

1931.

VICTORIA.

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VICTORIAN RAILWAYS.

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R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1931.

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PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 19 GEO. V. No. 3759.

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# REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1931.

VICTORIAN RAILWAYS,  
Commissioners' Office, Spencer-street,  
Melbourne, 31st August, 1931.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act 1928*, No. 3759, we have the honour to submit our report in respect of the year ended 30th June, 1931.

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

|  | Railways.  |    |    | St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways. |    |    | Road Motor Public Services. |    |    | Total.     |    |    |
|--|------------|----|----|--|----|----|-----------------------------|----|----|------------|----|----|
|  | £          | s. | d. | £  | s. | d. | £                           | s. | d. | £          | s. | d. |
| <b>GROSS REVENUE—</b>  |            |    |    |  |    |    |                             |    |    |            |    |    |
| Earnings .. .. .   | 9,836,995  | 1  | 2  | 59,902   | 12 | 5  | 16,929                      | 18 | 7  | 9,913,827  | 12 | 2  |
| 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 10 .. | 158,508    | 0  | 0  | 2,693  | 0  | 0  | ..                          |    |    | 161,201    | 0  | 0  |
| Guarantees in respect of losses on certain lines   | 12,855     | 3  | 6  | 2,000  | 0  | 0  | ..                          |    |    | 14,855     | 3  | 6  |
|  | 10,008,358 | 4  | 8  | 64,595   | 12 | 5  | 16,929                      | 18 | 7  | 10,089,883 | 15 | 8  |
| <b>WORKING EXPENSES</b>  | 7,695,144  | 7  | 2  | 51,152   | 19 | 1  | 24,044                      | 0  | 9  | 7,770,341  | 7  | 0  |
| <b>NET REVENUE</b> .. .. .   | 2,313,213  | 17 | 6  | 13,442   | 13 | 4  | 7,114                       | 2  | 2  | 2,319,542  | 8  | 8  |
| <b>INTEREST CHARGES and EXPENSES</b> .. .. .   | 3,596,758  | 3  | 2  | 16,166   | 12 | 8  | 1,318                       | 18 | 11 | 3,614,243  | 14 | 9  |
| <b>DEFICIT before providing for Exchange on Interest Payments</b> .. .. .  | 1,283,544  | 5  | 8  | 2,723  | 19 | 4  | 8,433                       | 1  | 1  | 1,294,701  | 6  | 1  |
| Exchange on Interest Payments .. .. .  | 183,862    | 18 | 1  | ..   |    |    | ..                          |    |    | 183,862    | 18 | 1  |
| <b>DEFICIT</b> .. .. .   | £1,467,407 | 3  | 9  | £2,723   | 19 | 4  | £8,433                      | 1  | 1  | £1,478,564 | 4  | 2  |

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

|  | Year 1930-31. |    |    | Year 1929-30. |    |    | Increase (+)<br>Decrease (-) |           |    |    |
|--|---------------|----|----|---------------|----|----|------------------------------|-----------|----|----|
|  | £             | s. | d. | £             | s. | d. | £                            | s.        | d. |    |
| <b>Gross Revenue—</b>  |               |    |    |               |    |    |                              |           |    |    |
| Railways—Earnings .. ..  | 9,836,995     | 1  | 2  | 11,798,809    | 3  | 3  | —                            | 1,961,814 | 2  | 1  |
| „ Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 10 .. ..              | 158,508       | 0  | 0  | 201,997       | 0  | 0  | —                            | 43,489    | 0  | 0  |
| „ Guarantees in respect of losses on certain lines .. ..   | 12,855        | 3  | 6  | 1,000         | 0  | 0  | +                            | 11,855    | 3  | 6  |
|  | 10,008,358    | 4  | 8  | 12,001,806    | 3  | 3  | —                            | 1,993,447 | 18 | 7  |
| St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways .. ..  | 59,902        | 12 | 5  | 68,265        | 18 | 3  | —                            | 8,363     | 5  | 10 |
| Amount received in respect of the loss resulting from the working of the Black Rock to Beaumaris Electric Tramway, <i>vide</i> page 10 .. .. | 2,693         | 0  | 0  | 2,616         | 0  | 0  | +                            | 77        | 0  | 0  |
| Guarantee in respect of the loss on the Black Rock to Beaumaris Electric Tramway .. ..   | 2,000         | 0  | 0  | 333           | 0  | 0  | +                            | 1,667     | 0  | 0  |
|  | 64,595        | 12 | 5  | 71,214        | 18 | 3  | —                            | 6,619     | 5  | 10 |
| Road Motor Public Services .. ..   | 16,929        | 18 | 7  | 14,991        | 14 | 4  | +                            | 1,938     | 4  | 3  |
| <b>Total .. ..</b>   | 10,089,883    | 15 | 8  | 12,088,012    | 15 | 10 | —                            | 1,998,129 | 0  | 2  |
| <b>Working Expenses—</b>   |               |    |    |               |    |    |                              |           |    |    |
| Railways .. ..   | 7,695,144     | 7  | 2  | 9,513,418     | 16 | 5  | —                            | 1,818,274 | 9  | 3  |
| St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways .. ..  | 51,152        | 19 | 1  | 58,145        | 19 | 6  | —                            | 6,993     | 0  | 5  |
| Road Motor Public Services .. ..   | 24,044        | 0  | 9  | 27,328        | 5  | 1  | —                            | 3,284     | 4  | 4  |
| <b>Total .. ..</b>   | 7,770,341     | 7  | 0  | 9,598,893     | 1  | 0  | —                            | 1,828,551 | 14 | 0  |
| <b>Net Revenue .. ..</b>   | 2,319,542     | 8  | 8  | 2,489,119     | 14 | 10 | —                            | 169,577   | 6  | 2  |
| <b>Interest Charges and Expenses .. ..</b>   | 3,614,243     | 14 | 9  | 3,526,116     | 14 | 9  | +                            | 88,127    | 0  | 0  |
| <b>DEFICIT before providing for Exchange on Interest Payments .. ..</b>  | 1,294,701     | 6  | 1  | 1,036,996     | 19 | 11 | +                            | 257,704   | 6  | 2  |
| <b>Exchange on Interest Payments .. ..</b>   | 183,862       | 18 | 1  | ..            | .. | .. | +                            | 183,862   | 18 | 1  |
| <b>Deficit .. ..</b>   | £1,478,564    | 4  | 2  | £1,036,996    | 19 | 11 | +                            | 441,567   | 4  | 3  |



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

|  | Year 1930-1931. | Year 1929-1930. | Year 1928-1929. | Year 1927-1928. |
|--|-----------------|-----------------|-----------------|-----------------|
| <b>Average Mileage of Railways operated</b> ...  | 4,710           | 4,708           | 4,698           | 4,661           |
| <b>TRAFFIC TRAIN MILEAGE.</b>  |                 |                 |                 |                 |
| Passenger—Country ...  | 3,143,860       | 3,599,431       | 3,573,953       | 3,437,876       |
| "    Suburban ...  | 7,156,085       | 7,528,385       | 7,441,216       | 7,374,517       |
| Mixed ...  | 1,532,043       | 2,120,062       | 2,176,995       | 2,205,345       |
| Goods (including Live Stock) ...   | 4,113,327       | 4,422,687       | 4,787,055       | 4,677,190       |
| <b>Total</b> ...   | 15,945,315(a)   | 17,670,565(a)   | 17,979,219      | 17,694,928      |
| Number of Passenger Journeys {Country ...  | 5,906,293       | 7,547,240       | 8,161,894       | 8,181,235       |
| {Suburban ...  | 128,748,927     | 149,571,831     | 152,840,373     | 156,393,635     |
| Tonnage of Goods ...   | 5,557,176       | 6,823,607       | 7,579,765       | 7,456,745       |
| Tonnage of Live Stock ...  | 542,134         | 689,999         | 607,323         | 661,216         |
| <b>GROSS REVENUE.</b>  |                 |                 |                 |                 |
| <b>Passenger, &amp;c., Business.</b>   |                 |                 |                 |                 |
| Passenger—Country ...  | £ 1,511,442     | £ 2,081,750     | £ 2,405,387     | £ 2,493,773     |
| "    "    Rail Motors ...  | 68,348          | 43,778          | 48,213          | 46,186          |
| "    Suburban ...  | 2,310,204       | 2,703,885       | 2,768,160       | 2,818,489       |
| "    "    Rail Motors... ..  | 610             | 485             | 464             | 327             |
| Parcels, &c. ...   | 360,718         | 464,355         | 511,299         | 518,935         |
| "    "    Rail Motors ...  | 15,080          | 5,723           | 6,928           | 6,599           |
| Horses, Carriages, and Dogs ...  | 26,539          | 34,140          | 38,482          | 41,215          |
| Mails ...  | 85,221          | 94,234          | 92,104          | 89,859          |
|  | 4,378,162       | 5,428,350       | 5,871,037       | 6,015,383       |
| <b>Goods, &amp;c., Business.</b>   |                 |                 |                 |                 |
| Goods ...  | 4,154,965       | 4,708,574       | 5,427,821       | 4,893,277       |
| Live Stock ...   | 572,658         | 730,008         | 664,729         | 711,909         |
| Minerals ...   | 90,185          | 160,600         | 159,132         | 158,515         |
|  | 4,817,808       | 5,599,182       | 6,251,682       | 5,763,701       |
| <b>Other Services.</b>   |                 |                 |                 |                 |
| Dining Car Services ...  | 12,627          | 26,775          | 29,132          | 31,542          |
| Refreshment Services ...   | 305,174         | 404,033         | 424,886         | 440,386         |
| Advertising ...  | 55,425          | 57,580          | 54,462          | 50,686          |
| Bookstalls ...   | 63,972          | 77,199          | 82,338          | 84,087          |
|  | 437,198         | 565,587         | 590,818         | 606,701         |
| Electrical Power ...   | 43,840          | 34,542          | 38,574          | 35,204          |
| Rentals ...  | 149,865         | 159,161         | 149,118         | 145,089         |
| Miscellaneous ...  | 10,122          | 11,987          | 11,440          | 7,798           |
| Amount received in respect of the loss resulting from the working of certain lines of railway, &c. <i>Vide</i> page 10 ...                 | 158,508         | 201,997         | 190,719         | 203,410         |
| Repayment by the State Coal Mine of portion of subsidies paid in previous years ...  | ...             | ...             | 59,585          | 43,773          |
| Guarantees in respect of losses on certain lines ...   | 12,855          | 1,000           | 2,000           | ...             |
| <b>Total</b> ...   | 10,008,358      | 12,001,806      | 13,164,973      | 12,821,059      |
| Per mile of Railway worked ...   | 2,125           | 2,549           | 2,802           | 2,751           |
| Per traffic train mile ...   | 12s. 6.64d.     | 13s. 7.01d.     | 14s. 7.73d.     | 14s. 5.89d.     |
| <b>WORKING EXPENSES.</b>   |                 |                 |                 |                 |
| Transportation Branch ...  | £ 2,026,918     | £ 2,536,635     | £ 2,605,790     | £ 2,673,941     |
| Way and Works Branch ...   | 1,394,185(b)    | 1,749,068       | 1,926,157       | 2,119,124       |
| Rolling-Stock Branch—Operating Expenses ...  | 1,293,150       | 1,703,952       | 1,738,142       | 1,812,107       |
| "    "    Repairs and Renewals ...   | 1,297,031       | 1,633,134       | 1,591,478       | 1,598,364       |
| "    "    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         | 250,000         |
| Electrical Engineering Branch ...  | 273,682         | 345,566         | 349,566         | 346,808         |
| Miscellaneous Operations ...   | 362,222         | 404,777         | 481,537         | 493,011         |
| Stores Branch ...  | 110,810         | 133,922         | 141,094         | 111,706         |
| General Expenses ...   | 197,544         | 236,410         | 240,212         | 248,374         |
| Payment into Railway Accident and Fire Insurance Fund ...  | 26,603          | 44,417          | 31,724          | 31,301          |
| Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge ...                                     | 16,667          | 16,667          | 16,666          | ...             |
| <b>TOTAL WORKING EXPENSES (exclusive of Pensions, Superannuation, &amp;c.)</b> ...   | 7,248,812       | 9,114,548       | 9,372,366       | 9,684,736       |
| Per mile of Railway worked ...   | 1,539           | 1,936           | 1,995           | 2,078           |
| Per traffic train mile ...   | 9s. 0.91d.      | 10s. 3.79d.     | 10s. 5.10d.     | 10s. 11.35d.    |
| Percentage of Gross Revenue ...  | 72.43           | 75.94           | 71.19           | 75.53           |
| Pensions and Gratuities ...  | 425,334         | 394,187         | 366,899         | 335,950         |
| Border Railways Adjustment ...   | 20,998          | 4,684           | 2,662           | 6,156           |
| <b>Total Working Expenses</b> ...  | 7,695,144(c)    | 9,513,419(c)    | 9,741,927       | 10,026,842      |
| Per mile of Railway worked ...   | 1,634           | 2,021           | 2,074           | 2,151           |
| Per traffic train mile ...   | 9s. 7.82d.      | 10s. 9.21d.     | 10s. 10.04d.    | 11s. 4.00d.     |
| Percentage of Gross Revenue ...  | 76.89           | 79.27           | 74.00           | 78.21           |
| <b>Net Revenue</b> ...   | 2,313,214       | 2,488,387       | 3,423,046       | 2,794,217       |
| Per mile of Railway worked ...   | 491             | 529             | 729             | 600             |
| Per traffic train mile ...   | 2s. 10.82d.     | 2s. 9.80d.      | 3s. 9.69d.      | 3s. 1.89d.      |

(a) For details see Appendix No. 9.

(b) Exclusive of £12,250 debited to Unemployment Relief Fund.

(c) For details see Appendix No. 3.

## Finance.

The financial result of operating the railways was a deficit of £1,478,564, which is £441,567 greater than that of the previous year, and the greatest in the history of the Department. Fundamentally, the reason for this disturbing result is the serious decline in revenue due to the collapse of business generally.

This deficit is practically equal to the whole of the income taxation of the individual taxpayers of the State as assessed for the year 1930. The enormous burden thus imposed on industry constitutes a problem of the gravest importance to the country.

On a population basis, however, our deficit per head was less than that of the railways of any other Australian State. It was equal to 16s. 6d. per head, and the next to it was that of Western Australia—£379,000—which was equal to 18s. 1d. per head. In this connexion we would compare our results with those of the London and North-Eastern Railway Company, which is one of the four large railway companies in England and which has a capitalization, including both shares and bonds, of £375,764,704. The return thereon for the year 1930 was 2.98 per cent. The return on our interest bearing capital—£75,253,212, which is all represented by bonds—was 3.08 per cent.

These comparisons, however, do not in any degree minimize the gravity of the situation, especially as it appears quite certain that until the State has rehabilitated its economic condition, nothing but a substantial loss can be expected from the railways system, with a capitalization built up in years when traffic was increasing and rendering it capable of handling a greatly increased volume of business.

The revenue, £10,089,884, was in round figures £2,000,000 less than in the previous year—a decrease unparalleled in all the previous experience of the Department. Even this, however, does not convey the full measure of our difficulties, as the revenue of the previous year was itself more than a million pounds below that of the year before. The decrease in the two years—1930-31 as compared with 1928-29—was £3,173,000.

Under other headings of this report we have given a somewhat detailed analysis of the decrease in the various divisions of traffic, but it is pertinent to this section to mention that the country passenger traffic in the year under review was less by 201,000 passenger journeys, or 3.3 per cent., than in 1908-9—22 years ago—when the mileage of line open for traffic and the population of the country were less than those of 1930-31 by 28 per cent. (1,300 miles), and 29 per cent. (534,000 persons) respectively. The goods traffic also declined to a serious extent. Excluding wheat, the traffic in which varies according to seasonal conditions, the goods tonnage carried in 1930-31 was 1,909,000 tons, or 30 per cent. less than in the preceding year.

The greatest part of the startling decrease in revenue is, as we have said, due to the general collapse of business. Beyond question, however, a substantial part was due to the diversion to the roads of much traffic, both passenger and goods, which otherwise would be handled by rail. The extent of this diversion is alarming, and under the heading of "Road Motor Competition" we have emphasized our definite view that restrictive legislation is imperatively necessary to control the situation before it gets entirely out of hand.

It is indisputable that the railways, and the railways alone, must be depended upon for the transport of an overwhelming proportion of the products of the primary agricultural industries, upon which the welfare of the State is so largely dependent.

The impairment of railway efficiency constitutes a definite menace to primary production, and cannot fail to re-act against the interests of the whole community. Yet, unrestricted and unregulated road competition is being permitted to undermine the railways, and is already endangering their efficient and economic operation.

There is certainly not sufficient traffic for two transport systems, and unless steps be taken to prevent the huge depredations of railway revenue which are now being experienced and which are bound to become increasingly serious if restrictive action against the road competitors is not taken without delay, it is our firm conviction that a grave situation will be created from which the State will find the greatest difficulty in extricating itself. Indeed, we are convinced that no measures taken for the State's

financial rehabilitation can be regarded as complete, nor can they be expected to be successful, which do not include the safeguarding of the huge railway investment against road competition. This investment, amounting to more than £75,000,000, is in danger of being converted from the State's greatest asset into a tremendous liability by the system being deprived of its most profitable traffic, and we again urge the immediate necessity for remedial measures being taken while there is still time to control the situation before the costs of transport become an intolerable burden upon the whole community.

In a report presented to the recent Premiers' Conference, the Commonwealth Director and the Assistant Director of Development stated that the hope of Australia's rehabilitation is largely bound up with the improvement of the primary agricultural industries. In our opinion, it is unchallengeable that the success of railway operation—which is dependent upon reasonable and adequate protection of the railways—is a vital factor towards bringing about this improvement.

In the meantime, everything practicable is being done to adjust expenditure to the conditions which have to be faced. As a result of these efforts the working expenses were reduced by £1,828,552 in the year just closed by comparison with those for the preceding year—a decrease of a little more than 19 per cent. Additional economies are constantly being effected, but it has been utterly impracticable to reduce the total expenses in direct proportion to the unprecedented fall in earnings as it occurred.

Of the reduction quoted above, a little more than £600,000 was due to lower rates of wages, &c. The works programme has been rigorously restricted and, without impairing safety, we have been obliged to postpone many works which it would have been desirable to carry out had times been normal, and which sooner or later will have to be undertaken. Apart from these two items, however, there have been continuous and successful efforts to reduce expenditure by adjusting train services and staff arrangements to meet the altered conditions.

Our difficulties have been accentuated by the increased interest charges (£88,127), and exchange (£183,863) on interest payments in London, but these two items of expenditure are outside our control.

No statement as to the finances of the railways would be complete without reference to the question of over-capitalization, which has been dealt with more extensively in previous reports. Briefly stated, the accrued depreciation of the property, for which provision has not been made, amounts to approximately £16,000,000, the interest upon which is a substantial factor in the railway accounts. We are strongly of opinion that the amount of this depreciation should be written off—that is, that the depreciation which accrued in past years should not be a charge against the present railway user, but should become a charge against the general community.

We also invite attention to our references in previous reports to the non-provision of an adequate Depreciation Fund, also a Reserve Fund to stabilize the financial position of the Department by providing for losses in lean years. These are matters which should be grappled with when the economic crisis has been passed.

Finally, because of recent representations which have been made on the subject, we think it necessary to make reference to the question of reducing fares and freights. The substantial decrease in rates of wages, &c., by which the Department is benefiting, undoubtedly creates a prima facie reason for a request of this nature, and we appreciate fully the desirability of effecting reductions, either generally or in part, as soon as circumstances will admit. For the present, however, it is of paramount importance to the State that the losses from the railways should be restricted as much as possible, and we are definitely of the opinion that under the financial conditions now obtaining any such decrease would not diminish but would add to the financial difficulties of the State.

For example, a general decrease of 10 per cent. would require an increase of 11 per cent. in traffic to balance the revenue situation even without making allowance for any increased working costs, before there would be any improvement whatever in the net revenue. We do not think that even the most optimistic could, under prevailing conditions, regard such an increase as being capable of realization.

### Gross Revenue of the Railways.

The gross revenue of the railways (exclusive of the electric tramways and the road motor public services) amounted to £10,008,358, which is a decrease of £1,993,448 as compared with the revenue earned in the preceding year, viz., £12,001,806, or equivalent to a decrease of 16.61 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 ... ..   | ...       | ...        | 570,308   | 27.40     |
| " Rail Motor Services ...  | 24,570    | 56.12      | ...       | ...       |
| Suburban ... ..  | ...       | ...        | 393,681   | 14.56     |
| " Rail Motor Services ...  | 125       | 25.77      | ...       | ...       |
| Dining Car Services ... ..   | ...       | ...        | 14,148    | 52.80     |
| Refreshment Services ... ..  | ...       | ...        | 98,859    | 24.47     |
| Advertising ... ..   | ...       | ...        | 2,155     | 3.74      |
| Bookstalls ... ..  | ...       | ...        | 13,227    | 17.14     |
| Parcels, &c. ... ..  | ...       | ...        | 103,637   | 22.32     |
| " Rail Motor Services ...  | 9,357     | 163.50     | ...       | ...       |
| Horses, Carriages, and Dogs ...  | ...       | ...        | 7,601     | 22.26     |
| Mails ... ..   | ...       | ...        | 9,013     | 9.56      |
| Goods ... ..   | ...       | ...        | 553,609   | 11.76     |
| Live Stock ... ..  | ...       | ...        | 157,350   | 21.55     |
| Minerals ... ..  | ...       | ...        | 70,415    | 43.84     |
| Electrical Power ... ..  | 9,298     | 26.92      | ...       | ...       |
| Rentals ... ..   | ...       | ...        | 9,296     | 5.84      |
| Miscellaneous ... ..   | ...       | ...        | 1,865     | 15.56     |
| 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 10 ... .. | ...       | ...        | 43,489    | 21.53     |
| Guarantees in respect of losses on certain lines   | 11,855    | 1185.50    | ..        | ...       |
| Total ... ..   | 55,205    | ...        | 2,048,653 |           |
| Net Decrease ... ..  |           | £1,993,448 |           |           |

The contributing factors are explained in our comments on page 16, under the heading "Analysis of Passenger, Goods, and Live Stock Traffic."

The gross revenue per traffic train mile was 12s. 6.64d., as compared with 13s. 7.01d. 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, 1931:—

| Year.          | Revenue per traffic train mile. |      |
|----------------|---------------------------------|------|
|                | s.                              | d.   |
| 1927-28 ... .. | 14                              | 5.89 |
| 1928-29 ... .. | 14                              | 7.73 |
| 1929-30 ... .. | 13                              | 7.01 |
| 1930-31 ... .. | 12                              | 6.64 |

### Working Expenses of the Railways.

A detailed statement of the working expenses (exclusive of electric tramways and road motor public services) is given in Appendix No. 3.

The percentage of working expenses (exclusive of electric tramways, road motor coaches, and road motor public goods services, pensions, superannuation, &c.) to gross revenue was 72.43 by contrast with 75.94 in the preceding year, and 71.19 in 1928-29.

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

The figures relating to the revenue 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, whereas in the Treasury it is the practice to credit each year with the amounts actually *received* during the year.

In the case of working expenses, the Treasury figures include certain interest payments which in our accounts are included in Interest Charges and Expenses.

A reconciliation is embodied in Appendix No. 18.

### **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, 1930, involved the payment to South Australia of the sum of £998, which has been charged to the working expenses of the year under review.

Under the provisions of the agreement, this system of annual adjustments of revenue ceased as from the close of the year 1929–30, but Victoria will be obliged to pay to South Australia, in such manner as may be agreed upon, a capitalization on a 4 per cent. basis of the average annual profit made by Victoria at the expense of South Australia during the seven financial years ended 30th June, 1930. The annual “profit” made by one State at the expense of the other is the net railway revenue derived in one State from all traffic entering or leaving such State by way of the border lines, in excess of the net revenue (similarly calculated) derived by the other State.

The amount payable by Victoria under this portion of the agreement is £236,800, of which £20,000 was paid to South Australia, and has been charged to the working expenses of the year.

A new agreement between the Governments of the two States, which has been ratified by Act No. 3932, came into operation as from 1st July, 1930. Under this agreement each State will retain, without adjustment, the revenue earned upon its section of the border lines, both of which will continue to be operated by Victoria at the joint expense of the two Departments.

### **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 £8,422 in respect of the first eleven years had been charged to working expenses and credited to capital account, at 30th June, 1930, and a sum of £758 was similarly dealt with in 1930–31.

### **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, payments to the Superannuation Fund, and the repayment to capital account in respect of the North Geelong to Fyansford Line, was equivalent to 3.08 per cent. of the total loan liability, as compared with 3.30 in 1929–30.

### Credits under the Provisions of Section 102 of Act No. 3759, &c.

Provision is made in section 102 of the *Railways Act 1928* 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 :—

|  | £               |
|--|-----------------|
| The loss incurred in connexion with the operation of certain non-paying lines ( <i>vide</i> pages 12, 13 and 14) ... ..                      | 160,203         |
| The sum paid to South Australia in respect of the operation of certain border railways (as referred to on page 9) ...                        | 998             |
| The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament ...                      | 3,211           |
| The loss incurred in connexion with the reduction of 10 per cent. in freight charges for certain classes of agricultural produce, &c. ... .. | 217,357         |
| <b>Total</b> ... ..  | <u>£381,769</u> |

### Pensions and Gratuities.

The amount paid in pensions and gratuities (to ex-employees or to their dependent relatives) was £195,210, a decrease of £6,661 as compared with the preceding year, in which £201,871 was paid. 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.

The amount payable under the old pensions scheme has already passed its peak, the figures having shown a decline for each of the past few years, and in the ordinary course the cost of this scheme will gradually fall until it eventually disappears.

On the other hand, the full effect of the Superannuation Act will not be felt for a number of years to come. Payments under the latter Act for the year ended 30th June, 1930, amounted to £192,481, and for the year ended 30th June, 1931, to £230,278, an increase of £37,797. It is estimated that the figure will increase to approximately £400,000 per annum in eleven years' time, and that the combined effect of the two schemes will then be somewhat in excess of £450,000, as against £425,488 in the year under review.

### Capital Expenditure.

|   | £              | s.        | d.       |
|---|----------------|-----------|----------|
| The total expenditure charged to Capital Account at 30th June, 1930, was ... ..         | 75,020,319     | 13        | 7        |
| and during the year the expenditure so charged was as follows :—                        |                |           |          |
|   | £              | s.        | d.       |
| Construction of New Lines and Surveys ... ..  | 57,955         | 9         | 0        |
| Additions and Improvements to—  |                |           |          |
| Way and Works ... ..  | 126,356        | 4         | 6        |
| Rolling-stock ... ..  | 48,713         | 15        | 4        |
| <b>Total Increase in Expenditure on Capital Account</b> ... ..                          | <u>135,597</u> | <u>18</u> | <u>2</u> |
| so that the total expenditure charged to Capital Account at 30th June, 1931, was ... .. | £75,155,917    | 11        | 9        |

**Loan Funds.**

|  | £                  | s.    | d.   |
|--|--------------------|-------|------|
| At 30th June, 1930, the total liability in respect of Current Loans was ... ..   | 74,540,172         | 16    | 11   |
| and during the year the amount redeemed (in excess of liabilities under new loans) was ... ..  | 158,574            | 7     | 2    |
|  | <u>74,381,598</u>  | 9     | 9    |
| Less Securities purchased and cancelled from National Debt Sinking Fund ... ..   | 332,165            | 17    | 10   |
| so that the total liability, at 30th June, 1931, in respect of Current Loans was ... ..  | <u>£74,049,432</u> | 11    | 11   |
|  | £                  | s.    | d.   |
| The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1930, to ... ..   | 71,737,810         | 6     | 11   |
| and as this amount was reduced during the year ended 30th June, 1931, by ...   | £ 181,832          | s. 14 | d. 7 |
| and by Securities purchased and cancelled from National Debt Sinking Fund ... ..   | <u>332,165</u>     | 17    | 10   |
|  | <u>513,998</u>     | 12    | 5    |
| the total proceeds of Loans at 30th June, 1931, were ...   | <u>£71,223,811</u> | 14    | 6    |
| The difference between the decrease in the proceeds of Loans and the net decrease in the total amount of Current Loans redeemed, which represents the Net Discount and Expenses for the year, was ... .. | <u>£23,258</u>     | 7     | 5    |

**Interest Account.**

|  | £                 | s. | d. |
|--|-------------------|----|----|
| The Interest Charges on Current Loans amounted to ...  | 3,605,746         | 12 | 8  |
| In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of ... .. | 8,497             | 2  | 1  |
| The debit for Interest Charges and Expenses for the year 1930-31 was therefore ... ..                                | <u>£3,614,243</u> | 14 | 9  |
| which represents an increase of £88,127 as compared with the debit for the previous year.                            |                   |    |    |
| Exchange on interest payments amounted to ... ..   | 183,862           | 18 | 1  |
| The total of interest and exchange is thus ... ..  | <u>£3,798,106</u> | 12 | 10 |

**Non-Interest Bearing Funds.**

|  | £                 | s. | d. |
|--|-------------------|----|----|
| At 30th June, 1930, the amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., on which interest is not charged, was ... .. | 4,288,689         | 0  | 6  |
| and further moneys were provided during the year out of Consolidated Revenue as shown hereunder—   |                   |    |    |
| Expenditure under Division 89 of the Appropriation Act   | 5,486             | 10 | 0  |
| Expenditure under "Developmental Railways Account"   | 26,428            | 6  | 4  |
|  | <u>£4,320,603</u> | 16 | 10 |
| The total amount so provided as at 30th June, 1931 ( <i>vide</i> Appendix No. 1), was therefore ... ..   |                   |    |    |

### 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         |                           |
| Ashburton to Oakleigh (of which .05 miles have been dismantled) ...                              | 2.34         |                           |
| Fairfield Park near (30 chs. 48 lks.) to East Kew, (of which .68 miles have been dismantled) ... | 2.18         | 109,623                   |
| Darling to Waverley ...  | .76          | 6,987                     |
| Lancefield to Kilmore (dismantled) ...   | 18.10        | 107,873                   |
| Geelong Race-course Line (dismantled) ...  | 1.96         | 5,301                     |
| Triholm to Strzelecki ...  | 5.49         | 112,340                   |
|  | <u>46.91</u> | <u>£392,124</u>           |
| Surveys for lines not constructed ...  | ...          | 410,770                   |
| Total ...  | ...          | <u>£802,894</u>           |

### Non-Paying Lines.

In 1896 provision was made, by the passing of Act No. 1439, that where Parliament authorizes the construction of any new line which does not produce sufficient revenue to cover the interest on its cost of construction and the expense of its maintenance, the annual loss shall be notified to the Auditor-General, and if certified by him shall be provided for in the Annual Appropriation Act and paid to the Commissioners. A similar provision is now embodied in section 102 of the *Railways Act 1928*.

Separate accounts have accordingly been maintained in respect of each line constructed since 1896, and such lines (where a loss is sustained) are generally referred to as the "non-paying" lines, although there are also other lines the operation of which, even in normal times, results in loss.

The operation of the following non-paying lines for the twelve months ended 28th February, 1931, after the payment of working expenses and interest charges, resulted in a loss of £185,859. The amount for which, in respect of non-paying lines, credit has been taken in the revenue account in accordance with the provisions of the *Railways Act* is £160,203, as shown hereunder.

| Line.  | Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1931. |
|--|--|
| Alberton to Won Wron .. .. .                         | £5,666   |
| Annuello to Robinvale .. .. .                        | 5,383  |
| Bairnsdale to Orbost .. .. .                         | 22,241   |
| Benalla to Tatong .. .. .                            | 1,996  |
| Ben Nevis (Crowlands) to Navarre .. .. .             | 1,177  |
| Bittern to Red Hill .. .. .                          | 3,380  |
| †Black Rock to Beaumaris .. .. .                     | 4,693  |
| Cavendish to Toolondo .. .. .                        | 7,354  |
| Colac to Alvie .. .. .                               | 28   |
| Colac to Crowes .. .. .                              | 12,156   |
| Elmore to Cobuna .. .. .                             | 3,138  |
| Eltham to Hurstbridge .. .. .                        | 6,608  |
| Fawkner to Somerton .. .. .                          | 2,505  |
| Ferntree Gully to Gembrook .. .. .                   | 13,395   |
| Goroke to Carpolac (Morea) .. .. .                   | 742  |
| Heywood to Puralka (Mumbannar) .. .. .               | 4,497  |
| Hopetoun to Patchewollock .. .. .                    | 5,695  |
| Jeparit to Lorquon .. .. .                           | 742  |
| Kerang to Murrabit (Gonn Crossing) .. .. .           | 5,125  |
| Kooloonong (West Narrung) to Yungera .. .. .         | 1,356  |
| Koo-wee-rup to Strzelecki (McDonald's Track) .. .. . | 13,049   |
| Linton to Skipton .. .. .                            | 2,305  |
| Carried forward .. .. .                              | <u>£123,231</u>  |



## NON-PAYING LINES—continued.

| Line.   | Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1931. |
|---|--|
| Brought forward .. .. .   | £123,231   |
| Manangatang to Annuello (Bryden's Tank) .. .. .   | 1,190  |
| Marnoo to Bolangum (Wallaloo) .. .. .   | 374  |
| Merbein to Yelta (Abbotsford) .. .. .   | 1,003  |
| Moe to Walhalla .. .. .   | 7,401  |
| Nandaly to Kulwin .. .. .   | 2,009  |
| Neerim South to Noojee (Toorongo River) .. .. .   | 4,969  |
| Newport to Altona .. .. .   | 1,786  |
| Noradjuha to Toolondo .. .. .   | 265  |
| Nowingie to Millewa South .. .. .   | 620  |
| *Ouyen to Murrayville .. .. .   | 13,148   |
| Piangil to Kooloonong (Pine Tank) .. .. .   | 3,781  |
| Rainbow to Yaapect .. .. .  | 1,451  |
| Rushworth to Girgarre (Stanhope North) .. .. .  | 1,745  |
| Sea Lake to Nandaly .. .. .   | 1,436  |
| Tallangatta to Cudgewa .. .. .  | 15,719   |
| Wangaratta to Whitfield .. .. .   | 4,725  |
| Werrimull to Meringur (The Hut) .. .. .   | 916  |
| <i>Less Revenue</i> understated in the years 1926 to 1930 inclusive, on the Koo-wee-rup to Yannathan Line .. .. . | £18,758  |
| <i>Less Profits</i> earned in previous years :—   |  |
| Ben Nevis (Crowlands) to Navarre .. .. .  | £1,177   |
| Colac to Alvie .. .. .  | 28   |
| Jeparit to Lorquon .. .. .  | 742  |
| Rainbow to Yaapect .. .. .  | 1,451  |
|   | 3,398  |
| <i>Less Amounts Guaranteed</i> :—   |  |
| †Black Rock to Beaumaris (Guarantor, Sandringham City Council) .. .. .  | £2,000   |
| Fawkner to Somerton (Guarantor, Broadmeadows Shire) .. .. .   | 1,500  |
|   | 3,500  |
| <b>TOTAL</b> .. .. .  | <b>£160,203</b>  |
|   | 185,859  |
|   | 25,656   |

† Year ended 31.8.30.

\* Year ended 30.6.30.

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                      |

The loss (£185,859) in the working of the lines included in the above statement was £21,475 less than in the preceding year, and if certain lines which were non-paying in 1929-30, but not in 1930-31, are taken into account the figures for the latter year show an improvement of £24,627.

This improvement, although assisted by the reductions in wages, &c., is the outcome of the careful and detailed watch which has been maintained on the operation of these lines. An indication of the value of these efforts is afforded by the fact that the improvement of £24,627 was achieved in the face of a revenue decrease of £21,863, and an increase of £3,611 in interest charges. In other words, a reduction of £50,101 had to be made in the working expenses to produce the result shown.

As is mentioned above there are, in addition to those lines in respect of which we are entitled to be reimbursed the losses incurred in operating them, certain other lines the operation of which results in a loss. Records have been kept of a number of these lines for the twelve months ended 28th February, 1931, and the results are shown hereunder:—

| Line.                                   | Loss after Paying Working Expenses and Interest on Capital Cost, for the Twelve Months ended 28th February, 1931. |
|---|---|
|   | £   |
| Ballarat to Buninyong .. .. .           | 6,138   |
| Birregurra to Forrest .. .. .           | 9,316   |
| Branxholme to Casterton .. .. .         | 9,496   |
| Cathkin to Koriella .. .. .             | 1,072   |
| Clarkefield to Lancefield .. .. .       | 2,625   |
| Everton to Yackandandah .. .. .         | 12,691  |
| Hamilton to Coleraine .. .. .           | 4,435   |
| Hamilton to Koroit .. .. .              | 6,421   |
| Linton Junction to Linton .. .. .       | 6,606   |
| Lilydale to Healesville .. .. .         | 14,286  |
| Maffra to Briagolong .. .. .            | 3,249   |
| Moe to Thorpdale .. .. .                | 8,137   |
| Redesdale Junction to Redesdale .. .. . | 6,423   |
| Tallarook to Mansfield .. .. .          | 33,306  |
| Terang to Mortlake .. .. .              | 3,231   |
| Timboon Junction to Timboon .. .. .     | 6,077   |
| Warragul to Neerim South .. .. .        | 6,089   |
| Total Losses .. .. .                    | £139,598  |

The losses on these lines constitute an appreciable addition to the normal difficulties of the Department.

### New Lines of Railways.

During the year 9.53 route miles of new railways were opened for traffic and at 30th June, 111¼ miles were in course of construction. Details of the different lines are shown in Appendix No. 19.

### 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. 20.

|                           | At 30th June. |          | Average for Year. |          |
|---------------------------|---------------|----------|-------------------|----------|
|                           | 1931.         | 1930.    | 1930-31.          | 1929-30. |
|                           | Miles.        | Miles.   | Miles.            | Miles.   |
| <b>Railways—</b>          |               |          |                   |          |
| Route Mileage .. .. .     | 4,716.76      | 4,712.72 | 4,710.27          | 4,708.40 |
| Track Mileage .. .. .     | 5,085.31      | 5,081.27 | 5,078.82          | 5,076.95 |
| Sidings .. .. .           | 1,036.25      | 1,028.47 | 1,028.77          | 1,026.12 |
| <b>Electric Tramways—</b> |               |          |                   |          |
| Route Mileage .. .. .     | 9.79          | 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. 14; the principal items being as follow:—

|                          | Year 1930-31. | Year 1929-30. |
|--------------------------|---------------|---------------|
| Number of Passengers ... | 4,613,394     | 5,197,617     |
|                          | £             | £             |
| Gross Revenue ...        | 47,912        | 53,963        |
| Working Expenses ...     | 39,840        | 46,174        |
| Net Revenue ...          | 8,072         | 7,789         |
| Interest Charges ...     | 9,322         | 9,269         |
| Net Result ...           | Loss £1,250   | Loss £1,480   |

|  | £        |
|--|----------|
| The Capital Expenditure at 30th June, 1931, on account of the construction of the line was ... | 135,481  |
| and of rolling-stock ...   | 68,896   |
| Total ...  | £204,377 |

### 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. 14, and the chief items are shown hereunder:—

|   | Year 1930-31. | Year 1929-30. |
|---|---------------|---------------|
| Number of Passengers ...  | 1,297,508     | 1,543,830     |
|   | £             | £             |
| Gross Revenue ...   | 11,991        | 14,303        |
| Working Expenses ...  | 11,313        | 11,972        |
| Net Revenue ...   | 678           | 2,331         |
| Interest Charges...   | 6,845         | 6,844         |
| Net Result ...  | Loss £6,167   | Loss £4,513   |
| Guarantee by the Sandringham City Council in connexion with the operation of the Black Rock to Beaumaris Electric Tramway ... | 2,000         | 333           |
| Loss after allowing for the guarantee in connexion with the operation of the Black Rock to Beaumaris Electric Tramway ...     | £4,167        | £4,180        |

NOTES.—(a) The amount due by the Sandringham City Council at 30.6.1931 for the period 1.9.26 to 31.8.30 in connexion with the guarantee was £8,000.

(b) The amounts of £2,616 and £2,693 recouped by the Treasury in respect of the loss on the Black Rock to Beaumaris line for the periods 1.9.28 to 31.8.29 and 1.9.29 to 31.8.30 respectively are not included in the above statement.

|  | £        |
|--|----------|
| The Capital Expenditure at 30th June, 1931, on account of the construction of the line was ... | 103,129  |
| and of rolling-stock ...   | 31,818   |
| Total ...  | £134,947 |

## 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. 22, but for ready reference a summary is set out hereunder :—

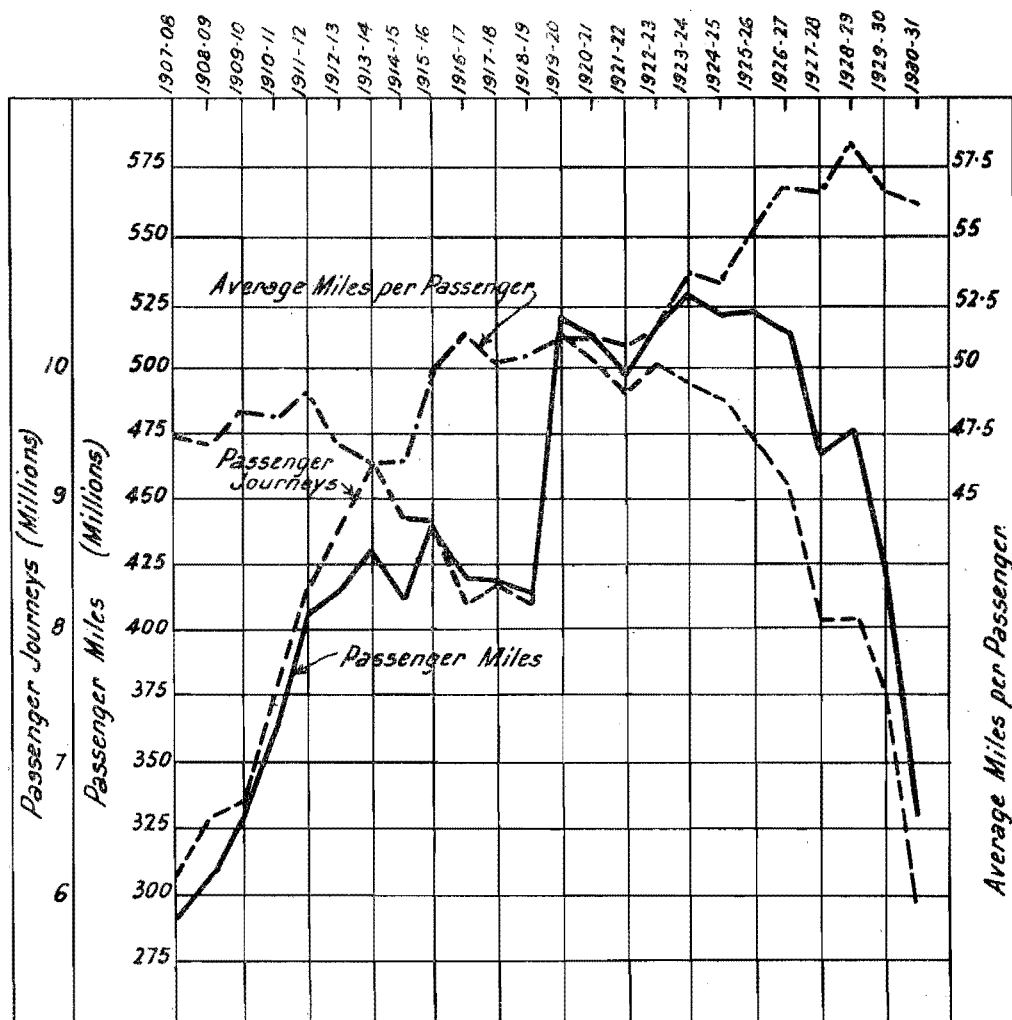
|                               | Total Number of Journeys. |             | Percentage Decrease. | Revenue.    |             | Percentage Decrease. |
|-------------------------------|---------------------------|-------------|----------------------|-------------|-------------|----------------------|
|                               | 1929-30.                  | 1930-31.    |                      | 1929-30.    | 1930-31.    |                      |
| Country Passenger Traffic ..  | 7,547,240                 | 5,906,293   | 21.7                 | £ 2,125,528 | £ 1,579,790 | 25.6                 |
| Suburban Passenger Traffic .. | 149,571,831               | 128,748,927 | 3.9                  | 2,704,370   | 2,310,814   | 14.5                 |
| Totals ..                     | 157,119,071               | 134,655,220 | 14.2                 | 4,829,898   | 3,890,604   | 19.4                 |

### COUNTRY PASSENGER TRAFFIC.

The fall in country passenger journeys, from 7,547,240 to 5,906,293, represents a decrease in the year of no less than 21 per cent. This severe retrogression by comparison with the preceding year was mainly due to the financial depression, which was most strongly reflected in this section of traffic, and to the competition of "five-seater" cars.

In the following graph is shown the rise and fall of the country passenger business since 1907-8. In that year the number of passenger journeys was 6,107,745, and the figure for 1930-31, viz., 5,906,293, is the lowest for the whole period of 24 years covered by the graph.

COUNTRY PASSENGER TRAFFIC, 1907-8 TO 1930-31.

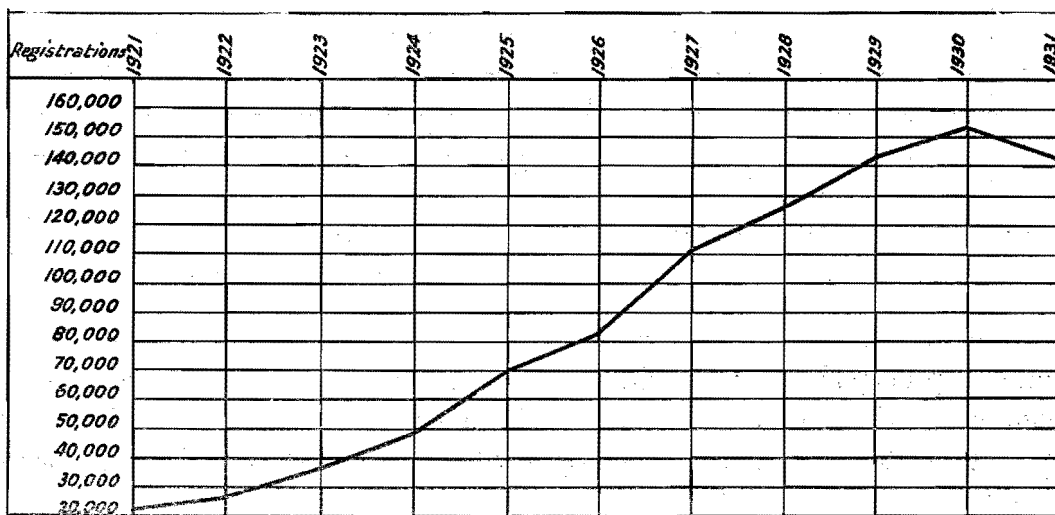


It will be seen that the number of passenger journeys increased rapidly and consistently from 1907-8 until the outbreak of the war, and after a check during the war period, it again increased to a maximum of 10,263,863 in 1919-20. The subsequent fall to the present level represents a decrease of 42 per cent.—the cumulative effect of the competition of private and service motor cars and of the present financial stringency.

Reference to the graph will show that the average number of miles travelled per passenger showed a fairly steady advance from 47.37 miles in 1907-8 to 58.2 in 1928-29, though there was a decrease to 56.30 miles in 1929-30 and to 55.99 miles in 1930-31. The overall increase 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.

Owing to the same reason, there was a decrease during the year in the number of registrations of automobiles and commercial vehicles (buses and trucks), the number at 30th June, 1931, being 143,636, as compared with 153,856 twelve months earlier. This decrease is, of course, negligible by comparison with the growth in the number of such vehicles since 1921, which is shown in the following graph:—

YEAR ENDED 30TH JUNE.

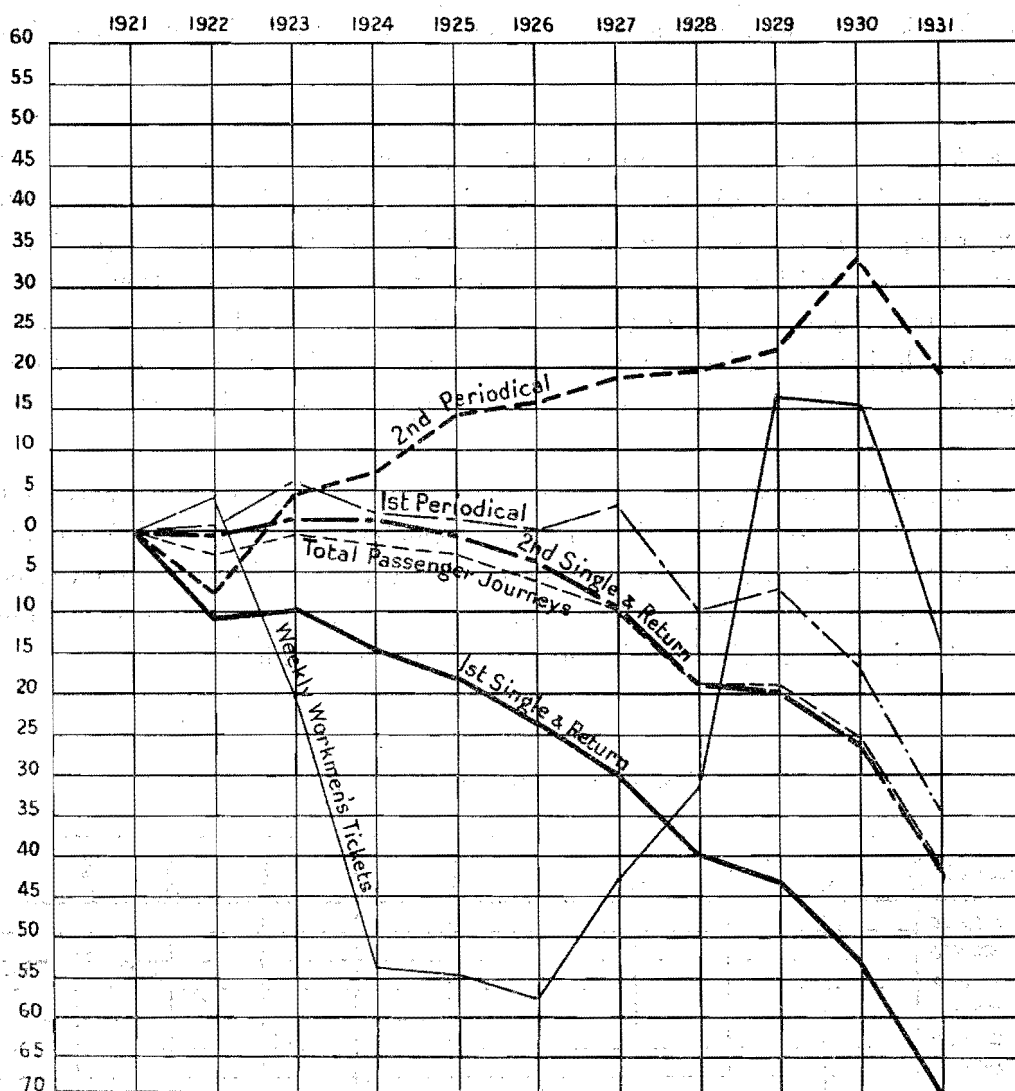


The number of private cars showed a decrease from 125,315 at 30th June, 1930, to 116,568 at the close of the year under review.

The composition of the country passenger traffic, as well as its volume, has undergone marked changes of recent years. Thus, while the total passenger journeys decreased by 41 per cent. in the ten years from 1920-21 to 1930-31, the type of traffic carrying the highest fares (first-class single and return tickets) decreased by over 70 per cent. in the same period. Second-class single and return tickets showed a decrease of 42 per cent., which, while much less than the first-class figure, was still slightly over the general average. First-class periodical tickets fell by 34 per cent., and weekly workmen's tickets decreased by 14 per cent., whereas second-class periodicals showed an increase of 19 per cent.

A clear indication of the position is given by the following graph:—

PERCENTAGE INCREASE OR DECREASE OF COUNTRY PASSENGER TRAFFIC,  
1920-21 TO 1930-31.



The marked decrease in weekly workmen's tickets between 1922 and 1926 was attributable principally to the decline in mining in country districts. The subsequent increase in this class of traffic was ascribable to a reduction in the fares in the 21-27 mile zone from Melbourne in 1928, but depressed conditions led to a substantial decrease in 1930-31.

In the case of second-class periodical tickets, also, the increase was in a measure due to the introduction of weekly periodical tickets in the 21-27 mile zone in 1928. Here again the adverse conditions resulted in a decline in 1930-31.

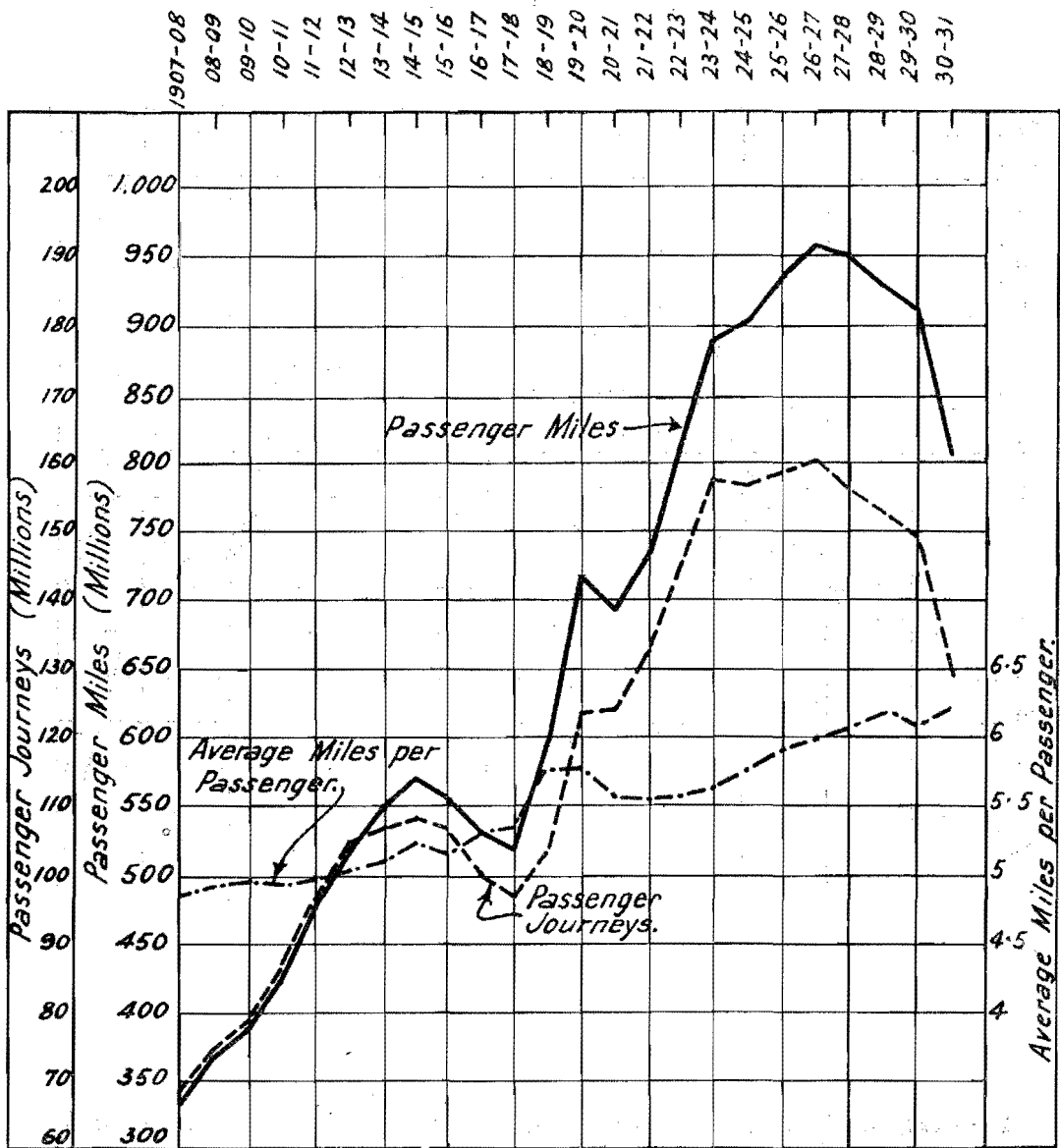
It will be seen that first-class travel has suffered more severely than second-class. No doubt the use of private motor cars has affected the first-class substantially more than the second-class figures, but there has also been a drift from first-class to second-class travel, which was especially pronounced in the year just closed, due to the adverse economic position.

#### SUBURBAN PASSENGER TRAFFIC.

The financial position, and the associated unemployment, had a marked effect on the suburban traffic, there being a decrease of 20,822,904 passenger journeys by comparison with the previous year.

In the graph hereunder is depicted the development in the suburban passenger traffic from the year 1907-08, (68,799,680 passenger journeys) until 1926-27 (160,154,499 passenger journeys), and the retrogression since that date to a total of 128,748,927 in 1930-31.

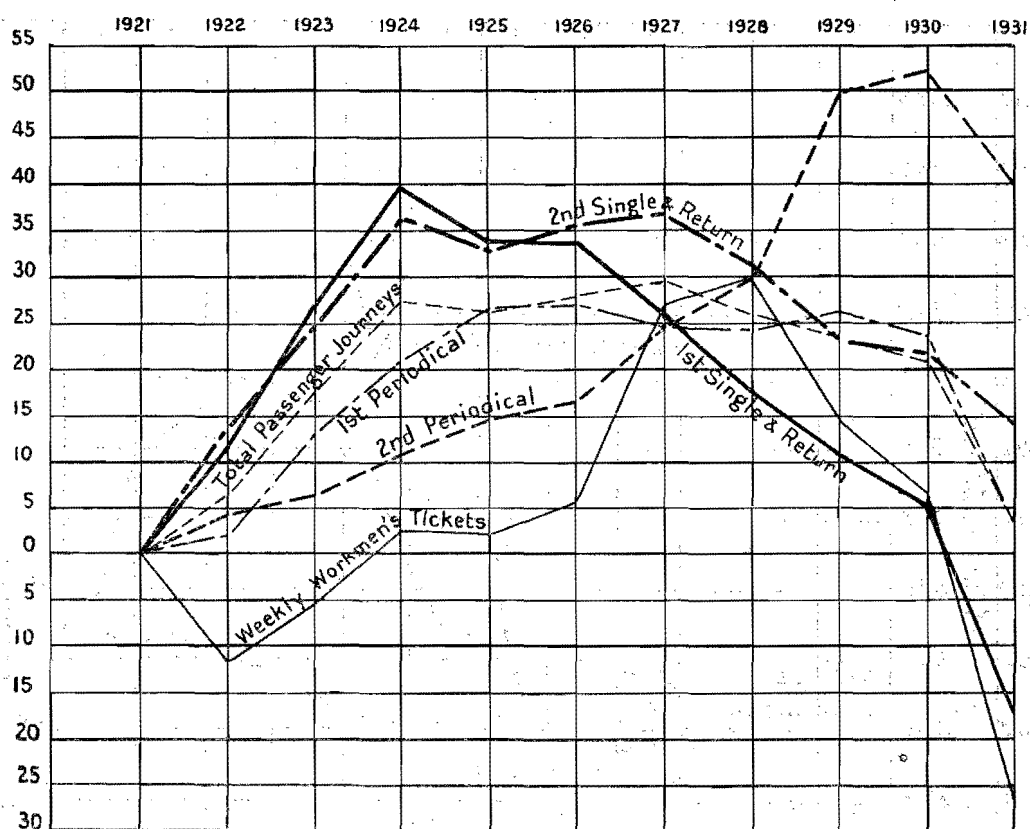
SUBURBAN PASSENGER TRAFFIC, 1907-8 TO 1930-31.



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 four years. Taking into account the fact that the metropolitan population has been increasing, the figures are evidence of the activities of competitive modes of transport, although allowance has to be made for financial conditions in the last two years, and especially in 1930-31.

During recent years, the composition of the suburban traffic has been undergoing changes similar to, though not so marked as, those taking place in the country traffic. This is indicated by the following graph, showing the percentage increase or decrease in passenger journeys made by the use of the various types of ticket :—

PERCENTAGE INCREASE OR DECREASE OF SUBURBAN PASSENGER TRAFFIC,  
1920-21 TO 1930-31.



A movement from first to second class since 1924 is clearly indicated, but the relativity of the various curves has been affected by the introduction of weekly tickets in June, 1928. This increased the "periodical" figures, and correspondingly decreased those relating to single and return and weekly workmen's tickets.

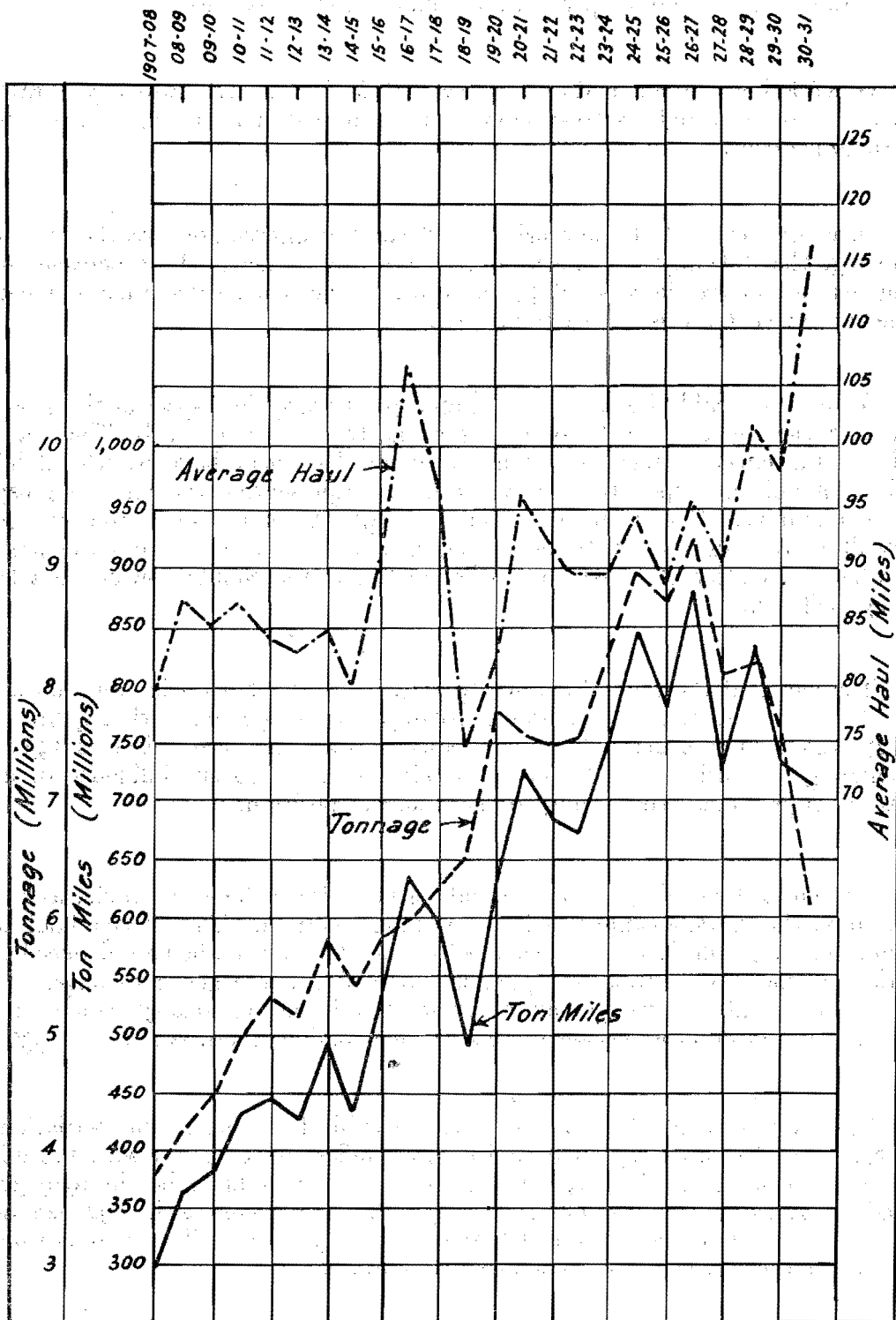
Other factors contributing to alterations in the composition of the traffic are the increased proportion of travel from the outer residential areas, where there is a tendency to second-class travel because of the fares payable for the longer distance; the acute industrial depression, affecting the weekly workmen's issues; and the increasing use of private motor cars, the influence of which is most marked in respect of first-class travel.



### Goods and Live-stock Traffic.

The following graph illustrates the volume of the goods and live-stock business of the Department since 1907-8, both as regards the tonnage carried and the ton mileage, i.e., the equivalent number of tons carried 1 mile :—

GOODS AND LIVE-STOCK TRAFFIC, 1907-8 TO 1930-31.



A striking illustration of the existing stagnation of trade is furnished by the heavy falling-off in the goods business in the year just closed, in which the tonnage of goods carried was lower than in 1917-18, and was one-third less than in 1926-27.

The pronounced decrease since the latter year is attributable to two causes—financial depression and road competition. The effect of the latter is confined largely to the higher-rated classes of goods, to which the railways look for a margin of profit to counteract the exceedingly low charges on soil fertilizers, primary products, &c. The tonnage of goods in these higher-rated classes, which in 1922-23 amounted to 455,207, fell in 1930-31 to 230,999, or a decrease of 49 per cent.

Building operations, and road construction and maintenance have been substantially reduced, and this is evidenced by the tonnage of timber, stone, and sand, which showed a decrease of 61 per cent. as compared with last year.

Other low grade commodities in Classes "M" and "A," also hay, straw, and chaff, coal and coke, and firewood showed substantial decreases ranging from 10 per cent. to 50 per cent.

In consequence of the low price of wheat, the unfavorable weather conditions for sowing, the difficulty of finance and consequent reduced wheat acreage for the coming season, a large decrease of 43 per cent. in the revenue from manure required for the current year's wheat was experienced.

A very noticeable 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 was the 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 fact that the ton-mileage for 1930-31 shows a retrogression and not a peak, although the wheat ton-mileage was 226,915,783 as compared with 207,510,133 in 1926-27, serves to emphasize the very serious decline which took place in 1930-31 in the general goods business. This business failed to react to the influence of a good harvest as in previous years, owing to the financial position.

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 (190.8 miles in 1930-31) is substantially more than that of all other classes of goods traffic combined (99.02 miles in 1930-31).

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, fell to 147 miles in 1929-30, and reached its maximum (190.8 miles) in 1930-31. The decreases in 1927-28 and in 1929-30 were attributable to the fact that the shortage in rainfall in those seasons was most pronounced in the remoter portions of the State.

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

The total train mileage (including assistant, light engine, and departmental coal mileage) for the year was 16,740,764, or 1,860,933 miles less than in 1929-30.

The decrease, which was consequent upon reduced business and the stringent overhaul of passenger schedules, was distributed amongst the different types of service as under :—

|   |           |
|---|-----------|
| Country passenger trains .. .. .              | 687,945   |
| Suburban passenger trains .. .. .             | 371,976   |
| Mixed trains .. .. .                          | 588,393   |
| Goods trains .. .. .                          | 328,165   |
| Departmental coal mileage .. .. .             | 29,022    |
|   | 2,005,501 |
| Deduct increase in country rail motor mileage | 144,568   |
| Net decrease .. .. .                          | 1,860,933 |

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

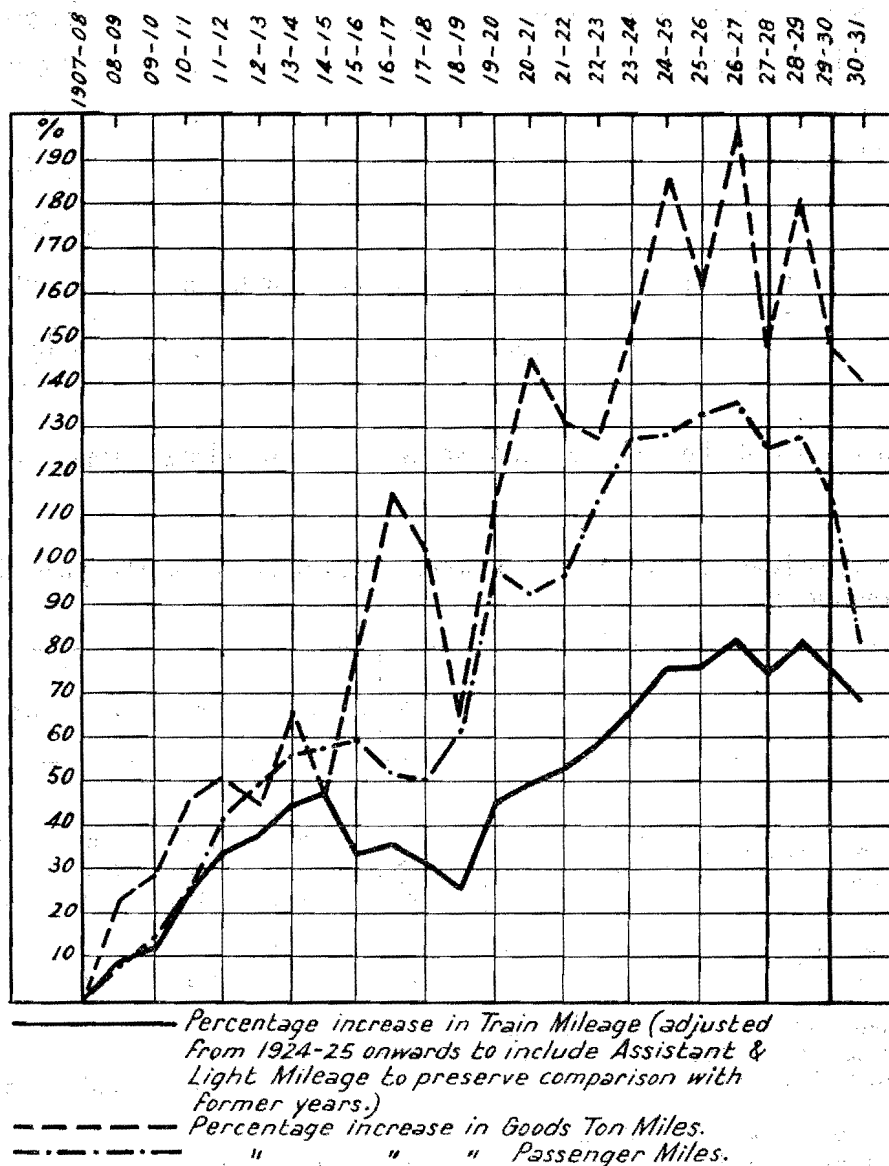
A comparison of the train and truck performances for the past six years is shown hereunder :—

|  | 1925-26. | 1926-27. | 1927-28. | 1928-29. | 1929-30. | 1930-31. |
|--|----------|----------|----------|----------|----------|----------|
| Average gross tonnage per traffic train mile   |          |          |          |          |          |          |
| } Passenger ..   | 220      | 219      | 218      | 207      | 200      | 196      |
| } Mixed ..   | 208      | 210      | 209      | 212      | 212      | 217      |
| } Goods ..   | 388      | 395      | 391      | 404      | 407      | 421      |
| Average goods and live-stock tonnage per loaded truck mile .. .. .   | 8.2      | 8.8      | 8.3      | 8.7      | 8.3      | 9.0      |
| Average goods and live-stock tonnage per loaded truck mile during peak period (January to April inclusive) .. .. . | 8.9      | 9.5      | 8.8      | 9.8      | 8.9      | 10.1     |
| Average miles per truck per day during peak period (January to April inclusive) ..                                 | 27.6     | 30.1     | 26.7     | 28.9     | 24.3     | 23.1     |
| Number of passengers carried per passenger and mixed train mile, including rail motor mileage                      |          |          |          |          |          |          |
| } Country ..   | 117.37   | 115.18   | 102.53   | 101.90   | 91.2     | 84.54    |
| } Suburban ..  | 128.20   | 130.38   | 129.01   | 127.06   | 123.27   | 112.29   |

The retrogression in the percentage of actual to authorized loads of goods trains in 1930-31 was largely due to the depressed trade conditions, as a result of which there was a marked increase in the extent of "empty" loading in the "down" direction. In the case of the passenger train loads, the decrease was the result of the close watch maintained upon the car mileage, the loads of trains being reduced wherever the falling off in traffic admitted.

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

PERCENTAGE INCREASE OVER 1907-8 IN TRAIN-MILEAGE BY CONTRAST WITH  
THAT IN TRAFFIC.

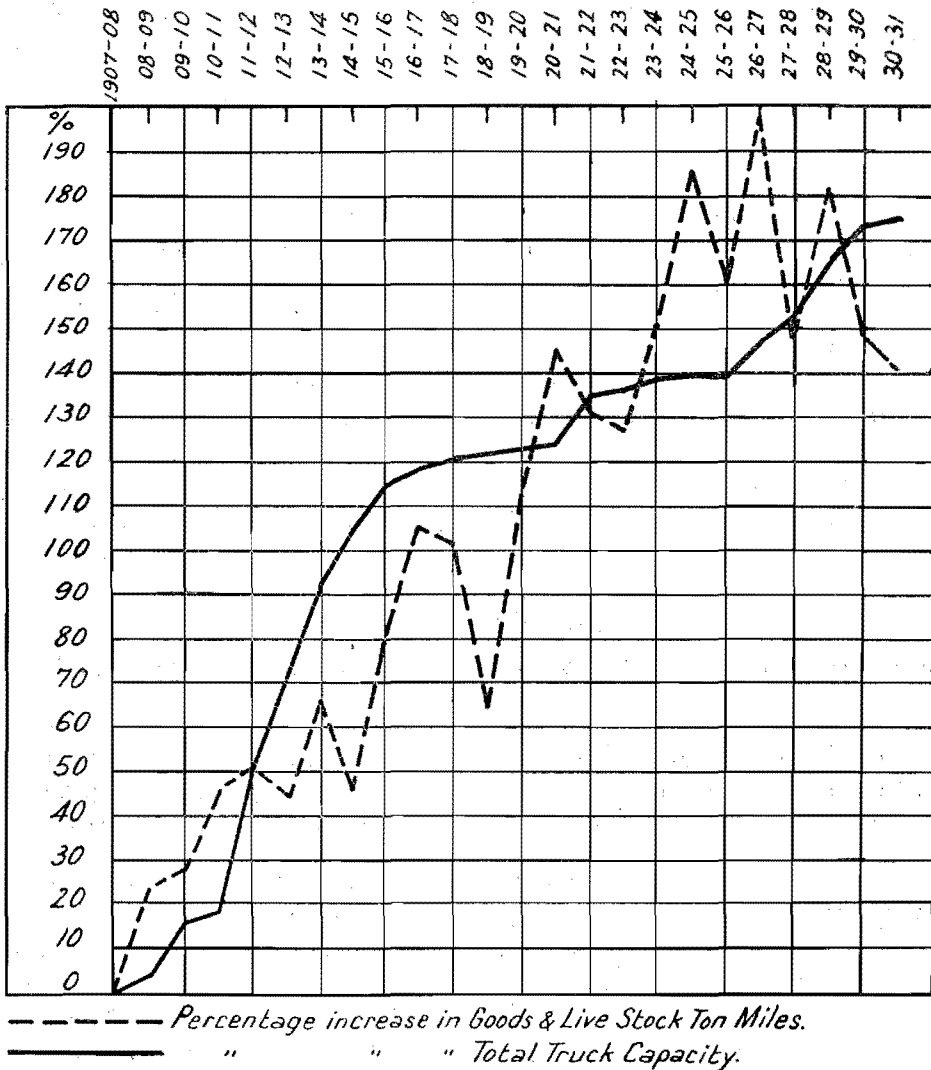


The train mileage curve represents all classes of running, and cannot be taken as indicating the individual percentage increase or decrease of any of the different classes of service—country passenger, suburban passenger, mixed, or goods.

In the period from 1907-8 to 1930-31 the goods business increased by 140.51 per cent., and the passenger traffic by 81.30 per cent., yet the increase in train mileage was equivalent to only 58.72 per cent.

Apart from the savings in operating cost arising 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 goods ton-miles in each year and that in the total capacity of the trucks utilized for handling the business.

PERCENTAGE INCREASE OVER 1907-8 IN GOODS AND LIVE STOCK TON-MILEAGE.  
BY CONTRAST WITH THAT IN TOTAL TRUCK CAPACITY.



This chart indicates graphically the result of the endeavours made, in recent years, to obtain the best use from the available rolling-stock, although in the last two years the serious decline in the goods business has caused the curve showing truck capacity to rise above that indicating the goods business.

### The Wheat Harvest.

Despite unfavorable weather conditions during the maturing stage of the crops, the wheat yield for the 1930-31 season was 53,814,369 bushels, the second highest on record.

The yield for each of the last five years, and the quantity railed from the country districts, are shown hereunder:—

| Period.                | No. of Bushels Produced. | No. of Bags of Wheat carried by Rail from Country Districts. |
|------------------------|--------------------------|--|
| 1926-27 ..             | 46,886,020               | 13,443,578   |
| 1927-28 ..             | 26,160,814               | 6,709,149  |
| 1928-29 ..             | 46,818,833               | 13,242,079   |
| 1929-30 ..             | 25,412,567               | 5,775,690  |
| 1930-31 ..             | 53,814,369               | 14,601,317   |
| Record Years (1915-16) | 58,521,706               | (1916-17) 18,461,822   |

During the year 8,311,220 bags, including 418,306 bags shipped at Portland were exported. In 1929-30 the corresponding figure was 852,817 bags.

At 30th June last the quantity of grain stacked at the seaboard and in the country was 3,564,120 bags. This is contrasted below with the figures for each of the previous three years.

|  | Number of Bags of Wheat Stacked at 30th June— |                  |                  |                  |
|--|---|------------------|------------------|------------------|
|  | 1928.   | 1929.            | 1930.            | 1931.            |
| At or in the vicinity of Williamstown .. | 374,571                                       | 312,227          | 489,505          | 377,152          |
| At or in the vicinity of Geelong ..      | 151,658                                       | 574,879          | 210,188          | 293,347          |
| At country stations ..                   | 1,082,486                                     | 1,459,193        | 1,929,358        | 2,893,621        |
| <b>Totals ..</b>                         | <b>1,608,715</b>                              | <b>2,346,299</b> | <b>2,629,051</b> | <b>3,564,120</b> |

Particulars of the number of bags of wheat despatched from the principal wheat loading stations during each of the last six years are embodied in Appendix No. 25.

### Timekeeping of Trains.

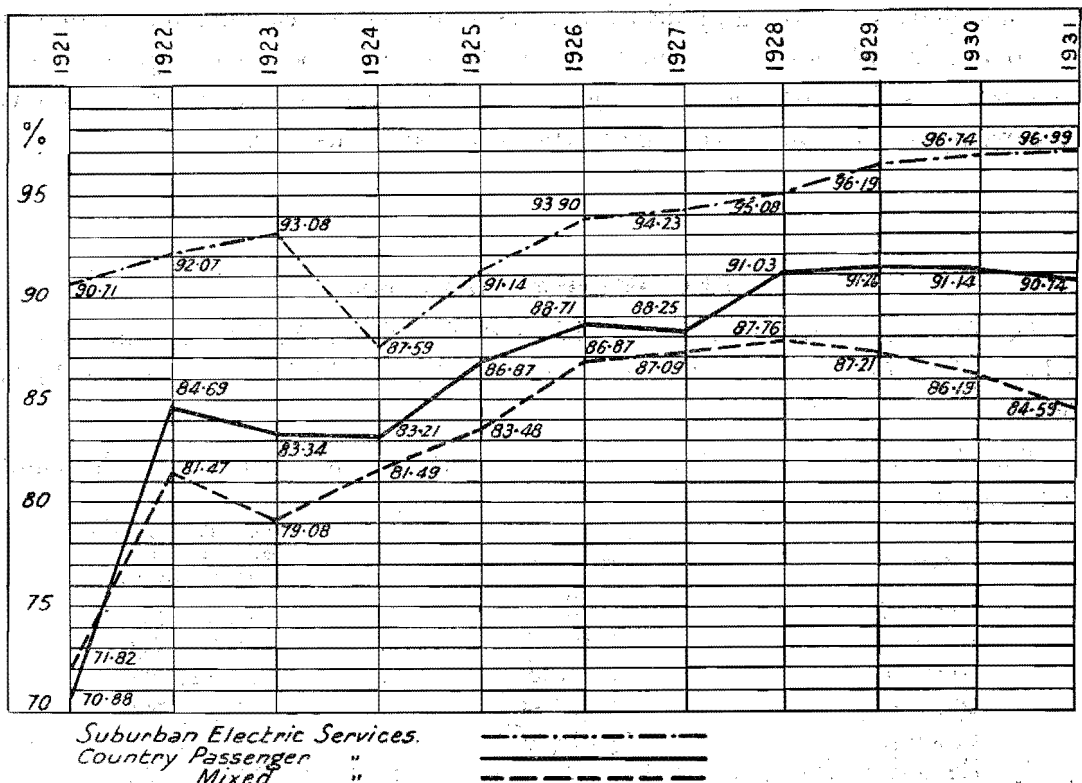
The following figures show the percentage of trains on time in each of the last two years:—

|                             | 1929-30. | 1930-31. |
|-----------------------------|----------|----------|
| Country passenger trains .. | 91.14    | 90.74    |
| Country mixed trains ..     | 86.19    | 84.59    |
| Suburban electric trains .. | 96.74    | 96.99    |

In the case of suburban electric trains, the percentage of trains on time constituted a record.

The timekeeping of country mixed trains was adversely affected by the reductions in this class of service, and by the fact that in some cases these trains were utilized to handle additional roadside work, enabling goods trains to be cancelled. The late running of mixed trains in turn affected the purely passenger trains, in affording connexions at junction stations.

The graph hereunder shows the timekeeping performances since 1920-21:—



### Reductions in Train Services.

Because of the acute financial position, and of the heavy and progressive decline in passenger traffic, we were obliged to exercise a more stringent scrutiny than ever upon the train services, and from time to time to effect curtailments consistent with the times and the traffic offering.

We regret the necessity to diminish the facilities previously enjoyed by the travelling public, but the situation demanded that drastic action should be taken. As far as practicable, the services were adjusted in each case so as to meet the most important local needs.

In other cases the passenger traffic had so diminished that in the interests of economy the provision of a regular service for passengers was discontinued, and a goods service only maintained. The lines upon which such action was taken during the year were:—

| Line.                        | Date of Ceasing<br>Passenger Service. |
|------------------------------|---------------------------------------|
| Linton-Skipton .. .. .       | 20.10.30                              |
| Wangaratta-Whitfield .. .. . | 21.10.30                              |
| Maffra-Briagolong .. .. .    | 17.11.30                              |
| Ballarat-Buninyong .. .. .   | 24.11.30                              |
| Colac-Alvie .. .. .          | 1.12.30                               |
| Lubeck-Marnoo .. .. .        | 1.12.30                               |
| Geelong-Queenscliff .. .. .  | 1.6.31                                |
| Ballarat-Waubra .. .. .      | 8.6.31                                |
| Ararat-Navarre .. .. .       | 15.6.31                               |

The section from Triholm to Strzelecki,  $5\frac{1}{2}$  miles in length, was closed for all traffic after 22nd November last, due to the heavy loss incurred and to the fact that the business was insufficient to warrant the heavy expenditure which would have been necessary, particularly for the repair of bridges, to maintain safety in operation.

On the suburban electrified system also the falling off in traffic, although less marked than on the country lines, demanded substantial curtailments of service, admitting of the withdrawal from regular use of seven complete seven-car trains. Car mileage also has been saved, as distinct from train mileage, by extending the practice of reducing trains from seven cars to four cars, or from four cars to two cars, during periods of the day when the diminished volume of traffic can be satisfactorily catered for by the smaller trains.

As a result largely of the reductions in the scheduled services, the country passenger train mileage (after allowing for an increase of 144,568 rail motor miles) was 543,377 miles less than in 1929-30, while the mixed train mileage showed a reduction of 588,393 miles and the suburban passenger train mileage a decrease of 371,976. These reductions represent a decrease of 14.51, 27.70 and 4.96 per cent. respectively, by comparison with the mileage in 1929-30.

In car miles, a decrease of 5,596,750 was effected in country passenger services, and of 2,521,005 on the suburban electric system, representing reductions of 22.25 and 6.59 per cent. respectively.

The full effect of the reductions either in train mileage or car mileage is not disclosed by these figures, as the changes were not operative throughout the whole of the year. The curtailments in service will, therefore, result in a substantially larger decrease in the year 1931-32, which will also be added to by curtailments effected since the beginning of that financial year.

The careful and systematic review of the schedules is being maintained in order to secure the utmost degree of economy consistent with the extent and nature of business available.

### **Petrol-Electric and Petrol Rail Motors.**

The introduction of these types of vehicle has enabled suitable and efficient passenger services to be provided on a number of lines at a cost very much below that of operating steam trains.

During the year four additional petrol-electric rail motor cars (220 horse-power) were placed in regular running on the following lines:—

Melbourne-Geelong.  
Melbourne-Lancefield.  
Melbourne-Yarram.  
Woodend-Daylesford.  
Melbourne-Whittlesea.  
Melbourne-Seymour.

Ten cars of this type are now in operation. Five trailer cars, specially constructed for use with the petrol-electric cars, were also placed in service on lines radiating from Melbourne, thereby minimizing the use, as trailer vehicles, of the heavier ordinary passenger cars.

The allotment of one of the double-ended petrol rail motors to the Whittlesea line, to replace a single-ended car and to undertake additional running in lieu of steam trains, has enabled a reduction to be made in the operating costs of the line, besides providing more comfortable travelling.

### **The Melbourne Suburban Electric System.**

An extension of the installation of high-speed circuit breakers, which was carried out in five of the manually-operated sub-stations in 1929-30, has now been completed in the nine manual sub-stations in the inner metropolitan area, all rotary converters and 1,500-volt feeders in these sub-stations now being protected by breakers. The purpose of this type of equipment is to safeguard the rotary converter plant, and limit burning down of the overhead equipment in the event of short circuits due either to foreign substance or lightning troubles.

Installation on suburban rolling-stock of the 150 electric headlights, which were delivered early last year, has been progressing steadily. At the end of the year 101 had been installed on trains running on the Frankston, Dandenong, Lilydale, Ferntree Gully, and Hurstbridge lines.

The conversion for pulverized fuel firing of the chain grate fired boiler in No. 2 Boiler House, Newport "A" station, was completed during the year, a direct-fired unit system having been installed. Practically all the installation work has been completed, and at present the boiler is undergoing official trials and tests.

The installation of two deaerators for conditioning the feed water in Newport "A" station in substitution for the existing hot wells is now proceeding. The removal of the oxygen and carbon dioxide from the feed water, which is the function of this plant, will materially assist in preventing corrosion in the feed lines, boilers, and turbine blading.

Other auxiliary equipment now being installed in the "A" station consists of boiler-testing equipment and night-loading pump, which will feed the boilers during periods of abnormally light loading.

The additional mileage of electrified track brought into operation during the year was .21 miles, and the total mileage in operation in the electrified area at the end of June was 439.01 track miles, or 172.4 route miles.

The total number of units generated at Newport "A" station during the year was 169,631,912, compared with 175,994,006 in the previous year.



### **Way and Works Branch.**

The continued financial depression and decline in revenue during the year necessitated a drastic curtailment of the works programme and a substantial reduction in the expenditure on maintenance work. Every care was taken, however, to maintain the permanent way in a condition consistent with the safe operation of the traffic. During the year 51 miles of track were relaid, and the tracks were strengthened by 18,787 additional sleepers and 3,672 cubic yards of additional bluestone ballast. In ordinary maintenance 15,634 cubic yards of bluestone ballast and 2,185 cubic yards of gravel ballast were used, 265,427 sleepers were renewed, and 99 miles of fencing rebuilt.

### **Newport Workshops.**

The main building of the new Erecting Shop, which has a length of 410 feet and a breadth of 138 feet, with a maximum height of 57 feet, was completed during the year and brought into use on 1st June, 1931.

Concrete inspection pits, compressed air, steam, and hydraulic systems, and the usual meal, store, staff, and sanitary accommodation are provided.

The lifting appliances are an important feature, the shop being equipped with seven travelling cranes, four having a lifting capacity of 75 tons each, and three of 10 tons each. The cranes, which are of local manufacture, are electrically driven, and will lift the heaviest locomotive in a single operation.

In design, construction, and equipment the shop is a first class example of an up-to-date and efficient Locomotive Erecting, Machine, and Testing Workshop, and considerable economy in working is anticipated as compared with the old Erecting Shop with its inadequate and obsolete facilities.

### **Other New Works.**

Other works undertaken during the year included the widening, at the expense of the Essendon City Council and the Metropolitan Tramways Board, of the bridge over Mt. Alexander-road, Essendon, so as to remove a bottleneck in the roadway, and the construction of three attractive lock-up shops fronting the main concourse at Flinders-street Station.

The shops, which have been let at satisfactory rentals, occupy space which previously formed portion of the Ladies' Waiting Room. A new waiting room has been constructed over the tracks at the rear of the shops, convenient access being provided by a corridor from the main concourse.

### **Re-arrangement of Gangers' Lengths and Provision of Motor Gang Cars.**

Thirty-eight motor gang cars, of the "Casey-Jones" type, were manufactured at the Spotswood Workshops during the year, the majority being allotted to various lines as a further instalment of our policy of providing better facilities for trackmen in travelling over their lengths. By this provision it was possible to re-arrange and extend a number of lengths, reduce the track force, and thereby achieve further economy in maintenance.

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

Owing to the necessity for a rigid curtailment of expenditure, the operations of this Branch during the year were very largely confined to ordinary maintenance work.

Progress was made, however, with the provision of station to station telephones, various sections of line, totalling 180 miles, being so equipped. Selector telephones were installed on 99 miles of line, making a total of 1,655 miles equipped for the Train Despatcher System.

### Rolling-Stock Branch.

A statement of the rolling-stock in existence at 30th June, 1931, appears in Appendix No. 10.

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

*Locomotives—*

|   |   |
|---|---|
| “ S ” Class (“ Pacific,” tractive power, 41,100 lb.) .. | 1 |
| “ N ” Class (“ Mikado,” tractive power, 26,960 lb.) ..  | 9 |

*Carriages—*

|   |   |
|---|---|
| Petrol-electric rail motor trailers .. .. . | 5 |
| Petrol-electric rail motor cars .. .. .     | 3 |

*Vans—*

|                   |   |
|-------------------|---|
| Bogie van .. .. . | 1 |
|-------------------|---|

*Trucks—*

|                                     |     |
|-------------------------------------|-----|
| Open goods trucks (27 tons) .. .. . | 107 |
|-------------------------------------|-----|

Rolling-stock as shown hereunder was withdrawn from service and broken up or sold during the year:—

|                |    |
|----------------|----|
| Cars .. .. .   | 10 |
| Vans .. .. .   | 16 |
| Trucks .. .. . | 53 |

#### Locomotive Construction.

Locomotive construction for the year was confined to completion of the fourth Pacific (“ S ” class), which commenced running in November, 1930, and of nine Mikado (“ N ” class) light line goods locomotives. The latter are portion of the programme of ten referred to in our last report. Beyond completion of the tenth locomotive of this group, no construction is contemplated for the coming year.

#### Superheater Locomotives.

The ten locomotives constructed during the year were fitted with superheaters, whilst two existing engines were converted from saturated to superheater steam. The total number of superheater locomotives at 30th June, 1931, stood at 317, representing 49 per cent. of the full locomotive strength.

#### Carriage Construction.

Carriage construction for the year comprised three petrol electric rail motor cars, five bogie trailer cars, which are now in service in connexion with the petrol electric rail cars, and one bogie van, which was built to replace one destroyed in collision.

#### Truck Construction.

One hundred and seven open goods trucks, each of 27-tons capacity, were built during the year, thus completing the 300 of that type authorized and commenced in the previous year. In connexion with the construction of the last vehicle of this group, it was decided to experiment with an all-welded design developed by officers of the Department. The principal feature is that assembly of the underframe and body has been carried out entirely by welding, the only rivets used being through the door fittings. The underframe, centre, and side sills have been so arranged that eccentricity of buffing and draw shocks are reduced to a minimum, both before and after removal of side buffers.

While the construction of one truck enabled us to prove the design from an engineering point of view, it gave no indication of relative costs compared with the former standard. It is desirable that we should have reliable information as to the overall economy of the welded design, and it is proposed, therefore, when funds are available, to embark on the construction of a small number in order that cost data may be obtained for comparison with the existing standard.

### Automatic Couplers.

During the year 116 new vehicles were fitted with automatic couplers, whilst 1,148 existing vehicles were converted, making a total, at 30th June, 1931, of 4,872 cars, vans, and wagons equipped with automatic couplers, and 284 equipped with transition features suitable for later attachment of automatic couplers. At the same date 56 broad and narrow gauge locomotives had automatic couplers on engine and tender, whilst the tenders of 31 other locomotives were similarly equipped.

It is highly desirable to maintain the continuity of the coupler conversion programme. Each year's progress enables us to apply to a wider range of operation the principle of increasing train loads, subject to the marshalling of specified numbers of automatically coupled vehicles at the head end of trains. The fact still remains, however, that we cannot secure anything like full benefits from the change until the programme is complete and side buffers removed from the rolling-stock.

### Boiler Construction.

As in the previous financial year, boiler construction for replacement purposes was above the average, due to many existing boilers having reached the end of their life of usefulness.

These heavy boiler programmes come in cycles, being a corollary of heavy locomotive constructions which were found necessary during past years.

Fifty-three replacement boilers for various types of locomotives were constructed, including a carry-over of six from the previous year's programme.

### Electric Welding.

During the year just closed there has been a rapid expansion of arc welding activities, particularly at the Newport Workshops. Reference has already been made to the design and construction of an all-welded open goods truck, which represents a marked and original advance in the exploitation of this method of fabrication. This work, however, was largely experimental, and it has been in the more conventional field of maintenance that the greatest expansion has taken place.

Rolling-stock maintenance presents a large field for economy by the adoption of electric welding, and many components are being reclaimed by this means, the work often being carried out *in situ*, which results in double economy in avoidance of stripping and re-assembly. Foundation rings and other boiler parts are being reclaimed by building up, and tender tanks, some of which otherwise would have been scrapped, are patched by arc welding and requirements of imported steel plates substantially reduced. Truck roof maintenance and automatic coupler conversion have also been greatly facilitated and cheapened.

Another attractive feature of arc welding which is being largely availed of is the facility it offers for the composite production of components which otherwise would have had to be purchased as steel castings. Much ingenuity has been called for in the production of some of these articles, but all so manufactured have proved to be at least as efficient as steel castings, although produced at appreciably lower cost.

### Provision of New Erecting Shop at Newport Workshops.

A commencement has been made with the transfer of engine repair work to the new Erecting Shop at the Newport Workshops, reference to the construction of which is made under the heading of "Way and Works Branch." The modern overhead cranes are already proving a great advantage. The preliminary steps have also been taken towards the relocation of truck and tender repairs, together with welding activities, in the old Erecting Shop, where further economies will undoubtedly be secured.

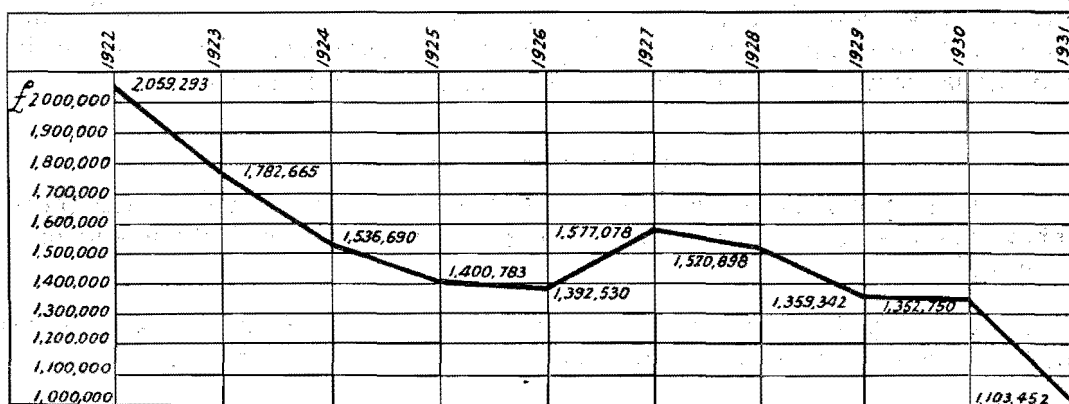
Savings will also be realized by a re-grouping of machine tools in the main Turnery, following removal of some of the larger machines to the new Erecting Shop. This re-grouping is long overdue, but has not hitherto been practicable owing to lack of floor space.

### Stores Branch.

The value of the stock on hand at 30th June, 1931, was £1,103,452. This compares with £1,352,750 at the close of the preceding year, and represents a decrease of £249,298.

Of this decrease, permanent-way materials accounted for £89,300.

The substantial reduction which has been achieved in the value of the stocks held, primarily as a result of the re-organization of the stores system, and assisted, of course, by the curtailment of the works programme, is indicated in the following graph:—



During the year under review, the work of stores re-organization was extended to take in two main storehouses, and 27 signal depots and sub-depots. All stores at signal depots and sub-depots are now held in Stores Suspense Account until issued, and the standard stores systems and methods fully apply at these locations.

The stores re-organization has now been completed as regards refitting with standard facilities and installing the standard systems and methods. The work of amalgamating storage depots in country districts is under way, and will be completed during 1931-32.

Reductions in the stocks held at both main and country depots and sub-depots have been continued. At Works and Signal sub-depots, stocks have been reduced by more than 50 per cent., with the result that it has been possible to withdraw eleven storemen.

The work of reclamation and recovery of material was extended during the year, and although sales of scrap iron and steel fell off considerably, sales and issues from the Reclamation depot amounted to £60,300.

An indication that the staff has been educated upon the necessity to exercise economy is shown by requests to be supplied with second-hand instead of new material of all classes. The desire to save in this way has been much in evidence, and at workshops profitable use has been found for material that was previously sold at very low rates.

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

| Year.           | Stock on hand at 30th June. | Purchases. | Returns into Stock and manufactures by the Department. | Issues, including Sales. |
|-----------------|-----------------------------|------------|--|--------------------------|
|                 | £                           | £          | £  | £                        |
| 1921-22 .. .. . | 2,059,293                   | 3,028,169  | 1,396,445  | 4,300,170                |
| 1922-23 .. .. . | 1,782,665                   | 2,117,527  | 1,560,502  | 3,921,762                |
| 1923-24 .. .. . | 1,536,690                   | 2,489,587  | 1,542,765  | 4,271,297                |
| 1924-25 .. .. . | 1,400,783                   | 2,766,777  | 1,460,969  | 4,326,428                |
| 1925-26 .. .. . | 1,392,530                   | 3,053,181  | 1,801,960  | 4,862,866                |
| 1926-27 .. .. . | 1,577,078                   | 3,379,546  | 2,278,948  | 5,488,056                |
| 1927-28 .. .. . | 1,520,898                   | 3,135,127  | 1,643,346  | 4,791,154                |
| 1928-29 .. .. . | 1,359,342                   | 2,470,458  | 1,559,782  | 4,204,573                |
| 1929-30 .. .. . | 1,352,750                   | 2,282,089  | 1,369,917  | 3,640,727                |
| 1930-31 .. .. . | 1,103,452                   | 1,276,877  | 952,941  | 2,474,418                |

**Coal Supplies.**

The total quantity of coal purchased during the year 1930-31 was as follows:—

|            |       | From State Coal Mine. | From Other Victorian Mines. | From New South Wales. | Total.           |
|------------|-------|-----------------------|-----------------------------|-----------------------|------------------|
| Large coal | .. .. | Tons.<br>266,741      | Tons.<br>11                 | Tons.<br>131,141      | Tons.<br>397,893 |
| Slack coal | .. .. | 190,392               | ..                          | 5,375                 | 195,767          |
| Totals     | .. .. | 457,133               | 11                          | 136,516               | 593,660          |

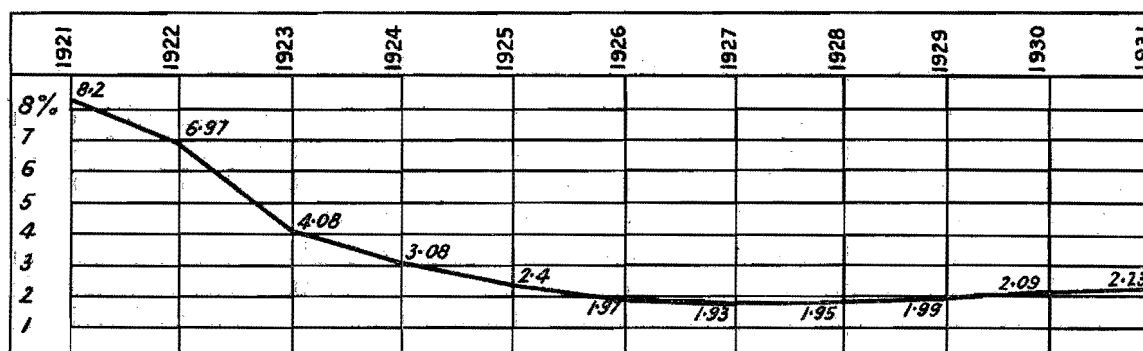
The total consumption for the year was 584,780 tons, valued at £627,330, or an average of £1 1s. 5.463d. per ton.

The coal purchased from New South Wales was principally for the replacement of reserve stocks which were depleted during the recent prolonged stoppage of work in the mines in the Newcastle district. The purchase of coal suitable for prolonged storage was essential.

**Ticket Collection.**

The percentage of non-collected printed country tickets during 1930-31 was 2.23, as compared with 2.09 for the year 1929-30. 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.**

The amount paid during the year in satisfaction of claims for short delivered, damaged and delayed consignments of goods, parcels and live-stock, was £11,811. During the year 1929-30, the amount paid was £17,701.

The percentage of the amount of claims paid to the revenue from the same sources was .24, as compared with .31 in 1929-30.

This result was achieved in spite of nomads boarding goods trains *en route* and infesting stations, and shows that the methods adopted of patrolling the yards and trains have been efficient.

Improvements in the methods of receiving parcels and carrying them in sealed hampers and parcels bags also helped materially to reduce losses.

**Refreshment Services and Bookstalls.**

The heavy decline in passenger traffic naturally operated adversely upon the refreshment services, which transacted less business in all sections of activity. The total revenue from the railway dining rooms and associated activities, such as fruit and fruit-juice drink stalls, &c., was £305,174. This represents a reduction of approximately 25 per cent. upon the revenue in the preceding year, viz., £404,033.

Apart from the general depression and consequent falling off in traffic, a factor seriously affecting the profits for the year was the "Tobacco War" in the metropolitan area, which lasted several months, during which selling prices were much below the usual standard.

The amount of £25,000 was spent in purchasing fruit for the branch, representing 47,000 cases. The sale of fruit in cartons continues popular, 47,000 cartons of grapes and peaches being disposed of in this manner.

Sales of pasteurized milk totalled 110,004 bottles.

The poultry farm continued a useful adjunct to the catering service, by providing over 31,000 dozen eggs, and table poultry worth £900.

The butchery handled meat weighing 232 tons of a wholesale value of £12,344. In addition large quantities of fish, poultry, and butter were distributed.

In the bakery, the production was:—

|                      |                |
|----------------------|----------------|
| Raisin bread .. .. . | 134,759 loaves |
| Pies .. .. .         | 37,390 dozen   |
| Other lines .. .. .  | 18,756 „       |
| Cake .. .. .         | 22,567 lb.     |

The Laundry dealt with 112,000 dozen articles, for all sections of the Department.

On the dining cars, the number of meals supplied was 31,921. This represents a very substantial reduction, due partly to the withdrawal of the dining car service from the Adelaide expresses in August last, and partly to decreased traffic and patronage on the Sydney express trains.

The Bookstalls earned a revenue of £63,972, which is £13,227 less than last year's.

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

The Chalet continues a popular holiday resort, but in common with other activities, it suffered a substantial loss of patronage by reason of the financial depression. The total number of visitors was 4,212, or about one-third less than in the preceding year, when conditions were more nearly normal.

Due mainly to the decline in revenue, the working of The Chalet for the year involved a loss of approximately £3,500, but the abnormal payment of £1,400 in accident claims and legal costs in connexion therewith also contributed largely to this result.

### **Advertising.**

The Advertising Division, notwithstanding the depressed trading conditions generally obtaining, again was able to show an exceptionally fine return. Although there was a slight decline in the total revenue (£55,425 as against £57,580 in 1929-30), the amount of net profit (£38,536) exceeded that of any previous year.

The policy of providing the best possible advertising facilities in the shape of modern and well-kept hoardings has proved markedly successful in retaining and even generating business, despite the decline in passenger traffic. The work of remodelling and standardizing many of the suburban platform hoardings was proceeded with throughout the year; the rebuilding of the hoardings at Richmond being an outstanding example.

While the year's figures show comparatively little decline in revenue, the situation is rapidly changing, and we anticipate for the future a considerable decrease in revenue and in profits.

### **The Staff.**

Constant efforts were made during the year to reduce the staff in every section of the service in keeping with the curtailment of the works programme and the reduction in business. Every possible opportunity was taken of these changed conditions to effect economies by reorganizing and amalgamating positions, by altered methods of working stations, and by withdrawing staff and allowing vacancies to remain unfilled wherever it was at all practicable to do so. Large reductions in staff were made by these methods not only in rank and file positions but in administrative, supervising, and professional grades.

Up till November last the necessary adjustments of staff were made by the regression in grade and pay of permanent officers and employees, and dispensing with the services of supernumeraries whose work was completed or who had to be displaced to make room for surplus permanent employees. A number of surplus permanent employees with ten years' service or over, who were unwilling to accept employment in lower avocations, were retrenched on superannuation benefits.

During the months of November and December, dismissals and regressions of surplus staff were held in abeyance at the request of the Government. This necessitated our incurring additional expenditure and undertaking work which would otherwise have been deferred, and also involved payment to many employees of their ordinary rates, although these were in excess of the rates prescribed for the lower class of work which they were performing.

In December, however, we notified the Government that it was essential that we should take action to avoid a continuance of these conditions. Having regard to the abnormal state of the employment market, we were naturally reluctant to sanction dismissals on a large scale, and accordingly gave consideration to rationing as an alternative. There are insuperable difficulties associated with the adoption of a uniform scheme of rationing in all grades in the service, but in order to minimize regressions and dismissals, we adopted in January last a limited scheme of rationing the work in the grades in which the surplus staff existed, or in allied grades.

Under this scheme single men without dependants are being rationed more frequently than married men, or single men with dependants.

During the period between January and the end of the financial year, approximately 8,200 employees were rationed or granted less than full time for periods ranging from a quarter of a day to two days per week, or on a weekly basis ranging from 1 week off in 4 to 1 week in 24.

Because of frequent references which have been made to a saving by rationing, it is desirable to point out that rationing is not a means of effecting savings. It merely results in the work available being spread over a greater number of men than is necessary. As a matter of fact, although the limited scheme of rationing is sufficiently flexible to enable the fluctuations in staff to be adjusted from day to day in the light of the frequently changing conditions, it involves many administrative difficulties, and does not enable the Department to achieve the same economies as if the surplus staff were dispensed with. It actually involves some additional expenditure because of the greater number of individuals to be granted annual leave, uniforms, and accident pay, and at the best it is merely a temporary method of minimizing dismissals and regressions while unemployment is so rife.

The policy was continued during the year of loaning surplus staff to various State Departments to meet requirements for extra men. At 30th June last, 147 railway officers and employees—mainly clerical officers—were so loaned.

We also continued the policy of spreading employment by booking off Sunday time and overtime wherever practicable, instead of paying for it.

No additional appointments were made to the permanent staff during the year. On the other hand, the permanent staff was reduced through retirements, deaths, dismissals, and resignations by 670, or, including the 147 loaned to other State Departments, by 817.

The total staff at the close of the year was 22,157, comprising 19,441 permanent officers and employees and 2,716 supernumerary employees, by comparison with a total of 24,742 at 30th June, 1930, or a reduction of 2,585. This number should, however, be increased by approximately 1,000, representing the number of men standing down at 30th June, 1931, under the rationing scheme. The total reduction in staff was therefore equivalent to approximately 3,585 employees.

The number of staff in each Branch at the close of the two years is shown hereunder :—

| Branch.                      | Number of Staff Employed. |                |        |                     |                |        |
|------------------------------|---------------------------|----------------|--------|---------------------|----------------|--------|
|                              | At 30th June, 1930.       |                |        | At 30th June, 1931. |                |        |
|                              | Permanent.                | Supernumerary. | Total. | Permanent.          | Supernumerary. | Total. |
| Secretary's .. ..            | 100                       | 15             | 115    | 93                  | 13             | 106    |
| Transportation .. ..         | 6,537                     | 801            | 7,338  | 6,297               | 532            | 6,829  |
| Rolling-stock .. ..          | 7,502                     | 990            | 8,492  | 7,161               | 417            | 7,578  |
| Way and Works .. ..          | 3,556                     | 1,451          | 5,007  | 3,408               | 900            | 4,308  |
| Accountancy .. ..            | 387                       | 64             | 451    | 381                 | 54             | 435    |
| Stores .. ..                 | 491                       | 109            | 600    | 508                 | 25             | 533    |
| Electrical Engineering .. .. | 604                       | 137            | 741    | 624                 | 56             | 680    |
| Traffic .. ..                | 117                       | 25             | 142    | 115                 | 20             | 135    |
| Refreshment Services .. ..   | 74                        | 783            | 857    | 74                  | 670            | 744    |
| Signal and Telegraph .. ..   | 890                       | 109            | 999    | 780                 | 29             | 809    |
| Totals .. ..                 | 20,258                    | 4,484          | 24,742 | 19,441              | 2,716          | 22,157 |

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

|               |            |
|---------------|------------|
| 1928-29 .. .. | £7,277,902 |
| 1929-30 .. .. | 6,959,806  |
| 1930-31 .. .. | 5,490,927  |

### Readjustment of Salaries and Wages and Working Conditions.

In the light of the serious financial position, we joined with the New South Wales Railways Commissioners in a claim to the Federal Arbitration Court in August, 1930, for a variation in salaries and wages and working conditions prescribed by awards governing members of the Australian Railways Union, the Australian Federated Union of Locomotive Enginemen, the Federation of Salaried Officers and the Association of Railway Professional Officers of Australia. The Railway Commissioners of South Australia and Tasmania later joined in the claims.

The claims were strongly contested by the industrial organizations concerned, and on their application Conciliation Committees were appointed by the Governor-General under the amended Conciliation and Arbitration Act to deal with industrial disputes in each of these four sections.

The object of the appointment of these Committees was obviously to prevent the Arbitration Court from dealing with the application of the Commissioners until after the claims had been dealt with by the Committees.

The Federal Arbitration Court adjourned the hearing of the claims for a variation of the awards, and as it appeared under the amended Conciliation and Arbitration Act that there was some doubt as to whether the Court could vary the awards until after they had been dealt with by the Conciliation Committees, the Commissioners amended their claims for variations to applications to have the awards "set aside," so that they might be dealt with direct by the Court without the delay and circumlocution associated with the Conciliation Committees.

The Full Arbitration Court finally decided to set aside, as from 4th October, 1930, the awards relating to the four organizations previously referred to, other than in respect of the basic wage and standard hours. This had the effect, as regards this State, of bringing into operation again the awards of the Railways Classification Board which had been superseded by Federal awards.



The Australian Railways Union appealed to the High Court against the "setting aside" of the awards by the Arbitration Court. During argument in the High Court, the constitutional question arose as to the immunity of the Railways Commissioners from the legislative power of the Commonwealth in respect of Conciliation and Arbitration for the prevention and settlement of industrial disputes. The majority of the Judges of the High Court announced that if one or other of the parties intimated within ten days its desire to have this question argued, the Court would deal with the matter.

The New South Wales Commissioners had withdrawn from the proceedings, but in view of the far-reaching importance of the matter, the Railways Commissioners of Victoria, South Australia, and Tasmania decided to test the question.

The Honorable the Minister intimated, however, that the Victorian Government had decided as a matter of general policy that the right of the Australian Railways Union and other registered organizations of railway employees, and of the Commissioners themselves, to approach the Arbitration Court should be preserved, and that we should take no steps to raise in the case pending before the High Court the question of immunity from the legislative power of the Commonwealth in respect of Conciliation and Arbitration for the prevention and settlement of industrial disputes. We were accordingly called upon under Section 101 of the Railways Act to present in writing a scheme whereby this policy might be carried out.

We have consistently taken the view that railway employees are afforded adequate facilities under the Railways Classification Board Act for the adjustment of their remuneration and working conditions, and that there is no justification for duplicating these facilities by allowing them access to the Arbitration Court. Holding these views, and bearing in mind that the majority of the High Court had announced that they could not answer questions arising from the appeal of the Australian Railways Union without pronouncing upon the constitutional matter, we informed the Honorable the Minister that we considered definitely it was our duty to have finally determined the question whether the Union or the Commissioners have any right to approach the Arbitration Court for the settlement of their industrial differences. We also pointed out that it was quite wrong to allow the matter to be argued by one side only, and that we had been advised by eminent Counsel that the matter was one entirely for our own responsibility as a body cited before the Court.

An Order in Council was, however, issued on 18th November, 1930, directing us to take no steps in the case to raise the question of immunity from Federal awards. We thereupon withdrew from the proceedings, which were continued by the Commissioners of South Australia and Tasmania.

The High Court finally held that the Railways Awards had been validly made, that the "setting aside" order of the Arbitration Court was also valid, and that certain sections of the amended Conciliation and Arbitration Act relating to Conciliation Committees were invalid.

This meant that the decision of the Arbitration Court was effective and that numerous increases in pay and improvements in conditions granted by the Court had been properly withdrawn by the Department.

In a further endeavour to secure the requisite financial relief, we then approached the Railways Classification Board and suggested that in the framing of its award for the year 1930 the rates of pay should be reduced by  $7\frac{1}{2}$  per cent., as from the date the Arbitration Court awards were set aside, viz., 4th October, 1930.

The Board reduced the rates of pay by  $6\frac{1}{4}$  per cent. where the Arbitration Court order had not produced such a result, but the benefit of this reduction to the Department was largely nullified by a provision that any decrease in the basic wage, consequent on cost of living adjustments, should be included in such percentage reduction.

In February last, the Arbitration Court completed the hearing of the Commissioners' claim—which had extended over some months—for a reduction in the basic wage of the four sections of railway employees previously referred to. The Court made an order which had the effect of reducing the basic wage as an emergency measure by 10 per cent. as from 1st February, 1931.

The Railways Classification Board applied a similar reduction in the basic wage as from the 15th *idem*, and a 10 per cent. reduction in the marginal rates above the basic wage which existed prior to the awards of the Arbitration Court being set aside. This provided substantially for an all-round 10 per cent. reduction, and was suggested by us with a view to obtaining equality of sacrifice.

The 10 per cent. reduction was not, until the 29th March, applied by the Arbitration Court to employees covered by awards in favour of craft organizations.

Claims to the Railways Classification Board for the abolition of penalty rates for overtime and Sunday time were unsuccessful.

In April last the railway industrial organizations applied to the Full Arbitration Court for the cancellation of the "setting aside" order and the restoration of their awards, but the request was not granted, and the application has been allowed to remain in abeyance.

The reductions imposed by the Arbitration Court and the Railways Classification Board affected approximately 22,000 officers and employees and resulted in a reduction of approximately £245,000 in the working expenses of the Department for the year. In addition, the quarterly adjustment of the basic wage in consequence of the fall in the cost of living figures effected a saving of approximately £177,000 during the year. As these reductions applied for portion of the year only, the full effect of the savings will not be secured until the financial year 1931-32.

Following on the establishment of Conciliation Committees under the amended Conciliation and Arbitration Act in August, 1930, the claims of the Australian Federated Union of Locomotive Enginemmen, and the counter claims of the Commissioners, which had been under investigation by the Arbitration Court since the 2nd July, 1928, were not proceeded with. This case occupied over two years' hearing, at considerable cost to the parties concerned, without any result.

In consequence of the High Court decision the four Conciliation Committees, which were appointed by the Governor-General during the year to deal with industrial disputes in the railway industry in New South Wales, Victoria, South Australia, and Tasmania, have ceased to function.

The difficulties and delays in having the salaries and wages and working conditions of railway employees promptly re-adjusted to meet the altered economic position were due very largely to the proceedings associated with Federal jurisdiction, and were so pronounced and costly as to warrant our again emphasizing the desirability of endeavouring to restrict the right of access in railway industrial matters to the proper State tribunal.

### **Educational Classes.**

The educational classes in railway subjects conducted by the Victorian Railways Institute at the cost of the Department continue to be freely availed of by the staff. Class enrolments for all subjects, railway and commercial, numbered 2,211, or an increase of 94 compared with the previous year. A greater number of students also availed themselves of the correspondence courses.

It is satisfactory to note that the membership of the Institute has increased by approximately 500 for the year. The Council of the Institute has followed a very active policy with a view to increasing membership, and its efforts have been attended with success. No fewer than 1,760 new members were enrolled during the year, compared with 450 in the previous year. When it is borne in mind that the railway staff has been considerably reduced, and that no new appointments have been made for some time, this is a most encouraging achievement.

The Institute has now operated for a period of over two years with a payment from the Department based upon little more than a reimbursement of the cost of conducting the educational classes in purely railway subjects, and the amount so paid is lower than for many years.

During the past year the whole of the activities of the Institute—educational, social, and recreative—have been reviewed and reorganized, and they are at the present time being conducted efficiently and economically.

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

Within the limitations of the restricted funds available for the purpose, a satisfactory programme of publicity was maintained throughout the year.

The publicity work was carried out largely by means of pictorial and letterpress posters, illustrated booklets and pamphlets, newspaper and magazine advertising, window displays in city establishments, wireless talks and lectures and film screenings.

In addition to the featuring of the tourist attractions of the State, and the special fares and travelling facilities made available from time to time during the year, general publicity was undertaken in the way of appeals to the public and to the staff for their co-operation in furthering the interests of the service. Opportunity was again taken to renew the appeal to wool-growers to despatch their wool by rail, and gratifying results were obtained by this means both in conserving and in some cases regaining such traffic for the railways.

The importance from a national point of view of protecting the railways from the effects of road motor competition was by means of publicity in one form or another kept constantly before the public. We believe that this has been of considerable value in awakening the community generally to a fuller realization of the serious economic dangers of permitting the unnecessary and costly duplication of transport services which is widespread throughout the State. Further reference to this aspect is made elsewhere in this report under the heading of "Road Motor Competition."

Due to the serious state of the finances, we were reluctantly obliged to discontinue the publication of "The Victorian Railways Magazine," but in view of its proved value as a promoter of mutual understanding and goodwill amongst railwaymen themselves and between the staff, the public, and the administration, it was deemed highly desirable in the interests of efficiency to continue the production of some such publication. A monthly News Letter, produced at relatively inconsiderable cost, is now issued, its distribution being confined to the staff only. Consistent with its limited size, this publication is satisfactorily serving its purpose.

The Government Tourist Bureau continued to maintain its high reputation for efficiency and helpful service. Although sales of actual travel have fallen away, the demand for travel information at the Bureau has only slightly diminished. Indeed, in some respects it can be said to have increased, presumably because the public, due to the stringent prevailing conditions, are now obliged to pay greater attention than formerly to the selection of holiday trips.

Escorted tours numbered 77, with a revenue of £11,445 from 2,619 passengers, as compared with 79 tours and a revenue of £17,638 from 3,693 passengers for the previous year. The reduction of 1,074 in passengers and of £6,193 in revenue is typical of the falling off in tourist travel generally. The Bellarine Peninsula and Wilson's Promontory were additional places included in the list of escorted tours conducted for the year, while a visit to Mt. Buffalo by the Trail Riders of Victoria, who visited the various points of interest in the National Park on horseback, using The Chalet as their head-quarters, was a new feature of the tours.

Several special tours were arranged as a direct result of the activities of the Bureau to obtain new business. These comprised parties of State school teachers, public school pupils, members of the Y.M.C.A., the Y.W.C.A., athletic clubs and other bodies.

In pursuance of a reciprocal policy between the different States, a representative from the Queensland Tourist Bureau was allotted accommodation in the Melbourne Bureau, and excellent results have been obtained from this additional service in the direction of stimulating travel to the northern State.

A number of small parties of overseas tourists, chiefly from the United Kingdom and the United States of America, visited Melbourne during the year, which is indicative of a growing interest abroad in Australia's attractions. This class of travel is especially welcomed and is given close attention at the Bureau, not only because of its value as a prolific source of revenue, but also for the reason that by satisfactorily catering for the travel needs of these visitors desirable contacts are established which must result in favorable recommendation of this country to many other potential overseas tourists and settlers.

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

The assistance given by us during the year in the interests of the primary producer was chiefly in the direction of stimulating the consumption of fruit, including fresh and dried fruits. The State Rivers and Water Supply Commission and the Federal Citrus Council of Australia again co-operated financially in connexion with citrus fruit publicity.

Experience has demonstrated that the publicity so undertaken is of considerable value to the primary producer and consequently to the country generally. Although, as was to be expected with the prevailing depression, the results from the fruit business conducted by the Department were not as satisfactory as in the previous year, this business represented substantial assistance to the primary producer. Actually, fruit growers benefited by this phase of the Department's activities to the extent of £25,022, which was paid to them for the fruit sold and used at railway stalls and refreshment rooms for the year. Of this sum £16,182 was paid to citrus growers for 28,059 cases of citrus fruit.

Fruit juice business accounted for 1,160,580 drinks; sales of raisins, sultanas, &c., totalled 43,133 packets, or over 3 tons of fruit; while a further 11½ tons of dried fruit were used in the 134,759 loaves of raisin bread made at the Departmental bakery, and used or sold at railway refreshment rooms and stalls.

Growers of small fruits were assisted by the Department in their efforts to dispose of a glut of berry fruit. Stationmasters were encouraged to accept and despatch orders for such fruit and arrange for its prompt delivery, and effective publicity was given to this facility. The issue of a loganberry recipes leaflet also assisted materially in the absorption of the glut.

Special publicity was again undertaken with a view to increasing the consumption of grapes, and satisfactory results were achieved.

### **Suggestions and Inventions.**

The suggestions submitted to the Betterment and Publicity Board during the year numbered 1,406, as compared with 2,387 for the previous year. The decrease is attributable to further reductions in the total staff employed, to the uncertainty which prevailed on account of the general depression with its adverse influence upon the birth of ideas, and, in the latter half of the year, to the discontinuance, at the direction of the Government, of the payment of awards for adopted suggestions submitted by the staff.

We strongly opposed the discontinuance of such awards. It is clearly demonstrable that the suggestions scheme has been productive of most valuable results, in the interests of efficient and economical operation, that would not otherwise have been achieved.

During the ten years for which the scheme has been in operation, the average annual payments in awards aggregated £1,884, and for this payment it is conservatively estimated that the direct savings and benefits to the Department have averaged more than £50,000 per annum.

The contention has been advanced that members of the staff should have the interests of the service sufficiently at heart to submit their ideas for improvements without expectation of reward. This is an ideal, however, which all experience of human nature unfortunately has shown to be impossible of realization. It is still the hope of reward that sweetens labour, and with this incentive removed we cannot expect that the interest by the staff in the submission of suggestions for the betterment of the service will continue to be sustained.

It is hardly necessary for us to emphasize that there was never a time when we required as much assistance as at present in our endeavours to improve the finances of the Department, and in our opinion it is to be greatly deplored that the Government should have taken a step which is likely to have so serious an effect upon a productive source of valuable suggestions and which, moreover, is opposed to a world-wide practice adopted by many railway systems and large industrial organizations.

The total number of suggestions received since the inception of the Board in 1921 up till 30th June last was 25,574, of which 4,630 have been adopted.

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

Due to financial considerations, the activities of the train were curtailed during the year; a tour of South Gippsland, on which demonstrations were held at eight centres, being the only one undertaken. Recognition by the farming community of the valuable advice and practical assistance to be obtained by inspecting the exhibits and attending the lectures was manifested by the remarkably large attendance of district farmers at all the demonstrations on this tour.

Since the earlier visits of the train to this district there has been, especially in the dairying industry, a marked improvement in methods, as advocated by the experts accompanying the train. The herd-testing movement has made marked progress, with consequent improvement in the standard of the dairy herds and increase in butter fat production. The more general application of fertilizers to grass lands and closer attention generally to the management of pastures, thereby increasing the carrying capacity, were noticeable throughout the district.

The women's section of the train continues to have a wide appeal to the country womenfolk, and the accommodation in the cars was inadequate on some occasions for all who wished to witness the demonstrations in cookery, needlecraft, and child welfare.

The "Better-Farming" train has proved beyond question to be of inestimable value for the dissemination of knowledge leading to increased production at lower costs, and we cannot urge too strongly the desirability of continuing this highly educational work, which has already been productive of results which have paid, many times over, for the relatively small cost of running the train.

Financial stringency has prevented the State Government from sanctioning any further tours for the time being, but we are pleased to be able to announce that the Commonwealth Bank of Australia, recognizing the value of the train as a medium for increasing primary production, has agreed to defray from the Rural Credits Development Fund the costs of both this Department and of the Agricultural Department in a tour which it is proposed to undertake in October next.

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

In consequence of the unsettled conditions which prevailed, no "Reso" tours in Victoria were listed for the year.

However, several special tours of this nature were conducted, the first being that of a party of 67 New Zealand farmers, whose itinerary embraced some of the best farming districts in Victoria, following upon a tour through New South Wales and Queensland. This tour was a complete success, and we are hopeful that it will prove a forerunner of many similar tours by parties from New Zealand.

In pursuance of the policy of popularizing Australia's lesser known tourist features and encouraging Australians to know their own country, this Department also assisted in organizing further tours to Central and Northern Australia, and these were availed of by several parties during the year. Towards the close of the year a tour to the Great Barrier Reef was also organized in conjunction with the New South Wales and Queensland Railways.

A large party of members of the Brotherhood of Resonians—an organization consisting of representative citizens who have participated in a "Reso" tour—made a tour of the North-Eastern District during November, and spent a week at The Chalet, Mt. Buffalo National Park.

An encouraging feature of the year's activities was the number of requests received for itineraries and quotations for comprehensive tours for overseas parties, which is a further indication of the wisdom of the policy of advertising abroad, towards which work a contribution is made by the railway systems of Australia to the Australian National Travel Association.

### **Road Motor Competition.**

The position in regard to competition for passenger business by commercial road motor services continues to cause us grave concern. It was hoped that the situation would be improved by the legislation passed last year and operative as from the 1st January, 1931, which prohibits the operation of five-seater "service" cars over the five principal highways of the State. Numbers of such services, however, continued to ply for hire on the banned routes, some of them apparently in

open defiance of the law, and others by the adoption of various technical subterfuges to circumvent the legislation. As a result of the action taken by the administrative authorities, the majority of the services on these routes have now been obliged to cease their operations, but some continue to operate to the detriment of the railway revenue.

No legislation has yet been passed to restrict in any way five-seater car services elsewhere throughout the State, and they are actively operating between practically all centres of any importance, and seriously affecting the railway finances.

The situation in regard to freight competition is also seriously perturbing. Some check has been placed upon the competition by our action in entering into special freight contracts with individual traders in certain districts. In addition, the railways have benefited by the introduction of By-Law No. 305, under which the Department is authorized, in cases where any person has patronized road services for the carriage of his higher-class freight, to charge that person a rate higher than the ordinary schedule rate for any low-grade traffic consigned by railway on his behalf. Despite these measures, however, a very large tonnage of the more payable freight is being diverted from the railways by the competitive road services.

The popularity of these road services is unquestionably due to the low rates quoted by them. The reasons for their ability to offer lower rates have been explained by us in previous reports, but briefly they are that the road carriers are not subject to any form of regulation or control; that they are not obliged, as are the railways, to act as common carriers, for all descriptions of goods, including such low-rated traffic as wheat, fertilizers, &c., and can thus pick and choose the most payable traffic; and that, moreover, they are actually being subsidized by the taxpayer, inasmuch as the contribution they are required to make towards the cost of constructing and maintaining the roads over which they operate is altogether inadequate.

It is utterly out of the question under existing conditions to consider a reduction in railway rates with the object of meeting the competition for the higher-grade traffic. Experience has shown all too clearly that this would merely result in further undercutting by the road services. An illuminating case in point, illustrative of this practice, may be quoted. The railway rate for a certain commodity to a distant country town was 62s. 10d. a ton. A road operator offered a rate of 55s. a ton and secured the business. Subsequently, to test the position, it was decided to reduce the railway rate to 29s. 5d. a ton, whereupon the road operator immediately offered the same rate, and because he carried from door to door he continued to secure the business.

It is quite certain that road competitors will continue to do this kind of thing as long as they retain the unfair advantages which they are now permitted to enjoy, and are prepared to operate, moreover, without regard to the actual cost of their services.

It is common knowledge that many of the road competitors do not fix their charges upon any economic basis, but merely under-cut the railway charges. In a number of cases disregard of the economics of operation has resulted in financial disaster to the road carrier, but the experience is that there has always been some other operator prepared to continue the service on the same basis without regard to the ultimate result.

Meanwhile, the transport of every ton of goods and every passenger diverted from the railways is being paid for twice, firstly in the cost of road transport, and secondly because the consequent loss of railway revenue means an increase in the taxpayer's burden, and we cannot too strongly emphasize our frequently-expressed conviction that the situation can be satisfactorily met only by legislation which will assist in safeguarding the railway asset by preventing uneconomic and unjustifiable competition of this nature.

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

Regular services are in operation on the following routes:—

Upper Ferntree Gully—Belgrave—Monbulk;  
 Upper Ferntree Gully—Belgrave—Cockatoo;  
 East Camberwell—Deepdene—East Kew; and  
 Lilydale—Warburton.



On the Upper Ferntree Gully-Belgrave-Monbulk route the service has given evidence of increasing popularity, and the returns for the year show an increase of 37,038 passenger journeys. This service has almost entirely replaced the train service between Upper Ferntree Gully and Belgrave.

The Upper Ferntree Gully-Gembrook service was inaugurated on 7th July, 1930, and the train service was materially curtailed. The through run to Gembrook continued until 20th April last, when owing to lack of patronage at the Gembrook end, it was decided to withdraw the service between Cockatoo and Gembrook.

On the Camberwell-Deepline-East Kew route, the number of passenger journeys is being maintained. The service is greatly appreciated by the residents in the district.

The Lilydale-Warburton service shows evidence of increasing patronage, the passenger journeys being 1,484 in excess of those of the previous financial year. A slight alteration was made in schedule to cater for children and teachers attending the Lilydale High School.

Owing to lack of patronage, the Geelong-Queenscliff service was abandoned on 1st June last.

Satisfaction has been expressed by export agents and the cool stores officials respecting the transport of export butter, &c., by road in insulated containers from the cool stores to the ship's side. This season constituted a record in the export of butter, practically the whole of which was handled by the Department either by rail or by road.

### **Improved Booking Facilities at Flinders-street Station.**

On 1st May improved suburban booking facilities were introduced at Flinders-street station, by means of the installation of a new type of ticket cabinet which permits of a concentration of the ticket issues within a comparatively small compass.

Previously, certain windows were available only for certain lines. Passengers consequently had to ascertain by means of notice boards the window at which they should book. With a full set of tickets at each window, passengers can now book at any window to any suburban station to which trains run from Flinders-street.

The new arrangement has not only added appreciably to public convenience, but has also resulted in substantial economies.

### **Powers Electric Accounting Machines and Re-organization of Workshop Costing Method.**

The re-organization of the costing system at the Newport Rolling Stock Branch workshops, which, as stated in our last annual report, was then proceeding, has been completed with highly satisfactory results.

The new system has also been installed at the Way and Works Branch workshops at Spotswood, and the tabulations of the cost of work done in these workshops are now carried out by means of the Powers machines.

Concurrently with the installation of the new system a thorough investigation has been made into the manner of determining shop expense charges, and their allocation. These problems have been effectively dealt with, and the Powers machines are also utilized in connexion with this phase of workshops costing procedure.

### **Office Accommodation.**

In consequence of the removal of the State Land Tax office to new premises in Lonsdale-street, a considerable area of floor space became available in the Flinders-street station buildings.

It was therefore decided to remove to Flinders-street the Electrical Engineering and Refreshment Services Branches of the Department, which were occupying leased accommodation in the State Savings Bank building in Collins-street.

This transfer was duly effected, and a substantial proportion of the leased accommodation in the State Savings Bank building has been sublet to the Commonwealth Railways and other organizations.

### State Coal Mine.

After the payment of working expenses, loan redemption, and interest charges, and allowing for a contribution of £30,000 to the Depreciation Fund, the operations of the Mine resulted in a loss of £28,325, due to a reduction in the selling price of coal as a result of keenness of competition for the limited trade available.

The quantity of coal braced during the year was 565,444 tons, and the saleable output, exclusive of local consumption, miners' household coal, allowances, and waste, was 543,784 tons. 458,815 tons were supplied to the Railway Department; 11,830 tons to other public Departments; and 73,139 tons to the general public.

Apart from small sectional stoppages, operations were suspended on account of strikes, stop-work meetings, and the like for four days; on account of fatal accidents for twelve days; and on account of shortage of trade for 39 days—a total of 55 days, as compared with 26 days lost last year from all causes.

The average number of persons employed throughout the year was 1,774, as compared with 1,776 for 1929-30.

In the period under review an amount of £447,551 was disbursed in wages, and the net average daily earnings of the miners, after deducting the cost of explosives, was 24s. 9.85d.

### Acknowledgment of Services of Staff.

The standard of service given by the staff was well maintained during the year. We receive numerous eulogistic letters which furnish evidence of the improved and constantly-growing spirit of co-operation between the employees and the patrons of the Department.

It is a pleasure to us to place this fact on record, and to express our own appreciation of the excellent service and valuable assistance rendered by officers and employees of the Department throughout the year.

### 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.    |
| Comptroller of Accounts ... ..                  | „ T. F. Brennan.    |
| General Passenger and Freight Agent ... ..      | „ J. McClelland.    |
| Comptroller of Stores ... ..                    | „ C. W. J. Coleman. |
| Chief Engineer of Signals and Telegraphs ... .. | „ S. P. Jones.      |
| Superintendent of Refreshment Services ... ..   | „ W. D. Bracher.    |

As from 1st June, the Audit of Receipts and the Accountancy Branches were amalgamated under the control of the Chief Accountant, whose title was changed to Comptroller of Accounts. Some immediate savings were effected, and the amalgamation and re-organization of the work of these two divisions, which are now in progress, will eventually enable appreciable economies to be realized.

At the close of the year the Signal and Telegraph Branch also ceased existence as a separate Branch. With the severe curtailment of capital funds for the operations of this Branch and of the Way and Works Branch, the opportunity was presented of amalgamating the two Branches as from 1st July. A substantial saving of expenditure has resulted, and will be increased on the completion of plans now in progress for the amalgamation at Spotswood of the workshops of the two Branches, previously located at Newport and Spotswood respectively.



**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 diagrams and maps appear at the end of the Report.

We have the honour to be,

Sir,

Your obedient servants,

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

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## APPENDIX

## BALANCE-SHEET AT

|  | Reference.       | £ s. d.    |    |   | £ s. d.     |    |    |
|--|------------------|------------|----|---|-------------|----|----|
|  | Appendix.<br>No. |            |    |   |             |    |    |
| <b>LIABILITIES.</b>  |                  |            |    |   |             |    |    |
| Face value of Bonds and Stock allocated to Railways ... ..                               | ...              | 75,253,212 | 1  | 6 |             |    |    |
| <i>Less</i> Securities purchased and cancelled from National Debt Sinking Fund ...       | ...              | 1,203,779  | 9  | 7 |             |    |    |
|  |                  |            |    |   | 74,049,432  | 11 | 11 |
| Contributions 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 ... ..  | ...              | 1,364,753  | 19 | 4 |             |    |    |
| Developmental Railways Account ...   | ...              | 108,490    | 11 | 5 |             |    |    |
|  |                  |            |    |   | 4,320,603   | 16 | 10 |
| Advances from Public Account for Capital Purposes ... ..                                 | ...              |            |    |   | 136,326     | 13 | 5  |
| Contributions to National Debt Sinking Fund ... ..                                       | ...              |            |    |   | 1,203,779   | 9  | 7  |
| Special Funds :—   |                  |            |    |   |             |    |    |
| Rolling Stock Replacement Fund ...   | ...              | 13,424     | 5  | 8 |             |    |    |
| Railway Accident and Fire Insurance Fund ... ..  | 13.              | 100,000    | 0  | 0 |             |    |    |
|  |                  |            |    |   | 113,424     | 5  | 8  |
| Sundry Creditors ... ..  | ...              |            |    |   | 339,810     | 11 | 10 |
| Suspense Account—Net amount to be subsequently paid to Consolidated Revenue              | ...              |            |    |   | 56,070      | 18 | 4  |
| Interest Charges and Expenses ... ..   | ...              | 3,614,243  | 14 | 9 |             |    |    |
| Exchange on Interest Payments ... ..   | ...              | 183,862    | 18 | 1 |             |    |    |
|  |                  |            |    |   | 3,798,106   | 12 | 10 |
| <i>Less</i> Net Revenue for the year after providing for Working Expenses ...            | ...              | 2,319,542  | 8  | 8 |             |    |    |
|  |                  |            |    |   | 1,478,564   | 4  | 2  |
|  |                  |            |    |   | £81,698,012 | 11 | 9  |

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

J. A. NORRIS, Auditor-General.

31st August, 1931.

No. 1.

30TH JUNE, 1931.

| ASSETS.  | Reference.   | £ s. d.    |    |    | £ s. d.     |    |    |
|--|--------------|------------|----|----|-------------|----|----|
|  | Appendix No. |            |    |    |             |    |    |
| Railways (Open Lines) :—   |              |            |    |    |             |    |    |
| Way, Works, Buildings and Equip-<br>ment ... ..                              | 8            | 59,879,702 | 10 | 9  |             |    |    |
| Rolling Stock ... ..   | 8            | 13,614,900 | 15 | 11 |             |    |    |
|  |              |            |    |    | 73,494,603  | 6  | 8  |
| Stores and Materials on hand and in<br>transit ... ..                        | 8 and 21     | 1,106,721  | 17 | 4  |             |    |    |
| Materials in course of Manufacture ...                                       | 8            | 7,900      | 11 | 0  |             |    |    |
|  |              |            |    |    | 1,114,622   | 8  | 4  |
| Electric Tramways (Open Lines) :—  |              |            |    |    | 74,609,225  | 15 | 0  |
| Way, Works, Buildings and Equip-<br>ment ... ..                              | 8            | 238,610    | 4  | 7  |             |    |    |
| Rolling Stock ... ..   | 8            | 100,714    | 4  | 4  |             |    |    |
|  |              |            |    |    | 339,324     | 8  | 11 |
| Road Motor Public Services :—  |              |            |    |    |             |    |    |
| Buildings and Equipment ... ..   | 8            | 6,100      | 16 | 10 |             |    |    |
| Rolling Stock ... ..   | 8            | 28,940     | 10 | 8  |             |    |    |
|  |              |            |    |    | 35,041      | 7  | 6  |
| Railways under construction ... ..   | 8            | ...        |    |    | 404,992     | 13 | 4  |
| Bridges over the Murray and Snowy<br>Rivers for Railways not yet constructed | 8            | ...        |    |    | 33,061      | 2  | 7  |
| Railways closed for traffic ... ..   | 8            | ...        |    |    | 392,124     | 4  | 11 |
| Surveys ... ..   | 8            | ...        |    |    | 410,769     | 15 | 7  |
| Piers transferred to Melbourne Harbor<br>Trust, at cost ... ..               | ...          | 279,830    | 0  | 0  |             |    |    |
| Less Repaid to Capital Account ...   | 8            | 233,829    | 7  | 9  |             |    |    |
|  |              |            |    |    | 46,000      | 12 | 3  |
|  |              |            |    |    | 76,270,540  | 0  | 1  |
| Stores and Equipment on hand at Re-<br>freshment Rooms ... ..                | ...          | ...        |    |    | 136,609     | 0  | 5  |
| Discount and Floating charges on Loans<br>Less Premiums ... ..               | ...          | 3,279,540  | 5  | 7  |             |    |    |
|  |              | 453,928    | 14 | 6  |             |    |    |
|  |              |            |    |    | 2,825,611   | 11 | 1  |
| Cash at Treasury—  |              |            |    |    |             |    |    |
| Special Funds ... ..   | ...          | 113,424    | 5  | 8  |             |    |    |
| Trust Funds ... ..   | ...          | 163,740    | 16 | 11 |             |    |    |
|  |              |            |    |    | 277,165     | 2  | 7  |
| Cash at Bank and in hand ... ..  | ...          | ..         |    |    | 2,356       | 11 | 5  |
| Securities held as Deposits on Contracts                                     | ...          | ...        |    |    | 27,333      | 5  | 0  |
| Sundry Debtors ... ..  | ...          | ...        |    |    | 94,898      | 19 | 9  |
| Balance of Moneys provided for Capital<br>Purposes :—                        |              |            |    |    |             |    |    |
| Railway Loans Repayment Fund ...   | ...          | 476,267    | 5  | 1  |             |    |    |
| Trust Funds Surplus Land Account   | ...          | 534        | 17 | 5  |             |    |    |
| Railways Stores Suspense Account   | 21           | 107,087    | 17 | 11 |             |    |    |
| Unexpended Balance of Loan Moneys  | ...          | 1,043      | 16 | 10 |             |    |    |
|  |              |            |    |    | 584,933     | 17 | 3  |
| Deficit for year 1930-31 ... ..  | ...          | ...        |    |    | 1,478,564   | 4  | 2  |
|  |              |            |    |    | £81,698,012 | 11 | 9  |

T. F. BRENNAN,  
Comptroller of Accounts.

## APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1931 AND 1930.  
(Exclusive of Electric Tramways and Road Motor Public Services.)

| Working Expenses.                   | See Abstract in Appendix No. 3. | Year ended 30th June— |                   | Earnings.                  | See Appendix. | Year ended 30th June— |                   |
|-------------------------------------|---------------------------------|-----------------------|-------------------|----------------------------|---------------|-----------------------|-------------------|
|                                     |                                 | 1931.                 | 1930.             |                            |               | 1931.                 | 1930.             |
|                                     |                                 | £                     | £                 |                            |               | £                     | £                 |
| To Maintenance of Way and Works ..  | A                               | 1,394,185             | 1,749,068         | By Passengers .. ..        | £             | 3,890,604             | 4,829,898         |
| „ Rolling Stock—                    |                                 |                       |                   | „ Parcels .. ..            | £             | 375,798               | 470,078           |
| General Superintendence, &c. ..     | B                               | 44,817                | 50,550            | „ Horses, Carriages and    |               |                       |                   |
| Maintenance of Rolling Stock ..     | C                               | 1,524,136             | 1,858,395         | Deys .. ..                 | £             | 26,539                | 34,140            |
| Motive Power .. ..                  | D                               | 1,216,400             | 1,612,210         | „ Mails .. ..              | £             | 85,221                | 94,234            |
| Examination and Lubrication of      |                                 |                       |                   |                            |               |                       |                   |
| Coaching and Goods Vehicles         | E                               | 54,828                | 65,931            | Total Coaching .. ..       | £             | 4,378,162             | 5,428,350         |
| „ Transportation and Traffic ..     | F                               | 2,026,918             | 2,536,635         | „ (Goods and Live Stock .. | £             | 4,817,808             | 5,599,182         |
| „ Electrical Engineering Branch ..  | G                               | 273,682               | 345,566           | „ Electrical Power .. ..   | £             | 43,840                | 34,542            |
| „ Miscellaneous Operations .. ..    | H                               | 362,222               | 464,777           | „ Rents and Miscellaneous  | £             | 159,987               | 171,148           |
| „ Stores Branch .. ..               | I                               | 110,810               | 133,922           | „ Dining Car and Refresh-  |               |                       |                   |
| „ General Expenses .. ..            | J                               | 197,544               | 236,410           | ment Rooms Services        | £             | 317,801               | 430,808           |
| „ Contribution to the Railway Acci- |                                 |                       |                   | „ Advertising .. ..        | £             | 55,425                | 57,580            |
| dent and Fire Insurance Fund        |                                 | 26,603                | 44,417            | „ Bookstalls .. ..         | £             | 63,972                | 77,199            |
| „ Contribution to Melbourne Harbour |                                 |                       |                   | „ Amount received in re-   |               |                       |                   |
| Trust in connexion with the con-    | K                               | 16,667                | 16,667            | spect of the loss result-  |               |                       |                   |
| struction of Spencer-street Bridge  |                                 | 425,334               | 394,187           | ing from the working of    |               |                       |                   |
| „ Pensions and Gratuities .. ..     |                                 | 20,998                | 4,684             | certain lines of railway,  |               |                       |                   |
| „ Border Railways Adjustment .. ..  |                                 |                       |                   | <i>vide</i> page 10 .. ..  | £             | 158,508               | 201,997           |
|                                     |                                 | 7,695,144             | 9,513,419         | „ Guarantees in respect of | £             | 12,855                | 1,000             |
| „ Balance Net Earnings .. ..        |                                 | 2,313,214             | 2,488,387         | losses on certain lines    |               |                       |                   |
|                                     |                                 |                       |                   |                            |               |                       |                   |
| <b>Total .. ..</b>                  |                                 | <b>£ 10,008,358</b>   | <b>12,001,806</b> | <b>Total .. ..</b>         | <b>£</b>      | <b>10,008,358</b>     | <b>12,001,806</b> |

## APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1931 AND 1930  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

|   | Year ended 30th June— |                  |  | Year ended 30th June— |       |
|---|-----------------------|------------------|--|-----------------------|-------|
|   | 1931.                 | 1930.            |  | 1931.                 | 1930. |
| Average Miles of Single Track Open, including Sidings .. .. .   | 6,108                 | 6,103            |  |                       |       |
| <b>A.—MAINTENANCE OF WAY AND WORKS.</b>   | £                     | £                |  |                       | £     |
| Superintendence .. .. .   | 167,163               | 198,470          |  |                       |       |
| Stationery, Printing, and Advertising   | 3,874                 | 6,408            |  |                       |       |
| Maintenance and Renewals of the Permanent Way .. .. .   | 652,036               | 815,495          |  |                       |       |
| Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..  | 48,707                | 63,841           |  |                       |       |
| Slips and Flood Repairs .. .. .   | 4,451                 | 2,681            |  |                       |       |
| Bridges, Tunnels, Culverts, Retaining Walls, and Drains .. .. .   | 80,144                | 95,086           |  |                       |       |
| Piers and Wharfs .. .. .  | 20,349                | 710              |  |                       |       |
| Weighbridges, Scales, Lifting Cranes, &c. .. .. .   | 18,328                | 29,620           |  |                       |       |
| Electric Power Station Buildings ..   | 4,331                 | 5,235            |  |                       |       |
| Other Buildings, Platforms, and Fixtures .. .. .  | 157,266               | 212,435          |  |                       |       |
| Stock Yards .. .. .   | 7,620                 | 10,143           |  |                       |       |
| Water Services .. .. .  | 25,952                | 33,604           |  |                       |       |
| Machinery, Tools, and Supplies ..   | 65,230                | 70,364           |  |                       |       |
| Signals and Interlocking, Signal Boxes, and Track Bonds .. .. .   | 109,258               | 144,868          |  |                       |       |
| Telegraph and Telephone Lines and Instruments .. .. .   | 24,446                | 47,201           |  |                       |       |
| Injuries to Employees or others ..  | 2,878                 | 4,855            |  |                       |       |
| Betterments .. .. .   | 1,386                 | 7,127            |  |                       |       |
| Other Expenses .. .. .  | 766                   | 925              |  |                       |       |
|   | 1,394,185(a)          | 1,749,068        |  |                       |       |
| <b>ROLLING STOCK.</b>   |                       |                  |  |                       |       |
| <b>B.—GENERAL SUPERINTENDENCE, ETC.</b>   |                       |                  |  |                       |       |
| General Superintendence .. .. .   | 42,209                | 47,970           |  |                       |       |
| Stationery, Printing, and Advertising   | 2,608                 | 2,580            |  |                       |       |
|   | 44,817                | 50,550           |  |                       |       |
| <b>C.—MAINTENANCE OF ROLLING STOCK.</b>   |                       |                  |  |                       |       |
| Motive Stock—   |                       |                  |  |                       |       |
| Steam Locomotives .. .. .   | 533,179               | 716,983          |  |                       |       |
| Electric Locomotives .. .. .  | 1,661                 | 2,703            |  |                       |       |
| Electrical Equipment of Electric Coaching Stock .. .. .   | 31,030                | 33,785           |  |                       |       |
| Coaching Stock, excluding Electrical Equipment .. .. .  | 297,742               | 360,746          |  |                       |       |
| Goods Stock .. .. .   | 376,066               | 469,442          |  |                       |       |
| Rail Motors .. .. .   | 34,458                | 24,736           |  |                       |       |
| Repayment to Capital Account in respect of accrued depreciation on Rolling Stock, and of Rolling Stock withdrawn from service .. .. . | 250,000               | 250,000          |  |                       |       |
|   | 1,524,136             | 1,858,395        |  |                       |       |
| <b>D.—MOTIVE POWER.</b>   |                       |                  |  |                       |       |
| Superintendence .. .. .   | 47,173                | 54,942           |  |                       |       |
| Running Sheds, Labour and Supplies  | 86,865                | 110,674          |  |                       |       |
| Drivers and Firemen .. .. .   | 401,966               | 542,805          |  |                       |       |
| Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. .. .. .   | 479,415               | 683,706          |  |                       |       |
| Oil, Tallow, Waste, and other running supplies .. .. .  | 13,881                | 18,624           |  |                       |       |
| Water .. .. .   | 26,177                | 32,317           |  |                       |       |
| Electric Motormen, including Superintendence, Uniforms, and Supplies..  | 114,925               | 134,839          |  |                       |       |
| Rail Motor Operation .. .. .  | 42,474                | 27,894           |  |                       |       |
| Other Expenses .. .. .  | 2,070                 | 4,546            |  |                       |       |
| Injuries to Employees or others ..  | 1,454                 | 1,863            |  |                       |       |
|   | 1,216,400             | 1,612,210        |  |                       |       |
| <b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>   |                       |                  |  |                       |       |
| Excluding Electrical Equipment ..   | 34,513                | 43,799           |  |                       |       |
| Electrical Equipment .. .. .  | 20,315                | 22,132           |  |                       |       |
|   | 54,828                | 65,931           |  |                       |       |
| <b>F.—TRANSPORTATION AND TRAFFIC.</b>   |                       |                  |  |                       |       |
| General Superintendence .. .. .   | 163,369               | 200,183          |  |                       |       |
| Stationery, Printing, and Advertising   | 54,137                | 69,335           |  |                       |       |
| Station Yard and Signal Service—  |                       |                  |  |                       |       |
| Salaries, Wages, &c., of Staff ..   | 1,341,887             | 1,662,779        |  |                       |       |
| Fuel and Light .. .. .  | 34,870                | 38,525           |  |                       |       |
| Uniforms for Staff .. .. .  | 7,450                 | 16,793           |  |                       |       |
| Other Supplies .. .. .  | 39,994                | 46,068           |  |                       |       |
| Other Expenses .. .. .  | 10,943                | 9,716            |  |                       |       |
| Gatekeeping .. .. .   | 33,855                | 42,090           |  |                       |       |
| Guards and Conductors—  |                       |                  |  |                       |       |
| Wages and Expenses .. .. .  | 202,434               | 263,118          |  |                       |       |
| Uniforms and Supplies .. .. .   | 2,410                 | 5,174            |  |                       |       |
| Cleaning, Icing, &c., of Carriages ..   | 70,025                | 94,729           |  |                       |       |
| Supplies, &c., for Carriages .. ..  | 14,548                | 15,867           |  |                       |       |
| Light for Carriages .. .. .   | 12,862                | 15,374           |  |                       |       |
| Repairs and Renewals of Tarpaulins and Lashings .. .. .   | 23,339                | 39,630           |  |                       |       |
| Rail Motor Operation .. .. .  | 4,897                 | 3,756            |  |                       |       |
| Operation of Grain Elevators and Grain Conveyors .. .. .  | ..                    | ..               |  |                       |       |
| Operation of Coal Shipping Plants ..  | ..                    | ..               |  |                       |       |
| Injuries to Employees .. .. .   | 2,779                 | 3,908            |  |                       |       |
| Loss and Damage to Property and Goods .. .. .   | 1,168                 | 1,818            |  |                       |       |
| Compensation, Personal .. .. .  | ..                    | ..               |  |                       |       |
| Other Expenses .. .. .  | 5,951                 | 7,772            |  |                       |       |
|   | 2,026,918             | 2,536,635        |  |                       |       |
| <b>G.—ELECTRICAL ENGINEERING BRANCH.</b>  |                       |                  |  |                       |       |
| General Superintendence .. .. .   | 17,058                | 17,708           |  |                       |       |
| Stationery, Printing, and Advertising   | 611                   | 1,035            |  |                       |       |
| Power Station .. .. .   | 203,834               | 278,983          |  |                       |       |
| Transmission, Distribution Systems, and Sub-Stations .. .. .  | 91,058                | 95,818           |  |                       |       |
| Injuries to Employees or others ..  | 206                   | 582              |  |                       |       |
| Other Expenses .. .. .  | ..                    | 12               |  |                       |       |
| Other Operations (Credit) .. .. .   | Cr. 39,085            | Cr. 48,572       |  |                       |       |
|   | 273,682               | 345,566          |  |                       |       |
| <b>H.—MISCELLANEOUS OPERATIONS.</b>   |                       |                  |  |                       |       |
| Dining Car Service .. .. .  | 12,118                | 26,516           |  |                       |       |
| Refreshment Rooms Service .. ..   | 275,752               | 350,648          |  |                       |       |
| Advertising Service .. .. .   | 16,889                | 19,516           |  |                       |       |
| Bookstalls Service .. .. .  | 57,463                | 68,097           |  |                       |       |
|   | 362,222               | 464,777          |  |                       |       |
| <b>I.—STORES BRANCH.</b>  |                       |                  |  |                       |       |
| Salaries and Wages .. .. .  | 106,608               | 134,826          |  |                       |       |
| Charges for Services rendered by other Branches .. .. .   | 9,534                 | 16,178           |  |                       |       |
| Printing .. .. .  | 1,099                 | 1,430            |  |                       |       |
| Motor Transport .. .. .   | 4,185                 | 4,435            |  |                       |       |
| Office Requisites and Stores .. ..  | 1,599                 | 2,089            |  |                       |       |
| Other Expenses .. .. .  | 1,199                 | 1,396            |  |                       |       |
| Proportion of Percentage added to cost of Works charged to Capital, &c. (Credit) .. .. .  | Cr. 13,414            | Cr. 26,432       |  |                       |       |
|   | 110,810               | 133,922          |  |                       |       |
| <b>J.—GENERAL EXPENSES.</b>   |                       |                  |  |                       |       |
| Commissioners' and Secretary's Offices  | 31,020                | 37,509           |  |                       |       |
| Accountancy Branch .. .. .  | 113,645               | 134,119          |  |                       |       |
| Legal and Medical Expenses .. ..  | 12,934                | 14,379           |  |                       |       |
| Stationery, Printing, and Advertising   | 7,016                 | 14,986           |  |                       |       |
| Municipal and Shire Rates .. .. .   | 502                   | 765              |  |                       |       |
| Sundry other General Charges .. ..  | 32,427                | 34,652           |  |                       |       |
|   | 197,544               | 236,410          |  |                       |       |
| <b>K.—OTHER EXPENDITURE.</b>  |                       |                  |  |                       |       |
| Contribution to the Railway Accident and Fire Insurance Fund .. ..  | 26,603                | 44,417           |  |                       |       |
| Contribution to Melbourne Harbor Trust in connexion with construction of the Spencer-street Bridge ..                                 | 16,667                | 16,667           |  |                       |       |
| Pensions and Gratuities to the Staff  | 425,334               | 394,187          |  |                       |       |
| Border Railways Adjustment .. ..  | 20,998                | 4,684            |  |                       |       |
|   | 489,602               | 459,955          |  |                       |       |
| <b>Total .. .. .</b>  | <b>7,695,144</b>      | <b>9,513,419</b> |  |                       |       |

(a) Exclusive of £12,250 debited to Unemployment Relief Fund.

APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1931, AND 1930 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

| Particulars.   | Year ended 30th June—          |                        |                        |   |                                |                        |                        |                 |
|--|--------------------------------|------------------------|------------------------|---|--------------------------------|------------------------|------------------------|-----------------|
|  | 1931.                          |                        |                        |   | 1930.                          |                        |                        |                 |
|  | Average Miles Open for Traffic |                        | Miles.                 |   | Average Miles Open for Traffic |                        | Miles.                 |                 |
|  | Traffic Train Mileage—         |                        | 4,710                  |   | Traffic Train Mileage—         |                        | 4,708                  |                 |
|  | Passenger—                     |                        |                        |   | Passenger—                     |                        |                        |                 |
|  | Country .. .. .                |                        | 3,909,244              |   | Country .. .. .                |                        | 4,659,369              |                 |
|  | Suburban .. .. .               |                        | 7,156,722              |   | Suburban .. .. .               |                        | 7,523,478              |                 |
|  | Goods .. .. .                  |                        | 4,879,349              |   | Goods .. .. .                  |                        | 5,482,718              |                 |
|  | Total .. .. .                  |                        | 15,945,315             |   | Total .. .. .                  |                        | 17,670,565             |                 |
|  | Journeys or Tonnage.           | Earnings.              | Per Average Mile Open  | Per Train Mile.   | Journeys or Tonnage.           | Earnings.              | Per Average Mile Open. | Per Train Mile. |
| <b>EARNINGS.</b>   |                                |                        |                        |   |                                |                        |                        |                 |
|  | Journeys.                      | £                      | £                      | d.  | Journeys.                      | £                      | £                      | d.              |
| <b>COUNTRY.</b>  |                                |                        |                        |   |                                |                        |                        |                 |
| First Class Passengers .. .. .   | 513,226                        | 379,797                | 81·5                   | 23·32   | 813,801                        | 592,504                | 127·1                  | 30·52           |
| Second Class Passengers .. .. .  | 3,657,975                      | 1,041,024              | 223·4                  | 63·91   | 4,648,481                      | 1,334,818              | 286·2                  | 68·76           |
| Season Tickets—  |                                |                        |                        |   |                                |                        |                        |                 |
| First Class .. .. .  | 799,750                        | 125,645                | 27·0                   | 7·71  | 1,017,899                      | 151,746                | 32·5                   | 7·82            |
| Second Class .. .. .   | 825,909                        | 30,655                 | 6·6                    | 1·90  | 920,635                        | 43,317                 | 9·3                    | 2·23            |
| Workmen's Weekly Tickets—Second Class .. .. .  | 109,433                        | 2,369                  | 5                      | ·15   | 146,374                        | 3,143                  | 7                      | ·16             |
| Total Country .. .. .  | 5,906,293                      | 1,579,790              | 339·0                  | 96·99   | 7,547,240                      | 2,125,528              | 455·8                  | 109·49          |
| <b>SUBURBAN.</b>   |                                |                        |                        |   |                                |                        |                        |                 |
| First Class Passengers .. .. .   | 26,692,418                     | 603,383                | 2,819·5                | 20·23   | 33,557,844                     | 769,459                | 3,681·6                | 24·53           |
| Second Class Passengers .. .. .  | 45,087,451                     | 881,189                | 4,117·7                | 20·55   | 48,192,089                     | 947,299                | 4,532·5                | 30·20           |
| Season Tickets—  |                                |                        |                        |   |                                |                        |                        |                 |
| First Class .. .. .  | 24,395,794                     | 392,638                | 1,834·8                | 13·17   | 29,165,542                     | 467,937                | 2,238·9                | 14·92           |
| Second Class .. .. .   | 23,778,927                     | 298,631                | 1,395·5                | 10·01   | 25,872,268                     | 325,335                | 1,556·6                | 10·37           |
| Workmen's Weekly Tickets—Second Class .. .. .  | 8,794,337                      | 134,973                | 630·7                  | 4·53  | 12,784,688                     | 194,340                | 929·9                  | 6·20            |
| Total Suburban .. .. .   | 128,748,927                    | 2,310,814              | 10,798·2               | 77·49   | 140,571,831                    | 2,704,379              | 12,939·5               | 86·22           |
| Total Passenger .. .. .  | 134,655,220                    | 3,890,604              | 826·0                  | 84·88   | 157,119,071                    | 4,829,898              | 1,025·9                | 95·11           |
| Parcels .. .. .  |                                | 375,788                | 79·8                   | 3·15  |                                | 479,078                | 99·8                   | 9·26            |
| Horses, Carriages, &c. .. .. .   |                                | 26,539                 | 5·6                    | ·57   |                                | 34,140                 | 7·3                    | ·67             |
| Mails .. .. .  |                                | 85,221                 | 18·1                   | 1·85  |                                | 94,234                 | 20·0                   | 1·86            |
| Total Parcels, &c. .. .. .   |                                | 487,558                | 103·5                  | 10·57   |                                | 598,452                | 127·1                  | 11·79           |
| Total Coaching .. .. .   |                                | 4,378,162              | 929·5                  | 94·95   |                                | 5,428,850              | 1,153·0                | 106·99          |
| <b>GOODS.</b>  |                                |                        |                        |   |                                |                        |                        |                 |
| General Merchandise .. .. .  | 4,778,761                      | 3,833,761              | 814·0                  | 188·56  | 5,107,396                      | 4,160,298              | 883·7                  | 182·11          |
| Wool .. .. .   | 79,119                         | 210,107                | 44·6                   | 10·34   | 91,139                         | 247,362                | 52·5                   | 10·83           |
| Live Stock .. .. .   | 542,134                        | 572,658                | 121·6                  | 28·17   | 689,999                        | 730,008                | 155·1                  | 31·96           |
| Minerals—  |                                |                        |                        |   |                                |                        |                        |                 |
| Coal, Coke, and Shale .. .. .  | 280,533                        | 90,185                 | 19·1                   | 4·43  | 455,060                        | 169,600                | 34·1                   | 7·03            |
| Other than Coal, Coke, and Shale .. .. .   | 418,763                        | 111,097                | 23·6                   | 5·46  | 1,139,962                      | 300,914                | 63·9                   | 13·17           |
| Total Goods .. .. .  | 6,099,310                      | 4,817,808              | 1,022·9                | 236·97  | 7,513,606                      | 5,599,182              | 1,180·3                | 245·10          |
| Electrical Power .. .. .   |                                | 43,840                 | 9·3                    | ··  |                                | 34,542                 | 7·3                    | ··              |
| Rents .. .. .  |                                | 149,865                | 31·8                   | ··  |                                | 159,161                | 33·8                   | ··              |
| Miscellaneous .. .. .  |                                | 10,122                 | 2·2                    | ··  |                                | 11,987                 | 2·6                    | ··              |
| Total Power, Rents, and Miscellaneous .. .. .  |                                | 203,827                | 43·3                   | ··  |                                | 205,690                | 43·7                   | ··              |
| Dining Cars .. .. .  |                                | 12,627                 | 2·7                    | ··  |                                | 26,775                 | 5·7                    | ··              |
| Refreshment Rooms .. .. .  |                                | 305,174                | 64·7                   | ··  |                                | 404,033                | 85·8                   | ··              |
| Advertising .. .. .  |                                | 55,425                 | 11·8                   | ··  |                                | 57,580                 | 12·2                   | ··              |
| Bookstalls .. .. .   |                                | 63,972                 | 13·6                   | ··  |                                | 77,199                 | 16·4                   | ··              |
| Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls .. .. .   |                                | 437,198                | 92·8                   | ··  |                                | 565,587                | 120·1                  | ··              |
| Amount received in respect of the loss resulting from the working of certain lines of railway, &c., vide page 10 .. .. . |                                | 158,508                | 33·7                   | ··  |                                | 201,997                | 42·9                   | ··              |
| Guarantees in respect of losses on certain lines .. .. .   |                                | 12,855                 | 2·7                    | ··  |                                | 1,000                  | 2                      | ··              |
| Total Earnings .. .. .   |                                | 10,008,358             | 2,124·9                | 150·64  |                                | 12,001,806             | 2,549·2                | 163·01          |
| <b>WORKING EXPENSES.</b>   |                                |                        |                        |   |                                |                        |                        |                 |
|  | Expenditure.                   | Per cent. to Earnings. | Per Average Mile Open. | Per Train Mile.   | Expenditure.                   | Per cent. to Earnings. | Per Average Mile Open. | Per Train Mile. |
| <b>WORKING EXPENSES.</b>   | £                              | %                      | £                      | d.  | £                              | %                      | £                      | d.              |
| Maintenance of Way and Works .. .. . (a)   | 1,394,185                      | 13·03                  | 296·01                 | 20·08   | 1,749,068                      | 14·57                  | 371·51                 | 23·76           |
| Rolling Stock—   |                                |                        |                        |   |                                |                        |                        |                 |
| General Superintendence, &c. .. .. .   | 44,817                         | ·45                    | 9·51                   | ·67   | 50,550                         | ·42                    | 10·74                  | ·89             |
| Maintenance of Rolling Stock .. .. .   | 1,524,136                      | 15·23                  | 323·60                 | 22·94   | 1,858,395                      | 15·49                  | 394·73                 | 25·24           |
| Locomotive Power .. .. .   | 1,216,400                      | 12·15                  | 253·26                 | 18·31   | 1,612,210                      | 13·43                  | 342·44                 | 21·90           |
| Examination and Lubrication of Coaching and Goods Vehicles .. .. .   | 54,828                         | ·55                    | 11·64                  | ·83   | 65,951                         | ·55                    | 14·01                  | ·90             |
| Transportation and Traffic .. .. .   | 2,026,918                      | 20·25                  | 430·34                 | 30·51   | 2,536,635                      | 21·14                  | 538·79                 | 34·45           |
| Electrical Engineering Branch .. .. .  | 273,682                        | 2·73                   | 58·11                  | 4·12  | 345,566                        | 2·88                   | 73·40                  | 4·69            |
| Miscellaneous Operations .. .. .   | 362,222                        | 3·62                   | 76·90                  | 5·45  | 464,777                        | 3·87                   | 98·72                  | 6·31            |
| Stores Branch .. .. .  | 110,810                        | 1·11                   | 23·53                  | 1·67  | 133,922                        | 1·12                   | 28·45                  | 1·82            |
| General Expenses .. .. .   | 197,544                        | 1·97                   | 41·94                  | 2·97  | 236,410                        | 1·97                   | 50·21                  | 3·21            |
| Pensions and Gratuities .. .. .  | 425,334                        | 4·25                   | 90·30                  | 6·46  | 394,187                        | 3·28                   | 83·73                  | 5·35            |
| Contribution to the Railway Accident and Fire Insurance Fund .. .. .   | 26,603                         | ·27                    | 5·65                   | ·40   | 44,417                         | ·37                    | 9·43                   | ·60             |
| Border Railways Adjustment .. .. .   | 20,998                         | ·21                    | 4·46                   | ·32   | 4,684                          | ·04                    | ·99                    | ·06             |
| Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge .. .. .               | 16,667                         | ·17                    | 3·54                   | ·25   | 16,667                         | ·14                    | 3·54                   | ·23             |
| Total Working Expenses .. .. .   | 7,695,144                      | 76·89                  | 1,633·79               | 116·82  | 9,513,419                      | 79·27                  | 2,020·69               | 129·21          |
| PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—76·89.  |                                |                        |                        | PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—79·27. |                                |                        |                        |                 |

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

| Divisions of Expenditure.  | Year ended 30th June— |        |
|--|-----------------------|--------|
|  | 1931.                 | 1930.  |
| Maintenance of Way and Works .. .. .   | 18·12                 | 18·38  |
| Rolling Stock—   |                       |        |
| General Superintendence, &c. .. .. .   | ·58                   | ·53    |
| Maintenance of Rolling Stock .. .. .   | 19·81                 | 19·53  |
| Locomotive Power .. .. .   | 15·81                 | 16·95  |
| Examination and Lubrication of Coaching and Goods Vehicles .. .. .   | ·71                   | ·69    |
| Transportation and Traffic .. .. .   | 26·34                 | 26·66  |
| Electrical Engineering Branch .. .. .  | 3·56                  | 3·63   |
| Miscellaneous Operations .. .. .   | 4·71                  | 4·89   |
| Stores Branch .. .. .  | 1·44                  | 1·41   |
| General Expenses .. .. .   | 2·56                  | 2·49   |
| Pensions and Gratuities .. .. .  | 5·53                  | 4·14   |
| Contribution to the Railway Accident and Fire Insurance Fund .. .. .                                       | ·34                   | ·47    |
| Border Railways Adjustment .. .. .   | ·27                   | ·05    |
| Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge .. .. . | ·22                   | ·18    |
|  | 100·00                | 100·00 |

(a) Excluding of £12,250 debited to Unemployment Relief Fund.

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1916, TO 30TH JUNE, 1931 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

| Year    | Mileage of Railway 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.                   |                       |            |                        |                         |
|---------|---|--|---|--|----------------|-----------------|---------|-----------|-----------------------------|-------------------------------|---|----------------------------------|-----------------------|------------|------------------------|-------------------------|
|         |   |  | Cost of Open Lines (including Rolling-stock and Materials). | Average Cost per Mile open at end of Year. | Locomotives.   | Passenger Cars. | Trucks. | Vans, &c. |                             |                               |   | Passenger, Parcels, Rentals, &c. | Goods and Live Stock. | Total.     | Per Average Mile open. | Per Traffic Train Mile. |
|         |   |  |   |  |                |                 |         |           |                             |                               |   |                                  |                       |            |                        |                         |
| 1916-17 | 4,123   | 4,104  | 56,017,294  | 13,587                                     | 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  | 56,874,585  | 13,698                                     | 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  | 57,789,221  | 13,792                                     | 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  | 58,721,037  | 13,936                                     | 788            | 1,693           | 19,532  | 910       | 15,022,465                  | 134,012,162                   | 7,770,694                                 | 4,503,850                        | 3,721,122             | 8,224,972  | 1,961                  | 10/11.40                |
| 1920-21 | 4,267   | 4,237  | 61,185,930  | 14,339                                     | 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  | 64,593,531  | 14,945                                     | 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  | 65,599,595  | 15,133                                     | 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  | 66,762,259  | 15,053                                     | 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                  | 14/4.90                 |
| 1924-25 | 4,482   | 4,446  | 67,973,742  | 15,166                                     | 728            | 1,988           | 19,779  | 962       | 17,482,006                  | 166,444,142                   | 8,959,556                                 | 6,983,675                        | 5,775,522             | 12,759,197 | 2,870                  | 14/7.16                 |
| 1925-26 | 4,625   | 4,526  | 69,643,388  | 15,058                                     | 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  | 70,938,554  | 15,308                                     | 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  | 72,523,192  | 15,440                                     | 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  | 73,723,412  | 15,689                                     | 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                  | 14/7.73                 |
| 1929-30 | 4,713   | 4,708  | 74,849,542  | 15,882                                     | 647            | 1,931           | 20,674  | 1,028     | 17,670,565                  | 157,110,071                   | 7,513,606                                 | 6,402,624                        | 5,599,182             | 12,001,806 | 2,549                  | 13/7.01                 |
| 1930-31 | 4,717   | 4,710  | 74,609,226  | 15,817                                     | 657            | 1,929           | 20,728  | 1,013     | 15,945,315                  | 134,655,220                   | 6,099,310                                 | 5,190,550                        | 4,817,808             | 10,008,358 | 2,125                  | 12/6.64                 |

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

† Includes Repayment by the State Coal Mine of £43,773 in 1927-28 and £59,585 in 1928-29, portion of Subsidies paid in previous years.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1916, TO 30TH JUNE, 1931 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

| Year.   | EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES. |                         |                            | EXPENDITURE: WAY AND WORKS AND SIGNAL AND TELEGRAPH BRANCHES. |                        |                         |                             | EXPENDITURE: ROLLING-STOCK BRANCH. |                         |                            |                       |                         |                             | GENERAL EXPENSES. |                         |                             | ELECTRICAL BRANCH. | STORES BRANCH. | CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND. |                         |                             | Contribution to Melbourne Harbour Trust in connexion with the construction of the Spencer-street Bridge. |         |                         |                             |
|---------|---|-------------------------|----------------------------|---|------------------------|-------------------------|-----------------------------|------------------------------------|-------------------------|----------------------------|-----------------------|-------------------------|-----------------------------|-------------------|-------------------------|-----------------------------|--------------------|----------------|---|-------------------------|-----------------------------|--|---------|-------------------------|-----------------------------|
|         | Amount  | Per Traffic Train Mile. | Per cent. of Gross Revenue | Amount.   | Per Average Mile open. | Per Traffic Train Mile. | Per cent. of Gross Revenue. | WORKING.                           |                         |                            | REPAIRS AND RENEWALS. |                         |                             | Amount.           | Per Traffic Train Mile. | Per cent. of Gross Revenue. |                    |                | Amount.   | Per Traffic Train Mile. | Per cent. of Gross Revenue. |  | Amount. | Per Traffic Train Mile. | Per cent. of Gross Revenue. |
|         |   |                         |                            |   |                        |                         |                             | Amount.                            | Per Traffic Train Mile. | Per cent. of Gross Revenue | Amount.               | Per Traffic Train Mile. | Per cent. of Gross Revenue. |                   |                         |                             |                    |                |   |                         |                             |  |         |                         |                             |
|         | £   | s. d.                   |                            | £   | £                      | s. d.                   |                             | £                                  | s. d.                   |                            | £                     | s. d.                   |                             | £                 | s. d.                   |                             | £                  | £              | £   | s. d.                   |                             | £  |         |                         |                             |
| 1910-17 | 1,120,619   | 1/7'18                  | 18'83                      | 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 | 1,207,027   | 1/9'26                  | 18'39                      | 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 | 1,243,666   | 1/10'90                 | 19'33                      | 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 | 1,720,607   | 2/3'49                  | 20'92                      | 1,262,069   | 301                    | 1/8'16                  | 5'35                        | 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 | 2,246,443   | 2/10'71                 | 22'93                      | 1,578,206   | 372                    | 2/0'38                  | 16'11                       | 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 | 2,395,694   | 3/0'26                  | 22'20                      | 1,709,214   | 399                    | 2/1'87                  | 15'84                       | 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 | 2,399,867   | 2/11'13                 | 21'15                      | 1,762,626   | 410                    | 2/1'80                  | 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 | 2,543,229   | 3/0'78                  | 21'27                      | 1,862,562   | 426                    | 2/2'94                  | 15'58                       | 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 | 2,664,697   | 3/0'58                  | 20'88                      | 1,964,635   | 442                    | 2/2'97                  | 15'40                       | 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 | 2,701,124   | 3/0'88                  | 21'32                      | 1,929,938   | 426                    | 2/2'35                  | 15'23                       | 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 | 2,822,524   | 3/1'57                  | 20'67                      | 2,277,359   | 492                    | 2/6'31                  | 16'68                       | 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 | 2,673,941   | 3/0'27                  | 20'86                      | 2,119,124   | 455                    | 2/4'74                  | 16'53                       | 1,812,107                          | 2/0'58                  | 14'13                      | 1,848,364             | 2/1'07                  | 14'42                       | 248,374           | 0/3'37                  | 1'94                        | 346,808            | 111,706        | 31,301  | 0/0'42                  | 0'24                        | ...  |         |                         |                             |
| 1928-29 | 2,605,790   | 2/10'78                 | 19'79                      | 1,926,157   | 410                    | 2/1'71                  | 14'64                       | 1,738,142                          | 1/11'20                 | 13'20                      | 1,841,478             | 2/0'58                  | 13'99                       | 240,212           | 0/3'21                  | 1'82                        | 349,566            | 141,094        | 31,724  | 0/0'42                  | 0'24                        | 16,666   |         |                         |                             |
| 1929-30 | 2,536,635   | 2/10'45                 | 21'14                      | 1,749,068   | 372                    | 1/11'76                 | 14'57                       | 1,703,952                          | 1/11'14                 | 14'20                      | 1,883,134             | 2/1'58                  | 15'69                       | 236,410           | 0/3'21                  | 1'97                        | 345,566            | 133,922        | 44,417  | 0/0'60                  | 0'37                        | 16,667   |         |                         |                             |
| 1930-31 | 2,026,918   | 2/6'51                  | 20'25                      | †1,394,185  | 296                    | 1/8'98                  | 13'93                       | 1,293,150                          | 1/7'46                  | 12'92                      | 1,547,031             | 1/11'29                 | 15'46                       | 197,544           | 0/2'97                  | 1'97                        | 273,682            | 110,810        | 26,603  | 0/0'40                  | 0'27                        | 16,667   |         |                         |                             |

¶ Includes payment into Rolling-stock Replacement Fund, 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 £12,250 debited to Unemployment Relief Fund.



APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1916, TO 30TH JUNE, 1931 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

| Year.       | Miscellaneous Operations. | TOTAL WORKING EXPENSES.<br>(exclusive of Pensions and Gratuities.) |                        |                         |                            | PENSIONS AND GRATUITIES. | Adjustments.—<br>Border Railways and State Coal Mine. | TOTAL WORKING EXPENSES.<br>(including Pensions and Gratuities.) |                        |                         |                             | NET REVENUE AFTER PAYMENT OF WORKING EXPENSES. |                        |                         | Percentage of Profit to Cost of Construction of Open Lines, (including Rolling-stock and Stores and Materials). | NET INTEREST CHARGES AND EXPENSES. | EXCHANGE ON INTEREST PAYMENTS. | 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 Railway Loans. |
|             |                           | £  | £                      | s. d.                   | £                          | £                        | £   | £   | s. d.                  | £                       | £                           | s. d.  | £                      |                         | £   | £                                  | £                              | £        |           |                             |
| 1916-17 ... | 17,084                    | 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                  | 3.02  | 2.98                               | 2,006,197                      | ...      | 338,934   | ...                         |
| 1917-18 ... | 18,452                    | 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                 | 3.53  | 3.48                               | 2,120,547                      | ...      | 138,540   | ...                         |
| 1918-19 ... | 14,019                    | 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                  | 3.52  | 3.44                               | 2,157,799                      | ...      | 171,294   | ...                         |
| 1919-20 ... | 99,981                    | 6,032,951  | 1,438                  | 8/0.38                  | 73.35                      | 152,932                  | 20,160  | 6,215,043   | 1,482                  | 8/3.29                  | 75.56                       | 2,009,929                                      | 479                    | 2/8.11                  | 3.49  | 3.42                               | 2,225,881                      | ...      | 215,952   | ...                         |
| 1920-21 ... | 237,346                   | 7,837,105  | 1,850                  | 10/1.09                 | 80.01                      | 182,036                  | 2,005   | 8,021,146   | 1,893                  | 10/3.93                 | 81.88                       | 1,774,617                                      | 419                    | 2/3.41                  | 2.96  | 2.90                               | 2,401,132                      | ...      | 626,515   | ...                         |
| 1921-22 ... | 241,284                   | 8,027,340  | 1,874                  | 10/1.50                 | 74.39                      | 194,581                  | 3,879   | 8,225,800   | 1,920                  | 10/4.50                 | 76.23                       | 2,565,282                                      | 599                    | 3/2.83                  | 4.01  | 3.97                               | 2,580,001                      | ...      | 14,719    | ...                         |
| 1922-23 ... | 261,767                   | 8,182,601  | 1,904                  | 9/11.79                 | 72.11                      | 203,470                  | 3,938   | 8,390,009   | 1,953                  | 10/2.82                 | 73.94                       | 2,957,048                                      | 688                    | 3/7.29                  | 4.43  | 4.51                               | 2,937,709                      | ...      | ...       | 19,339                      |
| 1923-24 ... | 312,879                   | 8,715,097  | 1,995                  | 10/6.04                 | 72.88                      | 206,366                  | 3,297   | 8,924,760   | 2,043                  | 10/9.07                 | 74.63                       | 3,033,875                                      | 594                    | 3/7.88                  | 4.52  | 4.54                               | 3,001,370                      | ...      | 103,912†  | ...                         |
| 1924-25 ... | 430,151                   | 9,389,611  | 2,112                  | 10/8.90                 | 73.59                      | 215,087                  | 40,117†   | 9,644,815   | 2,169                  | 11/0.41                 | 75.59                       | 3,114,382                                      | 701                    | 3/6.75                  | 4.59  | 4.58                               | 3,085,648                      | ...      | ...       | 28,734                      |
| 1925-26 ... | 452,755                   | 9,527,805  | 2,105                  | 10/10.11                | 75.19                      | 238,108                  | 1,630   | 9,767,543   | 2,158                  | 11/1.38                 | 77.09                       | 2,903,518                                      | 642                    | 3/3.65                  | 4.16  | 4.17                               | 3,077,656                      | ...      | 174,138   | ...                         |
| 1926-27 ... | 484,281                   | 10,150,907   | 2,194                  | 11/3.11                 | 74.35                      | 293,680                  | Cr. 35,901*   | 10,408,686  | 2,250                  | 11/6.55                 | 76.24                       | 3,243,748                                      | 701                    | 3/7.17                  | 4.52  | 4.57                               | 3,269,628                      | ...      | 25,880    | ...                         |
| 1927-28 ... | 493,011                   | 9,684,736  | 2,078                  | 10/11.35                | 75.53                      | 335,950                  | 6,156   | 10,026,842  | 2,151                  | 11/4.00                 | 78.21                       | 2,794,217                                      | 600                    | 3/1.89                  | 3.80  | 3.85                               | 3,321,727                      | ...      | 527,510   | ...                         |
| 1928-29 ... | 481,537                   | 9,372,366  | 1,995                  | 10/5.10                 | 71.19                      | 366,899                  | 2,662   | 9,741,927   | 2,074                  | 10/10.04                | 74.00                       | 3,423,046                                      | 729                    | 3/9.69                  | 4.63  | 4.64                               | 3,473,575                      | ...      | 50,529    | ...                         |
| 1929-30 ... | 464,777                   | 9,114,548  | 1,936                  | 10/3.79                 | 75.94                      | 394,187                  | 4,684   | 9,513,419   | 2,021                  | 10/9.21                 | 79.27                       | 2,488,387                                      | 529                    | 2/9.80                  | 3.30  | 3.32                               | 3,508,658                      | ...      | 1,020,270 | ...                         |
| 1930-31 ... | 362,222                   | 7,248,812  | 1,539                  | 9/0.91                  | 72.43                      | 425,334                  | 20,998  | 7,695,144   | 1,634                  | 9/7.82                  | 76.89                       | 2,313,214                                      | 491                    | 2/10.82                 | 3.08  | 3.10                               | 3,596,758                      | 183,863  | 1,467,407 | ...                         |

† The deficit of £103,912 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 £1,367 Border Railways Adjustment.

## 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, 1931 AND 1930. (BUTTY GANGS EXCLUDED.)

| Branch.                | Year ended 30th June—  |                      |           |  |                      |           |
|------------------------|--|----------------------|-----------|--|----------------------|-----------|
|                        | 1931.  |                      |           | 1930.  |                      |           |
|                        | 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 .. .. .  | 87,680   | 989,025              | 1,076,705 | 192,450  | 1,225,877            | 1,418,327 |
| Locomotive .. .. .     | 336,335  | 1,594,448            | 1,930,783 | 513,565  | 1,912,437            | 2,426,002 |
| Traffic .. .. .        | 33,334   | 1,683,810            | 1,717,144 | 38,613   | 2,102,742            | 2,141,355 |
| Electrical .. .. .     | 27,458   | 161,444              | 188,902   | 49,332   | 195,555              | 244,887   |
| Other Branches .. .. . | 51,910   | 622,095              | 674,005   | 91,050   | 775,391              | 866,441   |
| Totals .. .. .         | 536,717  | 5,050,822            | 5,587,539 | 885,010  | 6,212,002            | 7,097,012 |

## APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF\* EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1931 AND 1930.

| Branch.   | Year ended 30th June, 1931. |                     |              | Year ended 30th June, 1930. |                     |              |
|---|-----------------------------|---------------------|--------------|-----------------------------|---------------------|--------------|
|   | 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 .. .. .   | 103                         | 13                  | 116          | 113                         | 23                  | 136          |
| Chief Accountant's .. .. .  | 457                         | 70                  | 527          | 399                         | 78                  | 477          |
| Traffic Audit .. .. .   | 153                         | 412                 | 565          | 168                         | 477                 | 645          |
| Stores .. .. .  |                             |                     |              |                             |                     |              |
| Permanent Way .. .. .   | 365                         | 4,119               | 4,484        | 399                         | 4,850               | 5,249        |
| Signalling .. .. .  | 92                          | 539                 | 631          | 102                         | 706                 | 808          |
| Locomotive .. .. .  | 502                         | 7,386               | 7,888        | 524                         | 8,128               | 8,652        |
| Traffic .. .. .   | 2,275                       | 4,882               | 7,157        | 2,416                       | 5,381               | 7,797        |
| Electrical .. .. .  | 127                         | 561                 | 688          | 141                         | 633                 | 774          |
| General .. .. .   | 78                          | 947                 | 1,025        | 82                          | 1,083               | 1,165        |
| Totals .. .. .  | 4,152                       | 18,929              | 23,081       | 4,344                       | 21,359              | 25,703       |
| Rolling Stock (Locomotive) Branch Butty Gangs not included in above. (From 1st July to 16th August, 1930) .. .. . | ..                          | 24                  | 24           | ..                          | 227                 | 227          |

\* The number of staff shown represents the average number of individuals actually employed at the close of each fortnightly pay period.

## CONSTRUCTION BRANCH.

YEAR ENDED 30TH JUNE.

| 1931.                  |                     |              | 1930.                  |                     |              |
|------------------------|---------------------|--------------|------------------------|---------------------|--------------|
| No. of Salaried Staff. | No. of Wages Staff. | Total Staff. | No. of Salaried Staff. | No. of Wages Staff. | Total Staff. |
| 50                     | 303                 | 353          | 50                     | 493                 | 543          |

AVERAGE NUMBER OF STAFF† EMPLOYED (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) DURING THE YEARS ENDED 30TH JUNE, 1931 AND 1930.

| How Employed.  | 1931.  | 1930.  |
|--|--------|--------|
| On Working Expenses .. .. .  | 20,463 | 22,574 |
| On Capital and other funds (including Electric Tramways and Road Motor Services) .. .. . | 2,129  | 3,108  |
| Totals .. .. .   | 22,592 | 25,682 |

† The numbers in this statement have been arrived at by dividing the total time paid for (including overtime and penalty time) in each grade by the normal working hours of the employees in that grade.

## APPENDIX No. 8.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, DATE OF OPENING, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1931.

| Date of Opening.        | Lines.   | Length of Lines open for Traffic. |          |          | Height of Rail-level above Low-water Mark. |         | Cost, exclusive of Rolling-stock. |                   |        |
|-------------------------|--|-----------------------------------|----------|----------|--|---------|-----------------------------------|-------------------|--------|
|                         |  | Double and over.                  | Single.  | Total.   | Highest.                                   | Lowest. | Total.                            | Average per Mile. |        |
|                         |  | Miles.                            | Miles.   | Miles.   | Feet.                                      | Feet.   | £                                 | s. d.             | £      |
| LINES OPEN FOR TRAFFIC. |  |                                   |          |          |  |         |                                   |                   |        |
| 10.2.1859               | Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..                              | 100.89                            | ..       | 100.89   | 1,902                                      | 18      | 5,159,121                         | 8 11              | 51,136 |
| 21.10.1862              | Bendigo to Echuca (including cost of Bendigo Cattle yards and wharf at Echuca) ..                          | 2.06                              | 53.05    | 55.11    | 758  | 314     | 697,742                           | 11 9              | 12,661 |
| 19.9.1864               | *Moama to Deniliquin ..  | ..                                | 43.82    | 43.82    | ..   | ..      | 197,985                           | 9 3               | 4,518  |
| 4.7.1876                | †Echuca to Moama (including portion of cost of Echuca Bridge used for Railway purposes only) ..            | ..                                | 1.42     | 1.42     | ..   | ..      | 15,206                            | 0 0               | 10,708 |
| 4.7.1876                | †Echuca Bridge over the River Murray (exclusive of portion of cost of bridge used for Railway purposes) .. | ..                                | ..       | ..       | ..   | ..      | 33,163                            | 7 10              | ..     |
| 29.12.1878              | Barnes to Balranald ..   | ..                                | 119.92   | 119.92   | 326  | 206     | 692,787                           | 7 3               | 5,778  |
| 26.3.1926               | Lancefield Junction to Lancefield ..   | ..                                | 14.50    | 14.50    | 1,675                                      | 1,072   | 66,630                            | 1 6               | 4,594  |
| 7.6.1881                | Heathcote Junction to Bendigo (including cost of Cattle Siding) ..   | ..                                | 67.82    | 67.82    | 1,450                                      | 526     | 409,786                           | 6 7               | 6,042  |
| 1.10.1888               | Carlsruhe to Daylesford ..   | 0.38                              | 22.17    | 22.55    | 2,469                                      | 1,791   | 182,354                           | 2 0               | 8,087  |
| 22.8.1890               | Daylesford Junction to North Creswick ..   | ..                                | 23.11    | 23.11    | 2,292                                      | 1,429   | 181,410                           | 15 8              | 7,850  |
| 16.2.1880               | Redesdale Junction to Redesdale ..   | ..                                | 16.25    | 16.25    | 1,636                                      | 973     | 90,696                            | 0 0               | 5,581  |
| 17.3.1880               | Castlemaine to Dunolly ..  | 0.38                              | 46.46    | 46.84    | 948  | 579     | 443,796                           | 11 5              | 9,475  |
| 16.2.1880               | Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ..                                | 0.28                              | 32.73    | 33.01    | 943  | 611     | 193,949                           | 12 8              | 5,875  |
| 17.3.1880               | St. Arnaud to Donald ..  | ..                                | 23.86    | 23.86    | 868  | 374     | 128,301                           | 11 5              | 5,377  |
| 16.2.1880               | Donald to Birchip ..   | ..                                | 32.30    | 32.30    | 394  | 330     | 103,652                           | 0 6               | 3,269  |
| 17.3.1880               | Birchip to Woomelang ..  | ..                                | 26.45    | 26.45    | 351  | 260     | 88,101                            | 1 11              | 3,331  |
| 15.1.1891               | Woomelang to Mildura ..  | ..                                | 110.15   | 110.15   | 334  | 128     | 471,987                           | 17 3              | 4,285  |
| 7.7.1874                | Mildura to Merbein ..  | ..                                | 6.92     | 6.92     | 186  | 126     | 20,006                            | 9 10              | 2,891  |
| 6.10.1874               | Merbein to Yelta ..  | ..                                | 5.87     | 5.87     | 184  | 116     | 35,005                            | 0 4               | 5,963  |
| 3.9.1878                | Red Cliffs to Werrimull ..   | ..                                | 35.40    | 35.40    | 226  | 138     | 134,927                           | 8 8               | 3,811  |
| 23.12.1878              | Werrimull to Meringur ..   | ..                                | 15.17    | 15.17    | 303  | 193     | 63,369                            | 0 4               | 4,173  |
| 26.1.1882               | Meringur to Morkalla ..  | ..                                | 9.53     | 9.53     | 234  | 111     | 33,524                            | 6 10              | 3,517  |
| 22.4.1882               | Dunolly to Inglewood ..  | ..                                | 24.24    | 24.24    | 794  | 457     | 95,721                            | 19 2              | 3,949  |
| 28.3.1893               | Ouyen to Cowangie ..   | ..                                | 56.39    | 56.39    | 351  | 137     | 143,816                           | 3 4               | 2,550  |
| 18.9.1899               | Cowangie to Murrayville ..   | ..                                | 11.44    | 11.44    | 218  | 146     | 33,493                            | 6 5               | 2,928  |
| 15.1.1903               | †Murrayville to South Australian Border ..   | ..                                | 12.53    | 12.53    | 351  | 192     | 19,280                            | 8 11              | 1,539  |
| 27.10.1903              | †South Australian Border to Pinnaroo (3.55 miles) ..   | ..                                | ..       | ..       | ..   | ..      | 6,711                             | 9 0               | ..     |
| 4.7.1910                | Castlemaine (Maldon Junction) to Maldon ..   | ..                                | 10.24    | 10.24    | 1,177                                      | 890     | 67,810                            | 0 5               | 6,603  |
| 27.6.1925               | Maldon (Laanecoorie Junction) to Shelbourne ..   | ..                                | 9.89     | 9.89     | 1,126                                      | 649     | 68,505                            | 14 5              | 6,927  |
| 11.4.1924               | Maryborough to Ballarat ..   | 0.26                              | 41.47    | 41.73    | 1,525                                      | 732     | 304,903                           | 3 9               | 7,307  |
| 30.10.1925              | Waubra Junction to Ballarat Racecourse ..  | ..                                | 2.10     | 2.10     | 1,508                                      | 1,466   | 7,485                             | 3 4               | 3,564  |
| 16.6.1931               | Waubra Junction to Waubra ..   | ..                                | 13.74    | 13.74    | 1,533                                      | 1,341   | 73,226                            | 4 5               | 5,329  |
| 20.11.1888              | Maryborough to Avoca ..  | ..                                | 14.93    | 14.93    | 885  | 721     | 66,678                            | 8 0               | 4,466  |
| 25.6.1912               | Avoca to Ararat ..   | ..                                | 39.04    | 39.04    | 1,215                                      | 763     | 176,890                           | 12 11             | 4,531  |
| 25.6.1912               | Ben Nevis (Crowlands) to Navarre ..  | ..                                | 22.87    | 22.87    | 885  | 720     | 66,470                            | 3 4               | 2,906  |
| 19.9.1876               | Bendigo to Inglewood ..  | 0.80                              | 28.13    | 28.93    | 779  | 443     | 232,042                           | 1 8               | 8,021  |
| 18.11.1876              | Inglewood to Charlton ..   | ..                                | 42.82    | 42.82    | 639  | 422     | 287,490                           | 7 6               | 6,714  |
| 15.4.1882               | Charlton to Wycheproof ..  | ..                                | 16.48    | 16.48    | 521  | 356     | 109,769                           | 11 1              | 6,661  |
| 20.4.1883               | Wycheproof to Sea Lake ..  | ..                                | 47.89    | 47.89    | 357  | 172     | 91,989                            | 2 10              | 1,921  |
| 1.10.1883               | Sea Lake to Nandaly ..   | ..                                | 17.68    | 17.68    | 265  | 172     | 43,523                            | 5 8               | 2,462  |
| 8.3.1895                | Nandaly to Kulwin ..   | ..                                | 19.68    | 19.68    | 256  | 148     | 78,152                            | 17 1              | 3,971  |
| 29.6.1914               | Wedderburn Junction to Wedderburn ..   | ..                                | 4.86     | 4.86     | 660  | 554     | 17,779                            | 1 8               | 3,658  |
| 28.5.1919               | Korong Vale to Boort ..  | ..                                | 17.86    | 17.86    | 459  | 296     | 92,142                            | 5 6               | 5,159  |
| 16.6.1920               | Boort to Quambatook ..   | ..                                | 21.96    | 21.96    | 419  | 287     | 71,863                            | 2 5               | 3,272  |
| 21.4.1887               | Quambatook to Ultima ..  | ..                                | 30.31    | 30.31    | 371  | 256     | 61,616                            | 6 7               | 2,033  |
| 2.7.1883                | Carried forward ..   | 105.05                            | 1,213.45 | 1,318.50 | ..   | ..      | 11,660,605                        | 11 4              | ..     |
| 7.8.1894                |  |                                   |          |          |  |         |                                   |                   |        |
| 1.3.1900                |  |                                   |          |          |  |         |                                   |                   |        |

\* Taken over by the Department on 1.12.1923.

† The balance of the cost of the bridge has been borne by the New South Wales Government.

‡ The expenditure shown is portion only of the total cost, the balance having been borne by the South Australian Government.

## APPENDIX No. 8—continued.

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

| Date of Opening. | Lines.  | Length of Lines open for Traffic. |          |          | Height of Rail-level above Low-water Mark. |         | Cost, exclusive of Rolling-stock. |                   |    |        |
|------------------|---|-----------------------------------|----------|----------|--|---------|-----------------------------------|-------------------|----|--------|
|                  |   | Double and over.                  | Single.  | Total.   | Highest.                                   | Lowest. | Total.                            | Average per Mile. |    |        |
|                  | LINES OPEN FOR TRAFFIC—continued.   | Miles.                            | Miles.   | Miles.   | Feet.                                      | Feet.   | £                                 | s.                | d. | £      |
|                  | Brought forward .. ..   | 105.05                            | 1,213.45 | 1,318.50 | ..   | ..      | 11,660,605                        | 11                | 4  | ..     |
| 1.7.1909         | Ultima to Chillingollah .. ..   | ..                                | 20.14    | 20.14    | 263  | 164     | 36,124                            | 11                | 2  | 1,794  |
| 28.1.1914        | Chillingollah to Manangatang .. ..  | ..                                | 18.59    | 18.59    | 245  | 169     | 39,797                            | 6                 | 9  | 2,141  |
| 8.3.1921         | Manangatang to Annuello .. ..   | ..                                | 14.19    | 14.19    | 200  | 172     | 68,881                            | 2                 | 0  | 4,854  |
| 5.6.1924         | Annuello to Robinvale .. ..   | ..                                | 19.50    | 19.50    | 250  | 173     | 96,729                            | 6                 | 3  | 4,960  |
| 15.12.1882       | Eaglehawk to Kerang .. ..   | ..                                | 72.99    | 72.99    | 742  | 255     | 372,058                           | 19                | 8  | 5,097  |
| 25.10.1884       |   |                                   |          |          |  |         |                                   |                   |    |        |
| 30.5.1890        | Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. ..   | ..                                | 35.16    | 35.16    | 286  | 225     | 180,500                           | 14                | 7  | 5,134  |
| 20.12.1924       | Kerang to Murrabit .. ..  | ..                                | 16.11    | 16.11    | 267  | 244     | 115,007                           | 14                | 8  | 7,139  |
| 16.3.1928        | *Murrabit to Stony Crossing (including portion of cost of Bridge over River Murray) .. ..   | ..                                | 38.59    | 38.59    | 251  | 214     | 257,550                           | 9                 | 4  | 6,674  |
| 27.5.1915        | Swan Hill to Piangil .. ..  | ..                                | 27.39    | 27.39    | 291  | 216     | 73,303                            | 2                 | 4  | 2,676  |
| 24.3.1920        | Piangil to Kooloonong .. ..   | ..                                | 15.87    | 15.87    | 243  | 199     | 72,068                            | 16                | 10 | 4,541  |
| 29.3.1926        | Kooloonong to Yungera .. ..   | ..                                | 6.71     | 6.71     | 230  | 187     | 37,381                            | 14                | 11 | 5,571  |
| 10.11.1915       | Elmore to Cohuna .. ..  | ..                                | 57.09    | 57.09    | 438  | 264     | 146,834                           | 3                 | 0  | 2,572  |
| 1.7.1929         | Albion to Broadmeadows .. ..  | 8.58                              | ..       | 8.58     | 398  | 137     | 506,946                           | 11                | 8  | 59,085 |
| 17.1.1859        | Footscray to Williamstown (including cost of tracks on piers at Williamstown) .. ..   | 5.50                              | 0.37     | 5.87     | 66   | 8       | 455,168                           | 14                | 10 | 77,542 |
| 24.9.1887        | †Newport to Sunshine .. ..  | ..                                | 4.29     | 4.29     | 110  | 48      | 31,173                            | 8                 | 0  | 7,266  |
| 25.6.1857        | Newport to Geelong (including cost of Williamstown Racecourse Branch and Geelong Pier) .. ..  | 3.99                              | 35.21    | 39.20    | 113  | 10      | 1,518,856                         | 15                | 3  | 38,746 |
| 6.4.1885         | Williamstown Racecourse Junction to Altona Beach .. ..  | ..                                | 1.85     | 1.85     | ..   | ..      | 11,951                            | 4                 | 7  | 6,460  |
| .. 1889          | Williamstown Racecourse Junction to Geelong to Colac .. ..  | 1.26                              | 48.98    | 50.24    | 469  | 10      | 453,871                           | 6                 | 9  | 9,034  |
| 25.11.1876       |   |                                   |          |          |  |         |                                   |                   |    |        |
| 27.7.1877        | Colac to Alvie .. ..  | ..                                | 9.65     | 9.65     | 518  | 402     | 59,101                            | 5                 | 5  | 6,124  |
| 21.6.1923        | Colac to Camperdown .. ..   | ..                                | 28.11    | 28.11    | 569  | 405     | 158,520                           | 19                | 7  | 5,639  |
| 2.7.1883         |   |                                   |          |          |  |         |                                   |                   |    |        |
| 23.4.1887        | Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. ..   | 0.90                              | 41.81    | 42.71    | 550  | 13      | 400,504                           | 6                 | 4  | 9,377  |
| 4.2.1890         | Warrnambool to Koroit .. ..   | ..                                | 9.36     | 9.36     | 245  | 19      | 90,428                            | 14                | 7  | 9,661  |
| 4.2.1890         | Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. ..   | ..                                | 11.34    | 11.34    | 208  | 11      | 107,242                           | 1                 | 6  | 9,457  |
| 21.5.1879        | Geelong (Queenscliff Junction) to Queenscliff .. ..   | ..                                | 20.72    | 20.72    | 264  | 10      | 117,605                           | 1                 | 0  | 5,676  |
| 17.3.1890        | Moriae to Wensleydale .. ..   | ..                                | 10.92    | 10.92    | 752  | 361     | 39,203                            | 14                | 4  | 3,590  |
| 5.6.1891         | Birregurra to Forrest .. ..   | ..                                | 19.85    | 19.85    | 579  | 363     | 148,007                           | 10                | 1  | 7,456  |
| 7.8.1889         | Irrewarra to Beeac .. ..  | ..                                | 8.70     | 8.70     | 432  | 390     | 47,767                            | 19                | 9  | 5,491  |
| 1.12.1910        | Beeac to Newtown .. ..  | ..                                | 34.95    | 34.95    | 443  | 388     | 119,044                           | 6                 | 5  | 3,406  |
| 25.9.1915        |   |                                   |          |          |  |         |                                   |                   |    |        |
| 1.3.1902         | †Colac to Beech Forest .. ..  | 0.21                              | 29.45    | 29.66    | 1,748                                      | 225     | 79,373                            | 19                | 0  | 2,676  |
| 20.6.1911        | †Beech Forest to Crowes .. ..   | ..                                | 14.11    | 14.11    | 1,826                                      | 1,356   | 44,682                            | 16                | 6  | 3,167  |
| 5.4.1892         | Timboon Junction to Timboon .. ..   | ..                                | 22.32    | 22.32    | 673  | 52      | 116,937                           | 6                 | 2  | 5,239  |
| 4.2.1890         | Terang to Mortlake .. ..  | ..                                | 12.16    | 12.16    | 447  | 414     | 57,738                            | 0                 | 7  | 4,748  |
| 11.4.1862        | North Geelong to Ballarat (including cost of North Geelong Loop Line) .. ..   | 41.66                             | 11.59    | 53.25    | 1,725                                      | 46      | 1,974,496                         | 15                | 10 | 37,080 |
| 9.9.1918         | North Geelong to Fyansford .. ..  | ..                                | 2.93     | 2.93     | 212  | 56      | 7,132                             | 6                 | 0  | ..     |
| 11.8.1874        | Ballarat to Ararat .. ..  | 4.34                              | 52.95    | 57.29    | 1,517                                      | 960     | 603,536                           | 0                 | 5  | 10,535 |
| 7.4.1875         |   |                                   |          |          |  |         |                                   |                   |    |        |
| 15.2.1876        | Ararat to Stawell .. ..   | ..                                | 18.85    | 18.85    | 1,086                                      | 761     | 212,481                           | 2                 | 2  | 11,272 |
| 14.4.1876        |   |                                   |          |          |  |         |                                   |                   |    |        |
| 17.12.1878       | Stawell to Horsham .. ..  | 1.18                              | 52.26    | 53.44    | 761  | 423     | 443,614                           | 3                 | 1  | 6,403  |
| 5.2.1879         |   |                                   |          |          |  |         |                                   |                   |    |        |
| 26.6.1905        | †Stawell to Grampians .. ..   | ..                                | 15.84    | 15.84    | 815  | 621     | 152,010                           | 19                | 1  | 7,083  |
| 1.7.1882         | Horsham to Dimboola .. ..   | 0.36                              | 21.10    | 21.46    | 477  | 361     | ..                                | ..                | .. | ..     |
| 19.1.1887        | Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway) .. .. | 1.35                              | 61.87    | 63.22    | 631  | 315     | 475,636                           | 8                 | 11 | 7,524  |
| 2.4.1884         | Sunshine to Parwan .. ..  | 0.15                              | 21.50    | 21.65    | 466  | 119     | 287,036                           | 12                | 2  | 13,258 |
| 1.4.1886         |   |                                   |          |          |  |         |                                   |                   |    |        |
| 22.12.1886       | Parwan to Gordon .. ..  | ..                                | 27.46    | 27.46    | 1,877                                      | 341     | 330,741                           | 3                 | 9  | 13,865 |
| 16.2.1887        |   |                                   |          |          |  |         |                                   |                   |    |        |
| 7.5.1879         | Gordon to Warrenheip .. ..  | ..                                | 12.87    | 12.87    | 1,940                                      | 1,707   | 141,142                           | 8                 | 0  | 10,967 |
| 26.12.1900       | †Bungaree Junction to Racecourse Reserve .. ..  | ..                                | 1.53     | 1.53     | 1,884                                      | 1,848   | 3,332                             | 4                 | 2  | 2,178  |
| 8.8.1913         | Gheringhap to Maroona .. ..   | ..                                | 99.76    | 99.76    | 978  | 193     | 460,187                           | 12                | 0  | 4,613  |
|                  | Carried forward .. ..   | 174.53                            | 2,320.44 | 2,494.97 | ..   | ..      | 22,862,317                        | 10                | 9  | ..     |

\* The balance of cost of the bridge has been borne by the Public Works Departments of New South Wales and Victoria.

† Trains run only as required for traffic.

‡ 2-ft. 6-in. gauge.

§ Taken over by the Department on 1.10.1924.

## APPENDIX No. 8—continued.

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

| Date of Opening. | Lines.  | Length of Lines open for Traffic. |          |          | Height of Rail-level above Low-water Mark. |         | Cost, exclusive of Rolling-stock. |                   |        |
|------------------|---|-----------------------------------|----------|----------|--|---------|-----------------------------------|-------------------|--------|
|                  |   | Double and over.                  | Single.  | Total.   | Highest.                                   | Lowest. | Total.                            | Average per Mile. |        |
|                  |   | Miles.                            | Miles.   | Miles.   | Feet.                                      | Feet.   | £                                 | s. d.             | £      |
|                  | LINES OPEN FOR TRAFFIC—continued.   |                                   |          |          |  |         |                                   |                   |        |
|                  | Brought forward .. ..   | 174.53                            | 2,320.44 | 2,494.97 | ..   | ..      | 22,862,317                        | 10 9              | ..     |
| 1.1.1886         | *Lal Lal Racecourse Branch .. ..  | ..                                | 2.00     | 2.00     | 1,539                                      | 1,532   | 11,420                            | 12 4              | 5,710  |
| 12.9.1889        | Bailarat East to Buninyong .. ..  | ..                                | 6.84     | 6.84     | 1,626                                      | 1,436   | 65,814                            | 16 8              | 9,622  |
| 15.11.1886       | *Ballarat Cattle-yards Branch .. ..   | ..                                | 2.92     | 2.92     | 1,523                                      | 1,446   | 12,911                            | 6 10              | 4,422  |
| 1.8.1883         | Scarsdale Junction to Scarsdale .. ..   | ..                                | 13.12    | 13.12    | 1,516                                      | 1,157   | 59,837                            | 16 4              | 4,561  |
| 19.10.1890       | Scarsdale to Linton .. ..   | 0.19                              | 7.78     | 7.97     | 1,189                                      | 1,022   | 78,470                            | 3 0               | 9,846  |
| 17.1.1916        | Linton to Skipton .. ..   | ..                                | 12.75    | 12.75    | 1,383                                      | 944     | 56,507                            | 17 8              | 4,432  |
| 1.1.1904         | *Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. ..                                  | ..                                | 1.14     | 1.14     | 1,297                                      | 1,256   | 3,689                             | 9 1               | 3,236  |
| 24.4.1877        | Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) .. ..                       | 1.28                              | 64.78    | 66.06    | 1,028                                      | 572     | 450,832                           | 11 11             | 6,825  |
| 29.10.1877       | Hamilton to Portland (including cost of sidings to piers at Portland) .. ..                     | 0.24                              | 53.58    | 53.82    | 606  | 11      | 329,996                           | 13 6              | 6,132  |
| 19.12.1877       | Penshurst to Koroit .. ..   | ..                                | 33.12    | 33.12    | 725  | 207     | 120,900                           | 17 11             | 3,650  |
| 22.8.1890        | Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. ..                | ..                                | 18.10    | 18.10    | 727  | 590     | 78,065                            | 4 6               | 4,313  |
| 20.11.1888       | Hamilton (Coleraine Junction) to Coleraine .. ..  | ..                                | 23.01    | 23.01    | 668  | 301     | 113,753                           | 9 4               | 4,944  |
| 1.11.1915        | Hamilton to Cavendish .. ..   | ..                                | 14.26    | 14.26    | 794  | 577     | 48,157                            | 4 3               | 3,377  |
| 17.12.1917       | Cavendish to Toolondo .. ..   | ..                                | 43.74    | 43.74    | 864  | 558     | 200,762                           | 15 9              | 4,590  |
| 19.11.1920       | Braxholme to Casterton .. ..  | ..                                | 32.09    | 32.09    | 572  | 149     | 182,649                           | 3 11              | 5,692  |
| 15.2.1884        |   |                                   |          |          |  |         |                                   |                   |        |
| 1.9.1884         |   |                                   |          |          |  |         |                                   |                   |        |
| 20.6.1916        | Heywood to Puralka (Mumbannar) .. ..  | ..                                | 38.51    | 38.51    | 422  | 85      | 141,414                           | 14 7              | 3,672  |
| 28.11.1917       | †Puralka (Mumbannar) to South Australian Border .. ..   | ..                                | 5.65     | 5.65     | 223  | 209     | 6,854                             | 6 5               | 1,213  |
| 28.11.1917       | †South Australian Border to Mount Gambier (11.67 miles) .. ..                                   | ..                                | ..       | ..       | ..   | ..      | 40,563                            | 0 9               | ..     |
| 1.6.1887         | Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) .. ..      | ..                                | 9.77     | 9.77     | 487  | 455     | 45,308                            | 1 6               | 4,637  |
| 15.6.1909        | Rupanyup to Marnoo .. ..  | ..                                | 15.33    | 15.33    | 494  | 450     | 34,048                            | 10 9              | 2,221  |
| 25.7.1927        | Marnoo to Bolangum .. ..  | ..                                | 6.40     | 6.40     | 579  | 495     | 37,763                            | 0 10              | 5,900  |
| 12.5.1886        | Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) .. .. | ..                                | 31.20    | 31.20    | 464  | 360     | 159,861                           | 17 0              | 5,124  |
| 5.1.1893         | Warracknabeal to Beulah .. ..   | ..                                | 21.92    | 21.92    | 359  | 288     | 62,140                            | 3 6               | 2,835  |
| 6.3.1894         | Beulah to Hopetoun .. ..  | ..                                | 16.01    | 16.01    | 290  | 258     | 40,711                            | 1 5               | 2,543  |
| 6.5.1925         | Hopetoun to Patchewollock .. ..   | ..                                | 26.96    | 26.96    | 279  | 218     | 113,232                           | 11 8              | 4,200  |
| 25.8.1887        | Horsham to Noradjuha .. ..  | ..                                | 19.95    | 19.95    | 488  | 395     | 88,884                            | 19 6              | 4,455  |
| 24.9.1912        | Noradjuha to Toolondo .. ..   | ..                                | 11.24    | 11.24    | 560  | 475     | 29,729                            | 14 11             | 2,645  |
| 31.7.1894        | East Natimuk to Goroke .. ..  | ..                                | 28.64    | 28.64    | 624  | 394     | 76,385                            | 13 1              | 2,458  |
| 3.5.1927         | Goroke to Carpolac .. ..  | ..                                | 9.05     | 9.05     | 537  | 462     | 49,871                            | 6 4               | 5,511  |
| 19.6.1894        | Dimboola to Jeparit .. ..   | ..                                | 21.59    | 21.59    | 387  | 268     | 53,416                            | 18 9              | 2,474  |
| 2.11.1899        | Jeparit to Rainbow .. ..  | ..                                | 18.47    | 18.47    | 388  | 263     | 38,620                            | 16 8              | 2,091  |
| 26.6.1914        | Rainbow to Yaapeet .. ..  | ..                                | 10.59    | 10.59    | 294  | 237     | 27,705                            | 18 9              | 2,616  |
| 10.12.1912       | Jeparit to Lorquon .. ..  | ..                                | 13.68    | 13.68    | 395  | 271     | 34,016                            | 3 1               | 2,487  |
| 27.6.1916        | Lorquon to Yanac .. ..  | ..                                | 18.38    | 18.38    | 473  | 355     | 48,094                            | 5 10              | 2,617  |
| 21.10.1860       | Essendon Junction to Essendon (including cost of Flemington Racecourse Branch) .. ..            | 5.00                              | ..       | 5.00     | 148  | 14      | 237,216                           | 0 9               | 47,443 |
| 30.11.1867       |   |                                   |          |          |  |         |                                   |                   |        |
| 18.4.1872        | Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) .. ..                    | 61.27                             | 120.72   | 181.99   | 1,147                                      | 105     | 2,951,361                         | 8 9               | 16,217 |
| 21.11.1873       |   |                                   |          |          |  |         |                                   |                   |        |
| 31.10.1927       | Bowser to Peechelba .. ..   | ..                                | 12.32    | 12.32    | 503  | 461     | 65,248                            | 9 6               | 5,296  |
| 14.6.1883        | †Wodonga to River Murray (including portion of cost of Bridge over River Murray) .. ..          | 1.94                              | ..       | 1.94     | 538  | 312     | 68,613                            | 4 11              | 35,368 |
| 9.9.1884         | North Melbourne to Coburg .. ..   | 5.07                              | ..       | 5.07     | 202  | 13      | 247,292                           | 1 11              | 48,776 |
| 8.10.1889        | Coburg to Somerton .. ..  | ..                                | 7.16     | 7.16     | 530  | 202     | 79,402                            | 8 9               | 11,090 |
| 8.5.1888         | Royal Park Junction to Clifton Hill .. ..   | 2.21                              | 0.18     | 2.39     | 136  | 103     | 182,382                           | 16 8              | 76,310 |
| 8.5.1888         | Fitzroy Branch .. ..  | ..                                | 0.89     | 0.89     | 119  | 85      | 78,092                            | 13 0              | 87,744 |
| 8.10.1889        | Whittlesea Junction to Whittlesea .. ..   | 4.67                              | 17.39    | 22.06    | 639  | 119     | 320,321                           | 16 9              | 14,520 |
| 23.12.1889       |   |                                   |          |          |  |         |                                   |                   |        |
| 5.12.1904        | Northcote Loop Line .. ..   | 0.13                              | ..       | 0.13     | 128  | 119     | 10,351                            | 11 8              | 79,623 |
| 16.11.1883       | Tallarook to Yea .. ..  | ..                                | 23.69    | 23.69    | 698  | 488     | 166,437                           | 15 11             | 7,026  |
| 12.11.1889       | Yea to Mansfield and Koriella .. ..   | ..                                | 55.82    | 55.82    | 1,304                                      | 557     | 346,684                           | 0 5               | 6,211  |
| 6.10.1891        |   |                                   |          |          |  |         |                                   |                   |        |
| 28.10.1909       | Koriella to Alexandra .. ..   | ..                                | 4.32     | 4.32     | 922  | 716     | 29,994                            | 17 3              | 6,943  |
| 13.1.1880        | Mangalore to Shepparton .. ..   | 0.29                              | 44.96    | 45.25    | 499  | 372     | 309,377                           | 15 4              | 6,837  |
| 1.9.1881         | Shepparton to Numurkah .. ..  | 2.14                              | 18.61    | 20.75    | 376  | 348     | 97,508                            | 16 8              | 4,699  |
| 1.10.1888        | Numurkah to Cobram .. ..  | 0.20                              | 21.47    | 21.67    | 376  | 355     | 89,696                            | 19 1              | 4,139  |
|                  | Carried forward .. ..   | 259.16                            | 3,300.54 | 3,559.70 | ..   | ..      | 31,078,693                        | 16 5              | ..     |

\* Trains run only as required for traffic.

† The expenditure shown is portion only of the total cost, the balance having been borne by the South Australian Government.

‡ The balance of the cost of the bridge has been borne by the New South Wales Government.

APPENDIX No. 8—*continued.*STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued.*

| Date of Opening. | Lines.   | Length of Lines open for Traffic. |          |          | Height of Rail-level above Low-water Mark. |         | Cost, exclusive of Rolling-stock. |    |                   |         |
|------------------|--|-----------------------------------|----------|----------|--|---------|-----------------------------------|----|-------------------|---------|
|                  |  | Double and over.                  | Single.  | Total.   | Highest.                                   | Lowest. | Total.                            |    | Average per Mile. |         |
|                  |  | Miles.                            | Miles.   | Miles.   | Feet.                                      | Feet.   | £                                 | s. | d.                | £       |
|                  | LINES OPEN FOR TRAFFIC— <i>continued.</i>  |                                   |          |          |  |         |                                   |    |                   |         |
|                  | Brought forward .. ..  | 259.16                            | 3,300.54 | 3,559.70 | ..   | ..      | 31,078,693                        | 16 | 5                 | ..      |
| 1.9.1890         | Murchison East to Rushworth .. ..  | ..                                | 12.81    | 12.81    | 476  | 391     | 69,304                            | 19 | 11                | 5,410   |
| 26.8.1914        | Rushworth to Colbinabbin .. ..   | 0.58                              | 12.29    | 12.87    | 510  | 363     | 41,046                            | 3  | 0                 | 3,189   |
| 15.5.1917        | Rushworth to Girgarre .. ..  | ..                                | 13.62    | 13.62    | 516  | 347     | 51,502                            | 11 | 7                 | 3,781   |
| 13.1.1880        | Tooolamba to Tatura .. ..  | ..                                | 6.83     | 6.83     | 385  | 371     | 31,422                            | 13 | 4                 | 4,601   |
| 19.8.1887        | Tatura to Echuca .. ..   | ..                                | 34.07    | 34.07    | 377  | 320     | 166,213                           | 1  | 1                 | 4,879   |
| 1.10.1888        | Shepparton to Dookie .. ..   | ..                                | 14.84    | 14.84    | 500  | 372     | 55,029                            | 14 | 4                 | 3,708   |
| 22.11.1892       | Dookie to Katamatite .. ..   | ..                                | 17.02    | 17.02    | 490  | 383     | 42,366                            | 12 | 8                 | 2,489   |
| 1.10.1888        | Numurkah to Nathalia .. ..   | ..                                | 13.79    | 13.79    | 356  | 335     | 52,499                            | 8  | 0                 | 3,807   |
| 15.12.1896       | Nathalia to Picola .. ..   | ..                                | 6.75     | 6.75     | 335  | 325     | 14,346                            | 15 | 3                 | 2,125   |
| 28.2.1905        | Strathmerton to 8 miles 23 chains .. ..  | ..                                | 8.20     | 8.20     | 390  | 358     | 23,081                            | 2  | 3                 | 2,815   |
| 9.7.1908         | 8 miles 23 chains to Tocumwal .. ..  | ..                                | 2.07     | 2.07     | 372  | 365     | 21,070                            | 9  | 11                | 10,179  |
| 3.9.1883         | Benalla to St. James .. ..   | ..                                | 20.33    | 20.33    | 583  | 450     | 80,479                            | 2  | 3                 | 3,959   |
| 6.5.1886         | St. James to Yarrawonga .. ..  | ..                                | 19.86    | 19.86    | 514  | 414     | 98,055                            | 19 | 6                 | 4,938   |
| 30.6.1914        | Benalla to Tatong .. ..  | ..                                | 18.00    | 18.00    | 760  | 556     | 49,980                            | 12 | 1                 | 2,777   |
| 14.3.1899        | *Wangaratta to Whitfield .. ..   | ..                                | 30.49    | 30.49    | 811  | 481     | 44,995                            | 19 | 7                 | 1,476   |
| 7.7.1875         | Bowser to Beechworth .. ..   | ..                                | 22.26    | 22.26    | 1,831                                      | 502     | 166,897                           | 3  | 5                 | 7,498   |
| 30.9.1876        | Beechworth to Yaekandandah .. ..   | ..                                | 12.84    | 12.84    | 1,912                                      | 981     | 97,594                            | 6  | 6                 | 7,601   |
| 23.7.1891        | Everton to Myrtleford .. ..  | ..                                | 16.56    | 16.56    | 989  | 581     | 82,207                            | 16 | 3                 | 4,964   |
| 17.12.1883       | Myrtleford to Bright .. ..   | ..                                | 18.54    | 18.54    | 1,004                                      | 688     | 112,553                           | 19 | 1                 | 6,071   |
| 17.10.1890       | Springhurst to Wahgunyah .. ..   | ..                                | 13.95    | 13.95    | 623  | 454     | 77,207                            | 0  | 3                 | 5,535   |
| 10.9.1889        | Wodonga to Tallangatta .. ..   | ..                                | 25.71    | 25.71    | 726  | 530     | 194,164                           | 14 | 3                 | 7,552   |
| 24.7.1891        | Tallangatta to Cudgewa .. ..   | ..                                | 42.33    | 42.33    | 2,580                                      | 625     | 293,196                           | 12 | 6                 | 6,926   |
| 13.6.1916        | Spencer-street to Flinders-street .. ..  | 0.76                              | ..       | 0.76     | 33   | 17      | 280,094                           | 18 | 6                 | 368,546 |
| 5.5.1921         | Flinders-street to Port Melbourne .. ..  | ..                                | ..       | ..       | ..   | ..      | ..                                | .. | ..                | ..      |
| 23.11.1891       | Flinders-street to St. Kilda .. ..   | ..                                | ..       | ..       | ..   | ..      | ..                                | .. | ..                | ..      |
| 13.9.1854        | Prince's-bridge to Richmond .. ..  | ..                                | ..       | ..       | ..   | ..      | ..                                | .. | ..                | ..      |
| 13.5.1857        | Richmond to Cremorne .. ..   | ..                                | ..       | ..       | ..   | ..      | ..                                | .. | ..                | ..      |
| 8.2.1859         | Richmond to North Brighton .. ..   | ..                                | ..       | ..       | ..   | ..      | ..                                | .. | ..                | ..      |
| 12.12.1859       | Richmond to Pic-nic Station .. ..  | ..                                | ..       | ..       | ..   | ..      | ..                                | .. | ..                | ..      |
| 19.12.1859       | Cremorne to Windsor .. ..  | ..                                | ..       | ..       | ..   | ..      | ..                                | .. | ..                | ..      |
| 24.9.1860        | Pic-nic Station to Hawthorn .. ..  | ..                                | ..       | ..       | ..   | ..      | ..                                | .. | ..                | ..      |
| 22.12.1860       | North Brighton to Brighton Beach .. ..   | ..                                | ..       | ..       | ..   | ..      | ..                                | .. | ..                | ..      |
| 13.4.1861        | Prince's-bridge to Collingwood .. ..   | 2.22                              | ..       | 2.22     | 85   | 23      | 265,295                           | 4  | 11                | 92,475  |
| 21.12.1861       | Collingwood to Heidelberg .. ..  | 2.97                              | 2.52     | 5.49     | 196  | 68      | 292,570                           | 12 | 9                 | 53,291  |
| 21.10.1901       | Heidelberg to Eltham .. ..   | ..                                | 8.35     | 8.35     | 303  | 110     | 79,336                            | 6  | 10                | 9,501   |
| 8.5.1888         | Eltham to Hurst's Bridge .. ..   | ..                                | 6.64     | 6.64     | 248  | 116     | 82,708                            | 2  | 7                 | 12,456  |
| 5.6.1902         | Brighton Beach to Sandringham .. ..  | 2.20                              | ..       | 2.20     | 58   | 20      | 83,428                            | 14 | 3                 | 37,918  |
| 25.6.1912        | South Yarra to Oakleigh .. ..  | 7.05                              | ..       | 7.05     | 184  | 22      | 698,881                           | 3  | 1                 | 99,132  |
| 2.9.1887         | Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's Coal Mine and Hernes Oak to Yallourn), opened on 11.1.1922 .. .. | 11.89                             | 108.78   | 120.67   | 513  | 8       | 1,509,319                         | 8  | 0                 | 12,508  |
| 2.4.1879         | Sale to Stratford Junction .. ..   | ..                                | 8.97     | 8.97     | 64   | 33      | 47,539                            | 0  | 4                 | 5,300   |
| 1.6.1877         | Oakleigh to Fairfield Park (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield Park to 30 chains 48 links .. ..   | ..                                | 5.54     | 5.54     | 249  | 108     | 196,938                           | 1  | 4                 | 35,548  |
| 8.10.1887        | Caulfield to Frankston .. ..   | 19.85                             | 0.03     | 19.88    | 166  | 10      | 364,636                           | 7  | 9                 | 13,342  |
| 19.12.1881       | Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. ..  | ..                                | 18.99    | 18.99    | 327  | 10      | 116,451                           | 15 | 9                 | 6,132   |
| 1.8.1882         | Baxter to Mornington .. ..   | ..                                | 7.67     | 7.67     | 194  | 60      | 70,208                            | 5  | 10                | 9,154   |
| 1.10.1888        | Bittern to Red Hill .. ..  | ..                                | 9.91     | 9.91     | 631  | 43      | 77,212                            | 17 | 3                 | 7,791   |
| 17.12.1889       | Spring Vale Cemetery Line .. ..  | ..                                | 1.60     | 1.60     | 231  | 145     | 9,296                             | 4  | 7                 | 5,810   |
| 10.9.1889        | Dandenong Junction to Port Albert .. ..  | 1.63                              | 115.65   | 117.28   | 746  | 10      | 1,086,940                         | 13 | 11                | 9,268   |
| 12.12.1921       | Koo-wee-rup to Triholm .. ..   | ..                                | 25.06    | 25.06    | 353  | 22      | 191,494                           | 11 | 1                 | 7,641   |
| 7.2.1904         | Nyora to Woolamai .. ..  | ..                                | 15.56    | 15.56    | 410  | 58      | 88,058                            | 13 | 3                 | 5,659   |
| 1.10.1888        | Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. ..   | ..                                | 13.87    | 13.87    | 233  | 14      | 163,018                           | 15 | 11                | 11,753  |
| 13.1.1892        | Carried forward .. ..  | 324.93                            | 4,032.84 | 4,357.77 | ..   | ..      | 41,506,650                        | 16 | 5                 | ..      |

## APPENDIX No. 8—continued.

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

| Date of Opening. | Lines.  | Length of Lines open for Traffic. |          |          | Height of Rail-level above Low-water Mark. |         | Cost, exclusive of Rolling-stock. |                   |    |         |
|------------------|---|-----------------------------------|----------|----------|--|---------|-----------------------------------|-------------------|----|---------|
|                  |   | Double and over.                  | Single.  | Total.   | Highest.                                   | Lowest. | Total.                            | Average per Mile. |    |         |
|                  |   | Miles.                            | Miles.   | Miles.   | Feet.                                      | Feet.   | £                                 | s.                | d. | £       |
|                  | LINES OPEN FOR TRAFFIC—continued.   |                                   |          |          |  |         |                                   |                   |    |         |
|                  | Brought forward .. ..   | 324.93                            | 4,032.84 | 4,357.77 | ..   | ..      | 41,506,650                        | 16                | 5  | ..      |
| 28.10.1892       | Korumburra to Coal Creek .. ..  | ..                                | 0.89     | 0.89     | 735  | 630     | 5,741                             | 7                 | 11 | 6,451   |
| 1.6.1894         | Black Diamond Junction to Black Diamond .. ..   | ..                                | 1.25     | 1.25     | 765  | 573     | 7,337                             | 17                | 6  | 5,870   |
| 7.5.1894         | Korumburra (Jumbunna Junction) to Jumbunna .. ..  | ..                                | 3.74     | 3.74     | 796  | 619     | 20,996                            | 4                 | 0  | 5,614   |
| 5.2.1896         | Jumbunna to Outtrim .. ..   | ..                                | 2.40     | 2.40     | 649  | 539     | 27,882                            | 8                 | 11 | 11,618  |
| 26.6.1905        | *Welshpool to Welshpool Jetty .. ..   | ..                                | 3.23     | 3.23     | 57   | 6       | 3,199                             | 19                | 2  | 991     |
| 8.2.1921         | Alberton to Won Wron .. ..  | ..                                | 12.05    | 12.05    | 213  | 33      | 102,471                           | 19                | 6  | 8,504   |
| 16.12.1921       |   |                                   |          |          |  |         |                                   |                   |    |         |
| 22.6.1923        | Won Wron to Woodside .. ..  | ..                                | 9.68     | 9.68     | 326  | 139     | 50,702                            | 0                 | 10 | 5,238   |
| 12.5.1890        | Warragul to Neerim South .. ..  | ..                                | 13.49    | 13.49    | 681  | 349     | 124,887                           | 16                | 5  | 9,258   |
| 18.3.1892        | Neerim South to Noojee .. ..  | ..                                | 14.01    | 14.01    | 1,415                                      | 676     | 133,877                           | 19                | 10 | 9,556   |
| 27.3.1917        |   |                                   |          |          |  |         |                                   |                   |    |         |
| 28.4.1919        | Moe to Thorpdale .. ..  | ..                                | 10.67    | 10.67    | 798  | 219     | 118,897                           | 13                | 10 | 11,143  |
| 8.5.1888         |   |                                   |          |          |  |         |                                   |                   |    |         |
| 3.5.1910         | *Moe to Wallhalla .. ..   | ..                                | 26.06    | 26.06    | 1,323                                      | 174     | 117,596                           | 2                 | 5  | 4,513   |
| 10.4.1885        | Morwell to North Mirboo .. ..   | ..                                | 20.17    | 20.17    | 784  | 184     | 152,843                           | 6                 | 7  | 7,578   |
| 7.1.1886         | Traralgon to Heyfield .. ..   | ..                                | 22.06    | 22.06    | 262  | 93      | 125,730                           | 9                 | 10 | 5,099   |
| 13.11.1883       |   |                                   |          |          |  |         |                                   |                   |    |         |
| 18.3.1887        | Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) .. ..                            | 0.52                              | 49.30    | 49.82    | 296  | 9       | 311,312                           | 16                | 3  | 6,249   |
| 8.5.1888         | Bairnsdale to Orbest .. ..  | ..                                | 60.24    | 60.24    | 423  | 23      | 441,333                           | 13                | 9  | 7,326   |
| 10.4.1916        |   |                                   |          |          |  |         |                                   |                   |    |         |
| 7.8.1889         | Maffra to Briagolong .. ..  | ..                                | 11.79    | 11.79    | 238  | 109     | 62,849                            | 18                | 1  | 5,331   |
| 24.3.1890        | Burnley to Darling .. ..  | 1.01                              | 2.37     | 3.38     | 185  | 101     | 213,684                           | 6                 | 2  | 63,220  |
| 3.2.1929         | Darling (near) (cost of bridge over Winton-road and associated works) .. ..                               | ..                                | ..       | ..       | ..   | ..      | 9,465                             | 7                 | 6  | ..      |
| 3.2.1929         | Darling (near) to Glen Waverley .. ..   | ..                                | 5.94     | 5.94     | ..   | ..      | 167,004                           | 13                | 8  | 28,115  |
| 5.5.1930         |   |                                   |          |          |  |         |                                   |                   |    |         |
| 3.4.1882         | Hawthorn to Lilydale .. ..  | ..                                | 11.52    | 8.20     | 484  | 41      | 846,107                           | 15                | 8  | 42,906  |
| 1.12.1882        |   |                                   |          |          |  |         |                                   |                   |    |         |
| 15.5.1888        | Lilydale to Healesville .. ..   | ..                                | 0.26     | 15.11    | 351  | 230     | 228,554                           | 11                | 9  | 14,870  |
| 1.3.1889         |   |                                   |          |          |  |         |                                   |                   |    |         |
| 19.12.1887       | Hawthorn to Kew .. ..   | ..                                | 0.96     | 0.96     | 119  | 41      | 76,577                            | 14                | 0  | 79,768  |
| 4.12.1889        | Ringwood to Upper Ferntree Gully .. ..  | ..                                | 7.44     | 7.44     | 436  | 314     | 125,160                           | 8                 | 8  | 16,823  |
| 18.12.1900       | *Upper Ferntree Gully to Gembrook .. ..   | ..                                | 18.22    | 18.22    | 1,057                                      | 412     | 76,904                            | 10                | 8  | 4,221   |
| 13.11.1901       | Lilydale to Warburton .. ..   | ..                                | 23.97    | 23.97    | 738  | 289     | 154,632                           | 9                 | 5  | 6,451   |
| 21.10.1928       | South Kensington to West Footscray .. ..  | 2.44                              | ..       | 2.44     | 86   | 14      | 605,816                           | 16                | 8  | 248,286 |
|                  | Melbourne to Essendon Junction .. ..  | ..                                | ..       | ..       | ..   | ..      | 2,678,941                         | 15                | 5  | ..      |
|                  | Railway Offices, Spencer-street .. ..   | ..                                | ..       | ..       | ..   | ..      | 263,772                           | 7                 | 8  | ..      |
|                  | Newport Workshops :—Buildings, plant, and equipment .. ..   | ..                                | ..       | ..       | ..   | ..      | 1,468,013                         | 3                 | 10 | ..      |
|                  | Country Workshops :—Buildings, plant, and equipment .. ..   | ..                                | ..       | ..       | ..   | ..      | 370,948                           | 15                | 11 | ..      |
|                  | Refreshment Services Buildings .. ..  | ..                                | ..       | ..       | ..   | ..      | 274,108                           | 9                 | 6  | ..      |
|                  | General Construction Account (Capital Expenditure common to all lines) .. ..                              | ..                                | ..       | ..       | ..   | ..      | 2,468,613                         | 3                 | 0  | ..      |
|                  | Electrification Melbourne Suburban Lines .. ..  | ..                                | ..       | ..       | ..   | ..      | 6,537,083                         | 10                | 0  | ..      |
|                  | Total cost of Way, Works, Buildings, and Equipment (Railways) .. ..                                       | ..                                | ..       | ..       | ..   | ..      | 59,879,702                        | 10                | 9  | ..      |
|                  | Total mileage open for traffic at 30th June, 1931 .. ..   | 340.68                            | 4,376.08 | 4,716.76 |  |         |                                   |                   |    |         |
|                  | Rolling-stock, Broad-gauge .. ..  | ..                                | ..       | ..       | ..   | ..      | 13,502,343                        | 3                 | 1  | ..      |
|                  | Rolling-stock, Narrow-gauge .. ..   | ..                                | ..       | ..       | ..   | ..      | 112,557                           | 12                | 10 | ..      |
|                  | Total Rolling-stock (Railways) .. ..  | ..                                | ..       | ..       | ..   | ..      | 13,614,900                        | 15                | 11 | ..      |
|                  | Stores and Materials on hand and in transit .. ..   | ..                                | ..       | ..       | ..   | ..      | 1,106,721                         | 17                | 4  | ..      |
|                  | Materials in course of Manufacture .. ..  | ..                                | ..       | ..       | ..   | ..      | 7,900                             | 11                | 0  | ..      |
|                  | Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways) .. .. | ..                                | ..       | ..       | ..   | ..      | 74,609,225                        | 15                | 0  | ..      |
|                  | Carried forward .. ..   |                                   |          |          |  |         | 74,609,225                        | 15                | 0  | ..      |

\* 2-ft. 6-in. gauge.

APPENDIX No. 8—*continued.*STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued.*

| Date of Opening. | Lines.   | Length of Lines open for Traffic. |         |        | Height of Rail-level above Low-water Mark. |         | Cost, exclusive of Rolling-stock. |            |                  |  |
|------------------|--|-----------------------------------|---------|--------|--|---------|-----------------------------------|------------|------------------|--|
|                  |  | Double and over.                  | Single. | Total. | Highest.                                   | Lowest. | Total.                            |            | Average per Mile |  |
|                  |  | Miles.                            | Miles.  | Miles. | Feet.                                      | Feet.   | £                                 | s. d.      | £                |  |
|                  | LINES OPEN FOR TRAFFIC— <i>continued.</i>  |                                   |         |        |  |         |                                   |            |                  |  |
|                  | Brought forward ..   | ..                                | ..      | ..     | ..   | ..      | 74,609,225                        | 15 0       | ..               |  |
|                  | ELECTRIC TRAMWAYS.   |                                   |         |        |  |         |                                   |            |                  |  |
| 7.5.1906         | St. Kilda and Brighton .. ..   | 5.18                              | ..      | 5.18   | 59   | 7       | 135,481                           | 4 9        | 26,155           |  |
| 22.12.1906       | Sandringham to Black Rock    .. ..   | 2.21                              | .20     | 2.41   | 112  | 41      | 70,027                            | 13 2       | 29,057           |  |
| 10.3.1919        | Black Rock to Beaumaris    .. ..   | ..                                | 2.20    | 2.20   | ..   | ..      | 33,101                            | 6 8        | 15,046           |  |
| 1.9.1926         |  |                                   |         |        |  |         |                                   |            |                  |  |
|                  | Total cost of Way, Works, Buildings, and Equipment (Tramways) ..   | ..                                | ..      | ..     | ..   | ..      | 238,610                           | 4 7        |                  |  |
|                  | Total mileage of Tramways open for traffic .. ..   | 7.39                              | 2.40    | 9.79   | ..   | ..      | 100,714                           | 4 4        |                  |  |
|                  | Rolling-stock .. ..  | ..                                | ..      | ..     | ..   | ..      | 100,714                           | 4 4        |                  |  |
|                  | Total .. ..  | ..                                | ..      | ..     | ..   | ..      | 339,324                           | 8 11       |                  |  |
|                  | ROAD MOTOR PUBLIC SERVICES.  |                                   |         |        |  |         |                                   |            |                  |  |
|                  | Garage Buildings and Equipment ..  | ..                                | ..      | ..     | ..   | ..      | 6,100                             | 16 10      |                  |  |
|                  | Road Motor Coaches and Trucks ..   | ..                                | ..      | ..     | ..   | ..      | 28,940                            | 10 8       |                  |  |
|                  | Total .. ..  | ..                                | ..      | ..     | ..   | ..      | 35,041                            | 7 6        |                  |  |
|                  | LINES UNDER CONSTRUCTION.  |                                   |         |        |  |         |                                   |            |                  |  |
|                  | Nowingi to Millewa South .. ..   | ..                                | ..      | ..     | ..   | ..      | 89,340                            | 2 2        |                  |  |
|                  | * Euston to Lette (including portion of cost of bridge over River Murray) ..   | ..                                | ..      | ..     | ..   | ..      | 128,011                           | 11 3       |                  |  |
|                  | Yarrowonga to Oaklands .. ..   | ..                                | ..      | ..     | ..   | ..      | 187,640                           | 19 11      |                  |  |
|                  | Total .. ..  | ..                                | ..      | ..     | ..   | ..      | 404,992                           | 13 4       |                  |  |
|                  | EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.  |                                   |         |        |  |         |                                   |            |                  |  |
|                  | * Mildura and Abbotsford—Portion of cost of bridges over River Murray ..   | ..                                | ..      | ..     | ..   | ..      | 23,803                            | 14 7       |                  |  |
|                  | † Orbst—Snowy River bridge .. ..   | ..                                | ..      | ..     | ..   | ..      | 9,257                             | 8 0        |                  |  |
|                  | Total .. ..  | ..                                | ..      | ..     | ..   | ..      | 33,061                            | 2 7        |                  |  |
|                  | LINES CLOSED FOR TRAFFIC.  |                                   |         |        |  |         |                                   |            |                  |  |
|                  | Dunkeld to Penshurst (dismantled 19th February, 1898) .. ..  | ..                                | 15.87   | 15.87  | ..   | ..      | 50,000                            | 0 0        |                  |  |
|                  | Lancefield to Kilmore (dismantled) ..  | ..                                | 18.10   | 18.10  | ..   | ..      | 107,873                           | 7 2        |                  |  |
|                  | Oakleigh to Fairfield Park—<br>Fairfield near (30 chains 48 links) to East Kew (of which .68 miles have been dismantled) .. .. | ..                                | 2.18    | 2.18   | ..   | ..      | 109,623                           | 0 0        |                  |  |
|                  | Ashburton to Oakleigh (of which .05 miles have been dismantled) ..   | 0.20                              | 2.14    | 2.34   | ..   | ..      |                                   |            |                  |  |
|                  | Canterbury Loop Line (dismantled) ..   | ..                                | 0.21    | 0.21   | ..   | ..      | 6,987                             | 0 0        |                  |  |
|                  | Darling to Waverley-road (dismantled) ..   | ..                                | 0.76    | 0.76   | ..   | ..      | 5,300                             | 17 9       |                  |  |
|                  | Geelong Race-course Line (dismantled 28th May, 1909) .. ..   | ..                                | 1.96    | 1.96   | ..   | ..      | 112,340                           | 0 0        |                  |  |
|                  | Triholm to Strzelecki .. ..  | ..                                | 5.49    | 5.49   | ..   | ..      |                                   |            |                  |  |
|                  | Total .. ..  | ..                                | ..      | ..     | ..   | ..      | 392,124                           | 4 11       |                  |  |
|                  | Total mileage closed for traffic at 30th June, 1931 .. ..  | 0.20                              | 46.71   | 46.91  | ..   | ..      |                                   |            |                  |  |
|                  | Surveys .. ..  | ..                                | ..      | ..     | ..   | ..      | 410,769                           | 15 7       |                  |  |
|                  | Piers transferred to Melbourne Harbor Trust .. ..  | ..                                | ..      | ..     | ..   | ..      | 46,000                            | 12 3       |                  |  |
|                  | TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services   |                                   |         |        |  |         |                                   | 76,270,540 | 0 1              |  |

|| 4-ft. 8½-in. gauge, 4.61 miles.

\* The balance of the cost of the bridges has been borne by the Public Works Departments of New South Wales and Victoria.

† The cost shown above represents portion of the cost of the bridge only, the balance having been borne by the Country Roads Board.

NOTE.—Tracks on piers and wharfs, to 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. 20.



## APPENDIX No. 9.

## STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

|   | Year ended 30th June— |                    |  | Year ended 30th June— |                      |
|---|-----------------------|--------------------|--|-----------------------|----------------------|
|   | 1931.                 | 1930.              |  | 1931.                 | 1930.                |
| <b>TRAFFIC TRAIN MILEAGE.</b>                                 |                       |                    | <b>DEPARTMENTAL MILEAGE.</b>               |                       |                      |
| <b>PASSENGER—</b>   |                       |                    | Light—Electric Locomotive                  | 1,210                 | 818                  |
| Country—Steam ..  | 2,334,350             | 2,934,489          | “ Steam .. ..                              | 277,342               | 346,595              |
| “ Rail Motor ..   | 809,510               | 664,942            | Ballast .. ..                              | 70,842                | 156,345              |
| Suburban—Steam ..   | 32,521                | 45,106             | Inspection .. ..                           | 10,639                | 10,498               |
| “ Rail Motor ..   | 35,626                | 35,612             | Water .. ..                                | 36                    | 711                  |
| “ Electric Motor ..   | 7,084,561             | 7,443,966          | Departmental Coal ..                       | 259,701†              | 288,723†             |
| “ Electric Locomotive ..                                      | 3,377                 | 3,701              | Casualty and Doubling ..                   | 4,614                 | 4,046                |
| MIXED—Steam .. ..   | 1,530,769             | 2,119,876          | Miscellaneous .. ..                        | 941                   | 6,375                |
| “ Electric Motor ..   | 1,274                 | 186                | Rail Motor .. ..                           | 26,351                | 23,407               |
| Goods—Steam .. ..   | 4,006,990             | 4,294,193          | <b>Total Departmental Mileage</b>          | <b>651,676</b>        | <b>837,558</b>       |
| “ Electric Locomotive ..                                      | 101,377               | 123,041            | <b>SHUNTING—</b>                           |                       |                      |
| “ Electric Motor ..   | 4,960                 | 5,453              | Steam Locomotive ..                        | 2,100,076             | 2,406,496            |
| <b>Total Traffic Train Miles ..</b>                           | <b>15,945,315</b>     | <b>17,670,565</b>  | Electric Locomotive ..                     | 85,125                | 78,134               |
|   |                       |                    | Electric Motor .. ..                       | 4,921                 | 5,885                |
|   |                       |                    | Rail Motor .. ..                           | 9,329                 | 5,469                |
|   |                       |                    | <b>Total Shunting Miles ..</b>             | <b>2,199,451</b>      | <b>2,495,984</b>     |
|   |                       |                    | <b>LOCOMOTIVE MILEAGE.</b>                 |                       |                      |
| <b>ASSISTANT MILES—</b>                                       |                       |                    | Steam .. ..                                | 11,151,081            | 13,243,309           |
| Country Passenger—  |                       |                    | Electric .. ..                             | 204,496               | 217,885              |
| Steam .. ..   | 32,896                | 108,437            | <b>Total .. ..</b>                         | <b>11,355,577</b>     | <b>13,461,194</b>    |
| Mixed—Steam .. ..   | 320                   | 615                | <b>VEHICLE MILEAGE.</b>                    |                       |                      |
| Goods—Steam .. ..   | 127,851               | 145,370            | <b>PASSENGER—</b>                          |                       |                      |
| “ Electric Locomotive ..                                      | 5,262                 | 5,041              | Country—Steam .. ..                        | 18,115,942            | 24,059,921           |
| <b>Total Assistant Miles ..</b>                               | <b>166,329</b>        | <b>259,463</b>     | “ Rail Motor .. ..                         | 1,433,610             | 1,086,381            |
|   |                       |                    | Suburban—Steam .. ..                       | 117,833               | 153,202              |
|   |                       |                    | “ Electric .. ..                           | 35,717,274            | 38,238,279           |
|   |                       |                    | “ Rail Motor .. ..                         | 35,626                | 35,612               |
|   |                       |                    | <b>Total .. ..</b>                         | <b>55,420,285</b>     | <b>63,573,395</b>    |
|   |                       |                    | <b>Goods—</b>                              |                       |                      |
| <b>LIGHT MILES—</b>   |                       |                    | Loaded .. ..                               | 95,126,743            | 107,633,156          |
| Country Passenger—  |                       |                    | Empty .. ..                                | 41,358,242            | 42,416,397           |
| Steam .. ..   | 23,777                | 36,042             | <b>Total .. ..</b>                         | <b>136,484,985</b>    | <b>150,049,553</b>   |
| Mixed—Steam .. ..   | 2,665                 | 2,744              | <b>TOTAL VEHICLE MILEAGE</b>               | <b>191,905,270</b>    | <b>213,622,948</b>   |
| Goods—Steam .. ..   | 334,751               | 336,608            | <b>GROSS TON MILEAGE.</b>                  |                       |                      |
| “ Electric Locomotive ..                                      | 8,145                 | 7,150              | Passenger Trains (Electric excepted) .. .. | 497,626,163           | 630,286,948          |
| “ Electric Motor ..   | 81                    | 402                | Rail Motor .. ..                           | 32,435,487            | 14,771,247           |
| <b>Total Light Miles ..</b>                                   | <b>369,419</b>        | <b>382,946</b>     | Mixed Trains .. ..                         | 327,071,841           | 440,631,065          |
|   |                       |                    | Goods Trains .. ..                         | 1,857,871,176         | 1,929,558,943        |
|   |                       |                    | <b>Total .. ..</b>                         | <b>2,715,004,667</b>  | <b>3,015,248,203</b> |
| <b>TOTAL TRAIN, INCLUDING ASSISTANT AND LIGHT MILES .. ..</b> | <b>16,481,063*</b>    | <b>18,312,974*</b> |  |                       |                      |

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

† Equated.

## APPENDIX No. 10.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1931.

| 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. |
|                         |              | lbs.                      | lbs.              |              | lbs.                      | lbs.              |         | lbs.                      | lbs.              |
| STEAM LOCOMOTIVES ..    | 628          | 14,620,740                | 23,281            | 17           | 231,708                   | 13,629            | 645     | 14,852,448                | 23,027            |
| ELECTRIC LOCOMOTIVES .. | 12           | 265,800                   | 22,150            | ..           | ..                        | ..                | 12      | 265,800                   | 22,150            |
| STEAM CRANES .. ..      | 17           | ..                        | ..                | ..           | ..                        | ..                | 17      | ..                        | ..                |

| 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. |
|                                       | No.          | No.                         | No.                  | No.          | No.                    | No.                  | No.          | No.                    |                      |
| <b>STEAM COACHING STOCK.</b>          |              |                             |                      |              |                        |                      |              |                        |                      |
| Passenger Cars—                       |              |                             |                      |              |                        |                      |              |                        |                      |
| 1st Class .. ..                       | 225          | 12,918                      | 57                   | ..           | ..                     | ..                   | 225          | 12,918                 | 57                   |
| 2nd Class .. ..                       | 463          | 29,837                      | 64                   | 49           | 1,481                  | 30                   | 512          | 31,318                 | 61                   |
| Composite .. ..                       | 224          | 11,622                      | 52                   | ..           | ..                     | ..                   | 224          | 11,622                 | 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 .. ..                    | 644          | ..                          | ..                   | 6            | ..                     | ..                   | 650          | ..                     | ..                   |
| Carriage Trucks .. ..                 | 2            | ..                          | ..                   | ..           | ..                     | ..                   | 2            | ..                     | ..                   |
| Horse Boxes .. ..                     | 78           | ..                          | ..                   | ..           | ..                     | ..                   | 78           | ..                     | ..                   |
| Hearses .. ..                         | 4            | ..                          | ..                   | ..           | ..                     | ..                   | 4            | ..                     | ..                   |
| Brake Vans .. ..                      | 4            | (Included in Luggage Vans.) | ..                   | ..           | ..                     | ..                   | ..           | ..                     | ..                   |
| Other Vehicles .. ..                  | 4            | ..                          | ..                   | ..           | ..                     | ..                   | 4            | ..                     | ..                   |
| <b>Total .. ..</b>                    | <b>1,682</b> | <b>55,250</b>               | <b>..</b>            | <b>55</b>    | <b>1,481</b>           | <b>..</b>            | <b>1,737</b> | <b>56,731</b>          | <b>..</b>            |
| <b>RAIL MOTOR PASSENGER VEHICLES.</b> |              |                             |                      |              |                        |                      |              |                        |                      |
| Motors (Petrol)—                      |              |                             |                      |              |                        |                      |              |                        |                      |
| 1st Class .. ..                       | 10           | 288                         | 29                   | ..           | ..                     | ..                   | 10           | 288                    | 29                   |
| 2nd Class .. ..                       | 8            | 338                         | 42                   | ..           | ..                     | ..                   | 8            | 338                    | 42                   |
| Composite .. ..                       | 16           | 804                         | 50                   | ..           | ..                     | ..                   | 16           | 804                    | 50                   |
| Trailers—                             |              |                             |                      |              |                        |                      |              |                        |                      |
| 1st Class .. ..                       | 2            | 139                         | 70                   | ..           | ..                     | ..                   | 2            | 139                    | 70                   |
| 2nd Class .. ..                       | 23           | 563                         | 24                   | ..           | ..                     | ..                   | 23           | 563                    | 24                   |
| Composite .. ..                       | 9            | 620                         | 69                   | ..           | ..                     | ..                   | 9            | 620                    | 69                   |
| 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                   |
| <b>Total .. ..</b>                    | <b>97</b>    | <b>2,781</b>                | <b>..</b>            | <b>..</b>    | <b>..</b>              | <b>..</b>            | <b>97</b>    | <b>2,781</b>           | <b>..</b>            |
| <b>ELECTRIC COACHING STOCK.</b>       |              |                             |                      |              |                        |                      |              |                        |                      |
| Passenger Cars—                       |              |                             |                      |              |                        |                      |              |                        |                      |
| 1st Class .. ..                       | 369          | 33,440                      | 91                   | ..           | ..                     | ..                   | 369          | 33,440                 | 91                   |
| 2nd Class .. ..                       | 374          | 30,034                      | 80                   | ..           | ..                     | ..                   | 374          | 30,034                 | 80                   |
| Composite .. ..                       | 108          | 9,938                       | 92                   | ..           | ..                     | ..                   | 108          | 9,938                  | 92                   |
| Parcels Vans .. ..                    | 5            | ..                          | ..                   | ..           | ..                     | ..                   | 5            | ..                     | ..                   |
| <b>Total .. ..</b>                    | <b>856</b>   | <b>73,412</b>               | <b>..</b>            | <b>..</b>    | <b>..</b>              | <b>..</b>            | <b>856</b>   | <b>73,412</b>          | <b>..</b>            |
| <b>ELECTRIC TRAMWAY STOCK.</b>        |              |                             |                      |              |                        |                      |              |                        |                      |
| Single Bogie Cars .. ..               | 13           | 580                         | 45                   | ..           | ..                     | ..                   | 13           | 580                    | 45                   |
| Double Bogie Cars .. ..               | 20           | 1,040                       | 52                   | ..           | ..                     | ..                   | 20           | 1,040                  | 52                   |
| <b>Total .. ..</b>                    | <b>33</b>    | <b>1,620</b>                | <b>..</b>            | <b>..</b>    | <b>..</b>              | <b>..</b>            | <b>33</b>    | <b>1,620</b>           | <b>..</b>            |

## APPENDIX No. 10—continued.

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

| Rolling Stock.                               | 5' 3" Gauge.                           |                |                      | 2' 6" Gauge. |              |                      | Total.        |                     |                      |
|--|--|----------------|----------------------|--------------|--------------|----------------------|---------------|---------------------|----------------------|
|  | Number.                                | Capacity.      |                      | Number.      | Capacity.    |                      | Number.       | Capacity.           |                      |
|  |  | Total.         | Average per Vehicle. |              | Total.       | Average per Vehicle. |               | Total.              | Average per Vehicle. |
| <b>GOODS STOCK.</b>                          |  |                |                      |              |              |                      |               |                     |                      |
| Box Goods Wagons .. ..                       | 77                                     | 1,144          | 14·9                 | 2            | 20           | 10·0                 | 79            | 1,164               | 14·7                 |
| Coal Wagons .. ..                            | 342                                    | 5,173          | 15·1                 | ..           | ..           | ..                   | 342           | 5,173               | 15·1                 |
| Open Goods Wagons .. ..                      | 15,769                                 | 244,734        | 15·5                 | 212          | 2,331        | 11·0                 | 15,981        | 247,065             | 15·5                 |
| Cattle Wagons .. ..                          | 718                                    | 7,680          | 10·7                 | 15           | 151          | 10·1                 | 733           | 7,831               | 10·7                 |
| Sheep Wagons .. ..                           | 1,274                                  | 13,342         | 10·5                 | ..           | ..           | ..                   | 1,274         | 13,342              | 10·5                 |
| Louvréd Wagons .. ..                         | 1,148                                  | 16,429         | 14·3                 | 14           | 141          | 10·1                 | 1,162         | 16,570              | 14·3                 |
| Refrigerator Wagons .. ..                    | 417                                    | 5,682          | 13·6                 | ..           | ..           | ..                   | 417           | 5,682               | 13·6                 |
| Powder Vans .. ..                            | 22                                     | 110            | 5·0                  | ..           | ..           | ..                   | 22            | 110                 | 5·0                  |
| Flat Wagons .. ..                            | 217                                    | 4,432          | 20·4                 | ..           | ..           | ..                   | 217           | 4,432               | 20·4                 |
| Bolster Wagons .. ..                         |  |                |                      | ..           | ..           | ..                   |               |                     |                      |
| Brake Vans .. ..                             | (Included in Steam Coaching Stock.)    |                |                      | ..           | ..           | ..                   | ..            | ..                  | ..                   |
| Other Vehicles .. ..                         | ..                                     | ..             | ..                   | ..           | ..           | ..                   | ..            | ..                  | ..                   |
| <b>Total .. ..</b>                           | <b>19,984</b>                          | <b>298,726</b> | <b>14·9</b>          | <b>243</b>   | <b>2,643</b> | <b>10·9</b>          | <b>20,227</b> | <b>301,369</b>      | <b>14·9</b>          |
| <b>SERVICE STOCK.</b>                        |  |                |                      |              |              |                      |               |                     |                      |
| Casualty or Break Down Vans and Trucks .. .. | 45                                     | ..             | ..                   | ..           | ..           | ..                   | 45            | ..                  | ..                   |
| Water Trucks .. ..                           | 176                                    | ..             | ..                   | ..           | ..           | ..                   | 176           | ..                  | ..                   |
| Loco. Coal Trucks .. ..                      | (Included in Coal Wagons—Goods Stock.) |                |                      | ..           | ..           | ..                   | ..            | ..                  | ..                   |
| Ballast Wagons .. ..                         | 163                                    | ..             | ..                   | ..           | ..           | ..                   | 163           | ..                  | ..                   |
| Gas Vehicles .. ..                           | 7                                      | ..             | ..                   | ..           | ..           | ..                   | 7             | ..                  | ..                   |
| Workmen's Sleeping Cars .. ..                | 229                                    | ..             | ..                   | ..           | ..           | ..                   | 229           | ..                  | ..                   |
| Store Vans .. ..                             | 3                                      | ..             | ..                   | ..           | ..           | ..                   | 3             | ..                  | ..                   |
| Cranes (not Locomotives) on Trucks .. ..     | 13                                     | ..             | ..                   | ..           | ..           | ..                   | 13            | ..                  | ..                   |
| Plough Vans .. ..                            | 3                                      | ..             | ..                   | ..           | ..           | ..                   | 3             | ..                  | ..                   |
| Motor Inspection Cars (Petrol) .. ..         | 3                                      | ..             | ..                   | ..           | ..           | ..                   | 3             | ..                  | ..                   |
| Other Vehicles .. ..                         | 111                                    | ..             | ..                   | ..           | ..           | ..                   | 111           | ..                  | ..                   |
| <b>Total .. ..</b>                           | <b>753</b>                             | <b>..</b>      | <b>..</b>            | <b>..</b>    | <b>..</b>    | <b>..</b>            | <b>753</b>    | <b>..</b>           | <b>..</b>            |
| <b>ROAD MOTOR VEHICLES.</b>                  |  |                |                      |              |              |                      |               |                     |                      |
| Coaches (Passenger) .. ..                    | ..                                     | ..             | ..                   | ..           | ..           | ..                   | 12            | Passengers.<br>298  | Passengers.<br>25    |
| Trucks (Goods) .. ..                         | ..                                     | ..             | ..                   | ..           | ..           | ..                   | 18            | T. C. Q.<br>73 10 0 | T. C. Q.<br>4 1 3    |
| Trailers (Goods) .. ..                       | ..                                     | ..             | ..                   | ..           | ..           | ..                   | 12            | 56 0 0              | 4 13 1               |
| <b>Total .. ..</b>                           | <b>..</b>                              | <b>..</b>      | <b>..</b>            | <b>..</b>    | <b>..</b>    | <b>..</b>            | <b>42</b>     | <b>..</b>           | <b>..</b>            |

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1921, TO 30th JUNE, 1931.

| 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. |    |    |     |
| 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 |

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| Year.   | Train Accidents. |          |            |          | Accidents on Line (Other than Train Accidents).              |          |             |          |            |          |                |          | Shunting Accidents. |          |            |          |                |          | Employees proceeding to and from Duty within the Railway Boundary. |          | Persons Killed or Injured at Crossings. |          | Trespassers. |          | Miscellaneous. |          | Total.  |          |
|---------|------------------|----------|------------|----------|--|----------|-------------|----------|------------|----------|----------------|----------|---------------------|----------|------------|----------|----------------|----------|--|----------|---|----------|--------------|----------|----------------|----------|---------|----------|
|         | Passengers.      |          | Employees. |          | Number of Passengers Killed and Injured per Million Carried. |          | Passengers. |          | Employees. |          | Other Persons. |          | Passengers.         |          | Employees. |          | Other Persons. |          |  |          |   |          |              |          |                |          |         |          |
|         | Killed.          | Injured. | Killed.    | Injured. | Killed.  | Injured. | Killed.     | Injured. | Killed.    | Injured. | Killed.        | Injured. | Killed.             | Injured. | Killed.    | Injured. | Killed.        | Injured. | Killed.  | Injured. | Killed.                                 | Injured. | Killed.      | Injured. | Killed.        | Injured. | Killed. | Injured. |
| 1924-25 | ..               | ..       | ..         | 1        | ·000   | ·000     | 7           | 133      | 5          | 103      | ..             | ..       | ..                  | ..       | 5          | 44       | ..             | 5        | 3  | 2        | 12                                      | 3        | 15           | 3        | ..             | 4        | 47      | 298      |
| 1925-26 | 3                | 153      | ..         | ..       | ·017   | ·910     | 8           | 186      | 9          | 89       | 1              | 2        | ..                  | ..       | 5          | 33       | ..             | 1        | 1  | 1        | 28                                      | 25       | 18           | 8        | ..             | ..       | 78      | 498      |
| 1926-27 | ..               | 12       | ..         | ..       | ·000   | ·071     | 4           | 171      | 3          | 32       | 1              | 3        | ..                  | ..       | 1          | 40       | 2              | 5        | 1  | 1        | 11                                      | 25       | 28           | 3        | ..             | ..       | 53      | 292      |
| 1927-28 | ..               | 15       | ..         | ..       | ·000   | ·091     | 9           | 148      | ..         | 13       | ..             | ..       | ..                  | 1        | 2          | 25       | 1              | 8        | ..   | ..       | 17                                      | 22       | 20           | 6        | ..             | ..       | 60      | 238      |
| 1928-29 | ..               | 53       | ..         | ..       | ·000   | ·329     | 4           | 139      | 7          | 17       | ..             | ..       | ..                  | ..       | 4          | 28       | 2              | 2        | ..   | 2        | 18                                      | 35       | 13           | 4        | ..             | 1        | 46      | 281      |
| 1929-30 | ..               | 28       | ..         | ..       | ·000   | ·178     | 10          | 113      | 5          | 9        | ..             | ..       | ..                  | ..       | 4          | 16       | 2              | 9        | ..   | ..       | 15                                      | 14       | 22           | 8        | ..             | ..       | 57      | 197      |
| 1930-31 | ..               | ..       | ..         | ..       | ·000   | ·000     | 11          | 78       | 2          | 33       | 1              | ..       | ..                  | ..       | 4          | 8        | 1              | 6        | 2  | ..       | 12                                      | 18       | 24           | 7        | ..             | ..       | 57      | 150      |

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 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

| Particulars.   | Year 1930-31. | Year 1929-30. |
|--|---------------|---------------|
| Average Mileage of Railways open for Traffic .. .. .     | 4,710         | 4,708         |
| <b>PASSENGER TRAFFIC.</b>                                |               |               |
| Passenger Train Mileage .. .. .                          | 3,909,244     | 4,659,369     |
| { Country .. .. .  | 7,156,722     | 7,528,478     |
| { Suburban .. .. .                                       | £1,579,790    | £2,125,528    |
| Passenger Earnings .. .. .                               | £2,310,814    | £2,704,370    |
| { Country .. .. .  | 5,906,293     | 7,547,240     |
| { Suburban .. .. .                                       | 128,748,927   | 149,571,831   |
| Number of Passengers Carried .. .. .                     | 330,722,045   | 424,946,080   |
| { Country .. .. .  | 803,653,927   | 928,008,048   |
| { Suburban .. .. .                                       | 55·99         | 56·30         |
| Average Miles each Passenger was carried .. .. .         | 6·24          | 6·20          |
| { Country .. .. .  | 17            | 17            |
| { Suburban .. .. .                                       | 22            | 24            |
| Average Number of Passengers per Car Mile .. .. .        | 5s. 4·19d.    | 5s. 7·59d.    |
| { Country .. .. .  | 4·30d.        | 4·34d.        |
| { Suburban .. .. .                                       | 1·14d.        | 1·20d.        |
| Average Earnings from Each Passenger .. .. .             | ·69d.         | ·70d.         |
| Average Earnings per Passenger Mile .. .. .              |               |               |
| <i>Per Average Mile of Railway Open.</i>                 |               |               |
| Number of Passengers Carried .. .. .                     | 1,267         | 1,619         |
| { Country .. .. .  | 601,630       | 715,655       |
| { Suburban .. .. .                                       | 70,955        | 91,131        |
| Number of Passengers Carried One Mile .. .. .            | 3,755,392     | 4,440,230     |
| { Country .. .. .  | 839           | 999           |
| { Suburban .. .. .                                       | 33,443        | 36,021        |
| Passenger Train Mileage .. .. .                          | £338·72       | £455·83       |
| Passenger Earnings .. .. .                               | £10,798·20    | £12,939·57    |
| <i>Per Passenger Train Mile.</i>                         |               |               |
| Average Number of Passengers .. .. .                     | 85            | 91            |
| { Country .. .. .  | 112           | 123           |
| { Suburban .. .. .                                       | 5             | 5             |
| Average Number of Cars .. .. .                           | 5             | 5             |
| { Country .. .. .  | 8s. 0·99d.    | 9s. 1·49d.    |
| { Suburban .. .. .                                       | 6s. 5·49d.    | 7s. 2·21d.    |
| <b>GOODS TRAFFIC—PAYING.</b>                             |               |               |
| Goods Train Mileage .. .. .                              | 4,879,349     | 5,482,718     |
| Goods Earnings .. .. .                                   | £4,817,808    | £5,599,182    |
| Number of Tons Carried .. .. .                           | 6,099,310     | 7,513,608     |
| Number of Tons Carried One Mile .. .. .                  | 713,021,840   | 737,623,173   |
| Average Haul per Ton of Goods .. .. .                    | 116·90        | 98·17         |
| Average Tonnage per Loaded Truck .. .. .                 | 9·03          | 8·32          |
| Average Train Load (Tons) .. .. .                        | 174           | 166           |
| Average Earnings per Ton .. .. .                         | 15s. 9·57d.   | 14s. 10·85d.  |
| Average Earnings per Ton Mile .. .. .                    | 1·62d.        | 1·82d.        |
| <b>GOODS TRAFFIC—GROSS.</b>                              |               |               |
| Average Train Load (Tons) .. .. .                        | 421           | 407           |
| Average Number of Vehicles per Train—Loaded .. .. .      | 18            | 18            |
| Average Number of Vehicles per Train—Empty .. .. .       | 8             | 7             |
| <i>Per Average Mile of Railway Open.</i>                 |               |               |
| Number of Tons Carried (Paying Traffic) .. .. .          | 1,295         | 1,596         |
| Number of Tons Carried One Mile (Paying Traffic) .. .. . | 151,385       | 156,674       |
| Goods Train Mileage .. .. .                              | 1,036         | 1,165         |
| Goods Earnings .. .. .                                   | £1,023        | £1,189        |
| <i>Per Goods Train Mile.</i>                             |               |               |
| Average Earnings .. .. .                                 | 19s. 8·97d.   | £1 0s. 5·10d. |

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1931.

| Receipts.   | Amount.       | Expenditure.   | Amount.       |
|---|---------------|--|---------------|
|   | £ s. d.       |  | £ s. d.       |
| To Balance at 30th June, 1930   | 100,000 0 0   | By Expenditure for the year ended 30th June, 1931—   |               |
| „ Payment to Fund during the year ended 30th June, 1931, included in the Working Expenses of the Year | 26,765 6 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                          | 2,641 7 4     |
|   |               | (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners                      | 972 11 6      |
|   |               | (c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b)             | 3 3 0         |
|   |               | (d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees | 13,306 5 2    |
|   |               | (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners                          | 1,760 15 0    |
|   |               | (f) Amount paid as compensation for loss of or damage to goods, parcels, &c.   | 8,081 4 10    |
|   |               | (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.   | ...           |
|   |               | „ Balance at 30th June, 1931   | 100,000 0 0   |
|   | £126,765 6 10 |  | £126,765 6 10 |

## APPENDIX No. 14.

## 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 1930-31.           | Year 1929-30.  | Year 1930-31.             | Year 1929-30.  |
| Average Mileage of Tramway Worked...   | 5.18                    | 5.18           | 4.61                      | 4.61           |
| Car Mileage ...  | 503,818                 | 563,092        | 184,507                   | 188,618        |
| Number of Passengers carried ...   | 4,613,394               | 5,197,617      | 1,297,508                 | 1,543,830      |
| Average Fare paid per Passenger ...  | 2.47d.                  | 2.47d.         | 2.18d.                    | 2.19d.         |
| <b>GROSS REVENUE—</b>  |                         |                |                           |                |
| Passengers ...   | £47,641                 | £53,593        | £11,796                   | £14,064        |
| Parcels ...  | 3                       | 3              | 68                        | 65             |
| Miscellaneous ...  | 268                     | 367            | 127                       | 174            |
| <b>TOTAL GROSS REVENUE</b> ...   | <b>£47,912</b>          | <b>£53,963</b> | <b>£11,991</b>            | <b>£14,303</b> |
| Per Passenger Car Mile ...   | 22.82d.                 | 23.00d.        | 15.34d.                   | 18.20d.        |
| Per Mile of Single Track ...   | £4,625                  | £5,209         | £1,690                    | £2,097         |
| <b>ORDINARY WORKING EXPENSES—</b>  |                         |                |                           |                |
| Transportation Account ...   | £17,058                 | £21,726        | £4,935                    | £6,089         |
| Way and Works Account ...  | 9,223                   | 9,051          | 2,180                     | 1,774          |
| Rolling Stock Account ...  | 7,308                   | 7,554          | 2,287                     | 1,790          |
| Power Account ...  | 5,035                   | 6,429          | 1,597                     | 1,931          |
| General Expenditure ...  | 932                     | 1,047          | 282                       | 335            |
| Payment into Railway Accident and Fire Insurance Fund ...  | 130                     | 202            | 32                        | 53             |
| Pensions and Gratuities ...  | 154                     | 165            | ...                       | ...            |
| <b>TOTAL WORKING EXPENSES</b> ...  | <b>£39,840</b>          | <b>£46,174</b> | <b>£11,313</b>            | <b>£11,972</b> |
| Per cent. of Gross Revenue ...   | 83.15                   | 85.57          | 94.35                     | 83.70          |
| Per Passenger Car Mile ...   | 18.98d.                 | 19.68d.        | 14.72d.                   | 15.23d.        |
| Per Mile of Single Track ...   | £3,846                  | £4,457         | £1,621                    | £1,755         |
| <b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES</b> ...   | <b>£8,072</b>           | <b>£7,789</b>  | <b>£678</b>               | <b>£2,331</b>  |
| <b>INTEREST CHARGES</b> ...  | <b>£9,322</b>           | <b>£9,269</b>  | <b>£6,845</b>             | <b>£6,844</b>  |
| <b>LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES</b> ...   | <b>£1,250</b>           | <b>£1,480</b>  | <b>£6,167</b>             | <b>£4,513</b>  |
| Guarantee by the Sandringham City Council in connexion with the operation of the Black Rock to Beaumaris Electric Tramway ...  | ...                     | ...            | £2,000                    | £333           |
| <b>LOSS IN RESPECT OF THE SANDRINGHAM TO BEAUMARIS LINE AFTER ALLOWING FOR THE GUARANTEE IN CONNEXION WITH THE OPERATION OF THE BLACK ROCK TO BEAUMARIS ELECTRIC TRAMWAY</b> ... | ...                     | ...            | <b>£4,167</b>             | <b>£4,180</b>  |

The amount due at 30th June, 1931, for the period 1.9.1926 to 31.8.1930 was £8,000. £2,000, representing the guarantee in respect of the year 1.9.1929 to 31.8.1930, has been included in the figures for the year 1930-31.

The amounts recouped by the Treasury (£2,616 in 1929-30 and £2,693 in 1930-31,) in respect of the loss on the Black Rock to Beaumaris Line are not included in the above figures.

## APPENDIX No. 15.

## THE CHALET, MT. BUFFALO NATIONAL PARK.

## CAPITAL EXPENDITURE AT 30TH JUNE, 1931.

|  | £      | s. | d. | £        | s. | d. |
|--|--------|----|----|----------|----|----|
| Buildings, &c., transferred from Public Works Department<br>(at valuation) .. .. . | 18,900 | 0  | 0  |          |    |    |
| Additions and improvements .. .. .   | 52,740 | 12 | 3  |          |    |    |
|  |        |    |    | 71,640   | 12 | 3  |
| Equipment .. .. .  | 26,350 | 15 | 11 |          |    |    |
| Stock .. .. .  | 2,219  | 10 | 2  |          |    |    |
|  |        |    |    | 28,570   | 6  | 1  |
|  |        |    |    | £100,210 | 18 | 4  |

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1931.

| <i>Dr.</i>  |         |       | <i>Cr.</i>                        |         |       |
|---|---------|-------|-----------------------------------|---------|-------|
|   | £       | s. d. |                                   | £       | s. d. |
| Stores, Freight, and Cartage ..                             | 7,139   | 0 10  | Accommodation and Buffet Sales .. | 19,875  | 12 3  |
| Superintendence, Salaries, Wages,<br>and General Charges .. | 15,928  | 9 6   | Hire of Sports Material ..        | 891     | 18 0  |
| Interest on Capital Expenditure ..                          | 5,045   | 1 1   | Motor Services ..                 | 3,888   | 6 6   |
|   |         |       | Loss ..                           | 3,456   | 14 8  |
|   | £28,112 | 11 5  |                                   | £28,112 | 11 5  |



## APPENDIX No. 16.

## ROAD MOTOR COACH PASSENGER SERVICE.

| CAPITAL ACCOUNT AT 30TH JUNE, 1931. |    |    |    | £       | s. | d. |
|-------------------------------------|----|----|----|---------|----|----|
| Cost of Coaches and Garages         | .. | .. | .. | 55,089  | 18 | 11 |
| Less Depreciation written off       | .. | .. | .. | 44,489  | 12 | 1  |
| Balance of Cost at 30th June, 1931  | .. | .. | .. | £10,600 | 6  | 10 |

## WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1931.

| Dr.  |       |    |    | Cr.     |    |         |    |    |             |
|--|-------|----|----|---------|----|---------|----|----|-------------|
| £  | s.    | d. | £  | s.      | d. | £       | s. | d. |             |
| Working Expenses—  |       |    |    |         |    | Revenue | .. | .. | 7,908 0 10  |
| Superintendence, Printing, Advertising, &c.                                  | 637   | 2  | 10 |         |    | Loss    | .. | .. | 8,447 8 3   |
| Operating expenses, Accident Compensation, Licences and Registration Fees .. | 8,984 | 5  | 0  |         |    |         |    |    |             |
| Repairs and Renewals, Tools, &c... ..  | 3,644 | 14 | 8  |         |    |         |    |    |             |
| Maintenance of Garages, &c. .. ..  | 72    | 3  | 10 |         |    |         |    |    |             |
|  |       |    |    | 13,338  | 6  | 4       |    |    |             |
| Depreciation .. ..   |       |    |    | 2,409   | 10 | 6       |    |    |             |
| Interest .. ..   |       |    |    | 607     | 12 | 3       |    |    |             |
|  |       |    |    | £16,355 | 9  | 1       |    |    | £16,355 9 1 |

## APPENDIX No. 17.

## ROAD MOTOR PUBLIC GOODS SERVICE.

| CAPITAL ACCOUNT AT 30TH JUNE, 1931.               |    |    |    | £       | s. | d. |
|---|----|----|----|---------|----|----|
| Cost of Trucks, Trailers, Containers, and Garages | .. | .. | .. | 27,905  | 13 | 9  |
| Less Depreciation written off .. ..               | .. | .. | .. | 3,464   | 13 | 1  |
|   |    |    |    | £24,441 | 0  | 8  |

## WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1931.

| Dr.  |       |    |    | Cr.    |    |         |    |    |             |
|--|-------|----|----|--------|----|---------|----|----|-------------|
| £  | s.    | d. | £  | s.     | d. | £       | s. | d. |             |
| Working Expenses—                                    |       |    |    |        |    | Revenue | .. | .. | 9,021 17 9  |
| Superintendence, Printing, Advertising, &c.          | 790   | 11 | 4  |        |    |         |    |    |             |
| Operating Expenses, Licence and Registration Fees .. | 4,609 | 2  | 10 |        |    |         |    |    |             |
| Repairs and Renewals, Tools, &c. .. ..               | 1,878 | 5  | 7  |        |    |         |    |    |             |
| Maintenance of Garage, &c. .. ..                     | 93    | 1  | 7  |        |    |         |    |    |             |
|  |       |    |    | 7,371  | 1  | 4       |    |    |             |
| Depreciation .. ..                                   |       |    |    | 925    | 2  | 7       |    |    |             |
| Interest .. ..                                       |       |    |    | 711    | 6  | 8       |    |    |             |
| Profit .. ..   |       |    |    | 14     | 7  | 2       |    |    |             |
|  |       |    |    | £9,021 | 17 | 9       |    |    | £9,021 17 9 |

## APPENDIX No. 18.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO  
REVENUE AND WORKING EXPENSES (*VIDE* PAGE 9).

| REVENUE.   |           | £          | s.     | d.   |
|--|-----------|------------|--------|------|
| Revenue as shown by the Railways ... ..  |           | 10,089,883 | 15     | 8    |
| That total includes the net amount of accounts due but unpaid at 30th June, 1931, 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. ... .. |           |            | 56,070 | 18 4 |
|  |           | 10,033,812 | 17     | 4    |
| On the other hand it excludes the net amount of accounts outstanding at 30th June, 1930, which were paid in 1930-31, and therefore included in the Treasury figures, and which therefore require to be added, viz. ... ..                                      |           |            | 44,849 | 13 0 |
|  |           | 10,078,662 | 10     | 4    |
| Amount credited by Railways to Interest Account but by Treasury to Revenue   |           |            | 905    | 0 0  |
| Revenue as shown by the Treasury ... ..  |           | 10,079,567 | 10     | 4    |
| WORKING EXPENSES.  |           |            |        |      |
| Working Expenses as shown by the Railways ... ..   |           | 7,770,341  | 7      | 0    |
| In order to bring this sum into agreement with the Treasury figures, the following amounts must be added :—  |           |            |        |      |
| (1) Amount of Interest paid on advances to Railways  | £         |            | s.     | d.   |
| Stores Suspense Account from Public Account  |           |            |        |      |
| Advances Account ... ..  | 1,068     |            | 9      | 10   |
| (2) 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    |
| (3) Amount of Exchange on Interest Payments ... ..   | 183,862   |            | 18     | 1    |
|  |           | 185,197    | 7      | 11   |
|  |           | £7,955,538 | 14     | 11   |
| The Working Expenses as shown by the Treasury are :—   | £         |            | s.     | d.   |
| Division 87, subdivision 1 of the Appropriation Act 1930-31 ... ..   | 7,038,270 |            | 4      | 10   |
| Division 87, subdivision 2—Repayment to Capital Account in respect of rolling stock retired from service ... ..  |           | 250,000    | 0      | 0    |
| Division 87, subdivision 2—Railway Accident and Fire Insurance Fund ... ..   |           | 26,765     | 6      | 10   |
| Division 87, subdivision 2, Payment (Part) to South Australia in accordance with the provisions of clause 12 of the South Australian and Victorian Border Railways Agreement—Act 2424 ... ..   |           | 20,000     | 0      | 0    |
| Division 87, subdivision 3—Amount paid to the State of South Australia in respect of adjustment Border Railways ... ..   |           | 998        | 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 ... ..   |           | 1,068      | 9      | 10   |
| Division 87, subdivision 6—Salary of the Chairman of the Board of Discipline ... ..  |           | 517        | 6      | 8    |
| 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 87, subdivision 8, Exchange on Interest Payments in London ... ..   |           | 183,862    | 18     | 1    |
| Division 88, Pensions, Gratuities ... ..   |           | 3,261      | 10     | 3    |
| Act No. 3759, Pensions, Gratuities ... ..  |           | 191,948    | 14     | 10   |
| Act No. 3759, Commissioners' Salaries ... ..   |           | 7,543      | 15     | 0    |
| Act No. 3782, Payment to Superannuation-Fund ... ..  |           | 230,278    | 8      | 7    |
|  |           | £7,955,538 | 14     | 11   |

## APPENDIX No. 19.

## NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1931.

| Section.                     | Miles.                 | Date opened.     |
|------------------------------|------------------------|------------------|
| Meringur to Morkalla .. .. . | 9.53<br>(single track) | 16th June, 1931. |

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1931.

| Section.   | Miles. |
|--|--------|
| Yarrawonga to Oaklands .. .. .                                   | 37     |
| Nowingi to Millewa South (construction temporarily suspended) .. | 35½    |
| Euston to Lette .. .. .  | 30½    |
| Wodonga to Tallangatta (deviation) .. .. .                       | 8½     |
|  | III½   |

## NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1931.

| Section.  | Miles. |
|---|--------|
| Mildura to Gol Gol (New South Wales Border Railway Act) .. .. . | 22     |
| La La Siding to Big Pat's Creek .. .. .                         | 2½     |
| Orbost to Brodribb .. .. .                                      | 6      |
| Casterton to Nangeela .. .. .                                   | 9      |
|   | 39½    |

## PORTION OF MAIN LINE CLOSED FOR TRAFFIC.

| Section.                      | Miles. | Date closed.         |
|-------------------------------|--------|----------------------|
| Triholm to Strzelecki .. .. . | 5.49   | 22nd November, 1930. |

## APPENDIX No. 20.

## 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 1930-31. | 5' 3" gauge ...                    | 3.30  | 6.57         | 2.5           | 327.13      | 4255.49    | 4594.99 | 4963.33 | 1026.36  | 5989.69 |
|               | 2' 6" gauge ...                    | ...   | ...          | ...           | .21         | 121.56     | 121.77  | 121.98  | 9.89     | 131.87  |
|               | Total ...                          | 3.30  | 6.57         | 2.5           | 327.34      | 4377.05    | 4716.76 | 5085.31 | 1036.25  | 6121.56 |
|               | 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          | 334.73        | 4379.45     | 4726.55    | 5102.49 | 1037.65 | 6140.14  |         |
| Year 1929-30. | 5' 3" gauge ...                    | 3.30  | 6.57         | 2.5           | 327.13      | 4251.45    | 4590.95 | 4959.29 | 1018.58  | 5977.87 |
|               | 2' 6" gauge ...                    | ...   | ...          | ...           | .21         | 121.56     | 121.77  | 121.98  | 9.89     | 131.87  |
|               | Total ...                          | 3.30  | 6.57         | 2.5           | 327.34      | 4373.01    | 4712.72 | 5081.27 | 1028.47  | 6109.74 |
|               | 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          | 334.73        | 4375.41     | 4722.51    | 5098.45 | 1029.87 | 6128.32  |         |
|               |                                    | 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 1930-31. | 5' 3" gauge ...                    | 3.30  | 6.57         | 2.5           | 327.13      | 4249.00    | 4588.50 | 4956.84 | 1018.88  | 5975.72 |
|               | 2' 6" gauge ...                    | ...   | ...          | ...           | .21         | 121.56     | 121.77  | 121.98  | 9.89     | 131.87  |
|               | Total ...                          | 3.30  | 6.57         | 2.5           | 327.34      | 4370.56    | 4710.27 | 5078.82 | 1028.77  | 6107.59 |
|               | 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          | 334.73        | 4372.96     | 4720.06    | 5096.00 | 1030.17 | 6126.17  |         |
| Year 1929-30. | 5' 3" gauge ...                    | 3.30  | 6.57         | 2.5           | 327.13      | 4247.13    | 4586.63 | 4954.97 | 1016.23  | 5971.20 |
|               | 2' 6" gauge ...                    | ...   | ...          | ...           | .21         | 121.56     | 121.77  | 121.98  | 9.89     | 131.87  |
|               | Total ...                          | 3.30  | 6.57         | 2.5           | 327.34      | 4368.69    | 4708.40 | 5076.95 | 1026.12  | 6103.07 |
|               | 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          | 334.73        | 4371.09     | 4718.19    | 5094.13 | 1027.52 | 6121.65  |         |

APPENDIX No. 21.

| <i>Dr.</i>   | RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1931. |    |    |            | <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  |    |
| „ Sundry Creditors ... ..  |  |    |    | 605,000    | 0          | 0  |    |
|  |  |    |    | 100,423    | 12         | 11 |    |
|  |  |    |    | £1,214,864 | 9          | 1  |    |
|  |  |    |    |            |            |    |    |
| By Stores and Materials on hand and in transit ... ..  |  |    |    |            | 1,106,721  | 17 | 4  |
| „ Sundry Debtors .. ...  |  |    |    |            | 1,054      | 13 | 10 |
| „ Cash in Treasury and with Agent-General ... ..   |  |    |    |            | 107,087    | 17 | 11 |
|  |  |    |    |            | £1,214,864 | 9  | 1  |

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1931, AND 1930.

|   | Year ended 30th June, 1931. |                   |                    |                  |                  |                  | Year ended 30th June, 1930. |                   |                    |                  |                  |                  |
|---|-----------------------------|-------------------|--------------------|------------------|------------------|------------------|-----------------------------|-------------------|--------------------|------------------|------------------|------------------|
|   | Number of Journeys.         |                   |                    | Revenue.         |                  |                  | Number of Journeys.         |                   |                    | Revenue.         |                  |                  |
|   | 1st Class.                  | 2nd Class.        | Total.             | 1st Class.       | 2nd Class.       | Total.           | 1st Class.                  | 2nd Class.        | Total.             | 1st Class.       | 2nd Class.       | Total.           |
| <b>COUNTRY—</b>                                     |                             |                   |                    |                  |                  |                  |                             |                   |                    |                  |                  |                  |
| Single Tickets .. ..                                | 246,440                     | 1,563,713         | 1,810,153          | 270,825          | 612,581          | 883,406          | 381,647                     | 1,979,618         | 2,361,265          | 427,070          | 789,760          | 1,216,830        |
| Return Tickets .. ..                                | 266,786                     | 2,094,262         | 2,361,048          | 108,972          | 428,443          | 537,415          | 432,154                     | 2,668,863         | 3,101,017          | 165,434          | 545,058          | 710,492          |
| Periodical Tickets .. ..                            | 799,750                     | 825,909           | 1,625,659          | 125,645          | 30,955           | 156,600          | 1,017,899                   | 920,685           | 1,938,584          | 151,746          | 43,317           | 195,063          |
| Workmen's Weekly Tickets .. ..                      | ..                          | 109,433           | 109,433            | ..               | 2,369            | 2,369            | ..                          | 146,374           | 146,374            | ..               | 3,143            | 3,143            |
| <b>Total .. ..</b>                                  | <b>1,312,976</b>            | <b>4,593,317</b>  | <b>5,906,293</b>   | <b>505,442</b>   | <b>1,074,348</b> | <b>1,579,790</b> | <b>1,831,700</b>            | <b>5,725,540</b>  | <b>7,547,240</b>   | <b>744,250</b>   | <b>1,381,278</b> | <b>2,125,528</b> |
| <b>METROPOLITAN (within 20 miles of Melbourne)—</b> |                             |                   |                    |                  |                  |                  |                             |                   |                    |                  |                  |                  |
| Single Tickets .. ..                                | 6,348,270                   | 9,208,360         | 15,556,630         | 147,900          | 194,746          | 342,646          | 7,792,089                   | 9,675,588         | 17,467,677         | 187,914          | 205,243          | 393,157          |
| Return Tickets .. ..                                | 20,023,860                  | 35,169,476        | 55,193,336         | 440,088          | 661,672          | 1,101,760        | 25,324,755                  | 37,665,695        | 62,990,450         | 560,809          | 710,972          | 1,271,781        |
| Race and Special Picnic Tickets .. ..               | 320,288                     | 709,615           | 1,029,903          | 15,395           | 24,771           | 40,166           | 441,000                     | 850,806           | 1,291,806          | 20,736           | 31,084           | 51,820           |
| Periodical Tickets .. ..                            | 24,395,794                  | 23,778,927        | 48,174,721         | 392,638          | 298,631          | 691,269          | 29,165,542                  | 25,872,268        | 55,037,810         | 467,937          | 325,335          | 793,272          |
| Workmen's Weekly Tickets .. ..                      | ..                          | 8,794,337         | 8,794,337          | ..               | 134,973          | 134,973          | ..                          | 12,784,088        | 12,784,088         | ..               | 194,340          | 194,340          |
| <b>Total .. ..</b>                                  | <b>51,088,212</b>           | <b>77,660,715</b> | <b>128,748,927</b> | <b>996,021</b>   | <b>1,314,793</b> | <b>2,310,814</b> | <b>62,723,386</b>           | <b>86,848,445</b> | <b>149,571,831</b> | <b>1,237,396</b> | <b>1,466,974</b> | <b>2,704,370</b> |
| <b>GRAND TOTAL RAILWAY PASSENGER TRAFFIC .. ..</b>  | <b>52,401,188</b>           | <b>82,254,032</b> | <b>134,655,220</b> | <b>1,501,463</b> | <b>2,389,141</b> | <b>3,890,604</b> | <b>64,555,086</b>           | <b>92,563,985</b> | <b>157,119,071</b> | <b>1,981,646</b> | <b>2,848,252</b> | <b>4,829,898</b> |
| <b>ROAD MOTOR COACH SERVICES .. ..</b>              | ..                          | ..                | 646,251            | ..               | ..               | 7,818            | ..                          | ..                | 611,064            | ..               | ..               | 7,230            |
| <b>ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..</b>    | ..                          | ..                | 4,613,394          | ..               | ..               | 47,641           | ..                          | ..                | 5,197,617          | ..               | ..               | 53,593           |
| <b>SANDRINGHAM-BEAUMARIS ELECTRIC TRAMWAY .. ..</b> | ..                          | ..                | 1,297,508          | ..               | ..               | 11,796           | ..                          | ..                | 1,543,830          | ..               | ..               | 14,064           |

## APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR  
YEARS ENDED 30TH JUNE, 1931, AND 30TH JUNE, 1930.

| Class of Goods.   | Year ended 30th June, 1931. |   |           |  |             |                             | Year ended 30th June, 1930. |               |           |
|---|-----------------------------|---|-----------|--|-------------|-----------------------------|-----------------------------|---------------|-----------|
|   | Tons carried.               | Percentage of each Class to Total of Tonnage. | Revenue.  | Percentage of each Class to Total Revenue. | Ton Miles.  | Average Haul Miles per Ton. | Average Rate per Ton Mile.  | Tons carried. | Revenue.  |
|   |                             |   | £         |  |             |                             | d.                          |               | £         |
| 2nd Class .. .. .   | 56,857                      | 1.0   | 184,461   | 4.3  | 7,959,102   | 139.9                       | 5.5                         | 81,269        | 273,749   |
| 1st Class .. .. .   | 64,455                      | 1.1   | 151,051   | 3.5  | 6,790,701   | 105.3                       | 5.3                         | 88,593        | 198,537   |
| " C " Class .. .. .   | 159,516                     | 2.8   | 342,047   | 8.0  | 18,028,916  | 113.0                       | 4.5                         | 224,625       | 484,083   |
| " B " Class .. .. .   | 164,002                     | 2.9   | 215,910   | 5.0  | 16,745,192  | 102.1                       | 3.0                         | 205,044       | 263,634   |
| " A " Class .. .. .   | 282,522                     | 5.0   | 292,386   | 6.8  | 34,029,360  | 120.4                       | 2.0                         | 398,637       | 373,245   |
| Miscellaneous .. .. .   | 90,454                      | 1.6   | 41,484    | .9   | 6,761,051   | 74.7                        | 1.4                         | 170,259       | 73,131    |
| Fish .. .. .  | 5,453                       | .0  | 9,304     | .2   | 686,711     | 125.9                       | 3.2                         | 4,743         | 8,116     |
| Fruit .. .. .   | 134,886                     | 2.4   | 150,740   | 3.5  | 23,555,737  | 174.6                       | 1.5                         | 146,407       | 154,709   |
| Butter .. .. .  | 43,384                      | .7  | 69,882    | 1.6  | 5,444,601   | 125.4                       | 3.0                         | 33,797        | 54,047    |
| Other Dairy Produce .. .. .   | 31,758                      | .5  | 53,558    | 1.2  | 2,907,900   | 91.5                        | 4.4                         | 33,355        | 50,472    |
| Wine .. .. .  | 5,794                       | .1  | 8,344     | .1   | 1,095,250   | 189.0                       | 1.8                         | 6,865         | 9,459     |
| Wool .. .. .  | 79,119                      | 1.4   | 210,107   | 4.9  | 11,176,506  | 141.2                       | 4.5                         | 91,189        | 247,362   |
| Flour, Bran, Sharps, and Pollard .. .. .  | 260,862                     | 4.6   | 150,041   | 3.5  | 34,873,032  | 133.6                       | 1.0                         | 244,384       | 139,770   |
| Wheat .. .. .   | 1,189,285                   | 21.4  | 826,289   | 19.4                                       | 226,915,783 | 190.8                       | .8                          | 546,652       | 304,183   |
| All other Agricultural Produce .. .. .  | 490,585                     | 8.8   | 327,225   | 7.7  | 63,568,575  | 129.5                       | 1.2                         | 521,826       | 346,113   |
| Hay, Straw, and Chaff .. .. .   | 205,682                     | 3.7   | 96,618    | 2.2  | 18,585,877  | 90.3                        | 1.2                         | 356,651       | 197,753   |
| Fertilizers .. .. .   | 228,893                     | 4.1   | 79,114    | 1.8  | 36,474,833  | 159.3                       | .5                          | 384,948       | 140,539   |
| Minerals (including Coal, Coke, Ores, &c.) .. .. .  | 280,533                     | 5.0   | 90,185    | 2.1  | 18,020,682  | 64.2                        | 1.2                         | 485,060       | 160,600   |
| Firewood .. .. .  | 645,086                     | 11.6  | 277,686   | 6.5  | 70,411,351  | 109.1                       | .9                          | 711,351       | 303,948   |
| Timber .. .. .  | 132,304                     | 2.3   | 74,625    | 1.7  | 12,590,609  | 95.1                        | 1.4                         | 284,805       | 163,578   |
| Stone, Gravel, and Sand .. .. .   | 418,763                     | 7.5   | 111,097   | 2.6  | 15,603,466  | 37.2                        | 1.7                         | 1,139,962     | 300,914   |
| All other Goods .. .. .   | 586,983                     | 10.5  | 407,716   | 9.6  | 22,346,687  | 38.0                        | 4.3                         | 663,185       | 519,391   |
| Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing .. .. . | ..                          | ..  | 75,196    | 1.7  | ..          | ..                          | ..                          | ..            | 88,978    |
| Total Tonnage of Goods carried and Total Revenue derived therefrom .. .. .                | 5,557,176                   | ..  | 4,245,066 | ..   | 654,571,922 | 117.7                       | 1.5                         | 6,823,607     | 4,856,311 |
| Live Stock .. .. .  | 542,134                     | ..  | 572,658   | ..   | 58,449,918  | 107.8                       | 2.3                         | 689,999       | 730,008   |
| Total Tonnage of Goods and Live Stock carried and Total Revenue derived therefrom .. .. . | 6,099,310                   | ..  | 4,817,724 | ..   | 713,021,840 | 116.9                       | 1.6                         | 7,513,606     | 5,586,319 |

## Number of Live Stock.

|                | Year ended 30th June, 1931. | Year ended 30th June, 1930. |
|----------------|-----------------------------|-----------------------------|
| Calves .. .. . | 18,685                      | 21,082                      |
| Cattle .. .. . | 360,616                     | 443,102                     |
| Horses .. .. . | 28,997                      | 66,248                      |
| Pigs .. .. .   | 350,578                     | 342,204                     |
| Sheep .. .. .  | 8,744,479                   | 11,196,289                  |

APPENDIX No. 24.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1931.

| Year ended 30th June— | New Lines and Surveys. | Additions and Improvements on Existing Lines. | Rolling Stock (exclusive of Electric Tramways Rolling Stock). | Electrification of the Melbourne Suburban Lines. | Total Railways.   | Electric Tramways (including Rolling Stock). | Road Motors Public Services (including garage accommodation). | Total.            |
|-----------------------|------------------------|---|---|--|-------------------|--|---|-------------------|
|                       | £                      | £   | £   | £  | £                 | £  | £   | £                 |
| 1912 .. ..            | 355,959                | 444,924                                       | 913,923   | ..   | 1,714,806         | 1,583  | ..  | 1,716,389         |
| 1913 .. ..            | 397,915                | 494,883                                       | 810,989   | 27,976   | 1,731,763         | 27,543                                       | ..  | 1,759,306         |
| 1914 .. ..            | 481,459                | 614,840                                       | 812,809   | 151,618  | 2,060,726         | 7,361  | ..  | 2,068,087         |
| 1915 .. ..            | 535,251                | 695,635                                       | 725,188   | 751,980  | 2,708,054         | 6,591  | ..  | 2,714,645         |
| 1916 .. ..            | 346,855                | 717,486                                       | 494,805   | 690,483  | 2,249,629         | 44,398                                       | ..  | 2,294,027         |
| 1917 .. ..            | 139,477                | 262,980                                       | 252,517   | 532,102  | 1,187,076         | 37,965                                       | ..  | 1,225,041         |
| 1918 .. ..            | 127,262                | 304,916                                       | 124,767   | 290,038  | 846,983           | 9,644  | ..  | 856,627           |
| 1919 .. ..            | 127,565                | 223,133                                       | 94,369  | 479,464  | 924,531           | 12,962                                       | ..  | 937,493           |
| 1920 .. ..            | 235,870                | 146,218                                       | 125,755   | 392,242  | 900,085           | 1,410  | ..  | 901,495           |
| 1921 .. ..            | 306,348                | 475,376                                       | 165,292   | 580,190  | 1,527,206         | 5,091  | ..  | 1,532,297         |
| 1922 .. ..            | 277,551                | 691,563                                       | 399,530   | 1,620,125  | 2,988,769         | 31,842                                       | ..  | 3,020,611         |
| 1923 .. ..            | 286,942                | 580,855                                       | 175,597   | 849,804  | 1,893,198         | 30,000                                       | ..  | 1,923,198         |
| 1924 .. ..            | 556,888                | 502,503                                       | 126,380   | 212,737  | 1,398,508         | 9,493  | ..  | 1,408,001         |
| 1925 .. ..            | 525,077                | 626,331                                       | 235,483   | 99,099   | 1,485,990         | 9,903  | ..  | 1,495,893         |
| 1926 .. ..            | 382,501                | 806,927                                       | 406,235   | Cr. 247,592                                      | 1,348,071         | 27,352                                       | 16,750  | 1,392,173         |
| 1927 .. ..            | 540,521                | 901,898                                       | 144,009   | 40,085   | 1,626,513         | 7,281  | 28,634  | 1,662,428         |
| 1928 .. ..            | 756,902                | 859,926                                       | 406,272   | 54,393   | 2,077,493         | 6,789  | Cr. 11,972  | 2,072,310         |
| 1929 .. ..            | 439,297                | 595,101                                       | 133,781   | 11,534   | 1,179,713         | Cr. 228                                      | Cr. 7,834   | 1,171,651         |
| 1930 .. ..            | 182,005                | 392,008                                       | 99,342  | Cr. 964  | 672,391           | 852  | 14,631  | 687,874           |
| 1931 .. ..            | 57,954                 | 124,873                                       | Cr. 45,439  | 1,770  | 139,158           | 1,607  | Cr. 5,167   | 135,598           |
| <b>Total</b> .. ..    | <b>7,059,599</b>       | <b>10,462,376</b>                             | <b>6,601,604</b>  | <b>6,537,084</b>                                 | <b>30,660,663</b> | <b>279,439</b>                               | <b>35,042</b>   | <b>30,975,144</b> |



## APPENDIX No. 25.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1931, 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 for the particular year or years.

| Stations.           | Year ended<br>30th June,<br>1926. | Year ended<br>30th June,<br>1927. | Year ended<br>30th June,<br>1928. | Year ended<br>30th June,<br>1929. | Year ended<br>30th June,<br>1930. | Year ended<br>30th June,<br>1931. | Record<br>quantity<br>loaded in<br>any one<br>year. |
|---------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
|                     | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.  |
| Goornong .. ..      | 20,010                            | 42,085                            | 30,816                            | 44,424                            | 39,484                            | 43,302                            | 58,496  |
| Avonmore .. ..      | ..                                | ..                                | ..                                | 30,924                            | ..                                | 22,006                            | 30,924  |
| Elmore .. ..        | ..                                | 72,878                            | ..                                | 93,948                            | 44,938                            | 64,712                            | 144,127   |
| Rochester .. ..     | 28,056                            | 43,080                            | 20,322                            | 67,968                            | 24,596                            | 71,920                            | 130,087   |
| Strathallan .. ..   | ..                                | 25,823                            | ..                                | 33,240                            | ..                                | 21,439                            | 85,105  |
| Echuca .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 41,964  |
| Moama .. ..         | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 21,247  |
| Mathoura .. ..      | 24,968                            | 38,592                            | ..                                | ..                                | ..                                | ..                                | 72,138  |
| Gulpha Siding .. .. | 27,175                            | 35,166                            | ..                                | 24,720                            | ..                                | ..                                | 49,484  |
| Hill Plains .. ..   | 21,662                            | 20,457                            | ..                                | ..                                | ..                                | ..                                | 26,110  |
| Southdown .. ..     | ..                                | ..                                | ..                                | 21,156                            | ..                                | ..                                | 21,156  |
| Deniliquin .. ..    | 47,055                            | 97,224                            | 34,543                            | 49,356                            | 39,239                            | ..                                | 97,224  |
| Shelbourne .. ..    | 24,467                            | 50,962                            | 41,132                            | 59,232                            | 38,083                            | 25,186                            | 113,952   |
| Moolort .. ..       | ..                                | ..                                | ..                                | 46,392                            | 38,429                            | 55,022                            | 55,022  |
| Maryborough .. ..   | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 24,069  |
| Bet Bet .. ..       | ..                                | ..                                | ..                                | 26,484                            | ..                                | 32,225                            | 32,225  |
| Bealiba .. ..       | ..                                | ..                                | ..                                | 24,540                            | ..                                | 34,611                            | 57,150  |
| Emu .. ..           | ..                                | ..                                | ..                                | 20,940                            | ..                                | ..                                | 20,940  |
| Carapooee .. ..     | ..                                | 21,820                            | ..                                | ..                                | ..                                | ..                                | 40,078  |
| St. Arnaud .. ..    | ..                                | ..                                | ..                                | 33,720                            | ..                                | 31,738                            | 56,742  |
| Sutherland .. ..    | 87,902                            | 86,702                            | 82,018                            | 67,093                            | 22,423                            | 60,865                            | 122,013   |
| Swanwater .. ..     | 61,291                            | 78,668                            | 46,513                            | 83,616                            | ..                                | 57,831                            | 108,494   |
| Cope Cope .. ..     | 84,002                            | 95,945                            | 87,378                            | 90,840                            | 36,256                            | 60,788                            | 153,184   |
| Donald .. ..        | 136,580                           | 138,593                           | 130,397                           | 179,811                           | 91,495                            | 102,639                           | 179,811   |
| Litchfield .. ..    | 87,914                            | 110,288                           | 61,146                            | 134,232                           | 34,263                            | 51,278                            | 181,497   |
| Massey .. ..        | 35,728                            | 50,832                            | 21,901                            | 60,144                            | ..                                | 32,010                            | 70,230  |
| Watchem .. ..       | 70,655                            | 88,912                            | 45,842                            | 116,418                           | 30,226                            | 26,989                            | 165,982   |
| Morton Plains .. .. | 24,384                            | 53,621                            | ..                                | 64,716                            | ..                                | 20,804                            | 64,716  |
| Birchip .. ..       | 31,358                            | 94,114                            | 30,918                            | 75,132                            | ..                                | 21,913                            | 94,114  |
| Kinnabulla .. ..    | 28,877                            | 75,031                            | 24,235                            | 51,948                            | 23,122                            | ..                                | 75,361  |
| Curyo .. ..         | 20,632                            | 47,015                            | 23,102                            | 57,804                            | ..                                | 21,323                            | 71,444  |
| Watchupga .. ..     | 38,906                            | 59,339                            | 63,813                            | 88,404                            | ..                                | 27,273                            | 91,142  |
| Woomelang .. ..     | 44,385                            | 107,898                           | 52,938                            | 91,884                            | 34,495                            | 35,861                            | 142,624   |
| Lascelles .. ..     | 26,605                            | 89,276                            | 29,939                            | 57,648                            | ..                                | 42,630                            | 125,222   |
| Gama .. ..          | ..                                | 49,200                            | ..                                | 33,468                            | ..                                | 47,058                            | 61,403  |
| Turriff .. ..       | ..                                | 38,055                            | ..                                | 33,912                            | ..                                | 48,069                            | 81,723  |
| Speed .. ..         | ..                                | 39,291                            | ..                                | 33,804                            | ..                                | 68,940                            | 102,568   |
| Tempy .. ..         | ..                                | 34,547                            | ..                                | 38,232                            | ..                                | 76,179                            | 76,179  |
| Gypsum Siding .. .. | ..                                | 22,671                            | ..                                | ..                                | ..                                | 42,015                            | 42,015  |
| Bronzewing .. ..    | ..                                | 26,329                            | ..                                | 20,076                            | ..                                | 37,011                            | 37,011  |
| Nunga .. ..         | ..                                | 24,752                            | ..                                | ..                                | ..                                | 35,842                            | 78,207  |
| Ouyen .. ..         | ..                                | 44,447                            | ..                                | 28,092                            | ..                                | 71,418                            | 126,811   |
| Kiamal .. ..        | ..                                | 40,216                            | ..                                | ..                                | ..                                | 107,437                           | 107,437   |
| Booonoar .. ..      | ..                                | 25,117                            | ..                                | ..                                | ..                                | 56,212                            | 56,212  |
| Carwarp .. ..       | ..                                | 38,296                            | ..                                | ..                                | ..                                | 73,001                            | 73,001  |
| Yatpool .. ..       | ..                                | 20,482                            | ..                                | ..                                | ..                                | 23,927                            | 31,358  |
| Merbein .. ..       | ..                                | 25,926                            | ..                                | ..                                | ..                                | 25,919                            | 25,926  |
| Llanelly .. ..      | ..                                | ..                                | ..                                | 29,688                            | ..                                | 38,568                            | 38,568  |
| Arnold .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | 25,693                            | 25,693  |
| Tiega .. ..         | ..                                | 23,927                            | ..                                | ..                                | ..                                | 33,835                            | 33,835  |

## APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1931, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

| Stations.           | Year ended<br>30th June,<br>1926. | Year ended<br>30th June,<br>1927. | Year ended<br>30th June,<br>1928. | Year ended<br>30th June,<br>1929. | Year ended<br>30th June,<br>1930. | Year ended<br>30th June,<br>1931. | Record<br>quantity<br>loaded in<br>any one<br>year. |
|---------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
|                     | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.  |
| Galah .. ..         | ..                                | 55,678                            | ..                                | 27,334                            | ..                                | 49,209                            | 121,512   |
| Walpeup .. ..       | 42,263                            | 84,774                            | 54,053                            | 71,748                            | ..                                | 84,141                            | 148,171   |
| Torritya .. ..      | ..                                | 50,779                            | ..                                | 26,880                            | ..                                | 57,373                            | 65,934  |
| Underbool .. ..     | 31,143                            | 78,528                            | 25,094                            | 50,388                            | ..                                | 76,498                            | 136,889   |
| Linga .. ..         | ..                                | 38,676                            | ..                                | ..                                | ..                                | 59,882                            | 78,264  |
| Boinka .. ..        | ..                                | 32,413                            | ..                                | ..                                | ..                                | 60,615                            | 60,615  |
| Tutye .. ..         | ..                                | 38,385                            | ..                                | ..                                | ..                                | 57,623                            | 57,623  |
| Cowangie .. ..      | 45,292                            | 71,326                            | ..                                | 39,780                            | ..                                | 91,842                            | 108,483   |
| Danyo .. ..         | 20,711                            | 37,941                            | ..                                | 28,752                            | ..                                | 51,329                            | 69,443  |
| Murrayville .. ..   | 33,577                            | 51,092                            | 25,336                            | 63,288                            | ..                                | 83,756                            | 158,807   |
| Carina .. ..        | 34,755                            | 44,229                            | 20,315                            | 52,150                            | ..                                | 64,946                            | 111,282   |
| Panitya .. ..       | 45,006                            | 62,797                            | 22,777                            | 66,084                            | ..                                | 101,074                           | 101,074   |
| Benetook .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | 29,209                            | 29,209  |
| Pirlta .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | 62,139                            | 62,139  |
| Merrinee .. ..      | ..                                | 35,255                            | ..                                | 29,832                            | ..                                | 108,371                           | 108,371   |
| Karrawinna .. ..    | ..                                | 27,676                            | ..                                | 34,632                            | ..                                | 147,777                           | 147,777   |
| Werrimull .. ..     | ..                                | ..                                | ..                                | 26,806                            | ..                                | 121,055                           | 121,055   |
| Bambill .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 66,790                            | 66,790  |
| Yarrara .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 65,616                            | 65,616  |
| Meringur .. ..      | ..                                | ..                                | ..                                | 25,413                            | ..                                | 108,042                           | 108,042   |
| Karween .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 28,203                            | 28,203  |
| Derby .. ..         | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 33,521  |
| Leichardt .. ..     | ..                                | ..                                | ..                                | 27,288                            | ..                                | 23,278                            | 27,288  |
| Bridgewater .. ..   | ..                                | ..                                | ..                                | 24,780                            | ..                                | ..                                | 57,399  |
| Kurting .. ..       | ..                                | 22,601                            | ..                                | 27,744                            | ..                                | 26,688                            | 34,063  |
| Korong Vale .. ..   | ..                                | 36,525                            | ..                                | 22,824                            | ..                                | 33,151                            | 66,230  |
| Wycheitella .. ..   | 20,470                            | 53,822                            | ..                                | 50,172                            | ..                                | 39,761                            | 76,530  |
| Buckrabanyule .. .. | 24,794                            | 43,246                            | 27,488                            | 36,806                            | ..                                | 35,606                            | 88,208  |
| Barrakee .. ..      | 32,870                            | 72,673                            | 25,125                            | 58,248                            | ..                                | 47,216                            | 92,556  |
| Charlton .. ..      | 70,562                            | 57,638                            | 71,631                            | 128,088                           | ..                                | 59,753                            | 237,678   |
| Teddywaddy .. ..    | ..                                | 40,100                            | 20,656                            | 28,560                            | ..                                | ..                                | 60,422  |
| Glenloth .. ..      | 32,193                            | 68,307                            | ..                                | 48,840                            | ..                                | ..                                | 83,927  |
| Wycheproof .. ..    | 71,715                            | 151,907                           | 57,246                            | 119,532                           | ..                                | 22,899                            | 175,585   |
| Dumosa .. ..        | 36,896                            | 78,305                            | 27,668                            | 57,564                            | ..                                | ..                                | 85,035  |
| Nullawil .. ..      | 42,288                            | 77,629                            | 32,436                            | 49,860                            | ..                                | 24,740                            | 92,482  |
| Warne .. ..         | ..                                | 52,598                            | ..                                | 27,612                            | ..                                | ..                                | 52,598  |
| Culgoa .. ..        | 38,327                            | 99,742                            | ..                                | 58,788                            | ..                                | 44,472                            | 152,048   |
| Berriwillock .. ..  | 46,975                            | 156,805                           | 40,568                            | 96,144                            | ..                                | 72,153                            | 173,540   |
| Boigbeat .. ..      | ..                                | 54,244                            | ..                                | 32,882                            | ..                                | 36,019                            | 59,379  |
| Sea Lake .. ..      | 48,021                            | 102,413                           | 45,889                            | 86,326                            | ..                                | 112,231                           | 138,728   |
| Ninda .. ..         | ..                                | 27,746                            | ..                                | 27,804                            | ..                                | 43,312                            | 47,399  |
| Nyarrin .. ..       | ..                                | 56,429                            | ..                                | 44,592                            | ..                                | 83,631                            | 83,631  |
| Nandaly .. ..       | ..                                | 30,855                            | ..                                | 33,468                            | ..                                | 49,061                            | 58,610  |
| Pier Millan .. ..   | ..                                | 25,974                            | ..                                | 23,556                            | ..                                | 42,478                            | 42,478  |
| Mittyack .. ..      | ..                                | 32,295                            | ..                                | 26,712                            | ..                                | 69,086                            | 69,086  |
| Leitpar .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 42,948                            | 42,948  |
| Kulwin .. ..        | ..                                | 42,954                            | ..                                | 22,284                            | ..                                | 71,982                            | 71,982  |
| Wedderburn .. ..    | 24,583                            | 50,288                            | 43,444                            | 63,696                            | 25,408                            | 83,267                            | 86,790  |
| Borong .. ..        | ..                                | 42,495                            | ..                                | 50,018                            | ..                                | 59,727                            | 77,154  |
| Mysia .. ..         | ..                                | 29,161                            | ..                                | 29,964                            | ..                                | 26,854                            | 46,774  |

## APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1931, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

| Stations.           | Year ended<br>30th June,<br>1926. | Year ended<br>30th June,<br>1927. | Year ended<br>30th June,<br>1928. | Year ended<br>30th June,<br>1929. | Year ended<br>30th June,<br>1930. | Year ended<br>30th June,<br>1931. | Record<br>quantity<br>loaded in<br>any one<br>year. |
|---------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
|                     | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.  |
| Boort .. ..         | 31,391                            | 92,526                            | 31,988                            | 93,672                            | ..                                | 44,228                            | 125,960   |
| Barraport .. ..     | 51,568                            | 110,377                           | 22,682                            | 105,084                           | ..                                | 55,666                            | 128,687   |
| Gredgwin .. ..      | ..                                | 44,366                            | ..                                | 36,696                            | ..                                | ..                                | 45,869  |
| Oakvale .. ..       | 20,568                            | 56,528                            | ..                                | 35,616                            | ..                                | 30,140                            | 56,528  |
| Quambatook .. ..    | 49,257                            | 132,566                           | 20,591                            | 126,348                           | ..                                | 84,528                            | 157,217   |
| Cannie .. ..        | 37,313                            | 68,160                            | 20,019                            | 60,168                            | ..                                | 54,132                            | 90,347  |
| Lalbert .. ..       | 36,263                            | 99,541                            | ..                                | ..                                | ..                                | 107,371                           | 115,799   |
| Meatian .. ..       | 39,000                            | 84,573                            | ..                                | 97,500                            | 22,024                            | 85,021                            | 117,139   |
| Ultima .. ..        | 29,336                            | 101,041                           | ..                                | 122,964                           | ..                                | 166,041                           | 168,709   |
| Gowanford .. ..     | ..                                | 46,447                            | ..                                | 45,732                            | ..                                | 58,718                            | 58,718  |
| Waitchie .. ..      | 22,867                            | 70,429                            | ..                                | 50,208                            | ..                                | 81,901                            | 126,827   |
| Chillingollah .. .. | ..                                | 64,252                            | ..                                | 39,672                            | ..                                | 77,774                            | 99,303  |
| Chinkapook .. ..    | 24,588                            | 66,000                            | ..                                | 65,664                            | ..                                | 85,562                            | 87,172  |
| Cocamba .. ..       | ..                                | 32,815                            | ..                                | 24,072                            | ..                                | 37,504                            | 62,996  |
| Manangatang .. ..   | ..                                | 68,791                            | ..                                | 34,500                            | ..                                | 54,677                            | 81,846  |
| Bolton .. ..        | ..                                | 33,234                            | ..                                | ..                                | ..                                | 44,454                            | 44,454  |
| Koimbo .. ..        | ..                                | 20,149                            | ..                                | ..                                | ..                                | ..                                | 20,149  |
| Annuello .. ..      | ..                                | 45,471                            | ..                                | ..                                | ..                                | 99,113                            | 99,113  |
| Bannerton .. ..     | ..                                | 42,526                            | ..                                | ..                                | ..                                | 53,199                            | 53,199  |
| Robinvale .. ..     | ..                                | ..                                | ..                                | ..                                | ..                                | 20,507                            | 20,507  |
| Kaywood .. ..       | 21,249                            | 40,227                            | ..                                | 49,224                            | ..                                | 47,910                            | 77,555  |
| Tandarra .. ..      | 25,308                            | 54,020                            | ..                                | 46,152                            | ..                                | 68,438                            | 78,426  |
| Dingee .. ..        | 23,942                            | 38,349                            | ..                                | 43,680                            | ..                                | 49,720                            | 98,007  |
| Prairie .. ..       | 25,002                            | 41,372                            | ..                                | 42,108                            | ..                                | 42,839                            | 94,229  |
| Mitiamo .. ..       | 32,126                            | 47,211                            | ..                                | 36,624                            | ..                                | 31,166                            | 114,645   |
| Mologa .. ..        | ..                                | 31,872                            | ..                                | 20,316                            | ..                                | ..                                | 59,542  |
| Pyramid .. ..       | ..                                | 28,678                            | ..                                | 28,080                            | ..                                | ..                                | 61,768  |
| Kerang .. ..        | ..                                | 42,886                            | ..                                | 50,280                            | ..                                | ..                                | 89,314  |
| Mystic Park .. ..   | ..                                | 25,058                            | ..                                | 31,896                            | ..                                | 48,058                            | 56,074  |
| Lake Boga .. ..     | ..                                | 43,607                            | ..                                | ..                                | ..                                | 21,919                            | 92,564  |
| Pental .. ..        | ..                                | 28,935                            | ..                                | ..                                | ..                                | 26,795                            | 28,935  |
| Swan Hill .. ..     | 22,477                            | 52,255                            | ..                                | 27,456                            | ..                                | ..                                | 158,641   |
| Woorinen .. ..      | ..                                | 22,700                            | ..                                | 23,676                            | ..                                | 28,873                            | 39,611  |
| Pira .. ..          | ..                                | 35,719                            | 28,863                            | 39,780                            | ..                                | 69,575                            | 69,575  |
| Nyahwest .. ..      | 26,211                            | 45,575                            | ..                                | 37,668                            | ..                                | 43,980                            | 65,001  |
| Miralie .. ..       | ..                                | 29,722                            | ..                                | ..                                | ..                                | 28,948                            | 39,397  |
| Piangil .. ..       | ..                                | 46,729                            | ..                                | 41,026                            | ..                                | 37,707                            | 61,562  |
| Natya .. ..         | ..                                | 44,586                            | ..                                | ..                                | ..                                | 34,757                            | 44,586  |
| Kooloonong .. ..    | ..                                | 38,376                            | ..                                | ..                                | ..                                | 45,447                            | 62,090  |
| Koorkab .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 22,070                            | 22,070  |
| Yungera .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 22,927                            | 22,927  |
| Hunter .. ..        | 20,610                            | 42,916                            | ..                                | 55,704                            | 26,461                            | 59,508                            | 59,508  |
| Warragamba .. ..    | ..                                | 25,440                            | ..                                | 40,188                            | ..                                | 21,121                            | 49,758  |
| McCull .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 40,043  |
| Lockington .. ..    | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 53,435  |
| Kotta .. ..         | ..                                | 28,256                            | ..                                | 22,764                            | 25,853                            | ..                                | 61,370  |
| Roslynmead .. ..    | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 32,703  |
| Bunnaloo .. ..      | ..                                | 34,074                            | ..                                | ..                                | ..                                | ..                                | 73,709  |
| Womboota .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 25,485  |
| Tantonan .. ..      | ..                                | 21,570                            | ..                                | ..                                | ..                                | ..                                | 21,570  |

## APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1931, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

| Stations.           | Year ended<br>30th June,<br>1926. | Year ended<br>30th June,<br>1927. | Year ended<br>30th June,<br>1928. | Year ended<br>30th June,<br>1929. | Year ended<br>30th June,<br>1930. | Year ended<br>30th June,<br>1931. | Record<br>quantity<br>loaded in<br>any one<br>year. |
|---------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
|                     | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.  |
| Lara .. ..          | ..                                | ..                                | ..                                | ..                                | ..                                | 21,092                            | 21,092  |
| Glenorchy .. ..     | ..                                | 21,187                            | 25,803                            | 27,504                            | 22,872                            | 36,032                            | 72,183  |
| Lubeck .. ..        | 40,752                            | 35,665                            | 43,902                            | 44,952                            | 23,968                            | 58,245                            | 110,831   |
| Murtoa .. ..        | ..                                | ..                                | ..                                | 24,804                            | ..                                | 33,866                            | 48,028  |
| Jung .. ..          | 130,522                           | 185,336                           | 114,057                           | 118,272                           | 108,586                           | 123,339                           | 247,347   |
| Dooen .. ..         | 106,691                           | 118,803                           | 36,949                            | 102,600                           | 42,483                            | 101,647                           | 136,437   |
| Horsham .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 22,089                            | 96,272  |
| Dahlen .. ..        | 34,966                            | 29,350                            | ..                                | 26,040                            | ..                                | 28,103                            | 42,864  |
| Pimpinio .. ..      | 88,915                            | 105,267                           | 59,056                            | 78,768                            | 27,163                            | 123,563                           | 136,430   |
| Wail .. ..          | 111,338                           | 164,667                           | 57,827                            | 127,044                           | 53,360                            | 150,328                           | 248,147   |
| Dimboola .. ..      | 53,813                            | 86,868                            | ..                                | 53,016                            | 29,688                            | 169,761                           | 169,761   |
| Gerang Gerung .. .. | 55,657                            | 72,021                            | 36,441                            | 65,016                            | 63,665                            | 66,972                            | 117,215   |
| Kiata .. ..         | 46,202                            | 40,110                            | 32,732                            | 39,636                            | 25,365                            | 47,436                            | 96,784  |
| Salisbury .. ..     | 26,012                            | 32,393                            | ..                                | 41,088                            | ..                                | 45,135                            | 57,370  |
| Nhill .. ..         | ..                                | ..                                | ..                                | 41,736                            | ..                                | 67,501                            | 92,311  |
| Tarranginnie .. ..  | 38,879                            | 72,500                            | 38,736                            | 58,000                            | 65,802                            | 86,144                            | 86,144  |
| Diapur .. ..        | ..                                | 35,938                            | ..                                | 30,192                            | 21,126                            | 50,023                            | 74,611  |
| Miram .. ..         | 39,770                            | 62,231                            | 75,177                            | 81,373                            | 71,448                            | 137,749                           | 137,749   |
| Kaniva .. ..        | 37,856                            | 78,655                            | 47,983                            | 102,336                           | 98,840                            | 95,976                            | 105,611   |
| Lillimur .. ..      | 64,051                            | 37,780                            | 98,917                            | 104,232                           | 125,577                           | 140,884                           | 140,884   |
| Serviceton .. ..    | 39,682                            | 36,136                            | 66,802                            | 70,104                            | 63,596                            | 69,719                            | 70,104  |
| Parwan .. ..        | ..                                | ..                                | ..                                | ..                                | 27,025                            | 24,635                            | 27,025  |
| Cressy .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | 23,019                            | 23,019  |
| Berrybank .. ..     | ..                                | ..                                | ..                                | ..                                | 21,807                            | 39,701                            | 39,701  |
| Gnarkeet .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | 40,466                            | 40,466  |
| Lismore .. ..       | ..                                | ..                                | 23,507                            | ..                                | ..                                | 56,810                            | 56,810  |
| Vite Vite .. ..     | ..                                | ..                                | ..                                | ..                                | 20,766                            | 23,255                            | 23,255  |
| Westmere .. ..      | 39,618                            | 45,834                            | 35,787                            | 75,360                            | 45,715                            | 139,597                           | 139,597   |
| Mininera .. ..      | ..                                | ..                                | 26,195                            | 25,320                            | ..                                | 57,783                            | 87,584  |
| Tatyoan .. ..       | ..                                | 22,054                            | 37,326                            | 44,424                            | 27,237                            | 91,990                            | 91,990  |
| Werneth .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 21,237                            | 21,237  |
| Skipton .. ..       | ..                                | ..                                | 31,012                            | 30,312                            | ..                                | 80,293                            | 80,293  |
| Maroona .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | 33,869                            | 33,869  |
| Calvert .. ..       | ..                                | ..                                | ..                                | ..                                | 23,730                            | 24,617                            | 24,617  |
| Willaura .. ..      | 36,357                            | 37,884                            | 52,312                            | 42,792                            | ..                                | 120,202                           | 120,202   |
| Stavely .. ..       | ..                                | ..                                | ..                                | 23,279                            | ..                                | 45,162                            | 57,173  |
| Jackson .. ..       | 48,576                            | 41,463                            | 27,292                            | 46,776                            | ..                                | 50,511                            | 50,511  |
| Rupanyup .. ..      | 25,324                            | ..                                | ..                                | ..                                | 20,080                            | 67,766                            | 96,998  |
| Burrum .. ..        | 92,363                            | 86,278                            | 39,795                            | 97,920                            | ..                                | 52,949                            | 116,031   |
| Banyena .. ..       | 76,234                            | 81,255                            | 68,614                            | 96,228                            | ..                                | ..                                | 134,334   |
| Marnoo .. ..        | 82,352                            | 114,294                           | 86,060                            | 81,492                            | 50,659                            | 46,766                            | 202,512   |
| Bolangum .. ..      | ..                                | ..                                | 32,073                            | 46,212                            | 21,892                            | 54,275                            | 54,275  |
| Coromby .. ..       | 39,828                            | 71,274                            | 29,701                            | 61,140                            | 33,360                            | 58,373                            | 114,877   |
| Minyip .. ..        | 136,711                           | 241,328                           | 82,337                            | 164,736                           | 90,203                            | 40,523                            | 321,140   |
| Nullan .. ..        | 59,046                            | 67,895                            | 23,336                            | 57,408                            | ..                                | 42,112                            | 100,864   |
| Sheephills .. ..    | 133,302                           | 98,327                            | 106,288                           | 130,524                           | 46,429                            | 33,658                            | 245,792   |
| Mellis .. ..        | 20,058                            | 32,236                            | ..                                | 34,896                            | ..                                | 25,275                            | 51,441  |
| Warracknabeal .. .. | 36,506                            | 54,245                            | 100,119                           | 80,988                            | 28,530                            | 34,792                            | 188,401   |
| Batchica .. ..      | 38,743                            | 49,162                            | ..                                | 37,332                            | ..                                | 33,265                            | 49,162  |
| Lah .. ..           | 97,554                            | 105,746                           | 62,586                            | 90,804                            | ..                                | ..                                | 143,671   |

## APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1931, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

| Stations.           | Year ended<br>30th June,<br>1926. | Year ended<br>30th June,<br>1927. | Year ended<br>30th June,<br>1928. | Year ended<br>30th June,<br>1929. | Year ended<br>30th June,<br>1930. | Year ended<br>30th June,<br>1931. | Record<br>quantity<br>loaded in<br>any one<br>year. |
|---------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
|                     | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.  |
| Brim .. ..          | 104,226                           | 169,963                           | 72,795                            | 135,276                           | 55,999                            | 37,162                            | 229,921   |
| Galaquil .. ..      | 69,036                            | 98,246                            | 50,614                            | 76,044                            | 34,955                            | ..                                | 122,726   |
| Beulah .. ..        | 110,597                           | 130,528                           | 102,146                           | 160,992                           | 61,967                            | 42,487                            | 212,022   |
| Roseberry .. ..     | 47,266                            | 74,609                            | 21,554                            | 103,692                           | ..                                | ..                                | 106,011   |
| Goyura .. ..        | 21,151                            | 29,797                            | ..                                | 30,840                            | ..                                | 20,679                            | 38,322  |
| Hopetoun .. ..      | 80,675                            | 103,075                           | 89,642                            | 98,616                            | 74,138                            | 43,941                            | 214,647   |
| Burroin .. ..       | ..                                | 22,429                            | ..                                | 22,536                            | ..                                | ..                                | 22,536  |
| Patchewollock .. .. | 24,637                            | 84,499                            | 32,410                            | 62,004                            | ..                                | 60,084                            | 84,499  |
| Remlaw .. ..        | 22,368                            | 25,423                            | ..                                | 29,028                            | ..                                | 28,141                            | 45,221  |
| Vectis .. ..        | 37,231                            | 37,551                            | ..                                | 44,244                            | ..                                | 42,033                            | 65,729  |
| Noradjuha .. ..     | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 23,806  |
| Natimuk .. ..       | 52,641                            | 74,091                            | 36,016                            | 77,112                            | 40,427                            | 87,476                            | 128,704   |
| Arapiles .. ..      | ..                                | ..                                | ..                                | 28,536                            | ..                                | ..                                | 28,536  |
| Mitre .. ..         | ..                                | ..                                | ..                                | 20,338                            | ..                                | ..                                | 29,471  |
| Gymbowen .. ..      | ..                                | ..                                | ..                                | ..                                | 27,148                            | 24,724                            | 27,148  |
| Goroke .. ..        | ..                                | ..                                | ..                                | ..                                | 26,151                            | 27,568                            | 38,003  |
| Mortat .. ..        | ..                                | ..                                | ..                                | ..                                | 26,732                            | ..                                | 26,732  |
| Carpolac .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | 24,817                            | 24,817  |
| Arkona .. ..        | 25,950                            | 52,944                            | ..                                | 29,868                            | 21,516                            | 55,023                            | 64,313  |
| Antwerp .. ..       | 22,773                            | 115,736                           | 33,479                            | 88,860                            | 57,673                            | 97,721                            | 131,136   |
| Tarranyurk .. ..    | 67,993                            | 124,369                           | 40,606                            | 101,652                           | 27,177                            | 71,314                            | 130,596   |
| Jeparit .. ..       | 40,382                            | 93,899                            | 35,208                            | 100,860                           | 56,809                            | 89,600                            | 114,859   |
| Ellam .. ..         | 52,272                            | 96,539                            | 27,564                            | 75,010                            | 37,427                            | 69,165                            | 96,539  |
| Pullut .. ..        | 43,960                            | 77,740                            | 32,788                            | 68,470                            | 36,312                            | 64,306                            | 110,489   |
| Rainbow .. ..       | 29,671                            | 99,905                            | 68,694                            | 71,940                            | 129,592                           | 132,225                           | 188,258   |
| Albacutya .. ..     | 33,066                            | 54,414                            | ..                                | 39,708                            | ..                                | 34,706                            | 54,414  |
| Yaapeet .. ..       | 46,119                            | 72,248                            | 49,128                            | 60,108                            | 58,975                            | 66,393                            | 116,830   |
| Detpa .. ..         | 64,151                            | 87,235                            | ..                                | 86,880                            | 25,573                            | 91,964                            | 92,655  |
| Lorquon .. ..       | 74,381                            | 79,296                            | 45,291                            | 98,088                            | 30,797                            | 97,851                            | 106,727   |
| Netherby .. ..      | 50,930                            | 75,655                            | 27,260                            | 94,018                            | 52,723                            | 107,783                           | 107,783   |
| Yanae .. ..         | 47,142                            | 113,995                           | 56,835                            | 122,338                           | 79,686                            | 214,779                           | 214,779   |
| Wangaratta .. ..    | ..                                | ..                                | ..                                | 34,319                            | ..                                | ..                                | 34,319  |
| Bowser .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 33,049  |
| Springhurst .. ..   | ..                                | ..                                | 44,664                            | 28,920                            | 31,265                            | 43,045                            | 44,664  |
| Barnawartha .. ..   | ..                                | ..                                | 20,387                            | ..                                | ..                                | 23,491                            | 23,491  |
| Arcadia .. ..       | ..                                | ..                                | ..                                | ..                                | 25,162                            | 29,829                            | 29,829  |
| Toolamba .. ..      | ..                                | ..                                | ..                                | 23,977                            | ..                                | 25,273                            | 25,273  |
| Mooroopna .. ..     | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 22,672  |
| Shepparton .. ..    | ..                                | ..                                | 21,711                            | 20,340                            | ..                                | ..                                | 55,332  |
| Congupna .. ..      | ..                                | ..                                | ..                                | 27,528                            | 23,425                            | ..                                | 51,359  |
| Tallygaroopna .. .. | 32,498                            | 52,866                            | 29,254                            | 54,069                            | ..                                | 63,192                            | 105,322   |
| Wunghnu .. ..       | 29,804                            | 33,028                            | 30,358                            | 49,864                            | 44,659                            | 24,031                            | 66,295  |
| Numurkah .. ..      | 27,127                            | 40,967                            | 27,330                            | 44,515                            | ..                                | 51,352                            | 63,964  |
| Katunga .. ..       | 43,418                            | 68,792                            | 31,079                            | 60,861                            | ..                                | 58,905                            | 100,921   |
| Strathmerton .. ..  | ..                                | 41,005                            | ..                                | 31,035                            | ..                                | ..                                | 75,204  |
| Yarroweyah .. ..    | ..                                | 27,074                            | ..                                | ..                                | ..                                | ..                                | 39,485  |
| Cobram .. ..        | ..                                | 54,259                            | 54,236                            | 42,645                            | 50,769                            | 74,141                            | 74,141  |
| Colbinabbin .. ..   | 49,278                            | 67,898                            | 38,791                            | 103,788                           | 46,725                            | 55,791                            | 119,851   |
| Girgarre .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 30,309  |
| Tatura .. ..        | ..                                | ..                                | ..                                | ..                                | ..                                | 26,409                            | 26,409  |

## APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1931, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

| Stations.         | Year ended<br>30th June,<br>1926. | Year ended<br>30th June,<br>1927. | Year ended<br>30th June,<br>1928. | Year ended<br>30th June,<br>1929. | Year ended<br>30th June,<br>1930. | Year ended<br>30th June,<br>1931. | Record<br>quantity<br>loaded in<br>any one<br>year. |
|-------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
|                   | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.                      | No. of Bags.  |
| Merrigum .. ..    | ..                                | 28,411                            | ..                                | 29,556                            | ..                                | ..                                | 78,609  |
| Kyabram .. ..     | ..                                | 26,348                            | ..                                | 24,840                            | 23,897                            | ..                                | 93,653  |
| Pine Lodge .. ..  | 25,787                            | 23,036                            | 46,160                            | 61,520                            | 23,607                            | 84,905                            | 84,905  |
| Cosgrove .. ..    | 25,395                            | 28,162                            | 44,534                            | 51,894                            | 49,121                            | 58,893                            | 87,552  |
| Dookie .. ..      | 24,291                            | 24,789                            | 34,815                            | 46,896                            | 46,197                            | 55,061                            | 55,061  |
| Yabba South.. ..  | ..                                | ..                                | 21,855                            | 23,856                            | 26,551                            | 21,413                            | 26,551  |
| Yabba North.. ..  | ..                                | 27,549                            | 30,256                            | 37,944                            | 40,648                            | 26,273                            | 65,685  |
| Youanmite .. ..   | ..                                | 25,527                            | 25,706                            | 30,840                            | 28,098                            | 25,210                            | 61,898  |
| Katamatite .. ..  | 47,912                            | 73,617                            | 56,577                            | 58,740                            | 23,158                            | 105,423                           | 137,960   |
| Waaia .. ..       | 21,790                            | 67,717                            | 25,066                            | 51,996                            | 42,206                            | 29,247                            | 104,714   |
| Nathalia .. ..    | 52,520                            | 40,119                            | 47,421                            | 76,752                            | 38,427                            | 55,840                            | 176,082   |
| Picola .. ..      | 41,164                            | 76,455                            | 44,405                            | 40,512                            | ..                                | 32,646                            | 121,601   |
| Mywee .. ..       | ..                                | ..                                | ..                                | ..                                | ..                                | ..                                | 20,495  |
| Tocumwal .. ..    | 33,364                            | 32,731                            | ..                                | 35,382                            | 40,951                            | ..                                | 40,951  |
| Goorambat .. ..   | 21,713                            | ..                                | 49,646                            | 49,332                            | 31,190                            | 74,034                            | 74,034  |
| Devenish .. ..    | 29,872                            | 22,893                            | 56,946                            | 53,844                            | 57,978                            | 54,634                            | 85,002  |
| St. James .. ..   | 32,084                            | 23,499                            | 62,571                            | 58,956                            | 36,557                            | 77,283                            | 101,327   |
| Tungamah .. ..    | 24,783                            | 25,912                            | 41,767                            | 48,888                            | 42,292                            | 62,549                            | 81,229  |
| Telford .. ..     | 42,157                            | 39,288                            | 62,321                            | 64,500                            | 35,148                            | 59,792                            | 103,129   |
| Yarrowonga .. ..  | 118,835                           | 157,325                           | 114,570                           | 254,064                           | 66,150                            | 59,058                            | 359,643   |
| Mulwala .. ..     | ..                                | ..                                | ..                                | ..                                | ..                                | 27,920                            | 27,920  |
| Sloane .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | 48,950                            | 48,950  |
| Warragoon .. ..   | ..                                | ..                                | ..                                | ..                                | ..                                | 72,568                            | 72,568  |
| Rennie .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | 125,269                           | 125,269   |
| Sangar .. ..      | ..                                | ..                                | ..                                | ..                                | ..                                | 35,032                            | 35,032  |
| Wangamong .. ..   | ..                                | ..                                | ..                                | ..                                | ..                                | 22,270                            | 22,270  |
| Peechelba .. ..   | ..                                | ..                                | 30,866                            | 40,248                            | 37,844                            | 44,395                            | 44,395  |
| Rutherglen .. ..  | ..                                | 30,095                            | 42,808                            | 34,716                            | 49,308                            | 44,644                            | 53,736  |
| Wahgunyah .. ..   | ..                                | ..                                | ..                                | 62,352                            | 28,545                            | 73,140                            | 104,213   |
| Kilmany .. ..     | ..                                | 24,806                            | 32,428                            | 25,206                            | 35,682                            | 21,984                            | 35,682  |
| Other Stations .. | 1,611,976                         | 1,437,239                         | 1,629,047                         | 1,589,907                         | 1,890,586                         | 1,563,502                         | ..  |
| TOTALS ..         | 7,636,133                         | 13,443,578                        | 6,709,149                         | 13,242,079                        | 5,775,690                         | 14,601,317                        | ..  |

APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

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| Urangara ..                                  | 71             | Warragoon ..             | 92             | Westgarth ..                       | 123            | Woodend ..           | 2              | Yarrara ..        | 19             |
| Vasey ..                                     | 71             | Warragul ..              | 99             | Westmere ..                        | 55             | Woodfield ..         | 81             | Yarraville ..     | 41             |
| Vectis ..                                    | 69             | Warra Yadin ..           | 11             | West Richmond ..                   | 128            | Woodleigh ..         | 108            | Yarrawonga ..     | 91             |
| Victoria Park ..                             | 128            | Warrenheip ..            | 39             | Wetuppa ..                         | 35             | Woodside ..          | 106            | Yarroweyah ..     | 90             |
| Victorian Iron Mould-<br>ing Co.'s Siding .. | 42             | Warrnambool ..           | 47             | White's Siding ..                  | 40             | Woodvale ..          | 30             | Yarto ..          | 68             |
| Violet Town ..                               | 76             | Warrong ..               | 54             | White Hills Siding ..              | 2              | Woolamal ..          | 108            | Yatchaw ..        | 54             |
| Vite Vite ..                                 | 55             | Watchem ..               | 9              | White Rock Lime<br>Co.'s Siding .. | 115            | Woolsthorpe ..       | 54             | Yatpool ..        | 9              |
| Waala ..                                     | 89             | Waterwashed<br>Siding .. | 107            | Whitelaw ..                        | 104            | Woomelang ..         | 9              | Yea ..            | 49             |
| Wabba ..                                     | 77             | Watson ..                | 115            | Whitfield ..                       | 95             | Woorl Yallock ..     | 127            | Yella ..          | 81             |
| Wahgunyah ..                                 | 98             | Watson's ..              | 128            | Whittlesea ..                      | 79             | Woorinen ..          | 31             | Yella ..          | 10             |
| Wahring ..                                   | 83             | Wattleglen ..            | 129            | Whoorel ..                         | 49             | Woorragce ..         | 96             | Yendon ..         | 39             |
| Wall ..                                      | 40             | Waubra ..                | 14             | Willa ..                           | 68             | Wormbete ..          | 43             | Yerlug ..         | 119            |
| Waltchie ..                                  | 25             | Waubra Junction ..       | 13             | Willaura ..                        | 60             | Wright ..            | 120            | Yimnar ..         | 116            |
| Wakool ..                                    | 37             | Waygara ..               | 100            | Williamstown ..                    | 41             | Wunghnu ..           | 83             | York-street ..    | 56             |
| Walhala ..                                   | 115            |                          |                | Williamstown Beach ..              | 41             | Wycheproof ..        | 21             | Younnrite ..      | 88             |
|  |                |                          |                |                                    |                | Wyhitella ..         | 21             | Yungera ..        | 33             |

APPENDIX No 26.

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.      |          | Outwards.             |         | Outwards.   |         |                   |         | Inwards. |       |     |     |                                 |     |     |     |       |           |    |    |        |        |       |    |    |
|                                     | Number of Passenger Journeys. | Revenue. | Revenue.  | Revenue. | Tons.                        | Tons. | Revenue.       | Revenue. | Number of Trucks.     |         |             |         | Number of Trucks. |         |          |       |     |     |                                 |     |     |     |       |           |    |    |        |        |       |    |    |
|                                     |                               |          |           |          |                              |       |                |          | Sheep.                | Cattle. | Horses.     | Pigs.   | Sheep.            | Cattle. | Horses.  | Pigs. |     |     |                                 |     |     |     |       |           |    |    |        |        |       |    |    |
|                                     | £                             | s.       | d.        | £        | s.                           | d.    | £              | s.       | d.                    | £       | s.          | d.      |                   |         |          |       |     |     |                                 |     | £   | s.  | d.    |           |    |    |        |        |       |    |    |
| <i>Section No. 1.</i>               |                               |          |           |          |                              |       |                |          |                       |         |             |         |                   |         |          |       |     |     |                                 |     |     |     |       |           |    |    |        |        |       |    |    |
| MELBOURNE—Spencer-street, Country   | 1,164,314                     | 447,746  | 3         | 8        | 133,934                      | 19    | 4              | 1,585    | 11                    | 10      | 454,167     | 791,382 | 762,686           | 18      | 7        | 54    | 384 | 517 | 203                             | 83  | 520 | 367 | 2,048 | 1,390,258 | 19 | 11 |        |        |       |    |    |
| MELBOURNE—Spencer-street, Suburban  | 1,490,833                     | 44,305   | 8         | 6        |                              |       |                |          |                       |         |             |         |                   |         |          | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | ..     | ..    | .. | .. |
| MELBOURNE—Tourist Bureau, Country   | 204,521                       | 174,666  | 13        | 11       | 63,899                       | 0     | 2              | ..       | ..                    | ..      | ..          | ..      | ..                | ..      | ..       | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     |        |       |    |    |
| MELBOURNE—Tourist Bureau, Suburban  | 840                           | 40       | 16        | 8        |                              |       |                |          |                       |         |             |         |                   |         |          | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | ..     | ..    | .. | .. |
| MELBOURNE—Flinders-street, Country  | 363,764                       | 81,537   | 3         | 1        | 63,899                       | 0     | 2              | ..       | ..                    | ..      | ..          | ..      | ..                | ..      | ..       | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     |        |       |    |    |
| MELBOURNE—Flinders-street, Suburban | 8,919,640                     | 186,979  | 5         | 0        |                              |       |                |          |                       |         |             |         |                   |         |          | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | ..     | ..    | .. | .. |
| MELBOURNE—Prince's-Bridge, Country  | 72,440                        | 9,703    | 12        | 6        | ..                           | ..    | ..             | ..       | ..                    | ..      | ..          | ..      | ..                | ..      | ..       | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     |        |       |    |    |
| MELBOURNE—Prince's-Bridge, Suburban | 1,636,426                     | 31,304   | 10        | 9        |                              |       |                |          |                       |         |             |         |                   |         |          | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | ..     | ..    | .. | .. |
| Total—Country .. .. .               | 1,895,039                     | 713,653  | 13        | 2        | 197,833                      | 19    | 6              | 1,637    | 11                    | 6       | 454,167     | 791,382 | 762,686           | 18      | 7        | 54    | 384 | 517 | 203                             | 83  | 520 | 367 | 2,048 | 1,933,942 | 1  | 8  |        |        |       |    |    |
| Suburban .. .. .                    | 12,047,739                    | 263,129  | 18        | 11       |                              |       |                |          |                       |         |             |         |                   |         |          | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | ..     | ..    | .. | .. |
| <i>Section No. 2.</i>               |                               |          |           |          |                              |       |                |          |                       |         |             |         |                   |         |          |       |     |     |                                 |     |     |     |       |           |    |    |        |        |       |    |    |
| <i>MELBOURNE-ECHUCA LINE.</i>       |                               |          |           |          |                              |       |                |          |                       |         |             |         |                   |         |          |       |     |     |                                 |     |     |     |       |           |    |    |        |        |       |    |    |
| North Melbourne                     | 662,388                       | 9,290    | 0         | 8        | 1,373                        | 8     | 3              | 4        | 3                     | 6       | ..          | 26      | ..                | ..      | ..       | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | 10,668 | 1      | 5     |    |    |
| Arden-street                        | ..                            | ..       | ..        | ..       | ..                           | ..    | ..             | ..       | ..                    | ..      | 15,550      | 66,860  | 6,024             | 10      | 3        | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | 6,024  | 10    | 3  |    |
| Middle Footscray                    | 356,412                       | 5,261    | 15        | 3        | 25                           | 9     | 4              | 0        | 17                    | 7       | ..          | ..      | ..                | ..      | ..       | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | 5,288  | 2     | 2  |    |
| West Footscray                      | 638,757                       | 9,616    | 19        | 11       | 453                          | 10    | 1              | 78       | 2                     | 6       | 28,021      | 44,772  | 12,688            | 3       | 10       | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | 22,836 | 16    | 4  |    |
| Tottenham                           | 108,642                       | 1,698    | 3         | 4        | 19                           | 8     | 9              | 7        | 5                     | 2       | ..          | 187     | ..                | ..      | ..       | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | 1,724  | 17    | 3  |    |
| Sunshine                            | 575,873                       | 15,582   | 19        | 9        | 1,381                        | 0     | 7              | 6        | 9                     | 10      | 7,578       | 18,954  | 19,798            | 12      | 3        | ..    | 2   | 1   | ..                              | ..  | ..  | 5   | ..    | ..        | .. | .. | ..     | 36,769 | 2     | 5  |    |
| Albion                              | 125,050                       | 2,826    | 3         | 3        | 12                           | 2     | 8              | 0        | 5                     | 11      | ..          | ..      | 0                 | 2       | 2        | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | 2,838  | 14    | 0  |    |
| Albion Stone Siding                 | ..                            | ..       | ..        | ..       | ..                           | ..    | ..             | ..       | ..                    | ..      | 13,329      | 54      | 3,056             | 3       | 4        | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | ..     | 3,056 | 3  | 4  |
| Darling's Siding                    | ..                            | ..       | ..        | ..       | ..                           | ..    | ..             | ..       | ..                    | ..      | 37,640      | 41,495  | 7,935             | 5       | 3        | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | ..     | 7,935 | 5  | 3  |
| St. Albans                          | 114,110                       | 2,500    | 14        | 7        | 34                           | 18    | 9              | 1        | 5                     | 2       | 6,161       | 446     | 1,335             | 3       | 4        | ..    | ..  | ..  | ..                              | 42  | 5   | ..  | ..    | ..        | .. | .. | ..     | 3,872  | 1     | 10 |    |
| Sydenham                            | 4,310                         | 199      | 14        | 4        | 50                           | 1     | 8              | 15       | 7                     | 10      | 1,566       | 403     | 563               | 4       | 2        | 83    | 4   | 2   | ..                              | 106 | 1   | ..  | ..    | ..        | .. | .. | ..     | 828    | 8     | 0  |    |
| Digger's Rest                       | 10,671                        | 501      | 6         | 10       | 82                           | 14    | 11             | 0        | 15                    | 8       | 8,023       | 1,118   | 2,209             | 1       | 5        | 156   | 2   | 3   | ..                              | 96  | 27  | ..  | ..    | ..        | .. | .. | ..     | 2,793  | 18    | 10 |    |
| Sunbury                             | 38,316                        | 2,830    | 6         | 3        | 161                          | 19    | 6              | 31       | 16                    | 6       | 1,952       | 2,946   | 2,627             | 4       | 5        | 262   | 226 | 36  | 11                              | 100 | ..  | 35  | 1     | ..        | .. | .. | ..     | 5,641  | 6     | 8  |    |
| Naughton's Siding                   | ..                            | ..       | ..        | ..       | ..                           | ..    | ..             | ..       | ..                    | ..      | 61          | 15      | 28                | 10      | 7        | ..    | ..  | ..  | ..                              | ..  | ..  | ..  | ..    | ..        | .. | .. | ..     | ..     | 28    | 10 | 7  |
| Clarkefield                         | 5,502                         | 487      | 13        | 6        | 41                           | 19    | 6              | 6        | 16                    | 7       | 726         | 263     | 1,918             | 5       | 11       | 271   | 55  | 6   | 7                               | 32  | 41  | 3   | ..    | ..        | .. | .. | ..     | 2,454  | 15    | 6  |    |
| Riddell                             | 4,007                         | 658      | 9         | 6        | 141                          | 6     | 8              | 2        | 0                     | 8       | 1,041       | 532     | 667               | 11      | 11       | 70    | 21  | 3   | ..                              | 25  | 14  | 9   | ..    | ..        | .. | .. | ..     | 1,469  | 8     | 9  |    |
| Gisborne                            | 5,436                         | 718      | 1         | 10       | 133                          | 17    | 3              | 10       | 3                     | 0       | 2,470       | 749     | 1,634             | 9       | 3        | 193   | 36  | 8   | ..                              | 61  | 27  | 11  | ..    | ..        | .. | .. | ..     | 2,496  | 11    | 4  |    |
| Macedonia                           | 10,196                        | 1,531    | 17        | 2        | 567                          | 1     | 2              | 19       | 3                     | 6       | 1,921       | 2,574   | 619               | 16      | 0        | 1     | 4   | 3   | ..                              | 26  | 12  | 8   | ..    | ..        | .. | .. | ..     | 2,737  | 17    | 10 |    |
| Woodend                             | 27,596                        | 3,071    | 15        | 10       | 261                          | 7     | 10             | 23       | 17                    | 3       | 3,174       | 2,507   | 2,098             | 17      | 9        | 65    | 17  | 9   | 1                               | 39  | 24  | 4   | 1     | ..        | .. | .. | ..     | 5,455  | 18    | 8  |    |
| Carlisle                            | 4,361                         | 141      | 1         | 11       | 7                            | 0     | 5              | 0        | 18                    | 8       | 37          | 71      | 234               | 9       | 4        | 47    | 5   | 4   | ..                              | 16  | 12  | 6   | ..    | ..        | .. | .. | ..     | 383    | 5     | 4  |    |

|                    |         |             |            |           |        |        |             |       |     |    |    |       |     |    |     |              |
|--------------------|---------|-------------|------------|-----------|--------|--------|-------------|-------|-----|----|----|-------|-----|----|-----|--------------|
| Kyneton            | 32,870  | 5,889 16 6  | 729 7 3    | 128 0 6   | 10,499 | 10,662 | 8,926 15 7  | 666   | 151 | 38 | 23 | 587   | 107 | 48 | 8   | 15,673 19 10 |
| Redesdale Junction | 216     | 55 12 4     | 7 19 3     |           | 27     | 36     | 38 17 7     |       |     |    |    |       |     |    |     | 102 9 2      |
| Malmesbury         | 6,395   | 1,013 12 10 | 148 8 8    | 1 18 4    | 337    | 1,761  | 939 8 8     | 92    | 80  | 2  | 5  | 61    | 39  | 3  |     | 2,103 8 6    |
| Taradale           | 3,878   | 315 1 2     | 83 11 11   | 0 8 0     | 255    | 297    | 108 19 2    |       |     |    |    |       |     |    |     | 508 0 3      |
| Elphinstone        | 2,986   | 420 11 2    | 99 13 6    | 1 0 11    | 642    | 455    | 961 16 7    | 59    | 11  | 5  | 5  | 75    | 10  | 2  |     | 1,483 2 2    |
| Chewton            | 2,817   | 490 12 2    | 55 12 1    | 0 7 9     | 145    | 127    | 130 12 1    |       |     |    |    |       |     |    |     | 677 4 1      |
| Castlemaine        | 43,671  | 9,189 0 4   | 755 18 4   | 58 13 4   | 2,469  | 13,419 | 4,220 5 7   | 31    | 1   | 7  |    | 189   | 8   | 9  | 69  | 14,223 17 7  |
| Harcourt           | 9,241   | 776 10 7    | 138 18 2   | 0 7 11    | 10,488 | 2,690  | 8,336 13 5  |       |     |    |    |       |     |    |     | 9,307 10 1   |
| Ravenswood         | 683     | 104 7 10    | 27 0 9     | 0 4 4     | 721    | 170    | 610 6 11    | 13    | 3   | 1  |    | 12    | 8   |    |     | 741 19 10    |
| Kangaroo Flat      | 3,081   | 543 17 9    | 71 5 11    | 10 3 5    | 1,201  | 966    | 1,175 6 9   |       | 1   |    |    |       | 1   |    |     | 1,800 13 10  |
| Golden Square      | 8,400   | 1,631 3 2   | 399 4 4    | 3 14 11   | 2,246  | 8,235  | 3,144 5 0   |       |     |    |    | 3     | 44  |    | 236 | 5,178 7 5    |
| Bendigo            | 132,208 | 34,637 10 1 | 4,310 13 6 | 1,042 9 3 | 31,178 | 61,163 | 46,767 6 4  | 2,935 | 316 | 51 | 42 | 3,135 | 758 | 66 | 41  | 86,757 19 2  |
| White Hills Siding |         |             |            |           | 28,040 | 53     | 8,059 16 5  |       |     |    |    |       |     |    |     | 8,059 16 5   |
| Epsom              | 591     | 99 16 4     | 29 17 5    | 0 3 0     | 4,707  | 4,371  | 2,076 0 3   |       |     |    |    |       | 1   |    |     | 2,205 17 0   |
| Huntly             | 165     | 19 10 9     | 3 0 5      | 1 2 2     | 1,110  | 315    | 865 17 7    |       | 1   | 3  |    | 2     |     | 1  |     | 889 10 11    |
| Bagshot            | 202     | 31 11 9     | 6 14 10    |           | 942    | 249    | 524 6 2     |       |     |    |    |       | 1   |    |     | 562 12 9     |
| Wellsford          | 38      | 5 12 8      | 0 7 4      |           | 123    | 706    | 47 0 0      |       |     |    |    |       |     |    |     | 53 0 0       |
| Goornong           | 1,790   | 348 10 7    | 41 1 2     | 5 15 11   | 5,481  | 1,518  | 3,450 14 2  | 140   | 44  | 5  |    | 41    | 11  | 2  |     | 3,846 1 10   |
| Avonmore           | 306     | 73 10 11    | 8 18 10    | 0 2 2     | 2,464  | 2,002  | 1,222 9 6   |       |     |    |    | 3     |     |    |     | 1,305 1 5    |
| Elmore             | 6,122   | 1,570 5 0   | 180 10 0   | 20 13 1   | 8,706  | 3,310  | 5,991 18 11 | 275   | 63  | 7  | 9  | 155   | 40  | 9  | 1   | 7,763 7 0    |
| Rochester          | 8,006   | 2,797 3 5   | 233 11 6   | 34 3 9    | 8,230  | 4,758  | 9,254 3 5   | 402   | 64  | 17 | 76 | 268   | 48  | 12 |     | 12,369 2 1   |
| Strathallan        | 352     | 104 13 7    | 8 4 6      | 0 2 11    | 1,590  | 1,842  | 1,508 14 2  | 78    | 20  | 5  |    | 63    | 12  |    |     | 1,621 15 2   |
| Echuca             | 17,080  | 7,484 2 7   | 933 5 11   | 153 2 1   | 10,565 | 16,776 | 18,277 12 3 | 675   | 63  | 64 | 36 | 952   | 85  | 58 | 8   | 26,848 2 10  |
| Echuca Wharf       |         |             |            |           | 1,471  | 565    | 2,661 18 0  |       |     |    |    |       |     |    |     | 2,661 18 0   |
| Section No. 3.     |         |             |            |           |        |        |             |       |     |    |    |       |     |    |     |              |
| DENILQUIN LINE.    |         |             |            |           |        |        |             |       |     |    |    |       |     |    |     |              |
| Moama              | 702     | 138 12 9    | 32 19 4    | 7 16 7    | 778    | 587    | 681 7 10    |       |     |    |    | 4     | 1   | 1  |     | 910 16 6     |
| Barnes             | 225     | 57 4 4      | 5 6 8      | 0 5 10    | 5,025  | 339    | 3,333 1 1   | 91    | 3   |    |    | 54    | 3   | 1  |     | 3,395 17 11  |
| Molra              | 115     | 22 12 9     | 0 9 7      | 13 14 2   | 2,635  | 367    | 2,416 6 10  | 99    | 5   | 2  |    | 42    | 36  | 1  |     | 2,453 3 4    |
| Mathoura           | 1,548   | 486 19 2    | 90 18 8    | 2 0 1     | 7,256  | 937    | 6,785 1 11  | 261   | 25  | 9  | 1  | 54    | 27  | 4  |     | 7,364 19 10  |
| Gulpha Siding      | 139     | 57 9 4      | 1 5 2      |           | 1,592  | 262    | 1,637 11 11 | 94    | 5   | 1  |    | 18    | 9   | 4  |     | 1,696 6 5    |
| Hill Plain Siding  | 6       | 1 0 0       |            |           |        |        |             |       |     |    |    |       |     |    |     | 1 0 0        |
| Southdown          | 16      | 5 15 10     |            |           | 1,712  | 139    | 1,421 0 2   | 47    |     |    |    |       |     |    |     | 1,428 16 0   |
| Denilquin          | 3,656   | 3,192 2 0   | 391 14 8   | 108 3 3   | 4,427  | 5,777  | 25,053 7 10 | 1,723 | 91  | 24 | 4  | 322   | 87  | 23 | 1   | 25,750 7 9   |
| Section No. 4.     |         |             |            |           |        |        |             |       |     |    |    |       |     |    |     |              |
| LANCERFIELD LINE.  |         |             |            |           |        |        |             |       |     |    |    |       |     |    |     |              |
| Bolinda            | 599     | 68 14 6     | 3 15 10    |           | 669    | 126    | 636 2 3     | 155   | 10  | 2  |    | 35    |     | 1  |     | 708 12 7     |
| Monegeetta         | 537     | 88 5 6      | 11 10 10   |           | 224    | 181    | 110 10 2    |       |     |    |    | 10    |     | 1  |     | 210 6 6      |
| North Monegeetta   | 309     | 40 6 8      | 1 8 10     |           | 8      | 4      | 11 17 9     |       |     |    |    |       |     | 1  |     | 53 13 3      |
| Romsey             | 4,865   | 936 0 9     | 101 8 0    | 1 11 3    | 4,834  | 1,381  | 2,811 4 10  | 218   | 35  | 8  | 5  | 81    | 2   | 11 | 1   | 3,750 4 10   |
| Lancerfield        | 4,222   | 946 3 5     | 120 0 0    | 1 8 4     | 8,544  | 2,030  | 4,317 9 7   | 321   | 12  | 4  | 3  | 89    | 5   | 6  |     | 5,385 1 4    |
| Section No. 5.     |         |             |            |           |        |        |             |       |     |    |    |       |     |    |     |              |
| DAYLESFORD LINE.   |         |             |            |           |        |        |             |       |     |    |    |       |     |    |     |              |
| Tylden             | 314     | 83 18 7     | 6 10 11    | 2 18 0    | 91     | 117    | 309 12 10   | 55    | 5   | 8  |    | 18    | 2   | 6  |     | 403 0 4      |
| Fern Hill          | 1,558   | 312 10 3    | 23 15 0    | 0 3 8     | 6,104  | 631    | 3,293 6 4   |       |     | 3  |    | 5     |     | 9  |     | 3,634 15 3   |
| Trentham           | 5,396   | 988 7 4     | 108 17 0   | 1 18 4    | 7,033  | 1,916  | 4,518 13 0  | 82    | 3   | 7  |    | 16    | 9   | 9  |     | 5,617 15 8   |
| Lyonville          | 2,785   | 184 18 6    | 17 4 11    | 0 10 7    | 1,292  | 167    | 831 0 10    |       |     |    |    |       | 2   | 1  |     | 1,033 14 10  |
| Bullarto           | 2,654   | 218 0 7     | 11 4 8     | 0 6 6     | 2,596  | 214    | 1,326 11 7  |       |     |    |    |       |     |    |     | 1,556 3 4    |
| Musk               | 1,857   | 120 4 8     | 16 7 5     |           | 1,584  | 253    | 868 7 5     | 5     |     |    |    |       |     |    |     | 1,004 19 6   |
| Daylesford         | 8,175   | 2,295 10 1  | 302 5 6    | 8 15 10   | 4,559  | 3,901  | 3,446 19 11 | 69    | 41  | 3  | 6  | 66    | 15  | 8  | 10  | 6,053 11 4   |
| Woodburn           | 12      | 0 8 9       |            |           |        |        |             |       |     |    |    |       |     |    |     | 0 8 9        |
| Sailor's Falls     | 27      | 2 1 5       | 0 15 7     |           | 319    | 26     | 129 14 3    |       |     |    |    |       |     |    |     | 132 11 3     |
| Leonard            | 76      | 13 9 5      | 5 6 3      |           | 1,257  | 120    | 495 2 7     |       |     |    |    |       |     | 5  |     | 513 18 3     |
| Wombat             | 257     | 21 3 0      | 1 17 2     |           | 1,411  | 30     | 258 2 4     |       |     |    |    |       |     |    |     | 281 2 6      |
| Rocklyn            | 148     | 3 1 7       | 3 1 7      |           | 104    | 39     | 38 16 3     |       |     |    |    |       |     |    |     | 62 6 7       |
| Newlyn             | 4,611   | 164 10 0    | 49 14 2    | 4 6 6     | 16,276 | 1,085  | 10,842 11 4 | 140   | 42  | 12 | 2  | 15    | 16  | 3  |     | 11,061 2 0   |
| Kingston           | 2,823   | 166 4 2     | 13 12 2    |           | 13,462 | 743    | 8,534 2 7   | 1     | 1   | 8  |    |       | 7   | 11 |     | 8,713 18 11  |
| Allendale          | 4,494   | 179 0 7     | 35 9 3     | 0 2 3     | 1,709  | 933    | 2,183 7 0   | 318   | 31  | 1  | 47 | 29    | 13  | 1  |     | 2,397 19 1   |
| Broomfield         | 436     | 17 8 6      | 0 7 4      |           |        | 47     |             |       |     |    |    |       |     |    |     | 17 15 10     |

APPENDIX No. 26.—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. |          |         |       |    |                                 |  |   |    |    |
|                                      |                               |            |           |          |                              |                |            | Sheep.                | Cattle.     | Horses. | Pigs. | Sheep.            | Cattle.  | Horses. | Pigs. |    |                                 |  |   |    |    |
|                                      |                               | £          | s.        | d.       | £                            | s.             | d.         | £                     | s.          | d.      |       |                   |          |         |       |    |                                 |  | £ | s. | d. |
| <b>Section No. 6.</b>                |                               |            |           |          |                              |                |            |                       |             |         |       |                   |          |         |       |    |                                 |  |   |    |    |
| <b>REDESDALE LINE.</b>               |                               |            |           |          |                              |                |            |                       |             |         |       |                   |          |         |       |    |                                 |  |   |    |    |
| Edgecombe                            | 36                            | 4 10 3     | 0 1 10    | ..       | 13                           | 18             | 21 17 3    | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 4 10 3                          |  |   |    |    |
| Green Hill                           | 25                            | 5 11 5     | 0 12 3    | ..       | 3                            | 2              | 34 0 5     | 6                     | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 27 19 6                         |  |   |    |    |
| East Metcalfe                        | 52                            | 7 8 0      | 0 3 2     | ..       | 11                           | 2              | 41 13 2    | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 42 0 8                          |  |   |    |    |
| Emberton                             | 10                            | 1 17 7     | 1 8 6     | 5 18 4   | 313                          | 48             | 516 17 9   | 104                   | 1           | ..      | ..    | ..                | ..       | ..      | ..    | .. | 43 13 11                        |  |   |    |    |
| Barfold                              | 54                            | 10 14 9    | 32 2 9    | 0 2 2    | 2,021                        | 257            | 1,437 3 1  | 220                   | 2           | ..      | ..    | ..                | ..       | ..      | ..    | .. | 534 19 4                        |  |   |    |    |
| Redesdale                            | 418                           | 138 15 10  | ..        | ..       | ..                           | ..             | ..         | ..                    | 6           | ..      | ..    | ..                | ..       | ..      | ..    | .. | 1,608 3 10                      |  |   |    |    |
| <b>Section No. 7.</b>                |                               |            |           |          |                              |                |            |                       |             |         |       |                   |          |         |       |    |                                 |  |   |    |    |
| <b>SHELBOURNE LINE.</b>              |                               |            |           |          |                              |                |            |                       |             |         |       |                   |          |         |       |    |                                 |  |   |    |    |
| Muckleford                           | 260                           | 12 4 9     | 1 13 9    | ..       | 373                          | 223            | 262 14 2   | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 276 12 8                        |  |   |    |    |
| Maldon                               | 29,560                        | 1,447 14 4 | 188 16 1  | 2 3 6    | 524                          | 1,321          | 742 11 4   | 28                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 2,381 5 3                       |  |   |    |    |
| Pollard                              | 1                             | 0 1 1      | 0 5 10    | ..       | 19                           | 1              | 47 0 4     | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 47 7 3                          |  |   |    |    |
| Shelbourne                           | 14                            | 1 10 9     | 3 12 10   | ..       | 6,759                        | 927            | 3,604 18 8 | 22                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 3,610 2 3                       |  |   |    |    |
| <b>Section No. 8.</b>                |                               |            |           |          |                              |                |            |                       |             |         |       |                   |          |         |       |    |                                 |  |   |    |    |
| <b>CASTLEMAIN—MARYBOROUGH LINE.</b>  |                               |            |           |          |                              |                |            |                       |             |         |       |                   |          |         |       |    |                                 |  |   |    |    |
| Campbell                             | 367                           | 43 13 5    | 39 17 2   | 9 9 2    | 1,921                        | 395            | 871 18 7   | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 964 18 4                        |  |   |    |    |
| Guildford                            | 4,110                         | 251 19 11  | 42 10 11  | 0 2 2    | 279                          | 484            | 237 13 3   | 1                     | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 532 6 3                         |  |   |    |    |
| Strangway                            | 388                           | 50 12 4    | 1 12 5    | ..       | 51                           | 32             | 81 3 8     | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 83 8 5                          |  |   |    |    |
| Stopping Place No. 29                | 30                            | 3 12 6     | ..        | ..       | ..                           | ..             | ..         | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 3 12 6                          |  |   |    |    |
| Newstead                             | 6,280                         | 709 13 11  | 103 9 2   | 224 4 1  | 3,121                        | 1,076          | 3,493 0 2  | 157                   | 22          | 2       | 89    | 20                | 20       | 10      | 2     | .. | 4,530 7 4                       |  |   |    |    |
| Joyce's Creek                        | 223                           | 49 7 8     | 5 8 7     | 0 2 2    | 1,450                        | 230            | 722 13 9   | ..                    | ..          | 2       | ..    | 5                 | 2        | 1       | ..    | .. | 777 12 2                        |  |   |    |    |
| Moolort                              | 489                           | 118 10 1   | 11 18 0   | 0 11 5   | 7,277                        | 618            | 4,132 19 8 | 88                    | ..          | 1       | ..    | 16                | 7        | ..      | ..    | .. | 4,261 19 2                      |  |   |    |    |
| Stopping Place No. 27                | 2                             | 0 1 11     | ..        | ..       | ..                           | ..             | ..         | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 0 1 11                          |  |   |    |    |
| State Rivers and Water Supply Siding | ..                            | ..         | ..        | ..       | 603                          | ..             | 499 8 10   | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 499 8 10                        |  |   |    |    |
| Carisbrook                           | 1,556                         | 433 18 9   | 47 19 5   | 1 1 11   | 3,201                        | 1,096          | 3,385 17 3 | 158                   | 56          | 2       | 36    | 91                | 21       | 1       | 16    | .. | 3,868 17 4                      |  |   |    |    |
| Maryborough                          | 17,467                        | 6,122 19 1 | 706 9 2   | 41 15 6  | 12,092                       | 18,587         | 8,119 3 3  | 7                     | 11          | 26      | ..    | 28                | 52       | 36      | 3     | .. | 14,990 7 0                      |  |   |    |    |
| <b>Section No. 9.</b>                |                               |            |           |          |                              |                |            |                       |             |         |       |                   |          |         |       |    |                                 |  |   |    |    |
| <b>MARYBOROUGH—MILDURA LINE.</b>     |                               |            |           |          |                              |                |            |                       |             |         |       |                   |          |         |       |    |                                 |  |   |    |    |
| Elmsdon                              | 98                            | 3 18 6     | ..        | ..       | ..                           | ..             | ..         | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 3 18 6                          |  |   |    |    |
| Havelock                             | 107                           | 8 7 5      | 0 11 0    | ..       | 476                          | 29             | 196 6 10   | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 205 5 3                         |  |   |    |    |
| Bet Bet                              | 266                           | 67 15 5    | 11 8 4    | 2 10 6   | 2,893                        | 899            | 1,127 8 2  | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 1,209 19 5                      |  |   |    |    |
| Dunolly                              | 2,766                         | 867 4 5    | 81 15 7   | 4 12 2   | 9,995                        | 1,313          | 5,038 11 4 | 24                    | 4           | 1       | 2     | 21                | ..       | 1       | ..    | .. | 5,992 3 6                       |  |   |    |    |
| Goldsborough                         | 252                           | 96 16 4    | 5 17 4    | 0 17 9   | 4,213                        | 117            | 1,862 1 8  | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 1,965 13 1                      |  |   |    |    |
| Bealiba                              | 2,134                         | 625 3 8    | 56 3 7    | 0 16 7   | 12,504                       | 1,025          | 7,185 12 3 | 103                   | 2           | 2       | 1     | 45                | 3        | 4       | ..    | .. | 7,867 16 1                      |  |   |    |    |
| Maffesioni's Siding                  | ..                            | ..         | ..        | ..       | 3,284                        | 47             | 1,499 18 1 | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | ..    | .. | 1,499 18 1                      |  |   |    |    |
| Emu                                  | 494                           | 130 0 5    | 13 7 11   | 20 1 1   | 6,632                        | 465            | 3,507 9 1  | 3                     | ..          | ..      | ..    | 3                 | 1        | ..      | ..    | .. | 3,970 18 6                      |  |   |    |    |
| Carapooce                            | 288                           | 130 19 11  | 7 10 0    | 4 6 8    | 6,227                        | 223            | 3,868 13 3 | ..                    | ..          | ..      | ..    | 2                 | 1        | 1       | ..    | .. | 4,011 9 10                      |  |   |    |    |
| St. Arnaud                           | 7,142                         | 4,225 13 2 | 413 19 1  | 19 3 8   | 18,766                       | 13,055         | 12,923 0 4 | 118                   | 7           | 22      | ..    | 245               | 24       | 22      | 1     | .. | 17,586 16 3                     |  |   |    |    |

|                         |        |             |            |         |        |        |             |     |    |    |    |     |    |    |    |             |
|-------------------------|--------|-------------|------------|---------|--------|--------|-------------|-----|----|----|----|-----|----|----|----|-------------|
| Sutherland              | 266    | 90 18 9     | 6 8 1      | ..      | 5,067  | 944    | 3,208 19 5  | 77  | .. | 1  | .. | 21  | 2  | .. | .. | 3,301 6 3   |
| Swanwater               | 65     | 32 11 7     | 0 3 0      | ..      | 4,966  | 835    | 3,057 9 6   | ..  | .. | 4  | .. | ..  | .. | .. | .. | 3,091 4 1   |
| Cope Cope               | 491    | 232 5 0     | 27 7 6     | ..      | 5,750  | 1,061  | 4,232 9 1   | 48  | .. | 5  | .. | 39  | 1  | 13 | .. | 4,542 1 7   |
| Donald                  | 4,832  | 2,834 3 0   | 320 4 5    | 61 19 8 | 9,193  | 7,480  | 7,909 4 7   | 90  | 12 | 22 | .. | 119 | 28 | 25 | .. | 11,125 11 9 |
| Lake Buloke             | ..     | ..          | ..         | ..      | 357    | 142    | 258 4 0     | ..  | .. | .. | .. | 22  | .. | 1  | .. | 258 4 0     |
| Litchfield              | 237    | 53 13 3     | 19 7 2     | 5 8 11  | 4,648  | 1,090  | 3,411 9 8   | 35  | .. | .. | .. | 29  | 7  | .. | .. | 3,489 19 0  |
| Massey                  | 64     | 26 9 6      | 0 10 9     | ..      | 2,753  | 302    | 1,754 1 3   | ..  | .. | .. | .. | 9   | 2  | .. | .. | 1,781 1 6   |
| Watchem                 | 1,035  | 570 19 2    | 46 2 4     | 15 16 7 | 2,859  | 1,534  | 2,859 1 5   | 82  | 4  | 8  | .. | 64  | 20 | 11 | .. | 3,531 19 6  |
| Morton Plains           | 21     | 12 5 3      | 0 11 4     | ..      | 294    | 290    | 1,201 2 8   | 1   | .. | .. | .. | 7   | .. | 1  | .. | 1,213 19 3  |
| Birchip                 | 2,740  | 1,778 18 1  | 186 18 6   | 23 16 3 | 2,549  | 3,807  | 4,080 15 8  | 253 | 24 | 3  | .. | 268 | 65 | 25 | .. | 6,070 8 6   |
| Karyie                  | 13     | 7 1 7       | ..         | ..      | 217    | 126    | 176 8 4     | ..  | .. | .. | .. | 3   | .. | .. | .. | 183 9 11    |
| Kinnabulla              | 114    | 41 5 1      | 3 7 3      | ..      | 595    | 320    | 504 9 11    | 8   | .. | .. | .. | 14  | 1  | 2  | .. | 549 2 3     |
| Curyo                   | 556    | 152 0 1     | 10 7 4     | 0 2 3   | 1,904  | 496    | 1,411 5 3   | 9   | 2  | 1  | .. | 6   | .. | 3  | .. | 1,573 14 11 |
| Watchuppa               | 172    | 64 18 7     | 15 6 2     | ..      | 2,424  | 739    | 1,981 17 7  | 21  | .. | 2  | .. | 29  | .. | 4  | .. | 2,062 2 4   |
| Woomelang               | 1,306  | 871 19 3    | 104 12 0   | 42 15 2 | 3,846  | 1,846  | 3,543 3 2   | 60  | 16 | 9  | .. | 69  | 13 | 7  | .. | 4,562 9 7   |
| Lascelles               | 768    | 467 14 9    | 47 6 7     | 21 2 7  | 4,226  | 911    | 4,193 4 4   | 198 | .. | 8  | .. | 4   | 2  | 4  | .. | 4,729 8 3   |
| Gama                    | 45     | 39 12 7     | 7 8 2      | ..      | 4,037  | 427    | 3,123 17 3  | ..  | .. | .. | .. | 2   | .. | .. | .. | 3,170 18 0  |
| Torpey's Siding         | ..     | ..          | ..         | ..      | 1,151  | 132    | 818 3 2     | ..  | .. | .. | .. | ..  | .. | .. | .. | 818 3 2     |
| Turriff                 | 120    | 67 12 5     | 18 14 2    | ..      | 5,284  | 796    | 3,931 9 4   | ..  | .. | .. | .. | 4   | 2  | 2  | .. | 4,017 15 11 |
| Speed                   | 510    | 446 11 0    | 33 13 9    | 0 7 3   | 6,733  | 753    | 5,425 5 4   | 27  | 2  | 5  | .. | 33  | 11 | 2  | 1  | 5,905 17 4  |
| Tempy                   | 281    | 186 6 5     | 34 15 1    | 0 18 5  | 7,092  | 1,108  | 5,546 12 4  | 18  | .. | .. | .. | 18  | .. | 6  | .. | 5,768 12 3  |
| Gypsum Siding           | 51     | 43 5 6      | ..         | ..      | 7,010  | 978    | 5,406 15 7  | ..  | .. | .. | .. | 1   | .. | .. | .. | 5,540 1 1   |
| Bronzewing              | 80     | 92 14 5     | 1 18 6     | ..      | 4,051  | 636    | 3,077 0 0   | ..  | .. | .. | .. | 4   | 1  | .. | .. | 3,171 12 11 |
| Nunga                   | 23     | 23 10 2     | 0 1 0      | 1 4 9   | 2,979  | 310    | 2,268 10 11 | ..  | .. | .. | .. | 3   | .. | .. | .. | 2,293 6 10  |
| Ouyen                   | 4,016  | 3,643 3 5   | 269 7 0    | 27 12 6 | 10,122 | 4,878  | 8,299 0 8   | 30  | 7  | 12 | .. | 67  | 15 | 28 | 1  | 12,239 3 7  |
| Klamal                  | 120    | 121 7 7     | 0 15 2     | ..      | 9,796  | 764    | 7,522 5 4   | ..  | .. | 1  | .. | 2   | .. | 2  | .. | 7,644 8 1   |
| Trinita                 | 144    | 117 15 3    | 1 9 4      | ..      | 4,341  | 541    | 3,479 5 2   | 1   | .. | .. | .. | ..  | .. | 3  | .. | 3,598 9 9   |
| Hattah                  | 160    | 81 11 0     | 7 11 5     | 0 15 8  | 534    | 233    | 562 10 11   | 8   | 10 | 1  | .. | 39  | .. | .. | .. | 652 9 0     |
| Nowingi                 | 123    | 72 19 4     | 8 1 1      | ..      | 2,943  | 129    | 1,559 18 10 | ..  | .. | 1  | .. | 23  | .. | 5  | .. | 1,640 19 3  |
| Boonoonar               | 235    | 188 4 7     | 7 5 6      | ..      | 4,983  | 430    | 3,855 14 2  | ..  | .. | .. | .. | 21  | 1  | .. | .. | 4,051 4 3   |
| Carwarp                 | 437    | 438 11 2    | 30 6 8     | 0 11 2  | 7,573  | 1,562  | 6,762 16 9  | 38  | 4  | 3  | .. | 15  | 6  | 4  | .. | 7,232 5 9   |
| Yatpool                 | 178    | 130 4 10    | 8 1 1      | 0 2 1   | 3,045  | 500    | 1,983 5 3   | 2   | 6  | .. | 1  | 40  | 21 | 5  | .. | 2,121 13 3  |
| Redcliffs               | 4,498  | 5,234 18 9  | 464 16 0   | 12 3 4  | 17,303 | 15,190 | 35,032 17 8 | 1   | 3  | .. | .. | 36  | 14 | 7  | .. | 40,744 15 9 |
| Irymple                 | 992    | 1,419 7 6   | 78 15 2    | 3 12 9  | 13,965 | 9,662  | 27,442 3 3  | 2   | 1  | 6  | .. | 24  | 5  | 28 | .. | 28,943 18 8 |
| Mildura                 | 12,244 | 16,957 18 7 | 1,147 8 10 | 211 1 7 | 12,137 | 22,772 | 25,051 16 4 | 19  | 7  | 14 | 5  | 328 | 53 | 9  | .. | 43,368 5 4  |
| Section No. 10.         |        |             |            |         |        |        |             |     |    |    |    |     |    |    |    |             |
| MERBEIN-YELTA LINE.     |        |             |            |         |        |        |             |     |    |    |    |     |    |    |    |             |
| Merbein                 | 582    | 222 13 3    | 100 14 7   | 4 1 4   | 20,524 | 8,084  | 38,502 11 3 | ..  | .. | .. | .. | 2   | 1  | 1  | .. | 38,890 0 5  |
| Merbein West            | 1      | 0 1 6       | ..         | ..      | 15     | 85     | 51 2 9      | ..  | .. | .. | .. | ..  | 1  | .. | .. | 51 4 3      |
| Yelta                   | 3      | 0 2 5       | ..         | ..      | 1,035  | 1,083  | 2,298 8 0   | ..  | .. | .. | .. | ..  | .. | .. | .. | 2,298 10 5  |
| Section No. 11.         |        |             |            |         |        |        |             |     |    |    |    |     |    |    |    |             |
| MARYBOROUGH-ARARAT LINE |        |             |            |         |        |        |             |     |    |    |    |     |    |    |    |             |
| Adelaide Lead           | 35     | 6 17 9      | 1 1 11     | ..      | ..     | ..     | 0 1 7       | ..  | .. | .. | .. | ..  | .. | .. | .. | 8 1 3       |
| Bung Bong               | 37     | 4 9 1       | 6 5 2      | ..      | 231    | 57     | 156 12 4    | ..  | .. | .. | .. | 3   | .. | .. | .. | 167 6 7     |
| Homebush                | 188    | 21 9 4      | 7 13 4     | ..      | 2,605  | 61     | 1,307 11 3  | ..  | .. | .. | .. | ..  | .. | .. | .. | 1,336 13 11 |
| Avoca                   | 1,144  | 362 6 6     | 115 10 2   | 1 8 2   | 13,731 | 1,390  | 7,363 5 6   | 115 | 11 | 3  | 2  | 29  | 18 | 2  | .. | 7,842 10 4  |
| Amphitheatre            | 416    | 83 4 6      | 20 12 11   | ..      | 1,260  | 299    | 928 12 3    | 2   | 1  | .. | .. | ..  | .. | .. | .. | 1,032 9 8   |
| Elmhurst                | 672    | 115 8 6     | 25 15 9    | 0 12 10 | 1,408  | 457    | 1,473 8 0   | 54  | 5  | 4  | 1  | 4   | 3  | 3  | .. | 1,615 5 1   |
| Eversley                | 20     | 4 11 5      | 1 6 8      | ..      | 309    | 68     | 220 8 5     | ..  | .. | .. | 2  | ..  | .. | .. | .. | 226 6 6     |
| Ben Nevis               | 177    | 31 8 9      | 5 0 4      | 1 2 0   | 136    | 47     | 121 13 9    | ..  | .. | .. | .. | ..  | 1  | .. | .. | 159 4 10    |
| Dunneworthy             | 56     | 4 10 0      | ..         | 0 2 11  | 34     | 11     | 87 12 11    | ..  | .. | .. | .. | ..  | .. | .. | .. | 92 5 10     |
| Warra Yadin             | 11     | 0 16 2      | ..         | ..      | 69     | 1      | 38 16 6     | ..  | .. | .. | .. | ..  | .. | .. | .. | 39 12 8     |
| Section No. 12.         |        |             |            |         |        |        |             |     |    |    |    |     |    |    |    |             |
| NAVARRIE LINE.          |        |             |            |         |        |        |             |     |    |    |    |     |    |    |    |             |
| Crowlands               | 239    | 28 5 4      | 4 11 10    | ..      | 732    | 110    | 427 6 8     | 2   | .. | 1  | .. | ..  | .. | .. | .. | 460 3 10    |
| Joel                    | 122    | 17 8 5      | 2 8 2      | ..      | 2,432  | 90     | 1,199 3 5   | ..  | .. | .. | .. | ..  | .. | .. | .. | 1,219 0 0   |
| Landsborough            | 217    | 58 12 4     | 12 15 1    | 11 3 5  | 2,833  | 427    | 1,862 16 4  | 6   | .. | .. | .. | ..  | .. | .. | .. | 1,945 7 2   |
| Tulkara                 | 38     | 11 6 2      | 0 17 8     | ..      | 1,181  | 158    | 741 0 9     | ..  | .. | .. | .. | ..  | .. | .. | .. | 753 4 7     |
| Navarre                 | 124    | 90 0 7      | 11 9 9     | 0 2 2   | 15,635 | 423    | 9,973 10 9  | 4   | .. | .. | .. | ..  | 4  | 1  | .. | 10,075 3 3  |

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                         | PASSENGERS.                            |            | PARCELS.  | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS TONNAGE. |          | GOODS AND<br>LIVE STOCK | LIVE STOCK.       |         |         |       |                   |         |         |       | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |       |    |    |
|-----------------------------------|--|------------|-----------|------------------------------------|----------------|----------|-------------------------|-------------------|---------|---------|-------|-------------------|---------|---------|-------|--|-------|----|----|
|                                   | Outwards.                              |            | Outwards. | Outwards.                          | Outwards.      | Inwards. | Outwards.               | Outwards.         |         |         |       | Inwards.          |         |         |       |  |       |    |    |
|                                   | Number<br>of<br>Passenger<br>Journeys. | Revenue.   | Revenue.  | Revenue.                           | Tons.          | Tons.    | Revenue.                | Number of Trucks. |         |         |       | Number of Trucks. |         |         |       |  |       |    |    |
|                                   |  |            |           |                                    |                |          |                         | Sheep.            | Cattle. | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs. |  |       |    |    |
| £ s. d.                           |  | £ s. d.    |           | £ s. d.                            |                | £ s. d.  |                         |                   |         |         |       |                   |         |         |       | £ s. d.                                  |       |    |    |
| <b>Section No. 13.</b>            |  |            |           |                                    |                |          |                         |                   |         |         |       |                   |         |         |       |  |       |    |    |
| <b>BALLARAT-MARYBOROUGH LINE.</b> |  |            |           |                                    |                |          |                         |                   |         |         |       |                   |         |         |       |  |       |    |    |
| Selkirk's Siding                  |  |            |           |                                    |                |          | 9,786                   | 788               | 4,775   | 13      | 2     |                   |         |         |       |  | 4,775 | 13 | 2  |
| Waubra Junction                   | 948                                    | 41 13 1    | 1 18 9    | 2 11 3                             |                |          |                         |                   | 0       | 0       | 10    |                   |         |         |       |  | 46    | 3  | 11 |
| Sulky                             | 320                                    | 12 3 0     |           |                                    |                | 303      | 144                     | 188               | 10      | 1       |       |                   |         |         | 2     |  | 200   | 13 | 1  |
| Bald Hills                        | 497                                    | 29 7 5     | 0 5 9     |                                    |                |          | 1                       | 0                 | 10      | 10      |       |                   |         |         |       |  | 30    | 4  | 0  |
| Creswick                          | 26,364                                 | 1,417 8 1  | 141 19 5  | 3 12 6                             | 190            | 1,057    | 266                     | 2 11              |         |         |       |                   |         |         |       |  | 1,829 | 2  | 11 |
| North Creswick                    | 6,463                                  | 471 19 0   | 26 7 4    | 3 16 7                             | 388            | 187      | 247                     | 3 7               | 2       | 1       | 2     |                   |         | 3       |       | 3  | 749   | 6  | 6  |
| Tourello                          | 434                                    | 43 10 10   | 3 17 7    |                                    | 802            | 251      | 1,017                   | 6 8               | 131     | 20      | 2     |                   |         | 30      |       | 1  | 1,064 | 15 | 1  |
| Chunes                            | 5,855                                  | 1,110 11 3 | 118 10 11 | 4 19 10                            | 3,137          | 1,991    | 3,777                   | 12 4              | 197     | 76      | 14    | 10                |         | 45      | 6     | 5  | 5,011 | 14 | 4  |
| Talbot                            | 12,095                                 | 1,000 16 2 | 65 14 4   | 1 8 2                              | 7,152          | 699      | 2,596                   | 8 4               | 72      | 8       | 1     | 11                |         | 3       | 1     | 4  | 3,664 | 7  | 0  |
| Daisy Hill                        | 75                                     | 11 6 3     | 0 4 6     |                                    |                |          | 0                       | 4 2               |         |         |       |                   |         |         |       |  | 11    | 14 | 11 |
| <b>Section No. 14.</b>            |  |            |           |                                    |                |          |                         |                   |         |         |       |                   |         |         |       |  |       |    |    |
| <b>WAUBRA LINE.</b>               |  |            |           |                                    |                |          |                         |                   |         |         |       |                   |         |         |       |  |       |    |    |
| Pisgah                            | 922                                    | 12 12 2    | 0 2 5     |                                    |                |          | 1                       | 2                 |         |         | 2     |                   |         |         |       |  | 25    | 1  | 3  |
| Midas                             | 7                                      | 0 9 6      |           |                                    |                | 204      | 130                     | 106               | 12      | 11      |       |                   |         |         |       |  | 107   | 2  | 5  |
| Blowhard                          | 864                                    | 31 0 1     | 4 3 2     |                                    | 6,452          | 574      | 4,065                   | 13 3              | 52      | 14      | 1     |                   |         | 1       |       |  | 4,100 | 16 | 6  |
| Learmonth                         | 435                                    | 43 7 2     | 4 2 8     | 1 19 1                             | 3,522          | 414      | 2,143                   | 12 6              | 5       | 3       | 2     |                   |         |         |       | 3  | 2,193 | 1  | 5  |
| North Learmonth                   | 33                                     | 2 14 6     |           |                                    | 11             | 68       | 8                       | 7 0               |         |         |       |                   |         |         |       |  | 11    | 1  | 6  |
| Addington                         | 85                                     | 11 12 4    | 14 2 4    | 0 2 2                              | 2,267          | 105      | 1,434                   | 10 1              | 15      | 2       |       |                   |         | 2       | 1     |  | 1,460 | 6  | 11 |
| Waubra                            | 108                                    | 22 14 4    | 21 2 0    | 0 2 3                              | 6,661          | 602      | 5,011                   | 16 1              | 173     | 41      | 11    | 9                 |         | 1       | 18    | 4  | 5,055 | 14 | 8  |
| <b>Section No. 15.</b>            |  |            |           |                                    |                |          |                         |                   |         |         |       |                   |         |         |       |  |       |    |    |
| <b>DUNOLLY-INGLEWOOD LINE.</b>    |  |            |           |                                    |                |          |                         |                   |         |         |       |                   |         |         |       |  |       |    |    |
| Painswick                         | 2                                      | 0 16 6     |           |                                    |                | 742      | 6                       | 359               | 0       | 1       |       |                   |         |         |       |  | 359   | 16 | 7  |
| Laurie                            | 7                                      | 2 3 7      | 0 2 5     |                                    |                | 1,365    | 82                      | 647               | 14      | 8       |       |                   |         |         |       |  | 650   | 0  | 8  |
| Tarnagulla                        | 254                                    | 47 8 10    | 16 16 10  |                                    | 1,775          | 478      | 901                     | 18 9              |         |         |       |                   |         |         |       |  | 966   | 4  | 5  |
| Llanely                           | 112                                    | 19 5 11    | 3 6 4     |                                    | 3,421          | 396      | 1,268                   | 16 6              |         |         |       |                   |         |         |       |  | 1,291 | 8  | 9  |
| Arnold                            | 81                                     | 19 17 7    | 4 10 11   | 2 18 4                             | 4,283          | 291      | 1,992                   | 15 11             | 41      |         | 4     |                   |         |         |       |  | 2,020 | 2  | 9  |
| Bullabul                          | 22                                     | 3 0 0      | 0 5 9     |                                    | 134            |          | 68                      | 16 5              |         |         |       |                   |         |         |       |  | 72    | 2  | 2  |
| <b>Section No. 16.</b>            |  |            |           |                                    |                |          |                         |                   |         |         |       |                   |         |         |       |  |       |    |    |
| <b>MURRAYVILLE LINE.</b>          |  |            |           |                                    |                |          |                         |                   |         |         |       |                   |         |         |       |  |       |    |    |
| Tiegs                             | 11                                     | 0 15 0     | 0 2 0     |                                    |                | 2,876    | 130                     | 2,267             | 12      | 5       |       |                   |         |         |       |  | 2,268 | 9  | 5  |
| Galah                             | 150                                    | 45 0 3     | 2 13 7    |                                    |                | 4,550    | 645                     | 3,525             | 18      | 11      |       |                   |         | 10      |       |  | 3,573 | 12 | 9  |
| Walpeup                           | 459                                    | 332 19 2   | 65 18 0   | 0 2 11                             | 7,711          | 2,360    | 6,290                   | 13 1              | 10      |         |       |                   |         | 8       |       |  | 6,689 | 13 | 2  |
| Torrita                           | 152                                    | 88 13 3    | 6 12 5    |                                    | 5,437          | 805      | 4,414                   | 17 2              |         |         |       |                   |         | 7       | 1     |  | 4,510 | 2  | 10 |
| Underbool                         | 544                                    | 421 7 2    | 79 14 8   | 0 10 10                            | 9,003          | 1,717    | 7,980                   | 8 4               | 6       | 1       | 3     |                   |         | 24      | 4     | 5  | 8,462 | 1  | 0  |

|                                   |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
|-----------------------------------|-------|-----------|----------|----|---------|--------|------------------|-------------|-----|----|----|----|-----|----|----|-------------|
| Linga..                           | 175   | 121 18 7  | 7 19 0   | .. | 7,479   | 492    | 6,386 0 0        | 2           | ..  | .. | .. | 4  | ..  | .. | .. | 6,515 17 7  |
| Bainka                            | 174   | 132 12 11 | 12 13 8  | .. | 5,137   | 705    | 4,158 8 1        | 4           | ..  | .. | .. | 1  | ..  | .. | .. | 4,304 2 11  |
| Tutye                             | 146   | 147 11 5  | 14 12 6  | .. | 4,845   | 456    | 3,866 16 9       | 1           | 4   | .. | .. | 18 | ..  | .. | .. | 4,034 4 5   |
| Cowangie                          | 292   | 276 3 7   | 56 10 10 | .. | 6 13 3  | 8,022  | 7,455 7 6        | 15          | 2   | .. | .. | 7  | ..  | .. | .. | 7,310 15 2  |
| Danyo                             | 74    | 54 18 2   | 3 19 2   | .. | 5,024   | 581    | 4,307 11 2       | 3           | ..  | .. | .. | .. | ..  | .. | .. | 4,366 8 6   |
| Murrayville                       | 624   | 571 16 10 | 62 3 11  | .. | 8 15 5  | 8,681  | 2,112 7,823 15 9 | 18          | 1   | .. | .. | 15 | ..  | .. | .. | 8,471 11 11 |
| <b>Section No. 17.</b>            |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
| <b>MURRAYVILLE-PINNAROO LINE.</b> |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
| Carina                            | 13    | 2 9 1     | 5 7 4    | .. | 5,453   | 594    | 4,570 6 11       | 1           | ..  | .. | .. | 23 | ..  | .. | .. | 4,578 3 4   |
| Panitya                           | 31    | 15 3 8    | 5 4 4    | .. | 8,231   | 977    | 6,993 2 3        | 10          | ..  | .. | .. | .. | ..  | .. | .. | 7,013 10 3  |
| <b>Section No. 18.</b>            |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
| <b>REDCLIFFS-WERRIMULL LINE.</b>  |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
| Thurla                            | 2     | 0 10 2    | 0 2 0    | .. | 888     | 55     | 689 8 0          | ..          | ..  | .. | .. | .. | ..  | .. | .. | 690 0 2     |
| Benetook                          | 37    | 8 10 10   | 1 3 9    | .. | 3,835   | 389    | 2,332 4 0        | 1           | ..  | .. | 1  | .. | ..  | .. | .. | 2,342 8 8   |
| Pirla                             | 41    | 19 1 3    | 2 3 1    | .. | 6,831   | 600    | 4,560 19 9       | ..          | ..  | .. | .. | .. | ..  | .. | .. | 4,582 4 1   |
| Merrinee                          | 115   | 42 7 11   | 5 7 9    | .. | 11,281  | 1,728  | 8,414 19 6       | 8           | ..  | .. | .. | 9  | ..  | .. | .. | 8,404 1 5   |
| Karrawinna                        | 84    | 41 10 7   | 5 16 10  | .. | 12,000  | 952    | 10,041 1 6       | 1           | ..  | .. | .. | 14 | ..  | .. | .. | 10,088 8 11 |
| Werrimull                         | 257   | 202 9 6   | 9 6 11   | .. | 10,596  | 1,811  | 9,067 15 0       | ..          | 3   | .. | 2  | .. | 5   | .. | .. | 9,279 13 7  |
| <b>Section No. 19.</b>            |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
| <b>WERRIMULL-MERINGUR LINE.</b>   |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
| Bambill                           | 47    | 27 4 10   | 3 4 8    | .. | 5,708   | 681    | 4,756 6 3        | ..          | ..  | .. | .. | .. | ..  | .. | .. | 4,786 15 9  |
| Yarrara                           | 132   | 73 14 5   | 3 0 7    | .. | 5,547   | 928    | 4,779 5 2        | ..          | 1   | .. | .. | 1  | ..  | .. | .. | 4,856 0 2   |
| Meringur                          | 406   | 527 1 10  | 92 7 2   | .. | 9,066   | 4,395  | 8,084 5 9        | 1           | 2   | .. | 2  | .. | 18  | .. | .. | 8,708 6 4   |
| <b>Section No. 20.</b>            |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
| <b>MERINGUR-MORKALLA LINE.</b>    |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
| Karween                           | ..    | ..        | ..       | .. | 2,868   | 300    | 2,599 19 10      | ..          | ..  | .. | .. | .. | ..  | .. | .. | 2,599 19 10 |
| Morkalla                          | ..    | ..        | ..       | .. | 1,809   | 167    | 1,625 6 3        | ..          | ..  | .. | .. | .. | ..  | .. | .. | 1,625 6 3   |
| <b>Section No. 21.</b>            |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
| <b>BENDIGO-SEA LAKE LINE.</b>     |       |           |          |    |         |        |                  |             |     |    |    |    |     |    |    |             |
| California Gully                  | ..    | ..        | ..       | .. | 145     | 1,871  | 117 19 2         | ..          | ..  | .. | .. | .. | ..  | .. | .. | 117 19 2    |
| Eaglehawk                         | 4,727 | 518 5 8   | 93 7 0   | .. | 838     | 2,037  | 865 18 8         | ..          | ..  | .. | .. | .. | ..  | .. | .. | 1,479 0 10  |
| Marong                            | 525   | 65 12 0   | 19 18 3  | .. | 855     | 679    | 720 5 6          | 1           | ..  | .. | .. | 1  | ..  | .. | .. | 805 15 9    |
| Leichardt                         | 128   | 17 2 0    | 3 19 8   | .. | 2,212   | 2,928  | 1,104 14 5       | 28          | ..  | .. | .. | 2  | ..  | .. | .. | 1,126 4 10  |
| Derby                             | 204   | 44 7 8    | 4 17 8   | .. | 1,722   | 4,699  | 948 3 2          | 32          | ..  | .. | 1  | .. | 14  | .. | .. | 997 10 10   |
| Bridgewater                       | 1,659 | 375 10 11 | 61 8 6   | .. | 25 1 10 | 21,956 | 22,391           | 13,551 19 5 | 225 | 74 | 27 | .. | 94  | 38 | 17 | 14,014 0 8  |
| Inglewood                         | 3,058 | 861 1 9   | 124 11 5 | .. | 1 17 6  | 5,457  | 1,355            | 3,248 16 5  | 49  | 1  | .. | .. | 86  | .. | .. | 4,236 7 1   |
| Kurting                           | 147   | 27 1 1    | 5 4 2    | .. | ..      | 3,001  | 406              | 1,348 7 0   | 26  | 2  | .. | .. | 32  | 1  | .. | 1,380 12 3  |
| Glenalbyn                         | 226   | 54 10 8   | 8 0 11   | .. | ..      | 1,540  | 282              | 925 18 9    | 5   | 1  | .. | .. | 1   | .. | .. | 988 10 4    |
| Wedderburn Junction               | 532   | 243 17 7  | 19 14 8  | .. | 0 10 9  | 470    | 172              | 463 2 8     | 23  | .. | .. | .. | 34  | 7  | 2  | 727 5 8     |
| Korong Vale                       | 2,049 | 707 11 3  | 67 4 5   | .. | 2 6 5   | 3,741  | 1,225            | 2,669 16 1  | 41  | 3  | 1  | .. | 16  | 10 | 7  | 3,446 18 2  |
| Country Roads Board Gravel Siding | ..    | ..        | ..       | .. | 11,199  | 59     | 2,763 5 7        | ..          | ..  | .. | .. | .. | ..  | .. | .. | 2,763 5 7   |
| Wychitella                        | 187   | 68 19 10  | 10 0 3   | .. | 0 7 11  | 3,283  | 571              | 2,173 18 7  | 17  | 3  | 3  | .. | 13  | .. | .. | 2,253 6 7   |
| Buckrabanyule                     | 256   | 93 5 11   | 13 14 7  | .. | 0 5 9   | 2,957  | 502              | 2,007 15 6  | 10  | .. | .. | .. | 43  | 1  | 2  | 2,115 1 9   |
| Barrakee                          | 131   | 34 12 0   | 6 13 8   | .. | 1 13 5  | 3,858  | 455              | 2,564 7 0   | 17  | .. | .. | .. | 12  | .. | .. | 2,607 6 1   |
| Charlton                          | 1,610 | 775 5 2   | 191 9 6  | .. | 6 4 4   | 23,480 | 16,197           | 15,753 9 7  | 81  | 8  | 9  | 1  | 77  | 24 | 17 | 16,726 8 7  |
| Teddywaddy                        | 143   | 26 11 0   | 4 4 5    | .. | 0 6 8   | 1,527  | 436              | 1,019 3 8   | 2   | .. | .. | .. | 7   | 1  | .. | 1,050 5 9   |
| Glenloch                          | 406   | 109 1 6   | 8 8 0    | .. | 0 4 9   | 1,259  | 877              | 1,181 2 0   | 25  | 2  | 1  | .. | 25  | .. | .. | 1,298 16 3  |
| Fairview                          | ..    | ..        | ..       | .. | ..      | 54     | 62               | 16 18 6     | ..  | .. | .. | .. | ..  | .. | .. | 16 18 6     |
| Wycheproof                        | 1,936 | 995 11 4  | 128 9 1  | .. | 5 14 3  | 2,460  | 13,123           | 3,058 5 1   | 82  | 19 | 9  | .. | 299 | 56 | 5  | 4,187 19 9  |
| Dumosa                            | 407   | 109 15 1  | 8 10 4   | .. | 0 7 1   | 496    | 1,045            | 699 17 7    | 26  | .. | .. | .. | 37  | 5  | 3  | 818 10 1    |
| Nullawil                          | 445   | 182 7 9   | 24 9 4   | .. | 0 10 0  | 2,339  | 1,034            | 2,027 2 9   | 21  | 4  | 1  | .. | 46  | 3  | 10 | 2,234 9 10  |
| Warne                             | 32    | 21 19 9   | 8 1 8    | .. | ..      | 1,717  | 203              | 1,102 19 0  | 3   | .. | .. | .. | 11  | .. | .. | 1,133 3 5   |
| Culgoa                            | 918   | 336 7 8   | 40 11 2  | .. | 1 4 11  | 4,874  | 1,394            | 3,561 10 8  | 32  | .. | .. | .. | 68  | 6  | 11 | 3,939 14 5  |
| Borriwillock                      | 490   | 295 5 0   | 39 15 7  | .. | 1 18 7  | 6,073  | 1,383            | 5,103 16 0  | 16  | 1  | .. | .. | 26  | 1  | .. | 5,440 15 2  |
| Boigbeat                          | 43    | 31 17 6   | 0 17 8   | .. | 0 2 2   | 3,037  | 222              | 2,119 16 8  | 7   | .. | .. | .. | ..  | .. | .. | 2,152 14 0  |
| Sea Lake                          | 1,474 | 986 13 7  | 183 2 7  | .. | 3 13 0  | 10,108 | 3,568            | 7,654 7 10  | 50  | 5  | 1  | .. | 13  | 4  | 6  | 8,827 17 0  |

APPENDIX No 26.—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. |         |         |             |                                 |  |
|  |                               |            |           |                              |                |          |                       | Sheep.            | Cattle. | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs.       |                                 |  |
| £ s. d.                                |                               | £ s. d.    |           | £ s. d.                      |                | £ s. d.  |                       |                   |         |         |       |                   |         |         |             | £ s. d.                         |  |
| <b>Section No. 22.</b>                 |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |             |                                 |  |
| <b>NANDALY LINE.</b>                   |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |             |                                 |  |
| Ninda                                  | 13                            | 4 11 6     | 0 11 5    | ..                           | 3,658          | 219      | 2,538 2 1             | ..                | ..      | ..      | ..    | ..                | ..      | ..      | 2,543 5 0   |                                 |  |
| Nyarrin                                | 142                           | 53 7 8     | 1 14 2    | 0 13 7                       | 7,845          | 602      | 5,959 13 10           | 23                | 1       | 1       | ..    | 4                 | ..      | 1       | 6,015 9 3   |                                 |  |
| Nandaly                                | 217                           | 101 18 6   | 27 0 2    | 4 16 5                       | 5,340          | 611      | 3,946 15 8            | 16                | 2       | ..      | ..    | ..                | 1       | ..      | 4,080 10 9  |                                 |  |
| <b>Section No. 23.</b>                 |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |             |                                 |  |
| <b>NANDALY-KULWIN LINE.</b>            |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |             |                                 |  |
| Pier Millan                            | 85                            | 43 12 11   | 4 0 5     | ..                           | 4,781          | 448      | 3,515 3 11            | 7                 | 2       | ..      | ..    | 6                 | ..      | 2       | 3,562 17 3  |                                 |  |
| Mittyack                               | 119                           | 105 8 11   | 11 2 9    | ..                           | 10,014         | 791      | 7,431 13 8            | 5                 | 2       | ..      | ..    | 4                 | 1       | ..      | 7,548 5 4   |                                 |  |
| Leitpar                                | 41                            | 31 16 3    | 0 2 8     | ..                           | 4,599          | 344      | 3,490 15 3            | ..                | ..      | ..      | ..    | ..                | ..      | ..      | 3,522 14 2  |                                 |  |
| Kulwin                                 | 173                           | 194 16 5   | 14 11 9   | ..                           | 7,089          | 939      | 5,450 4 6             | 2                 | ..      | 1       | ..    | 2                 | ..      | 1       | 5,659 12 8  |                                 |  |
| <b>Section No. 24.</b>                 |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |             |                                 |  |
| <b>WEDDERBURN LINE.</b>                |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |             |                                 |  |
| Wedderburn                             | 309                           | 156 1 3    | 66 12 0   | 0 5 9                        | 12,777         | 2,294    | 8,413 9 5             | 17                | 5       | 3       | 1     | 7                 | 2       | 4       | 8,636 8 5   |                                 |  |
| <b>Section No. 25.</b>                 |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |             |                                 |  |
| <b>KORONG VALE-CHILLINGOLLAH LINE.</b> |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |             |                                 |  |
| Borong                                 | 199                           | 33 3 8     | 13 17 4   | ..                           | 5,107          | 476      | 3,360 4 9             | 23                | ..      | ..      | ..    | 9                 | 1       | ..      | 3,407 5 9   |                                 |  |
| Mysla                                  | 352                           | 103 16 8   | 20 6 5    | 0 7 1                        | 2,445          | 1,284    | 2,203 3 9             | 60                | 3       | 1       | ..    | 26                | 2       | ..      | 2,327 13 11 |                                 |  |
| Boort                                  | 3,015                         | 1,425 13 9 | 176 8 2   | 9 9 1                        | 5,197          | 2,876    | 5,764 8 7             | 202               | 17      | 18      | 11    | 101               | 16      | 11      | 7,375 19 7  |                                 |  |
| Barraport                              | 481                           | 78 16 0    | 13 11 10  | 0 5 9                        | 4,638          | 665      | 3,453 3 9             | 47                | ..      | ..      | ..    | 8                 | ..      | ..      | 3,545 17 4  |                                 |  |
| Gredgwin                               | 550                           | 102 16 6   | 5 6 7     | 3 9 9                        | 1,119          | 281      | 800 2 10              | 5                 | ..      | ..      | ..    | 3                 | ..      | ..      | 911 15 8    |                                 |  |
| Oakvale                                | 81                            | 31 1 1     | 2 0 7     | 0 7 3                        | 2,465          | 263      | 1,732 0 2             | 11                | ..      | ..      | ..    | 6                 | ..      | ..      | 1,765 18 1  |                                 |  |
| Quambatook                             | 1,833                         | 313 13 10  | 132 2 6   | 4 0 6                        | 7,589          | 2,666    | 6,094 4 2             | 131               | 5       | 6       | ..    | 257               | 10      | 12      | 7,944 1 0   |                                 |  |
| Gannle                                 | 167                           | 43 6 7     | 3 6 3     | ..                           | 4,998          | 363      | 3,646 11 5            | 12                | ..      | ..      | ..    | 5                 | ..      | ..      | 5,693 4 3   |                                 |  |
| Lalbert                                | 980                           | 325 9 10   | 63 4 4    | 0 18 9                       | 9,888          | 1,248    | 7,284 3 5             | 49                | 12      | ..      | ..    | 76                | 7       | 2       | 7,673 16 4  |                                 |  |
| Meatian                                | 189                           | 121 1 11   | 15 1 10   | 0 10 2                       | 7,854          | 805      | 5,534 0 9             | 25                | ..      | ..      | ..    | 7                 | 3       | ..      | 5,670 14 8  |                                 |  |
| Ultima                                 | 1,644                         | 956 10 2   | 61 2 5    | 11 14 6                      | 14,659         | 1,744    | 10,740 17 8           | 7                 | ..      | ..      | ..    | 6                 | ..      | ..      | 11,779 4 9  |                                 |  |
| Gowanford                              | 42                            | 19 0 5     | 0 5 8     | ..                           | 6,103          | 423      | 4,429 13 5            | 7                 | ..      | ..      | ..    | 2                 | ..      | ..      | 4,448 19 6  |                                 |  |
| Waltchle                               | 397                           | 135 16 9   | 25 11 7   | 0 9 3                        | 7,545          | 861      | 5,884 17 9            | 24                | ..      | ..      | ..    | 3                 | 2       | ..      | 6,046 15 4  |                                 |  |
| Chillingollah                          | 581                           | 201 11 10  | 18 17 6   | 0 13 0                       | 7,905          | 737      | 6,134 10 7            | 15                | ..      | ..      | ..    | ..                | ..      | 8       | 6,355 12 11 |                                 |  |
| <b>Section No. 26.</b>                 |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |             |                                 |  |
| <b>MANANGATANG LINE.</b>               |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |             |                                 |  |
| Chinkapook                             | 350                           | 177 13 0   | 25 3 9    | 6 2 0                        | 7,757          | 1,075    | 6,325 10 1            | 41                | ..      | ..      | ..    | 14                | 3       | 3       | 6,534 8 10  |                                 |  |
| Cocamba                                | 63                            | 42 0 10    | 3 10 10   | ..                           | 3,615          | 314      | 2,718 1 9             | 1                 | ..      | ..      | ..    | ..                | ..      | 1       | 2,763 13 5  |                                 |  |
| Manangatang                            | 1,154                         | 700 0 10   | 78 19 4   | 1 16 6                       | 8,002          | 2,056    | 6,669 4 11            | 28                | ..      | 2       | ..    | 7                 | 9       | 6       | 7,650 1 7   |                                 |  |



Section No. 27.

ANNUELLO LINE.

|          |     |           |        |       |        |       |            |    |    |    |    |    |   |    |    |            |
|----------|-----|-----------|--------|-------|--------|-------|------------|----|----|----|----|----|---|----|----|------------|
| Bolton   | 191 | 110 15 3  | 5 1 3  | ..    | 5,263  | 590   | 4,087 15 8 | 4  | 2  | .. | .. | 1  | 2 | 5  | .. | 4,208 12 2 |
| Kolombo  | 87  | 32 10 10  | 0 15 2 | 0 8 7 | 2,069  | 196   | 1,508 9 7  | .. | .. | .. | .. | 1  | 1 | .. | .. | 1,542 4 2  |
| Annuello | 424 | 369 13 10 | 31 2 5 | 6 9 7 | 10,075 | 2,179 | 7,173 19 0 | 4  | 1  | .. | .. | 12 | 2 | 1  | .. | 7,581 4 10 |

Section No. 28.

ANNUELLO-ROBINVALE LINE.

|           |     |          |         |       |        |     |            |    |    |    |    |    |    |    |    |            |
|-----------|-----|----------|---------|-------|--------|-----|------------|----|----|----|----|----|----|----|----|------------|
| Margooya  | 18  | 12 7 1   | ..      | ..    | 574    | 65  | 425 7 1    | .. | .. | .. | .. | .. | .. | .. | .. | 437 14 2   |
| Bannerton | 81  | 85 7 1   | 11 3 1  | 0 8 7 | 44,409 | 597 | 3,411 12 9 | 2  | 1  | .. | .. | .. | .. | .. | .. | 3,508 11 6 |
| Robinvale | 308 | 226 16 4 | 46 12 5 | 1 4 5 | 2,535  | 678 | 3,103 5 5  | 9  | .. | .. | 1  | 21 | .. | 10 | .. | 3,377 18 7 |

Section No. 29.

ROBINVALE-LETTE LINE.

|          |    |    |    |    |     |    |          |    |    |    |    |    |    |    |    |          |
|----------|----|----|----|----|-----|----|----------|----|----|----|----|----|----|----|----|----------|
| Euston   | .. | .. | .. | .. | ..  | 5  | ..       | .. | .. | .. | .. | .. | .. | .. | .. | ..       |
| Benanee  | .. | .. | .. | .. | 137 | 53 | 131 3 1  | .. | .. | .. | .. | .. | .. | .. | .. | 131 3 1  |
| Koorakee | .. | .. | .. | .. | 273 | 45 | 258 13 3 | .. | .. | .. | .. | .. | .. | .. | .. | 258 13 3 |

Section No. 30.

SWAN HILL LINE.

|              |       |            |          |         |       |        |            |     |     |    |     |     |     |    |    |             |
|--------------|-------|------------|----------|---------|-------|--------|------------|-----|-----|----|-----|-----|-----|----|----|-------------|
| Myer's Flat  | 143   | 7 2 1      | 1 18 4   | ..      | ..    | ..     | 2 14 0     | ..  | ..  | .. | ..  | ..  | ..  | .. | .. | 11 14 5     |
| Woodvale     | 90    | 10 5 4     | 1 19 11  | 0 4 4   | 567   | 130    | 293 8 1    | ..  | ..  | .. | ..  | ..  | ..  | .. | .. | 305 17 8    |
| Sebastian    | 519   | 67 10 7    | 8 12 9   | 3 15 5  | 1,811 | 132    | 710 17 11  | 11  | ..  | .. | ..  | 1   | ..  | .. | .. | 790 16 8    |
| Raywood      | 1,442 | 201 10 1   | 58 17 7  | 0 3 4   | 5,316 | 783    | 2,995 1 8  | 91  | 11  | .. | ..  | 12  | 3   | 3  | .. | 3,255 12 8  |
| Tandarra     | 679   | 123 15 10  | 13 11 6  | 0 3 4   | 6,991 | 713    | 3,769 10 5 | 73  | ..  | .. | ..  | 7   | 3   | 2  | .. | 3,907 1 1   |
| Dingee       | 1,031 | 266 4 6    | 29 10 6  | 0 9 1   | 4,406 | 1,140  | 3,135 6 11 | 151 | 26  | 4  | 1   | 28  | 13  | 5  | .. | 3,431 11 0  |
| Prairie      | 855   | 193 4 8    | 21 16 5  | 0 3 4   | 4,894 | 1,904  | 3,472 14 7 | 109 | 1   | 1  | 1   | 17  | 6   | 3  | .. | 3,687 19 0  |
| Mitiamo      | 1,695 | 541 6 10   | 53 10 1  | 1 2 7   | 3,021 | 1,894  | 3,405 5 5  | 261 | 31  | 6  | ..  | 113 | 14  | 8  | .. | 4,001 4 11  |
| Molaga       | 589   | 170 6 11   | 17 16 5  | 0 5 9   | 1,370 | 323    | 1,074 16 3 | 75  | ..  | .. | ..  | 14  | 1   | 1  | .. | 1,263 5 4   |
| Pyramid      | 2,988 | 1,094 14 5 | 149 2 6  | 20 19 2 | 1,829 | 2,270  | 3,504 9 2  | 264 | 80  | 23 | 23  | 32  | 28  | 7  | .. | 4,769 5 3   |
| Mincha       | 434   | 116 14 2   | 20 10 5  | 0 1 2   | 354   | 606    | 977 2 2    | 62  | 8   | 1  | ..  | 11  | 2   | .. | 1  | 1,114 7 11  |
| Macorna      | 813   | 372 9 8    | 27 8 0   | 2 1 6   | 553   | 869    | 1,746 9 11 | 100 | 26  | 3  | 36  | 8   | 13  | .. | .. | 2,148 9 1   |
| Tragowel     | 283   | 108 7 6    | 22 18 7  | 0 5 9   | 319   | 532    | 1,054 15 7 | 52  | 11  | .. | 40  | 5   | 1   | .. | 4  | 1,186 7 5   |
| South Kerang | 9     | 5 14 10    | 0 1 11   | ..      | ..    | ..     | 0 18 7     | ..  | ..  | .. | ..  | ..  | ..  | .. | .. | 6 15 4      |
| Kerang       | 9,143 | 5,539 19 6 | 638 11 5 | 33 1 6  | 9,991 | 11,073 | 16,851 3 7 | 490 | 134 | 20 | 112 | 117 | 120 | 9  | 77 | 23,062 16 0 |
| Fairley      | 29    | 13 1 5     | 0 5 10   | ..      | 324   | 31     | 331 13 9   | 4   | ..  | .. | ..  | 5   | 3   | .. | .. | 345 1 6     |
| Lake Charm   | 742   | 227 12 10  | 31 14 6  | 4 10 5  | 1,392 | 485    | 1,591 2 9  | 48  | 3   | .. | 1   | 6   | 4   | .. | .. | 1,855 0 6   |
| Mystic Park  | 1,029 | 240 1 2    | 22 3 9   | 1 4 7   | 6,351 | 746    | 5,807 8 4  | 87  | ..  | .. | 10  | 14  | 1   | .. | 1  | 6,070 17 10 |
| Trecco       | 515   | 254 17 1   | 23 12 1  | 0 10 8  | 1,538 | 1,374  | 1,973 11 9 | 1   | ..  | .. | ..  | 1   | ..  | .. | .. | 2,252 11 7  |
| Lake Boga    | 1,225 | 586 4 2    | 82 2 8   | 4 10 10 | 2,982 | 1,406  | 3,533 9 3  | 65  | 8   | 1  | ..  | 2   | 5   | 2  | .. | 4,206 6 11  |
| Pental       | 1     | 0 4 1      | 0 0 11   | ..      | 2,280 | 86     | 1,595 1 4  | ..  | ..  | .. | ..  | ..  | ..  | .. | .. | 1,595 6 4   |
| Swan Hill    | 8,159 | 6,235 0 7  | 640 4 2  | 261 4 7 | 5,566 | 8,920  | 9,026 12 7 | 231 | 62  | 18 | 33  | 230 | 100 | 12 | 2  | 16,163 1 11 |

Section No. 31.

SWAN HILL-PIANGIL LINE.

|          |       |          |          |        |       |       |             |    |    |    |    |    |    |    |    |             |
|----------|-------|----------|----------|--------|-------|-------|-------------|----|----|----|----|----|----|----|----|-------------|
| Woorinen | 1,013 | 364 12 7 | 18 18 8  | 1 3 3  | 5,453 | 1,556 | 6,518 10 9  | .. | .. | .. | .. | 1  | .. | .. | .. | 6,903 5 3   |
| Pira     | 279   | 65 18 8  | 4 5 4    | 0 1 6  | 5,654 | 381   | 4,299 8 2   | 18 | .. | .. | .. | .. | .. | .. | .. | 4,399 13 8  |
| Nyahwest | 1,445 | 968 4 3  | 129 2 10 | 9 14 3 | 8,200 | 3,293 | 11,007 0 11 | 24 | 3  | 3  | .. | 2  | 2  | 5  | .. | 12,114 2 3  |
| Miralie  | 154   | 70 10 5  | 6 11 10  | ..     | 2,705 | 321   | 1,736 14 0  | .. | .. | .. | .. | 2  | 1  | .. | .. | 1,813 16 3  |
| Piangil  | 985   | 679 8 9  | 87 1 7   | 4 11 5 | 4,019 | 1,835 | 4,326 13 1  | 83 | 4  | 2  | .. | 45 | 14 | 8  | 1  | 5,097 14 10 |

Section No. 32.

PIANGIL-KOOLOONONG LINE.

|            |     |          |         |       |       |       |            |    |    |    |    |    |    |    |    |            |
|------------|-----|----------|---------|-------|-------|-------|------------|----|----|----|----|----|----|----|----|------------|
| Coonimur   | 7   | 6 12 2   | 0 10 8  | 0 7 1 | 864   | 66    | 563 10 5   | .. | .. | .. | .. | 1  | .. | .. | .. | 571 0 4    |
| Natya      | 162 | 125 14 7 | 17 0 0  | 0 5 9 | 3,856 | 544   | 3,048 17 0 | 21 | 1  | 2  | .. | 20 | .. | 3  | .. | 3,191 17 4 |
| Kooloonong | 329 | 332 10 2 | 31 11 0 | ..    | 6,675 | 1,482 | 4,433 10 2 | 23 | 2  | 1  | .. | 32 | .. | 4  | 1  | 4,797 11 4 |

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued

| STATIONS.                   | PASSENGERS.                            |            | PARCELS.  | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS TONNAGE. |          | GOODS AND<br>LIVE STOCK. | LIVE STOCK.       |         |         |       |                   |         |         |       | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |             |
|-----------------------------|--|------------|-----------|------------------------------------|----------------|----------|--------------------------|-------------------|---------|---------|-------|-------------------|---------|---------|-------|--|-------------|
|                             | Outwards.                              |            | Outwards. | Outwards.                          | Outwards.      | Inwards. | Outwards.                | Outwards.         |         |         |       | Inwards.          |         |         |       |  |             |
|                             | Number<br>of<br>Passenger<br>Journeys. | Revenue.   | Revenue.  | Revenue.                           | Tons.          | Tons.    | Revenue.                 | Number of Trucks. |         |         |       | Number of Trucks. |         |         |       |  |             |
|                             |  | £ s. d.    | £ s. d.   | £ s. d.                            |                |          | £ s. d.                  | Sheep.            | Cattle. | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs. |  |             |
| <i>Section No. 33.</i>      |  |            |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |             |
| <b>YUNGERA LINE.</b>        |  |            |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |             |
| Koorkab .. .. .             | 9                                      | 4 3 0      | 0 4 8     | ..                                 | 2,398          | 309      | 1,816 12 9               | ..                | ..      | ..      | ..    | 3                 | ..      | ..      | 1     | ..                                       | 1,821 0 5   |
| Yungera .. .. .             | 77                                     | 59 13 7    | 30 8 5    | 4 3 4                              | 2,415          | 535      | 1,805 0 4                | ..                | ..      | ..      | ..    | 8                 | 4       | ..      | ..    | ..                                       | 1,959 11 8  |
| <i>Section No. 34.</i>      |  |            |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |             |
| <b>MURRABIT LINE.</b>       |  |            |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |             |
| Westby .. .. .              | 41                                     | 4 18 0     | ..        | ..                                 | 56             | 37       | 62 19 4                  | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 67 17 4     |
| Myall .. .. .               | 132                                    | 27 12 9    | 0 17 3    | ..                                 | 354            | 60       | 1,033 6 2                | 66                | ..      | ..      | ..    | 3                 | ..      | ..      | ..    | ..                                       | 1,061 16 2  |
| Murrabit .. .. .            | 900                                    | 300 14 3   | 60 8 0    | 1 16 8                             | 2,004          | 2,220    | 3,455 8 6                | 48                | 6       | 6       | 9     | 70                | 7       | 2       | ..    | ..                                       | 3,818 7 5   |
| <i>Section No. 35.</i>      |  |            |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |             |
| <b>STONY CROSSING LINE.</b> |  |            |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |             |
| Ballbank .. .. .            | 3                                      | 0 7 11     | ..        | ..                                 | 130            | 7        | 419 13 11                | 41                | ..      | ..      | ..    | 3                 | ..      | ..      | ..    | ..                                       | 420 1 10    |
| Nacourie .. .. .            | 51                                     | 21 2 5     | 0 12 7    | 0 7 1                              | 2,016          | 44       | 2,513 15 9               | 74                | 1       | ..      | ..    | 18                | 3       | ..      | ..    | ..                                       | 2,535 17 10 |
| Wetappa .. .. .             | 16                                     | 13 6 2     | 0 19 5    | ..                                 | 692            | 35       | 725 11 2                 | 23                | ..      | ..      | ..    | 4                 | 5       | ..      | ..    | ..                                       | 739 16 9    |
| Cooool .. .. .              | 6                                      | 8 16 6     | 1 2 4     | ..                                 | 682            | 47       | 493 7 5                  | ..                | ..      | ..      | ..    | 2                 | ..      | ..      | ..    | ..                                       | 498 6 3     |
| Dilpurra .. .. .            | 1                                      | 0 16 6     | 0 17 8    | ..                                 | 1,072          | 56       | 2,002 1 3                | 34                | 1       | 1       | ..    | 34                | 8       | ..      | ..    | ..                                       | 2,003 15 5  |
| Tueloga .. .. .             | ..                                     | ..         | ..        | ..                                 | 113            | 4        | 81 18 6                  | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 81 18 6     |
| Stony Crossing .. .. .      | 18                                     | 23 17 0    | 19 10 9   | ..                                 | 797            | 127      | 1,004 14 4               | 15                | 2       | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 1,048 2 1   |
| <i>Section No. 36.</i>      |  |            |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |             |
| <b>COHUNA LINE.</b>         |  |            |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |             |
| Hunter .. .. .              | 94                                     | 36 6 7     | 0 5 3     | ..                                 | 5,095          | 452      | 2,950 7 0                | 19                | ..      | ..      | ..    | 2                 | ..      | ..      | ..    | ..                                       | 2,986 18 10 |
| Warragamba .. .. .          | 91                                     | 26 10 11   | 1 1 5     | ..                                 | 1,838          | 305      | 1,332 16 4               | 58                | 8       | ..      | ..    | 8                 | 3       | ..      | ..    | ..                                       | 1,360 8 8   |
| McColl .. .. .              | 82                                     | 27 4 0     | ..        | ..                                 | 752            | 499      | 1,184 9 0                | 144               | ..      | ..      | ..    | 27                | 2       | ..      | ..    | ..                                       | 1,211 13 0  |
| Lockington .. .. .          | 1,125                                  | 344 12 8   | 55 16 3   | 0 17 5                             | 2,308          | 2,216    | 4,234 5 2                | 336               | 56      | 5       | 17    | 87                | 7       | 4       | ..    | ..                                       | 4,635 11 6  |
| Kotta .. .. .               | 154                                    | 78 17 8    | 11 19 1   | 0 11 6                             | 1,404          | 491      | 2,209 6 4                | 102               | 6       | ..      | 1     | 18                | 1       | ..      | ..    | ..                                       | 2,300 14 7  |
| Roslynmead .. .. .          | 23                                     | 12 8 9     | 0 7 1     | ..                                 | 591            | 210      | 843 6 3                  | 54                | ..      | ..      | ..    | 2                 | ..      | ..      | ..    | ..                                       | 856 2 1     |
| Patho .. .. .               | 66                                     | 39 18 10   | 6 10 1    | ..                                 | 251            | 134      | 581 0 7                  | 57                | 11      | ..      | ..    | 5                 | 1       | ..      | ..    | ..                                       | 627 9 6     |
| Gunbower .. .. .            | 423                                    | 302 0 11   | 56 16 7   | 1 9 6                              | 848            | 748      | 2,098 1 5                | 52                | 55      | ..      | 37    | 2                 | 2       | 2       | ..    | ..                                       | 2,453 8 5   |
| Leitchville .. .. .         | 713                                    | 489 9 8    | 67 5 0    | 47 17 8                            | 779            | 1,142    | 1,935 2 5                | 52                | 67      | 4       | 41    | 1                 | 4       | 2       | ..    | ..                                       | 2,539 14 9  |
| Keely .. .. .               | 48                                     | 27 6 4     | 4 8 1     | ..                                 | 11             | 16       | 38 8 10                  | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 70 3 3      |
| Cohuna .. .. .              | 1,278                                  | 1,048 10 6 | 189 7 0   | 26 2 11                            | 4,628          | 4,541    | 5,272 13 9               | 78                | 52      | 6       | 43    | 15                | 3       | 1       | ..    | ..                                       | 6,536 13 8  |
| <i>Section No. 37.</i>      |  |            |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |             |
| <b>BALRANALD LINE.</b>      |  |            |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |             |
| Benarca .. .. .             | 38                                     | 12 9 9     | ..        | ..                                 | 1,108          | 98       | 1,145 14 9               | 75                | 3       | ..      | ..    | 33                | ..      | ..      | ..    | ..                                       | 1,158 4 6   |
| Womboota .. .. .            | 48                                     | 13 13 7    | 0 19 2    | 0 2 2                              | 743            | 292      | 2,383 10 9               | 259               | 18      | ..      | ..    | 108               | 177     | 1       | ..    | ..                                       | 2,398 5 8   |
| Thyra .. .. .               | 10                                     | 1 16 3     | 0 5 4     | 4 13 9                             | 827            | 115      | 1,305 19 1               | 109               | 1       | 2       | ..    | 67                | 8       | ..      | ..    | ..                                       | 1,312 14 5  |
| Bumaloc .. .. .             | 202                                    | 84 10 9    | 16 4 2    | 1 15 4                             | 1,227          | 499      | 2,419 8 1                | 192               | 14      | 7       | ..    | 78                | 51      | 6       | ..    | ..                                       | 2,621 18 4  |
| Tantonan .. .. .            | 47                                     | 16 17 2    | 1 9 3     | 0 4 4                              | 367            | 180      | 397 10 2                 | 21                | ..      | 1       | ..    | 6                 | ..      | ..      | ..    | ..                                       | 416 0 11    |

|            |     |           |         |         |       |       |            |     |    |    |    |     |    |    |             |
|------------|-----|-----------|---------|---------|-------|-------|------------|-----|----|----|----|-----|----|----|-------------|
| Caldwell   | 136 | 6 5 10 1  | 4 0 11  | ..      | 803   | 295   | 3,082 13 5 | 311 | 12 | 2  | 1  | 35  | 1  | 3  | 3,152 4 5   |
| Yallakool  | 33  | 16 9 11   | 0 13 1  | 0 12 4  | 72    | 14    | 1,474 1 5  | 141 | 14 | 1  | .. | 88  | 15 | 7  | 1,491 16 9  |
| Wakool     | 303 | 167 11 10 | 27 2 5  | 2 5 3   | 452   | 240   | 1,916 5 5  | 119 | 2  | .. | .. | 68  | 14 | .. | 2,113 4 11  |
| Burraboi   | 58  | 48 9 11   | 1 2 9   | 0 5 1   | 331   | 95    | 2,392 10 2 | 198 | 3  | .. | .. | 90  | 12 | 1  | 2,442 7 11  |
| Jimaringle | 50  | 23 2 8    | 0 12 11 | 0 0 9   | 32    | 19    | 121 6 3    | ..  | .. | .. | .. | ..  | .. | .. | 145 2 7     |
| Niemur     | 84  | 81 13 6   | 7 18 1  | 0 9 3   | 113   | 86    | 1,499 17 1 | 115 | .. | 1  | .. | 13  | 6  | .. | 1,589 17 11 |
| Dhuragoon  | 34  | 34 12 6   | 8 1 4   | 0 3 7   | 49    | 35    | 186 13 5   | ..  | .. | .. | .. | 2   | 1  | .. | 229 10 10   |
| Moulamein  | 777 | 825 4 8   | 132 3 4 | 11 19 8 | 1,151 | 1,350 | 6,001 15 2 | 238 | 26 | 3  | .. | 122 | .. | 3  | 6,971 2 10  |
| Berambong  | 5   | 4 12 5    | 0 7 1   | ..      | 33    | 63    | 42 18 9    | ..  | .. | .. | .. | ..  | .. | .. | 47 18 3     |
| Perckerten | 65  | 60 0 7    | 3 7 1   | 1 18 8  | 128   | 72    | 1,209 15 1 | 76  | 2  | 2  | .. | 42  | .. | 3  | 1,275 1 5   |
| Moolpa     | 18  | 15 18 2   | 1 3 3   | ..      | 194   | 85    | 299 14 10  | ..  | .. | .. | .. | 8   | .. | .. | 316 16 3    |
| Impimi     | 15  | 19 15 10  | 0 5 0   | ..      | 73    | 41    | 326 11 6   | 16  | 1  | .. | .. | 21  | .. | .. | 346 12 4    |
| Yangalake  | 7   | 6 16 6    | ..      | 0 18 8  | 42    | 32    | 217 5 11   | ..  | .. | .. | .. | 60  | 1  | 4  | 225 1 1     |
| Balranald  | 617 | 821 0 4   | 150 6 4 | 5 18 4  | 1,877 | 1,877 | 7,234 6 8  | 65  | 12 | 5  | .. | 82  | 33 | 1  | 8,211 11 8  |

Section No. 33.

MELBOURNE-GEELONG LINE.

|                                     |         |             |            |          |         |         |             |     |     |     |    |     |     |     |             |
|-------------------------------------|---------|-------------|------------|----------|---------|---------|-------------|-----|-----|-----|----|-----|-----|-----|-------------|
| Paisley                             | 359     | 6 17 5      | ..         | ..       | ..      | ..      | ..          | ..  | ..  | ..  | .. | ..  | ..  | ..  | 6 17 5      |
| Oil Refineries Siding               | 417     | 9 0 10      | ..         | ..       | 27,893  | 2,915   | 36,034 0 4  | ..  | ..  | ..  | .. | ..  | ..  | ..  | 36,043 1 2  |
| Galvin                              | 219     | 5 14 3      | ..         | ..       | ..      | ..      | ..          | ..  | ..  | ..  | .. | ..  | ..  | ..  | 5 14 3      |
| Laverton                            | 24,458  | 885 18 5    | 71 15 8    | 1 7 10   | 6,023   | 3,609   | 4,072 14 8  | ..  | ..  | ..  | .. | 31  | 6   | 1   | 5,081 16 7  |
| Aviation Siding                     | 10,000  | 504 13 3    | ..         | ..       | ..      | 323     | ..          | ..  | ..  | ..  | .. | ..  | ..  | ..  | 504 13 3    |
| Werribee                            | 146,475 | 7,384 15 5  | 1,065 9 11 | 105 12 6 | 8,599   | 16,537  | 5,523 6 6   | 564 | 313 | 209 | .. | 313 | 478 | 151 | 14,079 4 4  |
| Manor                               | 2,673   | 104 7 5     | 8 1 3      | 0 19 6   | 1,273   | 111     | 478 4 10    | 39  | 6   | ..  | .. | 17  | 3   | ..  | 591 13 0    |
| Little River                        | 9,500   | 726 1 1     | 87 6 5     | 4 16 11  | 4,127   | 4,093   | 1,610 1 2   | 154 | 11  | 3   | .. | 93  | 25  | 3   | 2,428 5 7   |
| Lara                                | 13,832  | 905 0 4     | 226 8 10   | 17 6 3   | 18,465  | 3,437   | 5,897 16 4  | 27  | 2   | 4   | .. | 51  | 5   | 1   | 7,046 11 9  |
| Corio                               | 13,704  | 1,592 5 6   | 93 5 8     | 0 0 9    | 65      | 11,157  | 400 14 10   | ..  | ..  | ..  | .. | ..  | ..  | ..  | 2,086 6 9   |
| Distillers Siding                   | ..      | ..          | ..         | ..       | 1,294   | ..      | 657 16 6    | ..  | ..  | ..  | .. | ..  | ..  | ..  | 657 16 6    |
| Phosphate Siding                    | ..      | ..          | ..         | ..       | 60,713  | 1,418   | 24,905 2 7  | ..  | ..  | ..  | .. | ..  | ..  | ..  | 24,905 2 7  |
| Geelong Freezing Works Siding       | ..      | ..          | ..         | ..       | ..      | ..      | ..          | ..  | ..  | ..  | .. | ..  | ..  | ..  | ..          |
| North Shore                         | 5,542   | 318 13 1    | 5 11 1     | 0 8 8    | 1,193   | 470     | 2,529 5 6   | ..  | ..  | ..  | .. | ..  | ..  | ..  | 2,853 18 4  |
| Corio Quay and Harbour Trust Siding | ..      | ..          | ..         | ..       | ..      | 2,267   | ..          | ..  | ..  | ..  | .. | ..  | ..  | ..  | ..          |
| North Geelong                       | 7,407   | 1,117 15 9  | 102 4 6    | 1 10 0   | 52,290  | 94,067  | 32,875 15 0 | 549 | 261 | ..  | .. | 883 | 209 | ..  | 34,097 5 3  |
| Geelong                             | 257,171 | 45,863 3 10 | 4,779 3 6  | 352 7 10 | 101,041 | 100,079 | 33,846 8 3  | 3   | 74  | 72  | 86 | 24  | 102 | 78  | 84,841 3 10 |
| Geelong Pier                        | ..      | ..          | ..         | ..       | 91,059  | 386,416 | 14,922 8 5  | ..  | ..  | ..  | .. | ..  | ..  | ..  | 14,922 8 5  |

Section No. 39.

GEELONG-BALLARAT LINE.

|                     |         |            |           |          |        |        |            |       |     |     |     |       |     |     |             |             |
|---------------------|---------|------------|-----------|----------|--------|--------|------------|-------|-----|-----|-----|-------|-----|-----|-------------|-------------|
| Moorabool           | 1,323   | 104 9 6    | 8 18 0    | 0 11 5   | 518    | 96     | 311 15 4   | 34    | 2   | ..  | ..  | 52    | 6   | ..  | 425 14 3    |             |
| Gtheringhap         | 2,638   | 88 4 8     | 10 1 4    | 0 1 11   | 215    | 30     | 83 9 8     | 4     | 2   | ..  | ..  | 37    | 7   | 1   | 181 17 7    |             |
| Bannockburn         | 9,193   | 615 19 8   | 68 0 1    | 0 10 8   | 3,611  | 903    | 1,514 3 7  | 84    | 18  | 2   | 3   | 6     | 9   | 6   | 2,198 14 0  |             |
| Lethbridge          | 6,737   | 331 19 11  | 48 8 9    | 0 10 4   | 937    | 268    | 484 16 8   | 39    | 5   | ..  | 2   | 6     | 3   | 1   | 865 15 8    |             |
| Lethbridge Quarries | ..      | ..         | ..        | ..       | 2,691  | 5      | 710 7 8    | ..    | ..  | ..  | ..  | ..    | ..  | ..  | 710 7 8     |             |
| Medina Siding       | ..      | ..         | ..        | ..       | 474    | 9      | 98 18 2    | ..    | ..  | ..  | ..  | ..    | ..  | ..  | 98 18 2     |             |
| Meredith            | 5,617   | 818 0 4    | 87 11 3   | 1 8 6    | 3,747  | 865    | 1,632 2 11 | 67    | 10  | 4   | 3   | 6     | 1   | 3   | 2,539 3 0   |             |
| Elaine              | 2,797   | 340 16 9   | 66 3 10   | 2 2 1    | 4,077  | 1,869  | 1,643 5 5  | 44    | 1   | 1   | ..  | 3     | 1   | 2   | 2,052 8 1   |             |
| Lal Lal             | 2,364   | 277 11 11  | 34 6 10   | 3 14 9   | 2,099  | 218    | 679 16 4   | 2     | 2   | ..  | ..  | 5     | 4   | 1   | 995 9 10    |             |
| Yendon              | 1,084   | 125 14 11  | 11 13 8   | 0 14 4   | 429    | 219    | 338 16 9   | 19    | ..  | ..  | ..  | 20    | ..  | 2   | 476 19 8    |             |
| Navigator           | 1,514   | 89 7 11    | 1 15 3    | ..       | ..     | ..     | ..         | ..    | ..  | ..  | ..  | ..    | ..  | ..  | 91 3 2      |             |
| Warrenheip          | 4,055   | 281 1 2    | 12 19 1   | 7 19 2   | 671    | 126    | 364 3 9    | ..    | ..  | ..  | ..  | ..    | 4   | 1   | 606 3 2     |             |
| Ballarat East       | 12,695  | 2,266 9 11 | 678 18 1  | 3 1 5    | 2,428  | 25,716 | 1,867 6 5  | ..    | ..  | ..  | ..  | ..    | ..  | ..  | 4,815 15 10 |             |
| Ballarat            | 157,627 | 42,026 1 6 | 7,229 8 5 | 417 16 8 | 32,517 | 86,970 | 55,073 2 0 | 1,267 | 369 | 197 | 147 | 3,167 | 764 | 152 | 578         | 104,746 8 7 |

Section No. 40.

BALLARAT-SERVICETON LINE.

|                |       |         |       |       |       |     |            |    |    |    |    |    |    |    |           |
|----------------|-------|---------|-------|-------|-------|-----|------------|----|----|----|----|----|----|----|-----------|
| North Ballarat | 1,376 | 145 9 5 | 0 5 0 | 0 4 5 | ..    | ..  | ..         | .. | .. | .. | .. | .. | .. | .. | 145 18 10 |
| White's Siding | ..    | ..      | ..    | ..    | 912   | ..  | 499 0 4    | .. | .. | .. | .. | .. | .. | .. | 499 0 4   |
| Wendouree      | 355   | 29 9 7  | ..    | ..    | ..    | ..  | ..         | .. | .. | .. | .. | .. | .. | .. | 29 9 7    |
| Dowling        | 86    | 5 1 11  | ..    | ..    | ..    | ..  | ..         | .. | .. | .. | .. | .. | .. | .. | 5 1 11    |
| Wendouree      | 631   | 62 11 9 | 3 8 3 | 6 8 8 | 4 011 | 274 | 2,156 12 8 | .. | .. | 1  | .. | 3  | .. | 1  | 2,229 1 4 |

APPENDIX No. 26.—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. |         |         |       |                                 |
|                                     |                               |             |            |                              |                |          |                       | Sheep.            | Cattle. | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs. |                                 |
| Section No. 40—continued.           |                               |             |            |                              |                |          |                       |                   |         |         |       |                   | £       | s.      | d.    |                                 |
| BALLARAT-SERVICETON LINE—continued. |                               |             |            |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |
| Burrumbet .. .. .                   | 1,508                         | 203 16 3    | 28 10 4    | 23 18 8                      | 6,580          | 1,003    | 4,239 15 3            | 91                | 18      | 4       | ..    | 5                 | 6       | 5       | ..    | 4,496 0 6                       |
| Trawalla .. .. .                    | 578                           | 144 5 6     | 22 17 9    | 2 11 6                       | 6,637          | 461      | 3,054 0 10            | 10                | 2       | 3       | ..    | 4                 | 3       | 7       | ..    | 3,223 15 7                      |
| Beaufort .. .. .                    | 5,975                         | 2,194 14 10 | 252 8 7    | 19 12 3                      | 7,272          | 3,221    | 4,793 10 8            | 257               | 72      | 15      | 3     | 40                | 27      | 12      | 2     | 7,200 6 4                       |
| Middle Creek .. .. .                | 547                           | 117 10 3    | 11 18 4    | 0 16 8                       | 1,167          | 226      | 1,157 12 10           | 69                | 19      | 3       | ..    | 6                 | ..      | 2       | ..    | 1,287 18 1                      |
| Buangor .. .. .                     | 978                           | 273 8 5     | 32 3 6     | 2 19 9                       | 2,841          | 557      | 2,645 16 4            | 82                | 2       | 1       | ..    | 9                 | 3       | 2       | ..    | 2,954 8 0                       |
| Doble .. .. .                       | 373                           | 63 8 6      | 11 0 4     | 0 5 10                       | 248            | 81       | 303 18 9              | ..                | 2       | ..      | ..    | ..                | ..      | ..      | ..    | 378 13 5                        |
| Ararat .. .. .                      | 22,024                        | 8,966 10 3  | 827 3 4    | 187 13 10                    | 7,020          | 9,437    | 6,566 2 6             | 275               | 7       | 30      | 6     | 87                | 72      | 24      | 8     | 16,547 9 11                     |
| Armstrong .. .. .                   | 418                           | 42 0 5      | 7 9 9      | 0 2 2                        | 221            | 43       | 84 12 4               | ..                | ..      | ..      | ..    | ..                | 1       | ..      | ..    | 134 4 8                         |
| Irvine's Siding .. .. .             | ..                            | ..          | ..         | ..                           | 243            | ..       | 284 4 7               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 284 4 7                         |
| Great Western .. .. .               | 1,893                         | 256 13 9    | 39 2 1     | 0 10 0                       | 11,155         | 543      | 4,364 18 1            | 1                 | ..      | ..      | ..    | 4                 | 2       | ..      | ..    | 4,661 3 11                      |
| Stawell .. .. .                     | 31,596                        | 7,523 8 5   | 628 2 6    | 51 2 9                       | 8,117          | 11,143   | 7,933 2 4             | 46                | 15      | 9       | ..    | 114               | 33      | 12      | 2     | 16,135 16 0                     |
| Deep Lead .. .. .                   | 118                           | 20 19 0     | 3 2 9      | 0 6 6                        | 77             | 583      | 125 17 7              | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 150 5 10                        |
| Glenorchy .. .. .                   | 1,438                         | 451 11 1    | 88 4 2     | 5 19 7                       | 10,395         | 1,108    | 6,289 6 1             | 39                | 1       | 4       | ..    | 34                | 3       | 4       | ..    | 6,835 0 11                      |
| Wal Wal .. .. .                     | 345                           | 95 3 7      | 16 15 11   | 0 3 0                        | 1,738          | 263      | 1,336 18 2            | ..                | ..      | 2       | ..    | 6                 | ..      | ..      | ..    | 1,449 0 8                       |
| Luback .. .. .                      | 1,201                         | 303 13 6    | 35 13 9    | 0 7 8                        | 5,674          | 1,883    | 4,606 3 0             | 88                | 2       | 1       | ..    | 62                | 2       | ..      | ..    | 4,945 17 11                     |
| Asbens .. .. .                      | 205                           | 9 14 10     | 0 5 3      | ..                           | 2,411          | 221      | 1,557 11 0            | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 10 0 1                          |
| Murtoa .. .. .                      | 8,372                         | 3,592 14 7  | 268 11 3   | 27 5 1                       | 20,176         | 17,090   | 14,300 18 1           | 38                | 4       | 15      | 2     | 75                | 14      | 14      | 1     | 18,189 9 0                      |
| Jung .. .. .                        | 1,721                         | 296 8 2     | 22 12 4    | 9 12 3                       | 9,893          | 1,628    | 6,608 4 7             | ..                | ..      | 9       | 1     | 23                | 1       | 10      | 2     | 6,936 17 4                      |
| Doon .. .. .                        | 729                           | 236 6 9     | 30 1 1     | 0 5 7                        | 8,266          | 1,497    | 5,615 18 11           | 40                | 1       | 2       | ..    | 8                 | 1       | 2       | ..    | 5,882 12 4                      |
| Horsham .. .. .                     | 19,275                        | 8,445 6 9   | 898 3 4    | 112 4 10                     | 24,348         | 25,056   | 22,508 9 0            | 194               | 21      | 32      | ..    | 209               | 48      | 30      | ..    | 31,964 3 11                     |
| Dahlen .. .. .                      | ..                            | ..          | ..         | ..                           | 2,411          | 221      | 1,557 11 0            | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1,557 11 0                      |
| Pimpino .. .. .                     | 2,041                         | 229 15 5    | 24 16 4    | ..                           | 9,962          | 829      | 7,157 0 3             | 11                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 7,411 12 0                      |
| Wall .. .. .                        | 558                           | 61 1 8      | 7 0 4      | ..                           | 12,040         | 834      | 8,000 5 5             | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 8,068 7 5                       |
| Dimboola .. .. .                    | 8,375                         | 3,969 7 3   | 302 19 5   | 20 14 10                     | 17,099         | 6,590    | 13,014 8 8            | 52                | 15      | 18      | ..    | 12                | 13      | 21      | ..    | 17,307 10 2                     |
| Gerang Gerang .. .. .               | 299                           | 66 5 6      | 18 12 0    | 0 4 8                        | 6,039          | 893      | 4,554 3 2             | 1                 | ..      | 2       | ..    | 2                 | 2       | 2       | ..    | 4,639 5 4                       |
| Kiata .. .. .                       | 302                           | 75 7 10     | 12 2 0     | 0 7 1                        | 4,334          | 448      | 2,978 4 2             | 17                | ..      | ..      | ..    | ..                | ..      | 1       | 1     | 3,066 1 1                       |
| Salisbury .. .. .                   | 71                            | 25 8 10     | 5 18 4     | ..                           | 3,762          | 201      | 2,595 4 3             | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 2,626 11 5                      |
| Nhill .. .. .                       | 5,845                         | 3,633 14 2  | 334 15 4   | 43 10 3                      | 17,305         | 8,012    | 15,042 17 5           | 200               | 35      | 17      | ..    | 36                | 15      | 8       | ..    | 19,104 17 2                     |
| Tarranginnie .. .. .                | 67                            | 3 16 8      | 5 6 11     | 0 7 11                       | 6,781          | 367      | 3,459 16 10           | 12                | ..      | ..      | ..    | 3                 | ..      | ..      | ..    | 3,469 8 4                       |
| Diapur .. .. .                      | 300                           | 59 12 6     | 9 17 7     | ..                           | 4,710          | 423      | 2,542 12 7            | ..                | ..      | 1       | ..    | ..                | ..      | ..      | ..    | 2,612 2 8                       |
| Miram .. .. .                       | 304                           | 80 17 5     | 17 6 0     | 0 17 4                       | 11,435         | 1,224    | 8,433 1 3             | 12                | 4       | ..      | ..    | 6                 | 6       | 3       | ..    | 8,532 2 0                       |
| Kaniva .. .. .                      | 2,101                         | 1,375 8 5   | 135 3 7    | 30 2 11                      | 9,120          | 3,793    | 8,361 2 3             | 92                | 11      | 20      | 1     | 6                 | 1       | 17      | ..    | 9,901 17 2                      |
| Lillimur .. .. .                    | 187                           | 38 8 0      | 8 19 6     | 28 15 11                     | 11,877         | 1,061    | 8,868 17 11           | 8                 | ..      | ..      | ..    | ..                | ..      | 1       | ..    | 8,945 1 4                       |
| Serviceton .. .. .                  | 1,318                         | 763 14 6    | 22 0 8     | 18 3 6                       | 6,388          | 923      | 5,474 8 11            | 43                | 6       | 8       | ..    | 2                 | 6       | 3       | ..    | 6,278 7 7                       |
| Section No. 41.                     |                               |             |            |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |
| WILLIAMSTOWN LINE.                  |                               |             |            |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |
| South Kensington .. .. .            | 233,732                       | 3,103 10 2  | 14 18 3    | 7 8 8                        | 23,127         | 71,274   | 8,321 2 9             | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 11,446 14 10                    |
| Angliss Siding .. .. .              | ..                            | ..          | ..         | ..                           | 12,227         | 3,876    | 2,430 6 4             | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 2,430 6 4                       |
| Footscray .. .. .                   | 3,154,535                     | 55,793 9 1  | 2,508 10 9 | 52 1 8                       | 109,083        | 58,086   | 69,810 6 5            | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 128,164 7 11                    |
| Seddon .. .. .                      | 1,281,834                     | 19,746 5 11 | 79 0 0     | 0 18 6                       | ..             | 1        | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 19,826 4 5                      |
| Yarraville .. .. .                  | 1,615,567                     | 24,710 19 0 | 200 13 0   | 4 3 7                        | 32,467         | 12,621   | 34,689 12 7           | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 59,605 8 2                      |

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|                             |           |             |          |        |         |         |              |    |    |    |    |       |    |    |    |    |    |              |
|-----------------------------|-----------|-------------|----------|--------|---------|---------|--------------|----|----|----|----|-------|----|----|----|----|----|--------------|
| Spotswood .. .. .           | 412,249   | 6,629 6 3   | 593 16 3 | 1 8 11 | 73,959  | 26,525  | 160,139 18 5 | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 167,364 9 10 |
| Newport .. .. .             | 1,571,710 | 30,350 8 0  | 283 15 0 | 44 8 8 | 9,826   | 100,996 | 9,168 18 3   | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 39,847 9 11  |
| Austral Meat Siding .. .. . | ..        | ..          | ..       | ..     | 3,953   | 1,384   | 680 19 2     | .. | .. | .. | .. | 1,038 | .. | .. | .. | .. | .. | 686 19 2     |
| North Williamstown .. .. .  | 912,730   | 19,763 11 1 | 129 19 6 | 1 18 4 | ..      | 6,430   | 85 8 0       | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 19,980 16 11 |
| Williamstown Beach .. .. .  | 592,711   | 13,415 14 4 | 62 8 11  | 0 18 2 | ..      | ..      | ..           | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 13,479 1 5   |
| Williamstown .. .. .        | 368,632   | 8,617 15 3  | 143 5 6  | 1 1 7  | ..      | ..      | ..           | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 8,762 2 4    |
| Williamstown Pier .. .. .   | 18,123    | 434 18 2    | 14 8 8   | ..     | 111,481 | 351,785 | 16,477 10 7  | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 16,926 17 5  |

Section No. 42.

NEWPORT-SUNSHINE LINE.

|  |    |    |    |    |        |        |             |    |    |    |    |       |    |    |    |    |    |             |
|--|----|----|----|----|--------|--------|-------------|----|----|----|----|-------|----|----|----|----|----|-------------|
| Thomas's Siding .. .. .                      | .. | .. | .. | .. | 22,079 | 19,150 | 3,606 16 4  | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 3,606 16 4  |
| McKenzie and Holland's Siding .. .. .        | .. | .. | .. | .. | 38     | 58     | 16 10 5     | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 16 10 5     |
| Gray Bros. Siding .. .. .                    | .. | .. | .. | .. | 2,418  | 377    | 7,286 14 10 | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 7,286 14 10 |
| Brooklyn Pty. Ltd. Siding .. .. .            | .. | .. | .. | .. | 4,690  | 66     | 954 19 2    | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 954 19 2    |
| Jas. Hardie and Co.'s Siding .. .. .         | .. | .. | .. | .. | 273    | 1,212  | 462 7 10    | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 462 7 10    |
| Borthwick's Siding .. .. .                   | .. | .. | .. | .. | 11,745 | 3,505  | 2,241 19 10 | .. | .. | .. | .. | 1,924 | .. | .. | .. | .. | .. | 2,241 19 10 |
| Kingsville Quarries Pty. Ltd. .. .. .        | .. | .. | .. | .. | 136    | ..     | 85 10 1     | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 85 10 1     |
| Little Brooklyn Siding .. .. .               | .. | .. | .. | .. | 378    | 1,195  | 196 15 1    | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 196 15 1    |
| Victorian Iron Moulding Co.'s Siding .. .. . | .. | .. | .. | .. | ..     | ..     | ..          | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | ..          |
| Prossor's Siding .. .. .                     | .. | .. | .. | .. | 3,205  | 923    | 537 10 0    | .. | .. | .. | .. | 901   | 3  | .. | .. | .. | .. | 537 10 0    |
| Braybrook Pty. Co.'s Siding .. .. .          | .. | .. | .. | .. | ..     | ..     | ..          | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | ..          |
| Willis's Siding .. .. .                      | .. | .. | .. | .. | 1,377  | ..     | 416 2 3     | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 416 2 3     |
| Highfield Siding .. .. .                     | .. | .. | .. | .. | 3,274  | 238    | 701 19 4    | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 701 19 4    |
| Melbourne Quarries Siding .. .. .            | .. | .. | .. | .. | 10,524 | ..     | 2,219 4 9   | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 2,219 4 9   |
| Stanley Quarries Pty. Ltd. Siding .. .. .    | .. | .. | .. | .. | 12,308 | ..     | 2,569 14 3  | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 2,569 14 3  |
| Commonwealth Quarries .. .. .                | .. | .. | .. | .. | 850    | 190    | 234 4 6     | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. | 234 4 6     |

Section No. 43.

ALTONA BEACH LINE.

|                      |         |           |         |       |    |       |       |    |    |    |    |    |    |    |    |    |    |           |
|----------------------|---------|-----------|---------|-------|----|-------|-------|----|----|----|----|----|----|----|----|----|----|-----------|
| Seaholme .. .. .     | 115,841 | 2,319 4 4 | 0 15 11 | ..    | .. | ..    | ..    | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,320 0 3 |
| Altona Beach .. .. . | 172,057 | 4,072 7 6 | 43 4 5  | 0 8 8 | .. | 1,213 | 3 4 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,119 5 4 |

Section No. 44.

BACCHUS MARSH LINE.

|                               |        |            |          |         |        |       |             |     |     |    |    |     |    |    |    |    |    |             |
|-------------------------------|--------|------------|----------|---------|--------|-------|-------------|-----|-----|----|----|-----|----|----|----|----|----|-------------|
| Federal Manure Siding .. .. . | ..     | ..         | ..       | ..      | 2,467  | 6,581 | 1,848 10 10 | ..  | ..  | .. | .. | ..  | .. | .. | .. | .. | .. | 1,848 10 10 |
| Deer Park .. .. .             | 13,821 | 325 19 5   | 32 9 3   | 0 1 11  | 252    | 1,099 | 107 10 3    | 2   | 1   | 1  | .. | 26  | 3  | .. | .. | .. | .. | 466 0 10    |
| Rockbank .. .. .              | 9,106  | 405 6 11   | 104 3 10 | 60 11 9 | 8,164  | 935   | 1,978 9 8   | 85  | 3   | 4  | .. | 63  | 3  | 5  | 3  | .. | .. | 2,548 12 2  |
| Melton .. .. .                | 18,473 | 1,337 14 7 | 235 14 8 | 89 17 0 | 8,947  | 1,503 | 3,336 6 10  | 162 | 108 | 18 | .. | 141 | 32 | 11 | .. | .. | .. | 4,999 13 1  |
| Staughton .. .. .             | ..     | ..         | ..       | ..      | 1,378  | 64    | 337 2 0     | ..  | ..  | .. | .. | ..  | 1  | .. | .. | .. | .. | 337 2 0     |
| Parwan .. .. .                | 3,192  | 296 11 9   | 105 12 0 | 4 5 11  | 6,019  | 707   | 1,796 6 7   | 107 | ..  | .. | .. | 37  | 1  | 2  | .. | .. | .. | 2,202 16 3  |
| Bacchus Marsh .. .. .         | 33,202 | 3,889 13 6 | 607 3 3  | 142 0 9 | 9,541  | 5,689 | 5,048 13 1  | 220 | 184 | 40 | .. | 111 | 80 | 34 | 1  | .. | .. | 9,687 10 7  |
| Rowley .. .. .                | 236    | 30 16 6    | 17 8 11  | ..      | 6,158  | 487   | 1,784 12 9  | ..  | 3   | .. | .. | 7   | 3  | 4  | .. | .. | .. | 1,832 18 2  |
| Ingliston .. .. .             | 412    | 79 15 8    | 56 13 5  | ..      | 109    | 62    | 127 4 6     | 16  | ..  | .. | .. | 3   | 3  | .. | .. | .. | .. | 263 13 7    |
| Ballan .. .. .                | 12,213 | 1,660 4 8  | 295 4 10 | 8 11 10 | 1,901  | 2,250 | 3,318 2 10  | 486 | 61  | 10 | 4  | 119 | 30 | .. | .. | .. | .. | 5,282 4 2   |
| Bradshaw .. .. .              | 90     | 16 6 8     | 36 18 4  | 8 4 2   | ..     | 43    | 1 6 5       | ..  | ..  | .. | .. | ..  | .. | .. | .. | .. | .. | 62 15 7     |
| Llandello .. .. .             | ..     | ..         | ..       | ..      | 1,642  | 44    | 303 12 8    | ..  | ..  | .. | .. | 6   | .. | .. | .. | .. | .. | 303 12 8    |
| Gordon .. .. .                | 5,206  | 789 7 9    | 223 12 4 | 11 5 11 | 2,353  | 1,011 | 1,054 12 3  | 1   | ..  | .. | .. | 1   | .. | .. | .. | .. | .. | 2,078 18 3  |
| Millbrook .. .. .             | 1,639  | 142 5 11   | 10 16 1  | 0 3 8   | 2,415  | 144   | 1,554 10 0  | 123 | 11  | 3  | 33 | 10  | 2  | 6  | 2  | .. | .. | 1,707 15 8  |
| Wallace .. .. .               | 7,105  | 423 13 8   | 28 11 2  | 5 5 4   | 7,913  | 1,391 | 4,838 9 4   | 44  | 14  | 4  | 9  | 19  | 1  | 7  | 4  | .. | .. | 5,295 19 6  |
| Bungaree .. .. .              | 8,087  | 801 0 9    | 45 0 2   | 46 18 1 | 16,927 | 1,146 | 10,135 16 4 | ..  | ..  | .. | .. | 10  | 1  | 1  | .. | .. | .. | 11,028 15 4 |
| Dunns town .. .. .            | 6,446  | 225 11 7   | 7 4 3    | ..      | 4,695  | 800   | 2,460 16 5  | ..  | ..  | .. | .. | 10  | 8  | 1  | .. | .. | .. | 2,693 12 3  |

Section No. 45.

FYANSFORD LINE.

|                   |    |    |    |    |        |        |            |    |    |    |    |    |    |    |    |    |    |            |
|-------------------|----|----|----|----|--------|--------|------------|----|----|----|----|----|----|----|----|----|----|------------|
| Fyansford .. .. . | .. | .. | .. | .. | 71,956 | 37,687 | 51,580 1 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 51,580 1 4 |
|-------------------|----|----|----|----|--------|--------|------------|----|----|----|----|----|----|----|----|----|----|------------|

APPENDIX No. 26.—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. |         |         |       |                                 |  |
|                                 |                               |             |            |                              |                |          |                       | Sheep             | Cattle | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs. |                                 |  |
| £ s. d.                         |                               | £ s. d.     |            | £ s. d.                      |                | £ s. d.  |                       |                   |        |         |       |                   |         |         |       | £ s. d.                         |  |
| <i>Section No. 46.</i>          |                               |             |            |                              |                |          |                       |                   |        |         |       |                   |         |         |       |                                 |  |
| <b>QUEENSLIFF LINE.</b>         |                               |             |            |                              |                |          |                       |                   |        |         |       |                   |         |         |       |                                 |  |
| South Geelong                   | 6,758                         | 796 7 9     | 168 2 3    | 2 10 5                       | 1,361          | 30,529   | 915 1 3               | ..                | ..     | ..      | ..    | ..                | ..      | ..      | ..    | 1,882 1 8                       |  |
| Cheatham Salt Siding            | ..                            | ..          | ..         | ..                           | 14,348         | 148      | 8,935 8 1             | ..                | ..     | ..      | ..    | ..                | ..      | ..      | ..    | 8,935 8 1                       |  |
| Moolap                          | 205                           | 8 8 7       | 0 1 8      | ..                           | ..             | ..       | ..                    | ..                | ..     | ..      | ..    | ..                | ..      | ..      | ..    | 8 10 3                          |  |
| Leopold                         | 86                            | 5 11 5      | 0 6 1      | ..                           | 811            | 225      | 565 12 6              | ..                | ..     | ..      | ..    | ..                | ..      | ..      | ..    | 571 10 0                        |  |
| Curlewis                        | 104                           | 17 2 4      | 1 18 10    | 3 4 7                        | 875            | 179      | 411 13 11             | ..                | ..     | ..      | ..    | 3                 | 2       | 1       | ..    | 433 19 8                        |  |
| Drysdale                        | 3,860                         | 484 1 2     | 79 13 7    | 12 14 3                      | 5,887          | 948      | 3,201 3 10            | 41                | 17     | 2       | ..    | 11                | ..      | 6       | ..    | 3,777 12 10                     |  |
| Mannerim                        | 577                           | 71 0 4      | 1 16 2     | 0 0 9                        | 2,133          | 798      | 777 11 6              | ..                | 1      | ..      | ..    | 5                 | 10      | ..      | ..    | 850 8 9                         |  |
| Marcus                          | 714                           | 73 19 0     | 2 1 5      | 67 16 5                      | 8              | 2        | 19 18 5               | ..                | ..     | 12      | ..    | ..                | ..      | 13      | ..    | 163 15 3                        |  |
| Queenscliff                     | 10,323                        | 1,533 14 11 | 233 7 8    | 2 16 3                       | 2,094          | 3,251    | 1,731 17 9            | ..                | 1      | ..      | ..    | ..                | ..      | 1       | ..    | 3,501 16 7                      |  |
| <i>Section No. 47.</i>          |                               |             |            |                              |                |          |                       |                   |        |         |       |                   |         |         |       |                                 |  |
| <b>GEELONG—PORT FAIRY LINE.</b> |                               |             |            |                              |                |          |                       |                   |        |         |       |                   |         |         |       |                                 |  |
| Geelong Race-course Platform    | ..                            | ..          | ..         | ..                           | ..             | ..       | 1 15 10               | ..                | ..     | ..      | ..    | ..                | ..      | ..      | ..    | 1 15 10                         |  |
| Marshall                        | 394                           | 45 1 6      | 147 18 5   | 0 1 6                        | 1,223          | 495      | 553 7 1               | 16                | 1      | ..      | 25    | 49                | 49      | 1       | 19    | 746 8 6                         |  |
| Grovedale                       | 360                           | 42 15 7     | 2 9 10     | 0 6 6                        | ..             | ..       | ..                    | ..                | ..     | ..      | ..    | ..                | ..      | ..      | ..    | 45 11 11                        |  |
| Pettavel                        | 590                           | 44 4 0      | 8 0 0      | ..                           | 709            | 592      | 289 6 7               | ..                | ..     | ..      | ..    | ..                | ..      | ..      | ..    | 332 10 7                        |  |
| Moriso                          | 2,154                         | 190 6 0     | 24 6 7     | 10 4 3                       | 1,895          | 600      | 1,086 2 5             | 69                | 3      | 2       | 1     | 33                | 4       | 2       | ..    | 1,310 19 3                      |  |
| Buckley                         | 472                           | 67 9 1      | 6 1 7      | 0 1 2                        | 1,604          | 310      | 608 0 9               | ..                | ..     | 1       | ..    | 5                 | 2       | ..      | ..    | 681 12 7                        |  |
| Winchelsea                      | 4,752                         | 984 11 11   | 149 16 8   | 22 19 9                      | 6,377          | 2,462    | 3,651 2 10            | 120               | 31     | 8       | 5     | 27                | 13      | 7       | 1     | 4,808 11 2                      |  |
| Armutage                        | 143                           | 26 9 0      | 8 19 0     | 0 1 2                        | 698            | 146      | 317 10 0              | ..                | ..     | ..      | ..    | ..                | 6       | 1       | ..    | 352 19 2                        |  |
| Birregurra                      | 5,296                         | 1,312 3 6   | 183 17 1   | 10 6 8                       | 3,936          | 3,976    | 3,615 7 3             | 224               | 55     | 5       | 22    | 58                | 10      | 1       | 1     | 5,121 14 6                      |  |
| Warneort                        | 431                           | 142 15 4    | 24 9 10    | 0 3 8                        | 500            | 289      | 303 15 0              | 16                | ..     | 1       | ..    | 3                 | ..      | 3       | ..    | 471 3 10                        |  |
| Irrewarra                       | 1,302                         | 449 15 8    | 524 2 6    | 5 18 5                       | 1,774          | 337      | 834 5 4               | 31                | 11     | 11      | ..    | 28                | 20      | 11      | ..    | 1,814 1 11                      |  |
| Colac                           | 31,275                        | 10,048 7 6  | 1,368 17 7 | 244 6 6                      | 8,818          | 17,641   | 11,020 5 6            | 217               | 421    | 28      | 241   | 262               | 450     | 1       | 5     | 22,681 17 1                     |  |
| Larport                         | 959                           | 164 6 4     | 157 12 10  | 0 3 5                        | 1,136          | 775      | 858 2 4               | 14                | 3      | ..      | ..    | 15                | 46      | 1       | ..    | 1,180 4 11                      |  |
| Pitron Yallock                  | 1,887                         | 603 0 6     | 29 17 7    | 13 16 2                      | 1,496          | 963      | 1,264 9 6             | 55                | 5      | ..      | ..    | 24                | 37      | ..      | ..    | 1,911 13 9                      |  |
| Stoneyford                      | 1,078                         | 208 0 5     | 25 6 0     | 0 17 2                       | 54             | 200      | 110 7 8               | ..                | ..     | ..      | ..    | ..                | 2       | ..      | ..    | 344 11 3                        |  |
| Pomborneit                      | 891                           | 218 19 2    | 60 15 1    | 15 6 9                       | 173            | 495      | 286 2 7               | 17                | 8      | 6       | 6     | 7                 | 11      | 8       | ..    | 581 3 7                         |  |
| Weerite                         | 533                           | 156 6 5     | 23 8 7     | 2 6 8                        | 1,303          | 447      | 2,049 19 4            | 119               | 114    | 20      | 1     | 36                | 46      | 7       | ..    | 2,232 1 0                       |  |
| Camperdown                      | 18,047                        | 7,662 12 11 | 663 3 9    | 199 0 7                      | 4,978          | 13,542   | 8,302 1 0             | 319               | 119    | 24      | 78    | 7                 | 10      | 2       | 1     | 16,826 18 3                     |  |
| Boorcan                         | 421                           | 199 11 5    | 20 17 11   | 7 14 4                       | 177            | 2,071    | 2,163 8 7             | 143               | 126    | 1       | 1     | 32                | 147     | ..      | 1     | 2,391 12 3                      |  |
| Terang                          | 13,424                        | 4,545 5 8   | 478 18 8   | 70 6 4                       | 5,596          | 17,615   | 11,574 6 9            | 253               | 190    | 33      | 120   | 23                | 89      | 20      | 1     | 16,668 17 5                     |  |
| Garvoc                          | 1,292                         | 334 9 11    | 18 19 0    | 9 11 6                       | 366            | 801      | 681 7 5               | 30                | 4      | ..      | 1     | 1                 | 1       | ..      | ..    | 1,044 7 10                      |  |
| Pannure                         | 1,608                         | 374 4 11    | 46 3 4     | 0 10 11                      | 1,474          | 1,090    | 739 1 0               | ..                | ..     | 1       | ..    | 15                | 1       | ..      | ..    | 1,160 0 2                       |  |
| Gudgee                          | 717                           | 184 15 9    | 12 19 3    | 4 3 11                       | 107            | 816      | 224 4 11              | ..                | 2      | 1       | ..    | ..                | ..      | ..      | ..    | 426 3 10                        |  |
| Ahlansford                      | 2,652                         | 762 15 8    | 326 10 0   | 32 13 8                      | 1,999          | 3,791    | 4,596 11 1            | 39                | 92     | 3       | ..    | 15                | 10      | 3       | ..    | 5,718 10 5                      |  |
| Warnambool                      | 67,209                        | 10,818 12 2 | 1,171 16 2 | 612 5 8                      | 32,814         | 43,286   | 20,490 4 5            | 90                | 253    | 33      | 145   | 195               | 48      | 26      | ..    | 33,092 18 5                     |  |

|            |       |            |          |         |        |        |             |     |     |    |    |    |    |    |    |    |    |             |
|------------|-------|------------|----------|---------|--------|--------|-------------|-----|-----|----|----|----|----|----|----|----|----|-------------|
| Dennington | 427   | 24 1 2     | 643 11 8 | ..      | 18,044 | 24,800 | 14,695 0 11 | ..  | ..  | .. | .. | .. | .. | .. | .. | .. | .. | 15,362 13 9 |
| Hlowa      | 916   | 201 7 7    | 7 13 8   | ..      | 13,232 | 1,625  | 10,304 19 6 | ..  | ..  | .. | .. | .. | .. | .. | .. | .. | .. | 10,523 0 11 |
| Kerott     | 7,968 | 1,994 4 10 | 125 6 5  | 167 4 9 | 8,575  | 4,699  | 10,205 11 1 | 202 | 155 | 15 | 5  | 44 | 44 | 3  | .. | .. | .. | 12,492 7 1  |
| Crossley   | 114   | 8 18 2     | 0 3 7    | ..      | 6,092  | 594    | 4,547 15 5  | ..  | ..  | .. | .. | .. | .. | .. | .. | .. | .. | 4,550 17 2  |
| Kirkstall  | 156   | 10 13 10   | 15 5 7   | ..      | 9      | 79     | 34 10 0     | ..  | ..  | .. | .. | .. | .. | .. | .. | .. | .. | 60 9 5      |
| Moyno      | 69    | 8 11 9     | 5 6 0    | ..      | 129    | 181    | 98 13 3     | ..  | ..  | .. | .. | .. | .. | .. | .. | .. | .. | 112 11 0    |
| Rosebrook  | 59    | 7 19 1     | ..       | ..      | ..     | 91     | 0 7 5       | ..  | ..  | .. | .. | .. | .. | .. | .. | .. | .. | 8 6 6       |
| Port Fairy | 4,999 | 2,943 6 0  | 464 12 2 | 54 17 8 | 3,804  | 5,513  | 8,005 17 8  | 174 | 13  | 11 | .. | 16 | 9  | 4  | .. | .. | .. | 11,368 13 6 |

Section No. 48.

WENSLEYDALE LINE.

|                       |    |    |    |    |        |    |            |    |    |    |    |    |    |    |    |    |    |            |
|-----------------------|----|----|----|----|--------|----|------------|----|----|----|----|----|----|----|----|----|----|------------|
| Gravel's Ltd. Siding  | .. | .. | .. | .. | ..     | .. | ..         | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | ..         |
| Layard                | .. | .. | .. | .. | 1,933  | 93 | 622 11 6   | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 622 11 6   |
| Gherang               | .. | .. | .. | .. | 13,072 | 61 | 2,917 14 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,917 14 3 |
| Wormbete              | .. | .. | .. | .. | 1,723  | 13 | 286 11 6   | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 286 11 6   |
| Otway Coal Co. Siding | .. | .. | .. | .. | 4,134  | .. | 1,197 2 4  | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,197 2 4  |
| Wensleydale           | .. | .. | .. | .. | 708    | 36 | 126 13 8   | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 126 13 8   |

Section No. 49.

FORREST LINE.

|             |       |          |         |        |       |       |           |    |    |    |    |    |    |    |    |    |    |            |
|-------------|-------|----------|---------|--------|-------|-------|-----------|----|----|----|----|----|----|----|----|----|----|------------|
| Whoorel     | 59    | 6 8 4    | 3 6 8   | ..     | 1,331 | 222   | 651 1 7   | 1  | .. | 1  | .. | .. | .. | .. | .. | .. | .. | 660 16 7   |
| Dean Marsh  | 818   | 120 11 5 | 10 8 9  | 0 6 7  | 1,590 | 1,195 | 800 18 1  | .. | .. | 3  | 7  | .. | .. | 1  | 1  | .. | .. | 932 4 10   |
| Pennyroyal  | 287   | 40 12 8  | 5 19 10 | ..     | 431   | 257   | 269 8 7   | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 316 1 1    |
| Murroon     | 256   | 56 19 8  | 6 12 8  | 0 0 0  | 688   | 178   | 528 18 4  | 22 | 16 | 1  | .. | 18 | 3  | 2  | .. | .. | .. | 592 11 5   |
| Barwon      | 753   | 147 12 2 | 7 15 0  | 0 5 9  | 2,600 | 2,322 | 1,511 7 5 | .. | .. | .. | .. | .. | 1  | 1  | .. | .. | .. | 1,667 0 4  |
| Gerangamete | 77    | 6 15 9   | 2 7 11  | 0 3 7  | 408   | 894   | 99 3 9    | .. | .. | .. | .. | 12 | .. | .. | .. | .. | .. | 108 11 0   |
| Yanpher     | 104   | 27 4 4   | 0 10 5  | 0 2 2  | 170   | 862   | 140 6 11  | 2  | 2  | 1  | .. | 2  | 1  | 4  | .. | .. | .. | 168 3 10   |
| Forrest     | 1,075 | 502 1 0  | 129 6 9 | 0 16 8 | 2,595 | 1,648 | 1,771 7 7 | 1  | 1  | 1  | .. | 5  | 5  | 2  | .. | .. | .. | 2,403 12 0 |

Section No. 50.

CROWE'S LINE.

|                  |       |           |          |         |       |       |             |    |    |    |    |    |    |    |    |    |    |             |
|------------------|-------|-----------|----------|---------|-------|-------|-------------|----|----|----|----|----|----|----|----|----|----|-------------|
| Eliminyt         | 28    | 2 0 8     | 0 1 0    | ..      | ..    | ..    | ..          | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 1 8       |
| Tulloh           | 57    | 2 5 2     | 0 1 1    | ..      | ..    | ..    | ..          | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 6 3       |
| Coram            | 69    | 3 1 7     | ..       | ..      | ..    | ..    | ..          | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 1 7       |
| Barongarook      | 90    | 5 4 10    | 0 11 0   | ..      | ..    | ..    | ..          | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 106 17 0    |
| Birnam           | 62    | 6 11 3    | ..       | ..      | 502   | 29    | 101 1 2     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 11 2      |
| Kawarren         | 161   | 13 14 9   | 2 7 8    | ..      | 8     | 13    | 1 19 11     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | ..          |
| Lovat            | 30    | 4 14 6    | 0 17 6   | ..      | 3,287 | 226   | 1,411 1 3   | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,427 3 8   |
| Gellibrand       | 962   | 133 17 0  | 23 18 11 | 0 10 10 | 465   | 21    | 105 4 7     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 110 16 7    |
| Banool           | 56    | 5 3 5     | 3 1 11   | ..      | 1,967 | 393   | 936 1 8     | 3  | 16 | .. | 19 | 4  | 3  | 1  | .. | .. | .. | 1,094 8 5   |
| Wimba            | 103   | 22 8 2    | 1 11 8   | ..      | 124   | 24    | 27 9 4      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 35 14 8     |
| McDevitt         | 19    | 5 12 1    | 0 1 9    | ..      | 85    | 40    | 37 14 4     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 61 14 2     |
| Dinmont          | 31    | 3 2 0     | 0 4 6    | ..      | 2     | 15    | 0 14 10     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 8 9       |
| Ditchley         | 15    | 3 14 2    | 0 0 11   | ..      | 607   | 6     | 327 0 9     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 330 7 3     |
| Beech Forest     | 1,047 | 366 11 10 | 89 15 1  | 0 11 7  | 14    | 10    | 12 7 5      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 2 6      |
| Ferguson         | 59    | 11 0 0    | 2 4 2    | 0 3 9   | 3,301 | 1,324 | 2,473 11 11 | 15 | 12 | 1  | .. | 8  | 25 | .. | .. | .. | .. | 2,930 10 5  |
| Weeapromah       | 56    | 12 2 7    | 0 14 0   | ..      | 3,024 | 290   | 2,030 6 0   | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,043 13 11 |
| Pile Siding      | 10    | 0 12 2    | 0 1 6    | ..      | 503   | 227   | 397 7 4     | 5  | 5  | .. | .. | 6  | .. | .. | .. | .. | .. | 400 3 11    |
| Kincaid          | 25    | 6 9 8     | 0 0 11   | 0 5 9   | 104   | 35    | 70 8 11     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 71 8 4      |
| Wyelangta        | 68    | 22 0 3    | 8 1 1    | 0 1 6   | 188   | 4     | 119 18 2    | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 126 8 9     |
| Pettitt's Siding | 6     | 0 3 2     | 0 9 0    | ..      | 572   | 188   | 396 8 8     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 424 11 6    |
| Stalker          | 36    | 17 16 4   | 1 0 0    | ..      | 71    | 18    | 59 3 3      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 59 15 5     |
| Laver's Hill     | 184   | 84 11 11  | 19 18 3  | 0 17 8  | 570   | 71    | 545 12 0    | 5  | 62 | .. | 7  | 15 | 20 | .. | .. | .. | .. | 564 8 4     |
| Crowes           | 24    | 13 15 9   | 24 10 2  | ..      | 474   | 470   | 928 2 6     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,033 10 4  |
|                  | ..    | ..        | ..       | ..      | 151   | 82    | 147 9 6     | 4  | .. | .. | .. | 3  | .. | .. | .. | .. | .. | 185 15 5    |

Section No. 51.

ALVIE LINE.

|           |     |          |         |       |       |       |            |    |    |    |    |    |    |    |    |    |    |            |
|-----------|-----|----------|---------|-------|-------|-------|------------|----|----|----|----|----|----|----|----|----|----|------------|
| Cororooke | 434 | 37 16 11 | 3 18 0  | ..    | 5,916 | 1,059 | 4,192 19 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,234 14 8 |
| Coragulac | 344 | 36 12 4  | 1 13 10 | ..    | 7,094 | 627   | 4,072 4 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,110 11 1 |
| Alvie     | 245 | 32 2 5   | 6,17 10 | 0 2 9 | 2,461 | 1,822 | 1,660 0 6  | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,689 3 6  |

APPENDIX No. 26.—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. |         |         |           |                                 |
|                                  |                               |          |           |                              |                |          |                       | Sheep.            | Cattle. | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs.     |                                 |
| £ s. d.                          |                               | £ s. d.  |           | £ s. d.                      |                | £ s. d.  |                       | £ s. d.           |         | £ s. d. |       | £ s. d.           |         | £ s. d. |           |                                 |
| <i>Section No. 52.</i>           |                               |          |           |                              |                |          |                       |                   |         |         |       |                   |         |         |           |                                 |
| <b>TIMBOON LINE.</b>             |                               |          |           |                              |                |          |                       |                   |         |         |       |                   |         |         |           |                                 |
| Naroghid                         | 38                            | 3 8 1    | 0 2 8     | ..                           | 97             | 155      | 68 18 8               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | 72 9 5    |                                 |
| Cobden                           | 1,357                         | 292 12 6 | 118 11 6  | 3 6 5                        | 1,827          | 2,989    | 2,945 11 3            | 6                 | 6       | ..      | 8     | 7                 | 5       | ..      | 3,360 1 8 |                                 |
| Ellingamite                      | 71                            | 10 7 7   | 1 2 4     | ..                           | 729            | 40       | 405 15 6              | 36                | 4       | ..      | ..    | ..                | 1       | ..      | 417 5 5   |                                 |
| Glenfyne                         | 119                           | 17 19 7  | 0 17 7    | ..                           | 3,845          | 209      | 645 7 2               | ..                | 3       | ..      | ..    | ..                | 1       | ..      | 664 4 4   |                                 |
| Curdie                           | 523                           | 67 6 10  | 5 16 7    | ..                           | 949            | 115      | 800 10 11             | ..                | 1       | ..      | ..    | ..                | 1       | ..      | 873 14 4  |                                 |
| Timboon                          | 1,368                         | 532 13 3 | 61 8 3    | 1 10 2                       | 3,551          | 5,628    | 2,080 14 6            | 62                | 19      | 5       | 20    | 30                | 40      | 13      | 2         | 2,676 6 2                       |
| <i>Section No. 53.</i>           |                               |          |           |                              |                |          |                       |                   |         |         |       |                   |         |         |           |                                 |
| <b>MORTLAKE LINE.</b>            |                               |          |           |                              |                |          |                       |                   |         |         |       |                   |         |         |           |                                 |
| Mortlake                         | 2,639                         | 998 10 2 | 169 10 0  | 10 15 3                      | 1,773          | 4,285    | 4,704 4 0             | 126               | 3       | 1       | ..    | 5                 | 11      | 4       | ..        | 5,882 19 5                      |
| <i>Section No. 54.</i>           |                               |          |           |                              |                |          |                       |                   |         |         |       |                   |         |         |           |                                 |
| <b>KOROIT-HAMILTON LINE.</b>     |                               |          |           |                              |                |          |                       |                   |         |         |       |                   |         |         |           |                                 |
| Warrong                          | 5                             | 0 16 3   | ..        | ..                           | 51             | 55       | 32 12 4               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..        | 33 8 7                          |
| Woolsthorpe                      | 49                            | 11 18 1  | 0 6 2     | 4 11 8                       | 79             | 286      | 540 4 3               | ..                | ..      | ..      | ..    | 3                 | 1       | ..      | ..        | 557 0 2                         |
| Hawkesdale                       | 238                           | 111 1 5  | 19 10 3   | 2 6 10                       | 968            | 726      | 3,025 4 3             | 133               | 55      | 3       | ..    | 9                 | 2       | 3       | ..        | 3,158 2 9                       |
| Stopping Place No. 11            | 11                            | 6 7 5    | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..        | 6 7 5                           |
| Minhamite                        | 89                            | 57 9 1   | 7 16 0    | 0 6 11                       | 477            | 339      | 1,008 7 7             | 99                | ..      | ..      | ..    | 4                 | 1       | 1       | ..        | 1,073 19 7                      |
| Purdeet                          | 98                            | 32 9 5   | 3 12 5    | ..                           | 156            | 117      | 281 5 6               | ..                | ..      | ..      | ..    | ..                | 7       | ..      | ..        | 317 7 4                         |
| Penshurst                        | 1,187                         | 693 17 6 | 87 9 9    | 16 3 0                       | 1,765          | 1,980    | 5,661 14 11           | 162               | 122     | 6       | 16    | 8                 | 7       | 2       | 1         | 6,459 5 2                       |
| Stopping Place No. 7             | 29                            | 5 5 6    | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..        | 5 5 6                           |
| Stopping Place No. 19            | 17                            | 2 0 7    | 0 0 10    | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..        | 2 1 5                           |
| Tabor                            | 89                            | 30 14 10 | 1 0 0     | ..                           | 1,510          | 330      | 1,049 14 8            | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..        | 1,081 9 6                       |
| Yatchaw                          | 36                            | 8 8 8    | 0 14 2    | ..                           | 439            | 157      | 687 17 8              | 23                | 12      | 4       | ..    | ..                | ..      | 1       | ..        | 697 0 6                         |
| <i>Section No. 55.</i>           |                               |          |           |                              |                |          |                       |                   |         |         |       |                   |         |         |           |                                 |
| <b>GHEERINGHAP-MAROONA LINE.</b> |                               |          |           |                              |                |          |                       |                   |         |         |       |                   |         |         |           |                                 |
| Murgheboluc                      | 17                            | 2 1 6    | 1 5 9     | ..                           | 76             | 45       | 21 19 0               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..        | 25 6 3                          |
| Inverleigh                       | 735                           | 147 9 11 | 36 15 5   | 2 2 5                        | 1,700          | 590      | 1,217 12 0            | 91                | 23      | 1       | 23    | 25                | 3       | 1       | 2         | 1,403 19 9                      |
| Doroq                            | 34                            | 4 7 0    | 1 16 1    | ..                           | 807            | 209      | 301 19 11             | 6                 | ..      | ..      | ..    | ..                | ..      | ..      | ..        | 308 3 0                         |
| Wingcel                          | 175                           | 54 3 1   | 31 2 7    | 0 18 10                      | 649            | 125      | 582 12 10             | 72                | ..      | ..      | ..    | 12                | ..      | ..      | ..        | 668 17 4                        |
| Poorneet                         | 79                            | 18 19 9  | 2 13 2    | ..                           | 589            | 168      | 446 14 3              | 54                | 4       | ..      | ..    | 7                 | 3       | ..      | ..        | 468 7 2                         |
| Duverney                         | 113                           | 38 13 1  | 4 4 1     | 0 9 6                        | 3,593          | 952      | 1,714 6 6             | ..                | 1       | 5       | 10    | 5                 | 2       | 1       | ..        | 1,757 13 2                      |
| Berrybank                        | 379                           | 148 9 10 | 26 14 1   | 0 10 2                       | 7,928          | 1,132    | 4,647 16 5            | 135               | ..      | ..      | ..    | 13                | 2       | 3       | ..        | 4,823 10 6                      |
| Gnarkeet                         | 67                            | 25 9 8   | 9 2 11    | ..                           | 4,480          | 405      | 2,239 14 9            | 42                | ..      | 1       | ..    | ..                | 4       | 2       | ..        | 2,274 7 4                       |
| Lismore                          | 643                           | 330 15 8 | 92 15 2   | 2 4 5                        | 7,291          | 2,388    | 4,933 12 2            | 221               | 10      | 2       | 1     | 18                | 13      | 3       | ..        | 5,359 7 5                       |
| Derrimallum                      | 527                           | 229 8 4  | 132 14 3  | 1 16 11                      | 2,117          | 2,497    | 3,256 16 2            | 194               | 32      | 6       | 24    | 29                | 7       | 4       | 4         | 3,620 15 8                      |
| Vite Vite                        | 166                           | 69 18 1  | 23 14 3   | 0 3 8                        | 2,180          | 505      | 1,364 17 4            | 49                | ..      | ..      | ..    | 4                 | 1       | 1       | ..        | 1,458 13 4                      |
| Pura Pura                        | 282                           | 119 8 8  | 25 17 11  | 0 7 11                       | 671            | 234      | 1,982 7 10            | 144               | 3       | ..      | ..    | 6                 | 8       | 1       | ..        | 2,128 2 4                       |
| Nerrin Nerrin                    | 211                           | 111 0 7  | 33 5 1    | 0 11 6                       | 560            | 311      | 1,144 4 9             | 57                | 14      | 14      | ..    | ..                | 4       | 9       | ..        | 1,289 1 11                      |
| Westmere                         | 464                           | 256 3 4  | 92 2 7    | 7 5 7                        | 13,941         | 4,491    | 10,079 17 1           | 233               | 14      | 1       | ..    | 5                 | 1       | ..      | ..        | 10,435 8 7                      |
| Miniera                          | 140                           | 75 12 4  | 20 12 7   | 0 6 3                        | 5,932          | 807      | 4,237 17 6            | 63                | ..      | 1       | ..    | ..                | ..      | ..      | ..        | 4,334 8 8                       |
| Tatyoona                         | 135                           | 56 6 8   | 18 13 0   | 0 11 3                       | 8,519          | 797      | 5,708 12 4            | 172               | 1       | 2       | ..    | 5                 | 3       | 2       | ..        | 5,784 3 3                       |



| Section No. 56.            |        |            |           |  |         |        |        |             |     |     |     |     |     |           |             |
|----------------------------|--------|------------|-----------|--|---------|--------|--------|-------------|-----|-----|-----|-----|-----|-----------|-------------|
| BUNINYONG LINE.            |        |            |           |  |         |        |        |             |     |     |     |     |     |           |             |
| Eureka                     | 289    | 5 7 10     |           |  |         | 1,800  | 2,519  | 1,105 1 10  |     |     |     |     | 536 | 1,110 8 8 |             |
| York-street                | 258    | 4 0 5      |           |  |         |        |        |             |     |     |     |     |     | 4 0 5     |             |
| Levy                       | 679    | 10 2 5     |           |  |         |        |        |             |     |     |     |     |     | 10 2 5    |             |
| Canadian                   | 1,118  | 18 0 6     |           |  |         | 21     | 228    | 50 17 6     |     |     |     |     |     | 68 18 0   |             |
| Mount Clear                | 482    | 9 5 0      |           |  |         |        |        |             |     |     |     |     |     | 9 5 0     |             |
| Reid                       | 681    | 15 2 1     |           |  |         |        |        |             |     |     |     |     |     | 15 2 1    |             |
| Mount Helen                | 218    | 5 11 9     |           |  |         |        |        |             |     |     |     |     |     | 5 11 9    |             |
| Buninyong                  | 12,278 | 350 0 11   | 13 17 11  |  | 0 2 11  | 1,835  | 311    | 1,112 6 2   |     | 2   | 3   |     | 1   | 1         | 1,476 7 11  |
| Section No. 57.            |        |            |           |  |         |        |        |             |     |     |     |     |     |           |             |
| BALLARAT-IRREWARRA LINE.   |        |            |           |  |         |        |        |             |     |     |     |     |     |           |             |
| Cardigan                   | 87     | 1 7 3      |           |  |         |        |        |             |     |     |     |     |     |           | 1 7 3       |
| Kopke                      | 492    | 10 18 10   |           |  |         |        |        |             |     |     |     |     |     |           | 10 18 10    |
| Haddon                     | 774    | 27 3 6     | 1 3 4     |  |         | 480    | 97     | 123 16 3    |     |     |     |     |     |           | 752 3 1     |
| Nintingbool                | 243    | 11 11 8    |           |  |         |        |        |             |     |     |     |     |     |           | 11 11 8     |
| Smythesdale                | 3,096  | 139 3 6    | 13 6 11   |  |         | 4,798  | 119    | 1,744 8 11  |     |     |     |     |     |           | 1,896 19 4  |
| Scarsdale                  | 3,112  | 150 4 0    | 6 12 0    |  | 0 5 9   | 1,687  | 89     | 297 15 11   |     |     |     |     |     |           | 454 17 8    |
| Newtown                    | 3,541  | 162 4 7    | 31 0 5    |  | 0 14 5  | 732    | 177    | 299 9 3     | 12  |     |     | 4   | 1   |           | 493 8 8     |
| Berringa                   | 66     | 9 14 10    | 2 5 2     |  |         | 2,625  | 91     | 618 12 7    |     |     |     |     |     |           | 630 12 7    |
| Ilabarrook                 | 121    | 26 6 1     | 11 0 9    |  | 1 19 0  | 2,964  | 376    | 1,204 5 10  | 35  | 2   |     |     |     | 1         | 1,243 11 8  |
| Rokewood                   | 38     | 9 7 6      | 4 7 2     |  | 1 1 10  | 2,230  | 613    | 1,138 0 2   | 30  | 2   | 1   |     | 2   | 1         | 1,152 16 8  |
| Werneth                    | 15     | 2 10 3     | 2 9 3     |  |         | 2,982  | 329    | 1,369 10 10 |     |     |     | 1   |     | 1         | 1,374 10 4  |
| Cressy                     | 1,262  | 429 16 1   | 59 3 7    |  | 0 8 11  | 3,310  | 1,360  | 2,641 15 6  | 300 | 52  | 19  |     | 31  | 14        | 3,131 4 1   |
| Barpinba                   | 123    | 22 0 2     | 4 5 6     |  |         | 863    | 793    | 761 1 5     | 60  | 3   | 1   | 10  | 3   | 5         | 787 7 1     |
| Beanc                      | 533    | 132 4 0    | 39 8 10   |  | 9 17 0  | 1,084  | 3,212  | 1,585 3 9   | 70  | 3   | 1   | 111 | 7   | 2         | 1,766 13 7  |
| Ondit                      | 197    | 15 17 11   | 2 17 4    |  |         | 257    | 878    | 175 11 10   |     | 1   |     |     | 2   |           | 194 7 1     |
| Section No. 58.            |        |            |           |  |         |        |        |             |     |     |     |     |     |           |             |
| LINTON LINE.               |        |            |           |  |         |        |        |             |     |     |     |     |     |           |             |
| Happy Valley               | 1,264  | 57 0 10    |           |  |         |        |        | 0 0 9       |     |     |     |     |     |           | 57 1 7      |
| Linton                     | 4,502  | 259 0 0    | 41 19 1   |  |         | 3,775  | 841    | 1,743 1 4   | 46  | 5   | 2   |     | 1   | 2         | 2,044 0 5   |
| Section No. 59.            |        |            |           |  |         |        |        |             |     |     |     |     |     |           |             |
| LINTON-SKIPTON LINE.       |        |            |           |  |         |        |        |             |     |     |     |     |     |           |             |
| Pittong                    | 97     | 9 7 4      | 1 7 0     |  |         | 819    | 200    | 818 14 0    | 57  | 2   | 2   |     | 1   |           | 829 8 4     |
| Skipton                    | 502    | 60 5 2     | 39 3 6    |  | 0 11 5  | 8,597  | 1,662  | 6,358 0 0   | 129 | 46  | 9   | 2   | 8   | 6         | 6,458 0 1   |
| Section No. 60.            |        |            |           |  |         |        |        |             |     |     |     |     |     |           |             |
| PORTLAND LINE.             |        |            |           |  |         |        |        |             |     |     |     |     |     |           |             |
| Country Roads Board Siding |        |            |           |  |         | 289    |        | 109 5 4     |     |     |     |     |     |           | 109 5 4     |
| Langi Logan                | 95     | 14 0 9     | 5 2 5     |  | 0 15 6  | 2,865  | 189    | 1,094 11 6  |     |     |     |     | 37  |           | 1,114 10 2  |
| New Langi Logan Siding     |        |            |           |  |         | 605    |        | 389 14 1    |     |     |     |     |     |           | 389 14 1    |
| Maroona                    | 598    | 191 2 7    | 40 2 4    |  | 9 1 5   | 3,143  | 1,095  | 2,737 1 8   | 97  | 7   | 2   | 1   | 6   | 1         | 2,977 8 0   |
| Calvert Siding             | 36     | 4 15 6     |           |  | 0 3 7   | 2,074  | 131    | 1,158 17 10 |     |     |     |     |     |           | 1,163 16 11 |
| Willaura                   | 2,242  | 1,017 16 6 | 223 7 9   |  | 3 13 9  | 11,797 | 2,780  | 11,440 17 2 | 543 | 43  | 8   |     | 49  | 5         | 12,635 15 2 |
| Stavely                    | 331    | 63 11 1    | 10 14 11  |  | 0 7 11  | 4,158  | 315    | 3,235 4 10  | 87  |     | 2   |     | 3   | 2         | 3,309 18 9  |
| Glen Thompson              | 1,500  | 556 12 6   | 73 10 1   |  | 2 4 10  | 2,506  | 785    | 3,517 12 8  | 190 | 10  | 8   |     | 44  | 12        | 4,150 0 1   |
| Dunkeld                    | 3,062  | 844 5 8    | 83 14 10  |  | 23 5 6  | 2,274  | 1,002  | 4,809 15 7  | 273 | 16  | 11  |     | 60  | 59        | 5,761 1 7   |
| Moutajup                   | 244    | 49 12 7    | 6 5 8     |  | 5 0 1   | 827    | 253    | 705 12 2    |     |     |     |     |     |           | 766 10 6    |
| Strathkellar               | 139    | 26 8 5     | 2 17 2    |  |         | 672    | 314    | 678 8 10    | 9   |     |     |     | 3   | 1         | 707 14 5    |
| Hamilton                   | 17,704 | 8,453 0 8  | 1,351 8 6 |  | 328 0 6 | 16,167 | 17,454 | 22,696 2 7  | 974 | 158 | 104 | 1   | 279 | 108       | 32,528 12 3 |
| Branxholme                 | 2,373  | 562 17 9   | 57 7 4    |  | 21 10 2 | 571    | 930    | 1,586 15 9  | 53  | 24  |     |     | 20  | 7         | 2,228 11 0  |
| Condah                     | 1,161  | 308 7 9    | 37 12 2   |  | 3 12 0  | 856    | 1,217  | 3,333 18 3  | 172 | 4   | 4   | 58  | 11  | 7         | 3,683 10 0  |
| Myamyn                     | 912    | 115 12 8   | 7 19 10   |  | 0 10 10 | 254    | 345    | 388 18 0    |     |     |     |     |     |           | 512 16 4    |

APPENDIX No. 26 — 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. |         |         |       |                                 |             |
|                                   |                               |            |           |                              |                |          |                       | Sheep.            | Cattle. | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs. |                                 |             |
|                                   |                               |            |           |                              |                |          |                       |                   |         |         |       |                   | £       | s.      | d.    |                                 |             |
| <i>Section No. 60—continued.</i>  |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |             |
| <i>PORTLAND LINE—continued.</i>   |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |             |
| Milbourn .. .. .                  | 213                           | 41 16 2    | 4 5 2     | ..                           | 1,100          | 84       | 563 10 7              | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 609 11 11   |
| Heywood .. .. .                   | 3,641                         | 759 14 3   | 114 0 8   | 1 8 9                        | 1,026          | 1,529    | 2,429 2 0             | 136               | 23      | 5       | ..    | 17                | 8       | 2       | ..    | ..                              | 3,304 6 1   |
| Heathmere .. .. .                 | 55                            | 9 9 6      | 0 12 3    | ..                           | 1,015          | 104      | 635 19 2              | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 646 0 11    |
| Gorae .. .. .                     | 103                           | 10 19 7    | 0 17 10   | ..                           | 966            | 114      | 1,244 9 1             | ..                | ..      | ..      | ..    | 1                 | ..      | ..      | ..    | ..                              | 1,256 6 6   |
| Portland North .. .. .            | 850                           | 225 16 1   | 18 6 8    | 0 13 8                       | 8,428          | 1,407    | 17,850 9 3            | 22                | 7       | 1       | 33    | 26                | 15      | ..      | ..    | ..                              | 18,095 5 8  |
| Portland .. .. .                  | 3,057                         | 1,482 1 9  | 1,109 6 1 | 18 8 11                      | 4,867          | 7,320    | 7,115 5 4             | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 9,725 2 1   |
| Portland Pier .. .. .             | ..                            | ..         | ..        | ..                           | 104            | 33,948   | 313 4 0               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 313 4 0     |
| <i>Section No. 61.</i>            |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |             |
| <i>COLERAINE LINE.</i>            |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |             |
| Bochara .. .. .                   | 12                            | 1 3 10     | ..        | ..                           | 54             | 64       | 40 14 5               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 41 18 3     |
| Wannon .. .. .                    | 276                           | 44 8 11    | 13 5 1    | ..                           | 411            | 113      | 458 13 9              | ..                | ..      | ..      | ..    | 6                 | 2       | ..      | ..    | ..                              | 516 7 9     |
| Parkwood .. .. .                  | 131                           | 17 0 0     | 0 4 3     | ..                           | 269            | 93       | 172 0 3               | ..                | ..      | ..      | ..    | 1                 | ..      | ..      | ..    | ..                              | 189 4 6     |
| Coleraine .. .. .                 | 2,136                         | 1,068 0 11 | 141 15 6  | 30 1 9                       | 2,977          | 2,935    | 8,581 16 9            | 260               | 107     | 6       | 75    | 8                 | 13      | 11      | ..    | ..                              | 9,821 14 11 |
| <i>Section No. 62.</i>            |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |             |
| <i>CASTERTON LINE.</i>            |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |             |
| Miakite .. .. .                   | 6                             | 0 15 2     | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 0 15 2      |
| Grassdale .. .. .                 | 446                           | 143 3 0    | 7 18 0    | 1 2 0                        | 189            | 282      | 1,456 1 3             | 56                | 58      | ..      | ..    | 12                | 3       | ..      | ..    | ..                              | 1,608 4 3   |
| Merino .. .. .                    | 2,766                         | 791 4 5    | 103 15 1  | 2 0 2                        | 917            | 2,383    | 3,231 17 0            | 63                | 6       | ..      | ..    | 13                | 3       | 3       | ..    | ..                              | 4,128 16 8  |
| Henty .. .. .                     | 228                           | 44 12 1    | 6 7 9     | 0 4 6                        | 120            | 292      | 1,888 17 9            | 57                | 96      | ..      | ..    | 19                | 9       | 15      | ..    | ..                              | 1,940 2 1   |
| Sandford .. .. .                  | 2,449                         | 198 15 10  | 13 14 2   | 4 6 1                        | 117            | 164      | 4,261 10 1            | 353               | 77      | 6       | 13    | 60                | 2       | ..      | ..    | ..                              | 4,478 6 2   |
| Casterton .. .. .                 | 3,298                         | 1,379 5 9  | 278 11 8  | 53 6 0                       | 2,759          | 4,255    | 6,748 17 1            | 9                 | ..      | 10      | 37    | 7                 | 2       | 15      | ..    | ..                              | 8,460 0 6   |
| <i>Section No. 63.</i>            |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |             |
| <i>MOUNT GAMBIER—BORDER LINE.</i> |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |             |
| Sinclair .. .. .                  | 83                            | 7 14 7     | 0 8 2     | ..                           | 287            | 16       | 113 19 3              | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 122 2 0     |
| Lyons .. .. .                     | 75                            | 14 11 5    | 1 1 4     | 0 2 4                        | 1,588          | 110      | 835 10 10             | 14                | 1       | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 851 5 11    |
| Greenwald .. .. .                 | 192                           | 39 7 7     | 1 1 3     | 0 2 3                        | 357            | 114      | 217 15 0              | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 258 6 1     |
| Winnap .. .. .                    | 229                           | 42 1 11    | 4 18 1    | 1 9 1                        | 490            | 228      | 648 16 9              | 30                | ..      | ..      | ..    | 4                 | 10      | ..      | ..    | ..                              | 737 5 10    |
| Dartmoor .. .. .                  | 532                           | 121 5 5    | 21 4 10   | 0 11 0                       | 719            | 379      | 1,033 2 0             | 25                | 11      | ..      | ..    | ..                | 1       | ..      | ..    | ..                              | 1,176 3 3   |
| Marp .. .. .                      | 25                            | 2 17 10    | 0 1 11    | ..                           | 26             | 11       | 44 9 1                | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 47 8 10     |
| Puralka .. .. .                   | 58                            | 10 16 4    | 2 3 0     | 0 6 7                        | 246            | 48       | 992 13 1              | 31                | ..      | ..      | ..    | 7                 | 1       | ..      | ..    | ..                              | 1,005 19 0  |
| Rennick .. .. .                   | 225                           | 31 6 5     | 8 16 8    | ..                           | 432            | 5        | 668 5 7               | 2                 | ..      | ..      | ..    | 18                | ..      | ..      | ..    | ..                              | 708 8 8     |
| <i>Section No. 64.</i>            |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |             |
| <i>GRAMPIANS LINE.</i>            |                               |            |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |             |
| Fyan's Creek .. .. .              | ..                            | ..         | ..        | ..                           | 313            | 8        | 188 8 5               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 188 8 5     |
| Grampians .. .. .                 | ..                            | ..         | ..        | ..                           | 2,847          | 3        | 2,649 5 7             | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 2,649 5 7   |
| Grampians 14 miles .. .. .        | ..                            | ..         | ..        | ..                           | 498            | ..       | 296 4 0               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                              | 296 4 0     |

*Section No. 65.*

**MARNOO LINE.**

|          |     |         |         |        |        |       |            |    |    |    |    |    |    |    |    |    |    |    |             |
|----------|-----|---------|---------|--------|--------|-------|------------|----|----|----|----|----|----|----|----|----|----|----|-------------|
| Jackson  | 3   | 0 5 8   | 0 0 8   | ..     | 4,002  | 119   | 2,468 5 6  | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,468 11 10 |
| Rupanyup | 335 | 142 3 4 | 95 4 10 | 0 6 11 | 11,365 | 6,114 | 8,493 0 7  | 89 | 4  | 2  | 1  | 63 | 8  | 3  | .. | .. | .. | .. | 8,730 15 8  |
| Burrum   | 8   | 0 10 7  | 0 4 3   | ..     | 4,498  | 545   | 2,788 15 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,769 9 11  |
| Banyena  | 86  | 22 19 8 | 5 1 3   | 0 3 8  | 1,538  | 1,424 | 1,263 7 4  | 18 | .. | .. | .. | 14 | .. | .. | .. | .. | .. | .. | 1,291 11 11 |
| Marnoo   | 124 | 35 6 7  | 26 12 5 | 5 1 7  | 5,190  | 1,454 | 4,062 6 5  | 28 | 3  | 2  | .. | 11 | 2  | .. | .. | .. | .. | .. | 4,129 7 0   |

*Section No. 66.*

**MARNOO-BOLANGUM LINE.**

|          |   |       |       |    |       |     |            |    |    |    |    |    |    |    |    |    |    |    |           |
|----------|---|-------|-------|----|-------|-----|------------|----|----|----|----|----|----|----|----|----|----|----|-----------|
| Bolangum | 3 | 0 9 1 | 0 5 4 | .. | 8,665 | 624 | 5,047 8 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,048 3 3 |
|----------|---|-------|-------|----|-------|-----|------------|----|----|----|----|----|----|----|----|----|----|----|-----------|

*Section No. 67.*

**HOPETOUN LINE.**

|               |       |             |          |        |        |        |            |    |    |    |    |     |    |    |    |    |    |    |             |
|---------------|-------|-------------|----------|--------|--------|--------|------------|----|----|----|----|-----|----|----|----|----|----|----|-------------|
| Coromby       | 319   | 26 9 0      | 5 14 3   | 0 5 9  | 5,025  | 1,263  | 3,236 16 1 | 6  | .. | .. | .. | 23  | 10 | .. | .. | .. | .. | .. | 3,269 5 1   |
| Miyap         | 3,074 | 1,126 4 7   | 128 8 2  | 4 8 5  | 3,770  | 4,609  | 3,420 0 4  | 42 | 4  | 6  | .. | 215 | 25 | 20 | .. | .. | .. | .. | 4,679 1 6   |
| Nullan        | 210   | 24 1 2      | 2 15 4   | 0 0 9  | 4,121  | 212    | 2,682 5 0  | .. | .. | .. | .. | ..  | .. | .. | .. | .. | .. | .. | 2,709 2 3   |
| Sheep Hills   | 972   | 219 12 2    | 18 18 10 | 3 8 5  | 3,117  | 1,585  | 2,432 3 6  | 16 | 3  | 2  | .. | 135 | 9  | 10 | .. | .. | .. | .. | 2,674 2 11  |
| Mellis        | 16    | 1 19 8      | 0 8 3    | ..     | 2,103  | 937    | 1,457 12 9 | .. | .. | .. | .. | 2   | .. | .. | .. | .. | .. | .. | 1,460 0 8   |
| Warracknabeal | 7,157 | 3,626 12 11 | 398 9 10 | 24 7 7 | 22,205 | 27,507 | 17,909 7 8 | 84 | 13 | 37 | .. | 262 | 54 | 56 | .. | .. | .. | .. | 21,958 18 0 |
| Batchica      | 2     | 0 1 6       | ..       | ..     | 2,901  | 211    | 1,956 4 4  | .. | .. | .. | .. | ..  | .. | .. | .. | .. | .. | .. | 1,956 5 10  |
| Lah           | 357   | 27 1 7      | 4 9 7    | ..     | 1,819  | 744    | 1,503 14 7 | 11 | .. | .. | .. | ..  | .. | .. | .. | .. | .. | .. | 1,535 5 9   |
| Brim          | 372   | 224 11 3    | 22 16 4  | 0 10 2 | 4,092  | 1,971  | 3,531 11 5 | 35 | 7  | 3  | 1  | 61  | 7  | 6  | 1  | .. | .. | .. | 3,779 9 2   |
| Galaquil      | 170   | 55 14 3     | 5 7 11   | ..     | 1,797  | 620    | 1,286 10 9 | .. | .. | 4  | .. | ..  | 1  | 6  | .. | .. | .. | .. | 1,347 12 11 |
| Beulah        | 1,307 | 680 18 5    | 88 15 2  | 1 8 4  | 4,078  | 2,966  | 2,974 19 4 | 34 | 7  | 5  | 1  | 214 | 33 | 15 | 1  | .. | .. | .. | 3,746 1 3   |
| Rosebery      | 1,105 | 108 8 8     | 8 17 9   | 0 9 5  | 1,651  | 1,191  | 1,325 7 10 | 19 | 1  | .. | .. | 17  | .. | 1  | .. | .. | .. | .. | 1,443 3 8   |
| Goyura        | 126   | 49 4 11     | 2 15 1   | ..     | 1,827  | 237    | 1,190 9 1  | .. | .. | .. | .. | ..  | 1  | .. | .. | .. | .. | .. | 1,242 9 1   |
| Hopetoun      | 1,597 | 1,006 14 5  | 153 0 11 | 5 7 0  | 4,868  | 3,390  | 4,194 1 9  | 52 | 5  | 11 | .. | 138 | 9  | 9  | .. | .. | .. | .. | 5,359 4 1   |

*Section No. 68.*

**PATCHEWOLLOCK LINE.**

|               |     |         |          |       |       |       |            |    |    |    |    |    |    |    |    |    |    |    |            |
|---------------|-----|---------|----------|-------|-------|-------|------------|----|----|----|----|----|----|----|----|----|----|----|------------|
| Burroin       | 14  | 2 0 7   | ..       | ..    | 1,318 | 191   | 1,076 0 4  | .. | .. | .. | .. | 7  | .. | .. | .. | .. | .. | .. | 1,078 0 11 |
| Dattuck       | 13  | 1 0 0   | 1 9 0    | ..    | 1,045 | 319   | 739 8 4    | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 741 17 4   |
| Yarto         | 26  | 3 4 7   | 1 0 3    | ..    | 1,635 | 315   | 1,307 13 2 | .. | .. | .. | .. | 3  | .. | 2  | .. | .. | .. | .. | 1,311 18 0 |
| Willa         | 18  | 3 19 11 | 1 17 10  | ..    | 1,663 | 199   | 1,207 7 2  | 2  | .. | 1  | .. | .. | .. | .. | .. | .. | .. | .. | 1,213 4 11 |
| Patchewollock | 178 | 93 3 9  | 26 16 11 | 0 1 2 | 7,542 | 1,808 | 6,007 7 3  | 3  | .. | 5  | .. | 14 | 3  | 21 | .. | .. | .. | .. | 6,127 9 1  |

*Section No. 69.*

**GOROKE LINE.**

|              |       |          |         |       |       |       |            |    |    |    |    |    |    |    |    |    |    |    |             |
|--------------|-------|----------|---------|-------|-------|-------|------------|----|----|----|----|----|----|----|----|----|----|----|-------------|
| Bemlaw       | 44    | 2 2 11   | 0 1 2   | ..    | 2,324 | 226   | 1,478 8 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,480 13 0  |
| Vectis       | 192   | 12 17 10 | 0 1 6   | ..    | 3,469 | 265   | 2,250 13 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,263 12 11 |
| Quantong     | 483   | 44 9 1   | 2 10 5  | ..    | 2,039 | 456   | 1,946 15 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,993 14 8  |
| East Natimuk | 313   | 57 19 1  | 0 17 10 | ..    | 18    | 3     | 60 14 11   | .. | .. | 1  | .. | .. | 1  | .. | .. | .. | .. | .. | 119 11 19   |
| Natimuk      | 1,919 | 418 0 2  | 94 1 9  | 1 9 5 | 7,233 | 1,483 | 5,471 6 6  | 45 | .. | 5  | .. | 6  | 2  | 2  | .. | .. | .. | .. | 5,984 17 10 |
| Arapiles     | 56    | 5 8 10   | 1 2 4   | 2 3 2 | 1,725 | 196   | 1,287 2 2  | .. | .. | 1  | .. | .. | .. | .. | .. | .. | .. | .. | 1,295 16 6  |
| Mitre        | 281   | 51 17 2  | 16 18 8 | 0 2 2 | 1,906 | 291   | 1,548 11 7 | .. | 1  | 1  | .. | .. | 6  | 1  | .. | .. | .. | .. | 1,617 9 7   |
| Duffholme    | 34    | 4 11 10  | 0 13 0  | ..    | 774   | 123   | 552 10 6   | .. | .. | 1  | .. | .. | .. | 2  | .. | .. | .. | .. | 557 15 4    |
| Gymbowen     | 526   | 117 13 7 | 15 2 7  | 0 2 4 | 2,358 | 477   | 1,822 12 0 | .. | 1  | .. | .. | 1  | .. | 1  | .. | .. | .. | .. | 1,955 10 6  |
| Goroke       | 1,105 | 582 16 7 | 74 3 6  | 3 4 6 | 3,837 | 1,814 | 4,763 0 1  | 43 | 16 | 3  | .. | 3  | 10 | .. | .. | .. | .. | .. | 5,423 4 8   |

*Section No. 70.*

**GOROKE-CARPOLAC LINE.**

|          |    |       |        |    |       |     |            |    |    |    |    |    |    |    |    |    |    |    |            |
|----------|----|-------|--------|----|-------|-----|------------|----|----|----|----|----|----|----|----|----|----|----|------------|
| Mortat   | 7  | 1 3 4 | 0 10 3 | .. | 1,940 | 468 | 1,957 11 1 | 14 | 1  | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,959 4 8  |
| Carpolac | .. | ..    | 0 7 8  | .. | 2,480 | 520 | 2,996 18 3 | 1  | .. | .. | .. | 3  | 2  | .. | .. | .. | .. | .. | 2,997 5 11 |

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                          | PASSENGERS.                            |          | PARCELS.  | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS TONNAGE. |          | GOODS AND<br>LIVE STOCK. | LIVE STOCK.       |         |         |       |                   |         |         |             | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |  |  |
|------------------------------------|--|----------|-----------|------------------------------------|----------------|----------|--------------------------|-------------------|---------|---------|-------|-------------------|---------|---------|-------------|--|--|--|
|                                    | Outwards.                              |          | Outwards. | Outwards.                          | Outwards.      | Inwards. | Outwards.                | Outwards.         |         |         |       | Inwards.          |         |         |             |  |  |  |
|                                    | Number<br>of<br>Passenger<br>Journeys. | Revenue. | Revenue.  | Revenue.                           | Tons.          | Tons.    | Revenue.                 | Number of Trucks. |         |         |       | Number of Trucks. |         |         |             |  |  |  |
|                                    |  |          |           |                                    |                |          |                          | Sheep.            | Cattle. | Horses. | Pigs. | Sh eep.           | Cattle. | Horses. | Pigs.       |  |  |  |
| £ s. d.                            |  | £ s. d.  |           | £ s. d.                            |                | £ s. d.  |                          |                   |         |         |       |                   |         |         |             | £ s. d.                                  |  |  |
| <i>Section No. 71.</i>             |  |          |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |             |  |  |  |
| <i>EAST NATIMUK—HAMILTON LINE.</i> |  |          |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |             |  |  |  |
| Noradjuha .. .. .                  | 371                                    | 69 6 0   | 10 11 6   | ..                                 | 1,902          | 471      | 1,746 18 9               | 13                | ..      | ..      | ..    | ..                | ..      | ..      | 1,826 16 3  |  |  |  |
| Jallumba .. .. .                   | 101                                    | 17 8 1   | 1 9 10    | ..                                 | 1,902          | 262      | 1,760 8 4                | 5                 | ..      | ..      | ..    | ..                | ..      | ..      | 1,779 6 3   |  |  |  |
| Toolondo .. .. .                   | 135                                    | 38 14 5  | 9 12 8    | 0 9 7                              | 541            | 150      | 740 15 3                 | 6                 | ..      | 6       | ..    | 3                 | 1       | ..      | 789 11 11   |  |  |  |
| Jeffries .. .. .                   | 36                                     | 9 8 10   | 2 4 9     | ..                                 | 71             | 63       | 105 6 2                  | ..                | ..      | ..      | ..    | ..                | ..      | ..      | 116 19 9    |  |  |  |
| Kanagulk .. .. .                   | 112                                    | 43 11 1  | 10 2 10   | ..                                 | 1,452          | 381      | 1,675 9 11               | 1                 | 1       | ..      | ..    | 1                 | ..      | ..      | 1,729 3 10  |  |  |  |
| Balmoral .. .. .                   | 917                                    | 566 17 6 | 93 11 6   | 1 19 10                            | 2,026          | 1,015    | 3,085 5 0                | 105               | 4       | 5       | ..    | 8                 | 3       | 2       | 3,747 13 10 |  |  |  |
| Englefield .. .. .                 | 130                                    | 34 10 7  | 1 8 3     | ..                                 | 1,514          | 216      | 1,327 3 10               | ..                | ..      | 1       | ..    | 1                 | 2       | ..      | 1,363 2 8   |  |  |  |
| Vasey .. .. .                      | 258                                    | 84 5 9   | 2 7 11    | 0 5 10                             | 1,118          | 254      | 883 4 9                  | 2                 | ..      | ..      | ..    | 2                 | 3       | ..      | 970 4 3     |  |  |  |
| Gatum .. .. .                      | 125                                    | 26 10 9  | 0 14 0    | 0 1 2                              | 1,015          | 141      | 613 8 11                 | 4                 | 1       | ..      | ..    | 7                 | ..      | ..      | 640 14 10   |  |  |  |
| Urangara .. .. .                   | 11                                     | 2 19 6   | 0 1 9     | 3 2 3                              | 3,300          | 94       | 1,345 12 6               | ..                | ..      | ..      | ..    | ..                | ..      | 1       | 1,351 16 0  |  |  |  |
| Cavendish .. .. .                  | 697                                    | 112 17 6 | 42 10 9   | 10 19 6                            | 2,933          | 866      | 3,026 15 6               | 20                | 3       | ..      | ..    | 15                | 4       | 2       | 3,193 3 3   |  |  |  |
| Kyup .. .. .                       | 73                                     | 10 7 11  | 0 3 0     | 0 0 9                              | 147            | 112      | 217 7 4                  | ..                | ..      | ..      | ..    | ..                | 1       | ..      | 227 19 0    |  |  |  |
| Kanawalla .. .. .                  | 61                                     | 5 14 10  | ..        | ..                                 | 106            | 64       | 82 18 5                  | ..                | ..      | ..      | ..    | ..                | ..      | ..      | 88 13 3     |  |  |  |
| <i>Section No. 72.</i>             |  |          |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |             |  |  |  |
| <i>RAINBOW LINE.</i>               |  |          |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |             |  |  |  |
| Arkona .. .. .                     | 35                                     | 3 8 11   | 0 10 6    | ..                                 | 4,516          | 341      | 2,694 8 2                | ..                | ..      | ..      | ..    | ..                | ..      | ..      | 2,698 7 7   |  |  |  |
| Antwerp .. .. .                    | 269                                    | 25 16 6  | 7 9 3     | ..                                 | 8,523          | 924      | 6,042 8 1                | 7                 | 1       | ..      | ..    | ..                | 1       | ..      | 6,075 13 10 |  |  |  |
| Tarranyurk .. .. .                 | 218                                    | 24 8 9   | 5 18 6    | ..                                 | 6,554          | 868      | 4,888 19 2               | ..                | ..      | 13      | ..    | 3                 | 4       | 11      | 4,869 6 5   |  |  |  |
| Jeparit .. .. .                    | 1,442                                  | 691 9 1  | 160 15 6  | 0 19 2                             | 7,697          | 2,532    | 6,274 10 4               | 46                | 2       | 10      | ..    | 20                | 5       | 7       | 7,127 14 1  |  |  |  |
| Ellam .. .. .                      | 20                                     | 8 8 9    | 2 1 6     | ..                                 | 5,743          | 524      | 4,153 4 4                | 8                 | ..      | ..      | ..    | 10                | ..      | ..      | 4,163 14 7  |  |  |  |
| Pullut .. .. .                     | 47                                     | 14 9 1   | 1 3 9     | ..                                 | 5,228          | 491      | 3,588 1 1                | ..                | ..      | 4       | ..    | ..                | ..      | ..      | 3,598 13 11 |  |  |  |
| Rainbow .. .. .                    | 1,408                                  | 862 9 11 | 117 14 7  | 17 12 4                            | 12,352         | 3,848    | 9,805 12 8               | 34                | 9       | 4       | 3     | 41                | 18      | 5       | 10,803 9 6  |  |  |  |
| <i>Section No. 73.</i>             |  |          |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |             |  |  |  |
| <i>YAAPBET LINE.</i>               |  |          |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |             |  |  |  |
| Albacutya .. .. .                  | 5                                      | 0 9 7    | 0 6 8     | ..                                 | 3,244          | 357      | 2,341 2 11               | ..                | ..      | 1       | ..    | ..                | ..      | ..      | 2,341 19 2  |  |  |  |
| Yaapbet .. .. .                    | 73                                     | 27 6 10  | 8 14 10   | 9 11 6                             | 5,708          | 1,288    | 4,492 1 11               | 5                 | 1       | 2       | ..    | 2                 | ..      | ..      | 4,537 15 1  |  |  |  |
| <i>Section No. 74.</i>             |  |          |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |             |  |  |  |
| <i>LORQUON LINE.</i>               |  |          |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |             |  |  |  |
| Detpa .. .. .                      | 11                                     | 0 14 0   | 0 14 3    | ..                                 | 7,824          | 692      | 5,451 19 8               | 1                 | ..      | 1       | ..    | ..                | 1       | 1       | 5,453 7 11  |  |  |  |
| Lorquon .. .. .                    | 79                                     | 18 2 5   | 4 6 1     | ..                                 | 8,110          | 950      | 6,069 18 2               | 9                 | ..      | ..      | ..    | ..                | ..      | ..      | 6,092 6 8   |  |  |  |
| <i>Section No. 75.</i>             |  |          |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |             |  |  |  |
| <i>YANAC LINE.</i>                 |  |          |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |             |  |  |  |
| Netherby .. .. .                   | 189                                    | 20 13 11 | 10 10 3   | ..                                 | 9,621          | 1,018    | 7,624 12 5               | 10                | 1       | 1       | ..    | ..                | ..      | 1       | 7,655 16 7  |  |  |  |
| Yanac .. .. .                      | 21                                     | 3 9 1    | 11 15 6   | ..                                 | 17,025         | 1,385    | 13,373 18 0              | 10                | ..      | 2       | ..    | 1                 | ..      | 2       | 13,389 2 7  |  |  |  |

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Section No. 76.

MELBOURNE-TALLANGATTA LINE.

|                                  |           |             |            |            |        |         |             |       |       |     |     |       |        |        |     |    |              |           |
|----------------------------------|-----------|-------------|------------|------------|--------|---------|-------------|-------|-------|-----|-----|-------|--------|--------|-----|----|--------------|-----------|
| Kensington                       | 1,111,773 | 14,560 12 8 | 133 4 4    | 6 6 7      | 37,525 | 107,402 | 10,536 17 3 | 30    | ..    | ..  | ..  | ..    | 13     | ..     | ..  | .. | 25,237 0 10  |           |
| Newmarket                        | 1,294,492 | 20,180 10 5 | 272 10 10  | 4,034 19 0 | 7,614  | 22,602  | 40,245 0 8  | 9,142 | 2,552 | 698 | ..  | ..    | 37,386 | 12,981 | 649 | .. | 64,733 0 11  |           |
| Newmarket Show Siding            | ..        | ..          | 2 8 9      | 3 0 0      | 68     | 134     | 636 4 1     | 74    | 299   | 49  | 30  | ..    | 70     | ..     | ..  | .. | 641 12 10    |           |
| Ascot Vale                       | 2,365,351 | 33,750 4 8  | 232 9 0    | 7 14 10    | ..     | 7       | ..          | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 33,990 8 6   |           |
| Moonee Ponds                     | 2,199,410 | 35,978 11 7 | 334 2 8    | 2 16 8     | ..     | 8       | ..          | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 36,365 10 11 |           |
| Essendon                         | 2,628,308 | 46,666 3 1  | 549 9 1    | 21 2 0     | 589    | 20,387  | 665 19 1    | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 47,902 13 3  |           |
| Glenbervie                       | 320,151   | 5,960 6 11  | 32 0 3     | 63 18 8    | ..     | ..      | ..          | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 6,056 5 10   |           |
| North Essendon                   | 169,286   | 2,343 2 2   | 10 0 10    | 1 8 1      | ..     | ..      | ..          | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 2,854 11 1   |           |
| Pascoe Vale                      | 298,442   | 5,338 12 0  | 34 12 10   | 0 10 10    | ..     | ..      | ..          | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 5,373 15 8   |           |
| Glenroy                          | 169,622   | 3,560 18 7  | 37 12 5    | 3 7 6      | 107    | 2,599   | 62 12 5     | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 3,664 10 11  |           |
| Broadmeadows                     | 40,342    | 1,223 18 6  | 37 16 7    | 10 18 7    | 63     | 1,494   | 624 18 11   | 33    | 62    | 21  | ..  | 554   | 148    | 15     | ..  | .. | 1,897 12 7   |           |
| Somerton                         | 8,194     | 256 13 8    | 6 18 5     | 8 4 8      | 159    | 1,748   | 62 7 1      | 7     | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 334 8 10     |           |
| Craigieburn                      | 5,407     | 371 18 1    | 167 15 7   | 10 5 6     | 1,053  | 1,029   | 1,313 2 8   | 188   | 65    | 40  | ..  | 99    | 52     | 28     | ..  | .. | 1,863 1 10   |           |
| Donnybrook                       | 3,630     | 301 1 11    | 515 11 3   | 4 19 9     | 1,215  | 636     | 1,450 7 1   | 194   | 79    | 12  | ..  | 86    | 98     | 11     | ..  | .. | 2,272 0 0    |           |
| Beveridge                        | 1,881     | 156 9 8     | 70 0 3     | 4 7 0      | 1,281  | 167     | 472 3 1     | 68    | ..    | ..  | ..  | 81    | 7      | 2      | ..  | .. | 703 0 0      |           |
| Wallan                           | 4,638     | 589 10 0    | 195 10 8   | 5 8 7      | 1,642  | 1,016   | 939 1 10    | 130   | 59    | 5   | ..  | 49    | 45     | 4      | ..  | .. | 1,779 11 1   |           |
| Lightwood                        | ..        | ..          | ..         | ..         | 331    | ..      | 70 4 6      | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 70 4 6       |           |
| Heathcote Junction               | 757       | 83 6 3      | 5 13 11    | 0 6 4      | ..     | ..      | ..          | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 89 6 6       |           |
| Wandong                          | 2,308     | 313 8 5     | 49 15 10   | 0 17 6     | 1,970  | 209     | 485 12 8    | 2     | ..    | ..  | ..  | 10    | ..     | ..     | ..  | .. | 849 14 5     |           |
| Kilmore East                     | 5,337     | 1,100 6 11  | 103 8 11   | 22 15 5    | 1,987  | 313     | 1,441 13 0  | 186   | 120   | 10  | ..  | 54    | 82     | 4      | ..  | .. | 2,668 4 3    |           |
| Broadford                        | 9,448     | 1,431 1 7   | 197 2 3    | 51 17 8    | 3,890  | 1,853   | 2,173 19 8  | 127   | 24    | 5   | ..  | 46    | 20     | 6      | ..  | .. | 3,854 1 2    |           |
| McDougal                         | ..        | ..          | ..         | ..         | 6,575  | 18,997  | 4,732 6 5   | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | ..           | 4,732 6 5 |
| Tallarook                        | 6,383     | 687 10 7    | 74 3 11    | 2 17 1     | 1,404  | 779     | 1,081 6 2   | 94    | 33    | 4   | 3   | 17    | 16     | 3      | ..  | .. | 1,845 17 9   |           |
| Dysart                           | ..        | ..          | ..         | ..         | 10     | 48      | 3 0 4       | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | ..           | 3 0 4     |
| Seymour                          | 31,632    | 8,497 2 9   | 483 14 1   | 69 8 1     | 11,777 | 5,897   | 5,949 15 10 | 189   | 59    | 32  | ..  | 111   | 48     | 38     | ..  | .. | 15,000 0 9   |           |
| Mangalore                        | 2,196     | 197 18 8    | 10 12 8    | 5 13 0     | 3,807  | 132     | 1,553 8 11  | ..    | 5     | 1   | 4   | 10    | 3      | 1      | ..  | .. | 1,767 13 3   |           |
| Avenel                           | 3,749     | 639 10 9    | 186 6 7    | 19 14 7    | 1,171  | 714     | 1,409 15 7  | 107   | 23    | 6   | ..  | 31    | 19     | 6      | ..  | .. | 2,255 7 6    |           |
| Monea                            | 29        | 4 10 8      | 1 7 7      | 0 4 4      | 62     | 8       | 40 14 9     | 2     | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 46 17 4      |           |
| Locksley                         | 719       | 126 16 1    | 13 7 5     | 0 10 2     | 1,196  | 238     | 694 1 7     | 18    | ..    | ..  | ..  | 4     | ..     | ..     | ..  | .. | 834 15 3     |           |
| Longwood                         | 2,792     | 571 12 4    | 51 8 2     | 0 8 9      | 2,626  | 491     | 2,114 12 10 | 95    | 4     | ..  | ..  | 14    | 9      | ..     | ..  | .. | 2,738 2 1    |           |
| Oreighton                        | 382       | 50 5 11     | 7 7 0      | 0 2 11     | 274    | 283     | 153 12 10   | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 211 8 8      |           |
| Euroa                            | 9,082     | 3,194 18 9  | 389 19 1   | 49 7 4     | 2,402  | 5,654   | 4,218 9 4   | 251   | 71    | 14  | 1   | 82    | 54     | 12     | ..  | .. | 7,852 14 6   |           |
| Balmatium                        | 649       | 116 8 1     | 5 5 8      | 0 10 11    | 102    | 59      | 489 16 3    | 61    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 612 0 11     |           |
| Violet Town                      | 3,730     | 1,243 13 8  | 122 14 1   | 69 10 5    | 4,765  | 2,204   | 4,012 11 1  | 149   | 15    | 6   | 11  | 37    | 16     | 12     | ..  | .. | 5,453 9 3    |           |
| Baddaginnie                      | 1,040     | 233 13 4    | 43 10 1    | 1 18 6     | 1,610  | ..      | 1,929 12 4  | 51    | 23    | 1   | 2   | 9     | 5      | 6      | ..  | .. | 2,208 14 3   |           |
| Benalla                          | 22,849    | 7,339 0 6   | 717 17 3   | 170 4 4    | 3,438  | 9,390   | 6,880 9 0   | 271   | 138   | 38  | 32  | 79    | 32     | 34     | 3   | .. | 15,107 11 1  |           |
| Winton                           | 516       | 145 16 0    | 11 6 11    | 0 3 7      | 470    | 250     | 330 11 6    | ..    | ..    | ..  | ..  | 2     | ..     | 1      | ..  | .. | 487 18 0     |           |
| Head's Siding                    | ..        | ..          | ..         | ..         | 1,239  | 53      | 656 6 7     | ..    | ..    | ..  | ..  | 3     | ..     | ..     | ..  | .. | 656 6 7      |           |
| Glenrowan                        | 2,308     | 516 11 7    | 83 1 5     | 4 1 3      | 9,758  | 856     | 4,277 16 8  | 173   | 43    | ..  | ..  | 23    | 18     | 1      | ..  | .. | 4,881 10 11  |           |
| Wangaratta                       | 26,349    | 10,989 11 4 | 1,047 1 10 | 425 15 2   | 16,182 | 23,616  | 16,901 19 3 | 468   | 459   | 81  | 136 | 266   | 121    | 57     | 137 | .. | 29,364 7 7   |           |
| Bowser                           | 297       | 55 8 4      | 6 4 9      | 31 3 11    | 2,157  | 179     | 1,085 2 5   | ..    | ..    | ..  | ..  | 3     | 4      | 1      | ..  | .. | 1,177 19 5   |           |
| Springhurst                      | 3,423     | 1,226 10 9  | 123 16 9   | 8 5 6      | 5,106  | 2,256   | 4,781 7 4   | 182   | 45    | 5   | ..  | 5     | 7      | 1      | ..  | .. | 6,140 0 4    |           |
| Chiltern                         | 3,487     | 1,359 8 5   | 92 14 1    | 13 3 1     | 10,179 | 1,305   | 3,619 13 7  | 32    | 6     | 2   | ..  | 18    | 7      | 3      | 1   | .. | 5,084 19 2   |           |
| Barnawatha                       | 1,491     | 512 5 10    | 46 10 1    | 37 3 9     | 2,764  | 912     | 4,253 12 3  | 210   | 85    | 5   | 2   | 5     | 2      | 2      | 1   | .. | 4,849 11 2   |           |
| Wodonga                          | 12,784    | 5,027 13 2  | 453 5 3    | 163 13 3   | 3,076  | 6,329   | 65,601 3 4  | 3,880 | 3,555 | 260 | 42  | 3,655 | 3,429  | 139    | 15  | .. | 71,245 15 0  |           |
| Bandiana                         | 12        | 1 4 1       | ..         | ..         | ..     | ..      | ..          | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 1 4 1        |           |
| Bonegilla                        | 17        | 1 0 6       | ..         | ..         | ..     | ..      | ..          | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 1 0 6        |           |
| Ebgen                            | 449       | 183 16 1    | 32 14 2    | 17 11 3    | 1,204  | 6,083   | 4,263 10 11 | 244   | 135   | ..  | ..  | 17    | 21     | ..     | ..  | .. | 4,502 12 5   |           |
| Construction Branch Siding No. 2 | ..        | ..          | ..         | ..         | 4,079  | ..      | ..          | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | ..           |           |
| Huon                             | 699       | 197 16 4    | 26 4 7     | 1 6 5      | 1,509  | 2,168   | 4,636 9 5   | 71    | 152   | 2   | 45  | ..    | 4      | ..     | ..  | .. | 4,861 16 9   |           |
| Construction Branch Siding No. 1 | ..        | ..          | ..         | ..         | 4      | 5,902   | 15 16 8     | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 15 16 8      |           |
| Bolga                            | 60        | 8 7 7       | 3 12 9     | ..         | 13     | 89      | 18 10 5     | ..    | ..    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 30 10 9      |           |
| Tatonga                          | ..        | ..          | ..         | ..         | ..     | ..      | 547 19 6    | ..    | 59    | ..  | ..  | ..    | ..     | ..     | ..  | .. | 547 19 6     |           |
| Tallangatta                      | 2,483     | 1,330 13 2  | 224 0 8    | 9 11 5     | 1,669  | 3,502   | 9,980 8 10  | 330   | 331   | 21  | 75  | 65    | 45     | 15     | 4   | .. | 11,544 14 1  |           |

Section No. 77.

TALLANGATTA-CUDGEWA LINE.

|            |    |         |        |    |    |     |         |    |    |    |    |    |    |    |    |    |        |
|------------|----|---------|--------|----|----|-----|---------|----|----|----|----|----|----|----|----|----|--------|
| Bullioh    | 36 | 4 15 11 | 2 9 4  | .. | 13 | 430 | 15 19 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 23 4 4 |
| Darbyshire | 11 | 1 15 11 | 0 10 6 | .. | 1  | 4   | 2 2 5   | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 8 10 |

APPENDIX No 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                                  | PASSENGERS.                            |             | PARCELS.  | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS TONNAGE. |          | GOODS AND<br>LIVE STOCK. | LIVE STOCK.       |         |         |       |                   |         |         |       | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |  |
|--|--|-------------|-----------|------------------------------------|----------------|----------|--------------------------|-------------------|---------|---------|-------|-------------------|---------|---------|-------|--|--|
|  | Outwards.                              |             | Outwards. | Outwards.                          | Outwards.      | Inwards. | Outwards.                | Outwards.         |         |         |       | Inwards.          |         |         |       |  |  |
|  | Number<br>of<br>Passenger<br>Journeys. | Revenue.    | Revenue.  | Revenue.                           | Tons.          | Tons.    | Revenue.                 | Number of Trucks. |         |         |       | Number of Trucks. |         |         |       |  |  |
|  |  |             |           |                                    |                |          |                          | Sheep.            | Cattle. | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs. |  |  |
| £ s. d.                                    |  | £ s. d.     |           | £ s. d.                            |                | £ s. d.  |                          |                   |         |         |       |                   |         |         |       | £ s. d.                                  |  |
| <i>Section No. 77—continued.</i>           |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| <i>TALLANGATTA-CUDGEWA LINE—continued.</i> |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| Koetong .. .. .                            | 51                                     | 10 10 4     | 3 10 2    | 0 17 2                             | 39             | 54       | 616 3 1                  | 26                | 38      | ..      | ..    | 2                 | ..      | ..      | ..    | 631 0 9                                  |  |
| Shelley .. .. .                            | 54                                     | 17 16 0     | 3 0 8     | 2 1 9                              | 295            | 217      | 1,058 17 2               | 48                | 30      | ..      | 1     | ..                | 2       | ..      | 1     | 1,081 15 7                               |  |
| Beetoomba .. .. .                          | 110                                    | 44 4 9      | 9 18 1    | ..                                 | 825            | 179      | 471 11 11                | 25                | 4       | ..      | ..    | 8                 | 3       | ..      | ..    | 525 14 9                                 |  |
| Wabba .. .. .                              | 10                                     | 2 17 4      | ..        | 6 0 7                              | ..             | 8        | 2 14 7                   | ..                | ..      | ..      | ..    | ..                | 1       | ..      | ..    | 11 12 6                                  |  |
| Cudgewa .. .. .                            | 562                                    | 413 3 6     | 07 12 11  | 80 11 8                            | 1,642          | 3,429    | 17,488 16 3              | 192               | 1,084   | 55      | 35    | 19                | 28      | 38      | ..    | 18,050 4 4                               |  |
| <i>Section No. 78.</i>                     |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| <i>CORBURG LINE.</i>                       |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| Macaulay .. .. .                           | 340,030                                | 4,128 11 10 | 47 1 9    | 24 17 2                            | 1,261          | 8,088    | 849 15 4                 | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 5,050 6 1                                |  |
| Flemington Bridge .. .. .                  | 379,264                                | 4,838 18 7  | 37 0 1    | 1 9 2                              | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 4,877 7 10                               |  |
| Royal Park .. .. .                         | 366,777                                | 4,780 14 6  | 33 0 3    | 57 10 4                            | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 4,871 5 1                                |  |
| South Brunswick .. .. .                    | 372,713                                | 5,384 18 7  | 396 5 7   | 4 8 0                              | 7,032          | 14,871   | 3,787 2 0                | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 9,572 9 2                                |  |
| Brunswick .. .. .                          | 536,616                                | 7,881 4 5   | 452 12 2  | 3 10 10                            | 994            | 8,493    | 344 19 2                 | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 8,482 15 7                               |  |
| North Brunswick .. .. .                    | 620,888                                | 8,860 7 0   | 139 18 3  | 0 17 4                             | ..             | 1        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 9,001 2 7                                |  |
| Moreland .. .. .                           | 1,204,170                              | 16,176 5 0  | 514 10 11 | 7 4 7                              | 4,800          | 31,423   | 4,106 15 9               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 20,804 16 3                              |  |
| Coburg .. .. .                             | 1,660,300                              | 25,151 10 5 | 609 14 7  | 4 2 4                              | 737            | 15,008   | 1,300 3 9                | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 27,065 11 1                              |  |
| Batman .. .. .                             | 248,710                                | 3,968 5 0   | 109 1 4   | ..                                 | 10             | 3,818    | 3 9 2                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 4,080 15 6                               |  |
| Merlynston .. .. .                         | 369,347                                | 6,143 15 6  | 37 5 2    | 1 9 5                              | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 6,182 10 1                               |  |
| Fawkner .. .. .                            | 62,437                                 | 1,094 6 7   | 7 12 6    | ..                                 | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1,101 19 1                               |  |
| Stopping Place No. 13 .. .. .              | 1,518                                  | 26 2 7      | ..        | ..                                 | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 26 2 7                                   |  |
| Campbellfield .. .. .                      | 17,531                                 | 395 14 1    | ..        | ..                                 | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 395 14 1                                 |  |
| Stopping Place No. 18 .. .. .              | 32                                     | 1 5 7       | ..        | ..                                 | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1 5 7                                    |  |
| Stopping Place No. 14 .. .. .              | 4,489                                  | 108 6 9     | ..        | ..                                 | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 108 6 9                                  |  |
| North Campbellfield .. .. .                | 750                                    | 24 17 8     | ..        | ..                                 | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 24 17 8                                  |  |
| <i>Section No. 79.</i>                     |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| <i>PRESTON-WHITTLESEA LINE.</i>            |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| North Carlton .. .. .                      | 290,153                                | 3,736 3 3   | 92 11 11  | 1 3 1                              | 104            | 5,411    | 49 12 3                  | ..                | ..      | 2       | ..    | ..                | ..      | 1       | ..    | 3,879 10 6                               |  |
| North Fitzroy .. .. .                      | 395,155                                | 5,224 9 9   | 464 9 3   | 11 19 11                           | 734            | 12,732   | 1,170 9 7                | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 6,871 8 6                                |  |
| Fitzroy .. .. .                            | ..                                     | ..          | ..        | ..                                 | 1,650          | 58,090   | 1,045 16 2               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1,045 16 2                               |  |
| Rushall .. .. .                            | 337,660                                | 4,424 14 4  | 44 17 8   | 1 6 3                              | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 4,470 18 3                               |  |
| Merri .. .. .                              | 376,245                                | 4,819 12 3  | 56 3 10   | 1 6 11                             | ..             | 1        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 4,877 3 0                                |  |
| Northcote .. .. .                          | 928,566                                | 11,213 10 1 | 382 17 7  | 3 5 0                              | 4,200          | 14,045   | 1,886 5 3                | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 13,485 17 11                             |  |
| Croxton .. .. .                            | 851,834                                | 12,551 16 0 | 122 4 11  | 1 2 5                              | ..             | 1        | 0 2 8                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 12,675 6 0                               |  |
| Thornbury .. .. .                          | 1,022,802                              | 16,243 4 6  | 258 5 11  | 1 12 1                             | 4,397          | 895      | 1,513 16 0               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 18,046 18 6                              |  |
| Bell .. .. .                               | 763,562                                | 12,581 14 6 | 190 13 8  | 3 10 1                             | 535            | 23,877   | 555 2 6                  | ..                | 1       | 6       | 1     | ..                | ..      | 1       | 707   | 13,391 0 9                               |  |
| Preston .. .. .                            | 986,107                                | 16,331 2 4  | 141 11 3  | 1 8 6                              | ..             | 5        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 16,474 2 1                               |  |
| Regent .. .. .                             | 1,094,298                              | 18,710 14 9 | 96 9 6    | 0 16 6                             | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 18,808 0 9                               |  |
| Reservoir .. .. .                          | 669,316                                | 12,838 4 6  | 80 0 1    | 4 4 11                             | 448            | 7,786    | 264 9 11                 | ..                | ..      | ..      | ..    | ..                | ..      | 3       | ..    | 18,186 19 5                              |  |
| Keonpark .. .. .                           | 10,425                                 | 216 4 11    | 0 5 8     | ..                                 | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 216 10 7                                 |  |
| Fowler's Siding .. .. .                    | ..                                     | ..          | ..        | ..                                 | ..             | 905      | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       |  |
| Thomastown .. .. .                         | 15,407                                 | 418 2 5     | 11 4 4    | 0 3 8                              | 224            | 1,360    | 54 5 7                   | ..                | 2       | ..      | ..    | 2                 | 1       | ..      | ..    | 483 16 0                                 |  |

|                       |        |          |           |        |       |       |            |     |    |    |  |  |    |    |    |  |  |  |  |  |  |             |       |
|-----------------------|--------|----------|-----------|--------|-------|-------|------------|-----|----|----|--|--|----|----|----|--|--|--|--|--|--|-------------|-------|
| Stopping Place No. 8  | 31     | 1 1 6    |           |        |       |       |            |     |    |    |  |  |    |    |    |  |  |  |  |  |  |             | 1 1 6 |
| Epping                | 27,333 | 634 1 1  | 54 17 10  | 5 18 3 | 3,469 | 2,284 | 1,055 15 9 | 57  | 22 | 11 |  |  | 39 | 8  | 6  |  |  |  |  |  |  | 1,750 12 11 |       |
| Epping Quarry Siding  | 115    | 4 15 1   |           |        |       |       |            |     |    |    |  |  |    |    |    |  |  |  |  |  |  | 4 15 1      |       |
| South Morang          | 11,276 | 385 13 4 | 15 7 4    | 28 5 3 | 25    | 833   | 44 7 0     |     | 4  | 6  |  |  | 20 | 11 | 12 |  |  |  |  |  |  | 473 12 11   |       |
| Stopping Place No. 9  | 143    | 7 19 4   |           |        |       |       |            |     |    |    |  |  |    |    |    |  |  |  |  |  |  | 7 19 4      |       |
| Mernda                | 12,570 | 506 18 5 | 65 18 2   | 0 8 1  | 981   | 985   | 553 19 8   | 124 | 3  |    |  |  | 32 | 19 |    |  |  |  |  |  |  | 1,127 4 4   |       |
| Yan Yean              | 5,110  | 285 14 8 | 110 12 11 | 7 13 1 | 769   | 550   | 205 5 9    |     | 1  | 1  |  |  | 5  | 2  | 2  |  |  |  |  |  |  | 609 6 5     |       |
| Stopping Place No. 10 | 101    | 8 0 9    |           |        |       |       |            |     |    |    |  |  |    |    |    |  |  |  |  |  |  | 8 0 9       |       |
| Stopping Place No. 17 | 79     | 6 18 10  |           |        |       |       |            |     |    |    |  |  |    |    |    |  |  |  |  |  |  | 6 18 10     |       |
| Stopping Place No. 26 | 10     | 0 13 8   |           |        |       |       |            |     |    |    |  |  |    |    |    |  |  |  |  |  |  | 0 13 8      |       |
| Whitteesea            | 14,204 | 952 5 10 | 324 18 11 | 5 2 3  | 3,365 | 1,473 | 1,346 14 3 | 78  | 50 | 10 |  |  | 29 | 34 | 8  |  |  |  |  |  |  | 2,629 1 3   |       |

Section No. 80.

WALLAN-BENDIGO LINE.

|                            |       |            |          |          |       |       |             |     |    |   |  |  |    |    |    |  |  |  |  |  |  |             |
|----------------------------|-------|------------|----------|----------|-------|-------|-------------|-----|----|---|--|--|----|----|----|--|--|--|--|--|--|-------------|
| Leslie                     | 78    | 14 18 3    | 0 8 5    |          | 464   | 5     | 98 10 6     |     |    |   |  |  |    |    |    |  |  |  |  |  |  | 113 17 2    |
| Bylands                    | 141   | 23 17 11   | 2 16 4   |          | 304   | 548   | 224 18 9    | 55  |    |   |  |  | 3  |    | 2  |  |  |  |  |  |  | 251 13 0    |
| Kilmore                    | 2,699 | 682 17 0   | 65 5 11  | 15 16 4  | 831   | 2,647 | 1,076 13 11 | 77  | 5  | 4 |  |  | 37 | 12 | 5  |  |  |  |  |  |  | 1,840 13 2  |
| Willowmavin                | 171   | 39 8 6     | 1 0 6    |          | 202   | 114   | 267 8 6     | 65  |    | 2 |  |  | 23 | 1  |    |  |  |  |  |  |  | 307 17 6    |
| Morandng                   | 181   | 17 6 2     | 0 19 11  |          | 1,334 | 11    | 429 0 0     |     |    |   |  |  |    |    |    |  |  |  |  |  |  | 447 6 1     |
| High Camp                  | 216   | 52 14 3    | 14 19 2  | 0 3 8    | 4,405 | 116   | 1,879 16 5  | 110 | 2  | 3 |  |  | 33 | 4  | 1  |  |  |  |  |  |  | 1,947 13 6  |
| Pyalong                    | 703   | 151 15 6   | 17 9 7   | 0 8 9    | 4,434 | 198   | 2,192 13 4  | 127 | 6  | 6 |  |  | 18 | 3  | 6  |  |  |  |  |  |  | 2,362 7 2   |
| Tooborac                   | 990   | 239 6 7    | 17 3 10  | 0 4 5    | 3,735 | 318   | 2,002 6 0   | 109 | 7  |   |  |  | 40 | 4  | 1  |  |  |  |  |  |  | 2,259 0 10  |
| McIvor Timber Co.'s Siding |       |            |          |          | 2,130 | 11    | 811 2 0     |     |    |   |  |  |    |    |    |  |  |  |  |  |  | 811 2 0     |
| Argyle                     | 899   | 230 17 10  | 23 15 11 | 0 7 11   | 5,590 | 77    | 2,539 16 3  |     |    |   |  |  |    |    |    |  |  |  |  |  |  | 2,794 17 11 |
| Heathcote                  | 4,046 | 1,084 14 6 | 123 1 4  | 11 14 11 | 8,488 | 1,838 | 4,432 6 11  | 97  | 24 | 8 |  |  | 55 | 33 | 17 |  |  |  |  |  |  | 5,651 17 8  |
| Derrinal                   | 361   | 64 9 1     | 6 18 2   |          | 740   | 103   | 568 17 8    | 52  | 11 | 1 |  |  | 27 | 7  | 1  |  |  |  |  |  |  | 840 4 11    |
| Knowsley                   | 711   | 130 4 11   | 13 7 5   | 0 6 7    | 5,348 | 280   | 2,504 17 9  | 68  |    | 1 |  |  | 19 | 1  | 1  |  |  |  |  |  |  | 2,648 16 8  |
| Ingham                     | 11    | 1 2 10     |          |          | 1,407 | 8     | 459 7 5     |     |    |   |  |  |    |    |    |  |  |  |  |  |  | 460 10 3    |
| Axedale                    | 2,026 | 433 10 3   | 17 2 7   | 4 12 3   | 5,983 | 793   | 1,681 0 3   | 71  | 13 | 1 |  |  | 7  | 2  | 2  |  |  |  |  |  |  | 2,136 5 4   |
| Longlea                    | 365   | 26 1 5     | 1 19 8   |          | 539   | 250   | 925 17 6    |     |    |   |  |  | 2  |    |    |  |  |  |  |  |  | 353 18 7    |

Section No. 81.

MANSFIELD LINE.

|             |       |             |           |          |       |       |            |     |     |    |  |  |    |    |    |  |  |  |  |  |  |            |
|-------------|-------|-------------|-----------|----------|-------|-------|------------|-----|-----|----|--|--|----|----|----|--|--|--|--|--|--|------------|
| Trawool     | 124   | 33 12 5     | 4 12 3    | 0 4 4    | 420   | 103   | 297 13 8   | 30  |     |    |  |  |    |    |    |  |  |  |  |  |  | 336 2 8    |
| Granite     | 171   | 35 14 8     |           | 0 2 2    |       |       |            |     |     |    |  |  |    |    |    |  |  |  |  |  |  | 35 16 10   |
| Kerrisdale  | 233   | 58 11 8     | 11 7 11   | 0 8 8    | 230   | 116   | 320 9 1    | 27  | 3   | 1  |  |  | 17 | 4  |    |  |  |  |  |  |  | 390 17 4   |
| Homewood    | 342   | 60 16 6     | 8 4 3     |          | 229   | 123   | 821 15 8   | 103 | 34  | 5  |  |  | 25 | 7  | 1  |  |  |  |  |  |  | 890 16 5   |
| Yea         | 3,342 | 1,043 1 5   | 180 15 11 | 38 10 10 | 1,333 | 1,974 | 2,876 10 5 | 228 | 42  | 16 |  |  | 65 | 29 | 6  |  |  |  |  |  |  | 4,138 18 7 |
| Cheviot     | 87    | 19 12 11    | 4 8 6     | 0 10 2   | 3,154 | 320   | 1,923 15 9 |     |     |    |  |  |    | 1  |    |  |  |  |  |  |  | 1,948 7 4  |
| Molesworth  | 333   | 104 15 7    | 32 17 4   | 0 18 2   | 388   | 736   | 935 5 8    | 54  | 39  | 1  |  |  | 32 | 9  | 4  |  |  |  |  |  |  | 1,073 16 9 |
| Cathkin     | 679   | 217 7 11    | 21 4 8    | 2 11 10  | 48    | 103   | 94 6 1     |     |     | 1  |  |  | 27 | 16 | 2  |  |  |  |  |  |  | 355 10 6   |
| Yarek       | 441   | 151 18 4    | 27 7 6    | 2 12 6   | 492   | 485   | 1,090 15 1 | 75  | 9   | 2  |  |  | 7  | 4  |    |  |  |  |  |  |  | 1,272 13 5 |
| Kanumbra    | 131   | 48 14 4     | 9 15 8    | 0 0 9    | 738   | 90    | 767 6 3    | 47  | 1   |    |  |  | 19 | 7  | 1  |  |  |  |  |  |  | 825 17 0   |
| Merton      | 548   | 152 9 11    | 32 6 4    | 0 5 1    | 551   | 310   | 985 19 1   | 41  | 5   |    |  |  | 6  | 9  |    |  |  |  |  |  |  | 1,171 0 5  |
| Woodfield   | 107   | 34 9 10     | 7 3 10    | 0 3 7    | 90    | 68    | 460 9 10   | 35  | 7   |    |  |  | 3  | 1  |    |  |  |  |  |  |  | 502 7 1    |
| Bonnie Doon | 816   | 271 9 6     | 33 7 8    | 5 2 6    | 262   | 404   | 1,294 13 8 | 81  | 30  | 1  |  |  | 16 | 5  | 2  |  |  |  |  |  |  | 1,604 13 4 |
| Maindample  | 302   | 59 16 7     | 14 7 8    | 0 5 9    | 148   | 166   | 906 13 1   | 62  | 23  |    |  |  | 6  | 2  |    |  |  |  |  |  |  | 981 3 1    |
| Mausfield   | 1,722 | 1,050 10 11 | 233 11 0  | 20 1 11  | 1,663 | 2,938 | 7,896 0 7  | 422 | 285 | 17 |  |  | 28 | 12 | 15 |  |  |  |  |  |  | 9,200 4 5  |

Section No. 82.

ALEXANDRA LINE.

|           |       |          |          |         |       |       |            |     |    |    |  |  |    |    |    |  |  |  |  |  |  |             |
|-----------|-------|----------|----------|---------|-------|-------|------------|-----|----|----|--|--|----|----|----|--|--|--|--|--|--|-------------|
| Koriella  | 30    | 13 16 11 | 2 18 2   |         | 204   | 83    | 421 4 2    | 38  |    |    |  |  | 4  | 1  |    |  |  |  |  |  |  | 437 19 3    |
| Alexandra | 1,956 | 744 5 3  | 156 4 10 | 3 18 11 | 9,093 | 4,252 | 10,292 3 0 | 123 | 68 | 10 |  |  | 18 | 23 | 18 |  |  |  |  |  |  | 11,196 12 0 |

Section No. 83.

SEYMOUR-TOCUMWAL LINE.

|                |       |            |          |          |       |       |            |     |    |    |  |  |     |    |    |  |  |  |  |  |  |            |
|----------------|-------|------------|----------|----------|-------|-------|------------|-----|----|----|--|--|-----|----|----|--|--|--|--|--|--|------------|
| Tablik         | 1,867 | 196 15 7   | 21 5 0   | 2 13 4   | 1,777 | 373   | 1,362 4 8  | 80  | 6  | 1  |  |  | 22  | 6  | 5  |  |  |  |  |  |  | 1,582 18 7 |
| Nagamble       | 7,391 | 1,494 14 6 | 296 7 2  | 40 12 11 | 6,409 | 1,893 | 4,345 3 8  | 197 | 29 | 37 |  |  | 94  | 66 | 54 |  |  |  |  |  |  | 6,176 18 3 |
| Wahring        | 1,051 | 306 11 10  | 37 13 9  | 6 8 9    | 1,709 | 270   | 1,379 12 2 | 78  |    | 2  |  |  | 32  | 7  | 4  |  |  |  |  |  |  | 1,730 6 6  |
| Noorlim        |       |            |          |          |       | 10    | 3 19 8     |     |    |    |  |  |     |    |    |  |  |  |  |  |  | 3 19 8     |
| Murchison East | 4,208 | 1,604 14 2 | 110 16 1 | 6 11 1   | 1,892 | 357   | 3,359 18 4 | 295 | 65 | 10 |  |  | 113 | 92 | 9  |  |  |  |  |  |  | 5,081 19 8 |

APPENDIX No. 26.—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. |         |         |       |             |                                 |
|   |                               |            |            |                              |           |                |             | Sheep.                | Cattle.     | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs. |             |                                 |
| £ s. d.                                 |                               | £ s. d.    |            | £ s. d.                      |           | £ s. d.        |             | £ s. d.               |             |         |       |                   |         | £ s. d. |       |             |                                 |
| <i>Section No. 83—continued.</i>        |                               |            |            |                              |           |                |             |                       |             |         |       |                   |         |         |       |             |                                 |
| <i>SEYMOUR-TOCUMWAL LINE—continued.</i> |                               |            |            |                              |           |                |             |                       |             |         |       |                   |         |         |       |             |                                 |
| Arcadia .. .. .                         | 1,673                         | 371 10 2   | 27 19 11   | 1 4 10                       | 4,974     | 756            | 3,491 9 4   | 159                   | 8           | 9       | ..    | 15                | 2       | 10      | ..    | 3,892 4 3   |                                 |
| Toolamba .. .. .                        | 4,054                         | 828 19 11  | 47 3 5     | 129 8 10                     | 4,132     | 737            | 3,096 1 5   | 94                    | 26          | 7       | 23    | 64                | 19      | 4       | 18    | 4,101 13 7  |                                 |
| Mooroopna .. .. .                       | 5,683                         | 2,187 13 3 | 108 17 8   | 7 3 8                        | 25,778    | 20,555         | 19,304 14 3 | 103                   | 19          | 7       | ..    | 61                | 6       | 3       | ..    | 21,668 8 10 |                                 |
| Shepparton .. .. .                      | 21,974                        | 8,569 10 2 | 1,198 16 9 | 140 3 10                     | 28,924    | 29,963         | 31,295 15 4 | 433                   | 56          | 42      | 39    | 252               | 71      | 43      | 54    | 41,204 6 1  |                                 |
| Congupna .. .. .                        | 272                           | 111 18 0   | 15 7 0     | 22 12 1                      | 1,670     | 287            | 1,256 5 7   | 40                    | 4           | 1       | 1     | 20                | 13      | ..      | ..    | 1,406 0 8   |                                 |
| Tallygaropna .. .. .                    | 1,369                         | 424 6 1    | 36 11 7    | 2 7 6                        | 5,350     | 1,228          | 3,638 19 9  | 81                    | 11          | ..      | 9     | 9                 | 31      | ..      | ..    | 4,102 4 11  |                                 |
| Wunghnu .. .. .                         | 877                           | 266 5 0    | 15 10 10   | 0 8 8                        | 3,846     | 531            | 2,486 7 2   | 72                    | 4           | ..      | 2     | 31                | 10      | 2       | ..    | 2,768 11 8  |                                 |
| Numurkah .. .. .                        | 6,715                         | 2,742 8 5  | 315 15 10  | 60 1 9                       | 5,065     | 3,015          | 5,355 15 6  | 161                   | 34          | 33      | 9     | 74                | 35      | 32      | 10    | 8,474 1 6   |                                 |
| Katunga .. .. .                         | 403                           | 115 7 5    | 15 0 9     | 0 11 6                       | 5,109     | 539            | 3,256 4 10  | 62                    | 13          | ..      | ..    | 21                | 1       | 1       | ..    | 3,387 4 6   |                                 |
| Strathmerton .. .. .                    | 1,446                         | 335 8 0    | 41 11 5    | 9 16 3                       | 1,554     | 497            | 2,042 6 10  | 83                    | 48          | 3       | 3     | 19                | 5       | 2       | ..    | 2,429 2 6   |                                 |
| Mywee .. .. .                           | 41                            | 17 13 9    | 3 11 0     | ..                           | 676       | 44             | 660 0 9     | 37                    | ..          | ..      | 12    | 3                 | 2       | ..      | ..    | 681 5 6     |                                 |
| Tocumwal .. .. .                        | 4,209                         | 2,314 4 1  | 224 5 7    | 96 4 0                       | 16,823    | 3,669          | 39,630 10 3 | 3,117                 | 621         | 38      | 8     | 358               | 117     | 27      | 1     | 42,265 3 11 |                                 |
| <i>Section No. 84.</i>                  |                               |            |            |                              |           |                |             |                       |             |         |       |                   |         |         |       |             |                                 |
| <i>RUSHWORTH LINE.</i>                  |                               |            |            |                              |           |                |             |                       |             |         |       |                   |         |         |       |             |                                 |
| Murchison .. .. .                       | 683                           | 70 15 11   | 48 1 11    | 0 2 11                       | 1,234     | 1,275          | 977 5 11    | ..                    | ..          | ..      | ..    | ..                | ..      | ..      | ..    | 1,096 6 8   |                                 |
| Hammond .. .. .                         | ..                            | ..         | ..         | ..                           | 1,024     | 42             | 453 13 3    | ..                    | ..          | ..      | ..    | ..                | ..      | ..      | ..    | 453 13 3    |                                 |
| Waranga .. .. .                         | 56                            | 35 6 11    | 0 1 2      | ..                           | 2,358     | 82             | 1,106 4 4   | ..                    | ..          | ..      | ..    | ..                | ..      | ..      | ..    | 1,141 12 5  |                                 |
| Rushworth .. .. .                       | 2,013                         | 764 4 7    | 160 7 5    | 1 8 2                        | 4,925     | 1,378          | 3,515 6 0   | 108                   | 6           | ..      | ..    | 77                | 6       | ..      | 1     | 4,441 6 2   |                                 |
| <i>Section No. 85.</i>                  |                               |            |            |                              |           |                |             |                       |             |         |       |                   |         |         |       |             |                                 |
| <i>COLBINABBIN LINE.</i>                |                               |            |            |                              |           |                |             |                       |             |         |       |                   |         |         |       |             |                                 |
| Erwen .. .. .                           | 4                             | 0 13 8     | ..         | ..                           | 7,642     | 52             | 3,506 16 1  | ..                    | ..          | ..      | ..    | ..                | ..      | ..      | ..    | 3,507 9 9   |                                 |
| Wanilla .. .. .                         | 6                             | 2 10 6     | 0 15 5     | ..                           | 1,900     | 191            | 1,445 19 3  | 64                    | ..          | ..      | ..    | 6                 | ..      | 1       | ..    | 1,449 5 2   |                                 |
| Colbinabbin .. .. .                     | 186                           | 90 18 1    | 21 10 11   | 0 16 6                       | 12,277    | 1,223          | 7,318 15 0  | 96                    | 2           | ..      | ..    | 22                | 8       | 1       | ..    | 7,432 0 6   |                                 |
| <i>Section No. 86.</i>                  |                               |            |            |                              |           |                |             |                       |             |         |       |                   |         |         |       |             |                                 |
| <i>GIRGARRE LINE.</i>                   |                               |            |            |                              |           |                |             |                       |             |         |       |                   |         |         |       |             |                                 |
| Karook .. .. .                          | 1                             | 0 0 10     | ..         | ..                           | 451       | 76             | 244 15 2    | ..                    | ..          | ..      | ..    | ..                | ..      | ..      | ..    | 244 16 0    |                                 |
| Stanhope .. .. .                        | 543                           | 247 0 0    | 64 13 5    | 7 6 4                        | 2,105     | 1,908          | 3,858 2 11  | 217                   | 24          | 2       | 30    | 97                | 40      | 2       | ..    | 4,177 2 8   |                                 |
| Girgarre .. .. .                        | 145                           | 78 19 2    | 16 4 5     | 0 14 2                       | 2,132     | 622            | 2,355 8 8   | 100                   | 3           | ..      | ..    | 29                | 20      | 1       | 1     | 2,451 6 5   |                                 |
| <i>Section No. 87.</i>                  |                               |            |            |                              |           |                |             |                       |             |         |       |                   |         |         |       |             |                                 |
| <i>TOOLAMBA-ECHUCA LINE.</i>            |                               |            |            |                              |           |                |             |                       |             |         |       |                   |         |         |       |             |                                 |
| Hendersyde .. .. .                      | 73                            | 7 0 1      | ..         | ..                           | ..        | ..             | ..          | ..                    | ..          | ..      | ..    | ..                | ..      | ..      | ..    | 7 0 1       |                                 |
| Tatura .. .. .                          | 6,212                         | 2,143 1 8  | 329 3 9    | 38 14 4                      | 5,734     | 5,242          | 6,305 17 11 | 163                   | 51          | 45      | 32    | 69                | 32      | 10      | 2     | 8,816 17 8  |                                 |
| Byrneside .. .. .                       | 351                           | 113 0 11   | 6 1 2      | 2 4 1                        | 911       | 483            | 1,347 18 8  | 78                    | 19          | 2       | 22    | 24                | 9       | ..      | ..    | 1,469 4 19  |                                 |
| Merrigum .. .. .                        | 2,324                         | 648 5 8    | 81 13 4    | 2 12 6                       | 4,033     | 2,111          | 4,705 19 10 | 242                   | 14          | 1       | 1     | 65                | 11      | 2       | ..    | 5,418 11 4  |                                 |
| Kyabram .. .. .                         | 6,013                         | 2,618 1 3  | 366 9 5    | 19 4 11                      | 11,246    | 11,008         | 13,638 19 0 | 432                   | 83          | 29      | 61    | 208               | 62      | 9       | 16    | 16,642 14 7 |                                 |



|                               |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
|-------------------------------|--------|------------|----------|---------|--------|--------|-------------|------------|----|----|-----|-----|----|----|---|--|--|-------------|----------|
| Kyvalley .. .. .              | 256    | 14 17 11   |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             | 14 17 11 |
| Tongala .. .. .               | 13,585 | 1,695 4 10 | 144 18 3 | 10 15 3 | 2,436  | 2,733  | 5,807 14 1  | 420        | 65 | 12 | 102 | 239 | 27 | 5  | 4 |  |  | 7,658 12 5  |          |
| Stopping Place No. 28 .. .. . | 9      | 0 14 4     |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  | 0 14 4      |          |
| Koyaga .. .. .                | 1,551  | 187 14 7   | 15 14 11 | 1 1 7   | 859    | 427    | 1,050 5 2   | 59         | 11 |    |     | 11  | 4  | 1  |   |  |  | 1,234 16 3  |          |
| Kanyapella .. .. .            | 19     | 1 7 0      |          |         | 329    | 8,138  | 196 18 3    |            |    |    |     |     |    |    |   |  |  | 198 5 3     |          |
| <b>Section No. 88.</b>        |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| <b>KATAMATITE LINE.</b>       |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| Pine Lodge .. .. .            | 46     | 8 11 5     | 3 8 0    |         |        | 7,215  | 356         | 4,104 5 0  |    |    |     |     |    |    |   |  |  | 4,116 4 5   |          |
| Lamrock .. .. .               |        |            |          |         |        | 10,462 |             | 2,732 12 5 |    |    |     |     |    |    |   |  |  | 2,732 12 5  |          |
| Cosgrove .. .. .              | 290    | 91 17 11   | 10 3 1   |         |        | 7,920  | 506         | 4,760 3 9  | 61 |    | 1   |     |    |    |   |  |  | 4,862 4 9   |          |
| Deokie .. .. .                | 1,165  | 512 0 3    | 77 9 6   | 2 8 8   | 22,700 | 1,454  | 7,804 15 8  | 74         | 6  | 5  | 3   | 13  | 3  | 3  | 1 |  |  | 8,396 14 1  |          |
| Yabba South .. .. .           | 17     | 3 15 2     |          |         | 2,285  | 112    | 1,312 12 1  |            |    |    |     |     |    |    |   |  |  | 1,316 7 3   |          |
| Fabba North .. .. .           | 179    | 68 13 1    | 14 3 3   |         | 2,394  | 657    | 1,955 13 5  | 66         |    |    | 4   | 5   |    |    |   |  |  | 2,038 14 9  |          |
| Fouanmite .. .. .             | 93     | 35 1 6     | 5 1 9    |         | 2,039  | 453    | 1,390 15 11 | 36         |    |    |     | 5   |    |    |   |  |  | 1,430 10 2  |          |
| Katamatite .. .. .            | 445    | 232 13 10  | 45 7 7   | 4 3 4   | 8,788  | 9,307  | 5,670 3 7   | 89         | 15 |    | 1   | 27  | 1  |    |   |  |  | 5,952 14 4  |          |
| <b>Section No. 89.</b>        |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| <b>PICOLA LINE.</b>           |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| Waia .. .. .                  | 268    | 70 4 9     | 16 10 6  | 16 3 2  | 2,547  | 566    | 2,118 5 0   | 59         | 10 | 10 |     | 20  | 4  | 5  |   |  |  | 2,221 3 5   |          |
| Nathalia .. .. .              | 2,163  | 966 19 0   | 163 9 1  | 7 19 6  | 10,731 | 4,699  | 7,520 10 0  | 127        | 9  | 6  | 5   | 19  | 6  |    |   |  |  | 8,658 17 7  |          |
| Barwo .. .. .                 | 6      | 0 3 9      |          |         |        |        | 0 3 10      |            |    |    |     |     |    |    |   |  |  | 0 7 7       |          |
| Picola .. .. .                | 812    | 323 7 3    | 69 11 6  | 11 15 9 | 5,888  | 742    | 5,254 18 5  | 142        | 17 | 1  | 2   | 12  | 1  | 1  | 1 |  |  | 5,659 12 11 |          |
| <b>Section No. 90.</b>        |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| <b>COBRAM LINE.</b>           |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| Yarroweyah .. .. .            | 242    | 71 2 9     | 14 6 8   | 0 4 5   | 975    | 151    | 906 19 7    | 32         | 9  |    | 1   | 14  |    |    |   |  |  | 992 13 5    |          |
| Cobram .. .. .                | 2,087  | 1,320 16 8 | 223 5 11 | 16 15 0 | 10,130 | 2,851  | 10,693 15 7 | 286        | 29 | 3  | 10  | 23  | 19 | 1  |   |  |  | 12,254 13 2 |          |
| <b>Section No. 91.</b>        |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| <b>YARRAWONGA LINE.</b>       |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| Chesney .. .. .               | 24     | 1 18 0     |          |         | 476    | 61     | 296 13 10   |            |    |    |     |     |    |    |   |  |  | 298 11 10   |          |
| Gooramab .. .. .              | 832    | 209 18 4   | 20 8 9   | 12 0 2  | 8,054  | 663    | 6,007 9 3   | 140        | 11 |    |     | 5   | 2  |    |   |  |  | 6,249 16 6  |          |
| Nooramunga .. .. .            | 214    | 26 17 3    | 1 9 4    | 2 11 4  | 300    | 16     | 197 10 2    |            |    |    |     | 1   | 4  |    |   |  |  | 228 8 1     |          |
| Devenish .. .. .              | 1,622  | 381 12 1   | 63 3 7   | 27 9 3  | 5,775  | 1,018  | 4,961 2 3   | 164        | 13 | 23 |     | 6   |    | 12 | 1 |  |  | 5,433 7 2   |          |
| St. James .. .. .             | 1,585  | 552 15 5   | 70 1 0   | 2 6 10  | 7,174  | 1,123  | 6,068 4 10  | 184        | 5  | 2  |     | 19  | 2  | 16 |   |  |  | 6,693 8 1   |          |
| Tungamah .. .. .              | 1,889  | 754 13 2   | 62 10 3  | 8 19 7  | 8,059  | 1,061  | 6,224 5 7   | 146        | 7  | 5  | 2   | 18  | 2  | 5  |   |  |  | 7,050 8 7   |          |
| Telford .. .. .               | 301    | 114 17 4   | 12 14 9  |         | 5,380  | 395    | 3,525 15 10 | 53         | 8  |    |     |     |    |    |   |  |  | 3,653 7 11  |          |
| Yarrowonga .. .. .            | 5,089  | 3,327 6 5  | 316 13 4 | 66 12 4 | 12,404 | 11,306 | 12,808 3 2  | 402        | 53 | 23 | 1   | 15  | 14 | 20 |   |  |  | 16,518 15 3 |          |
| <b>Section No. 92.</b>        |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| <b>OAKLANDS LINE.</b>         |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| Mulwala .. .. .               |        |            |          |         | 2,411  | 17     | 1,501 8 10  |            |    |    |     |     |    |    |   |  |  | 1,501 8 10  |          |
| Sloane .. .. .                |        |            |          |         | 3,880  | 120    | 2,663 6 9   |            |    |    |     |     |    |    |   |  |  | 2,663 6 9   |          |
| Warragoon .. .. .             |        |            |          |         | 7,792  | 345    | 5,606 2 0   | 31         |    |    |     |     |    |    |   |  |  | 5,606 2 0   |          |
| Rennie .. .. .                |        |            |          |         | 11,703 | 436    | 9,839 8 2   | 180        |    | 1  |     | 7   |    |    |   |  |  | 9,839 8 2   |          |
| *Saugar .. .. .               |        |            | 0 2 2    |         | 5,672  | 381    | 5,165 6 10  | 80         |    |    |     |     |    |    |   |  |  | 5,165 6 0   |          |
| *Wangamong .. .. .            |        |            |          |         | 2,109  | 400    | 1,584 15 6  |            |    |    |     |     |    |    |   |  |  | 1,584 15 6  |          |
| *Temporary Terminus .. .. .   |        |            |          |         | 168    | 163    | 130 11 6    |            |    |    |     |     |    |    |   |  |  | 130 11 6    |          |
| <b>Section No. 93.</b>        |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| <b>PEBOHELBA LINE.</b>        |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| Boorhaman .. .. .             | 4      | 0 5 0      | 0 9 0    |         | 2,112  | 293    | 1,384 18 7  | 41         |    |    |     |     |    |    |   |  |  | 1,385 12 7  |          |
| Peechelba .. .. .             | 48     | 26 17 6    | 6 3 9    |         | 14,320 | 379    | 7,839 1 0   | 73         |    | 1  |     |     |    |    |   |  |  | 7,922 2 3   |          |
| <b>Section No. 94.</b>        |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| <b>TATONG LINE.</b>           |        |            |          |         |        |        |             |            |    |    |     |     |    |    |   |  |  |             |          |
| Oil Companies' Siding .. .. . |        |            |          |         | 575    | 1,830  | 715 8 10    |            |    |    |     |     |    |    |   |  |  | 715 8 10    |          |
| Karn .. .. .                  | 3      | 1 10 5     | 0 2 10   |         | 111    | 23     | 94 18 8     |            | 2  | 1  |     |     | 2  |    |   |  |  | 96 11 11    |          |
| Lima .. .. .                  | 17     | 5 14 11    | 4 0 7    |         | 381    | 397    | 707 18 9    | 24         | 25 | 1  |     | 1   |    |    |   |  |  | 717 14 3    |          |
| Mallum .. .. .                | 12     | 2 1 10     |          |         | 1      | 6      | 3 18 4      |            |    |    |     |     |    |    |   |  |  | 6 0 2       |          |
| Tatong .. .. .                | 94     | 27 16 8    | 7 19 0   | 0 13 9  | 2,782  | 173    | 1,578 3 4   | 10         |    | 1  | 14  |     | 1  |    |   |  |  | 1,614 12 9  |          |

APPENDIX NO. 26.—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. |         |         |       |                                 |  |
|                           |                               |             |           |                              |                |          |                       | Sheep.            | Cattle. | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs. |                                 |  |
| £ s. d.                   |                               | £ s. d.     |           | £ s. d.                      |                | £ s. d.  |                       |                   |         |         |       |                   |         |         |       | £ s. d.                         |  |
| <i>Section No. 95.</i>    |                               |             |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |  |
| <b>WHITEFIELD LINE.</b>   |                               |             |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |  |
| Targoora                  | 1                             | 0 0 10      | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 0 0 10                          |  |
| Lacey                     | 31                            | 2 5 11      | 1 7 5     | ..                           | 28             | 108      | 26 0 4                | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 29 13 8                         |  |
| Oxley                     | 16                            | 1 3 4       | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1 3 4                           |  |
| Skchan                    | 146                           | 15 4 5      | 1 1 3     | ..                           | 901            | 144      | 400 15 0              | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 426 0 8                         |  |
| Docker                    | 93                            | 9 14 1      | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 9 14 1                          |  |
| Byrne                     | 425                           | 59 4 4      | 8 19 4    | 0 2 2                        | 1,005          | 707      | 1,307 13 9            | 30                | 7       | ..      | 8     | 13                | 5       | 1       | ..    | 1,375 19 7                      |  |
| Moyhu                     | 52                            | 6 7 4       | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 6 7 4                           |  |
| Angleside                 | 8                             | 0 19 2      | 0 1 4     | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1 0 6                           |  |
| Claremont                 | 16                            | 2 2 4       | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 2 2 4                           |  |
| Dwyer                     | 166                           | 27 15 7     | 1 0 1     | ..                           | 69             | 101      | 68 5 9                | 15                | 1       | ..      | ..    | 6                 | 2       | ..      | ..    | 97 1 5                          |  |
| Edi                       | 18                            | 1 15 7      | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1 15 7                          |  |
| Hyem                      | 88                            | 19 19 1     | 1 17 11   | ..                           | 156            | 98       | 136 13 10             | ..                | ..      | ..      | 1     | 1                 | 2       | ..      | ..    | 158 10 10                       |  |
| King Valley               | 53                            | 12 5 7      | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 12 5 7                          |  |
| Jarrott                   | 42                            | 13 8 11     | ..        | ..                           | ..             | ..       | ..                    | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 13 8 11                         |  |
| Pleper                    | 487                           | 133 6 7     | 13 1 7    | 0 18 0                       | 398            | 563      | 706 18 7              | 37                | 11      | 2       | 52    | 21                | 8       | 1       | ..    | 858 19 9                        |  |
| Whitfield                 |                               |             |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |  |
| <i>Section No. 96.</i>    |                               |             |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |  |
| <b>YACKANDANDAH LINE.</b> |                               |             |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |  |
| Londrigan                 | 473                           | 98 4 10     | 10 9 8    | 0 3 8                        | 1,306          | 175      | 647 9 3               | ..                | 1       | ..      | ..    | ..                | ..      | ..      | ..    | 756 7 5                         |  |
| Tarrowingee               | 305                           | 41 13 7     | 5 12 9    | ..                           | 918            | 236      | 669 17 4              | ..                | ..      | 2       | ..    | ..                | ..      | ..      | ..    | 717 3 8                         |  |
| Everton                   | 935                           | 237 0 8     | 12 0 10   | 2 19 0                       | 1,018          | 230      | 762 8 2               | 8                 | 7       | ..      | ..    | 2                 | 2       | 4       | ..    | 1,064 8 8                       |  |
| Baarnutha                 | 234                           | 8 1 9       | 0 4 1     | ..                           | 2              | ..       | 9 11 11               | ..                | ..      | 1       | ..    | ..                | ..      | ..      | ..    | 17 17 9                         |  |
| Beschworth                | 5,155                         | 2,542 17 8  | 273 11 0  | 9 7 5                        | 2,149          | 4,308    | 2,016 3 0             | 5                 | 3       | 1       | 6     | 58                | 1       | 3       | 1     | 4,841 19 1                      |  |
| Wooragee                  | 54                            | 3 12 6      | 1 14 4    | ..                           | 86             | 56       | 43 12 1               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 48 18 11                        |  |
| Yackandandah              | 561                           | 391 1 7     | 34 3 4    | 0 18 9                       | 211            | 1,328    | 625 0 6               | 4                 | 20      | 1       | 16    | ..                | ..      | 1       | ..    | 1,051 13 2                      |  |
|                           |                               |             |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |  |
| <i>Section No. 97.</i>    |                               |             |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |  |
| <b>BRIGHT LINE.</b>       |                               |             |           |                              |                |          |                       |                   |         |         |       |                   |         |         |       |                                 |  |
| Brookfield                | 97                            | 13 4 10     | 1 8 6     | ..                           | 543            | 77       | 434 7 9               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 449 1 1                         |  |
| Bowman                    | 671                           | 223 10 0    | 17 17 9   | 1 1 5                        | 478            | 776      | 983 8 4               | 41                | 17      | 10      | ..    | 6                 | 8       | 4       | ..    | 1,225 17 6                      |  |
| Gapstead                  | 224                           | 38 17 1     | 2 1 1     | 1 12 8                       | 122            | 94       | 278 15 10             | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 321 6 8                         |  |
| Myrtleford                | 3,502                         | 1,180 10 1  | 100 13 4  | 2 12 4                       | 1,207          | 3,247    | 2,556 9 4             | 80                | 24      | 12      | 25    | 1                 | 8       | 2       | ..    | 3,840 5 1                       |  |
| Ovens                     | 491                           | 268 6 4     | 16 3 8    | 0 8 7                        | 287            | 383      | 294 15 8              | ..                | ..      | ..      | ..    | ..                | 1       | ..      | ..    | 579 14 3                        |  |
| Eurobin                   | 397                           | 162 2 7     | 11 8 11   | 0 10 10                      | 198            | 419      | 586 17 7              | ..                | ..      | ..      | 2     | ..                | 1       | ..      | ..    | 760 19 11                       |  |
| Porepunkah                | 870                           | 431 1 3     | 32 10 2   | 0 11 6                       | 130            | 250      | 279 1 10              | 2                 | 1       | ..      | 4     | 9                 | 1       | ..      | ..    | 743 4 9                         |  |
| Bright                    | 2,342                         | 1,324 19 11 | 133 3 8   | 2 14 6                       | 416            | 1,329    | 677 4 0               | 3                 | 1       | 2       | 12    | 27                | 1       | 4       | ..    | 2,138 2 1                       |  |

Section No. 98.

WAGGUNYAH LINE.

|                         |       |            |          |         |        |       |            |     |    |    |    |    |    |    |    |    |    |            |
|-------------------------|-------|------------|----------|---------|--------|-------|------------|-----|----|----|----|----|----|----|----|----|----|------------|
| Lilliput .. .. .        | 175   | 23 5 4     | ..       | ..      | 1,654  | 194   | 848 14 3   | ..  | .. | .. | .. | .. | .. | 1  | .. | .. | .. | 866 19 7   |
| Consol's Siding .. .. . | ..    | ..         | ..       | ..      | 24     | ..    | 1 16 0     | ..  | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 16 0     |
| Ruthergien .. .. .      | 4,705 | 1,964 5 6  | 190 10 2 | 98 4 0  | 5,511  | 2,846 | 4,637 12 4 | 80  | 1  | 9  | 2  | 5  | 2  | .. | .. | 7  | 1  | 6,890 12 0 |
| Wahgunyah .. .. .       | 3,963 | 2,077 16 6 | 173 18 7 | 170 1 3 | 22,960 | 8,148 | 23,964 6 0 | 769 | 88 | 23 | 22 | 38 | 11 | 23 | .. | .. | .. | 26,386 2 4 |

Section No. 99.

MELBOURNE-BAIRNSDALE LINE.

|                                |           |             |           |            |         |        |               |     |     |     |     |     |     |     |     |    |     |              |
|--------------------------------|-----------|-------------|-----------|------------|---------|--------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|--------------|
| Hawksburn .. .. .              | 1,058,049 | 15,975 16 5 | 251 0 10  | 2 2 7      | ..      | 1      | ..            | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 16,228 19 10 |
| Toorak .. .. .                 | 730,097   | 12,766 1 0  | 295 18 8  | 2 14 1     | 533     | 25,534 | 1,254 17 10   | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 14,319 11 7  |
| Armadaie .. .. .               | 1,012,645 | 18,911 13 9 | 296 18 7  | 0 8 10     | ..      | 2      | ..            | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 19,209 1 2   |
| Malvern .. .. .                | 1,855,800 | 37,221 9 3  | 572 16 0  | 2 16 0     | 148     | 14,575 | 118 16 1      | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 37,915 17 4  |
| Caulfield .. .. .              | 2,413,055 | 61,084 15 6 | 661 13 11 | 4,622 15 0 | 2,024   | 15,959 | 2,623 16 1    | ..  | 10  | 261 | ..  | ..  | ..  | ..  | ..  | 8  | 247 | 68,993 0 6   |
| Carnegie .. .. .               | 1,257,822 | 26,374 13 1 | 165 4 10  | 1 8 0      | ..      | 3      | 0 4 8         | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 26,541 10 7  |
| Murrumbena .. .. .             | 1,188,476 | 24,704 3 11 | 154 11 8  | 0 17 4     | 124     | 8,207  | 118 11 4      | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 24,978 4 3   |
| Hughesdale .. .. .             | 634,364   | 12,336 6 2  | 292 16 5  | 0 11 8     | ..      | ..     | 3 18 0        | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 12,633 12 3  |
| Oakleigh .. .. .               | 1,647,705 | 37,244 2 8  | 436 16 2  | 172 7 0    | 3,225   | 21,728 | 1,689 6 6     | 1   | 2   | 9   | ..  | 33  | 57  | 6   | ..  | .. | ..  | 39,542 12 4  |
| Eastoakleigh .. .. .           | 102,218   | 1,912 16 6  | 9 17 5    | 0 4 2      | ..      | ..     | ..            | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 1,922 18 1   |
| Clayton .. .. .                | 191,630   | 4,809 0 8   | 154 3 8   | 15 9 11    | 457     | 5,349  | 63 9 9        | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | 2  | ..  | 4,542 4 0    |
| Spring Vale .. .. .            | 343,137   | 9,093 14 5  | 367 5 8   | 38 15 2    | 4,111   | 15,975 | 9,153 11 6    | ..  | 1   | 1   | ..  | ..  | 1   | 1   | ..  | .. | ..  | 18,653 6 9   |
| Shadown Park .. .. .           | 1,126     | 52 18 2     | ..        | ..         | ..      | ..     | ..            | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 52 18 2      |
| Noble Park .. .. .             | 238,644   | 5,804 10 3  | 164 17 7  | 0 15 7     | ..      | ..     | ..            | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 5,970 3 5    |
| Dandenong .. .. .              | 417,315   | 18,399 5 8  | 1,468 8 0 | 454 18 11  | 4,890   | 23,445 | 7,440 14 6    | 130 | 620 | 169 | 34  | 234 | 760 | 181 | 574 | .. | ..  | 27,763 7 1   |
| Hallam .. .. .                 | 3,552     | 185 10 2    | 6 3 0     | 2 8 2      | 1,508   | 404    | 348 2 6       | ..  | 1   | ..  | ..  | 1   | ..  | ..  | ..  | .. | ..  | 542 3 10     |
| Narre Warren .. .. .           | 8,545     | 458 15 4    | 235 18 3  | 1 10 4     | 1,252   | 3,931  | 1,111 5 5     | 44  | 5   | 2   | ..  | 43  | 15  | ..  | ..  | .. | ..  | 1,807 9 4    |
| Berwick .. .. .                | 16,818    | 1,248 1 11  | 221 15 3  | 30 9 2     | 5,601   | 1,539  | 1,675 3 9     | 34  | 43  | 4   | ..  | ..  | 31  | 9   | ..  | .. | ..  | 3,175 10 1   |
| Beaconsfield .. .. .           | 14,600    | 1,013 3 3   | 360 6 10  | 1 11 4     | 1,717   | 1,320  | 542 18 6      | ..  | 2   | 1   | ..  | 17  | 11  | 3   | ..  | .. | ..  | 1,917 19 11  |
| Hargreaves Siding .. .. .      | ..        | ..          | ..        | ..         | 176     | ..     | 43 4 0        | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 43 4 0       |
| Officer .. .. .                | 6,241     | 455 13 8    | 118 2 11  | 1 8 4      | 2,148   | 1,205  | 1,232 16 4    | 64  | 18  | 1   | ..  | 22  | 15  | 4   | ..  | .. | ..  | 1,788 0 10   |
| Pakenham .. .. .               | 12,436    | 1,741 12 11 | 294 5 4   | 29 10 10   | 3,817   | 3,209  | 2,574 10 10   | 151 | 11  | 6   | ..  | 63  | 50  | 12  | ..  | .. | ..  | 4,639 19 11  |
| Nar-nar-geon .. .. .           | 4,734     | 1,057 4 5   | 171 11 11 | 8 14 8     | 1,248   | ..     | 1,248 14 8    | 93  | 21  | 2   | ..  | 61  | 16  | 8   | ..  | .. | ..  | 2,547 5 8    |
| Tynong .. .. .                 | 3,134     | 499 14 6    | 79 9 8    | 0 11 6     | 5,910   | 857    | 2,687 2 10    | 35  | ..  | ..  | ..  | 5   | 8   | 1   | ..  | .. | ..  | 3,266 18 6   |
| Garfield .. .. .               | 5,964     | 1,075 0 9   | 238 0 0   | 1 5 9      | 3,530   | 1,681  | 1,921 8 1     | 27  | 17  | 3   | 18  | 33  | 22  | 6   | ..  | .. | ..  | 3,235 14 7   |
| Bunyip .. .. .                 | 4,621     | 1,030 11 1  | 346 14 2  | 9 19 4     | 2,181   | 2,653  | 1,511 19 10   | 21  | 21  | 5   | 8   | 23  | 12  | 3   | ..  | .. | ..  | 2,899 4 5    |
| Longwarry .. .. .              | 5,128     | 839 16 5    | 2,139 2 1 | 15 17 1    | 4,001   | 1,290  | 1,829 2 1     | 39  | 25  | 20  | ..  | 29  | 13  | 16  | ..  | .. | ..  | 4,823 17 8   |
| Drouin .. .. .                 | 11,154    | 2,164 14 6  | 588 17 10 | 34 9 10    | 4,537   | 4,928  | 3,616 9 4     | 47  | 25  | 23  | 53  | 47  | 38  | 21  | ..  | .. | ..  | 6,402 11 6   |
| Warragul .. .. .               | 26,243    | 6,452 9 1   | 3,723 2 2 | 46 16 7    | 3,775   | 14,649 | 6,123 0 4     | 245 | 388 | 6   | 50  | 181 | 216 | 12  | 28  | .. | ..  | 16,345 8 2   |
| Nilma .. .. .                  | 1,917     | 160 0 10    | 42 7 9    | 0 8 8      | 312     | 634    | 185 16 6      | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 388 13 9     |
| Darnum .. .. .                 | 2,215     | 247 16 5    | 2,718 8 3 | 2 14 0     | 613     | 752    | 775 18 4      | 13  | 95  | 1   | ..  | 14  | 43  | 1   | ..  | .. | ..  | 3,744 17 0   |
| Yarragon .. .. .               | 8,331     | 1,279 0 1   | 1,748 0 9 | 11 10 6    | 1,883   | 2,432  | 2,588 0 4     | 65  | 117 | 6   | 48  | 87  | 45  | 15  | ..  | .. | ..  | 5,626 11 8   |
| Trafalgar .. .. .              | 7,605     | 1,916 0 1   | 2,578 5 6 | 11 10 8    | 5,156   | 3,879  | 6,505 7 3     | 105 | 268 | 31  | 52  | 66  | 133 | 25  | 20  | .. | ..  | 11,011 3 6   |
| Blue Metal Siding .. .. .      | ..        | ..          | ..        | ..         | 3,104   | ..     | 652 6 7       | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 652 6 7      |
| Moe .. .. .                    | 13,878    | 3,813 15 3  | 327 18 1  | 20 0 10    | 1,390   | 4,836  | 1,326 16 7    | 19  | 21  | 3   | 8   | 32  | 17  | 2   | ..  | .. | ..  | 5,488 10 9   |
| Herne's Oak .. .. .            | 1         | 0 0 5       | ..        | ..         | ..      | ..     | ..            | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 0 0 5        |
| Great Morwell Coal Pit .. .. . | ..        | ..          | ..        | ..         | 2,919   | ..     | 1,007 15 8    | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 1,007 15 8   |
| Yallourn .. .. .               | 2,543     | 375 12 8    | 209 3 7   | 0 8 9      | 224,643 | 18,452 | 100,510 17 10 | ..  | ..  | ..  | ..  | 26  | 7   | ..  | ..  | .. | ..  | 101,096 2 10 |
| Morwell .. .. .                | 9,973     | 2,776 18 2  | 620 17 11 | 5 18 3     | 597     | 2,417  | 1,990 15 6    | 132 | 67  | 7   | 14  | 31  | 24  | 11  | 10  | .. | ..  | 5,394 9 10   |
| Traralgon .. .. .              | 13,373    | 4,069 9 5   | 542 0 4   | 171 14 7   | 2,248   | 5,729  | 6,009 5 9     | 168 | 250 | 39  | 166 | 39  | 101 | 23  | 58  | .. | ..  | 10,792 10 1  |
| Loy Yang .. .. .               | 113       | 28 10 1     | 5 3 9     | ..         | 2       | 3      | 5 1 6         | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 38 15 4      |
| Flynn .. .. .                  | 212       | 69 16 5     | 11 15 3   | 4 15 7     | 83      | 134    | 532 10 4      | 40  | 24  | ..  | ..  | 3   | 3   | ..  | ..  | .. | ..  | 618 17 7     |
| Rosedale .. .. .               | 9,496     | 825 7 7     | 116 11 7  | 8 15 10    | 736     | 650    | 1,925 2 6     | 147 | 43  | 6   | ..  | 26  | 8   | 6   | ..  | .. | ..  | 2,875 17 6   |
| Kilmany .. .. .                | 4,070     | 213 8 6     | 16 14 11  | 0 6 8      | 3,650   | 826    | 2,902 18 1    | 117 | 25  | 1   | 2   | 7   | 6   | ..  | ..  | .. | ..  | 3,133 8 2    |
| Fulham .. .. .                 | 1,117     | 88 2 10     | 9 11 5    | 0 1 11     | 1,497   | 233    | 845 6 0       | ..  | 1   | ..  | ..  | ..  | 1   | ..  | ..  | .. | ..  | 943 2 2      |
| Sale .. .. .                   | 12,642    | 4,886 5 0   | 670 16 9  | 120 6 8    | 8,494   | 12,299 | 11,696 15 0   | 305 | 120 | 33  | 61  | 14  | 35  | 21  | 19  | .. | ..  | 17,374 3 5   |
| Montgomery .. .. .             | 29        | 4 11 3      | ..        | 22 17 0    | 1,241   | 280    | 1,285 15 10   | 80  | 5   | 2   | ..  | 11  | 4   | 1   | ..  | .. | ..  | 1,313 4 1    |
| Stratford .. .. .              | 7,392     | 1,657 19 6  | 157 16 8  | 112 11 4   | 1,013   | 1,173  | 2,452 7 1     | 117 | 57  | 7   | 7   | 18  | 28  | 9   | ..  | .. | ..  | 4,380 14 7   |
| Munro .. .. .                  | 395       | 78 15 9     | 9 5 5     | 0 4 5      | 2,174   | 299    | 1,092 10 3    | ..  | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 1,190 15 10  |
| Fernbank .. .. .               | 927       | 224 0 11    | 40 6 7    | 0 0 9      | 2,405   | 263    | 1,691 2 9     | 7   | ..  | ..  | ..  | ..  | ..  | ..  | ..  | .. | ..  | 1,955 11 0   |
| Lindenow .. .. .               | 1,672     | 691 17 0    | 78 10 7   | 4 4 4      | 7,385   | 918    | 3,170 17 7    | 56  | 18  | 3   | 2   | 5   | 10  | 4   | ..  | .. | ..  | 3,945 9 6    |
| Hillside .. .. .               | 541       | 166 19 3    | 10 12 1   | 0 2 11     | 11,003  | 225    | 3,177 16 1    | 89  | 30  | ..  | 5   | 1   | 4   | ..  | ..  | .. | ..  | 3,355 10 4   |
| Bairnsdale .. .. .             | 15,179    | 8,299 18 5  | 870 5 5   | 78 3 7     | 7,355   | 11,155 | 15,669 12 8   | 174 | 300 | 32  | 57  | 57  | 55  | 40  | ..  | .. | ..  | 24,918 0 1   |

APPENDIX No. 26.—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.      |                   | Outwards.             |         | Outwards.   |                   |         |         | Inwards. |         |             |  |                                 |
|                          | Number of Passenger Journeys. | Revenue.     | Revenue.  | Revenue.  | Tons.                        | Tons.   | Revenue.       | Number of Trucks. |                       |         |             | Number of Trucks. |         |         |          |         |             |  |                                 |
|                          |                               |              |           |           |                              |         |                | Sheep.            | Cattle.               | Horses. | Pigs.       | Sheep.            | Cattle. | Horses. | Pigs.    |         |             |  |                                 |
| £ s. d.                  |                               | £ s. d.      |           | £ s. d.   |                              | £ s. d. |                |                   |                       |         |             |                   |         |         |          | £ s. d. |             |  |                                 |
| <i>Section No. 100.</i>  |                               |              |           |           |                              |         |                |                   |                       |         |             |                   |         |         |          |         |             |  |                                 |
| <i>ORBOST LINE.</i>      |                               |              |           |           |                              |         |                |                   |                       |         |             |                   |         |         |          |         |             |  |                                 |
| Nicholson                | 183                           | 12 11 11     | 0 3 11    | ..        | 63                           | 49      | 89 1 0         | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 101 16 10   |  |                                 |
| Stopping Place No. 4     | 457                           | 64 5 6       | 6 3 1     | 2 17 3    | 428                          | 516     | 797 18 2       | 9                 | ..                    | 1       | 18          | 2                 | 1       | ..      | ..       | ..      | 871 4 0     |  |                                 |
| Bumberrah                | 6                             | 0 7 6        | ..        | ..        | ..                           | ..      | ..             | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 0 7 6       |  |                                 |
| Stopping Place No. 15    | 578                           | 82 0 6       | 4 19 5    | 0 3 1     | 1,718                        | 121     | 1,390 3 0      | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 1,477 6 0   |  |                                 |
| Mossiface                | ..                            | ..           | ..        | ..        | ..                           | ..      | ..             | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | ..          |  |                                 |
| Stopping Place No. 5     | ..                            | ..           | ..        | ..        | ..                           | ..      | ..             | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | ..          |  |                                 |
| Bruthen                  | 1,535                         | 418 15 9     | 97 1 1    | 3 15 4    | 1,120                        | 1,767   | 3,379 0 11     | 49                | 66                    | 2       | 18          | 3                 | 7       | 1       | ..       | ..      | 3,893 13 1  |  |                                 |
| Stopping Place No. 6     | ..                            | ..           | ..        | ..        | ..                           | ..      | ..             | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | ..          |  |                                 |
| Colquhoun                | 7                             | 0 16 3       | 0 12 11   | ..        | 1,013                        | 36      | 256 5 4        | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 257 14 6    |  |                                 |
| Nowa Nowa                | 1,390                         | 920 17 0     | 44 19 9   | 1 9 6     | 2,918                        | 829     | 2,525 0 10     | 9                 | 17                    | ..      | 1           | 1                 | 2       | 2       | ..       | ..      | 3,492 7 1   |  |                                 |
| Tostarec                 | 44                            | 16 13 2      | 2 4 7     | ..        | 89                           | 56      | 97 14 3        | ..                | ..                    | ..      | ..          | ..                | ..      | 1       | ..       | ..      | 116 12 0    |  |                                 |
| Waygara                  | 36                            | 7 3 3        | 1 17 11   | ..        | 51                           | 6       | 36 3 0         | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 45 4 2      |  |                                 |
| Orbost                   | 3,189                         | 3,061 17 9   | 304 2 8   | 7 11 6    | 7,311                        | 4,833   | 15,845 17 11   | 61                | 400                   | 26      | 129         | 8                 | 33      | 32      | 2        | ..      | 19,219 9 10 |  |                                 |
| <i>Section No. 101.</i>  |                               |              |           |           |                              |         |                |                   |                       |         |             |                   |         |         |          |         |             |  |                                 |
| <i>STONY POINT LINE.</i> |                               |              |           |           |                              |         |                |                   |                       |         |             |                   |         |         |          |         |             |  |                                 |
| Glenhuntly               | 1,556,330                     | 34,147 3 3   | 282 12 9  | 5 18 2    | 310                          | 34,415  | 860 12 9       | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 35,296 6 11 |  |                                 |
| Ormond                   | 1,133,249                     | 23,913 14 2  | 222 14 4  | 1 5 3     | ..                           | 4       | ..             | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 24,137 13 9 |  |                                 |
| McKinnon                 | 535,234                       | 11,635 3 10  | 40 19 7   | 0 19 9    | ..                           | ..      | ..             | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 11,677 3 2  |  |                                 |
| Bentleigh                | 953,364                       | 21,012 16 8  | 161 1 8   | 1 4 2     | ..                           | 2       | 0 0 4          | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 21,175 2 10 |  |                                 |
| Moerabbin                | 225,106                       | 5,045 9 10   | 106 10 7  | 2 9 7     | 193                          | 20,701  | 149 7 2        | ..                | ..                    | ..      | ..          | ..                | ..      | 4       | 1        | ..      | 5,303 17 2  |  |                                 |
| Highbett                 | 230,268                       | 4,904 4 2    | 56 10 6   | 1 14 5    | ..                           | ..      | ..             | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 4,962 9 1   |  |                                 |
| Cheltenham               | 532,489                       | 13,570 16 1  | 276 1 8   | 4 11 2    | 623                          | 15,068  | 259 15 2       | ..                | 5                     | 2       | ..          | ..                | ..      | 3       | 5        | ..      | 14,111 4 1  |  |                                 |
| Mentone                  | 725,414                       | 19,489 15 10 | 144 8 9   | 1,371 9 3 | 533                          | 10,455  | 544 6 11       | ..                | ..                    | 60      | ..          | ..                | ..      | 1       | 34       | ..      | 21,550 0 9  |  |                                 |
| Parkdale                 | 460,704                       | 12,171 4 0   | 61 2 8    | 0 8 8     | ..                           | ..      | 0 1 0          | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 12,232 16 4 |  |                                 |
| Mordialloc               | 504,105                       | 14,978 11 3  | 182 6 5   | 852 13 9  | 295                          | 4,148   | 266 4 11       | 1                 | 1                     | 21      | ..          | 1                 | ..      | 29      | ..       | ..      | 16,279 16 4 |  |                                 |
| Aspendale                | 155,359                       | 4,492 4 11   | 30 6 0    | 2 10 2    | 80                           | 2,311   | 28 13 11       | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 4,553 18 0  |  |                                 |
| Edithvale                | 243,931                       | 6,823 7 4    | 47 3 2    | 1 6 10    | ..                           | ..      | 0 1 1          | ..                | 1                     | ..      | ..          | ..                | ..      | 1       | ..       | ..      | 6,871 18 5  |  |                                 |
| Chelsea                  | 425,642                       | 13,222 2 9   | 139 9 11  | 5 5 1     | 185                          | 6,273   | 104 1 11       | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 13,470 19 8 |  |                                 |
| Forsyth's Siding         | ..                            | ..           | ..        | ..        | 7,587                        | ..      | 1,786 13 6     | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 1,786 18 6  |  |                                 |
| Bonbeach                 | 47,695                        | 1,822 6 4    | 21 11 10  | 0 5 10    | ..                           | ..      | ..             | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 1,844 4 0   |  |                                 |
| Carrum                   | 70,851                        | 2,863 5 10   | 61 0 0    | 2 6 1     | 4,576                        | 1,760   | 1,235 4 6      | 13                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 4,161 16 5  |  |                                 |
| Seaford                  | 42,950                        | 1,842 2 4    | 54 11 5   | 0 4 6     | 11,948                       | 442     | 2,754 14 8     | ..                | ..                    | ..      | ..          | 80                | 27      | ..      | ..       | ..      | 4,651 12 11 |  |                                 |
| Frankston                | 203,599                       | 12,745 18 5  | 485 15 7  | 25 15 7   | 216                          | 4,432   | 265 16 8       | 1                 | ..                    | 6       | ..          | ..                | ..      | 3       | 7        | ..      | 13,553 6 3  |  |                                 |
| McCulloch Sand Siding    | ..                            | ..           | ..        | ..        | 7,533                        | ..      | 2,276 4 6      | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 2,276 4 6   |  |                                 |
| Wedge's Siding           | ..                            | ..           | ..        | ..        | 12,820                       | ..      | 2,963 9 0      | ..                | ..                    | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 2,963 9 0   |  |                                 |
| Langwarrin               | 1,902                         | 124 15 5     | 37 10 1   | 0 9 4     | 1,087                        | 1,105   | 370 6 1        | ..                | 1                     | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 533 0 11    |  |                                 |
| Baxter                   | 6,128                         | 264 12 11    | 73 3 10   | 0 4 5     | 162                          | 335     | 112 16 9       | ..                | 1                     | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 450 17 11   |  |                                 |
| Somerville               | 11,160                        | 577 6 9      | 164 7 0   | 1 17 3    | 1,801                        | 2,348   | 1,370 17 3     | 4                 | 3                     | ..      | ..          | ..                | ..      | ..      | ..       | ..      | 2,114 8 3   |  |                                 |
| Tyabb                    | 2,749                         | 278 17 4     | 120 9 2   | 0 2 1     | 3,253                        | 1,242   | 2,061 12 5     | 7                 | ..                    | ..      | ..          | 15                | 5       | ..      | ..       | ..      | 2,461 1 0   |  |                                 |
| Hastings                 | 5,731                         | 632 7 0      | 240 3 7   | 0 16 1    | 1,289                        | 1,504   | 766 13 7       | ..                | 1                     | ..      | ..          | 13                | 10      | 1       | ..       | ..      | 1,040 0 3   |  |                                 |

|                         |        |             |             |          |        |       |             |     |     |    |    |    |    |    |    |              |
|-------------------------|--------|-------------|-------------|----------|--------|-------|-------------|-----|-----|----|----|----|----|----|----|--------------|
| Bittern                 | 2,251  | 422 7 3     | 95 14 7     | 9 14 9   | 976    | 755   | 604 18 9    | 28  | 29  | 23 | .. | 34 | 30 | 19 | .. | 1,132 15 4   |
| Grib Point              | 7,911  | 1,813 7 6   | 130 17 0    | 1 8 5    | 20     | 3,513 | 96 19 7     | ..  | 1   | .. | .. | .. | .. | .. | .. | 2,042 7 6    |
| Grib Point Naval Base   | 10,773 | 1,920 10 11 | ..          | ..       | ..     | ..    | ..          | ..  | ..  | .. | .. | .. | .. | .. | .. | 1,920 10 11  |
| Stony Point             | 5,669  | 1,071 3 6   | 625 9 9     | 1 18 4   | 662    | 2,657 | 471 12 6    | 17  | 2   | .. | .. | 7  | 2  | .. | .. | 2,170 4 1    |
| Section No. 102.        |        |             |             |          |        |       |             |     |     |    |    |    |    |    |    |              |
| MORNINGTON LINE.        |        |             |             |          |        |       |             |     |     |    |    |    |    |    |    |              |
| Mooreoduc               | 4,160  | 144 7 8     | 16 6 2      | 6 5 3    | 810    | 829   | 974 3 7     | 107 | ..  | 5  | .. | 61 | 54 | 9  | .. | 1,141 2 8    |
| Mornington              | 22,604 | 1,682 15 6  | 405 19 8    | 28 6 4   | 294    | 4,942 | 424 0 2     | 21  | 26  | 18 | .. | 44 | 89 | 11 | .. | 2,541 1 8    |
| Section No. 103.        |        |             |             |          |        |       |             |     |     |    |    |    |    |    |    |              |
| RED HILL LINE.          |        |             |             |          |        |       |             |     |     |    |    |    |    |    |    |              |
| Balnarring              | 25     | 5 5 6       | 1 2 3       | ..       | 68     | 297   | 31 17 10    | ..  | ..  | .. | .. | .. | .. | .. | .. | 38 5 7       |
| Merricks                | 13     | 3 9 7       | 3 0 0       | ..       | 500    | 997   | 661 10 9    | 108 | 35  | 1  | .. | 18 | 7  | .. | .. | 668 0 4      |
| Red Hill                | 6      | 1 0 5       | 4 16 5      | ..       | 1,104  | 788   | 822 10 6    | 82  | ..  | 2  | 1  | 10 | .. | 1  | .. | 828 7 4      |
| Section No. 104.        |        |             |             |          |        |       |             |     |     |    |    |    |    |    |    |              |
| ALBERTON LINE.          |        |             |             |          |        |       |             |     |     |    |    |    |    |    |    |              |
| Lyndhurst               | 1,407  | 102 8 10    | 77 10 5     | 2 6 8    | 3,240  | 1,257 | ..          | 4   | 6   | .. | .. | 9  | 34 | .. | .. | 1,038 17 8   |
| Cranbourne and Sidings  | 11,844 | 888 10 8    | 1,281 4 7   | 15 2 6   | 47,002 | 5,335 | 13,047 17 2 | 115 | 57  | 12 | .. | 67 | 86 | 8  | .. | 15,282 14 11 |
| Clyde                   | 9,385  | 474 15 8    | 34 17 11    | 1 19 10  | 269    | 937   | 444 13 6    | 87  | 2   | 2  | .. | 41 | 5  | 1  | .. | 356 6 11     |
| Tooradin                | 2,661  | 404 16 3    | 425 2 10    | 1 9 7    | 560    | 422   | 466 3 10    | 50  | 12  | 3  | 1  | 28 | 17 | 4  | .. | 1,297 12 6   |
| Dalmore                 | 2,644  | 425 6 7     | 21 7 0      | 0 9 5    | 9,559  | 1,631 | 3,427 6 3   | 8   | ..  | 2  | 1  | 4  | 2  | 1  | .. | 3,874 9 3    |
| Koo-wee-rup             | 15,286 | 1,715 15 1  | 323 9 4     | 3 12 5   | 27,920 | 5,767 | 10,392 18 8 | 63  | 38  | 6  | .. | 45 | 57 | 5  | .. | 12,435 15 6  |
| Monomeith               | 651    | 143 13 11   | 524 5 2     | 44 19 3  | 64     | 196   | 1,200 4 1   | 115 | 258 | 35 | .. | 12 | 96 | 24 | .. | 1,913 2 5    |
| Caldermeade             | 1,854  | 298 19 2    | 3,091 6 2   | 6 9 1    | 530    | 373   | 701 19 6    | 28  | 91  | 18 | .. | 15 | 83 | 12 | .. | 4,098 13 11  |
| Lang Lang               | 4,472  | 853 13 8    | 1,205 14 0  | 10 0 4   | 930    | 1,958 | 997 15 11   | 47  | 60  | 8  | .. | 30 | 81 | 8  | .. | 3,067 3 11   |
| Nyora                   | 4,025  | 814 6 4     | 90 3 1      | 1 9 0    | 3,535  | 1,331 | 1,408 13 3  | 22  | 32  | 2  | 3  | 4  | 24 | 17 | .. | 2,314 11 8   |
| Loch                    | 4,006  | 657 18 1    | 468 19 9    | 4 3 1    | 1,664  | 1,486 | 1,434 7 6   | 75  | 111 | 5  | .. | 35 | 28 | 5  | 1  | 2,565 6 5    |
| Jeetho                  | 875    | 107 7 10    | 614 16 6    | 0 2 2    | 347    | 174   | 343 18 7    | 26  | 5   | .. | .. | 13 | 7  | .. | .. | 1,066 5 1    |
| Bena                    | 2,503  | 355 15 9    | 1,299 18 11 | 1 4 9    | 846    | 1,394 | 1,240 15 11 | 29  | 8   | 1  | 71 | 12 | 17 | 2  | 8  | 2,897 15 4   |
| Whitelaw                | 167    | 19 3 3      | 0 13 7      | ..       | 15     | 8     | 12 13 10    | ..  | ..  | .. | .. | 1  | 1  | .. | .. | 32 10 8      |
| Korumburra              | 14,926 | 3,551 19 3  | 582 2 7     | 36 15 10 | 4,005  | 9,802 | 5,000 12 1  | 62  | 271 | 11 | 31 | 68 | 71 | 21 | .. | 9,171 9 9    |
| Korumburra Coal Siding  | ..     | ..          | ..          | ..       | 26,559 | ..    | 8,897 6 11  | ..  | ..  | .. | .. | .. | .. | .. | .. | 8,897 6 11   |
| Kardella                | 1,626  | 128 8 3     | 11 6 10     | 0 7 8    | 175    | 167   | 278 12 11   | 28  | 1   | 1  | .. | 2  | 65 | .. | .. | 418 15 8     |
| Ruby                    | 978    | 94 13 6     | 11 11 7     | 0 4 4    | 902    | 291   | 961 19 11   | 14  | 21  | .. | .. | 7  | 2  | .. | .. | 1,068 9 4    |
| Leongatha               | 10,657 | 2,697 11 11 | 865 15 2    | 3 14 11  | 7,255  | 7,410 | 6,994 8 9   | 132 | 176 | 18 | 83 | 60 | 73 | 18 | 2  | 10,561 10 9  |
| Knox Siding             | ..     | ..          | ..          | ..       | 5,313  | 48    | 1,352 2 10  | ..  | ..  | .. | .. | .. | .. | .. | .. | 1,352 2 10   |
| Gwyther                 | ..     | ..          | ..          | ..       | 409    | 17    | 214 15 7    | ..  | ..  | .. | .. | .. | .. | .. | .. | 214 15 7     |
| Koonwarra               | 719    | 81 16 4     | 29 8 8      | 0 17 3   | 624    | 525   | 602 13 6    | 10  | 4   | .. | .. | 16 | 5  | 1  | .. | 714 15 9     |
| Tarwin                  | 2,046  | 230 16 1    | 41 13 1     | 0 6 7    | 1,305  | 625   | 1,174 4 10  | 18  | 21  | .. | .. | 1  | 7  | 3  | .. | 1,447 0 7    |
| Meenyan                 | 2,059  | 600 5 11    | 83 6 4      | 1 0 4    | 943    | 3,013 | 1,933 9 0   | 50  | 47  | 3  | 97 | 24 | 16 | 7  | .. | 2,618 1 7    |
| Stony Creek             | 846    | 234 10 3    | 29 15 1     | 0 11 7   | 631    | 2,129 | 820 7 10    | 32  | 10  | .. | 22 | 17 | 5  | .. | .. | 1,085 4 9    |
| Buffalo                 | 705    | 147 3 3     | 23 12 5     | 0 8 6    | 733    | 341   | 1,220 15 11 | 71  | 36  | .. | .. | 4  | 37 | .. | .. | 1,392 0 1    |
| Boys                    | 72     | 23 11 10    | ..          | ..       | 468    | 18    | 200 4 1     | ..  | ..  | .. | .. | 1  | 1  | .. | .. | 223 15 11    |
| Fish Creek              | 2,220  | 561 7 3     | 70 17 11    | 0 9 5    | 7,371  | 1,116 | 3,230 6 6   | 52  | 48  | 2  | 3  | 20 | 11 | 4  | .. | 3,863 1 1    |
| Hoddle Range            | 711    | 124 1 0     | 17 18 7     | 1 14 2   | 184    | 107   | 180 13 5    | ..  | ..  | .. | .. | 1  | 8  | .. | .. | 322 13 0     |
| Foster                  | 2,937  | 922 14 1    | 168 17 1    | ..       | 1,405  | 2,926 | 2,193 2 9   | 44  | 41  | 7  | 24 | 15 | 15 | 12 | 9  | 3,286 8 1    |
| Bannison                | 571    | 141 19 7    | 77 1 10     | 0 8 0    | 226    | 332   | 439 7 1     | ..  | ..  | .. | .. | .. | .. | .. | .. | 658 16 6     |
| Toora                   | 1,945  | 728 7 0     | 107 16 1    | 8 11 4   | 660    | 2,078 | 1,500 6 9   | 24  | 54  | 10 | 3  | 19 | 19 | 16 | .. | 2,345 1 2    |
| Agnes                   | 215    | 62 3 1      | 6 5 11      | ..       | 47     | 107   | 103 13 2    | ..  | 3   | 1  | 1  | .. | 4  | 4  | .. | 172 2 2      |
| Welshpool               | 2,286  | 614 17 1    | 84 17 7     | 1 0 2    | 364    | 5,738 | 863 11 8    | 13  | 40  | 15 | 30 | 7  | 13 | .. | .. | 1,564 6 6    |
| Hedley                  | 341    | 82 5 4      | 13 14 9     | 0 4 4    | 273    | 304   | 645 0 4     | 19  | 2   | 1  | 27 | 5  | .. | 2  | .. | 741 4 9      |
| Gellondale              | 500    | 208 0 7     | 15 0 4      | 0 9 5    | 347    | 252   | 1,714 16 11 | 18  | 168 | 7  | 20 | 19 | 24 | 8  | .. | 1,938 7 3    |
| Alberton                | 737    | 229 0 8     | 46 15 9     | 1 19 5   | 675    | 1,083 | 1,420 8 2   | 33  | 9   | 2  | .. | 3  | 1  | .. | .. | 1,698 4 0    |
| Section No. 105.        |        |             |             |          |        |       |             |     |     |    |    |    |    |    |    |              |
| ALBERTON-WON WRON LINE. |        |             |             |          |        |       |             |     |     |    |    |    |    |    |    |              |
| Yarram                  | 2,793  | 1,468 3 11  | 287 12 2    | 1 19 7   | 1,756  | 4,394 | 5,884 6 4   | 163 | 119 | 9  | 78 | 25 | 11 | 15 | 1  | 7,642 2 0    |
| Devon                   | ..     | ..          | ..          | ..       | 214    | 237   | 102 11 5    | ..  | ..  | .. | .. | .. | .. | .. | .. | 102 11 5     |
| Calrossie               | 4      | 0 19 10     | ..          | ..       | 1,088  | 52    | 780 8 8     | 5   | 5   | .. | .. | .. | .. | .. | .. | 781 8 6      |
| Won Wron                | 4      | 1 10 10     | 0 9 2       | ..       | 322    | 58    | 220 17 9    | 4   | 1   | 1  | 1  | .. | .. | .. | .. | 222 17 9     |

APPENDIX No. 26.—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.   |                   |         |         | Inwards. |         |             |  |                                 |  |
|                                 | Number of Passenger Journeys. | Revenue.   | Revenue.  | Revenue. | Tons.                        | Tons.   | Revenue.       | Number of Trucks. |                       |           |             | Number of Trucks. |         |         |          |         |             |  |                                 |  |
|                                 |                               |            |           |          |                              |         |                | Sheep.            | Cattle.               | Horses.   | Pigs.       | Sheep.            | Cattle. | Horses. | Pigs.    |         |             |  |                                 |  |
| £ s. d.                         |                               | £ s. d.    |           | £ s. d.  |                              | £ s. d. |                |                   |                       |           |             |                   |         |         |          | £ s. d. |             |  |                                 |  |
| <i>Section No. 106.</i>         |                               |            |           |          |                              |         |                |                   |                       |           |             |                   |         |         |          |         |             |  |                                 |  |
| WON WRON-WOODSIDE LINE.         |                               |            |           |          |                              |         |                |                   |                       |           |             |                   |         |         |          |         |             |  |                                 |  |
| Napier .. .. .                  | ..                            | ..         | ..        | ..       | ..                           | ..      | ..             | 950               | 45                    | 508 16 11 | ..          | ..                | ..      | ..      | ..       | ..      | 508 16 11   |  |                                 |  |
| Woodside .. .. .                | 12                            | 4 5 11     | 3 10 6    | ..       | 2,463                        | 305     | ..             | 2,687 0 5         | ..                    | 44        | 1           | ..                | 18      | ..      | ..       | ..      | 2,694 16 10 |  |                                 |  |
| <i>Section No. 107.</i>         |                               |            |           |          |                              |         |                |                   |                       |           |             |                   |         |         |          |         |             |  |                                 |  |
| STRZELECKI LINE.                |                               |            |           |          |                              |         |                |                   |                       |           |             |                   |         |         |          |         |             |  |                                 |  |
| Plowright's Siding .. .. .      | ..                            | ..         | ..        | ..       | 9,403                        | ..      | ..             | 2,837 19 0        | ..                    | ..        | ..          | ..                | ..      | ..      | ..       | ..      | 2,837 19 0  |  |                                 |  |
| Waterwashed Sand Siding .. .. . | ..                            | ..         | ..        | ..       | 868                          | ..      | ..             | 269 15 7          | ..                    | ..        | ..          | ..                | ..      | ..      | ..       | ..      | 269 15 7    |  |                                 |  |
| Bayles .. .. .                  | 357                           | 69 2 6     | 22 2 0    | 3 12 2   | 7,011                        | 1,666   | ..             | 2,852 0 0         | 12                    | ..        | ..          | ..                | 11      | 2       | 2        | 1       | 2,946 16 8  |  |                                 |  |
| Catani .. .. .                  | 357                           | 90 17 8    | 275 10 2  | 4 3 1    | 2,565                        | 1,112   | ..             | 1,399 18 10       | 13                    | 1         | 1           | 4                 | 7       | 4       | ..       | ..      | 1,760 9 9   |  |                                 |  |
| Yannathan .. .. .               | 235                           | 48 3 7     | 216 13 5  | 0 7 11   | 333                          | 406     | ..             | 532 15 3          | 34                    | 56        | 4           | ..                | 6       | 14      | 1        | ..      | 798 0 2     |  |                                 |  |
| Heathhill .. .. .               | 59                            | 13 2 6     | 2 15 8    | 0 8 7    | 857                          | 60      | ..             | 265 13 3          | ..                    | ..        | ..          | ..                | 1       | 1       | ..       | ..      | 282 0 0     |  |                                 |  |
| Athlone .. .. .                 | 99                            | 28 17 9    | 1 10 4    | 0 2 2    | 675                          | 39      | ..             | 233 16 1          | 4                     | ..        | ..          | ..                | 1       | 1       | ..       | ..      | 264 6 4     |  |                                 |  |
| Topiram .. .. .                 | 126                           | 39 2 6     | 11 3 4    | ..       | 1,323                        | 179     | ..             | 810 18 5          | 44                    | 5         | 1           | ..                | 12      | 3       | ..       | ..      | 861 4 3     |  |                                 |  |
| Triholm .. .. .                 | 101                           | 31 4 0     | 6 10 0    | 1 7 6    | 333                          | 213     | ..             | 817 4 3           | 40                    | 22        | 1           | ..                | 3       | 2       | ..       | ..      | 856 5 9     |  |                                 |  |
| Strzelecki .. .. .              | 28                            | 12 15 0    | 19 17 2   | ..       | 134                          | 101     | ..             | 282 17 4          | 13                    | ..        | ..          | 24                | 8       | 4       | ..       | ..      | 315 9 6     |  |                                 |  |
| <i>Section No. 108.</i>         |                               |            |           |          |                              |         |                |                   |                       |           |             |                   |         |         |          |         |             |  |                                 |  |
| WONTHAGGI LINE.                 |                               |            |           |          |                              |         |                |                   |                       |           |             |                   |         |         |          |         |             |  |                                 |  |
| Woodleigh .. .. .               | 743                           | 200 6 3    | 506 14 8  | 0 13 0   | 176                          | 360     | ..             | 353 14 7          | 13                    | 44        | 2           | 2                 | 16      | 12      | ..       | ..      | 1,061 8 6   |  |                                 |  |
| Kernot .. .. .                  | 865                           | 189 10 6   | 21 1 10   | 0 13 0   | 3,071                        | 352     | ..             | 1,434 16 7        | 29                    | 96        | ..          | 3                 | 31      | 14      | ..       | ..      | 1,646 1 11  |  |                                 |  |
| Almurta .. .. .                 | 1,006                         | 263 15 8   | 131 5 4   | 0 3 8    | 2,403                        | 430     | ..             | 1,526 3 9         | 21                    | 178       | ..          | 6                 | 28      | 46      | ..       | ..      | 1,921 8 5   |  |                                 |  |
| Glen Forbes .. .. .             | 1,074                         | 258 17 3   | 771 4 4   | 7 15 10  | 386                          | 355     | ..             | 468 8 8           | 29                    | 5         | 2           | ..                | 15      | 9       | 3        | ..      | 1,506 6 1   |  |                                 |  |
| Woolamai .. .. .                | 1,353                         | 269 3 3    | 169 16 6  | 7 8 4    | 281                          | 325     | ..             | 694 6 4           | 53                    | 35        | 2           | 9                 | 6       | 15      | ..       | 2       | 1,140 14 5  |  |                                 |  |
| Anderson .. .. .                | 986                           | 233 1 3    | 196 1 6   | 1 1 10   | 102                          | 205     | ..             | 402 17 15         | 40                    | 3         | 2           | ..                | 23      | 12      | 5        | ..      | 833 2 5     |  |                                 |  |
| Mitchell's Siding .. .. .       | ..                            | ..         | ..        | ..       | 16,599                       | ..      | ..             | 6,424 1 5         | ..                    | ..        | ..          | ..                | ..      | ..      | ..       | ..      | 6,424 1 5   |  |                                 |  |
| Kilcunda .. .. .                | 2,464                         | 275 14 10  | 39 19 6   | ..       | 34                           | 324     | ..             | 60 11 10          | ..                    | ..        | ..          | ..                | ..      | ..      | ..       | ..      | 376 6 2     |  |                                 |  |
| Dalyston .. .. .                | 1,230                         | 214 14 9   | 74 19 6   | 0 8 9    | 690                          | 690     | ..             | 1,555 12 10       | 28                    | 25        | 1           | 77                | 32      | 8       | 1        | ..      | 1,345 15 10 |  |                                 |  |
| State Coal Mine .. .. .         | ..                            | ..         | ..        | ..       | 93,330                       | 17,630  | ..             | 36,362 4 11       | ..                    | ..        | ..          | ..                | ..      | ..      | ..       | ..      | 36,362 4 11 |  |                                 |  |
| Wonthaggi .. .. .               | 22,468                        | 4,434 10 5 | 694 5 5   | 76 4 5   | 968                          | 11,856  | ..             | 1,417 8 10        | 26                    | 2         | 2           | ..                | 96      | 19      | 6        | ..      | 6,622 9 1   |  |                                 |  |
| <i>Section No. 109.</i>         |                               |            |           |          |                              |         |                |                   |                       |           |             |                   |         |         |          |         |             |  |                                 |  |
| OUTTRIM LINE.                   |                               |            |           |          |                              |         |                |                   |                       |           |             |                   |         |         |          |         |             |  |                                 |  |
| Jumbunna .. .. .                | 600                           | 40 8 1     | 18 10 5   | 1 1 0    | 1,753                        | 2,428   | ..             | 1,513 8 4         | 17                    | 2         | ..          | 107               | 4       | 8       | ..       | ..      | 1,573 7 10  |  |                                 |  |
| Outtrim North .. .. .           | 243                           | 9 0 0      | 0 5 2     | ..       | ..                           | ..      | ..             | ..                | ..                    | ..        | ..          | ..                | ..      | ..      | ..       | ..      | 9 5 2       |  |                                 |  |
| Outtrim .. .. .                 | 192                           | 15 10 1    | 2 16 5    | ..       | 4,459                        | 145     | ..             | 1,324 18 0        | ..                    | ..        | ..          | ..                | ..      | ..      | ..       | ..      | 1,343 4 6   |  |                                 |  |
| <i>Section No. 110.</i>         |                               |            |           |          |                              |         |                |                   |                       |           |             |                   |         |         |          |         |             |  |                                 |  |
| PORT WELSHPOOL LINE.            |                               |            |           |          |                              |         |                |                   |                       |           |             |                   |         |         |          |         |             |  |                                 |  |
| Welshpool Jetty .. .. .         | 1,460                         | 40 9 5     | 52 4 10   | ..       | 296                          | 158     | ..             | 795 7 7           | ..                    | ..        | ..          | ..                | ..      | ..      | ..       | ..      | 888 1 10    |  |                                 |  |

| Section No. 111.            |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
|-----------------------------|----|----|----|----|----|-------|----------|----------|---------|-------|-------|------------|----|-----|----|----|----|----|------------|----|------------|
| PORT ALBERT LINE.           |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| Port Albert                 | .. | .. | .. | .. | .. | 420   | 78 6 1   | 45 15 2  | 0 4 5   | 308   | 246   | 689 14 2   | .. | ..  | .. | .. | .. | .. | 813 19 10  |    |            |
| Section No. 112.            |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| NEERIM SOUTH LINE.          |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| Lilloo                      | .. | .. | .. | .. | .. | 8     | 0 7 7    | ..       | ..      | 44    | 28    | 10 16 4    | .. | ..  | .. | .. | .. | .. | 11 3 11    |    |            |
| Buln Buln                   | .. | .. | .. | .. | .. | 12    | 1 3 9    | 22 6 2   | ..      | 464   | 566   | 257 9 11   | .. | ..  | 1  | .. | .. | 1  | 280 19 10  |    |            |
| Bravington                  | .. | .. | .. | .. | .. | ..    | ..       | ..       | ..      | 31    | 21    | 10 14 7    | .. | ..  | .. | .. | .. | .. | 10 14 7    |    |            |
| Rokeby                      | .. | .. | .. | .. | .. | 12    | 1 5 6    | 7 0 5    | ..      | 2,776 | 358   | 1,104 8 8  | .. | 1   | .. | 12 | .. | 2  | 1,112 14 7 |    |            |
| Crossover                   | .. | .. | .. | .. | .. | 10    | 0 15 6   | 1 4 8    | 0 4 4   | 301   | 41    | 123 18 11  | .. | ..  | .. | .. | .. | .. | 126 3 5    |    |            |
| Neerim South                | .. | .. | .. | .. | .. | 199   | 85 12 6  | 26 3 10  | 0 2 2   | 1,844 | 1,368 | 1,803 6 11 | 8  | 100 | 3  | 16 | 16 | 21 | 8          | 4  | 1,715 5 5  |
| Section No. 113.            |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| NOOJEE LINE.                |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| Neerim                      | .. | .. | .. | .. | .. | 75    | 14 9 2   | 9 0 3    | 0 0 9   | 2,321 | 285   | 1,702 13 8 | .. | ..  | 1  | 34 | 7  | 8  | 5          | .. | 1,726 3 10 |
| Nayook                      | .. | .. | .. | .. | .. | 144   | 24 1 8   | 7 8 10   | ..      | 1,851 | 670   | 1,249 15 1 | 6  | 12  | .. | 29 | 4  | 15 | 1          | .. | 1,281 5 7  |
| Noojee                      | .. | .. | .. | .. | .. | 26    | 4 6 9    | 15 19 2  | ..      | 9,000 | 611   | 5,357 0 2  | .. | 1   | .. | 1  | 4  | 8  | 3          | .. | 5,377 6 1  |
| Section No. 114.            |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| THORPDALE LINE.             |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| David                       | .. | .. | .. | .. | .. | 24    | 2 8 10   | 0 3 1    | ..      | ..    | 8     | 0 6 11     | .. | ..  | .. | .. | .. | .. | ..         | .. | 2 18 10    |
| Coalville                   | .. | .. | .. | .. | .. | 203   | 31 4 2   | 2 10 5   | ..      | 239   | 72    | 121 18 9   | .. | ..  | .. | 7  | .. | .. | ..         | .. | 155 13 4   |
| Narracan                    | .. | .. | .. | .. | .. | 205   | 48 4 0   | 7 1 7    | ..      | 258   | 282   | 284 11 8   | 18 | ..  | 1  | .. | 4  | 3  | ..         | .. | 339 17 3   |
| Thorpdale                   | .. | .. | .. | .. | .. | 362   | 120 18 8 | 49 16 10 | 0 17 4  | 2,118 | 1,514 | 1,933 8 3  | 61 | 1   | 2  | 46 | 27 | 4  | 1          | .. | 2,105 1 1  |
| Section No. 115.            |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| WALHALLA LINE.              |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| Gooding                     | .. | .. | .. | .. | .. | 11    | 0 10 2   | ..       | ..      | ..    | ..    | ..         | .. | ..  | .. | .. | .. | .. | ..         | .. | 0 10 2     |
| Gould                       | .. | .. | .. | .. | .. | 458   | 67 17 4  | 3 2 4    | 0 0 9   | 866   | 109   | 437 3 10   | .. | ..  | .. | .. | .. | .. | ..         | .. | 558 4 3    |
| Moondarra                   | .. | .. | .. | .. | .. | 303   | 53 10 1  | 4 4 10   | 0 2 11  | 221   | 86    | 202 14 5   | .. | ..  | .. | .. | 2  | 4  | ..         | .. | 360 12 3   |
| Watson                      | .. | .. | .. | .. | .. | 282   | 83 1 6   | 5 4 3    | 0 3 8   | 24    | 37    | 30 10 11   | .. | ..  | .. | .. | .. | .. | ..         | .. | 119 0 4    |
| Collins' Siding             | .. | .. | .. | .. | .. | 1     | 0 0 5    | 0 7 8    | ..      | 9,104 | 123   | 5,626 4 11 | .. | ..  | .. | .. | .. | .. | ..         | .. | 5,626 13 0 |
| Erica                       | .. | .. | .. | .. | .. | 1,389 | 367 2 2  | 56 17 3  | 0 4 4   | 111   | 402   | 181 16 0   | 2  | 10  | .. | .. | 21 | 23 | ..         | .. | 605 19 9   |
| Knott's Siding              | .. | .. | .. | .. | .. | 174   | 56 1 5   | 1 10 11  | 0 1 2   | 9     | 93    | 19 13 10   | .. | ..  | .. | .. | .. | .. | ..         | .. | 77 7 4     |
| Fullwood's Siding           | .. | .. | .. | .. | .. | ..    | ..       | ..       | ..      | 2,518 | 34    | 1,623 10 7 | .. | ..  | .. | .. | .. | .. | ..         | .. | 1,623 10 7 |
| O'Shea and Bennett's Siding | .. | .. | .. | .. | .. | ..    | ..       | ..       | ..      | 834   | 22    | 476 0 7    | .. | ..  | .. | .. | .. | .. | ..         | .. | 476 0 7    |
| White Rock Lime Siding      | .. | .. | .. | .. | .. | ..    | ..       | ..       | ..      | 1,340 | 45    | 837 14 1   | .. | ..  | .. | .. | .. | .. | ..         | .. | 837 14 1   |
| Platina                     | .. | .. | .. | .. | .. | 147   | 50 7 1   | 1 19 11  | 0 3 7   | 769   | 436   | 456 8 0    | .. | ..  | .. | .. | .. | .. | ..         | .. | 508 18 7   |
| Thomson                     | .. | .. | .. | .. | .. | 6     | 0 8 1    | ..       | ..      | ..    | ..    | ..         | .. | ..  | .. | .. | .. | .. | ..         | .. | 0 8 1      |
| Walhalla                    | .. | .. | .. | .. | .. | 646   | 262 3 0  | 30 2 7   | 0 13 5  | 24    | 166   | 57 5 8     | .. | 1   | .. | .. | .. | .. | ..         | .. | 350 4 8    |
| Section No. 116.            |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| NORTH MIRBOO LINE.          |    |    |    |    |    |       |          |          |         |       |       |            |    |     |    |    |    |    |            |    |            |
| Hazelwood                   | .. | .. | .. | .. | .. | 22    | 0 19 10  | 0 13 2   | ..      | 64    | 62    | 72 14 6    | 1  | 1   | .. | .. | 1  | 1  | ..         | .. | 74 7 6     |
| Yinnar                      | .. | .. | .. | .. | .. | 740   | 172 8 3  | 182 16 7 | 0 18 10 | 879   | 2,037 | 1,815 2 2  | 11 | 6   | 1  | 73 | 3  | 3  | 1          | .. | 1,671 5 10 |
| Boolarra                    | .. | .. | .. | .. | .. | 1,253 | 476 8 2  | 51 5 0   | 9 3 3   | 1,004 | 1,483 | 1,369 4 3  | 51 | 8   | 3  | .. | 18 | 5  | 2          | .. | 1,806 0 8  |
| Darimulla                   | .. | .. | .. | .. | .. | 503   | 28 19 11 | 4 10 2   | 0 2 2   | 94    | 24    | 69 14 5    | .. | ..  | .. | .. | .. | .. | ..         | .. | 103 6 8    |
| North Mirboo                | .. | .. | .. | .. | .. | 1,402 | 419 8 1  | 88 14 2  | 1 16 6  | 1,309 | 2,070 | 2,945 8 3  | 93 | 80  | .. | 72 | 21 | 26 | ..         | .. | 3,455 7 0  |

APPENDIX No. 26.—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. |          |         |              |            |                                 |
|                                  |                               |             |           |                              |        |                |             | Sheep.                | Cattle.     | Horses. | Pigs. | Sheep.            | Cattle.  | Horses. | Pigs.        |            |                                 |
| £ s. d.                          |                               | £ s. d.     |           | £ s. d.                      |        | £ s. d.        |             |                       |             |         |       |                   |          |         |              | £ s. d.    |                                 |
| <b>Section No. 117.</b>          |                               |             |           |                              |        |                |             |                       |             |         |       |                   |          |         |              |            |                                 |
| <b>TRARALGON—STRATFORD LINE.</b> |                               |             |           |                              |        |                |             |                       |             |         |       |                   |          |         |              |            |                                 |
| Glenarry .. .. .                 | 2,233                         | 294 9 7     | 22 13 1   | 1 8 10                       | 1,023  | 904            | 1,497 2 3   | 46                    | 33          | 2       | 25    | 4                 | 2        | 2       | 1            | 1,815 13 9 |                                 |
| Toongabbie .. .. .               | 910                           | 181 3 1     | 18 13 3   | 0 5 10                       | 234    | 227            | 576 7 4     | 23                    | 4           | 1       | 3     | 21                | 1        | 17      | 776 9 6      |            |                                 |
| Gowwarr .. .. .                  | 2,220                         | 434 17 4    | 44 19 10  | 9 16 10                      | 1,601  | 548            | 1,866 9 1   | 60                    | 42          | 7       | 66    | 5                 | 17       | 6       | 2,356 3 1    |            |                                 |
| Dawson .. .. .                   | 37                            | 15 19 7     | 0 1 6     | ..                           | 341    | 21             | 186 13 6    | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 202 14 7     |            |                                 |
| Heyfield .. .. .                 | 3,342                         | 936 1 9     | 113 17 6  | 6 6 0                        | 3,578  | 1,534          | 3,843 10 2  | 97                    | 101         | 2       | 21    | 13                | 31       | 2       | 4,899 15 5   |            |                                 |
| Tinamba .. .. .                  | 2,527                         | 674 11 3    | 152 16 2  | 15 15 1                      | 3,102  | 1,191          | 4,180 13 8  | 105                   | 157         | 5       | 112   | 28                | 24       | 10      | 5,023 16 2   |            |                                 |
| Maifra .. .. .                   | 5,797                         | 2,278 7 8   | 889 9 2   | 51 12 9                      | 10,446 | 47,388         | 14,974 4 1  | 72                    | 81          | 11      | 24    | 7                 | 46       | 12      | 18,193 13 8  |            |                                 |
| Powerscourt .. .. .              | ..                            | ..          | ..        | ..                           | 4,768  | 56             | 298 17 1    | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 298 17 1     |            |                                 |
| <b>Section No. 118.</b>          |                               |             |           |                              |        |                |             |                       |             |         |       |                   |          |         |              |            |                                 |
| <b>BRIAGOLONG LINE.</b>          |                               |             |           |                              |        |                |             |                       |             |         |       |                   |          |         |              |            |                                 |
| Boisdale .. .. .                 | 83                            | 29 7 7      | 21 1 11   | 0 14 6                       | 2,856  | 317            | 1,114 1 4   | 24                    | 22          | 1       | 32    | ..                | 4        | ..      | 1,165 5 4    |            |                                 |
| Bushy Park .. .. .               | 5                             | 1 11 5      | 0 16 4    | 5 11 8                       | 1,836  | 47             | 579 16 0    | ..                    | 1           | 4       | ..    | ..                | ..       | 3       | 587 15 5     |            |                                 |
| Briagolong .. .. .               | 174                           | 73 10 2     | 21 3 10   | ..                           | 6,428  | 395            | 1,757 7 7   | 11                    | 10          | 1       | 15    | 2                 | ..       | ..      | 1,852 1 7    |            |                                 |
| <b>Section No. 119.</b>          |                               |             |           |                              |        |                |             |                       |             |         |       |                   |          |         |              |            |                                 |
| <b>HEALESVILLE LINE.</b>         |                               |             |           |                              |        |                |             |                       |             |         |       |                   |          |         |              |            |                                 |
| East Richmond .. .. .            | 509,753                       | 7,001 3 7   | 224 7 0   | 0 18 0                       | ..     | ..             | ..          | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 7,226 8 7    |            |                                 |
| Burnley .. .. .                  | 611,494                       | 8,512 14 11 | 186 10 1  | 5 2 8                        | 5,805  | 79,841         | 3,315 15 0  | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 12,020 2 8   |            |                                 |
| Hawthorn .. .. .                 | 727,483                       | 11,062 5 0  | 311 1 9   | 3 12 0                       | 131    | 5,837          | 289 18 6    | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 11,666 17 3  |            |                                 |
| Glenferrie .. .. .               | 1,251,885                     | 22,255 1 7  | 530 9 7   | 2 16 7                       | ..     | 4              | ..          | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 22,788 7 9   |            |                                 |
| Auburn .. .. .                   | 1,117,405                     | 18,824 17 2 | 194 0 11  | 1 2 5                        | ..     | 4              | ..          | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 19,020 0 6   |            |                                 |
| Camberwell .. .. .               | 1,549,944                     | 29,895 14 5 | 486 13 11 | 4 4 11                       | 469    | 18,260         | 1,195 15 9  | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 31,582 9 0   |            |                                 |
| East Camberwell .. .. .          | 840,224                       | 15,667 3 0  | 64 14 6   | 0 8 5                        | ..     | 198            | 1 8 9       | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 15,733 14 8  |            |                                 |
| Canterbury .. .. .               | 1,122,584                     | 22,139 11 7 | 336 3 8   | 4 12 8                       | ..     | 4              | ..          | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 22,480 7 11  |            |                                 |
| Chatham .. .. .                  | 812,948                       | 15,841 4 2  | 56 8 2    | 1 18 7                       | ..     | 2              | ..          | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 15,899 10 11 |            |                                 |
| Surrey Hills .. .. .             | 1,119,802                     | 22,342 5 11 | 155 17 11 | 1 13 3                       | 215    | 19,568         | 297 15 3    | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 22,797 12 4  |            |                                 |
| Mont Albert .. .. .              | 887,923                       | 17,755 10 5 | 69 10 5   | 12 0 3                       | ..     | 2              | ..          | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 17,837 1 1   |            |                                 |
| Box Hill .. .. .                 | 1,474,749                     | 32,809 8 11 | 505 12 3  | 30 10 7                      | 3,448  | 30,451         | 2,147 17 11 | ..                    | ..          | 24      | 13    | ..                | 21       | 20      | 35,493 9 8   |            |                                 |
| Blackburn .. .. .                | 447,547                       | 10,271 9 9  | 128 17 4  | 4 17 0                       | 5,288  | 6,402          | 2,584 3 7   | ..                    | ..          | 3       | ..    | ..                | ..       | 5       | 12,989 7 8   |            |                                 |
| Funstall .. .. .                 | 170,107                       | 3,924 7 10  | 118 11 10 | 0 0 9                        | ..     | 9              | 1 14 11     | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 4,044 15 4   |            |                                 |
| Mitcham .. .. .                  | 375,130                       | 9,663 15 9  | 135 18 2  | 0 15 5                       | 1,127  | 14,809         | 849 17 3    | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 10,650 6 7   |            |                                 |
| Ringwood .. .. .                 | 379,991                       | 10,718 18 2 | 357 8 7   | 5 16 9                       | 722    | 6,923          | 685 5 0     | 7                     | 26          | 3       | ..    | 10                | 10       | 8       | 11,787 8 6   |            |                                 |
| Ringwood East .. .. .            | 33,215                        | 875 13 11   | 29 9 8    | ..                           | ..     | ..             | ..          | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 905 3 7      |            |                                 |
| Croydon .. .. .                  | 272,222                       | 9,131 1 2   | 392 0 7   | 7 17 2                       | 649    | 4,208          | 578 0 10    | ..                    | 3           | ..      | ..    | 2                 | 1        | 2       | 10,108 19 9  |            |                                 |
| Mooroolbark .. .. .              | 13,577                        | 590 4 1     | 408 3 3   | 0 11 8                       | ..     | 147            | 50 6 5      | ..                    | ..          | ..      | ..    | ..                | 1        | ..      | 1,049 5 5    |            |                                 |
| Cave Hill Siding .. .. .         | ..                            | ..          | ..        | ..                           | ..     | 1              | 2,206 1 9   | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 2,206 1 9    |            |                                 |
| Lilydale .. .. .                 | 71,011                        | 4,383 0 6   | 399 14 4  | 27 19 7                      | 650    | 5,525          | 946 12 2    | 77                    | 143         | 6       | ..    | 50                | 33       | 4       | 5,757 6 7    |            |                                 |
| Black's Siding .. .. .           | ..                            | ..          | ..        | ..                           | 17,537 | ..             | 4,513 10 7  | ..                    | ..          | ..      | ..    | ..                | ..       | ..      | 4,513 10 7   |            |                                 |
| Coldstream .. .. .               | 2,353                         | 204 6 2     | 452 6 7   | 11 13 10                     | ..     | 703            | 364 14 7    | 62                    | 1           | ..      | ..    | 29                | 74       | ..      | 1,033 1 2    |            |                                 |
| Yering .. .. .                   | 1,264                         | 140 17 7    | 932 7 11  | 4 8 9                        | 131    | 581            | 375 1 1     | 90                    | 48          | 6       | 1     | 59                | 64       | 3       | 1,452 15 4   |            |                                 |
| Yarra Glen .. .. .               | 10,170                        | 939 18 11   | 629 11 9  | 28 3 10                      | 1,540  | 1,305          | 810 3 0     | 64                    | 73          | 11      | 1     | 21                | 36       | 6       | 2,407 18 3   |            |                                 |
| Tarrawarra .. .. .               | 930                           | 115 12 5    | 404 7 0   | 8 16 6                       | 329    | 129            | 112 4 1     | 3                     | 3           | ..      | ..    | 2                 | 5        | ..      | 641 0 0      |            |                                 |
| Healesville .. .. .              | 14,633                        | 1,928 4 0   | 348 13 11 | 15 5 0                       | 4,426  | 2,950          | 1,942 19 9  | 28                    | 20          | 9       | 1     | 41                | 14       | 9       | 4,235 2 8    |            |                                 |



|                              |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
|------------------------------|---------|--------------|----------|----------|-------|--------|------------|----|----|----|----|----|----|----|--------------|
| <i>Section No. 120.</i>      |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| DARLING LINE.                |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| Heyington .. .. .            | 92,868  | 1,533 14 3   | 14 8 10  | 0 3 8    | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 1,568 6 9    |
| Kooyong .. .. .              | 244,656 | 4,193 9 1    | 35 4 7   | 0 6 11   | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 4,229 0 7    |
| Tooronga .. .. .             | 669,298 | 10,560 4 6   | 133 14 3 | 0 17 9   | 34    | 16,528 | 104 16 0   | .. | 1  | .. | .. | .. | .. | .. | 10,799 12 6  |
| Gardiner .. .. .             | 644,365 | 11,688 16 11 | 70 2 11  | 0 8 0    | ..    | 1      | ..         | .. | .. | .. | .. | .. | .. | .. | 11,759 7 10  |
| Glen Iris .. .. .            | 688,707 | 13,241 10 2  | 57 4 11  | 1 16 2   | ..    | 2      | 0 1 0      | .. | .. | .. | .. | .. | .. | .. | 13,800 12 3  |
| Darling .. .. .              | 510,500 | 10,530 2 3   | 116 7 9  | 0 8 8    | 60    | 2,317  | 26 17 3    | .. | .. | .. | .. | .. | .. | .. | 10,673 15 11 |
| <i>Section No. 121.</i>      |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| GLEN WAVERLEY LINE.          |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| Eastmalvern .. .. .          | 294,796 | 4,410 2 3    | 16 16 6  | 0 10 10  | ..    | 56     | ..         | .. | .. | .. | .. | .. | .. | .. | 4,427 9 7    |
| Holmesglen .. .. .           | 3,886   | 88 10 9      | 0 2 0    | ..       | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 88 12 9      |
| Jordanville .. .. .          | 7,149   | 185 1 9      | 0 4 7    | ..       | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 185 6 4      |
| Mount Waverley .. .. .       | 12,848  | 317 10 10    | 2 9 2    | ..       | 106   | 331    | 61 13 4    | .. | .. | .. | .. | .. | .. | .. | 371 13 4     |
| Syndal .. .. .               | 13,325  | 342 10 11    | 1 0 2    | ..       | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 343 11 1     |
| Glen Waverley .. .. .        | 28,287  | 869 5 4      | 14 9 9   | ..       | 154   | 626    | 48 16 10   | .. | .. | .. | 3  | .. | .. | .. | 982 11 11    |
| <i>Section No. 122.</i>      |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| KEW LINE.                    |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| Barker .. .. .               | 283,514 | 4,225 17 6   | 26 3 9   | 0 9 5    | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 4,252 10 8   |
| Kew .. .. .                  | 680,437 | 9,999 8 0    | 292 16 2 | 3 12 1   | 115   | 14,390 | 279 17 0   | .. | 7  | 1  | .. | .. | 11 | .. | 10,575 13 3  |
| <i>Section No. 123.</i>      |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| ASHBURTON LINE.              |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| Riversdale .. .. .           | 96,609  | 1,533 2 6    | 17 15 3  | 0 1 6    | 46    | 13,657 | 151 1 11   | .. | .. | .. | .. | .. | .. | .. | 1,702 1 2    |
| Golf Links .. .. .           | 165,228 | 2,792 1 11   | ..       | ..       | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 2,792 1 11   |
| Hartwell .. .. .             | 384,026 | 7,175 17 1   | 34 12 7  | 0 19 4   | ..    | ..     | 0 0 4      | .. | .. | .. | .. | .. | .. | .. | 7,211 9 4    |
| Burwood .. .. .              | 276,868 | 4,994 5 6    | 90 13 10 | 0 1 6    | 6     | 3,830  | 74 18 11   | .. | .. | .. | .. | .. | .. | .. | 5,159 19 9   |
| Ashburton .. .. .            | 188,347 | 3,637 6 7    | 53 19 5  | 0 6 6    | 9     | 2,181  | 7 3 7      | .. | .. | .. | .. | .. | .. | .. | 3,698 16 1   |
| <i>Section No. 124.</i>      |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| DEEPDENE LINE.               |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| Shenley .. .. .              | 54,547  | 960 9 9      | ..       | ..       | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 960 9 9      |
| Roystead .. .. .             | 64,707  | 1,128 12 2   | ..       | ..       | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 1,128 12 2   |
| Deepdene .. .. .             | 137,346 | 1,775 4 0    | 9 16 1   | ..       | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 1,785 0 1    |
| East Kew .. .. .             | 62,488  | 1,139 12 10  | 8 11 2   | ..       | 50    | 4,671  | 12 5 6     | .. | .. | .. | .. | .. | .. | .. | 1,160 9 6    |
| <i>Section No. 125.</i>      |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| FERNTREE GULLY LINE.         |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| Heathmont .. .. .            | 23,825  | 621 16 4     | 3 11 6   | ..       | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 625 7 10     |
| Bayswater .. .. .            | 113,312 | 3,420 2 8    | 409 10 8 | 150 11 6 | 255   | 2,112  | 193 1 3    | .. | .. | 2  | .. | .. | 1  | 2  | 4,173 6 1    |
| Boronia .. .. .              | 96,736  | 3,485 1 9    | 230 10 9 | 0 8 9    | ..    | 11     | 0 3 4      | .. | .. | .. | .. | .. | .. | .. | 3,716 4 7    |
| Lower Ferntree Gully .. .. . | 45,618  | 2,059 9 1    | 308 15 6 | 8 11 7   | ..    | 216    | 174 6 9    | 22 | 15 | 8  | .. | 52 | 15 | 12 | 2,651 2 11   |
| Hermion's Siding .. .. .     | ..      | ..           | ..       | ..       | ..    | 15,518 | 3,249 17 3 | .. | .. | .. | .. | .. | .. | .. | 3,249 17 3   |
| Upper Ferntree Gully .. .. . | 90,128  | 5,116 8 0    | 272 8 7  | 9 8 3    | 5,007 | 819    | 1,457 13 4 | .. | .. | 1  | .. | .. | 2  | 3  | 6,855 18 2   |
| <i>Section No. 126.</i>      |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| GEMBROOK LINE.               |         |              |          |          |       |        |            |    |    |    |    |    |    |    |              |
| Upwey .. .. .                | 12,576  | 676 5 11     | 33 15 8  | 1 3 6    | 1     | 92     | 9 9 11     | .. | .. | .. | .. | .. | .. | .. | 720 15 0     |
| Tecoma .. .. .               | 6,920   | 269 0 4      | 2 0 1    | 0 9 9    | ..    | 1      | 0 2 9      | .. | .. | .. | .. | .. | .. | .. | 271 12 11    |
| Belgrave .. .. .             | 17,837  | 1,011 3 4    | 59 17 0  | 2 6 9    | 481   | 700    | 141 0 5    | .. | .. | .. | .. | .. | .. | .. | 1,214 7 6    |
| Selby .. .. .                | 579     | 52 13 9      | 1 1 0    | ..       | ..    | 22     | 0 4 11     | .. | .. | .. | .. | .. | .. | .. | 53 19 8      |
| Tank's Siding .. .. .        | 4       | 0 8 8        | ..       | ..       | ..    | ..     | ..         | .. | .. | .. | .. | .. | .. | .. | 0 8 8        |

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.                         | PASSENGERS.                            |             | PARCELS.  | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS TONNAGE. |          | GOODS AND<br>LIVE STOCK. | LIVE STOCK.       |         |         |       |                   |         |         |       | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |  |
|-----------------------------------|--|-------------|-----------|------------------------------------|----------------|----------|--------------------------|-------------------|---------|---------|-------|-------------------|---------|---------|-------|--|--|
|                                   | Outwards.                              |             | Outwards. | Outwards.                          | Outwards.      | Inwards. | Outwards.                | Outwards.         |         |         |       | Inwards.          |         |         |       |  |  |
|                                   | Number<br>of<br>Passenger<br>Journeys. | Revenue.    | Revenue.  | Revenue.                           | Tons.          | Tons.    | Revenue.                 | Number of Trucks. |         |         |       | Number of Trucks. |         |         |       |  |  |
|                                   |  |             |           |                                    |                |          |                          | Sheep.            | Cattle. | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs. |  |  |
| £ s. d.                           |  | £ s. d.     |           | £ s. d.                            |                | £ s. d.  |                          |                   |         |         |       |                   |         |         |       | £ s. d.                                  |  |
| <i>Section No. 126—continued.</i> |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| <i>GEMSBROOK LINE—continued.</i>  |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| Aura .. .. .                      | 566                                    | 43 0 3      | 10 16 11  | 0 6 0                              | 277            | 181      | 125 0 3                  | ..                | ..      | ..      | ..    | 1                 | ..      | ..      | ..    | 179 3 5                                  |  |
| Clematis .. .. .                  | 379                                    | 38 12 7     | 1 4 0     | 0 1 6                              | 27             | 117      | 25 19 9                  | ..                | ..      | ..      | ..    | 2                 | 1       | ..      | ..    | 65 17 10                                 |  |
| Emerald .. .. .                   | 1,531                                  | 157 8 5     | 86 19 2   | 0 13 5                             | 284            | 836      | 304 0 2                  | 21                | 11      | ..      | 1     | 11                | 1       | ..      | ..    | 549 1 2                                  |  |
| Nobelius Siding .. .. .           | 56                                     | 4 18 5      | 33 7 6    | ..                                 | 77             | 17       | 226 19 2                 | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 265 5 1                                  |  |
| Wright's .. .. .                  | 62                                     | 8 4 8       | ..        | ..                                 | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 8 4 8                                    |  |
| Cockatoo .. .. .                  | 1,472                                  | 192 6 1     | 67 10 9   | 1 14 4                             | 1,100          | 1,235    | 431 15 1                 | ..                | ..      | ..      | 1     | 1                 | ..      | 1       | ..    | 693 6 3                                  |  |
| Filder .. .. .                    | 13                                     | 1 13 7      | ..        | ..                                 | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1 13 7                                   |  |
| Gembrook .. .. .                  | 609                                    | 91 4 7      | 44 3 5    | 0 10 2                             | 2,728          | 560      | 1,427 8 8                | 28                | 2       | ..      | ..    | 28                | 8       | 3       | ..    | 1,563 6 10                               |  |
| <i>Section No. 127.</i>           |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| <i>WABBURTON LINE.</i>            |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| Mount Evelyn .. .. .              | 16,107                                 | 1,301 3 9   | 216 13 6  | 4 13 5                             | 1,667          | 11,796   | 487 11 1                 | ..                | ..      | ..      | ..    | ..                | ..      | 1       | ..    | 2,010 1 9                                |  |
| Wandin .. .. .                    | 9,131                                  | 771 12 6    | 489 5 8   | 0 13 2                             | 3,233          | 2,401    | 967 7 5                  | 3                 | 1       | 3       | ..    | ..                | ..      | 1       | ..    | 2,228 18 9                               |  |
| Seville .. .. .                   | 2,485                                  | 318 13 3    | 99 15 4   | 0 9 4                              | 1,336          | 1,853    | 362 18 2                 | ..                | ..      | ..      | ..    | 25                | 15      | ..      | ..    | 777 1 1                                  |  |
| Killara .. .. .                   | 688                                    | 92 9 7      | 8 17 8    | 0 3 9                              | 637            | 380      | 182 7 4                  | 13                | ..      | ..      | ..    | 12                | 14      | ..      | ..    | 283 18 4                                 |  |
| Woori Yallock .. .. .             | 2,804                                  | 383 19 0    | 48 5 3    | 0 11 1                             | 1,726          | 3,524    | 662 1 10                 | 17                | 53      | 5       | ..    | 16                | 11      | 6       | ..    | 1,094 17 2                               |  |
| Launching Place .. .. .           | 2,285                                  | 358 4 2     | 730 13 3  | 2 8 1                              | 2,295          | 549      | 846 11 8                 | 8                 | 15      | ..      | ..    | 10                | 23      | ..      | ..    | 1,937 17 2                               |  |
| Yarra Junction .. .. .            | 6,881                                  | 957 18 0    | 112 5 0   | 2 9 2                              | 12,585         | 1,781    | 5,198 6 4                | ..                | ..      | ..      | ..    | 31                | 2       | ..      | ..    | 6,265 18 6                               |  |
| Britannia .. .. .                 | ..                                     | ..          | ..        | ..                                 | 2,073          | 51       | 1,142 7 9                | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 1,142 7 9                                |  |
| Westburn .. .. .                  | 1,976                                  | 237 17 3    | 97 9 3    | 1 5 4                              | 232            | 228      | 81 15 3                  | ..                | 4       | 1       | ..    | 12                | 11      | 1       | ..    | 418 7 1                                  |  |
| Millgrove .. .. .                 | 2,110                                  | 211 2 2     | 109 3 10  | 5 6 6                              | 716            | 422      | 587 3 1                  | ..                | 2       | 2       | ..    | ..                | 2       | 3       | ..    | 912 15 7                                 |  |
| Warburton .. .. .                 | 8,383                                  | 1,714 18 11 | 181 3 7   | 2 12 1                             | 929            | 5,214    | 1,059 6 5                | 5                 | 7       | 1       | 12    | 41                | 28      | 6       | ..    | 2,958 1 0                                |  |
| La La Extension .. .. .           | ..                                     | ..          | ..        | ..                                 | 11,952         | 196      | 4,449 4 10               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 4,449 4 10                               |  |
| <i>Section No. 128.</i>           |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| <i>HEIDELBERG-ELTHAM LINE.</i>    |  |             |           |                                    |                |          |                          |                   |         |         |       |                   |         |         |       |  |  |
| Jolimont .. .. .                  | 209,317                                | 2,672 11 8  | 35 0 7    | 0 2 4                              | ..             | 1        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 2,707 14 7                               |  |
| West Richmond .. .. .             | 622,849                                | 8,126 0 11  | 356 18 1  | 1 5 2                              | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 8,484 4 2                                |  |
| North Richmond .. .. .            | 553,645                                | 8,263 10 1  | 472 9 4   | 1-10 4                             | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 8,737 9 9                                |  |
| Collingwood .. .. .               | 518,777                                | 7,282 11 6  | 435 5 4   | 2 19 5                             | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 7,720 16 3                               |  |
| Victoria Park .. .. .             | 799,717                                | 11,930 15 6 | 809 0 2   | 1 9 0                              | 18,138         | 90,633   | 5,898 19 4               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 18,635 4 0                               |  |
| Clifton Hill .. .. .              | 1,302,211                              | 17,737 7 5  | 595 14 9  | 0 18 3                             | ..             | 4        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 18,334 0 5                               |  |
| Westgarth .. .. .                 | 656,269                                | 9,142 19 7  | 67 0 8    | 0 13 7                             | ..             | ..       | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 9,210 13 10                              |  |
| Dennis .. .. .                    | 806,944                                | 12,370 18 5 | 74 11 9   | 2 4 5                              | ..             | 3        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 12,447 14 7                              |  |
| Fairfield Park .. .. .            | 1,449,188                              | 23,240 7 4  | 130 17 3  | 1 7 9                              | 1,339          | 26,480   | 2,122 3 3                | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 25,494 15 7                              |  |
| Alphington .. .. .                | 636,933                                | 10,734 13 5 | 47 17 8   | 0 4 6                              | 3,287          | 2,655    | 930 0 10                 | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | 11,712 16 6                              |  |

|                        |               |                   |               |                |     |        |         |    |    |    |    |    |    |    |    |    |    |    |             |
|------------------------|---------------|-------------------|---------------|----------------|-----|--------|---------|----|----|----|----|----|----|----|----|----|----|----|-------------|
| Darebin .. .. .        | 382,385       | 7,708 17 4        | 84 8 2        | 0 3 4          | ..  | ..     | ..      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7,748 8 10  |
| Ivanhoe .. .. .        | 1,029,897     | 20,916 16 11      | 132 4 8       | 5 1 8          | 8   | 4,412  | 23 18 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 21,078 1 3  |
| Eaglemont .. .. .      | 321,888       | 9,971 18 8        | 25 8 5        | 4 10 8         | ..  | ..     | ..      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7,001 17 9  |
| Hefelberg .. .. .      | 658,978       | 14,491 10 5       | 134 10 10     | 9 7 5          | 150 | 13,867 | 263 4 0 | 2  | 36 | 4  | 1  | .. | .. | .. | .. | .. | .. | .. | 14,899 1 8  |
| Rosanna .. .. .        | 120,157       | 2,694 15 5        | 16 6 11       | 0 8 8          | ..  | ..     | ..      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,711 11 0  |
| <b>Macleod</b> .. .. . | <b>84,986</b> | <b>2,250 14 4</b> | <b>20 8 4</b> | <b>49 15 5</b> | ..  | ..     | 58 17 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,379 15 10 |
| Mont Park .. .. .      | ..            | ..                | ..            | ..             | 38  | 4,450  | 58 5 6  | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 58 5 6      |
| Watsonia .. .. .       | 56,021        | 1,308 16 11       | 7 4 1         | ..             | ..  | ..     | ..      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,316 1 0   |
| Greensborough .. .. .  | 177,260       | 4,826 15 3        | 77 12 5       | 40 10 4        | 17  | 1,366  | 36 13 6 | 2  | 3  | 2  | .. | .. | .. | .. | .. | .. | .. | .. | 4,981 11 6  |
| Montmorency .. .. .    | 103,388       | 2,535 9 11        | 16 4 4        | ..             | ..  | ..     | ..      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,551 14 3  |
| Eltham .. .. .         | 177,878       | 5,467 0 8         | 44 4 3        | 0 12 3         | 57  | 955    | 43 1 9  | 2  | 2  | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,554 18 11 |

Section No. 129.

ELTHAM-HURSTBRIDGE LINE.

|                       |        |            |         |       |       |     |         |    |    |    |    |    |    |    |    |    |    |    |            |
|-----------------------|--------|------------|---------|-------|-------|-----|---------|----|----|----|----|----|----|----|----|----|----|----|------------|
| Diamond Creek .. .. . | 48,264 | 1,657 13 4 | 84 8 11 | 3 4 2 | 84    | 529 | 45 19 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,791 5 11 |
| Wattle Glen .. .. .   | 9,582  | 323 4 2    | 0 0 5   | ..    | ..    | ..  | ..      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 323 4 7    |
| Hurstbridge .. .. .   | 31,368 | 1,573 15 5 | 74 19 6 | 2 9 5 | 1,527 | 822 | 366 1 7 | 7  | 2  | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,017 5 11 |

Section No. 130.

PORT MELBOURNE LINE.

|                        |         |            |         |        |        |         |             |    |    |    |    |    |    |    |    |    |    |    |             |
|------------------------|---------|------------|---------|--------|--------|---------|-------------|----|----|----|----|----|----|----|----|----|----|----|-------------|
| Montague .. .. .       | 213,009 | 2,871 13 0 | 79 8 2  | 0 1 6  | ..     | ..      | ..          | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,951 2 8   |
| North Port .. .. .     | 543,089 | 7,849 1 2  | 68 9 4  | 0 15 5 | ..     | ..      | ..          | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7,918 5 11  |
| Graham .. .. .         | 786,854 | 10,248 3 5 | 124 9 0 | 0 5 4  | ..     | ..      | ..          | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10,372 17 9 |
| Port Melbourne .. .. . | 227,618 | 3,566 1 0  | 86 3 8  | 0 10 1 | 59,295 | 189,899 | 18,417 11 5 | .. | 1  | 17 | .. | .. | .. | .. | .. | .. | .. | .. | 22,070 6 2  |

Section No. 131.

ST. KILDA LINE.

|                         |           |             |         |        |    |        |         |    |    |    |    |    |    |    |    |    |    |    |             |
|-------------------------|-----------|-------------|---------|--------|----|--------|---------|----|----|----|----|----|----|----|----|----|----|----|-------------|
| South Melbourne .. .. . | 898,860   | 11,189 0 10 | 575 3 0 | 1 2 1  | .. | 2      | 0 2 0   | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11,765 7 11 |
| Albert Park .. .. .     | 1,833,035 | 21,784 0 3  | 223 8 5 | 1 6 0  | .. | 4      | ..      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 22,008 14 8 |
| Middle Park .. .. .     | 1,618,609 | 17,146 3 7  | 118 7 3 | 0 13 3 | .. | ..     | ..      | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 17,265 4 1  |
| St. Kilda .. .. .       | 3,524,506 | 43,275 14 1 | 405 0 3 | 2 10 2 | 29 | 11,863 | 25 11 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 43,708 16 3 |

Section No. 132.

BRIGHTON-SANDRINGHAM LINE.

|                         |           |             |             |        |     |        |           |    |    |    |    |    |    |    |    |    |    |    |              |
|-------------------------|-----------|-------------|-------------|--------|-----|--------|-----------|----|----|----|----|----|----|----|----|----|----|----|--------------|
| Richmond .. .. .        | 1,463,066 | 22,716 14 1 | 1,512 17 10 | 3 18 4 | ..  | 5      | 0 2 1     | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 24,293 12 4  |
| South Yarra .. .. .     | 1,575,781 | 22,733 0 2  | 1,107 19 5  | 4 16 9 | ..  | 7      | ..        | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 23,845 16 4  |
| Prahran .. .. .         | 994,508   | 14,369 1 9  | 1,178 14 4  | 0 15 1 | ..  | 1      | ..        | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15,548 11 2  |
| Windsor .. .. .         | 1,233,530 | 17,592 11 2 | 364 6 3     | 1 13 6 | 427 | 35,503 | 755 7 10  | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18,713 18 9  |
| Balaclava .. .. .       | 1,596,360 | 25,998 16 7 | 259 4 1     | 3 13 0 | ..  | 8      | ..        | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 26,261 13 8  |
| Ripponlea .. .. .       | 1,029,812 | 17,959 8 4  | 138 19 8    | 1 2 2  | ..  | 2      | 2 14 9    | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18,102 4 11  |
| Elsternwick .. .. .     | 2,426,706 | 41,864 2 9  | 451 3 7     | 3 14 1 | 318 | 13,585 | 418 13 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 42,737 14 4  |
| Gardenvale .. .. .      | 1,396,875 | 27,005 15 5 | 181 11 4    | 1 14 7 | ..  | 7      | ..        | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 27,139 1 4   |
| North Brighton .. .. .  | 1,582,669 | 33,389 7 0  | 279 3 11    | 5 14 4 | 535 | 12,060 | 831 1 0   | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 34,505 6 3   |
| Middle Brighton .. .. . | 1,280,164 | 26,841 4 4  | 659 15 4    | 1 5 10 | 146 | 19,824 | 180 1 7   | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 27,682 7 1   |
| Brighton Beach .. .. .  | 758,428   | 17,773 4 6  | 62 8 7      | 0 11 8 | ..  | 10     | ..        | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 17,836 4 9   |
| Hampton .. .. .         | 1,482,914 | 34,086 17 3 | 193 3 9     | 2 0 2  | ..  | 10     | 4 14 8    | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 34,291 15 10 |
| Sandringham .. .. .     | 1,752,083 | 44,023 14 1 | 275 9 3     | 4 5 1  | 450 | 15,358 | 238 0 10  | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 44,541 9 3   |

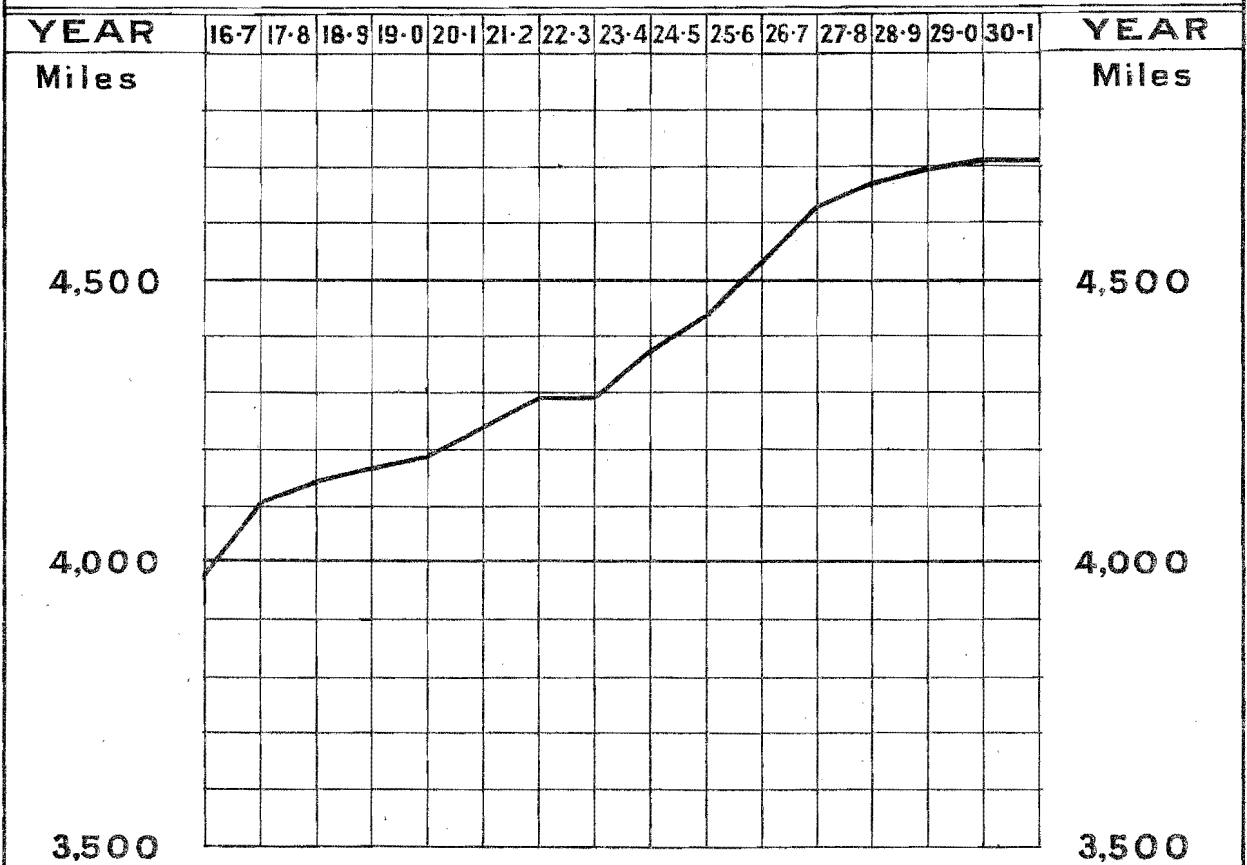
APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

| STATIONS.   | PASSENGERS.                            |                | PARCELS.     | HORSES,<br>CARRIAGES,<br>AND DOGS. | GOODS TONNAGE. |           | GOODS AND<br>LIVE STOCK. | LIVE STOCK.       |         |         |       |                   |         |         |       | TOTAL<br>OUTWARDS<br>TRAFFIC<br>REVENUE. |                 |
|---|--|----------------|--------------|------------------------------------|----------------|-----------|--------------------------|-------------------|---------|---------|-------|-------------------|---------|---------|-------|--|-----------------|
|   | Outwards.                              |                | Outwards.    | Outwards.                          | Outwards.      | Inwards.  | Outwards.                | Outwards.         |         |         |       | Inwards.          |         |         |       |  |                 |
|   | Number<br>of<br>Passenger<br>Journeys. | Revenue.       | Revenue.     | Revenue.                           | Tons.          | Tons.     | Revenue.                 | Number of Trucks. |         |         |       | Number of Trucks. |         |         |       |  |                 |
|   |  |                |              |                                    |                |           |                          | Sheep.            | Cattle. | Horses. | Pigs. | Sheep.            | Cattle. | Horses. | Pigs. |  |                 |
| £ s. d.   |  | £ s. d.        | £ s. d.      | £ s. d.                            |                | £ s. d.   |                          |                   |         |         |       |                   |         |         |       | £ s. d.                                  |                 |
| VARIOUS.  |  |                |              |                                    |                |           |                          |                   |         |         |       |                   |         |         |       |  |                 |
| Subsidy from Treasury Account, 10 per cent. reduction in Agricultural Produce rates .. .. .                         | ..                                     | ..             | ..           | ..                                 | ..             | ..        | 176,605 4 8              | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 176,605 4 8     |
| Road Motor Coach Services .. .. .   | 646,251                                | 7,817 17 11    | 179 15 8     | ..                                 | ..             | ..        | 8,927 3 0                | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 16,924 16 7     |
| Traffic derived from South Australian Stations ..   | 35,989                                 | 59,814 0 9     | 11,007 14 3  | 498 13 5                           | 55,972         | 30,334    | 83,457 17 7              | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 154,278 6 0     |
| Traffic derived from New South Wales Stations ..  | 103,023                                | 94,905 7 3     | 13,834 18 1  | 1,170 1 7                          | 41,837         | 101,838   | 69,080 2 4               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 178,990 9 3     |
| Traffic derived from Queensland Stations ..   | 5,413                                  | 5,102 10 7     | 355 5 8      | 1 6 5                              | 23,662         | 5,194     | 18,510 5 5               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 23,969 8 1      |
| Traffic derived from Commonwealth Stations ..   | 5,527                                  | 2,925 13 8     | 270 3 0      | 7 1 2                              | 219            | 983       | 3,704 19 4               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 6,907 17 2      |
| Traffic derived from Western Australian Stations ..   | 5,004                                  | 6,814 6 4      | 184 15 11    | 1 9 11                             | 20             | 533       | 66 2 10                  | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 6,566 15 0      |
| Traffic derived from Tasmania .. .. .   | 246                                    | 718 8 0        | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 718 8 0         |
| Steamer .. .. .   | 8,147                                  | 199 18 0       | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 199 18 0        |
| Thos. Cook and Sons to New South Wales, South Australia, &c. .. .. .  | 550                                    | 786 2 0        | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 786 2 0         |
| Totals .. .. .  | 135,036,151                            | 3,949,520 12 0 | 378,697 11 8 | 27,025 4 4                         | 5,600,306      | 5,557,176 | 4,935,799 15 7           | 72,460            | 26,634  | 5,841   | 5,806 | 74,447            | 29,889  | 5,529   | 6,252 | ..                                       | 9,291,043 3 7   |
| Adjustments Account—unallotted Credit Notes, &c. .. .. .  | 265,320                                | 51,098 6 11    | 2,720 3 8    | 486 2 5                            | ..             | ..        | 83,094 16 5              | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 137,399 9 5     |
| Less Goods and Live Stock in transit in June, not brought to account until July, when delivery was effected .. .. . | 135,301,471                            | 3,898,422 5 1  | 375,977 8 0  | 26,539 1 11                        | ..             | ..        | 4,852,704 19 2           | 72,460            | 26,684  | 5,841   | 5,806 | 74,447            | 29,889  | 5,529   | 6,252 | ..                                       | 9,153,643 14 2  |
|   | ..                                     | ..             | ..           | ..                                 | 43,130         | ..        | 25,969 7 6               | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 25,969 7 6      |
|   | 135,301,471                            | 3,898,422 5 1  | 375,977 8 0  | 26,539 1 11                        | 5,557,176      | 5,557,176 | 4,826,735 11 8           | 72,460            | 26,684  | 5,841   | 5,806 | 74,447            | 29,889  | 5,529   | 6,252 | ..                                       | 9,127,674 6 8   |
| Mails .. .. .   | ..                                     | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 85,225 12 3     |
| Telegraph .. .. .   | ..                                     | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 735 14 5        |
| Power .. .. .   | ..                                     | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 43,840 3 3      |
| Rentals .. .. .   | ..                                     | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 149,864 11 0    |
| Miscellaneous .. .. .   | ..                                     | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 9,386 11 9      |
| Dining Car Service .. .. .  | ..                                     | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 12,627 4 10     |
| Refreshment Room Service .. .. .  | ..                                     | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 305,173 14 1    |
| Advertising .. .. .   | ..                                     | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 55,424 12 7     |
| Bookstalls .. .. .  | ..                                     | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 69,972 8 11     |
| GRAND TOTAL, RAILWAYS .. .. .   | 135,301,471                            | 3,898,422 5 1  | 375,977 8 0  | 26,539 1 11                        | 5,557,176      | 5,557,176 | 4,826,735 11 8           | 72,460            | 26,684  | 5,841   | 5,806 | 74,447            | 29,889  | 5,529   | 6,252 | ..                                       | 9,858,924 19 9  |
| St. Kilda and Brighton Electric Tramway ..  | 4,613,394                              | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 47,912 2 10     |
| Sandringham and Beaumaris Electric Tramway ..   | 1,297,508                              | ..             | ..           | ..                                 | ..             | ..        | ..                       | ..                | ..      | ..      | ..    | ..                | ..      | ..      | ..    | ..                                       | 11,990 9 7½     |
| GRAND TOTALS .. .. .  | 141,212,373                            | 3,898,422 5 1  | 375,977 8 0  | 26,539 1 11                        | 5,557,176      | 5,557,176 | 4,826,735 11 8           | 72,460            | 26,684  | 5,841   | 5,806 | 74,447            | 29,889  | 5,529   | 6,252 | ..                                       | 9,913,827 12 2½ |

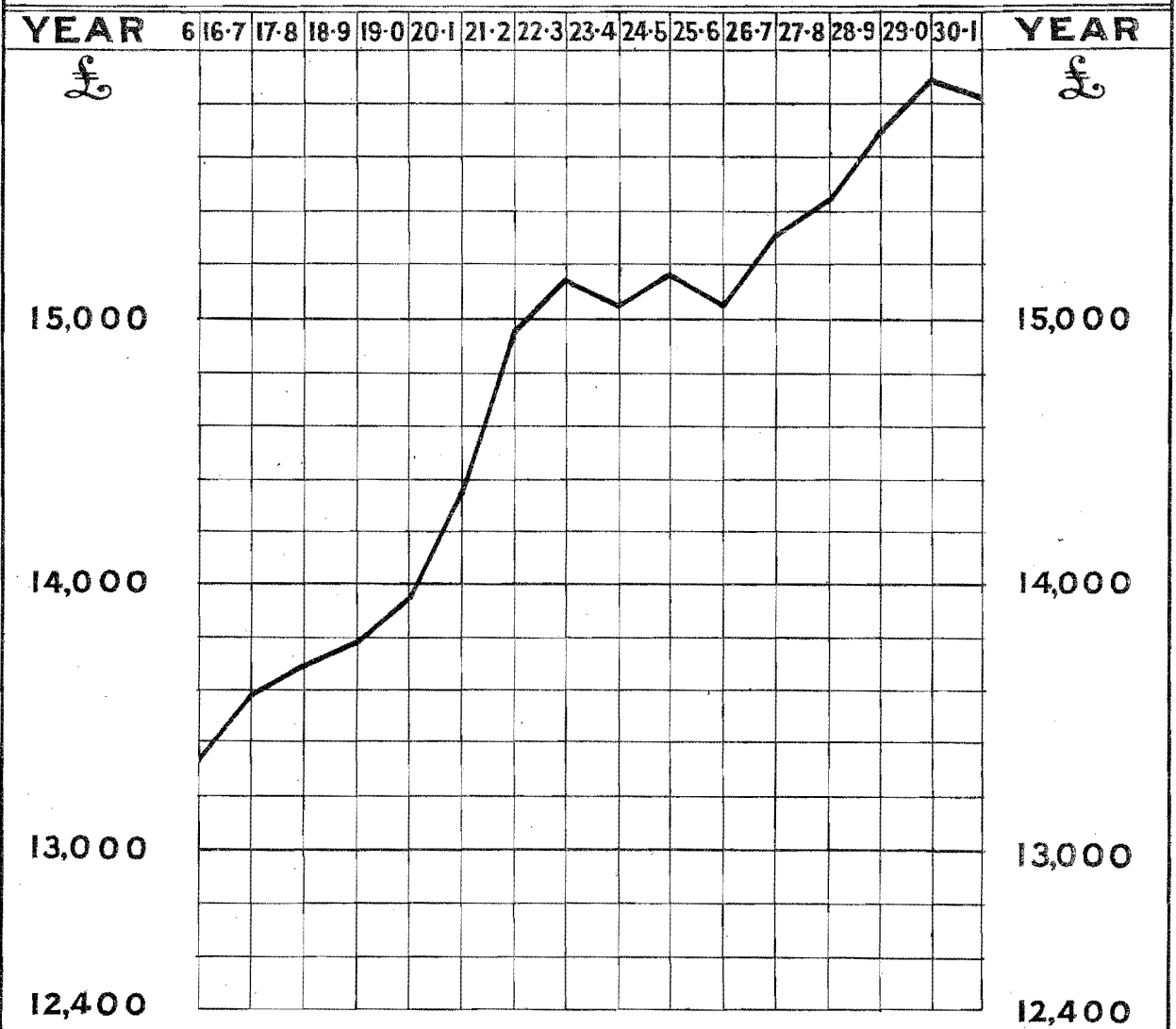
\* Station only open for portion of year.

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

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

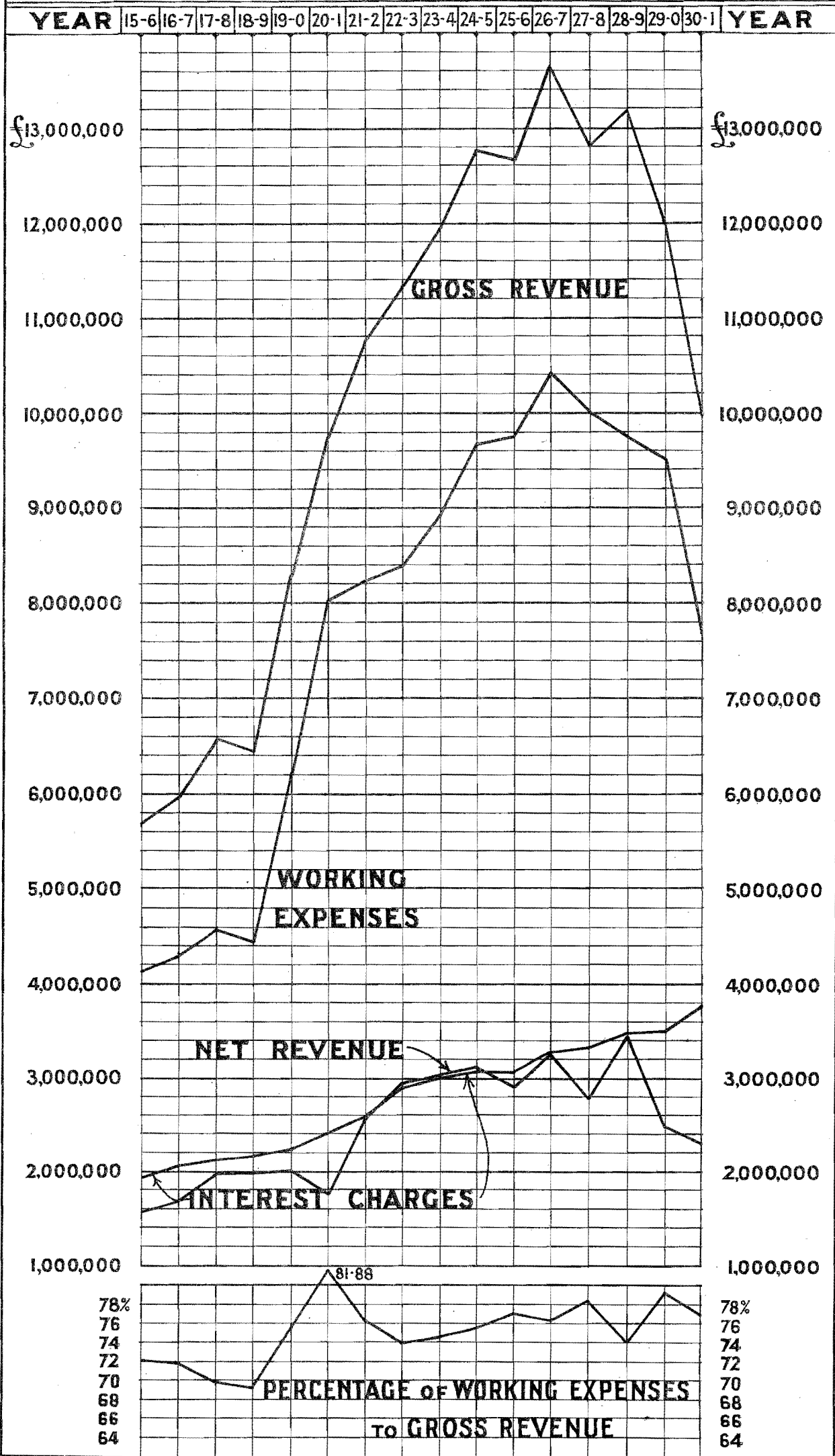


## DIAGRAM N<sup>o</sup> 2 AVERAGE COST OF CONSTRUCTION PER MILE



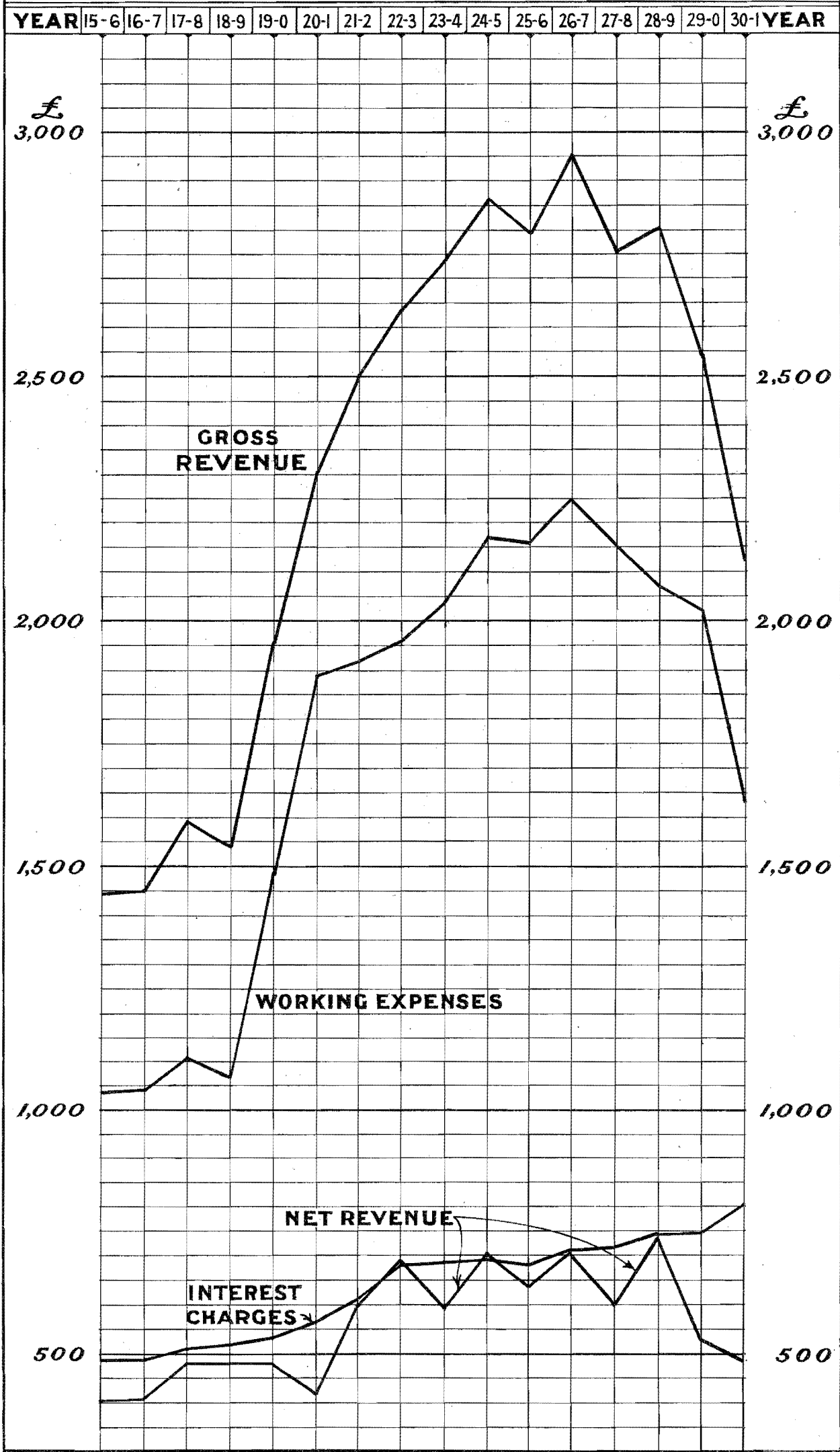
# DIAGRAM N° 3

(Exclusive of Electric Tramways & Road Motor Public Services)



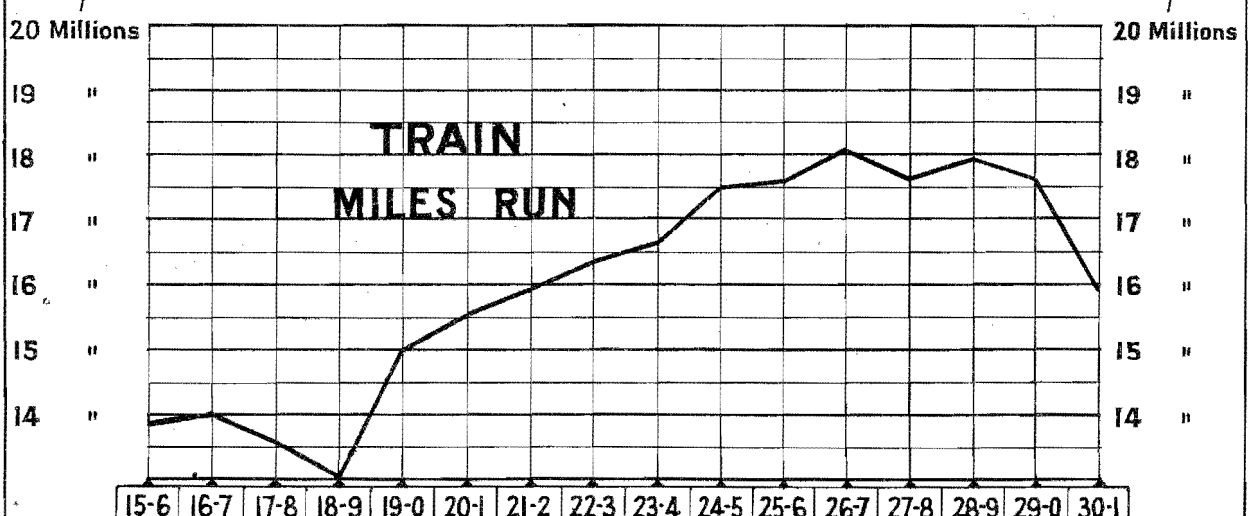
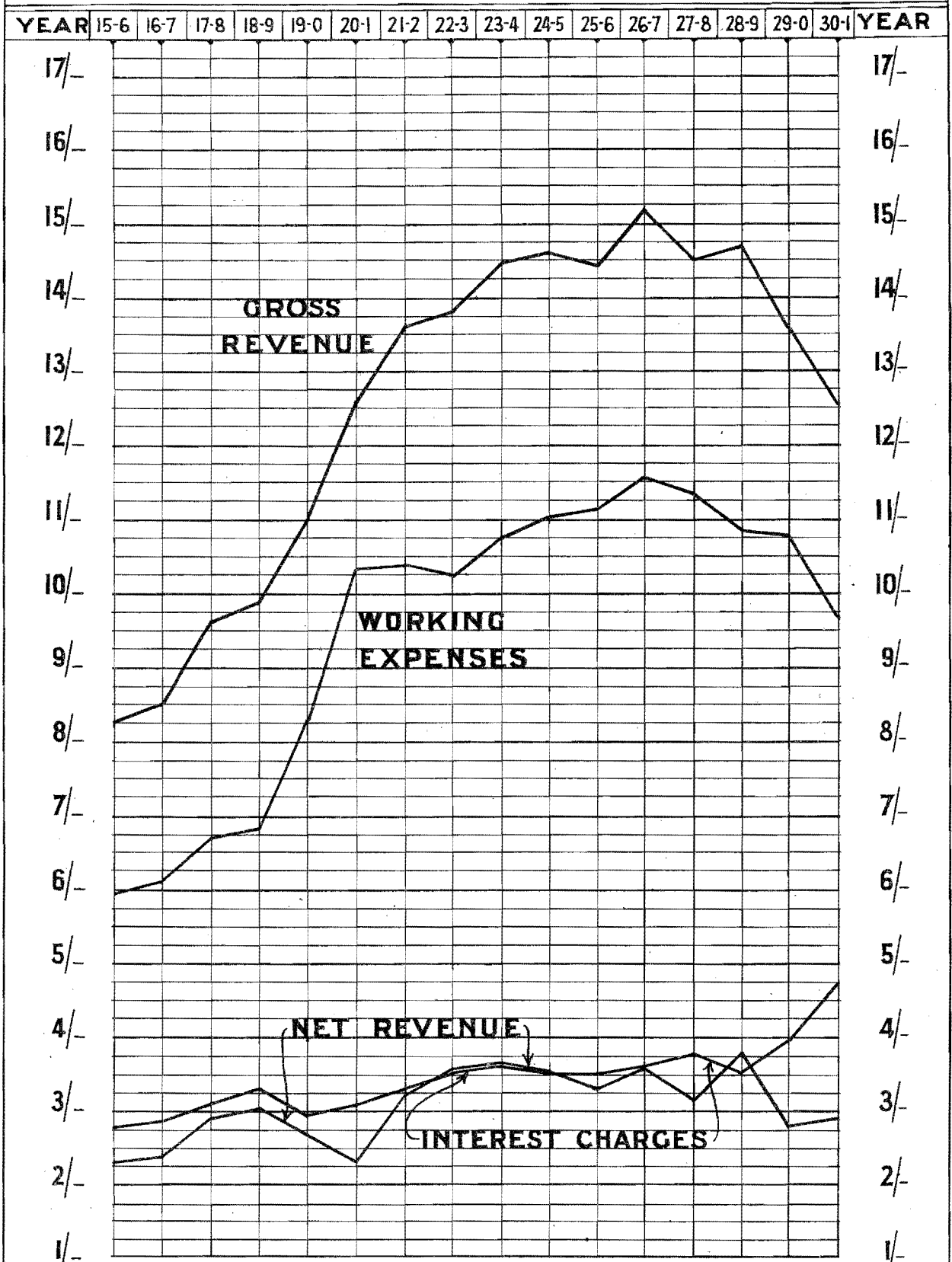
# DIAGRAM N<sup>o</sup> 4

## PER AVERAGE MILE OF RAILWAY OPEN



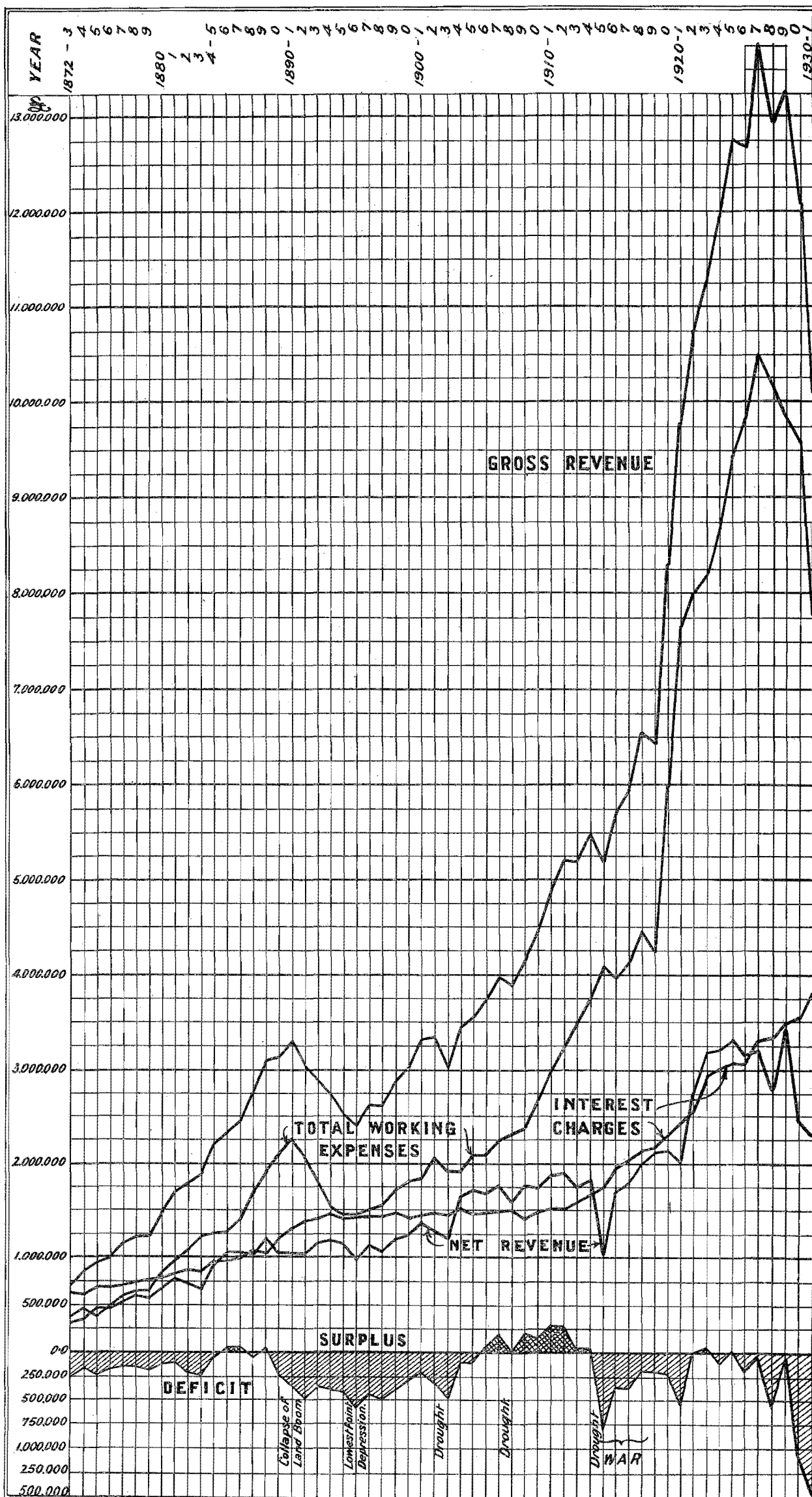
# DIAGRAM N<sup>o</sup> 5

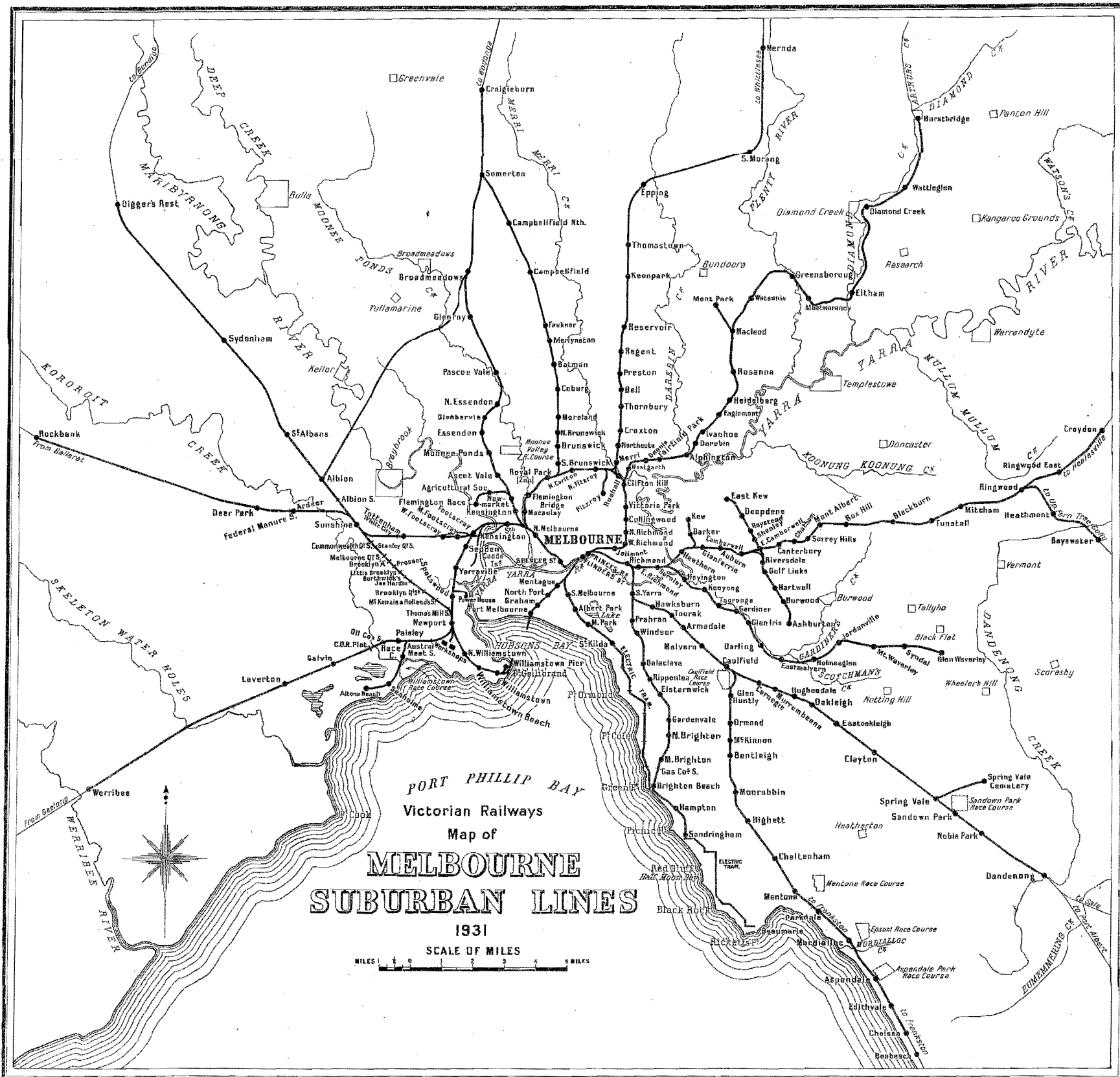
## PER TRAIN MILE RUN



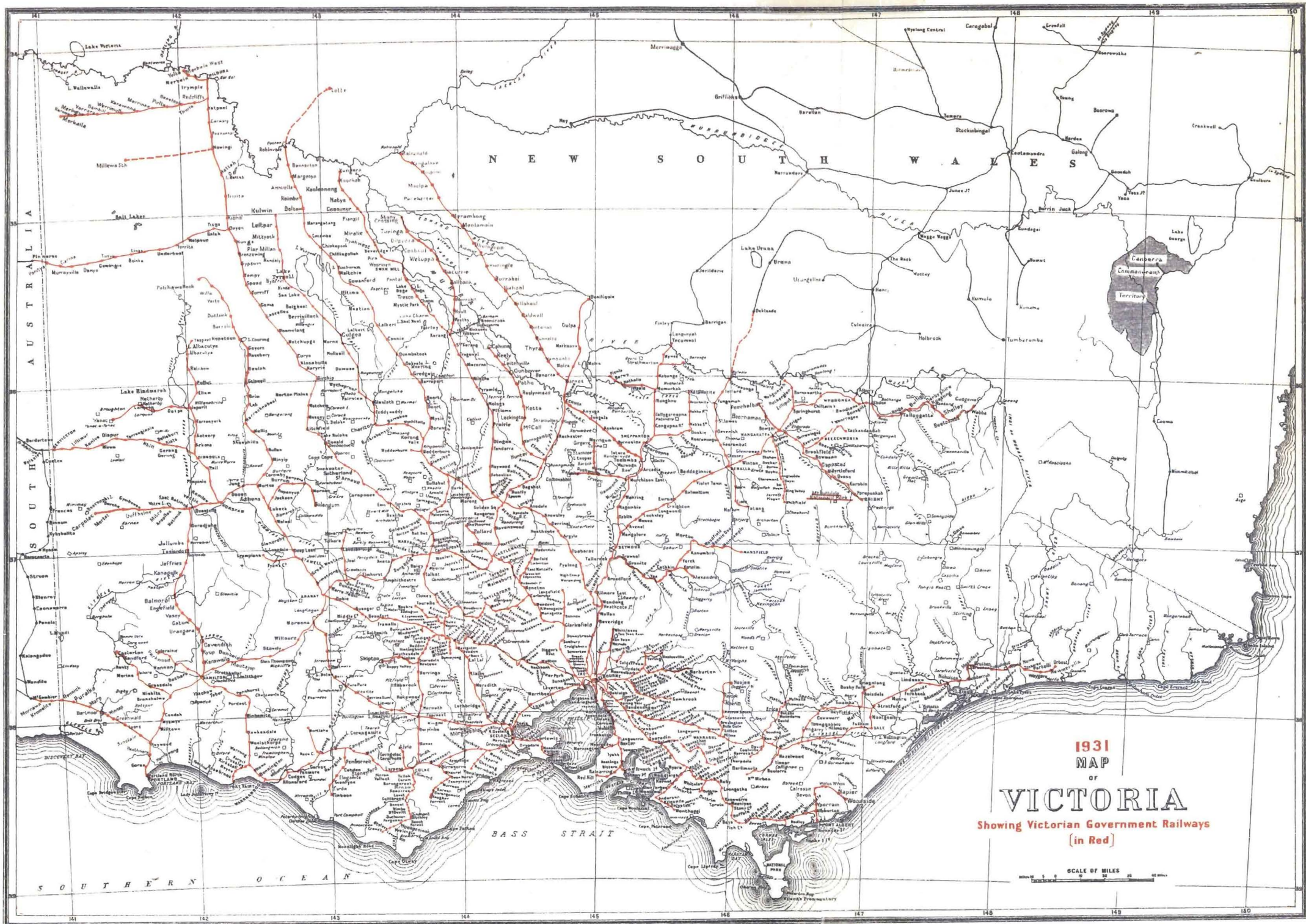


# DIAGRAM N° 6









N E W S O U T H W A L E S

A U S T R A L I A

S O U T H E R N O C E A N

1931  
MAP  
OF  
**VICTORIA**  
Showing Victorian Government Railways  
(in Red)

SCALE OF MILES  
0 5 10 15 20 25 30 35 40 45 50