
Doble	296	73 9 6	13 8 8	0 10 8	148	160	216 0 2	1		4		1	303 9 0	9 0 0			
Ararat	32,408	14,684 15 11	1,143 13 1	311 8 9	6,638	18,894	7,350 11 3	19	84	144	4	31	23,490 9 0	9 0 0			
Armstrong	525	64 10 3	6 11 4		488	278	145 8 8	1				2	216 10 3	10 3 3			
Irvine's Siding					291		341 4 9						341 4 9	4 9 9			
Great Western	1,830	368 3 1	49 11 0		12,489	1,134	5,526 4 6					2	5,943 18 7	18 7 7			
Stawell	22,850	10,020 3 1	931 15 4	100 12 3	13,775	13,378	12,404 4 2	14	24	112	6	13	23,456 14 10	14 10 10			
Deep Lead	424	54 2 6	7 14 8		944	86	295 19 6					35	357 16 8	16 8 8			
Glenorchy	2,091	570 3 2	118 6 10	16 1 4	12,759	2,479	9,011 13 8	10	3	191		3	9,725 5 0	5 0 0			
Wal Wal	798	174 16 3	22 18 6	0 5 11	1,907	792	1,473 1 6	1	1			4	1,671 2 2	2 2 2			
Lubeck	2,180	551 11 11	47 8 2	0 6 5	6,700	1,828	4,945 16 1			101		3	5,545 2 7	2 7 7			
Ashens	189	8 5 10										4	8 5 10	5 10 10			
Murtoa	13,675	6,252 17 6	322 14 4	78 5 10	15,823	18,293	12,241 16 5	16	15	139	2	4	18,895 14 1	14 1 1			
Jung	2,498	426 7 7	40 3 11	13 2 8	9,671	2,555	6,601 7 6	41	1			17	7,081 1 8	1 8 8			
Deocan	1,008	357 9 0	50 15 5	0 10 11	8,829	1,274	6,821 12 4	2	3	100		2	7,230 7 8	7 8 8			
Horsham	33,691	15,240 6 6	1,882 2 10	351 7 2	30,142	32,325	27,936 16 11	56	58	223		18	44,910 13 5	13 5 5			
Dahlin					2,130	337	1,402 8 7						1,402 8 7	8 7 7			
Pimpinio	2,309	275 9 0	34 19 4	0 0 9	6,931	1,091	4,835 4 8		2	18			5,145 13 9	13 9 9			
Wall	917	96 10 0	11 12 6	1 9 2	10,624	1,037	7,334 19 4						7,444 11 0	11 0 0			
Dimboola	16,119	7,518 16 2	426 15 2	107 1 1	16,948	11,386	14,936 0 5	34	15	228		33	22,988 12 10	12 10 10			
Gerang Gerung	641	102 2 11	24 19 2	3 1 2	6,194	1,112	5,186 2 5	2				8	5,316 5 8	5 8 8			
Kiata	344	71 4 4	17 5 4	0 13 8	3,195	619	2,485 4 11	1	1	15			2,574 8 3	8 3 3			
Sallsbury	193	32 6 3	3 11 7		3,776	281	2,667 1 9						2,702 19 7	19 7 7			
Nhill	10,026	6,963 6 9	510 0 3	68 12 0	14,477	13,202	15,137 7 7	6	67	185		3	22,709 6 7	6 7 7			
Tarranginnie	164	9 7 3	4 12 3	0 10 10	3,645	735	2,639 19 5						2,654 9 9	9 9 9			
Diaspir	385	65 2 2	12 19 9	2 17 10	3,012	656	2,043 9 1						2,124 8 10	8 10 10			
Miram	464	97 19 3	16 15 4	1 17 0	7,445	1,670	6,266 2 9	1	3	3		3	6,382 14 4	14 4 4			
Kaniva	3,614	2,340 0 5	173 6 11	14 10 11	9,991	5,959	8,499 13 7	5	2	31		14	11,027 11 3	11 3 3			
Litllmar	210	56 15 7	21 7 11	0 18 8	8,498	1,377	6,718 0 1					2	6,797 2 3	2 3 3			
Serviceton	2,210	884 11 8	25 10 4	11 12 2	6,398	1,199	5,798 4 4	5	6	62		5	6,719 18 6	18 6 6			

WILLIAMSTOWN LINE.													
South Kensington	317,896	4,166 16 9	32 0 2	1 0 10	29,508	65,727	9,067 0 7						13,266 18 4
Angliss' Siding					12,550	3,792	2,946 8 1						2,946 8 1
Footscray	3,972,767	70,255 18 4	2,262 3 1	20 11 6	158,633	103,665	84,656 0 1						157,194 11 0
Seddon	1,540,946	23,555 15 0	99 0 11	0 13 6									23,655 9 5
Yarraville	2,022,159	31,617 1 10	347 7 9	5 9 9	82,756	26,945	58,237 0 11						90,207 0 3
Spotswood	532,382	8,475 5 5	986 19 3	0 12 6	112,182	45,600	232,751 14 10						292,214 12 0
Newport	1,863,097	30,178 19 5	304 11 7	38 11 4	18,679	119,208	11,944 14 8	1			5		48,466 17 0
Austral Meat Siding					5,546	1,250	976 13 7					149	976 13 7
North Williamstown	1,052,619	22,542 12 4	197 4 8	3 7 3	393	7,819	79 17 6						22,823 1 9
Williamstown Beach	706,908	15,460 5 7	73 13 1	1 17 11									15,535 16 7
Williamstown	468,166	10,782 8 8	145 11 2	4 11 3									10,932 11 1
Williamstown Pier	37,250	932 4 4	26 0 0		215,451	424,345	35,783 9 7				21	1	36,741 13 11
NEWPORT-SUNSHINE LINE.													
Thomas' Siding					23,045	221	3,603 1 5						3,603 1 5
McKenzie and Holland's Siding					269	321	213 9 4						213 9 4
Gray Bros' Siding					1,278	7,667	3,093 1 9						3,093 1 9
Brooklyn Pty. Ltd. Siding					26,059		5,185 9 1						5,185 9 1
Jas. Hardle & Co. Siding					1,060	2,150	1,939 9 1						1,939 9 1
Borthwick's Siding					9,705	2,179	1,694 8 11					1,728	1,694 8 11
Brooklyn " " Siding						47							
* Kingsville Quarries Pty. Ltd.					962		240 3 9						240 3 9
Little Brooklyn Siding					4,671	4,068	1,647 6 8						1,647 6 8
Victorian Iron Moulding Co.'s Siding					947	1,380	215 15 8						215 15 8
Prossor's Siding					3,454	1,157	757 2 7					104	757 2 7
Braybrook Pty. Co.'s Siding					2,845		649 8 1						649 8 1
Prahran City Council's Siding					2,867		631 17 10						631 17 10
Willis' Siding					28,197	24	5,939 0 5						5,939 0 5
Higfield Siding					21,707	502	4,341 16 10						4,341 16 10
Melbourne Quarries Siding					38,512		8,010 7 2						8,010 7 2
Stanley Quarries Pty. Ltd. Siding					41,748	58	8,931 6 1						8,931 6 1
Commonwealth Quarries					7,947	724	1,252 6 8						1,252 6 8
ALTONA BEACH LINE.													
Seaholme	121,621	2,392 18 1	2 0 1										2,394 18 2
Altona Beach	204,088	4,672 9 2	37 13 6			1,797							4,710 2 8
BACCHUS MARSH LINE.													
* Ardeer	24	0 6 0											0 6 0
Federal Manure Siding					16,612	17,976	7,710 3 9						7,710 3 9
Deer Park	5,664	189 17 2	41 16 6	0 10 8	14,697	10,050	3,224 19 5						3,457 3 9
Rockbank	6,673	418 17 10	180 4 2	29 12 10	4,942	1,648	1,154 9 4	2	6	77			1,733 4 2
Cockbill's Siding					4,264	27	970 14 0						970 14 0
Melton	20,958	1,416 13 3	240 13 9	118 6 2	8,636	4,848	2,882 10 10	37	83	118	1	15	4,658 4 0
Stoughton					179	107	45 14 0						45 14 0
Parwan	2,563	261 14 7	16 17 11	8 18 9	4,670	694	1,416 18 9	1	2	67		6	1,704 10 0
Bacchus Marsh	20,593	4,023 15 8	1,008 2 3	313 4 10	8,846	7,273	6,255 10 11	35	230	169		30	11,600 13 8
Rowsley	192	26 2 4	10 15 8		5,039	554	1,592 7 0						1,629 5 0
Ingliston	478	96 18 10	77 0 4	1 14 8	113	84	100 9 0						276 2 10
Ballan	13,269	2,161 14 7	461 4 0	33 4 11	1,891	3,337	3,946 18 5	11	108	654	14	5	6,603 1 11
Bradshaw	183	23 4 7	3 10 8	0 12 4	1	1	2 13 11						30 1 6
Landelto					902	157	209 2 10						209 2 10
Gordon	8,542	922 1 6	99 4 4	7 1 11	3,096	2,070	1,526 13 8	1		2			2,555 1 5
Millbrook	2,279	178 7 8	11 1 8	1 18 5	3,019	176	1,657 19 6	1	24	86	30		1,849 7 3
Wallace	6,850	387 0 8	40 9 3	14 15 5	9,772	1,138	5,605 0 3	2	12	41	22		6,047 5 7
Bungaree	8,382	923 8 10	69 14 2	15 7 8	20,592	1,485	11,894 8 4	1	1	1		4	12,902 19 0
Dunns town	5,597	262 18 4	25 2 9	3 7 6	5,381	1,089	2,605 16 10	3				1	2,897 5 5
FYANSFORD LINE.													
Fyansford					135,954	61,677	90,645 3 1						90,645 3 1
QUEENSLIFF LINE.													
South Geelong	10,540	1,171 14 5	158 7 6	3 7 4	1,671	34,666	1,213 0 1						2,546 9 4
Cheatham Salt Siding					14,215	210	8,558 14 7						8,558 14 7
Moolap	231	14 19 4	0 5 5	0 0 9		1							15 5 6
Leopold	193	12 6 7	0 7 8	4 8 5	517	505	320 2 7						337 5 3
Curlewis	183	23 1 4	0 7 4	0 5 9	655	604	295 8 5				2		319 2 10
Drysdale	4,339	614 16 0	257 17 0	26 14 4	5,214	1,319	2,777 4 3	1	1				3,676 11 7
Mannerlm	597	66 11 1	3 1 3		1,065	1,184	368 15 6	3	3				488 7 10
Marcus	796	72 0 9	5 3 9	59 18 4	2	4	12 12 3	7					149 15 1
Queenscliff	12,446	2,501 3 6	336 15 4	7 1 8	1,424	5,850	1,296 14 8	2	2				4,141 15 1

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.												
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.																
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.																
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.													
	£	s.	d.	£	s.	d.	£	s.	d.										£	s.	d.							
GEEBONG—PORT FAIRY LINE.																												
Marshall	722	69	11	3	92	17	8	..	..	954	2,083	487	12	10	2	1	42	6	1	30	71	..	..	650	1	9
Grovedale	542	55	7	9	3	3	2	0	7	3	0	73	0	..	..	..	..	..	..	..	..	..	..	58	18	2
Pettavel	1,221	103	2	0	6	11	3	0	5	10	1,913	1,431	737	7	0	5	..	..	1	2	..	..	..	847	3	1
Moriac	2,876	387	1	4	50	10	6	5	12	4	3,469	2,537	2,015	9	6	..	2	153	..	7	94	..	..	2,458	13	8
Buckley	957	109	10	3	10	3	2	1	2	3	1,910	846	831	12	9	12	1	..	16	1	2	..	..	952	8	5
Winchelsea	7,720	1,663	14	9	191	16	5	46	5	11	7,700	3,823	4,168	15	8	15	42	101	13	9	1	48	1	6,070	12	9		
Armytage	190	35	0	4	6	19	10	..	..	..	658	1,403	325	8	10	1	..	..	1	..	..	..	..	367	9	0
Birregurra	8,799	2,231	13	6	258	11	2	5	19	7	3,631	4,919	2,778	5	3	2	21	125	26	3	25	49	1	5,274	9	6		
Warncoort	508	169	10	7	26	0	7	0	3	8	910	573	559	11	3	1	..	19	..	2	5	..	..	755	6	1
Irrewarra	1,655	606	17	4	809	12	8	2	18	3	1,965	246	1,021	6	6	4	24	12	..	3	34	24	..	2,440	14	9		
Colac	46,302	15,379	10	10	3,039	15	9	450	15	0	12,882	22,938	14,514	16	1	87	592	180	314	59	458	183	112	33,384	17	8		
Larport	1,155	195	10	11	228	18	5	0	7	9	1,262	893	895	4	3	1	3	9	..	4	38	2	7	1,320	1	4		
Pirron Yallock	2,528	940	9	1	51	5	5	4	1	1	1,239	1,375	953	14	6	4	13	13	..	5	9	7	3	1,949	10	1		
Stoneyford	1,339	319	9	6	37	16	7	1	2	1	142	520	205	19	8	..	..	..	..	..	..	..	..	564	7	10
Pomborneit	1,609	377	17	0	126	7	11	18	11	9	270	627	481	6	6	4	2	18	25	8	8	16	2	1,004	3	2		
Weerite	912	260	13	11	141	19	6	7	11	8	362	475	2,867	0	2	17	176	156	..	8	91	52	..	3,277	5	3		
Camperdown	27,723	11,356	5	7	1,513	2	9	418	14	7	5,296	17,349	8,999	5	0	66	132	266	93	55	97	128	30	22,293	7	11		
Boorcan	544	226	16	8	23	18	1	1	10	5	144	3,035	1,495	0	5	1	93	109	..	5	180	23	..	1,747	5	7		
Terang	20,277	6,333	18	0	637	18	3	216	7	6	6,579	20,151	13,390	0	6	29	292	242	91	21	181	55	7	20,578	4	3		
Garvoc	2,018	470	15	6	40	3	5	2	6	8	1,121	1,122	1,250	5	10	..	24	5	..	7	2	..	..	1,763	11	5
Pannure	2,036	417	7	3	38	19	4	13	2	9	2,303	1,260	521	11	11	..	..	..	1	1	4	5	1	991	1	3
Cudgee	1,074	263	16	2	15	6	1	1	3	11	112	619	166	5	8	1	..	..	..	2	..	..	..	446	11	10
Allansford	3,330	1,009	17	3	1,772	1	1	53	9	9	779	5,829	2,071	0	3	3	53	28	..	6	19	25	..	4,906	8	9		
Warnambool	92,744	16,186	1	10	1,418	1	7	773	17	4	44,117	50,951	22,728	2	10	22	249	42	112	37	159	185	5	41,106	3	7		
Dennington	1,235	97	2	8	95	9	5	1	5	2	22,263	31,843	15,220	15	4	15,414	12	7	
Illowa	1,535	359	18	7	10	14	11	2	5	10	8,423	1,565	6,268	15	9	1	6,631	15	1	
Koroit	9,736	2,535	15	11	211	11	2	167	0	1	5,337	5,829	7,564	8	10	7	133	141	2	4	32	21	..	10,523	13	0		
Crossley	157	13	9	11	2	16	11	3,530	645	2,625	4	2	2,641	11	0	
Kirkatall	217	21	12	7	14	10	10	12	132	47	13	6	83	16	11	
Moyne	110	10	10	7	0	11	5	400	201	310	2	5	321	4	5	
Rosebrook	154	24	3	5	6,200	167	1,352	0	2	1,376	3	7	
Port Fairy	7,046	3,877	17	9	538	12	1	46	9	6	3,947	7,061	7,269	10	3	1	19	74	..	9	20	31	2	11,732	9	7		
WENSLEYDALE LINE.																												
Gravels' Ltd. Siding	16,418	43	5,048	12	6	5,048	12	6
Layard	601	233	255	5	8	255	5	8
Gherang	11,493	109	2,536	4	4	2,536	4	4
Wormbete	2,296	20	362	7	0	362	7	0
Wensleydale	1,418	60	274	14	9	274	14	9
FORREST LINE.																												
Whoorel	55	3	5	5	3	12	5	1,221	269	700	7	2	1	..	2	..	2	..	1	707	5	0
Dean Marsh	818	150	15	2	20	12	3	0	15	11	2,584	2,268	1,191	17	0	6	5	1	4	1,364	0	4	
Pennyroyal	240	42	12	0	10	5	1	664	165	355	14	9	408	11	10	
Murroon	653	101	13	1	20	7	6	953	166	609	13	6	2	2	3	731	14	1	
Barwon	1,064	179	1	11	13	6	6	0	2	2	6,795	2,273	4,484	9	8	1	4,677	0	3	
Gerangamete	79	14	3	11	8	12	9	1,730	93	419	10	7	10	442	7	3	
Yaugher	97	16	13	4	0	12	5	412	127	151	13	4	5	..	2	169	4	1	
Forrest	1,298	435	5	0	214	4	8	0	18	9	5,964	4,835	4,347	12	8	2	2	2	10	4,998	1	1	

CROWES LINE.															
*Eliminyt	75	7 7 2													7 7 2
Tulloh	74	4 8 11	0 0 8		1										4 13 5
Coram	243	12 6 5	0 3 9												12 10 2
Barongarook	188	17 14 8	1 9 11		1,738	46									337 15 9
Birnam	198	12 5 7				9									12 8 11
Kawarren	715	32 0 6	6 3 0		4,612	354									2,279 18 0
Lovat	258	23 14 10	1 13 2		2,425	111								4	548 3 7
Gellibrand	3,028	488 18 4	54 4 8	1 4 6	3,004	832			2	11	9	19	3	5	2,086 16 7
Banool	158	25 12 1	5 5 4		66	15									51 19 0
Wimba	389	44 14 4	1 4 10		978	50					19				499 3 3
McDevitt	30	3 6 3	0 19 11		30	1									29 12 2
Dinmont	146	9 19 4	0 6 7		76	14									56 4 7
Ditchley	44	9 1 11			23	5									27 4 7
Beech Forest	2,966	832 18 4	185 16 11	1 17 2	5,197	1,649			5	18	12	4	8	37	5,450 16 2
Ferguscn	587	73 12 1	4 5 10		2,890	294									2,241 3 11
Weea proinah	198	51 17 8	3 13 4		564	174									494 6 7
Pile Siding		0 0 11	0 0 11		1,946	96									1,561 9 8
Kincaid	340	48 15 7			263	2									231 17 2
Wyclangta	210	45 13 0	5 2 5		1,595	340									1,529 11 0
Pettitt's Siding			0 19 6		117	27									39 10 4
Stalker	258	60 12 4	5 7 9		1,661	221									1,654 11 11
Macknott					82										377 11 5
Laver's Hill	461	158 7 7	44 8 9		370	663			17	37	4	4			1,002 17 3
Crowes	150	71 4 10	35 13 0		298	164									446 8 5
ALVIE LINE.															
Cororooke	1,229	84 1 2	14 10 6	0 5 9	5,629	5,289									3,856 5 4
Coragulae	1,062	75 10 6	2 5 5		6,610	1,181									4,023 13 0
Alvie	861	107 16 1	12 1 5	0 2 1	1,930	2,544					6	1			1,335 14 0
TIMBOON LINE.															
Naroghid	99	9 15 8			145	205									96 14 4
Cobden	2,221	414 12 5	472 14 6	12 2 6	2,374	3,852			1	8	40	3		29	4,219 11 2
Eltingamite	161	19 2 0	14 16 6		1,123	73									258 3 4
Glenfyne	83	16 0 6	0 13 9		5,618	174									923 2 5
Curdie	710	116 2 11	21 12 11	0 0 9	2,340	266									2,101 8 8
Timboon	1,488	514 5 5	91 10 1	0 11 10	4,346	3,085			3	16	43	32	5	24	2,683 6 7
MORTLAKE LINE.															
Mortlake	4,056	1,596 9 6	198 11 3	102 18 6	1,996	6,649			14	2	105		12	46	7,256 16 10
KOROIT-HAMILTON LINE.															
Warrong	8	1 1 10			3	147					1				12 7 7
Woolsthorpe	73	29 11 8	0 3 9		104	981					24				546 15 0
Hawkesdale	382	187 8 1	25 6 8	0 2 11	637	1,264			3	36	61		1	3	2,419 1 2
Stopping Place No. 11	11	6 6 7												2	6 6 7
Minhamite	119	48 3 10	14 17 5	3 8 6	843	457					47				912 7 0
Purdeet	157	64 11 7	5 6 0		100	301						1			324 15 7
Fenshurst	1,778	948 6 10	106 3 3	12 2 9	1,905	2,752			5	160	136	18	4	29	6,554 3 6
Stopping Place No. 7	54	9 7 1													9 7 1
Tabor	81	15 6 6	0 13 3		1,866	391					8			1	1,405 11 0
Yatchaw	43	4 13 0	2 6 2		634	284			1	3	3			1	584 14 4
GHERINGHAP-MAROONA LINE.															
Murghoboluc	22	2 5 0	1 1 8		128	71									46 3 10
Inverleigh	570	145 8 10	43 7 8	0 14 4	1,312	807			2	38	101	18		2	1,302 7 1
Dorog	58	9 5 2	3 10 11		571	224					3				193 14 2
Wingee	263	94 0 5	25 19 1	0 11 7	122	189									721 5 3
Poorneet	111	29 19 11	8 11 1	0 5 11	403	294			1	1	62				495 1 3
Duverney	167	61 4 6	9 19 3	0 3 7	2,372	700									1,276 10 10
Berrybank	1,105	274 6 6	38 4 6	3 1 5	5,005	1,586			6	2	144	6	6	3	3,323 15 1

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE £ s. d.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	
													£ s. d.			
GHERINGHAP-MAROONA LINE—continued.																
Gnarkeet	100	47 3 0	10 3 9	0 2 4	2,935	550	1,640 18 11	1	..	50	..	4	1	6	..	1,698 8 0
Lismore	1,290	625 2 10	118 5 9	1 16 4	4,388	3,078	4,202 8 8	8	62	158	7	10	36	19	1	4,947 18 7
Derrinallum	898	445 10 9	175 13 5	7 9 8	1,702	2,609	5,070 7 2	4	279	94	32	12	31	32	6	5,699 10 0
Vite Vite	162	73 10 0	28 10 3	8 13 7	2,139	708	1,241 5 11	..	..	13	..	..	..	..	..	1,352 4 9
Pura Pura	440	155 18 6	35 5 10	0 13 7	551	407	1,391 14 7	2	..	81	..	..	2	..	..	1,583 12 6
Nerrin Nerrin	369	205 1 0	44 0 6	6 5 11	1,762	545	1,549 12 0	15	23	16	..	12	37	10	..	1,804 19 5
Westmere	770	422 9 7	105 4 8	5 1 6	8,700	3,397	7,195 16 2	6	19	212	..	2	5	20	..	7,728 11 11
Mininera	262	103 5 3	19 10 0	4 11 2	3,549	1,149	2,400 14 1	..	..	23	..	..	1	8	..	2,528 0 6
Tatyoona	230	96 6 8	21 4 11	1 12 1	5,368	1,029	3,893 8 1	..	1	68	..	2	2	1	..	4,012 11 9
BUNINYONG LINE.																
Eureka	1,136	20 10 1	..	..	3,419	4,673	2,202 4 7	..	..	..	..	..	..	..	..	2,222 14 8
York-street	494	8 4 10	..	..	..	..	..	..	..	..	..	..	..	..	..	2 4 10
Levy	1,229	20 1 2	..	..	..	..	..	..	..	..	..	..	..	..	..	20 1 2
Canadian	3,941	59 15 2	..	..	11	252	19 0 9	..	..	..	..	..	..	..	..	78 15 11
Mount Clear	1,255	26 2 4	..	..	..	..	..	..	..	..	..	..	..	..	..	26 2 4
Reld	1,043	25 2 7	..	..	..	..	..	..	..	..	..	..	..	..	..	25 2 7
Monnt Helen	884	22 11 4	..	..	..	..	..	..	..	..	..	..	..	..	..	22 11 4
Buninyong	42,499	1,292 0 11	49 17 4	9 17 0	1,912	465	1,281 6 1	2	2	..	..	..	2	6	..	2,633 10 4
BALLARAT-IRREWARRA LINE.																
Cardigan	741	9 16 9	0 12 8	..	..	..	..	..	..	..	..	..	..	..	..	10 9 5
Kopke	189	9 7 0	..	0 0 9	..	..	..	..	..	..	..	..	..	..	..	9 7 0
Haddon	2,087	60 10 1	2 4 11	..	1,707	152	678 13 8	..	..	..	..	..	..	..	..	741 8 8
Nintingbool	294	12 3 11	0 6 3	..	..	..	..	..	..	..	..	..	..	..	..	12 10 2
Smythesdale	3,560	259 10 0	29 9 11	1 0 2	505	277	199 18 0	..	2	..	..	..	..	..	..	489 18 1
Scarsdale	3,951	221 3 2	17 15 10	0 0 9	7,161	116	1,595 11 8	1	..	..	..	..	..	..	..	1,834 11 5
Newtown	3,280	198 2 1	51 1 8	5 16 5	1,185	140	393 18 1	2	5	22	1	..	1	8	..	648 18 3
Berringa	71	10 16 3	5 10 2	..	1,950	112	462 13 6	1	..	..	..	..	..	..	..	478 19 11
Ilabarook	237	61 0 0	25 1 1	0 2 4	5,129	290	1,440 19 11	..	..	16	..	2	..	..	..	1,527 8 4
Rokewood	91	17 16 4	8 10 9	2 10 9	2,923	529	1,320 3 3	5	4	41	..	..	1	11	..	1,349 1 1
Werneth	65	12 14 10	3 12 3	..	1,834	445	845 15 2	..	..	5	..	..	..	..	..	362 2 3
Cressy	2,189	781 11 11	83 1 11	1 12 11	1,906	2,651	2,286 6 1	20	63	221	..	2	7	18	..	3,152 12 10
Barpinba	336	75 8 3	7 17 2	0 8 0	1,005	1,701	1,002 17 9	..	10	103	7	1	6	8	..	1,086 11 2
Beac	1,338	259 9 10	89 9 8	8 18 2	1,896	4,638	2,028 10 2	1	23	91	88	..	6	25	..	2,386 7 10
Ondit	431	41 9 0	2 13 0	8 13 0	256	424	181 3 10	1	..	..	..	5	..	..	..	233 18 10
LINTON LINE.																
Happy Valley	137	23 8 3	..	..	..	..	..	..	..	..	..	..	..	..	..	23 8 3
Linton	5,937	378 4 9	47 8 3	1 14 10	3,140	781	1,731 7 0	3	17	14	..	12	9	7	..	2,158 14 10
LINTON-SKIPTON LINE.																
Pittong	342	39 5 6	2 16 0	7 16 1	1,202	315	879 4 2	..	6	27	..	6	..	7	..	929 1 6
Skipton	2,146	401 19 5	92 7 10	14 10 2	5,775	2,320	4,897 19 1	8	55	62	13	18	8	14	..	5,406 16 6

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARriages, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
HOPETOUN LINE.																	
Coromby	439	35 9 9	3 14 2	0 0 9	5,515	618	3,819 6 0			16							3,858 10 8
Minyip	4,101	1,721 14 0	210 0 0	24 9 7	14,303	8,325	11,638 13 3	13	17	90		7	11	173			13,594 16 10
Nulian	272	30 8 3	3 10 8		4,989	309	3,317 19 6										3,351 18 5
Sheep Hills	1,117	383 4 7	27 12 8	4 9 1	11,239	4,702	8,543 2 3										2,057 1 3
Mellis	17	1 3 3	1 4 1		3,004	131	2,054 13 11	3	7	70		1	6	10			9,258 8 7
Waracknabeal	11,998	6,446 5 8	684 5 4	155 7 6	24,618	29,863	21,968 8 2										2,057 1 3
Batchica					3,491	328	2,478 16 9	35	38	349		16	25	169			29,254 6 8
Lah	230	16 9 5	7 14 0		8,122	1,105	6,200 4 9										2,478 16 9
Brim	860	285 12 1	75 1 8	0 10 1	12,212	2,732	8,625 5 2					1					6,224 18 3
Galaquil	223	48 0 5	5 17 7	3 0 7	6,900	923	4,054 8 0	8	11	165			3	34			8,988 19 6
Beulah	1,942	1,140 8 10	179 14 6	4 16 10	14,806	5,824	12,183 6 4	5	1			2					4,108 6 0
Rosebery	358	180 9 11	16 11 10	0 14 2	9,168	1,431	6,680 6 2	10	12	224		1	2	8			13,508 6 6
Goyura	192	51 4 0	4 18 2		2,955	383	2,038 8 5		1	28			2	15			6,878 2 1
Hopetoun	2,266	1,366 10 5	250 12 9	41 4 4	9,221	6,145	8,049 0 0	8	10	170		1	17	8	106		2,094 10 7
																	9,707 7 6
PATCHEWOLLOCK LINE.																	
Burrdn	17	1 0 9			1,950	181	1,456 7 3										1,457 8 0
Dattuck	60	4 15 9	1 3 8		562	329	399 13 8										405 13 1
Yarto	102	10 1 10	4 2 8		1,125	473	774 17 0										789 1 6
Willa	40	6 4 8	6 6 8	0 9 4	1,628	501	1,197 19 10										1,211 0 6
Patchewollock	366	189 12 0	37 17 4	1 19 0	6,357	2,856	4,932 3 9	3		2		1	8	1	8		5,181 12 1
GOROKE LINE.																	
Remlaw	27	1 2 3			2,437	274	1,610 15 7										1,611 17 10
Veetis	97	6 6 8	0 6 8		3,808	462	2,531 19 1										2,538 12 5
Quantong	658	80 8 1	7 14 7	0 0 9	1,628	575	1,539 2 11										1,627 6 4
East Natimuk	186	22 3 1	0 15 6	3 5 0	4	33	26 5 6										52 9 1
Natimuk	2,914	724 16 5	150 3 0	1 0 1	6,895	2,713	4,850 7 11										5,726 7 5
Araples	46	5 15 7			2,385	322	1,518 3 7	5	1	44		1		31			5,726 7 5
Mi re	442	77 16 3	17 3 4	0 1 2	2,634	641	2,086 9 11						1				2,181 10 8
Nurcounq	46	8 15 10	1 0 2		429	99	125 19 6					3					135 15 6
Gymbowen	542	152 5 0	14 2 6	0 4 8	1,849	665	1,502 0 4					3	1	2			1,068 12 6
Goroke	1,593	878 15 11	102 0 11	9 19 7	2,959	2,093	4,538 13 10	3	2	119		8	4	25			5,529 10 3
GOROKE-CARPOLAC LINE.																	
Mortat	19	4 7 7	1 18 4		1,871	578	1,807 6 5					3	1	10			1,813 12 4
Carpolac			1 6 0	0 1 2	1,618	681	1,914 4 8					2		3			1,915 11 10
EAST NATIMUK-HAMILTON LINE.																	
Noradjuha	41	82 6 4	13 2 8	0 17 5	2,123	1,225	1,675 10 9	1		19		1	3	4			1,771 17 2
Jullumba	9	32 12 3	2 8 11		1,807	308	1,608 1 6			36			2	15			1,643 2 8
Toolondo	577	140 12 10	15 12 2	0 7 4	1,234	245	968 3 9			12				4			1,124 16 1
Jeffries	73	21 10 9	7 10 10	0 2 2	36	113	56 12 0			1							85 15 9
Kanaguitk	224	77 12 2	11 15 8		1,463	498	1,779 18 9			2		2					1,869 6 7
Balmoral	1,573	753 6 10	89 7 4	17 10 2	1,679	1,935	2,719 8 5	8	14	46		16		31			3,579 12 9
Engfield	107	57 13 2	2 7 0	2 4 1	2,854	307	2,598 9 10					5	1				2,660 14 1

Yasey	553	144 5 5	13 9 2	0 18 7	5,457	563	4,117 2 2	1	1	8		1	2	99	4,275 15 4
Gatum	395	53 9 8	1 18 7	0 6 3	3,712	308	1,981 11 2	1	..	7	..	..	..	11	2,037 5 8
Urangara	20	2 19 0	0 5 11	..	773	60	345 10 6	..	..	..	..	..	..	..	348 10 2
Ovendarah	1,283	210 7 9	51 16 9	..	4,233	1,398	4,454 0 1	11	3	48	1	5	4	36	4,735 1 1
Kyup	85	7 13 7	1 0 0	..	800	173	520 8 9	..	..	..	..	..	..	8	529 2 4
Kariawalla	148	12 16 3	..	..	23	86	6 12 4	..	..	..	..	1	1	2	19 8 7

RAINBOW LINE.

Arkona	85	2 18 2	0 15 3	..	3,210	455	1,859 3 6	..	..	..	..	..	..	..	1,862 16 11
Antwerp	525	43 17 7	12 16 2	0 5 9	8,186	1,251	5,593 0 2	1	..	15	..	..	..	..	5,649 19 3
Tarranyurk	348	34 4 4	10 2 8	78 16 9	8,204	1,504	5,187 10 10	14	..	..	..	..	..	..	5,310 14 7
Jeparit	3,009	1,313 5 11	271 12 3	49 2 6	7,232	5,865	6,418 0 6	17	5	89	1	8	6	21	8,052 1 2
Eilam	35	8 5 3	4 18 6	..	7,659	981	5,305 8 10	..	..	14	..	..	..	..	5,318 12 7
Pulbut	90	14 12 0	3 10 2	..	6,787	322	4,363 12 6	1	1	..	..	..	..	..	4,382 3 8
Rainbow	3,073	1,968 6 4	217 19 3	57 3 2	12,514	6,932	11,327 8 3	7	9	62	3	3	3	9	13,570 17 0

YAAPET LINE

Albacutya	3	0 2 6	..	..	3,977	491	2,722 19 2	..	..	..	..	..	..	..	2,723 1 3
Yaapeet	283	53 3 0	11 18 5	84 14 4	6,183	2,070	4,457 18 10	3	3	3	..	..	3	3	4,607 14 7

LORQUON LINE.

Detpa	9	0 9 2	1 3 9	..	7,616	993	5,443 5 9	..	..	13	..	..	..	..	5,444 18 8
Lorquon	256	49 10 1	7 11 3	..	8,956	1,341	6,873 9 11	..	..	10	..	..	..	..	6,930 11 8

YANAC LINE.

Netherby	174	31 8 5	18 17 0	0 11 8	8,235	1,724	6,642 12 8	1	..	5	..	1	..	1	6,693 9 9
Yanac	56	15 11 3	9 12 7	0 7 1	10,742	2,076	9,102 4 3	3	2	2	..	1	..	..	9,127 15 2

MELBOURNE-TALLANGATTA LINE.

Kensington	1,374,852	18,056 16 2	169 17 6	3 5 7	89,645	110,504	13,191 9 4	..	..	56	..	..	17	..	31,421 8 7
Newmarket	1,693,443	24,804 15 5	336 17 4	5,631 17 1	9,618	35,101	58,908 5 5	749	3,638	11,155	..	639	19,358	36,590	89,681 15 3
Newmarket Show Siding	..	..	4 4 6	14 16 10	255	202	803 16 11	74	201	76	..	21	133	52	822 18 3
Ascot Vale	2,848,175	41,225 18 10	359 14 8	5 10 6	..	..	..	..	..	..	..	..	..	..	41,591 4 0
Moonce Ponds	2,597,305	42,343 17 5	477 15 10	5 2 11	..	5	..	..	..	..	..	..	..	..	43,326 16 2
Essendon	3,042,638	55,173 2 5	643 16 4	31 15 6	1,095	32,904	1,524 2 11	..	..	..	..	..	..	..	57,372 17 2
Glenferrie	340,457	6,323 11 3	36 12 7	13 3 7	..	..	..	..	..	..	..	..	..	..	6,373 7 5
North Essendon	146,911	2,452 19 3	9 14 0	..	..	..	..	..	..	..	..	..	..	..	2,482 13 3
Pascoe Vale	341,627	6,192 1 4	30 8 7	0 8 9	..	..	..	..	..	..	..	..	..	..	6,222 18 8
Glenroy	202,037	4,238 19 2	33 1 5	5 15 6	85	3,522	12 7 11	..	..	..	..	..	..	..	4,290 4 0
Broadmeadows	59,710	1,941 19 9	59 0 7	10 3 10	996	4,487	1,361 5 10	139	115	4	..	121	203	596	3,372 10 6
Somerton	9,482	299 12 11	8 10 3	0 8 10	97	1,600	32 17 8	..	..	..	..	..	..	..	341 9 8
Craigieburn	7,556	707 7 5	100 14 1	25 5 11	997	1,357	1,072 19 9	39	64	123	..	47	117	179	1,906 7 2
Donnybrook	4,774	449 2 9	418 4 9	6 12 0	1,055	865	1,396 19 9	6	119	159	..	14	43	201	2,270 19 2
Beveridge	2,193	217 9 10	269 8 11	2 10 10	907	534	387 15 0	..	1	56	..	2	3	59	877 4 7
Wal'an	8,667	1,064 13 3	215 17 8	2 7 9	1,981	6,944	1,018 17 9	2	91	234	..	8	61	168	2,301 16 5
Lightwood	..	..	..	..	1,349	16	306 3 9	..	..	..	..	..	..	..	306 3 9
Heathcote Junction	979	115 2 11	5 3 7	0 10 10	..	..	..	..	..	..	..	..	..	..	120 17 4
Wandong	4,491	541 14 7	38 3 4	2 15 2	4,499	471	1,636 1 9	..	..	1	..	3	..	3	2,218 14 10
Kilmore East	8,625	1,917 15 4	244 17 0	17 5 11	208	197	1,590 5 8	1	184	257	..	6	84	204	3,770 3 11
Broadford	16,248	2,489 9 11	440 3 11	17 10 11	1,715	2,894	1,550 0 2	5	22	111	1	9	11	79	4,497 4 11
McDougal	..	..	..	..	9,788	30,192	6,876 11 6	..	..	..	..	..	..	..	6,876 11 6
Tallaroak	..	..	..	..	1,620	1,233	1,249 1 8	13	38	78	10	9	21	32	2,733 15 3
Dysart	8,619	1,406 0 3	121 15 8	6 17 8	88	52	38 5 10	..	..	..	..	..	..	..	38 5 10
Seymour	52,600	15,290 7 0	763 19 3	89 6 10	9,811	9,452	6,400 14 3	57	79	238	6	71	49	190	22,544 7 4
Mangalore	5,176	461 4 2	23 14 3	74 16 2	14,240	213	4,136 1 9	1	5	2	1	..	12	18	4,635 16 4
Avenel	5,431	875 14 8	92 11 7	28 3 6	1,191	1,482	1,362 4 4	3	19	74	..	8	11	32	2,358 14 1
Monea	28	4 11 9	1 10 11	0 10 0	600	28	275 19 4	..	..	4	..	..	..	..	232 12 0
Locksley	1,205	173 13 6	21 18 1	0 13 2	853	336	588 13 5	..	..	20	..	..	..	..	784 18 2
Longwood	3,682	795 8 9	60 18 4	13 5 5	2,403	818	2,165 17 1	..	5	72	..	2	3	50	3,035 9 7
Creighton	457	45 3 4	10 14 1	0 9 11	457	88	230 13 5	..	..	..	..	..	..	..	237 0 9
Euroa	14,417	4,920 16 7	541 9 9	71 5 7	2,943	5,513	6,013 17 9	43	115	323	6	25	47	140	11,547 9 8
Balmattum	387	106 8 10	8 18 8	0 3 8	106	306	378 7 5	..	..	44	..	..	..	..	493 18 7
Violet Town	4,373	1,623 1 3	185 13 6	86 3 4	6,663	1,880	5,292 3 11	6	57	116	11	5	8	76	7,187 2 6

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE. £ s. d.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
		£ s. d.	£ s. d.	£ s. d.	Tons.	Tons.	£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	
Baddaginnie	2,024	420 4 9	35 4 5	6 19 10	4,972	823	3,293 18 6	9	50	57	..	21	4	26	..	3,756 7 6
Benalla	29,216	10,794 8 8	1,099 19 8	130 9 1	4,749	24,619	8,783 6 7	31	245	327	45	16	74	274	4	20,808 4 0
Winton	953	246 9 11	11 0 11	1 1 0	222	196	119 15 9	..	..	..	..	..	..	..	..	378 7 7
Head'siding .. .. .	..	..	..	..	1,597	99	800 7 4	..	..	..	..	..	..	..	..	800 7 4
Genrowan	4,004	888 3 10	79 7 5	20 14 7	28,771	1,992	7,002 10 0	4	87	167	..	1	13	37	..	7,990 15 10
Wangaratta	37,497	16,051 0 5	1,204 19 2	510 17 9	21,533	28,886	22,666 13 10	170	565	541	138	133	234	407	186	40,433 11 2
Bowser	681	122 6 5	12 4 7	63 10 5	1,616	345	915 2 1	..	..	..	..	..	..	..	..	1,113 3 6
Springhurst	5,430	2,239 3 11	146 19 9	27 2 2	4,286	3,462	4,701 3 1	9	76	197	..	2	13	6	..	7,114 8 11
Chiltern	4,779	1,883 0 11	163 13 5	7 2 0	43,700	1,552	12,465 1 11	4	15	29	7	1	..	16	..	14,518 18 3
Barnawartha	2,657	758 7 11	62 15 9	4 1 4	2,700	1,478	4,447 14 2	12	149	183	14	8	5	7	..	5,272 19 2
Wodonga	17,524	7,157 18 2	640 9 8	253 2 3	2,617	12,910	47,206 2 11	399	2,712	3,036	70	379	2,544	2,505	48	55,257 13 0
Bandiana .. .. .	..	1 15 6	..	..	..	..	..	..	..	..	..	..	..	..	..	1 15 6
Bonegilla	21	1 6 1	..	..	..	..	..	..	..	..	..	..	..	..	..	1 6 1
Ebden	996	318 19 10	52 16 5	28 3 10	513	51,342	7,392 18 5	11	423	267	8	10	18	13	..	7,792 18 6
Huon	943	315 17 5	32 15 1	3 8 2	1,339	1,052	4,589 16 6	2	256	42	37	1	11	2	..	4,941 17 2
Bolga	61	6 10 8	1 1 10	..	22	24	50 17 4	..	..	..	..	2	..	4	..	58 9 10
Tatonga .. .. .	..	..	..	..	..	..	674 9 6	..	..	..	..	..	4	..	..	674 9 6
Tallangatta	4,598	2,279 1 7	384 8 1	19 1 7	1,737	4,278	10,223 2 5	26	364	331	76	21	96	164	2	12,905 13 8
TALLANGATTA-CUDGEWA LINE.																
Bullooh	21	4 3 11	1 11 3	..	46	475	80 15 3	..	..	..	..	1	3	3	..	86 10 5
Darbyshire	8	2 0 11	1 11 7	..	9	9	1 1 5	..	..	..	..	..	..	..	..	4 13 11
Koetong	189	67 19 7	10 19 1	0 4 5	23	49	1,485 14 4	1	135	14	..	1	1	6	..	1,564 17 5
Shelley	192	74 10 9	11 18 4	7 4 0	249	292	944 7 9	2	59	16	..	..	14	11	..	1,038 0 10
Beetoomba	466	164 13 1	14 19 1	0 3 9	1,586	329	1,100 17 1	..	21	17	..	2	3	13	..	1,280 13 0
Wabba	3	1 2 2	..	6 19 4	1	2	4 2 10	..	..	..	..	..	..	..	..	12 4 4
Cudgewa	1,753	1,130 9 7	76 18 10	95 4 11	1,412	4,297	19,204 10 0	66	1,122	169	34	45	47	45	..	20,507 3 4
COBURG LINE.																
Macaulay	424,277	5,159 8 2	108 6 0	36 0 10	1,286	7,928	519 14 4	..	..	..	..	..	..	..	..	5,823 9 4
Flemington Bridge	458,539	6,094 5 9	62 14 6	1 2 4	..	..	..	..	..	..	..	..	..	..	..	6,158 2 7
Royal Park	426,779	5,837 7 11	55 9 10	28 4 4	..	..	..	..	..	..	..	..	..	..	..	5,921 2 1
South Brunswick	494,100	7,213 17 10	422 4 1	3 9 5	19,622	27,590	9,289 19 2	..	..	..	..	..	..	..	..	16,929 10 6
Brunswick	687,160	10,176 12 3	519 4 8	4 9 9	1,291	16,790	482 18 11	..	..	..	..	..	..	..	..	11,183 5 7
North Brunswick	765,290	11,012 10 10	132 4 2	1 7 2	..	..	..	..	..	..	..	..	..	..	..	11,146 2 2
Moreland	1,488,016	20,506 19 2	717 14 7	4 13 8	3,945	39,816	1,872 1 1	..	..	..	..	..	..	..	..	23,101 8 6
Coburg	2,079,454	31,783 18 2	867 0 7	7 11 9	1,661	25,187	3,899 0 10	..	..	..	..	..	..	..	..	36,557 11 4
Datman	266,754	4,448 7 8	112 3 5	..	6	4,489	1 5 4	..	..	..	..	..	..	..	..	4,561 16 5
Merlynston	389,187	6,462 3 6	42 16 6	0 9 4	..	..	..	..	..	..	..	..	..	..	..	6,495 9 4
Fawkner	68,715	1,224 3 8	8 9 10	0 17 3	..	..	..	..	..	..	..	..	..	..	..	1,233 10 9
*Stopping Place No. 13..	4,495	58 16 4	..	..	..	..	..	..	..	..	..	..	..	..	..	58 16 4
*Campbellfield	21,537	498 17 5	..	..	..	..	..	..	..	..	..	..	..	..	..	498 17 5
*Stopping Place No. 18..	566	13 9 10	..	..	..	..	..	..	..	..	..	..	..	..	..	13 9 10
*Stopping Place No. 14..	5,760	135 14 8	..	..	..	..	..	..	..	..	..	..	..	..	..	135 14 8
*North Campbellfield ..	834	25 19 6	..	..	..	..	..	..	..	..	..	..	..	..	..	25 19 6

PRESTON-WHITTLESEA LINE.

Table with columns for station names, distances, and various numerical data points. Stations include North Carlton, North Fitzroy, Fitzroy, Rushall, Merri, Northcote, Croxton, Thornbury, Bell, Preston, Regent, Reservoir, Fowler's Siding, Thomastown, etc.

WALLAN-BENDIGO LINE.

Table with columns for station names, distances, and various numerical data points. Stations include Leslie, Bylands, Kilmore, Willowmavin, Morand, High Camp, Pylon, Teobroac, McIvor Timber Co.'s Siding, Argyll, Heathcote, Derrinal, Knowsley, Ingham, Axedale, Longlea, etc.

MANSFIELD LINE.

Table with columns for station names, distances, and various numerical data points. Stations include Trarwool, Granlta, Kerrisdale, Homewood, Yea, Cheviot, Molesworth, Cathkin, Yarek, Kanumbra, Merton, Woodfield, Bonnie Loon, Ma'ndample, Mansfield, etc.

ALEXANDRA LINE.

Table with columns for station names, distances, and various numerical data points. Stations include Korfella, Alexandra, etc.

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.				TOTAL OUTWARDS TRAFFIC REVENUE.				
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.		Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.								
								Horses.	Cattle.	Sheep.	Pigs.		Horses.	Cattle.	Sheep.	Pigs.
£ s. d.		£ s. d.		£ s. d.		£ s. d.						£ s. d.				
SEYMOUR-TOONWAL LINE.																
Tablik	1,257	323 0 11	48 9 8	112 3 11	1,947	400	1,406 6 6	12	7	68	..	12	2	29	..	1,890 1 0
Nagamble	11,376	2,490 18 9	251 4 4	180 19 8	9,824	2,565	6,582 15 8	85	88	203	1	53	44	121	..	9,505 18 5
Wahring	1,384	380 16 6	52 5 8	1 9 8	1,360	581	1,360 3 3	..	1	75	..	1	13	23	..	1,734 15 1
Noorlim .. .. .	..	..	..	126 9 0	..	66	56 19 7	32	..	..	..	24	..	..	..	183 8 7
Murchison East	6,740	2,373 7 0	115 17 7	16 6 8	2,431	2,366	3,080 1 8	15	210	218	19	20	129	114	1	5,585 12 11
Arcadia	2,789	558 4 2	34 17 8	2 10 9	5,462	2,495	3,844 11 6	4	45	203	..	7	18	65	..	4,440 4 1
Toolamba	5,022	1,174 0 8	57 17 11	91 16 9	4,772	2,790	3,593 16 7	2	29	124	22	6	19	118	20	4,917 11 11
Mooroopna	9,176	3,774 6 11	279 12 1	55 6 2	25,197	25,002	19,575 9 0	15	22	139	..	10	12	75	..	23,684 14 2
Shepparton	30,884	13,417 1 7	1,928 16 6	241 0 4	31,329	49,758	34,471 7 2	79	148	508	20	75	128	446	76	50,058 5 7
Congupna	522	175 18 7	39 12 10	7 19 10	2,553	2,484	1,802 17 10	2	4	51	..	10	10	20	1	2,026 9 1
Tallygaropna	2,426	725 11 11	54 13 2	0 11 4	6,202	5,881	4,093 8 7	1	24	62	1	2	20	13	..	4,874 5 0
Wungahnu	1,907	427 16 3	22 10 11	0 13 3	5,656	1,846	2,991 0 8	1	26	65	..	2	..	23	2	3,442 1 1
Numurkah	10,455	4,393 2 8	410 4 4	64 0 10	5,250	5,265	5,676 10 4	31	70	154	5	18	12	93	8	10,543 18 2
Katunga	474	136 18 7	20 13 1	4 5 6	5,265	815	3,860 16 4	..	19	53	1	2	4	3	..	4,031 11 6
Strathmerton	2,460	687 10 7	83 7 4	13 6 8	2,956	1,252	3,317 9 7	..	78	113	1	6	4	17	27	4,101 14 2
Mywee	62	20 17 1	3 5 3	0 4 5	1,025	116	812 17 0	..	..	19	4	..	2	1	..	837 3 9
Toonwal	7,137	4,271 4 2	278 18 7	116 4 9	13,744	4,560	43,044 18 10	23	1,662	2,569	3	17	81	284	..	47,706 6 4
RUSHWORTH LINE.																
Murchison	801	99 11 0	67 3 1	0 1 2	1,417	1,766	1,172 1 11	..	..	..	..	..	..	..	..	1,338 17 2
Hammond .. .. .	..	..	..	..	450	11	195 3 1	..	..	..	..	..	..	..	..	195 3 1
Waranga	20	0 19 2	0 2 9	..	1,595	32	792 3 10	..	..	..	..	..	..	..	..	793 5 9
Rushworth	3,719	1,382 9 5	239 12 10	0 12 9	7,648	2,936	4,968 18 3	9	34	88	..	3	5	64	..	6,591 13 3
COLBINABBIN LINE.																
Erwen	18	2 15 1	..	..	8,091	2,090	3,659 13 1	..	..	..	..	..	..	..	..	3,662 8 2
Wanatta	25	3 10 3	..	..	1,949	237	1,318 9 4	..	..	77	..	1	..	10	..	1,321 19 7
Colbinabbin	324	117 14 1	31 11 3	0 14 5	17,244	2,506	10,684 9 2	2	5	143	..	2	..	18	..	10,834 8 11
GIRGARRE LINE.																
Karook	4	2 18 4	..	..	437	45	236 0 6	..	..	..	..	..	..	..	..	238 18 10
Stanhope	730	370 4 4	109 0 7	1 17 7	2,644	3,712	5,282 1 2	9	59	391	34	3	11	122	..	5,763 3 8
Girgarre	245	185 9 7	28 9 11	0 15 0	1,828	1,402	2,522 14 0	7	1	145	2	2	9	72	..	2,687 8 6
TOOLAMBA-ECHUCA LINE.																
Hendersyde	132	7 8 6	..	..	..	..	..	..	..	..	..	..	..	..	..	7 8 6
Tatura	8,411	3,101 18 4	489 10 1	83 5 5	5,121	6,501	6,875 10 7	44	87	223	36	22	36	91	22	10,550 4 5
Byrneside	773	249 14 10	15 6 3	14 17 3	949	2,732	1,596 14 5	1	36	102	26	2	15	44	1	1,876 12 9
Merrigum	5,055	1,383 19 4	94 5 5	16 9 11	5,779	3,504	6,569 5 9	9	25	300	2	9	19	107	..	8,064 0 5
Kyabram	11,245	4,763 9 4	507 4 4	51 16 5	10,633	18,303	15,914 10 2	25	156	552	102	9	61	421	35	21,237 0 3
Stopping Place No. 2	397	17 7 0	..	..	..	..	..	..	..	..	..	..	..	..	..	17 7 0
Tongala	6,976	2,151 7 2	226 12 5	14 18 9	3,090	6,069	6,846 11 9	16	147	393	103	18	54	311	3	9,239 10 1
Koyuga	1,942	308 8 8	27 2 11	0 1 6	1,019	1,792	1,719 12 3	2	17	82	5	1	17	70	..	2,055 5 4
Kanyapella	40	2 6 1	..	..	507	1,109	211 10 9	..	..	..	..	..	..	..	..	213 16 10

KATAMATITE LINE.															
Pine Lodge	64	8 17 1	1 9 10	..	5,295	613	3,108 16 8	..	..	..	..	..	..	..	3,119 3 7
Larrock	3	1 10 6	..	..	12,052	..	3,338 15 7	..	..	..	..	..	..	..	3,340 6 1
Cosgrove	474	141 18 9	13 12 5	4 0 11	9,075	954	5,683 5 7	..	2	75	1	..	..	..	5,842 17 8
Doonikie	1,802	762 11 0	119 14 3	2 9 5	26,134	2,217	8,866 13 11	15	23	128	10	1	22	..	9,751 8 7
Yabba South	11	2 0 6	..	..	2,123	127	1,206 18 4	..	..	..	..	..	..	..	1,208 18 10
Yabba North	275	92 9 9	17 6 7	5 12 8	3,684	853	2,746 12 2	..	..	62	..	..	1	5	2,862 1 2
Yotannite	150	73 9 5	7 10 4	..	3,260	1,046	2,233 1 7	..	..	49	..	..	..	2	2,314 1 4
Katamatite	613	324 18 3	45 7 1	2 9 3	5,862	1,652	4,354 13 0	7	39	124	3	..	1	20	4,727 7 7
PICOLA LINE.															
Waaia	473	122 9 3	29 19 6	28 8 8	5,144	717	3,320 12 1	2	28	61	..	2	..	2	3,501 9 6
Nathalia	4,751	1,893 16 1	218 16 10	14 8 2	14,930	3,449	10,944 9 4	20	80	175	9	3	12	44	13,071 10 5
Barwo	16	1 2 3	..	..	..	..	0 8 8	..	..	..	..	..	..	..	1 10 11
Picola	931	498 17 7	70 19 8	9 14 9	6,659	1,313	6,830 3 9	9	92	171	2	7	2	13	7,409 15 9
COBRAM LINE															
Yarroweyah	499	115 18 5	17 6 5	0 1 6	999	2,425	1,801 12 8	..	20	90	..	..	3	16	1,434 19 0
Cobram	3,653	2,079 19 11	278 13 0	53 16 4	14,604	6,257	15,037 15 5	9	119	424	9	11	25	84	17,460 4 8
YARRAWONGA LINE.															
Chesney	13	1 18 10	..	..	313	67	192 8 11	..	..	..	..	..	..	1	194 7 9
Goorambat	1,724	407 11 3	21 3 4	2 14 6	6,378	872	5,213 9 0	1	30	139	..	2	..	1	5,644 18 1
Nooramunga	599	80 3 3	3 8 6	7 16 4	466	75	324 11 1	2	1	..	..	1	..	..	415 19 2
Devenish	3,347	703 19 2	91 2 10	8 1 7	6,340	1,456	5,209 15 1	1	1	135	..	3	..	24	6,012 18 8
St. James	2,779	932 13 6	90 9 5	2 4 10	3,508	1,550	7,256 2 8	..	..	204	..	..	3	8	8,281 10 5
Tungamah	3,385	1,308 14 0	79 11 4	8 12 5	7,793	1,733	6,550 7 1	3	8	182	4	2	7	14	7,947 4 10
Telford	629	194 5 3	6 0 5	..	5,451	469	4,126 4 0	1	14	64	..	..	..	1	4,326 9 8
Yarrowonga	8,262	5,437 0 2	490 12 0	37 9 11	25,798	10,615	25,900 13 3	13	263	769	4	22	9	74	31,925 16 1
PEECHLEBA LINE.															
Boorhaman	27	6 9 5	1 4 6	..	2,763	326	1,983 16 8	..	..	58	..	..	..	..	1,991 10 7
Peechelba	92	36 1 4	10 17 11	..	26,742	620	15,432 4 4	2	1	56	..	2	..	..	15,479 3 7
TATONG LINE.															
Karn...	16	4 7 5	0 9 3	..	214	381	143 10 9	11	4	..	..	7	1	..	148 7 6
Lima...	88	24 1 5	13 1 9	0 4 5	565	507	1,002 19 2	7	54	25	..	1	1	2	1,040 6 8
Mallum	10	1 1 5	0 11 4	..	1	7	5 15 2	..	..	..	..	..	..	..	7 7 11
Tatong	96	19 13 8	16 2 11	0 0 9	3,385	184	1,593 8 0	..	1	10	14	1	..	2	1,629 5 4
WHITFIELD LINE.															
Targoora	5	0 13 10	..	..	..	..	..	..	..	..	..	..	..	..	0 13 10
Laceyby	9	0 7 6	..	..	..	..	..	..	..	..	..	..	..	..	0 7 6
Oxley	114	9 9 7	0 12 11	..	103	285	77 1 0	..	..	..	..	..	..	..	87 3 6
Skehan	110	7 8 2	..	..	..	..	..	..	..	..	..	..	..	..	7 8 2
Docker	274	43 12 11	1 8 2	0 1 6	653	308	261 6 7	..	..	..	..	..	1	3	306 9 2
Byrne	181	25 12 10	..	..	..	..	..	..	..	..	..	..	..	..	25 12 10
Moyhu	705	127 0 10	18 4 6	1 7 10	1,513	1,117	1,562 2 7	8	6	40	12	3	6	32	1,708 15 9
Angleside	90	10 1 1	..	..	..	..	..	..	..	..	..	..	..	..	10 1 1
Claremont	33	4 19 1	..	..	..	..	..	..	..	..	..	..	..	..	4 19 1
Dwyer	56	12 8 9	..	..	..	..	..	..	..	..	..	..	..	..	12 8 9
Edi ..	697	129 19 11	4 16 10	0 5 9	565	254	222 6 7	2	3	36	2	2	1	50	357 9 1
Hyem	60	8 0 0	..	..	..	..	..	..	..	..	..	..	..	..	8 0 0
King Valley	542	77 3 0	1 10 6	0 1 2	206	203	182 6 4	..	..	..	4	..	..	8	261 1 0
Jarrott	191	38 13 10	..	..	..	..	..	..	..	..	..	..	..	..	38 13 10
Pieper	250	70 0 4	..	..	..	..	..	..	..	..	..	..	..	..	70 0 4
Whitfield	1,539	411 13 2	50 14 5	2 10 7	543	723	771 19 6	3	5	31	50	3	8	47	1,236 17 8

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.						
								Horses.	Cattle.	Sheep.	P gs.	Horses.	Cattle.	Sheep.	Pigs.			
YACKANDANDAH LINE.																		
Londrigan	708	£ 193 17 4	£ 14 9 6	£ 0 17 0	1,147	778	£ 666 10 9	..	..	..	..	..	..	..	..	£ 875 14 7
Tarrawingee	649	119 12 0	8 9 10	7 17 6	989	316	827 3 10	..	..	..	..	..	..	..	..	763 3 2
Everton	1,495	440 14 10	26 10 4	17 2 10	1,840	348	1,204 1 8	3	23	2	..	12	4	36	..	1,688 9 8		
Baarmutha	301	11 14 8	0 15 6	1 15 4	15	7	20 15 7	..	..	..	..	..	..	..	..	35 1 1
Beechworth	6,694	3,206 3 9	368 9 9	20 7 7	2,901	5,022	2,536 8 0	..	..	1	4	..	..	36	1	6,131 9 1
Woorragee	60	3 7 5	2 15 10	..	136	84	116 5 3	..	..	..	1	1	..	3	..	122 8 6
Yackandandah	1,184	586 17 11	53 15 9	2 3 4	301	1,539	758 2 2	4	12	12	25	2	1	3	..	1,400 19 2		
BRIGHT LINE.																		
Brookfield	146	19 10 5	0 18 11	..	89	106	148 5 10	..	..	..	..	..	..	..	..	168 15 2
Bowman	814	323 17 2	21 13 0	12 0 2	807	924	1,065 16 9	11	19	30	2	10	4	9	..	1,423 7 1		
Gapsted	281	71 9 2	3 7 1	3 7 8	152	111	209 4 4	..	..	..	..	..	..	..	..	287 8 3
Myrtleford	3,743	1,451 8 3	126 15 3	3 11 10	1,994	3,330	2,610 15 4	10	86	86	14	6	29	32	..	4,192 10 8		
Ovens	588	173 4 1	10 6 10	2 5 10	357	517	344 3 1	..	..	..	..	1	1	..	..	529 19 10
Eurobin	725	320 17 1	15 16 5	0 11 6	262	939	628 2 6	..	..	..	..	1	1	..	..	965 7 6
Porepunkah	1,082	528 8 9	31 11 4	1 13 9	430	424	559 13 8	..	..	3	10	1	1	9	1	1,121 7 6
Bright	2,432	1,720 17 2	149 14 5	1 3 0	247	1,474	703 10 3	6	3	6	23	5	5	21	..	2,575 4 10		
WAHGUNYAH LINE.																		
Lilliput	110	5 1 4	0 0 9	..	1,082	223	459 7 4	..	..	..	..	..	..	1	..	464 9 5
Cons.'s Siding .. .. .	..	..	..	..	690	..	158 4 3	..	..	..	..	..	..	..	..	158 4 3
Rutherford	7,499	3,026 2 5	302 7 6	177 11 10	5,433	4,940	5,219 13 5	8	1	64	3	9	3	11	..	8,725 15 2		
Wahgunyah	6,962	4,620 7 6	358 0 4	287 11 11	21,734	14,186	24,482 0 10	44	95	665	22	36	25	17	5	29,748 0 7		
MELBOURNE-BAIRNSDALE LINE.																		
Hawksburn	1,272,202	19,478 12 0	279 10 2	2 2 10	..	..	..	..	..	..	..	..	..	..	..	19,760 5 0
Toorak	828,039	14,665 16 5	400 1 3	1 10 4	801	49,713	2,048 15 10	..	..	..	..	..	..	..	..	17,176 3 10
Armadale	1,268,954	23,626 5 3	458 8 10	2 2 1	..	4	..	..	..	..	..	..	..	..	..	24,086 16 2
Malvern	2,248,129	45,528 18 7	803 14 5	4 12 3	410	26,397	646 12 5	..	..	..	..	..	..	..	..	46,939 17 8
Caulfield	2,712,124	69,647 4 3	763 13 10	5,715 5 1	2,621	31,591	4,022 4 1	315	12	..	..	234	15	..	..	80,148 7 3
Carnegie	1,487,317	31,170 9 5	205 17 7	1 12 7	..	1	..	..	..	..	..	..	..	..	..	31,377 10 7
Mur-rum-beena	1,357,840	28,605 6 8	209 3 2	1 5 0	273	32,074	195 2 3	..	..	..	..	..	..	..	..	29,010 17 1
Hughesdale	602,631	12,779 5 9	265 17 1	2 13 1	..	..	..	..	..	..	..	..	..	..	..	13,047 15 11
Oakleigh	1,996,274	45,943 15 3	606 5 9	172 3 9	7,672	38,482	2,821 15 2	18	6	6	..	19	58	50	1	49,543 19 11		
East-oak-leigh	114,268	2,184 9 9	8 0 11	0 15 1	..	..	..	..	..	..	..	..	..	..	..	2,193 5 9
Clayton	211,169	4,956 13 9	152 15 3	9 15 1	301	18,078	187 13 7	..	..	..	..	..	..	..	..	5,306 17 8
Spring Vale	446,047	11,499 7 9	237 14 7	46 3 10	3,518	23,957	4,031 15 6	1	1	..	..	..	..	..	..	15,815 1 8
Sandown Park	1,180	56 11 2	..	..	..	..	..	..	..	..	..	..	..	..	..	56 11 2
Noble Park	289,948	7,134 19 0	196 12 1	1 5 6	..	..	..	..	..	..	5	..	..	..	..	7,332 16 7
Dandenong	505,717	22,283 17 5	1,484 3 5	231 8 5	8,122	40,761	7,688 0 6	176	841	169	5	145	1,307	227	585	31,687 9 9		
Hallam	3,257	181 2 7	11 13 1	6 4 0	2,921	1,304	661 10 9	..	..	..	..	..	2	..	..	860 10 5
Narre Warren	10,792	593 13 10	236 15 10	11 6 7	1,081	10,629	1,224 2 8	5	22	31	..	20	30	36	..	2,065 18 11		
Berwick	16,718	1,555 2 7	295 5 0	23 10 11	1,076	2,160	631 14 5	7	55	60	..	13	41	65	..	2,505 12 11		
Beaconsfield	14,837	1,210 10 1	527 8 2	4 7 2	8,562	2,102	2,201 8 1	..	..	1	..	1	16	15	..	3,943 13 6
Hargreave's Siding	6,847	432	3,017 6 6	3,017 6 6	
Officer	5,338	545 11 6	389 9 7	1 3 0	4,631	1,547	1,998 2 0	1	17	66	..	8	15	66	..	2,934 6 1		
Pakenham	17,198	2,343 12 0	467 3 8	33 10 5	3,135	7,098	2,174 7 0	6	32	88	1	4	92	128	..	5,018 13 1		
Nar-nar-goan	6,282	1,424 0 9	209 13 10	7 14 10	9,741	2,475	3,566 14 11	3	29	92	..	1	24	125	..	5,208 4 4		
Tynong	4,394	714 7 4	129 10 10	3 0 7	5,705	1,201	2,282 13 2	1	..	..	..	3	14	28	..	3,129 11 11
Garfield	8,367	1,693 19 1	172 5 11	5 8 8	6,544	2,518	3,849 8 6	2	43	53	30	10	34	54	1	5,721 2 2		
Bunyip	5,803	1,374 2 3	544 18 8	7 19 2	5,197	2,002	3,368 15 9	2	23	13	..	2	26	31	..	5,295 15 10		
Longwarry	7,777	1,197 10 6	2,365 13 2	14 6 2	6,773	1,813	2,807 8 4	1	11	81	..	5	22	57	..	6,384 18 2		
Drouin	14,155	2,851 7 10	1,289 13 9	51 18 4	6,153	5,459	4,344 1 4	32	22	37	55	18	55	96	..	8,537 1 3		
Warragul	33,865	8,522 0 5	4,427 10 7	36 17 6	5,255	18,407	6,595 2 6	16	339	189	91	23	277	218	62	18,581 11 0		

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.				
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.								
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.								
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.					
	£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.
MORNINGTON LINE.																				
Moorooduc	2,527	189	9 11	21 14 2	15 5 2	4,403	745	1,788 14 8	5	1	107	..	5	31	180	..	2,015 3 11			
Mornington	29,728	2,829	10 5	461 8 2	34 8 7	103	4,829	273 15 1	13	18	12	..	17	28	57	..	3,599 2 3			
RED HILL LINE.																				
Balnarring	38	4 18 9	1 12 2	..	..	34	325	17 7 4	..	..	..	..	..	..	..	..	23 18 3
Merricks	81	15 5 3	42 15 2	0 4 6	..	311	682	536 18 2	3	41	86	..	6	11	55	..	595 3 1			
Red Hill	77	13 7 8	16 9 11	0 0 9	..	487	911	499 1 5	..	1	41	..	2	1	55	..	528 19 9			
ALBERTON LINE.																				
Lynnhurst	2,909	183 4 2	119 2 0	0 12 5	..	6,470	2,319	1,560 18 10	..	3	..	..	7	37	2	..	1,863 17 5	
Cranbourne	16,240	1,137 14 7	1,947 7 7	27 9 4	..	156,050	4,533	40,400 8 3	16	24	116	..	104	111	..	..	43,512 19 9	
Clyde	10,851	601 10 1	998 13 10	3 0 8	..	2,085	946	893 8 8	4	5	70	..	8	28	69	..	2,496 13 3			
Tooradin	3,086	472 14 0	568 4 7	5 6 8	..	1,769	760	953 7 6	3	18	55	..	7	17	78	..	1,999 12 9			
Dalmore	3,238	483 1 4	26 16 2	2 18 10	..	10,804	1,919	4,189 4 8	2	1	1	..	5	12	18	..	4,702 1 0			
Koo-wee-rup	15,625	2,265 15 9	496 15 3	11 19 8	..	73,051	5,976	25,093 5 10	8	31	37	..	13	45	77	..	27,867 16 6			
Monomeith	884	186 17 7	533 3 8	24 3 5	..	162	187	1,332 14 10	20	307	20	..	17	171	18	..	2,076 19 6			
Caldermeade	2,303	378 12 11	2,907 15 4	0 4 5	..	736	458	578 4 0	10	51	14	..	8	131	19	..	3,864 16 8			
Lang Lang	6,265	1,372 7 10	1,159 9 1	21 1 2	..	1,783	2,234	1,481 11 9	9	53	73	17	13	57	85	3	4,034 9 10			
Nyora	5,932	1,811 16 3	219 0 1	4 11 1	..	4,723	1,259	1,817 19 7	3	42	25	..	10	21	25	..	3,353 7 0			
Loch	5,656	957 14 11	928 17 5	2 0 8	..	2,486	1,667	1,779 18 6	16	174	35	..	1	5	69	..	3,668 11 6			
Jeetho	984	121 17 8	650 19 5	0 5 1	..	307	233	324 17 0	1	6	36	..	2	4	40	..	1,097 19 2			
Bena	2,642	450 0 11	1,510 19 2	1 8 2	..	953	3,077	1,423 2 4	2	33	37	65	3	5	49	..	3,385 10 7			
Whitelaw	220	24 19 6	48 9 7	..	..	32	194	29 17 10	..	..	..	..	..	..	..	..	103 6 11
Korumburra	21,267	5,387 17 9	820 12 6	53 17 2	..	42,067	12,698	20,091 3 1	6	137	114	70	16	102	142	3	26,353 10 6			
Kardella	1,789	197 4 2	33 18 9	0 6 8	..	313	201	267 14 3	..	1	..	..	1	25	10	..	499 3 10	
Ruby	1,398	177 18 0	15 12 7	0 2 2	..	913	502	847 18 7	1	30	16	..	..	16	16	..	1,041 11 4	
Leongatha	18,960	4,237 16 5	1,291 11 0	34 16 9	..	8,605	6,133	7,188 13 1	14	200	202	91	21	95	254	3	12,752 17 3			
Knox Siding .. .. .	..	..	..	..	..	16,257	61	4,870 1 11	..	..	..	..	..	..	..	..	4,870 1 11
Gwyther .. .. .	..	..	..	..	..	358	22	186 12 3	..	..	..	..	..	..	..	..	186 12 3
Koonwarra	1,171	143 15 3	36 1 3	0 14 2	..	619	654	565 11 2	1	1	6	..	..	3	14	..	746 1 10	
Tarwin	1,363	205 12 11	50 16 5	0 7 10	..	1,273	546	1,170 2 4	1	37	17	1	1	2	17	..	1,486 19 6			
Meenyan	3,900	1,068 0 9	116 7 3	6 13 6	..	969	2,001	1,892 12 6	1	42	68	106	1	17	63	1	3,083 14 0			
Stony Creek	1,541	393 4 2	59 12 4	1 8 4	..	1,187	5,726	1,189 17 6	..	21	27	10	5	3	29	..	1,644 2 4			
Buffalo	888	233 9 7	31 16 9	10 18 9	..	731	325	1,336 17 7	1	37	95	..	..	35	56	1	1,613 2 8	
Boys	91	22 3 0	0 8 11	..	..	628	49	254 0 8	..	..	..	..	..	..	..	..	276 12 7
Fish Creek	3,383	813 0 3	108 3 11	1 9 1	..	12,586	1,081	4,297 4 3	1	31	27	..	2	19	31	..	5,219 17 6			
Hoddle Range	819	115 8 5	19 0 5	0 1 6	..	362	134	290 3 5	..	..	..	..	..	4	..	..	424 13 9
Foster	3,722	1,248 6 0	413 17 0	4 15 3	..	2,012	3,898	2,775 10 1	9	24	37	40	7	17	50	13	4,442 8 4			
Bennison	969	211 6 8	88 15 5	0 3 7	..	271	396	504 3 11	..	..	..	..	..	..	..	..	804 9 7
Toora	3,200	1,081 16 1	193 1 9	2 0 0	..	758	4,510	1,749 11 3	6	55	54	8	4	29	46	2	3,026 9 1			
Agnes	337	118 7 1	12 19 0	8 15 9	..	38	2,803	79 1 6	1	1	2	..	1	1	1	..	219 3 4			
Welshpool	2,152	697 10 7	138 5 4	19 5 5	..	883	1,843	1,316 18 3	8	34	15	55	9	28	15	5	2,171 19 7			
Hedley	490	139 17 3	19 13 0	0 15 2	..	348	328	581 14 2	1	1	28	9	1	1	22	..	741 19 7			
Gellondale	821	424 16 4	27 11 6	7 7 6	..	562	401	2,195 0 6	2	243	12	23	2	25	8	..	2,654 15 9			
Alborton	1,488	422 17 9	45 8 8	3 7 3	..	336	4,777	1,557 17 7	2	18	35	1	..	14	4	..	2,029 11 3			
ALBERTON-WON WRON LINE.																				
Yarram	6,748	3,295 13 4	420 18 10	10 1 1	..	1,912	7,215	5,524 6 10	13	174	125	116	22	28	38	2	9,251 0 1			
Devon	18	6 9 0	..	..	..	76	169	47 9 1	..	..	..	..	..	..	..	..	53 18 1
Calrossie	33	4 17 0	0 1 9	..	..	1,440	96	1,069 11 7	..	9	2	..	1	..	..	..	1,074 10 4
Won Wron	47	25 3 5	5 17 8	..	..	1,817	204	1,251 5 5	2	9	4	..	..	..	2	..	1,282 6 2

WON WRON-WOODSIDE LINE.																			
Napier	..	..	..	..	19	1 7 0	0 2 1	..	339	44	223 5 4	..	..	..	..	..	..	..	224 14 5
Woodside	..	..	..	..	88	58 18 9	37 18 8	..	1,959	611	2,072 8 8	..	2	..	12	44	..	1	16
STREZLECKI LINE.																			
Bayles	..	..	..	..	763	133 18 4	50 18 0	0 6 6	11,845	4,802	5,036 8 3	1	2	6	..	..	1	6	5,221 11 1
Catani	..	..	..	..	654	161 12 2	892 17 8	1 5 0	6,025	1,732	3,114 1 11	2	..	2	..	..	..	5	29
Yannathan	..	..	..	..	557	124 2 0	557 0 3	8 19 0	445	506	513 2 7	7	165	126	15	9	31	53	1,503 3 10
Heathhill	..	..	..	..	135	35 14 10	7 3 11	0 0 9	351	51	310 17 1	1	1	..	..	1	..	3	353 16 7
Athlone	..	..	..	..	239	66 3 5	8 2 9	0 7 11	2,270	112	673 16 6	1	..	..	..	..	2	1	743 10 7
Topiram	..	..	..	..	208	64 19 6	28 8 8	0 2 2	1,371	450	1,008 12 1	..	..	..	..	1	8	98	1,102 2 5
Triholm	..	..	..	..	181	54 1 1	22 8 5	0 2 2	611	307	755 19 11	3	74	166	10	..	..	142	832 11 7
Strezlecki	..	..	..	..	163	52 19 5	30 2 2	0 12 5	1,095	187	1,198 15 4	1	52	127	50	1	23	75	1,282 9 4
WONTHAGGI LINE.																			
Woodleigh	..	..	..	..	1,024	243 1 2	856 19 9	0 9 3	886	355	401 15 10	..	..	12	..	..	6	10	1,502 6 0
Kernot	..	..	..	..	1,133	251 2 3	31 13 2	0 6 7	5,208	984	2,281 17 6	..	108	62	4	..	28	50	2,564 19 6
Almurta	..	..	..	..	2,237	492 5 11	204 14 10	2 14 9	1,324	731	1,827 17 6	..	279	30	2	..	154	38	2,527 13 0
Glen Forbes	..	..	..	..	1,689	409 6 4	704 0 11	25 6 8	374	487	513 12 3	7	..	22	12	..	10	16	1,952 6 2
Woolamai	..	..	..	..	1,960	413 16 7	447 11 4	22 18 8	682	709	832 7 5	6	39	23	5	4	..	21	1,717 14 0
Anderson	..	..	..	..	1,341	313 3 9	183 18 3	17 8 1	87	293	396 2 3	..	2	20	..	3	6	21	710 12 4
Mitchell's Siding	..	..	..	..	..	..	..	..	20,000	4	7,105 13 6	..	..	..	..	..	..	..	7,105 13 6
Kilconda	..	..	..	..	2,691	350 0 1	41 6 2	0 2 11	218	205	160 3 1	..	..	..	..	..	..	..	501 12 3
Dalyston	..	..	..	..	1,562	386 9 7	81 6 4	1 9 3	827	2,192	1,805 19 8	3	32	45	66	1	10	34	2,275 5 1
State Coal Mine	..	..	..	..	..	..	..	..	151,109	18,042	65,311 13 3	..	..	..	..	..	..	..	65,311 13 3
Wonthaggi	..	..	..	..	25,540	7,563 17 6	785 15 7	108 19 9	1,204	13,657	1,586 8 1	5	30	62	2	1	17	114	9,998 0 11
OUTTRIM LINE.																			
Jumbunna	..	..	..	..	1,452	78 19 1	32 0 0	0 5 1	5,244	1,706	2,404 1 1	1	6	4	66	..	2	15	2,515 5 3
Outtrim North	..	..	..	..	899	34 19 0	..	..	..	..	..	..	..	..	..	..	..	..	34 19 0
Outtrim	..	..	..	..	762	68 2 5	8 12 11	0 2 2	7,635	250	2,331 16 0	..	..	..	..	..	..	..	2,408 13 6
PORT WELSHPOOL LINE.																			
Welshpool Jetty	..	..	..	..	2,298	67 3 2	75 15 4	..	350	164	955 0 0	..	..	..	..	..	..	..	1,097 18 6
PORT ALBERT LINE.																			
Port Albert	..	..	..	..	622	122 17 10	26 17 9	0 9 7	279	320	593 13 5	..	..	..	..	..	..	..	743 18 7
NEERIM SOUTH LINE.																			
Lillico	..	..	..	..	384	11 7 10	13 4 11	..	248	77	134 7 9	..	..	..	..	..	..	..	159 0 6
Bulu Bulu	..	..	..	..	895	76 13 10	56 0 5	0 13 0	1,119	710	581 9 0	..	..	..	2	..	..	2	714 16 3
Bravington	..	..	..	..	174	10 15 7	0 9 9	..	163	147	73 18 8	..	..	..	..	..	..	85 2 0	
Rokeby	..	..	..	..	354	35 5 5	9 0 3	..	2,667	502	1,302 19 0	..	3	..	11	..	4	2	1,347 4 8
Crossover	..	..	..	..	302	60 8 9	8 11 1	0 2 1	2,146	156	1,070 5 10	..	..	..	..	..	..	..	1,139 7 0
Neerim South	..	..	..	..	1,529	326 7 3	60 19 3	1 6 0	2,526	1,731	2,108 9 7	3	139	6	30	1	45	11	2,497 2 1
NOOJEE LINE.																			
Neerim	..	..	..	..	585	106 8 8	20 7 10	0 12 7	3,305	816	2,141 18 7	..	1	..	16	2	10	4	2,269 7 8
Nayook	..	..	..	..	582	94 16 4	19 18 0	..	1,205	1,001	959 5 2	1	18	8	42	1	27	8	1,073 19 6
Noojee	..	..	..	..	230	94 2 9	48 4 11	0 17 4	12,059	943	7,728 4 3	1	1	..	1	2	7	12	7,871 9 3
THORPDALE LINE.																			
David	..	..	..	..	19	0 16 10	..	..	..	11	..	..	..	..	..	..	..	..	0 16 10
Coalville	..	..	..	..	514	45 16 9	11 7 7	..	63	83	91 1 6	..	1	..	4	..	3	1	143 5 10
Narracan	..	..	..	..	358	50 14 11	24 4 4	0 10 2	453	415	423 12 3	1	1	21	..	3	1	15	499 1 8
Thorpdale	..	..	..	..	543	164 9 6	60 19 1	0 15 8	1,692	1,533	1,738 15 6	..	9	76	38	1	4	45	1,964 19 9

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

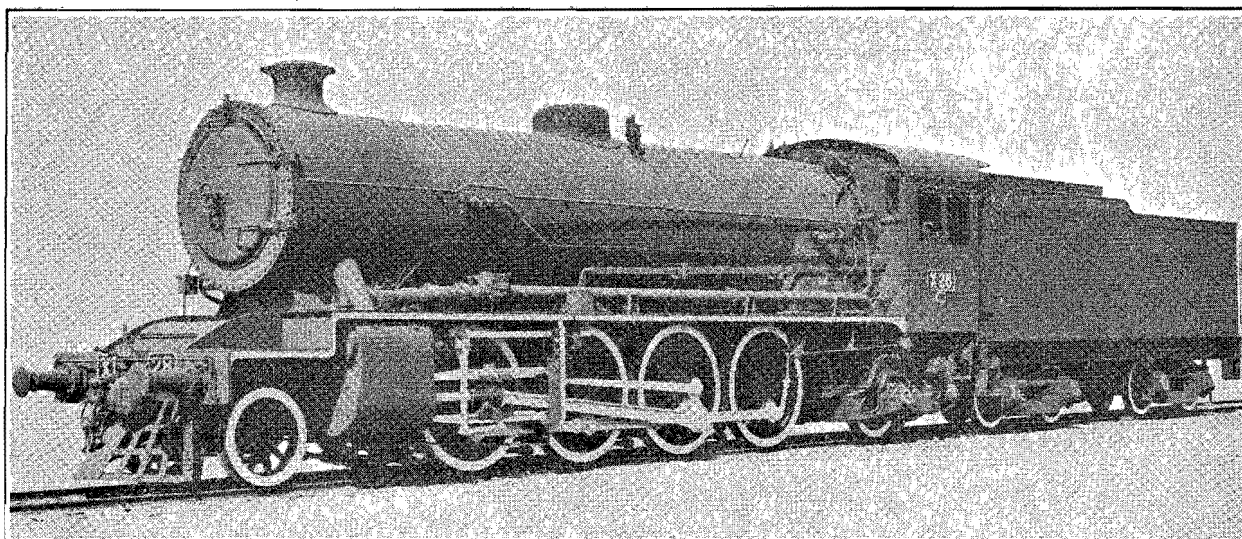
STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.						
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		
WALHALLA LINE.																		
Gooding	26	1 0 7																
Gould	1,085	154 4 8	19 5 6	0 4 5	1,426	197	743 13 9											1 0 7
Moondarra	391	67 17 6	14 13 1		103	113	118 13 1											917 8 4
Watson	218	56 18 8	7 1 4		31	33	44 18 5											201 3 8
Collins' Siding ..			4 5 6		15,852	404	9,741 0 10											108 18 5
Erica	2,773	764 17 0	63 19 6	0 16 2	188	1,188	297 8 1	4	5	1	14							9,745 6 4
Knott's Siding ..	304	102 6 5	1 19 11		59	156	51 12 3					6	19	9				1,127 0 9
Fullwood's Siding																		1,127 0 9
O'Shea and Bennett's Siding							3,731 49											1,127 0 9
White Rock Lime Siding							2,402 14 4											1,127 0 9
Platina	324	79 1 3	1 8 8		4,359	114	2,692 4 11											1,127 0 9
Thomson	41	5 14 4			2,102	29	1,227 16 0											1,227 16 0
Walhalla	1,263	401 6 6	61 8 3	2 2 4	2,344	887	1,358 19 6											1,439 9 5
					114	366	132 0 2						27	14				5 14 4
																		596 17 3
NORTH MIRROO LINE.																		
Hazelwood	72	3 17 8	0 0 11															
Yinnar	1,850	328 19 1	66 0 8	0 19 8	104	133	103 9 10											107 8 5
Boolarra	2,621	659 14 7	87 1 11	3 6 1	456	1,771	726 14 0	2										1,122 13 5
Darlimurla	712	32 12 7	4 4 11		1,341	1,404	1,955 0 8		11	36	64		1	6	11			2,705 3 3
North Mirroo ..	2,560	367 18 6	177 0 4	5 10 1	184	29	63 9 1											100 6 7
					1,953	2,571	3,578 11 4	1	152	105	14		2	30	41			4,629 0 3
TRARALGON-SERATFORD LINE.																		
Glengarry	3,502	436 0 10	32 14 1	0 19 5	2,104	902	1,720 13 4	1	28	36	26		2	3	8			2,190 7 8
Toongabbie	1,594	311 18 6	37 13 1	0 3 4	708	339	829 19 6		3	8								1,179 12 5
Cowwarr	2,951	852 13 7	93 8 6	42 12 1	18,293	860	4,540 8 8	11	79	47	37		10	8	13			5,529 2 10
Dawson	39	17 18 6	1 1 3		181	29	125 16 9											144 14 6
Heyfield	5,208	1,678 10 10	218 19 7	38 3 7	4,585	2,514	5,106 7 0	3	127	82	31		3	25	31			7,042 1 0
Tinamba	2,418	1,001 11 1	274 3 2	27 16 8	2,057	1,095	4,440 11 5	5	182	73	109		9	21	21			5,744 2 4
Maffra	9,615	3,359 8 5	1,831 13 10	32 12 2	9,425	34,587	13,781 15 10	13	133	54	48		13	60	24			19,005 10 3
Powerscourt .. .					3,401	55	391 15 7											391 15 7
BRIAGOLONG LINE.																		
Boisdale	298	119 12 5	56 16 2	0 8 1	3,041	491	1,391 7 0											
Bushy Park .. .	9	3 10 3		11 1 8	3,945	293	1,684 6 2		57	1	5		1					1,568 3 8
Briagolong .. .	309	138 18 4	41 12 3	0 12 4	7,700	553	2,388 2 2	2	26		19			1				1,698 18 1
HEALESVILLE LINE.																		
East Richmond ..	698,035	9,475 3 5	263 10 6	0 10 8														
Burnley	795,694	10,990 14 6	239 14 6	2 5 7	8,117	89,858	4,389 2 11											9,739 4 7
Hawthorn	978,490	14,865 0 5	265 1 0	15 8 8	198	9,198	571 17 2											15,621 17 6
Glenferrie	1,638,500	28,901 16 3	578 8 3	2 3 0														15,717 7 3
Auburn	1,891,711	23,637 18 2	292 6 2	2 11 6														29,482 7 6
Camberwell .. .	1,877,992	36,700 4 10	573 13 11	3 2 9	944	36,239	2,342 8 7											23,932 15 10
East Camberwell	952,471	17,954 13 8	68 7 4	1 13 6														39,628 10 1
Canterbury .. .	1,297,447	26,905 1 11	539 13 3	10 2 5														18,024 14 6
																		26,554 17 7

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.		GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.							
WARBURTON LINE.																	
Mount Evelyn	22,219	1,680 12 2	216 16 1	5 6 9	850	28,456	520 15 4	1	..	..	..	1	..	..	..	2,423 10 4
Wandin	8,770	912 2 4	457 7 11	1 1 11	3,604	6,816	1,083 2 10	2	..	..	..	6	..	..	..	2,453 15 0
Seville	2,960	341 2 0	95 6 2	0 10 5	2,351	1,161	571 12 3	..	..	..	..	1	3	..	..	1,008 10 10
Killara	593	82 4 11	16 19 11	21 9 0	229	79	109 10 0	4	..	12	..	2	6	8	..	230 3 10	
Worri Yallock	3,458	415 7 10	60 18 5	1 11 1	1,599	2,340	676 17 5	2	57	31	..	1	30	51	..	1,154 14 9	
Launching Place	3,842	535 12 0	657 2 10	2 9 10	3,313	443	1,133 11 5	4	29	4	4	1	29	3	..	2,323 16 1	
Yarra Junction	9,376	1,547 3 2	144 15 11	3 14 1	32,146	2,849	10,943 9 10	1	..	..	2	7	12	27	2	12,639 3 0
Bri annia	..	..	..	..	4,809	80	1,884 17 2	..	..	..	..	..	..	..	..	1,894 17 2
Wesburn	2,470	351 19 10	97 9 4	1 1 11	603	351	228 11 2	1	1	..	..	..	23	31	..	679 2 3
Milgrove	3,352	291 18 3	37 8 5	1 3 10	3,025	300	2,405 1 9	..	..	..	..	2	..	..	..	2,735 12 3
Warburton	13,254	2,631 3 5	243 15 3	9 14 9	980	6,418	1,310 0 9	1	..	6	12	1	..	33	..	4,194 14 2	
La La Extension	..	..	..	..	22,639	158	7,968 15 6	..	..	..	..	..	..	..	..	7,968 15 6
HEIDELBERG—ELTHAM LINE.																	
Jolimont	279,824	3,410 6 7	46 9 10	0 3 0	..	1	..	..	..	..	..	..	..	..	..	3,456 19 5
West Richmond	822,502	10,477 5 6	533 11 5	2 0 4	..	..	..	..	..	..	..	..	..	..	..	11,012 17 3
North Richmond	741,086	11,133 10 4	440 14 7	2 2 2	..	..	..	..	..	..	..	..	..	..	..	11,578 7 1
Collingwood	675,130	9,429 15 8	516 7 10	1 9 10	..	..	..	..	..	..	..	..	..	..	..	9,947 13 4
Victoria Park	1,049,781	15,789 18 5	1,027 15 1	2 14 6	23,151	92,402	10,820 12 7	..	..	..	..	..	..	..	..	27,641 0 7
Clifton Hill	1,566,479	21,596 18 2	902 16 11	3 10 3	..	2	..	..	..	..	..	..	..	..	..	22,508 5 4
Westgarth	806,254	11,297 7 5	91 10 11	0 13 7	..	2	..	..	..	..	..	..	..	..	..	11,839 11 11
Dennis	990,162	15,192 9 2	78 8 4	0 18 5	2	3	4 11 4	..	..	..	..	..	..	..	..	15,276 7 3
Fairfield Park	1,798,237	23,796 15 10	168 9 9	2 15 11	1,944	39,071	3,636 12 7	..	..	..	..	..	..	..	..	32,604 14 1
Alphington	785,091	13,791 13 11	60 18 3	1 6 9	24,537	3,848	5,576 13 3	..	..	..	..	..	..	..	..	19,430 12 2
Darebin	394,955	8,059 2 10	41 5 6	0 9 2	..	..	..	..	..	..	..	..	..	..	..	3,190 17 6
Ivanhoe	1,134,610	23,426 6 9	152 14 7	4 8 11	43	8,015	65 8 8	..	..	..	..	..	..	..	..	23,648 18 11
Eaglemont	301,444	6,624 7 3	45 6 7	1 17 9	..	..	..	..	..	..	..	..	..	..	..	6,671 12 0
Heidelberg	783,334	17,215 18 1	159 18 5	8 8 0	549	15,011	1,192 2 8	7	54	..	..	10	6	..	..	15,576 7 2
Rosanna	109,643	2,303 6 5	12 12 11	0 17 7	..	..	..	..	..	..	..	..	..	..	..	2,316 16 11
Macedon	100,444	2,758 2 10	14 11 4	..	..	..	..	..	..	..	..	..	..	..	..	2,827 6 8
Mont Park	..	..	..	..	33	4,179	53 5 5	..	..	..	..	..	..	..	..	53 5 5
Watsonia	43,005	1,061 11 5	6 10 4	..	..	..	..	..	..	..	..	..	..	..	..	1,068 1 9
Greensborough	213,534	5,772 5 6	85 19 7	0 13 9	71	1,583	77 15 10	3	9	1	..	..	1	..	..	5,936 14 8
Monteronecy	117,845	2,847 6 10	8 3 3	0 0 8	..	..	..	..	..	..	..	..	..	..	..	2,855 10 9
Eltham	207,046	6,282 9 11	74 13 1	0 9 2	41	1,176	59 1 4	..	4	2	..	..	1	26	..	6,416 13 6
ELTHAM—HURSTBRIDGE LINE.																	
Diamond Creek	59,674	1,949 4 7	100 9 4	1 9 4	78	781	81 17 7	2	..	1	1	1	1	38	..	2,133 0 10	
Wattle Glen	6,978	264 6 5	..	..	..	..	..	..	..	..	..	..	..	..	..	264 6 5
Hurstbridge	32,339	1,718 7 2	100 1 5	1 18 4	2,513	2,525	513 9 2	2	1	8	..	..	..	10	..	2,333 16 1
PORT MELBOURNE LINE.																	
Monrague	322,158	4,478 18 2	150 10 7	0 1 6	..	..	..	..	..	..	..	..	..	..	..	4,629 10 3
North Port	606,916	9,137 2 11	88 1 3	0 19 7	..	..	..	..	..	..	..	..	..	..	..	9,226 3 9
Graham	804,276	10,534 4 3	79 13 4	0 14 6	..	..	..	..	..	..	..	..	..	..	..	10,614 12 1
Port Melbourne	346,958	5,482 7 8	107 10 10	0 10 10	120,313	249,726	39,284 0 11	15	..	..	..	12	2	3	3	44,824 10 3

ST. KILDA LINE																			
South Melbourne	1,018,174	13,269 1 10	885 13 11	1 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14,155 16 9
Albert Park	2,058,790	25,259 17 5	346 4 10	1 18 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25,608 1 0
Middle Park	1,914,536	20,589 4 8	137 18 3	1 10 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20,728 13 0
St. Kilda	4,221,006	52,003 12 10	488 9 5	4 4 8	70	13,556	104 16 6	..	..	..	..	..	..	..	..	..	..	..	52,601 3 5
BRIGHTON-SANDRINGHAM LINE.																			
Richmond	1,843,571	30,115 3 4	1,769 4 11	5 7 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	31,889 16 0
South Yarra	1,850,453	27,337 4 10	1,539 11 4	5 19 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28,882 15 10
Prahran	1,299,929	18,800 19 3	1,924 3 8	2 7 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20,727 10 9
Windsor	1,563,228	22,514 0 10	435 6 3	3 4 6	767	47,644	1,251 16 6	..	..	..	..	..	..	..	..	..	..	..	24,204 8 6
Palaeava	1,992,613	32,707 4 0	323 11 8	3 17 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	33,124 12 9
Ripponlea	1,815,031	22,946 15 0	188 10 7	2 1 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	23,137 6 9
Elsternwick	2,695,991	49,505 12 3	521 19 0	3 0 11	1,264	30,383	787 10 8	..	..	..	..	..	..	..	..	..	..	..	50,818 2 10
Garden Vaie	1,561,574	31,120 0 5	228 15 9	4 19 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	31,359 15 2
North Brighton	1,884,773	39,635 16 0	356 10 1	1 14 8	704	35,290	943 14 6	..	..	..	..	..	..	..	..	..	..	..	40,937 15 3
Middle Brighton	1,376,301	30,362 17 4	463 3 6	1 4 7	89	18,123	133 13 9	..	..	..	..	..	..	..	..	..	..	..	30,960 19 2
Brighton Beach	833,756	19,233 6 7	81 17 11	0 15 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19,315 19 11
Hampton	1,595,412	37,220 13 0	264 1 7	3 2 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	37,487 17 6
Sandringham	2,103,570	51,722 12 11	351 1 7	8 9 2	164	35,694	447 17 8	..	..	..	..	..	..	..	..	..	..	..	52,530 1 4
VARIOUS																			
Subsidy from Treasury, Account 10 per cent. reduction in Agricultural Produce rates .. .. .	..	..	..	..	..	..	171,874 2 9	..	..	..	..	..	..	..	..	..	..	..	171,874 2 9
Road Motor Coach Services	450,799	10,131 19 11½	10 2 8	..	..	..	4,994 0 8	..	..	..	..	..	..	..	..	..	..	..	15,136 3 3½
Traffic derived from South Australian Stations	66,087	109,083 5 5	13,428 5 8	895 12 7	..	..	48,685	43,073	91,968 9 3	..	..	..	..	..	..	..	..	..	215,375 12 11
Traffic derived from New South Wales Stations	163,888	164,754 10 5	21,762 8 3	1,690 6 9	..	..	55,326	158,992	103,480 5 0	..	..	..	..	..	..	..	..	..	291,687 10 5
Traffic derived from Queensland Stations	7,098	5,972 6 0	335 12 5	18 12 2	15,064	5,607	12,070 18 5	..	..	..	..	..	..	..	..	..	..	..	18,397 9 0
Traffic derived from Commonwealth Stations	3,571	3,873 4 2	357 15 2	50 16 5	..	..	250	2,157	790 2 0	..	..	..	..	..	..	..	..	..	5,071 17 9
Traffic derived from Western Australian Stations	8,190	11,338 16 8	250 16 5	1 18 6	..	..	33	1,510	72 7 10	..	..	..	..	..	..	..	..	..	11,663 19 5
Traffic derived from Tasmania	605	2,237 8 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,237 8 6
Steamer	35,554	844 18 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	844 18 3
Thos. Cock and Son to New South Wales, South Australia, &c.	746	902 7 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	902 7 3
Totals	161,343,567	5,325,101 0 1	521,689 11 11	39,238 1 11	7,621,848	7,579,765	6,354,018 3 9	7,238	36,658	79,110	6,255	6,799	38,076	81,014	6,648	12,240,046 17 8			
Adjustments Account—unallotted Credit Notes, &c.	109,509	92,744 17 10	3,452 2 3	756 6 0	..	..	84,039 11 6	..	..	..	..	..	..	..	..	186,992 17 7			
Less Goods and Live Stock in transit in June not brought to Account until July, when delivery was affected	161,453,066	5,232,356 2 3	518,237 9 8	38,481 15 11	7,621,848	7,579,765	6,269,978 12 3	7,238	36,658	79,110	6,255	6,799	38,076	81,014	6,648	12,059,054 0 1			
Mails	161,453,066	5,232,356 2 3	518,237 9 8	38,481 15 11	7,579,765	7,579,765	6,256,675 15 3	7,238	36,658	79,110	6,255	6,799	38,076	81,014	6,648	12,045,751 3 1			
Telegraph .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	92,103 15 4			
Power .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,271 9 8			
Rentals .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	38,574 8 6			
Miscellaneous .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	149,117 10 8			
Dining Car Service .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,168 19 8			
Refreshment Room Service .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	29,132 0 8			
Advertising .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	424,885 13 5½			
Bookstalls .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	54,462 3 8			
Subsidy from State Coal Mine .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	82,937 17 3½			
GRAND TOTAL, RAILWAYS	161,453,066	5,232,356 2 3	518,237 9 8	38,481 15 11	7,579,765	7,579,765	6,256,675 15 3	7,238	36,658	79,110	6,255	6,799	38,076	81,014	6,648	12,987,390 2 0			
St. Kilda and Brighton Electric Tramway	5,380,698	..	..	..	..	..	..	..	..	..	..	..	..	..	..	56,513 8 10			
Sandringham and Beaumaris Electric Tramway	1,606,685	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14,987 10 6			
GRAND TOTALS	168,440,449	5,232,356 2 3	518,237 9 8	38,481 15 11	7,579,765	7,579,765	6,256,675 15 3	7,238	36,658	79,110	6,255	6,799	38,076	81,014	6,648	13,058,891 1 4			

* Stations open for only portion of the year.



"X" CLASS (Mikado 2-8-2 type) LOCOMOTIVE.

Heating Surface, 3,054 sq. ft.; Grate Area, 42 sq. ft. Diameter of Cylinders, 22 in.; Stroke 28 in.

Diameter of Driving Wheels, 5 ft. $1\frac{5}{8}$ in. Length of Wheel Base, 67 ft. $0\frac{3}{4}$ in.

Tender Capacity—Water, 8,600 gals.; Fuel, 9 tons. Length overall, 76 ft. $11\frac{3}{8}$ in.

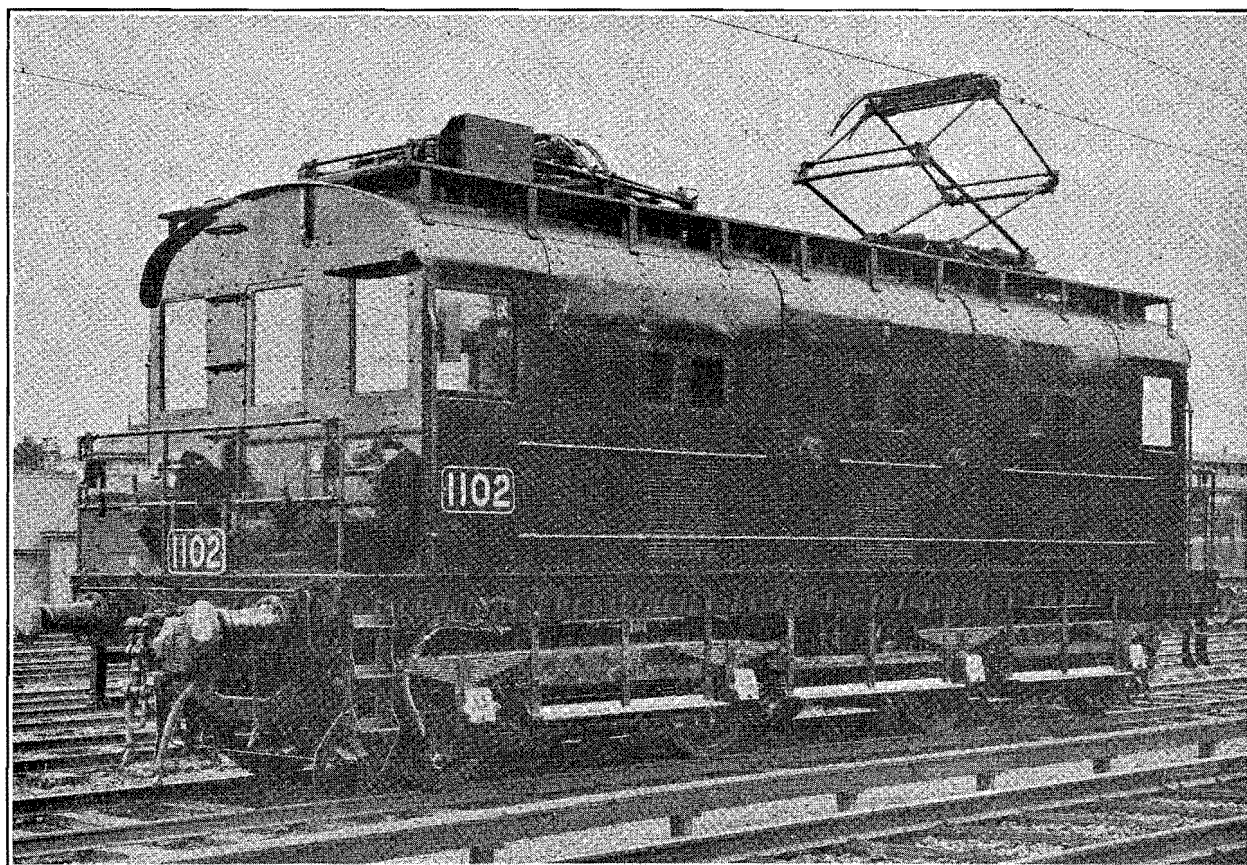
Total Weight (roadworthy) 185 tons 6 cwt.

Tractive Power—

With Booster, 47,710 lbs. (85 per cent. Boiler Pressure).

Without Booster, 38,710 lbs. (85 per cent. Boiler Pressure).

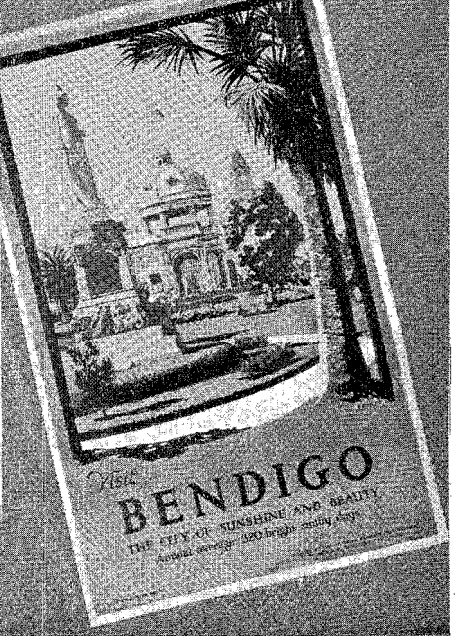
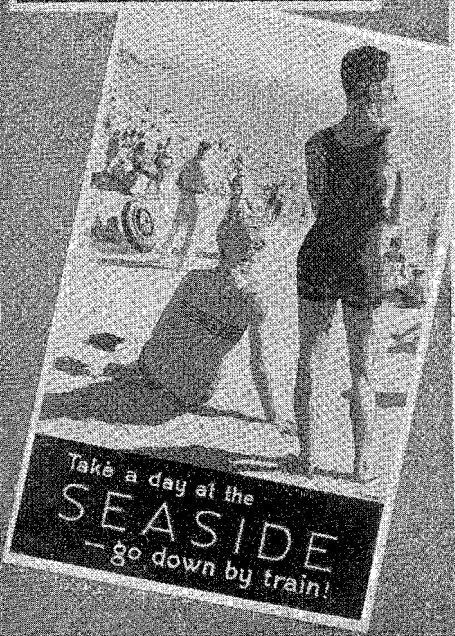
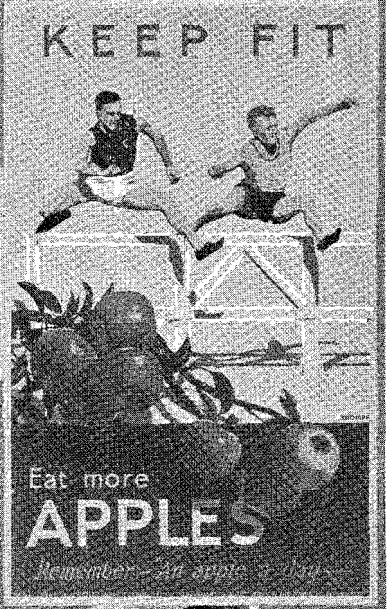
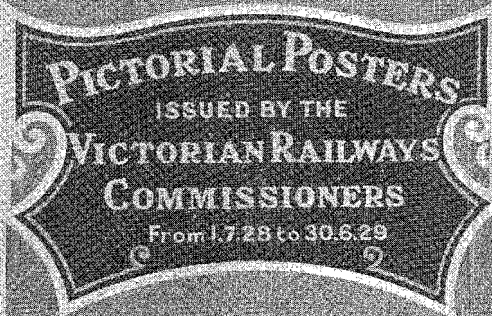
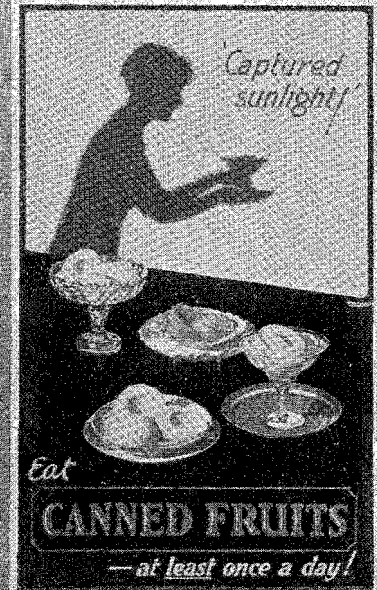
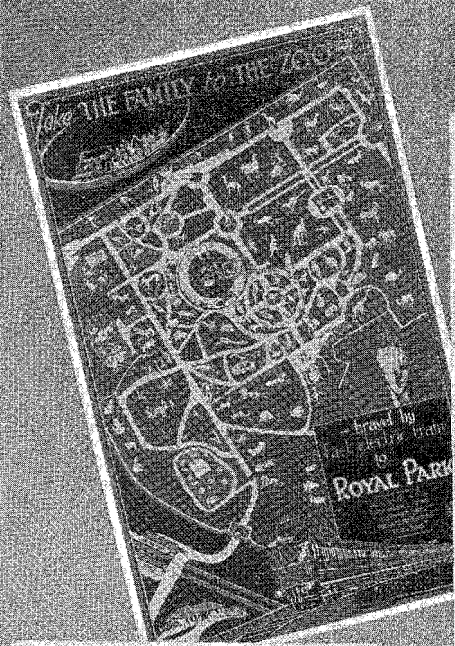
Boiler Pressure, 205 lbs. per square inch.

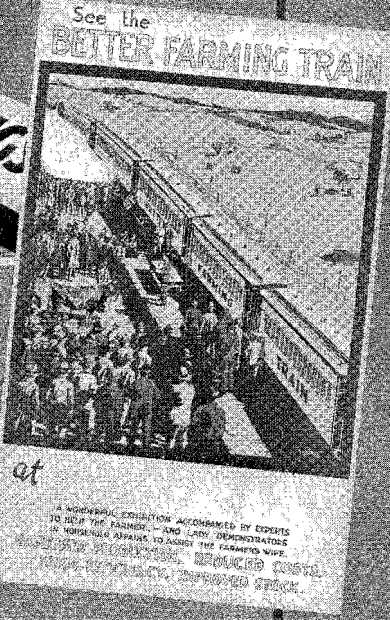


ELECTRIC LOCOMOTIVE.

Weight, 60 tons. Starting Tractive Power, 26,000 lbs. Hourly Rating Horse Power, 760.

Maximum Speed, 40 miles per hour.



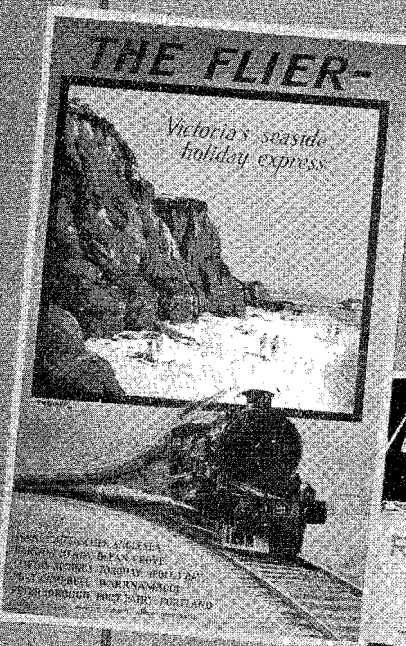


PICTORIAL POSTERS

CO-OPERATE FOR EFFICIENCY
KEEP THE TRUCKS MOVING

FROM 1-7-28

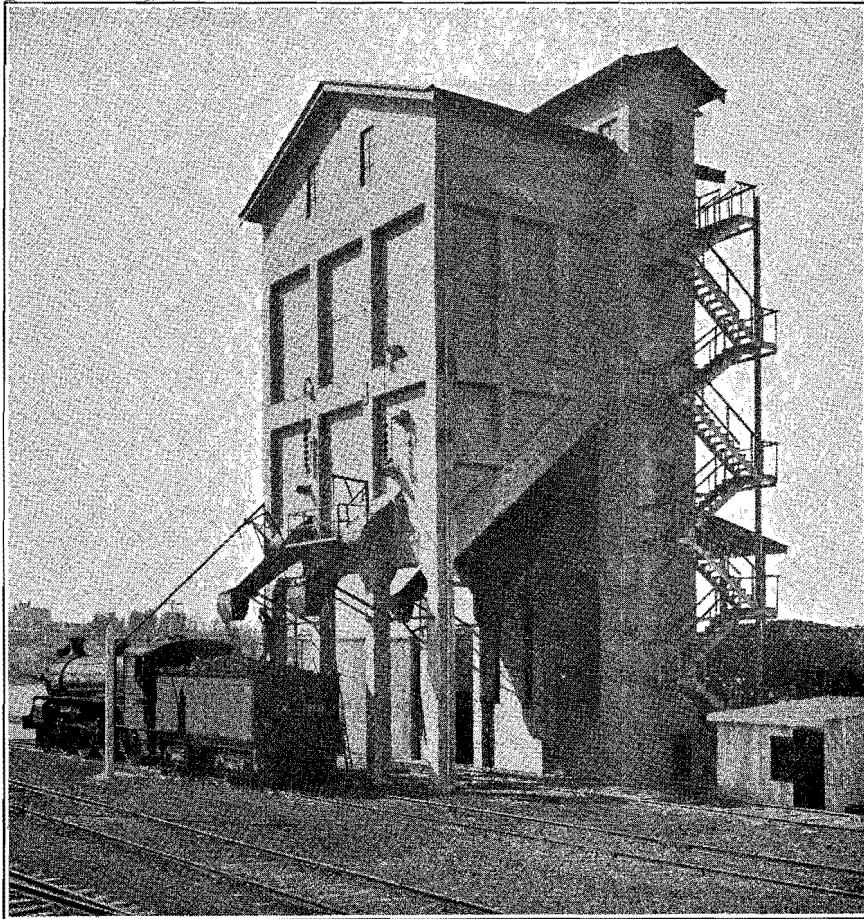
TO 30-6-29



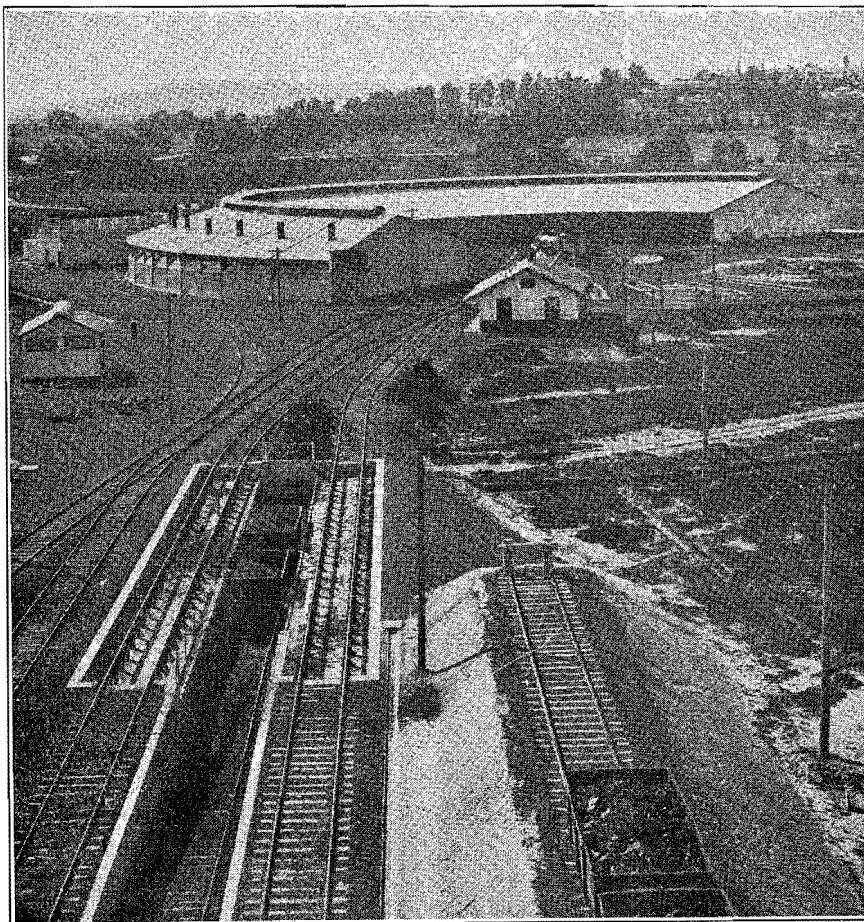
ISSUED BY THE VICTORIAN RAILWAYS COMMISSIONERS



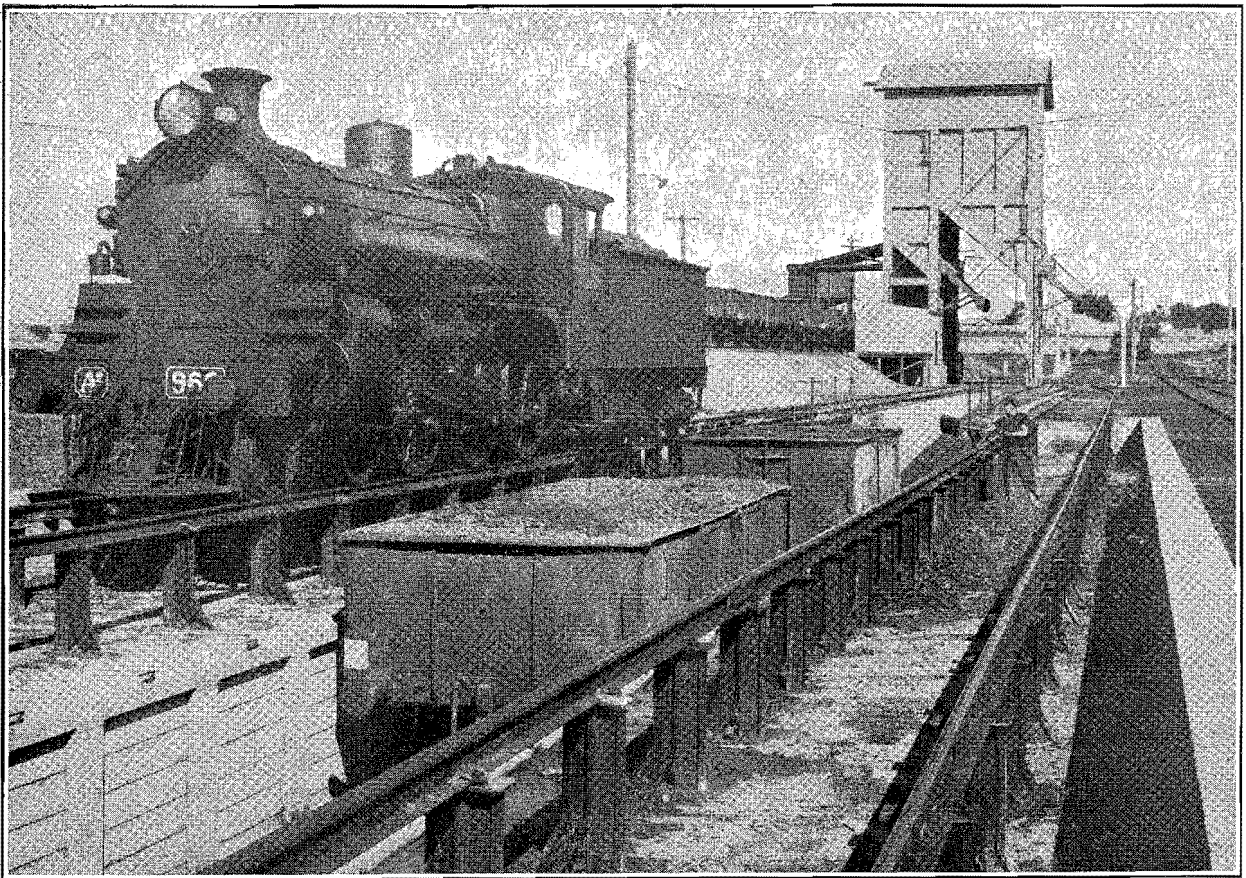
RAISIN BREAD



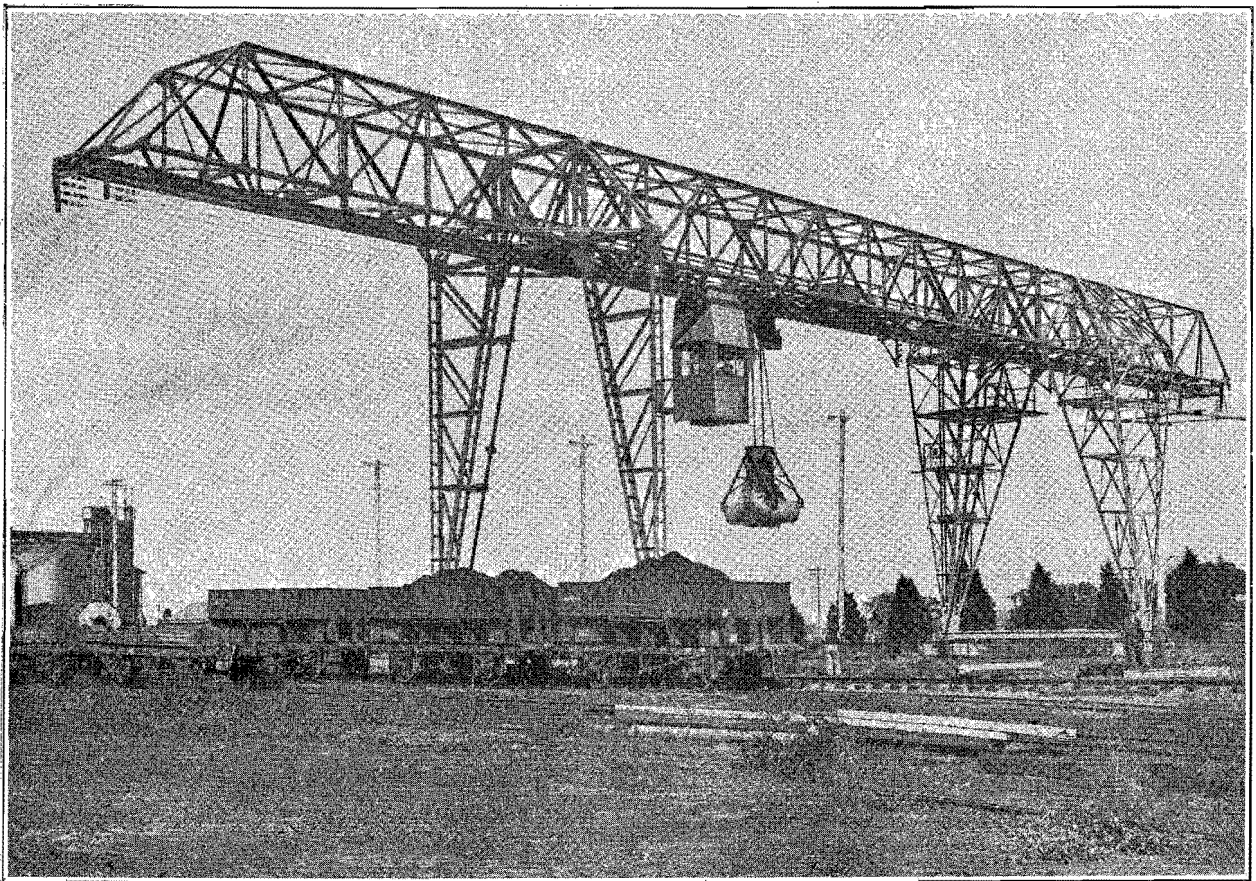
ELECTRICALLY OPERATED COAL ELEVATOR AND SAND DRYING PLANT AT NEW ARARAT ROUNDHOUSE.
Working Capacity of Coal Bins—300 tons.



VIEW OF NEW LOCOMOTIVE ROUNDHOUSE AT ARARAT, SHOWING ASH HANDLING PIT IN FOREGROUND.

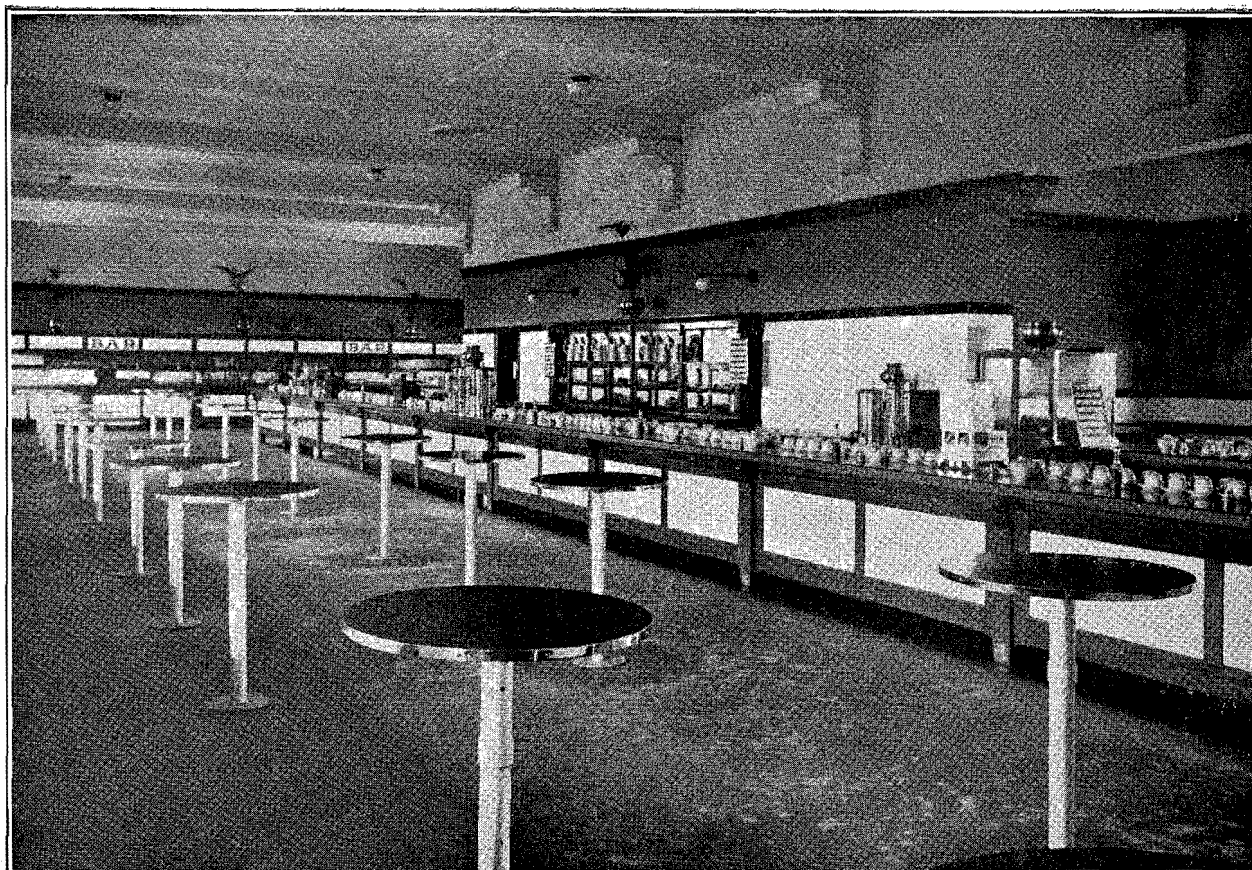


ASHPITS AND DEPRESSED ASH HANDLING ROAD, NEW ARARAT ROUNDHOUSE.



5½-TON TRAVELLING COAL TRANSPORTER, NEWPORT POWER HOUSE.

Maximum Hook Load, 5½ tons. Bucket Capacity, 1 ton 14 cwt.
 Running Rails, 95 ft. centres, 359 ft. long. Maximum Travel, 323 feet. Maximum Traverse, 175 feet.
 Length of Bridge, 190 feet. Weight (approximately), 75 tons.
 Electrical Supply, 415 volts, 3-phase, 50 cycles. Handling Capacity, 50 tons per hour.
 Storage Height, 24 feet above rails. Storage Capacity of Transporter Area, 20,000 tons.



SEYMOUR REFRESHMENT ROOM.

View of Buffet, which has 142 feet of serving space, enabling 100 passengers to be attended to at a time. The front of the Buffet contains vitrolite panels.



SEYMOUR REFRESHMENT ROOM.

Interior View of re-constructed Kitchen, showing Cooking Equipment. Fittings are in monel metal, which gives a silver finish.

DIAGRAM N°1

AVERAGE MILEAGE OPERATED

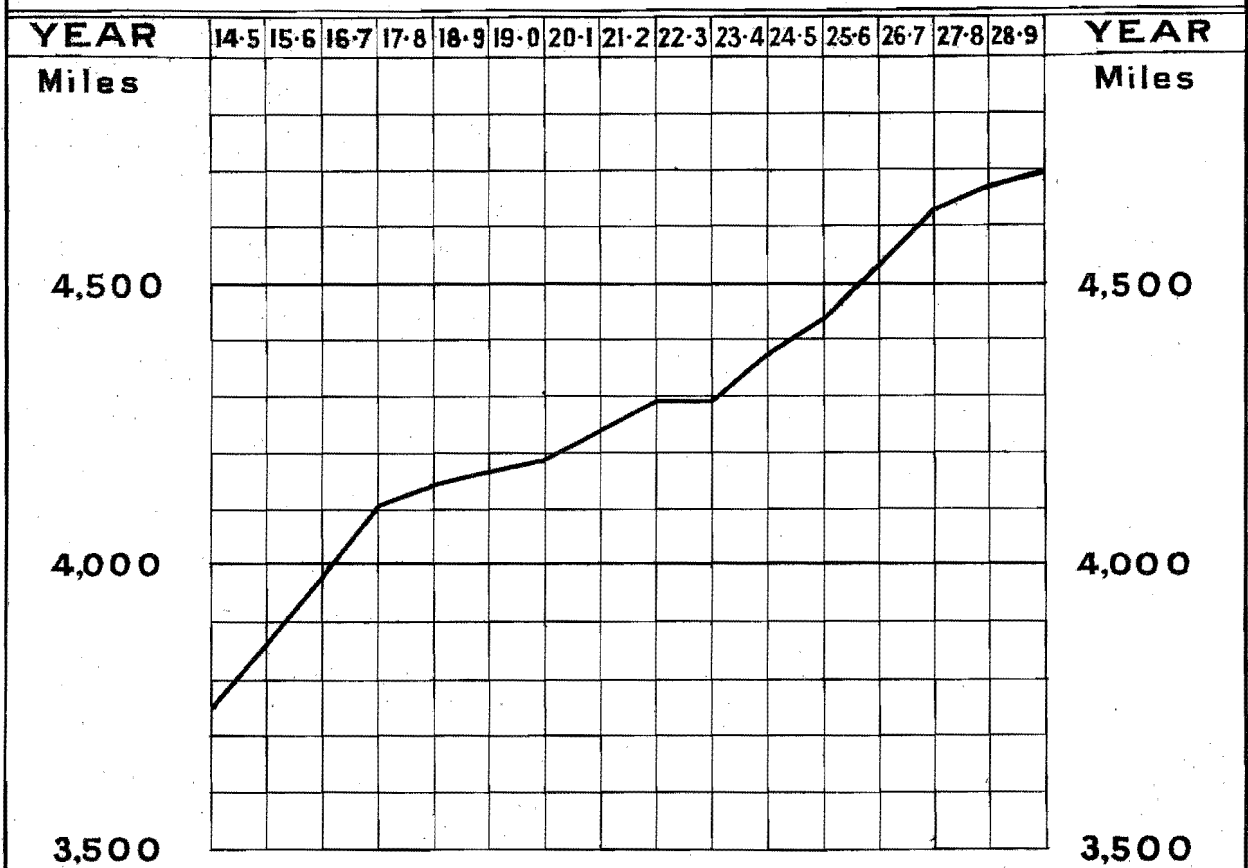


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

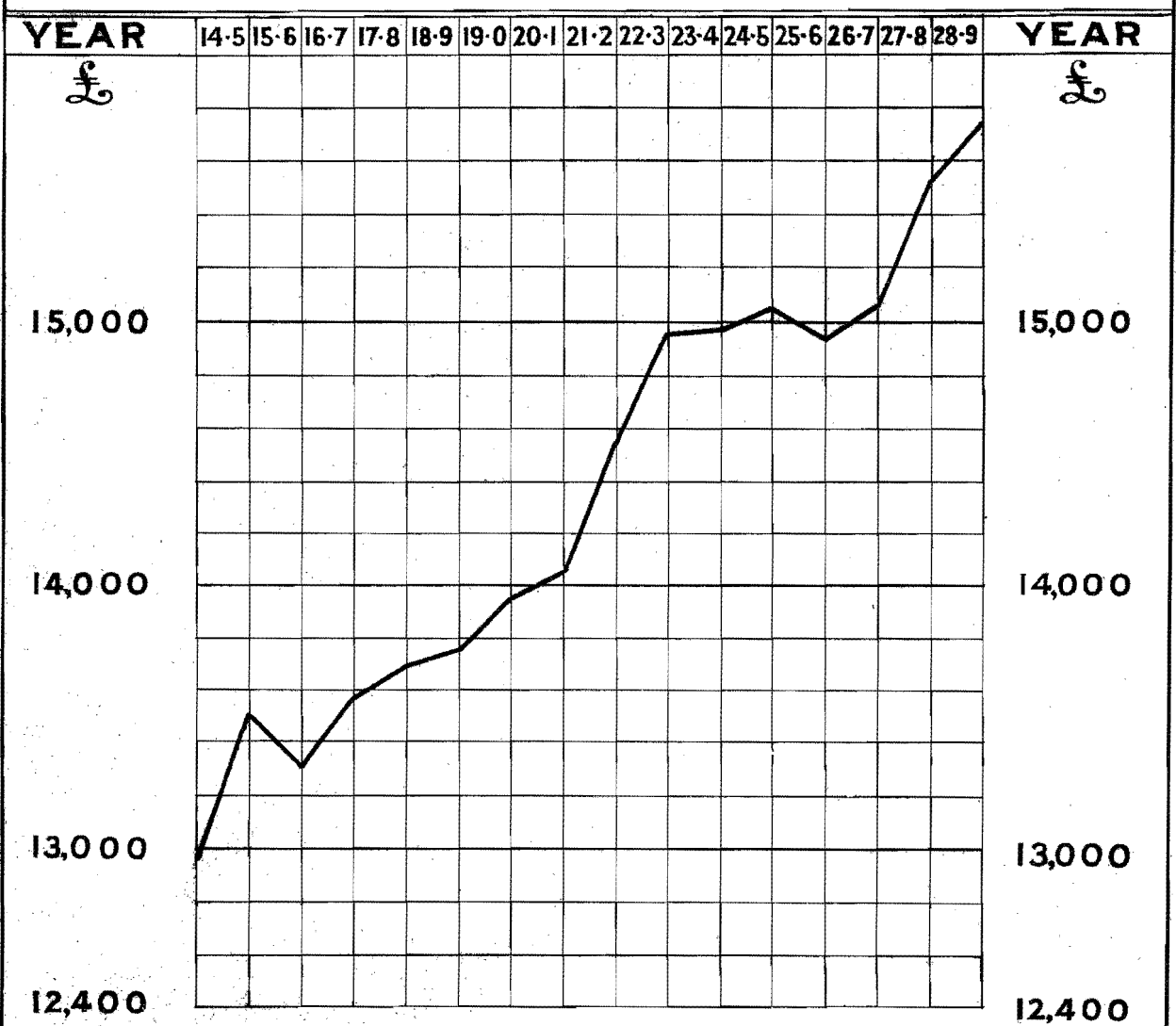


DIAGRAM N° 3

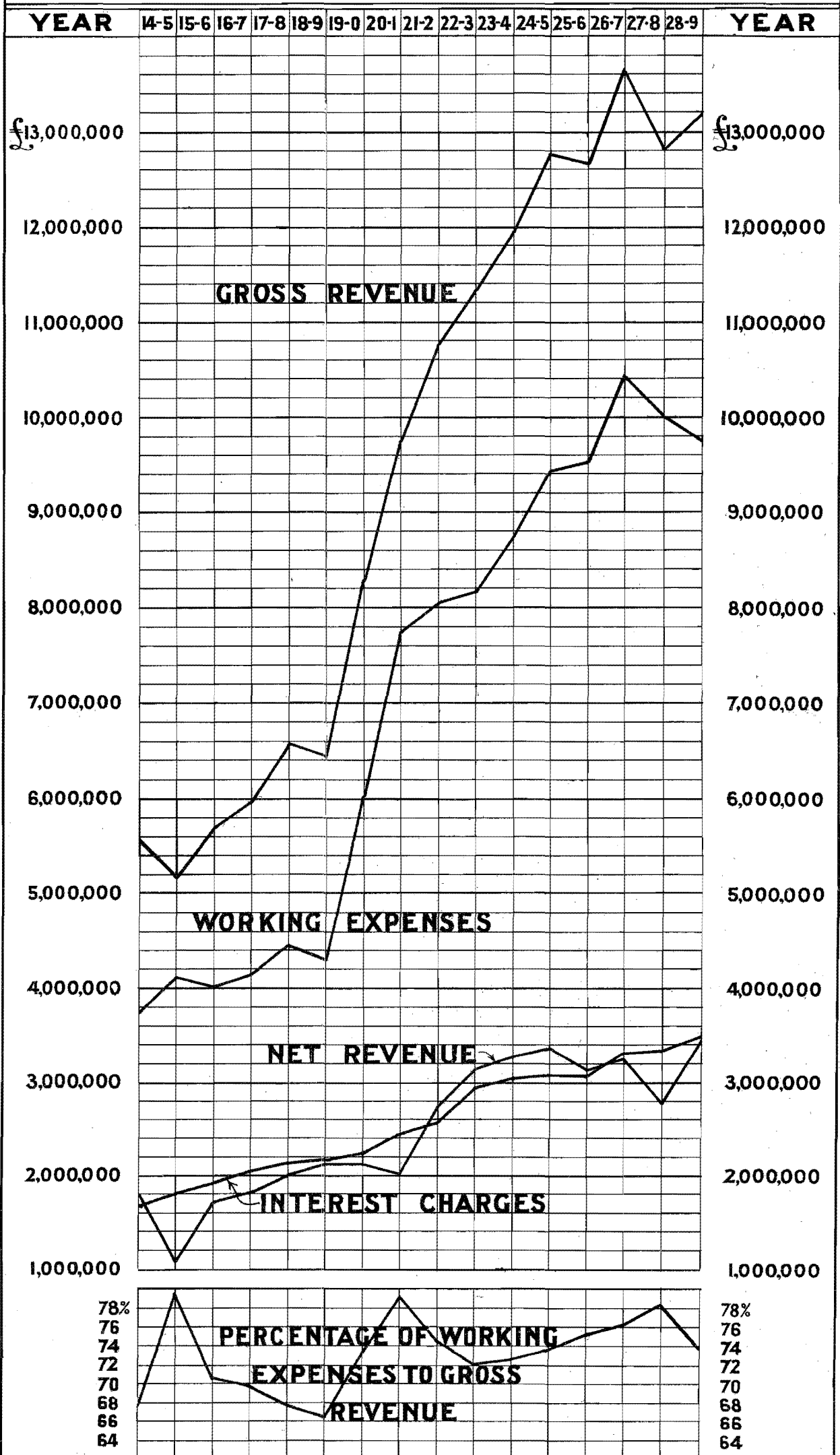


DIAGRAM N° 4

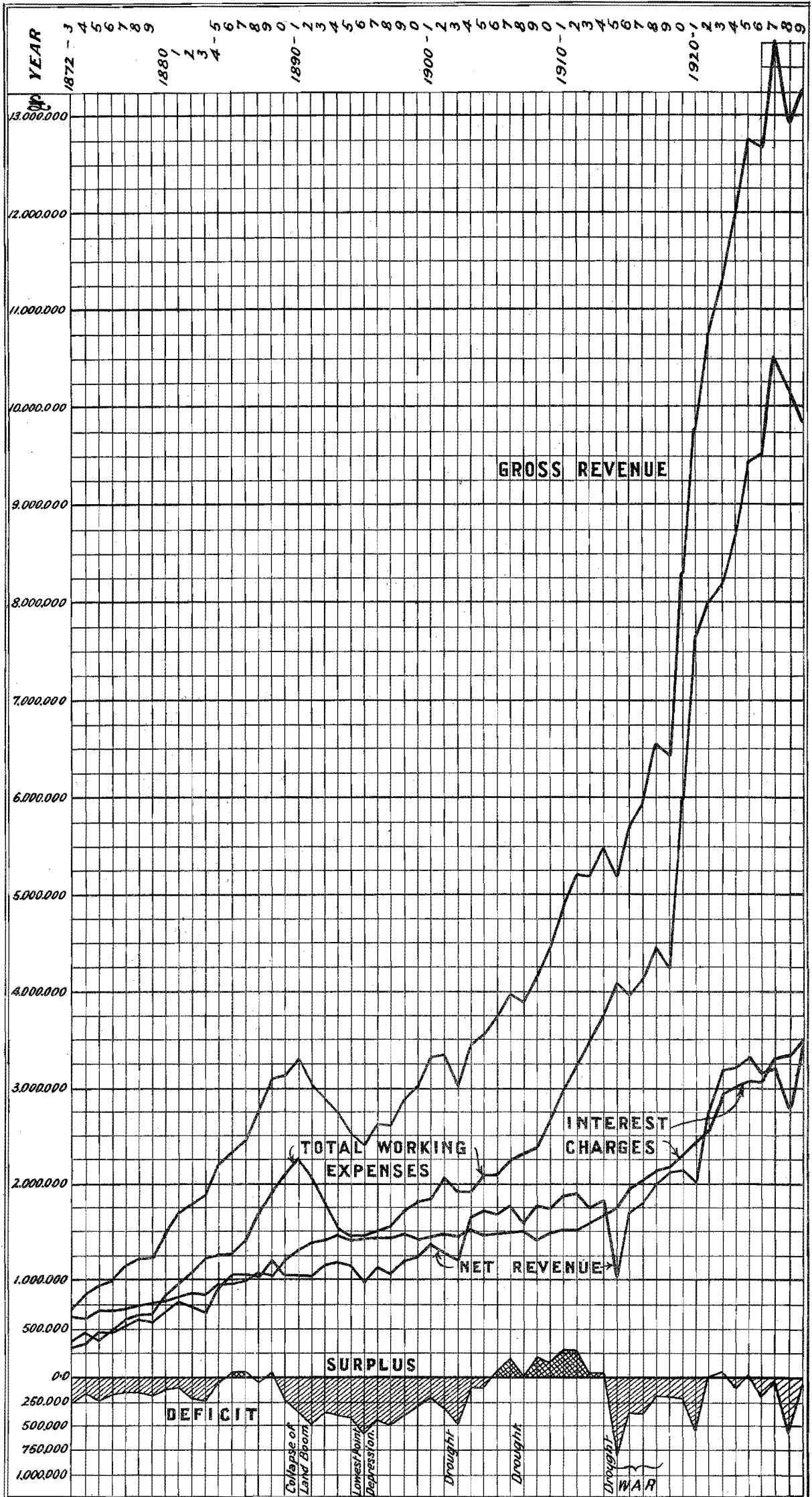
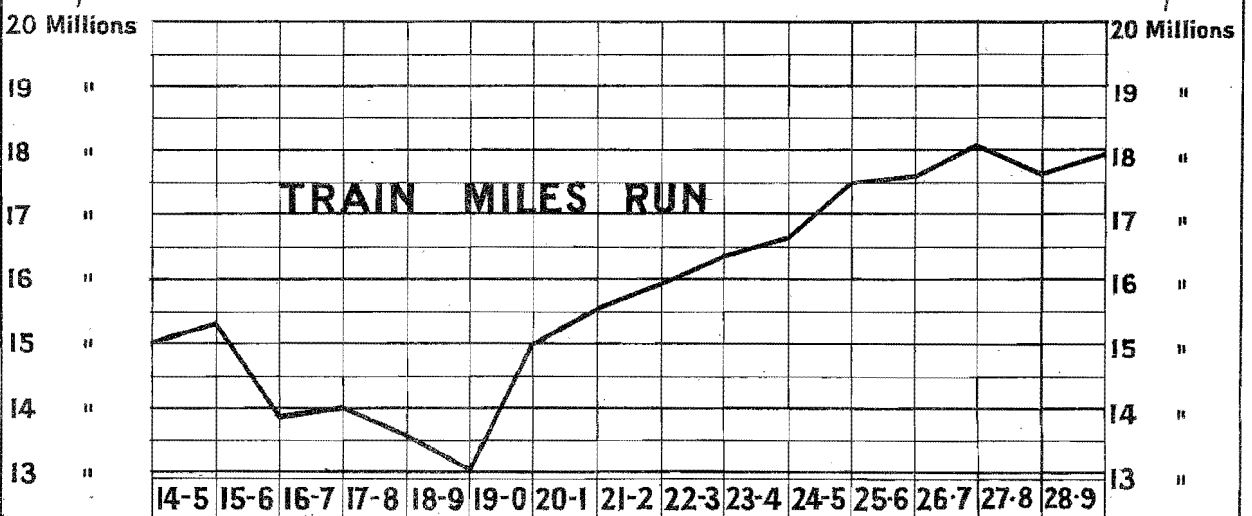
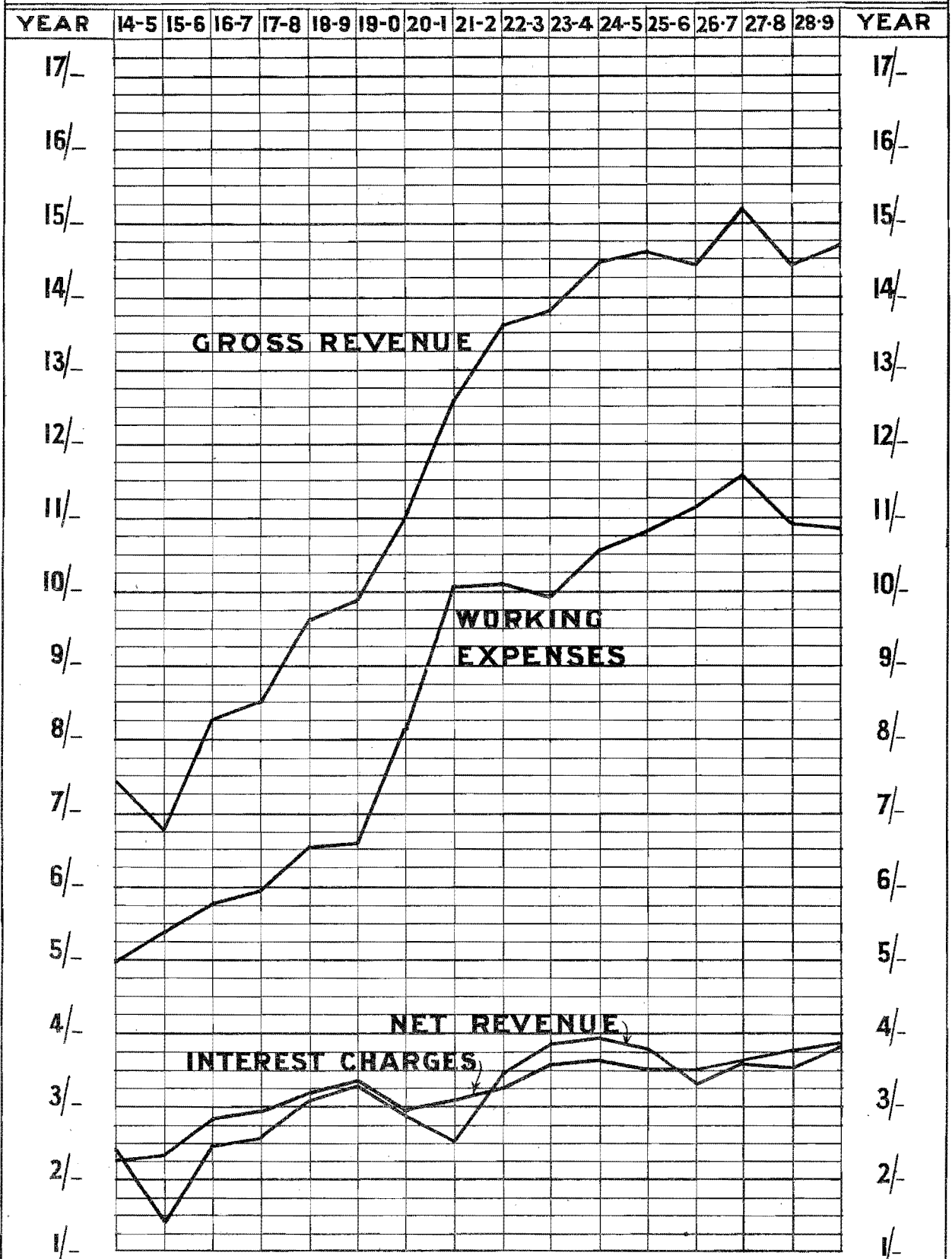
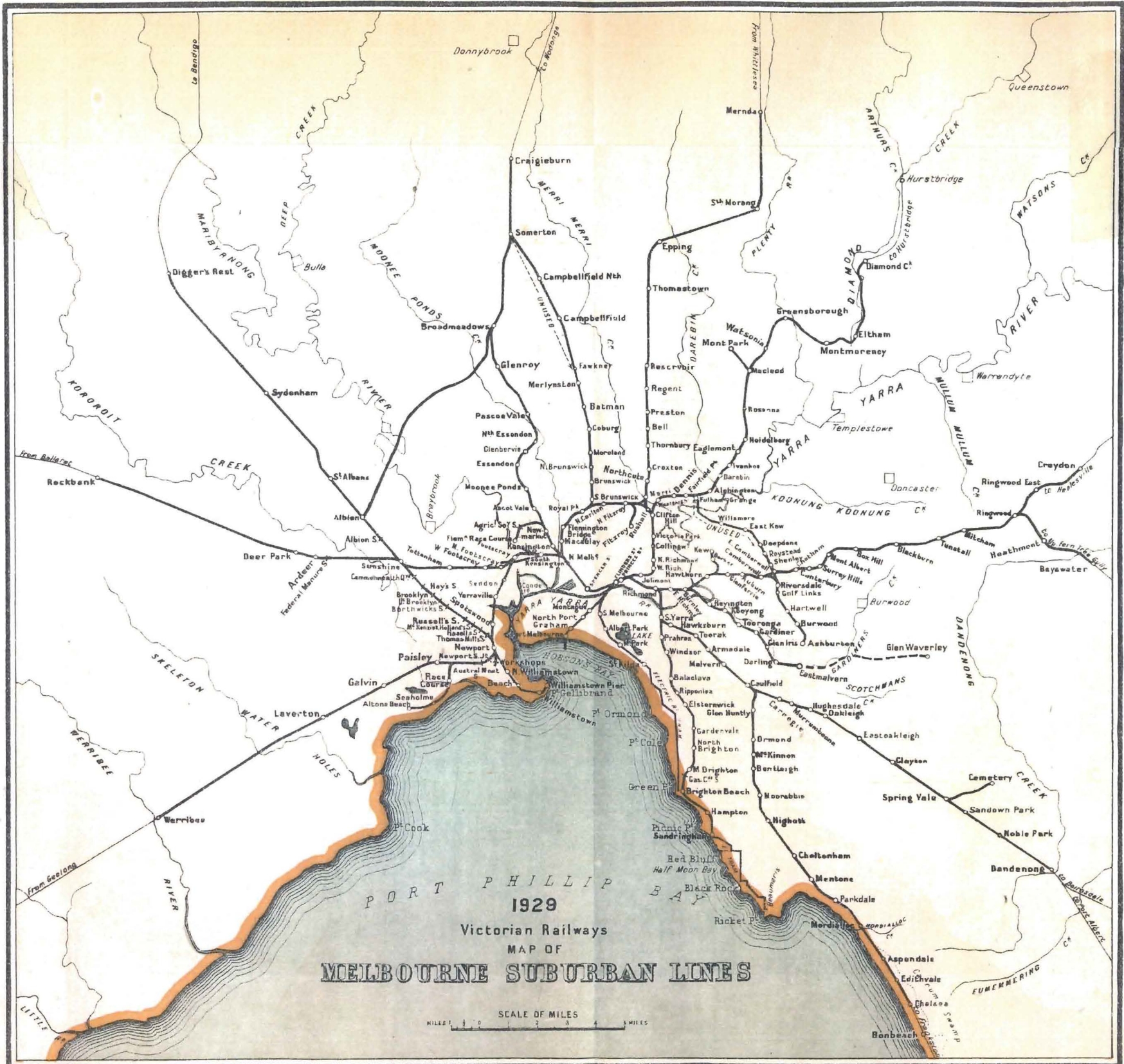


DIAGRAM N° 6

PER TRAIN MILE RUN





PORT PHILLIP
 1929
 Victorian Railways
 MAP OF
MELBOURNE SUBURBAN LINES

SCALE OF MILES
 MILES 1 2 3 4



1929
MAP
 OF
VICTORIA
 Showing Victorian Government Railways
 (in Red)

SCALE OF MILES
 0 10 20 30 40



Railway Map
OF
AUSTRALIA
1929
Showing through connections
between West Australia and Queensland.
(In Red)
SCALE OF MILES

Distances between Capital Cities via Trans-Australian Railway.

Fremantle to Kalgoorlie (W.A.) ... 387 Miles.
Kalgoorlie (W.A.) to Port Augusta (S.A.) ... 1,051 "
Port Augusta to Adelaide (S.A.) ... 259 "

Adelaide (S.A.) to Melbourne (V.) ... 483 Miles.
Melbourne (V.) to Sydney (N.S.W.) ... 589 "
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 1 1/4 hours behind Adelaide Time and 2 hours behind Melbourne time. Melbourne, Sydney, Brisbane, and Cairns observe the same time.