

1936.

VICTORIA

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VICTORIAN RAILWAYS.

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REPORT

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1936.

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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, 1936.

VICTORIAN RAILWAYS,  
Commissioners' Office, Spencer-street,  
Melbourne, 29th August, 1936.

To the Honorable the Minister of Transport.

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, 1936.

The financial results for the period under review were :—

	Railways.			Electric Tramways.			Road Motor Public Services		Total			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>GROSS REVENUE—</b>												
Earnings .. ..	9,526,065	10	7	55,496	8	8	21,739	7	9	9,603,301	7	0
Recoup of the loss resulting from the working of certain lines <i>vide</i> page 13 .. ..	163,859	0	0	2,303	0	0	..	..	..	166,162	0	0
<b>TOTAL REVENUE ..</b>	<b>9,689,924</b>	<b>10</b>	<b>7</b>	<b>57,799</b>	<b>8</b>	<b>8</b>	<b>21,739</b>	<b>7</b>	<b>9</b>	<b>9,769,463</b>	<b>7</b>	<b>0</b>
<b>WORKING EXPENSES ..</b>												
6,994,367	14	10	47,717	4	1	21,746	6	11	7,063,831	£	10	
Less :—	£	s.	d.									
Charged to Unemploy- ment Relief Funds ..	135,551	7	5									
Charged to the Common- wealth Grant for Rehabili- tation (Storms and Floods) ..	2,319	12	8									
	137,871	0	1	..	..	..	..	..	137,871	0	1	
<b>WORKING EXPENSES CHARGED TO RAIL- WAY REVENUE ..</b>												
6,856,496	14	9	47,717	4	1	21,746	6	11	6,925,960	5	9	
<b>NET REVENUE ..</b>												
2,833,427	15	10	10,082	4	7	(--)	6	19	2	2,843,503	1	3
<b>INTEREST CHARGES and EXPENSES (including Loan Conversion ex- penses) .. ..</b>												
3,032,530	9	7	13,570	8	3	762	8	9	3,046,863	6	7	
<b>DEFICIT before providing for Exchange on Interest Payments and Redemp- tion .. ..</b>												
199,102	13	9	3,488	3	8	769	7	11	203,360	5	4	
<b>Exchange on Interest Payments and Redemp- tion .. ..</b>												
301,529	16	8	1,340	5	10	75	6	3	302,945	8	9	
<b>DEFICIT .. ..</b>												
£500,632	10	5	£4,828	9	6	£844	14	2	£506,305	14	1	

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

—	Year 1935-36.			Year 1934-35.			Increase (+) or Decrease (-) in 1935-36.		
	£	s.	d.	£	s.	d.	£	s.	d.
<b>Gross Revenue—</b>									
Railways—Earnings .. .. .	9,526,065	10	7	9,280,478	2	5	+	245,587	8 2
„ Recoup of the loss resulting from the working of certain lines of railway, <i>vide</i> page 13	163,859	0	0	140,614	0	0	+	23,245	0 0
	9,689,924	10	7	9,421,092	2	5	+	268,832	8 2
Electric Tramways .. .. .	55,496	8	8	55,778	7	7	—	281	18 11
Recoup of the loss in respect of the Black Rock to Beaumaris Electric Tramway, <i>vide</i> page 13 .. .. .	2,303	0	0	1,716	0	0	+	587	0 0
	57,799	8	8	57,494	7	7	+	305	1 1
Road Motor Public Services .. .. .	21,739	7	9	20,118	9	10	+	1,620	17 11
<b>Total</b> .. .. .	9,769,463	7	0	9,498,704	19	10	+	270,758	7 2
<b>Working Expenses—</b>									
Railways .. .. .	6,994,367	14	10	6,805,588	15	8	+	188,778	19 2
Less :—									
Charged to Unemployment Relief Funds .. .. .	135,551	7	5	151,139	8	6	—	15,588	1 1
Charged to the Commonwealth Grant for Rehabilitation (Storms and Floods)	2,319	12	8	20,800	7	4	—	18,480	14 8
	6,856,496	14	9	6,633,648	19	10	+	222,847	14 11
Electric Tramways .. .. .	47,717	4	1	37,376	7	7	+	10,340	16 6
Road Motor Public Services .. .. .	21,746	6	11	20,465	2	4	+	1,281	4 7
<b>Total</b> .. .. .	6,925,960	5	9	6,691,490	9	9	+	234,469	16 0
<b>Net Revenue</b> .. .. .	2,843,503	1	3	2,807,214	10	1	+	36,288	11 2
<b>Interest Charges and Expenses (in- cluding Loan Conversion expenses)</b>	3,046,863	6	7	3,071,699	11	2	—	24,836	4 7
<b>DEFICIT before providing for Exchange on Interest Payments and Redemption</b> .. .. .	203,360	5	4	264,485	1	1	—	61,124	15 9
<b>Exchange on Interest Payments and Re- demption</b> .. .. .	302,945	8	9	301,964	19	1	+	980	9 8
<b>Deficit</b> .. .. .	£506,305	14	1	£566,450	0	2	—	£60,144	6 1

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

	Year 1935-1936.	Year 1934-1935.	Year 1933-1934.	Year 1932-1933.
<b>Average Mileage of Railways operated</b> .. ..	4,721	4,721	4,721	4,721
<b>TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country .. ..	3,074,591	2,470,302	2,246,945	2,243,424
"    "    "    Rail Motors .. ..	804,413	800,723	789,307	794,475
"    "    "    Suburban .. ..	7,131,344	6,984,690	6,893,862	6,887,608
"    "    "    Rail Motors .. ..	28,156	31,749	35,224	29,491
Mixed .. ..	839,224	1,109,984	1,188,113	1,171,575
Goods (including Live Stock) .. ..	4,513,395	4,126,663	4,158,010	4,194,825
<b>Total</b> .. ..	10,390,943(a)	15,536,111(a)	15,311,461	15,321,398
Number of Passenger Journeys { Country .. ..	5,502,020	5,425,676	5,072,729	5,291,679
{ Suburban .. ..	134,037,069	134,263,336	126,294,486	124,898,334
Tonnage of Goods .. ..	5,722,418	5,401,974	5,272,190	5,760,572
Tonnage of Live Stock .. ..	661,676	607,987	586,187	483,774
<b>GROSS REVENUE.</b>				
<b>Passenger, &amp;c., Business.</b>				
Passenger—Country .. ..	£ 1,409,364	£ 1,367,517	£ 1,312,203	£ 1,382,695
"    Suburban .. ..	2,394,047	2,318,461	2,190,310	2,178,893
Parcels, &c. .. ..	316,836	318,193	322,693	322,057
Horses, Carriages, and Dogs .. ..	66,240	16,995	15,261	16,650
Mails .. ..	60,240	66,899	64,196	68,570
	4,129,493	4,087,945	3,904,663	3,968,871
<b>Goods, &amp;c., Business.</b>				
Goods .. ..	3,097,530	3,786,795	3,829,675	4,114,451
Live Stock .. ..	722,533	688,442	675,450	590,691
Minerals .. ..	78,064	80,485	66,913	68,557
	4,798,127	4,555,722	4,572,038	4,773,699
<b>Other Services.</b>				
Dining Car Services .. ..	20,655	12,495	11,013	10,832
Refreshment Services .. ..	391,205	305,756	286,062	270,469
Advertising .. ..	38,188	41,023	49,865	41,798
Bookstalls .. ..	64,036	61,274	57,922	58,021
Electrical Power .. ..	424,144	420,518	395,862	390,120
Rentals .. ..	30,945	60,107	27,761	28,595
Miscellaneous .. ..	137,958	134,697	131,185	130,000
"    "    "    Miscellaneous .. ..	35,399	15,459	9,178	19,048
Recoup of the loss resulting from the working of certain lines of railway, &c. <i>Vide page 13</i> .. ..	163,859	140,614	134,424	124,288
Guarantees in respect of losses on certain lines .. ..	..	..	..	11,500
<b>Total</b> .. ..	9,689,925	9,421,992	9,175,111	9,446,121
Per mile of Railway worked .. ..	2.053	1.996	1.943	2.001
Per traffic train mile .. ..	11s. 9.88d.	12s. 1.54d.	11s. 11.82d.	12s. 3.97d.
<b>WORKING EXPENSES.</b>				
Transportation Branch .. ..	£ 1,797,996	£ 1,713,789	£ 1,647,482	£ 1,628,237
Way and Works Branch .. ..	1,516,786	1,570,137	1,504,771	1,464,041
Rolling-Stock Branch—Operating Expenses .. ..	1,069,742	1,003,370	965,480	988,674
"    "    "    Repairs and Renewals .. ..	1,103,884	1,078,256	1,091,226	1,142,974
"    "    "    Depreciation of Rolling-Stock .. ..	100,000	100,000	100,000	100,000
Electrical Engineering Branch .. ..	201,471	212,429	187,369	192,941
Miscellaneous Operations .. ..	364,912	346,162	321,579	313,993
Stores Branch .. ..	98,824	94,853	87,361	85,389
General Expenses .. ..	173,454	171,379	165,575	166,023
Payment into Railway Accident and Fire Insurance Fund .. ..	18,807	13,501	19,775	28,284
<b>TOTAL WORKING EXPENSES (exclusive of Pensions, &amp;c.)</b> .. ..	6,594,970	6,303,876	6,150,618	6,110,556
Per mile of Railway worked .. ..	1.378	1.335	1.303	1.294
Per traffic train mile .. ..	7s. 11.25d.	8s. 1.38d.	8s. 0.41d.	7s. 11.72d.
Pensions .. ..	480,392	450,867	424,056	417,651
Border Railways Adjustment .. ..	..	50,845	52,841	54,965
<b>Total Working Expenses</b> .. ..	6,994,368(b)	6,805,588(b)	6,627,515	6,583,172
Per mile of Railway worked .. ..	1.482	1.442	1.404	1.394
Per traffic train mile .. ..	8s. 0.41d.	8s. 9.13d.	8s. 7.88d.	8s. 7.12d.
Less Expenditure charged to Unemployment Relief Funds, and to the Commonwealth Grant for Rehabilitation (Storms and Floods) .. ..	137,871	171,939	251,104	69,135
<b>WORKING EXPENSES charged against Railway Revenue</b> .. ..	6,856,497	6,633,649	6,376,411	6,514,037
Percentage to Gross Revenue .. ..	70.76	70.41	69.50	68.96
<b>Net Revenue</b> .. ..	2,833,428	2,787,443	2,798,700	2,932,084
Per mile of Railway worked .. ..	600	590	593	621
Per traffic train mile .. ..	3s. 5.49d.	3s. 7.06d.	3s. 7.87d.	3s. 9.93d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

### Finance.

The deficit for the year, viz., £506,306, represents an improvement of £60,144 as compared with that of the preceding year. The fluctuations under the main headings were as under:—

	£
Increased revenue .. .. .	270,758
Decrease in interest charges .. .. .	23,856
	<hr/>
	294,614
Less increased working expenses .. .. .	234,470
	<hr/>
Decrease in deficit .. .. .	60,144
	<hr/>

The substantial increase in the revenue was derived mainly from country passenger business (£41,847) and goods and live stock business (£212,405).

Whilst the increase in country passenger revenue was due largely to the improvement in economic conditions generally, the faster and more frequent passenger train services which have been provided on many lines throughout the State were also an important factor.

In the preceding year (1934-35) the passenger revenue was increased by approximately £132,000 from the extra traffic occasioned by the Centenary and other celebrations. The improvement in ordinary passenger business during the year under review was, therefore, much greater than is indicated by the above figures.

Substantial reductions were made experimentally in country passenger fares ("Anywhere to Anywhere") as from 1st March last, and in outer suburban fares during off-peak periods as from 1st April. It is encouraging to note that since then the revenue from the passenger traffic has closely approximated the revenue for the corresponding period of the previous year. We hope that this position will at least be maintained, and thereby encourage us to continue these reduced rates.

The increase in the goods and live stock revenue was mainly the result of the more favorable wheat season—the revenue from the wheat traffic was nearly £130,000 more than in the previous year—and the general improvement in economic conditions.

As in the case of the passenger business, the revenue per unit of goods traffic was lower than in previous years. This was due partly to an increase in the volume of low grade traffic such as wheat, and partly to the further substantial reductions, under freight contracts, which were made in certain localities in order to conserve business to the rail.

These reduced goods rates as applied to existing business necessarily entail the loss of a large amount of revenue, but the loss is certainly less serious than the loss of practically all of the higher-rated goods in the districts concerned which would otherwise have been suffered. This phase of the financial situation is dealt with under the heading "Transport Regulation."

The increase in working expenses (£234,470) was due mainly to the higher salaries and wages payable under awards and legislation (the additional cost of which represented approximately £130,000 for the year), and the extra expenditure entailed in handling the increased volume of passenger and goods business, and in providing the improved train services on many lines throughout the State.

Expenditure on maintenance and renewals was again insufficient to keep the property up to the standard necessary to meet present-day conditions. We have referred to this unsatisfactory situation in previous Reports, and have stressed the imperative need for overtaking a further portion of the maintenance and renewal work which was deferred during the depression years. Portion of the leeway has been overtaken, and the position has otherwise been relieved by the large amount of relief

funds (referred to under the heading "Way and Works Branch") made available by the Government for strengthening and improving the tracks. If the lines and other property are to be maintained in a satisfactory working condition, however, it is essential that the amount provided for betterment and maintenance work during the next few years be increased substantially. This applies particularly to the provision of up-to-date locomotives, carriages and trucks, and modern plant to replace the out-of-date equipment at the Newport Power House. In the case of rolling stock, the position is becoming increasingly acute. As mentioned in our last Report, many rolling stock units have reached the end of their economic life, and their retention in service is entailing excessive costs for both operation and maintenance. In the interests of efficiency and economy it is important that these obsolete units be replaced as soon as possible.

The net revenue of £2,843,503 represents a return of 3.65 per cent. on the total, property investment, including stores and materials.

As in previous years, the amount provided to meet current depreciation was inadequate. The amount included in the accounts for 1935-36 is only £160,000, which is approximately £450,000 less than that which should have been provided. Our inability to make adequate provision for current depreciation is, of course further weakening the financial position.

When a recommendation was made in 1932-33 by a Committee presided over by Mr. E. V. Nixon, Chartered Accountant, that a sum of £29,623,032 be transferred from the Railway Capital Account as at 30th June, 1932, the Committee pointed out that the amount of accrued depreciation of the property for which provision was not made in past years (including discounts, &c., on loans) was estimated at £28,511,657, the balance of £1,111,375 being accounted for as functional depreciation.

Since then not only has the amount of accrued depreciation increased substantially (the increase has been at least £450,000 a year), but the prospective revenue of the Department, on which the Committee based certain of its conclusions, has been seriously affected by further developments of competitive road transport.

On the basis adopted by the Committee the amount which it recommended be transferred out of the Railway Capital Account should now, therefore, in our opinion be increased substantially.

We are gratified to know that the Government has decided to introduce legislation for the purpose of transferring approximately 30 millions of railway loan liability to the State's General Account, and that it is proposed to effect the transfer as from 1st July next. This will be an important step in placing the railway finances on a proper footing, but we cannot too strongly stress the fact that its value will be entirely lost unless in future adequate provision is made each year for accruing depreciation. To neglect this essential consideration could only lead to a recurrence of the present unsatisfactory position of the railway finances. We are, therefore, definitely of opinion that the proposed legislation to reduce the capital liability should contain a provision that in future regular and adequate provision must be made for current depreciation of the railway works and property.

It will also be desirable for a Reserve Fund to be established as soon as possible for the purpose of stabilizing the railway finances during an unsatisfactory season or other exceptional conditions.

There appears to be a widely held belief that, concurrently with the reduction in the Railway Capital, fares and freights will be further reduced. The position, however, is that on the basis of the present revenue, the relief in interest charges will be almost absorbed in meeting the railway deficit, the loss of the Treasury recoups amounting to approximately £570,000 per annum in respect of non-paying lines, and freight reductions on certain classes of agricultural produce, wool, live stock, &c., and the Department's contribution of £115,000 to the National Debt Sinking Fund.

Although it will not be practicable immediately to make any further reductions in fares and freights as a result of the reduction in the Railway Capital Account, we confidently anticipate that this action, if associated with a continuance of the general improvement in conditions, and effective control of transport, will from time to time make possible further important concessions that otherwise could not be contemplated.

### Gross Revenue of the Railways.

The gross revenue of the railways (exclusive of the electric tramways and the road motor public services) amounted to £9,689,925, or £268,833 (equivalent to 2·85 per cent.) more than that of the preceding year, viz., £9,421,092. 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 .. .. .	41,847	3·06	..	..
Suburban .. .. .	..	..	14,414	·62
Dining Car Services .. .. .	8,160	65·31	..	..
Refreshment Services .. .. .	..	..	4,491	1·47
Advertising .. .. .	..	..	2,835	6·91
Bookstalls .. .. .	2,762	4·31	..	..
Parcels, &c. .. .. .	11,768	3·51	..	..
Mails .. .. .	2,347	3·39	..	..
Goods .. .. .	180,735	4·77	..	..
Live Stock .. .. .	34,091	4·95	..	..
Minerals .. .. .	..	..	2,421	3·01
Electrical Power .. .. .	..	..	35,162	53·19
Rentals .. .. .	3,261	2·42	..	..
Miscellaneous .. .. .	19,940	128·99	..	..
Recoup of the loss resulting from the working of certain lines of railway, <i>vide</i> page 13 .. .. .	23,245	16·53	..	..
<b>Total .. .. .</b>	<b>328,156</b>	<b>..</b>	<b>59,323</b>	<b>..</b>
<b>Net Increase .. .. .</b>	<b>£268,833</b>			

The contributing factors are explained in our comments on page 17, under the heading “ Analysis of Passenger, Goods, and Live Stock Traffic ”

The gross revenue per traffic train mile was 11s. 9·88d., or 3·66d. less than that (12s. 1·54d.) 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, 1936 :—

Year.	Revenue per traffic train mile.	
	s.	d.
1932-33 .. .. .	12	3·97
1933-34 .. .. .	11	11·82
1934-35 .. .. .	12	1·54
1935-36 .. .. .	11	9·88

### 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 to gross revenue [exclusive of electric tramways, road motor public services, pensions, &c., and of expenditure charged to Unemployment Relief Funds, and to the Commonwealth Grant for Rehabilitation (Storms and Floods)] was 65·71 as compared with 65·09 in 1934-35 and 64·30 in 1933-34. With pensions included, the percentage for 1935-36 was 70·76.

### Reconciliation with Treasury Figures.

The revenue as shown in our accounts differs slightly in amount from that shown by the Treasury. The reason for the difference is that our accounts are kept on a commercial basis, revenue being credited with earnings, whether received or not, and working expenses charged with expenditure incurred whether paid or not, while the Treasury accounts are kept on a cash basis, i.e., revenue and working expenses represent, respectively, moneys received and moneys paid during the year.

A reconciliation is embodied in Appendix No. 18.

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

By legislation now embodied in section 102 of the *Railways Act* 1928, it is provided that any losses incurred in respect of the working of lines of railway constructed since 1896, 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 was 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 (vide pages 13, 14, and 15) .. .. .	166,162
The amount of the preference granted in the purchase of Australian goods (over British or foreign) or of British goods (over foreign) .. .. .	450
The loss incurred in connexion with the reduction of 10 per cent. in freight charges for certain classes of agricultural produce, &c., effective as from 1st October, 1924 .. .. .	159,527
The loss incurred in connexion with the reduction of 25 per cent. in freight charges for wool, effective as from 1st July, 1933 ..	47,388
The loss incurred in connexion with the reduction in freight charges for live stock, effective as from 7th September, 1933	189,583
The loss sustained by the payment of special rebates on wheat consigned to Geelong and Portland for shipment (credit granted as from 1st July, 1934) .. .. .	7,138
Total .. .. .	£570,248

### Pensions.

The amounts paid in pensions are contrasted below with the corresponding payments in the preceding year :—

	1935-36.	1934-35.	Increase 1935-36.
	£	£	£
Pensions under Superannuation Act .. .. .	356,569	323,807	32,762
Pensions to officers and employees who were in the Service on 1st November, 1883 .. .. .	133,604	127,791	5,813
Total .. .. .	£490,173	£451,598	£38,575

**Capital Expenditure.**

The total amount (net) expended from the Capital Account on works and assets (i.e., excluding stores and materials) and charged against the loan proceeds at 30th June, 1935, was .. £ s. d. 76,341,426 9 0

During the year 1935-36 additional charges as shown hereunder were made:—

	Gross Expenditure		Credits.		Net Expenditure.	
	£	s. d.	£	s. d.	£	s. d.
Construction of New Lines and Surveys ..	978	9 0	..	..	978	9 0
Additions and Improvements to:—						
Way and Works ..	257,979	13 11	37,420	10 7	220,559	3 4
Rolling Stock ..	245,735	16 10	119,316	2 11	126,419	13 11
	504,693	19 9	156,736	13 6	347,957	6 3

The net increase in the Capital Account during the year was .. .. .

making the total capital expenditure at 30th June, 1936 .. £76,689,383 15 3

**Loan Funds.**

	£	s. d.
At 30th June, 1935, the total liability in respect of current loans was .. .. .	73,266,788	18 7
and during the year the liability was increased by		
the additional amount allocated .. .. .	197,938	4 6
and discounts and expenses on loans .. .. .	4,394	11 1
	202,332	15 7
making a gross total of .. .. .	73,469,121	14 2
Less Securities purchased and cancelled from National Debt Sinking Fund .. .. .	328,005	6 5
so that the total liability, at 30th June, 1936, in respect of current loans outstanding was .. .. .	£73,141,116	7 9

**Interest Account.**

	£	s. d.
The interest charges on current loans and Loan Conversion expenses amounted to .. .. .	3,038,613	1 8
Expenses were incurred by the Treasury in connexion with the payment of interest to the extent of .. .. .	8,250	4 11
The debit for interest charges and expenses (including Loan Conversion expenses) for the year 1935-36 was therefore ..	£3,046,863	6 7
which represents a decrease of £24,836 as compared with the debit for the previous year.		
Exchange on interest payments and Redemption amounted to ..	302,945	8 9
The total of interest and exchange was thus .. .. .	£3,349,808	15 4

**Non-Interest Bearing Funds:**

At 30th June, 1935, the amount provided out of Consolidated Revenue and the National Recovery Loan for railway construction, equipment, stores, &c., on which interest is not charged, was .. 5,067,282 12 10

Further moneys were provided during the year out of Consolidated Revenue and the National Recovery Loan, as shown hereunder—

Division 76 of the Appropriation Act .. .. .	883	12 0
Developmental Railways Account .. .. .	Cr. 45	12 7
National Recovery Loan .. .. .	122,956	2 0

The total amount as at 30th June, 1936, was therefore .. £5,191,076 14 3



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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost. £
<i>Railways.</i>		
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	108,967
Fairfield Park (near—30 chs. 48 lks.) to East Kew (of which .68 miles have been dismantled) .. ..	2.18	
Darling to Waverley .. ..	.76	6,987
Lancefield to Kilmore (dismantled) .. ..	18.10	107,482
Geelong Racecourse Line (dismantled) .. ..	1.96	5,301
Triholm to Strzelecki .. ..	5.49	110,755
	46.91	£389,492
<i>Electric Tramways.</i>		
Black Rock-Beaumaris (closed 1.9.31) .. ..	2.19	26,470
	49.10	£415,962
Surveys for lines not constructed .. ..		413,771
<b>Total .. ..</b>		<b>£829,733</b>

### Non-Paying Lines.

Separate accounts have been maintained in respect of each line constructed since 1896 to enable the provisions of the Railways Act relating to such lines to be put into effect (*vide* paragraph "Credits under the Provisions of Section 102 of Act No. 3759, etc."). Such lines (where a loss is sustained) are generally referred to as the "non-paying" lines, although there are also other lines the working of which, even in normal times, results in loss.

The operation of the following non-paying lines for the twelve months ended 29th February, 1936, after the payment of working expenses and interest charges, resulted in a loss of £174,400. 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 £166,162, as shown hereunder:—

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 29th February, 1936.
	£
Alberton to Won Wron .. ..	2,806
Annuello to Robinvale .. ..	3,633
Bairnsdale to Orbost .. ..	30,730
Beeac to Newtown .. ..	1,075
Beech Forest to Crowes .. ..	2,260
Benalla to Tatong .. ..	1,934
Bittern to Red Hill .. ..	3,596
Black Rock to Beaumaris .. ..	2,303
Bowser to Peechelba .. ..	727
Cavendish to Toolondo .. ..	4,732
Colac to Beech Forest .. ..	4,895
*Darling to Glen Waverley .. ..	7,640
Elmore to Cohuna .. ..	4,099
Eltham to Hurstbridge .. ..	7,285
Fawkner to Somerton .. ..	1,142
Perntree Gully to Gembrook .. ..	8,577
Carried forward .. ..	87,434

\* Period from 5.5.35 to 29.2.36

NON-PAYING LINES—*continued.*

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 29th February, 1936.
Brought forward .. .. .	£ 87,434
Heywood to Puralka .. .. .	5,861
Hopetoun to Patchewollock .. .. .	2,061
Kerang to Murrabit .. .. .	4,126
Kooloonong to Yungera .. .. .	964
Koo-wee-rup to Strzelecki .. .. .	15,750
Linton to Skipton .. .. .	1,720
Manangatang to Amuello .. .. .	550
Merbein to Yelta .. .. .	519
Moe to Walhalla .. .. .	1,090
Murrayville to South Australian Border .. .. .	1,229
Nandaly to Kulwin .. .. .	4,085
Neerim South to Noojee .. .. .	7,510
Nowingi to Millewa South .. .. .	1,405
Ouyen to Murrayville .. .. .	624
Piangil to Kooloonong .. .. .	3,433
Puralka to South Australian Border .. .. .	35
Redcliffs to Werrimull .. .. .	4,938
Rushworth to Girgarre .. .. .	1,763
Sea Lake to Nandaly .. .. .	2,705
Swan Hill to Piangil .. .. .	675
Tallangatta to Cudgewa .. .. .	20,241
Wangaratta to Whitfield .. .. .	2,923
Werrimull to Meringur .. .. .	2,759
	174,400
Add amount underclaimed in 1934-35 in respect of the Beac- Newtown Line .. .. .	1,074
	175,474
<i>Less Profits</i> accrued in previous years :—	£
Bowser to Peechelba .. .. .	727
Moe to Walhalla .. .. .	1,090
Murrayville to South Australian Border .. .. .	1,229
Ouyen to Murrayville .. .. .	624
Redcliffs to Werrimull .. .. .	4,938
Swan Hill to Piangil .. .. .	675
Werrimull to Meringur .. .. .	29
	9,312
TOTAL .. .. .	£166,162

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
	£	
Bowser to Peechelba .. .. .	8,813	Developmental Railways Account
Hopetoun to Patchewollock .. .. .	8,685	Developmental Railways Account
Kooloonong to Yungera .. .. .	12,000	Developmental Railways Account
Nowingi to Millewa South .. .. .	1,857	Developmental Railways Account and Public Works Vote Appropriations
Ouyen to Murrayville .. .. .	4,153	Unemployment Relief Funds and Public Works Vote Appropriations
Sea Lake to Nandaly .. .. .	4,251	Unemployment Relief Funds and Public Works Vote Appropriations

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 29th February, 1936, and the results are shown hereunder:—

Line.	Loss after Paying Working Expenses and Interest on Capital Cost, for the Twelve Months ended 29th February, 1936.
	£
Alberton to Port Albert .. .. .	953
Avoca to Ararat .. .. .	9,357
Ballarat to Buninyong .. .. .	2,009
Birregurra to Forrest .. .. .	7,895
Branxholme to Casterton .. .. .	7,934
Castlemaine to Maldon .. .. .	4,678
Cathkin to Koriella .. .. .	634
Clarkefield to Lancefield .. .. .	2,169
Everton to Yackandandah .. .. .	9,894
Hamilton to Coleraine .. .. .	4,610
Hamilton to Koroit .. .. .	5,923
Jumbunna Junction to Outtrim .. .. .	2,176
Korumburra Junction to Jumbunna Junction .. .. .	209
Lilydale to Healesville .. .. .	16,469
Lilydale to Warburton .. .. .	8,302
Linton Junction to Linton .. .. .	6,120
Maffra to Briagolong .. .. .	1,796
Maldon to Shelbourne .. .. .	2,381
Maryborough to Avoca .. .. .	2,774
Moe to Thorpdale .. .. .	6,942
Moriac to Wensleydale .. .. .	1,113
Morwell to North Mirboo .. .. .	6,314
Redesdale Junction to Redesdale .. .. .	3,705
South Geelong to Queenscliff .. .. .	3,085
Tallarook to Mansfield .. .. .	26,671
Terang to Mortlake .. .. .	2,066
Thomastown to Whittlesea .. .. .	8,299
Timboon Junction to Timboon .. .. .	5,013
Warragul to Neerim South .. .. .	8,096
Total Losses .. .. .	£167,587

In consequence of a formal direction given by the Governor in Council pursuant to powers conferred by the Railways Act, we are obliged to continue until 13th January, 1937, services on the following non-paying lines, which we had decided to discontinue as from 13th January last:—

Ballarat to Linton .. .. .	.. .. .	Passenger services.
Clarkefield to Lancefield .. .. .	.. .. .	.. .. .
Fern Tree Gully to Gembrook .. .. .	.. .. .	Passenger and goods services.
Redesdale Junction to Redesdale .. .. .	.. .. .	.. .. .
Moe to Thorpdale .. .. .	.. .. .	.. .. .

Credit is already taken in our accounts for the loss involved in the operation of the Gembrook line, but in the case of the other four lines the amount of the loss entailed in continuing the services will be claimed from the Treasury, in accordance with the provisions of the Act under which the direction was given.

### New Lines of Railways.

No new lines of railways were opened for traffic, but traffic upon the line from Yarrawonga to Oaklands, New South Wales (38 miles), is being conducted by the Constructing Authority pending the transfer of the line to us.

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

The total route mileage open for traffic (excluding the Yarrowonga-Oaklands line), and the mileage of main track and sidings, &c., are shown in the following statement in comparison with the respective totals in the preceding year. Further particulars are given in Appendix No. 20.

	At 30th June.		Average for Year.	
	1935.	1936.	1934-35.	1935-36.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage .. .. .	4,720.77	4,720.77	4,720.77	4,720.77
Track Mileage .. .. .	5,053.96	5,053.96	5,060.76	5,053.96
Sidings .. .. .	1,038.41	1,039.26	1,038.07	1,038.29
Electric Tramways—				
Route Mileage .. .. .	7.60	7.60	7.60	7.60
Track Mileage .. .. .	14.99	14.99	14.99	14.99
Sidings .. .. .	1.40	1.40	1.40	1.40

### St. Kilda to Brighton Electric Tramway.

The results of operating the St. Kilda to Brighton Electric Tramway, contrasted with those of the preceding year, are embodied in Appendix No. 14. The position is summarized hereunder :—

	Year 1935-36.		Year 1934-35.	
Number of passengers ..	4,420,187	..	4,459,223	..
	£		£	
Gross revenue .. .. .	45,047	..	45,711	..
Working expenses .. .. .	34,835	..	31,369	..
Net revenue .. .. .	10,212	..	14,342	..
	£		£	
Interest charges .. .. .	8,040	..	8,378	..
Exchange on interest payments and redemption .. .. .	794	8,834	933	9,311
Net result .. .. .	Profit	£1,378	Profit	£5,031

The increase in working expenses, with its effect in a reduction of the profit, was mainly due to the necessity to incur substantial increased expenditure in 1935-36 in drainage and re-conditioning of the track.

The capital expenditure at 30th June, 1936, on account of the construction of the line was .. .. .	£	137,624
and of rolling-stock .. .. .		68,896
Total .. .. .		£206,520

### Sandringham to Black Rock Electric Tramway.

A comparison of the results of the operation of this tramway with those of the preceding year appears in Appendix No. 14. The chief items are shown hereunder:—

	Year 1935-36.		Year 1934-35.	
Number of passengers ..	1,078,665	..	1,032,571	..
	£		£	
Gross revenue ..	10,449	..	10,067	..
Working expenses ..	6,343	..	6,001	..
Net revenue ..	4,106	..	4,066	..
	£		£	
Interest charges ..	3,845	..	4,006	..
Exchange on interest payments and redemption ..	380	4,225	446	4,452
Net result ..	Loss	£119	Loss	£386
The capital expenditure at 30th June, 1936, on account of the construction of the line was ..	..	..	..	£70,028
and of rolling-stock ..	..	..	..	33,443
Total ..	..	..	..	£103,471

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

#### Passenger Traffic.

Details of the passenger business, compared with that of the preceding twelve months, are given in Appendix No. 22, and are summarized below:—

	Number of Journeys.		Percentage Increase (+) or Decrease (-).	Revenue.		Percentage Increase (+) or Decrease (-)
	1934-35.	1935-36.		1934-35.	1935-36.	
			%	£	£	%
Country passenger traffic ..	5,425,676	5,502,020	+ 1.41	1,367,517	1,409,364	+ 3.06
Suburban passenger traffic ..	134,263,336	134,037,069	- 0.17	2,318,461	2,304,047	- 0.62
Totals ..	139,689,012	139,539,089	- 0.11	3,685,978	3,713,411	+ 0.74

It will be noticed that the passenger revenue was approximately equal to that of the preceding year, despite the fact that in 1934-35 the revenue was inflated by approximately £132,000 from extra traffic in connexion with the Centenary Celebrations.

As from 1st March, 1936, we introduced, as an experiment, substantially reduced ("Anywhere to Anywhere") country fares for return journeys, similar to those previously available only for Christmas, Easter, Royal Agricultural Show, and Melbourne Cup traffic.

The experiment will be continued until 30th September, as an extended period is necessary to enable the probable effect of continuance to be gauged.

A feature of the new return fares is that the additional charge for first class by comparison with second class travel has been reduced from 50 per cent to 25 per cent.

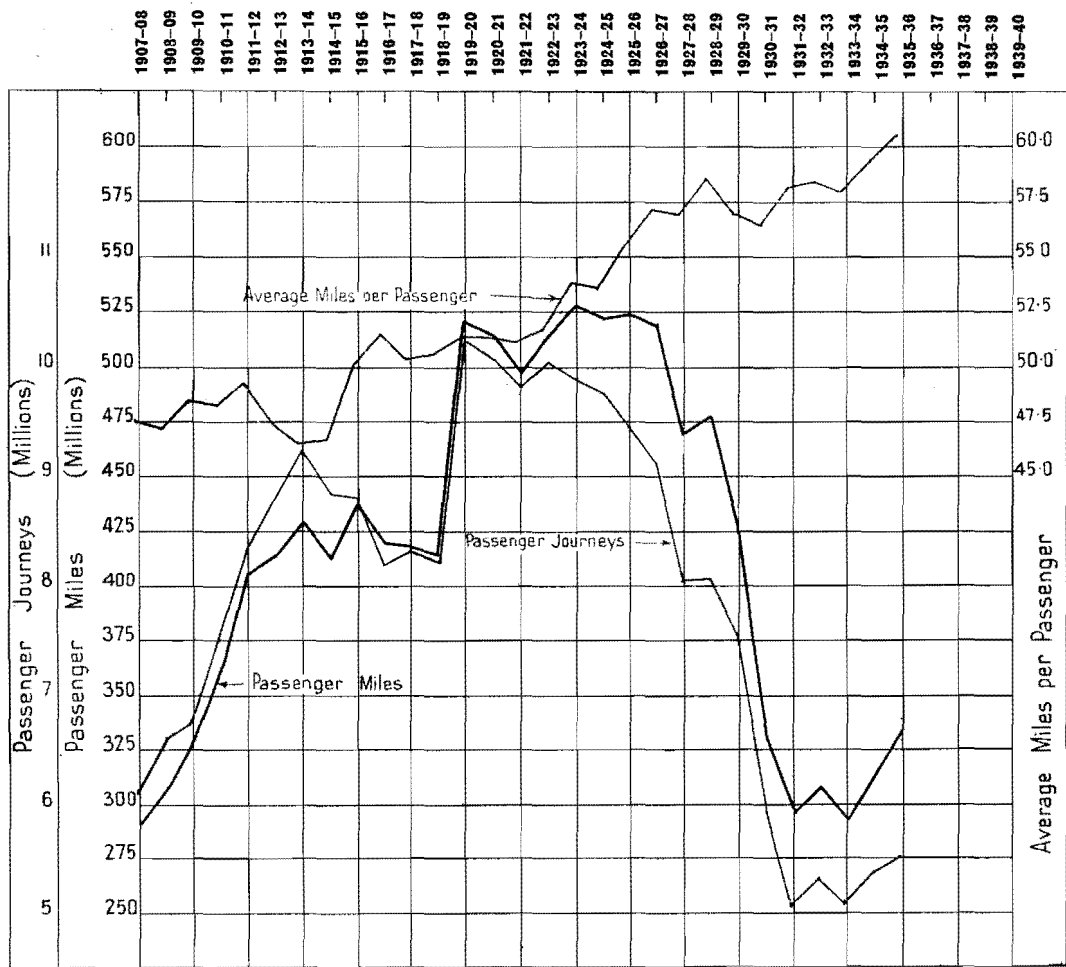
Another innovation, which also is on trial until 30th September next, was the introduction as from 1st April, 1936, of reduced "off-peak" fares. These are available, except on Saturdays and public holidays, for passengers travelling from the outer suburban residential areas, by trains arriving at Flinders-street not earlier than 10 a.m., and returning by trains departing not later than 4.30 p.m.

COUNTRY PASSENGER TRAFFIC.

The fact that, despite the introduction of reduced fares, the revenue increased in a greater ratio than the passenger journeys, is mainly due to the large volume in 1934-35 of short distance traffic in connexion with the Centenary Celebrations, such as that to the Scouts' Jamboree at Frankston. This is reflected in an increase of the average miles travelled per country passenger from 58.83 in 1934-35 to 60.78 in 1935-36.

The following graph shows the growth of country passenger traffic from 1907-8 to 1919-20, together with the marked degree to which it has since been affected by alternative modes of transport and, of recent years, by the financial depression :—

COUNTRY PASSENGER TRAFFIC, 1907-8 TO 1935-36.



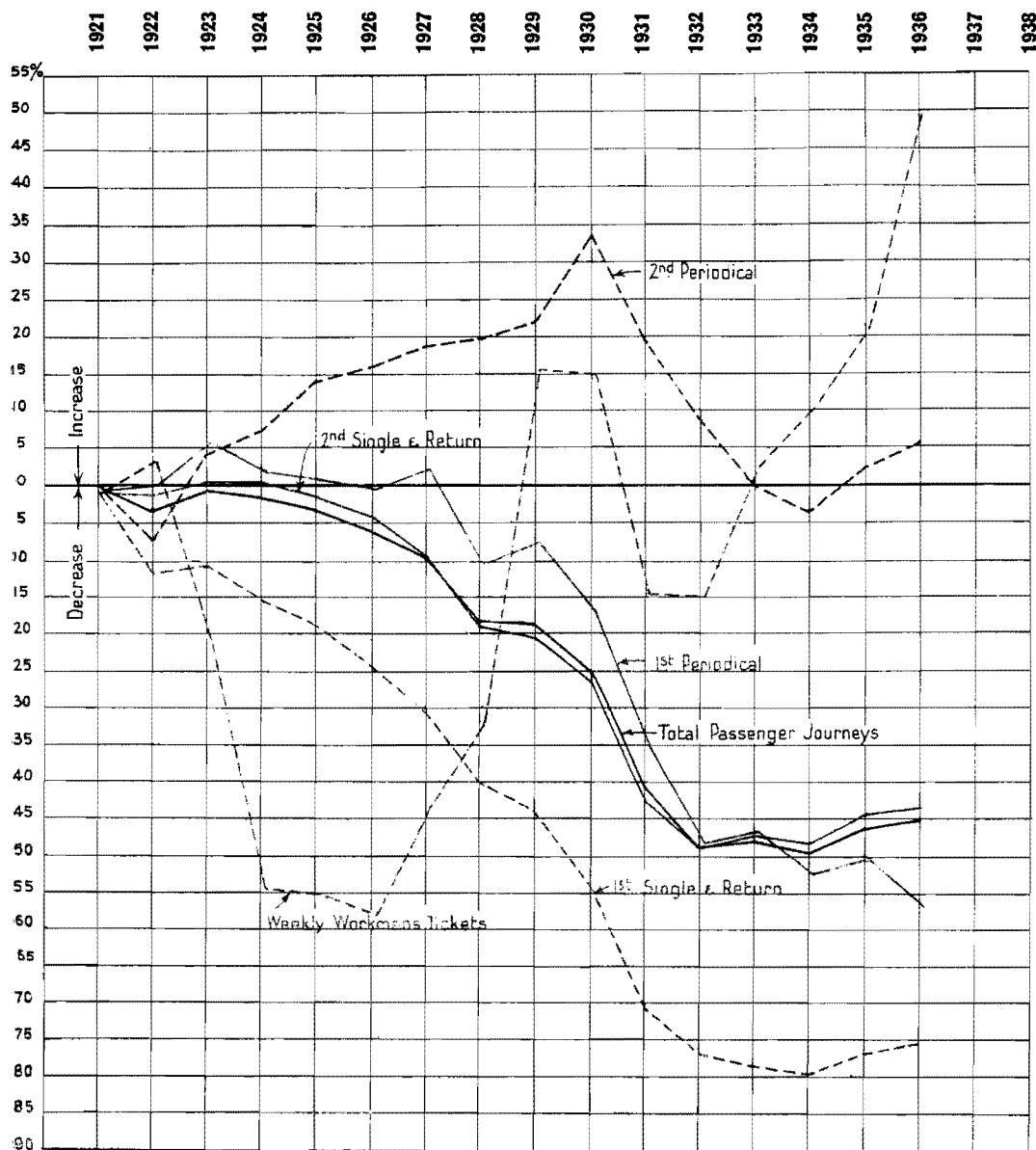
At the commencing point of the graph (1907-8) the country passenger journeys numbered 6,107,745. The peak was reached in 1919-20 with 10,263,863, decreasing to 5,072,729 in 1933-34, with an increase in 1935-36 to 5,502,020. The latter figure is 46 per cent. below that of 1919-20, and lower than at the commencement of the graph 28 years ago.

The composition of the country passenger traffic, as well as its volume, has undergone marked changes in recent years, as will be seen from the figures below :—

Country Passenger Journeys.	1920-21.		1935-36.	
	Number.	Percentage.	Number.	Percentage.
		%		%
1st class single and return ..	1,722,699	17.12	434,057	7.89
1st class periodical ..	1,214,328	12.07	533,373	9.69
		—29.19		—17.58
2nd class single and return ..	6,308,272	62.70	3,615,636	65.72
2nd class periodical ..	689,673	6.85	728,710	13.24
Weekly workmen's (2nd class) ..	126,894	1.26	190,244	3.46
		—70.81		—82.42
	10,061,866	100	5,502,002	100

Indicating the position in another way, the following graph shows the percentage increase or decrease since 1920-21 in country passenger journeys made by the use of the various types of ticket.—

PERCENTAGE INCREASE OR DECREASE IN COUNTRY PASSENGER JOURNEYS, 1920-21 TO 1935-36.

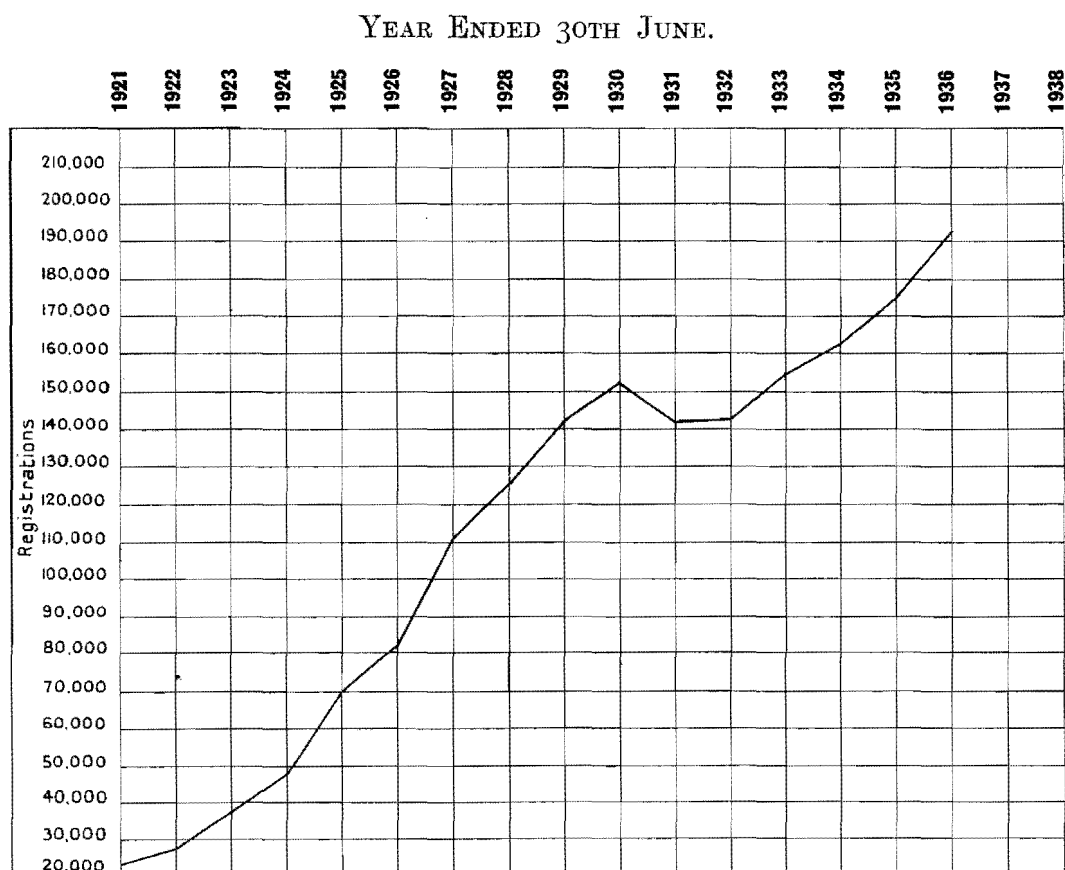


The marked decrease in weekly workmen's passenger journeys between 1922 and 1926 was attributable principally to the decline in mining in country districts. The higher level reached in 1928-29, and maintained since except during the years of most acute depression, was ascribable to a reduction in the fares in the 21-27 mile zone from Melbourne in 1928.

Similarly, in the case of second-class periodical tickets, the higher level reached at about the same period, but since affected by the depression, was in a measure due to the introduction of weekly periodical tickets in the 21-27 mile zone.

#### MOTOR CAR REGISTRATIONS.

Registrations of automobiles and commercial vehicles, which are quoted here because of their influence upon railway revenue, again showed a large increase. The total registrations (193,506) current at 30th June, 1936, represented an increase of 17,939 vehicles (10.22 per cent.) over the record number at 30th June, 1935. The following graph shows the growth in the registrations since 1921 :—

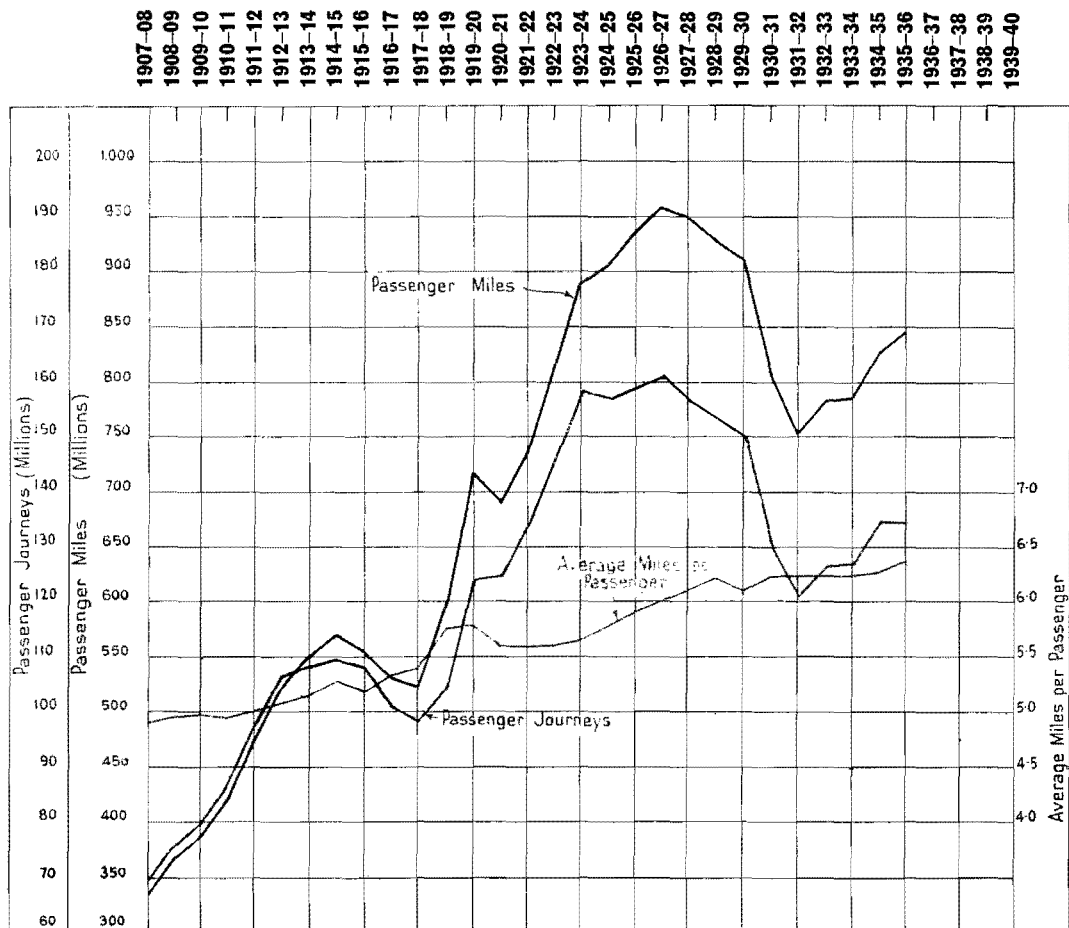


#### SUBURBAN PASSENGER TRAFFIC.

The development in the suburban traffic from 1907-8 (68,799,680 passenger journeys) until the peak in 1926-27 (160,154,499 passenger journeys), and the retrogression from that date until 1931-32 (120,848,507 passenger journeys) are shown graphically hereunder, as well as subsequent more favorable movements, with a total of 134,037,069 passenger journeys in 1935-36 :—



## SUBURBAN PASSENGER TRAFFIC, 1907-8 TO 1935-36.

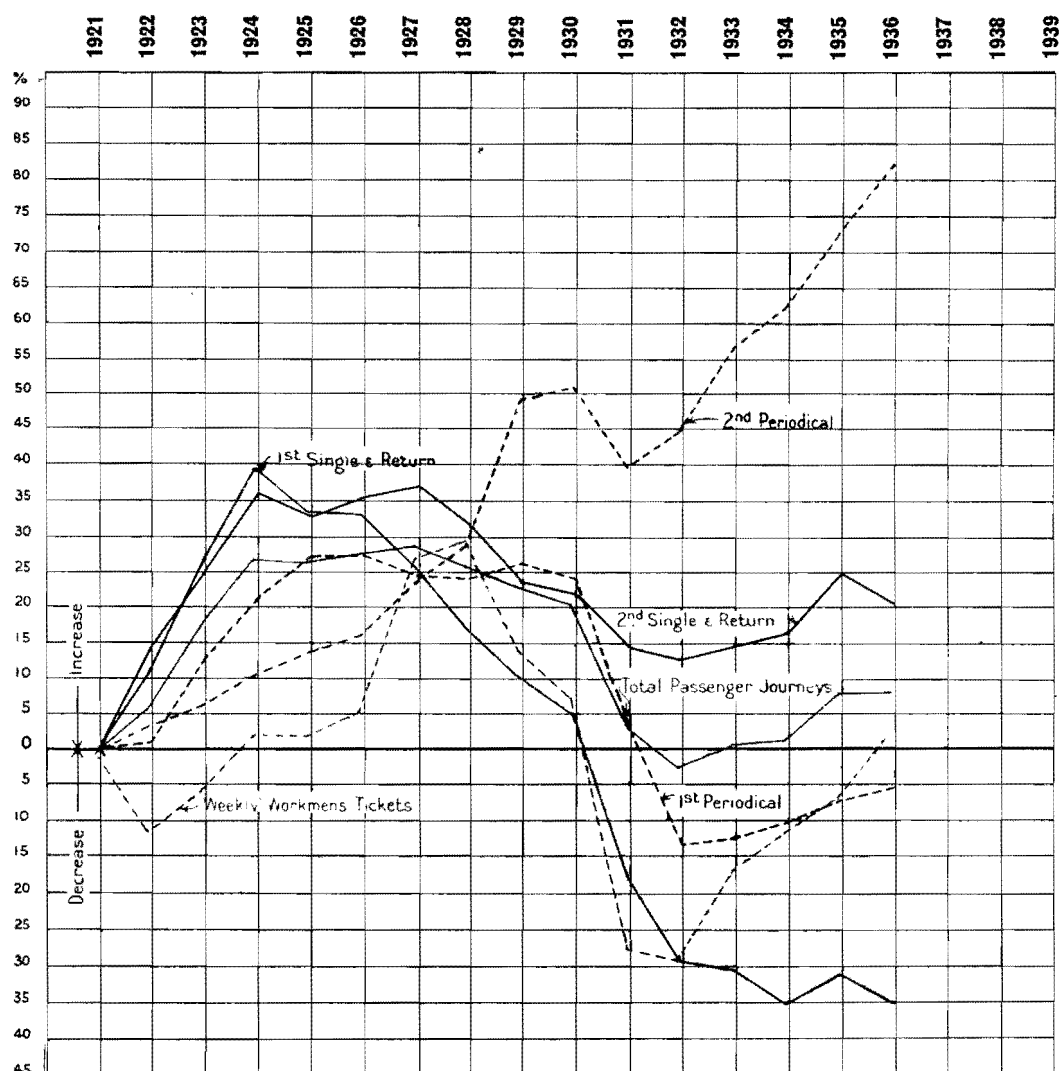


During recent years the composition of the suburban traffic has been undergoing changes similar to, though not so marked as, those which have taken place in the country traffic. This will be seen from the following figures:—

Suburban Passenger Journeys.	1920-21.		1935-36.	
	Number.	Percentage.	Number.	Percentage.
1st class single and return ..	31,937,385	25.76	20,891,857	15.59
1st class periodical ..	23,593,993	19.03	22,322,178	16.65
		—44.79		—32.24
2nd class single and return ..	39,495,944	31.86	47,461,709	35.41
2nd class periodical ..	16,981,741	13.69	31,055,295	23.17
Weekly workmen's (2nd class) ..	11,974,754	9.66	12,306,030	9.18
		—55.21		—67.76
	123,983,817	100	134,037,069	100

The changes are also indicated by the following graph, showing the percentage increase or decrease in suburban passenger journeys made by the use of the various types of tickets:—

YEAR ENDED 30TH JUNE.



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 periodical tickets in June, 1928. This increased the number of passenger journeys upon periodical tickets, and correspondingly decreased those for which single and return and weekly workmen's tickets were utilized.

### Goods and Live Stock Traffic.

By comparison with 1934-35, the volume of goods traffic increased by 360,444 tons (6.67 per cent.) and the revenue derived therefrom by £181,097 (4.68 per cent.). A comparative analysis of this traffic is shown in Appendix No. 23.

The most important increase was in the wheat traffic which, owing to a more favorable season, exceeded last year's tonnage by 176,318 tons (21.77 per cent.), with an increase in revenue of £129,187 (24.27 per cent.).

Fertilizers showed an increase of 57,582 tons (17.18 per cent.) and of £18,863 (15.65 per cent.) in revenue, due to their more extensive use, particularly for top-dressing pastures, which has no doubt been encouraged by the Commonwealth bounty allowed in respect of superphosphates when so used.

A reflection of greater activity in building construction is found in the increased quantity of timber carried by rail. This amounted to 14,619 tons (6.13 per cent.), with a revenue increase of £7,243 (5.34 per cent.).

General merchandise, represented by Classes "A," "B," "C," "1," and "2," increased by 68,811 tons (8.41 per cent.), while the revenue increased by only £42,069 (3.18 per cent.). The greater volume of business in these classes was mainly attributable to improved financial conditions, but the revenue did not increase correspondingly,

as we were obliged to make substantial concessions in rates to conserve traffic to the railways, as set out in the paragraph "Transport Regulation."

Butter and cheese were other items in respect of which, for the same reason, we were obliged to make a substantial concession under freight contracts in the latter part of the financial year. The effect is shown by the fact that while the tonnage of butter carried was greater by 784 tons (1.37 per cent.), the revenue decreased by £6,169 (6.65 per cent.).

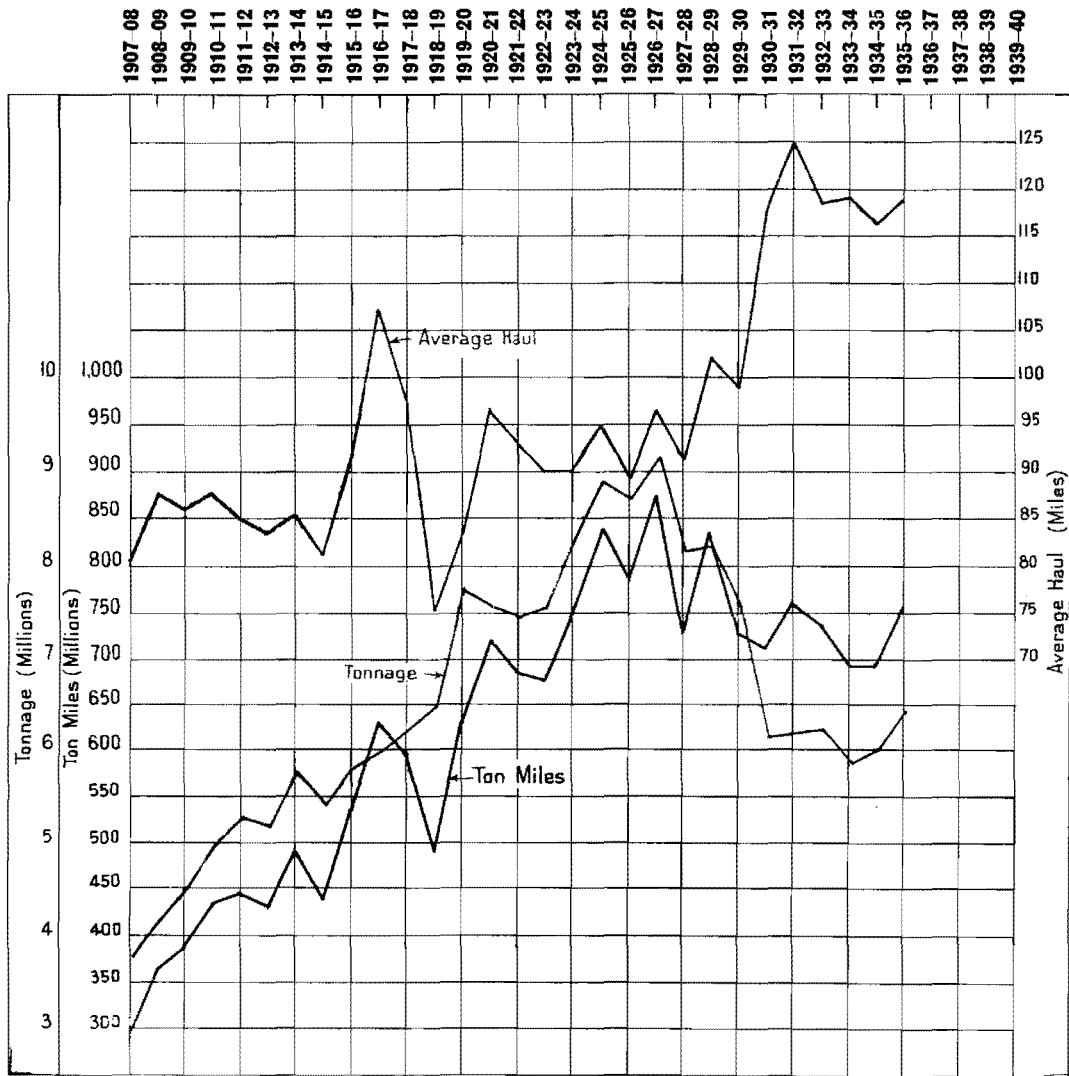
The most pronounced decrease was in the sand, stone, and gravel traffic, which, despite the increased activity in the building and allied industries, fell below last year's level by 33,148 tons (12.79 per cent.), with a revenue decline of £11,886 (14.24 per cent.). It is considered that this is due to supplies for the metropolitan area being drawn mainly from sand pits and quarries within a comparatively short distance of the point of use, thus making direct delivery by road more economical and convenient. With the object of testing the position, however, a reduction of 25 per cent. was made in the rail rates for sand for a period of twelve months as from 2nd March, 1936, prior to which date the results will be reviewed.

A reduction was also recorded in the dried fruit traffic, attributable to a partial failure of the currant crop. The quantity railed was 4,097 tons (8.16 per cent.) less than in the previous year, and the revenue declined by £6,515 (6.56 per cent.).

The tonnage of live stock handled increased by 53,689 tons (8.83 per cent.) and the additional revenue was £34,091 (4.95 per cent.), the improved traffic being primarily due to the development of the fat lamb industry and to other developments in export.

The following graph illustrates the volume of the goods and live stock business 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 1935-36.



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. Practically all these peaks occurred in years in which the quantity of wheat requiring transport was above the average. The effect which this class of traffic has upon the graph will be realized from the fact that the wheat ton-mileage represents a proportion varying in different years from about one-eighth to more than one-third of the total goods and live stock ton-mileage, according to seasonal and other conditions.

The goods ton-mileage is the actual reflex of the volume of traffic, as it takes into account the actual length of haul as well as the tonnage carried.

The average haul, as will be seen from the graph, has also been the subject of wide fluctuation, due largely to variations in the wheat traffic, the average haul of which, in the last seven years, has fluctuated between 146 and 195.7 miles, the figure for the year just closed being 171.37.

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

The total train mileage (including assistant, light and departmental coal mileage) for the year was 17,308,425, or 1,023,736 miles more than in 1934-35.

In the different classes of train mileage the variations by comparison with the previous year were—

							Train Miles.
<i>Increases.</i>							
Country passenger trains	..	..	..	..	..	..	682,138
Suburban passenger trains	..	..	..	..	..	..	143,886
Goods trains	..	..	..	..	..	..	460,258
Departmental coal mileage	..	..	..	..	..	..	14,798
							1,301,080
<i>Decreases.</i>							
Mixed trains	..	..	..	..	..	..	274,209
Rail motor cars	..	..	..	..	..	..	3,135
							277,344
Net increase	..	..	..	..	..	..	1,023,736

The increase in the total train mileage was partly due to the greater volume of goods traffic, and partly to the remodelled and improved passenger services referred to under the headings "Country Train Services" and "Suburban Train Services."

To the latter cause the changes in the distribution of the various classes of train mileage are also attributable.

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

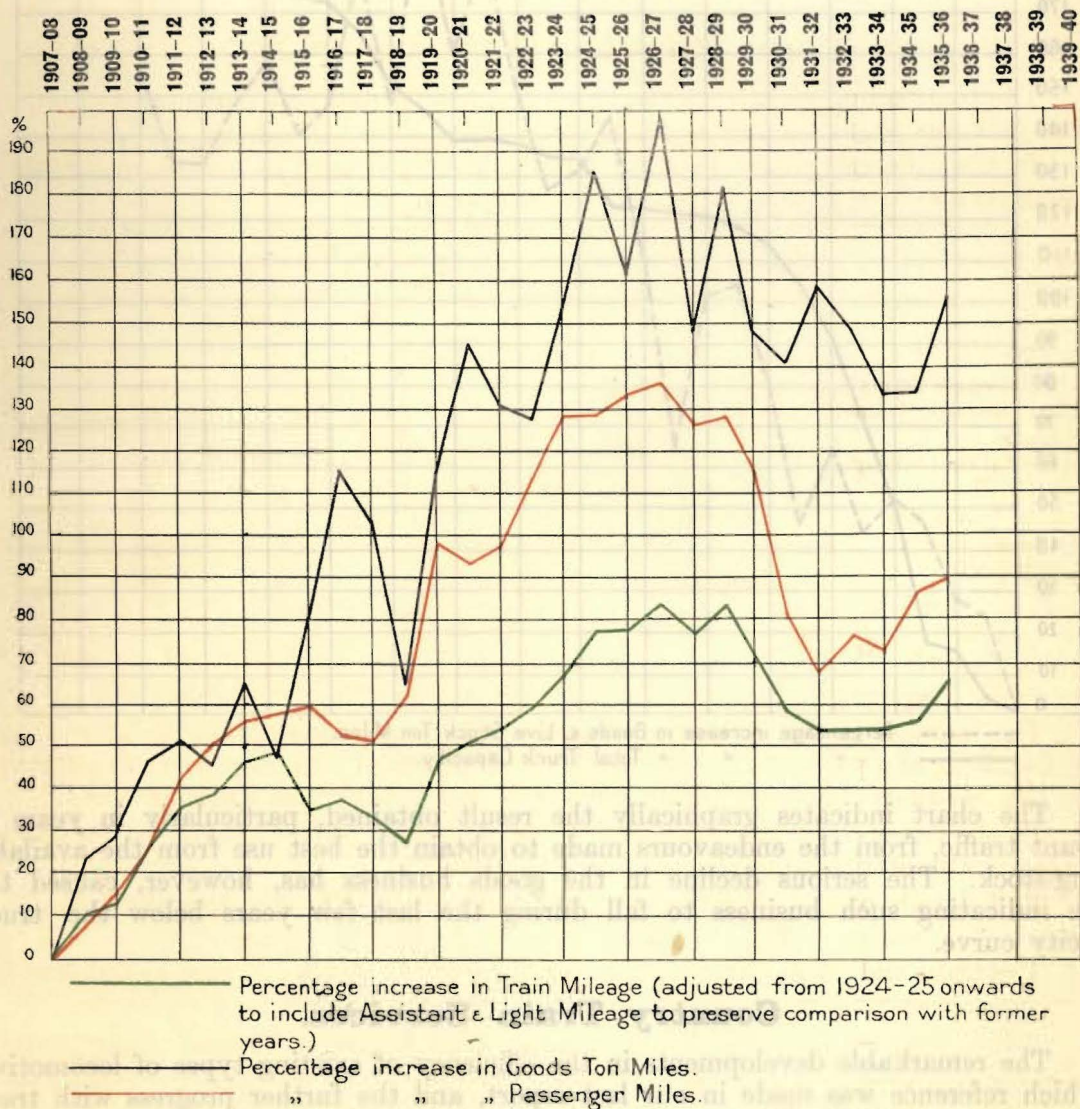
The train and truck performances for the past six years compare as follows :—

	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.
Average gross tonnage per traffic train mile—						
Passenger	196	191	193	206	208	196
Mixed	217	230	230	237	235	230
Goods	421	441	443	453	459	464
Average goods and live stock tonnage per loaded truck mile	9.0	9.2	8.9	8.7	8.7	8.7
Average goods and live stock tonnage per loaded truck mile during peak period (January to April inclusive)	10.1	10.3	10.6	9.7	9.0	9.6
Average miles per truck per day during peak period (January to April inclusive)	23.1	26.0	26.5	23.2	22.6	25.0
Number of passengers carried per passenger and mixed train mile, including rail motor mileage—						
Country	84.54	83.53	85.12	80.70	83.12	77.80
Suburban	112.29	108.42	112.62	113.54	119.27	118.05



The avoidance of unnecessary train mileage, by making the greatest possible use of the available tractive power, is essential to economic working. During the years of depression it has not been practicable to maintain the same standard of performance in this respect, but it is interesting to observe from the graph below the increase in the train mileage over a period of years by comparison with the increase in business. The train mileage curve represents all classes of running, whereas the volume of traffic is represented under two headings, viz., passenger miles and goods ton-miles, because they cannot readily be equated into one unit.

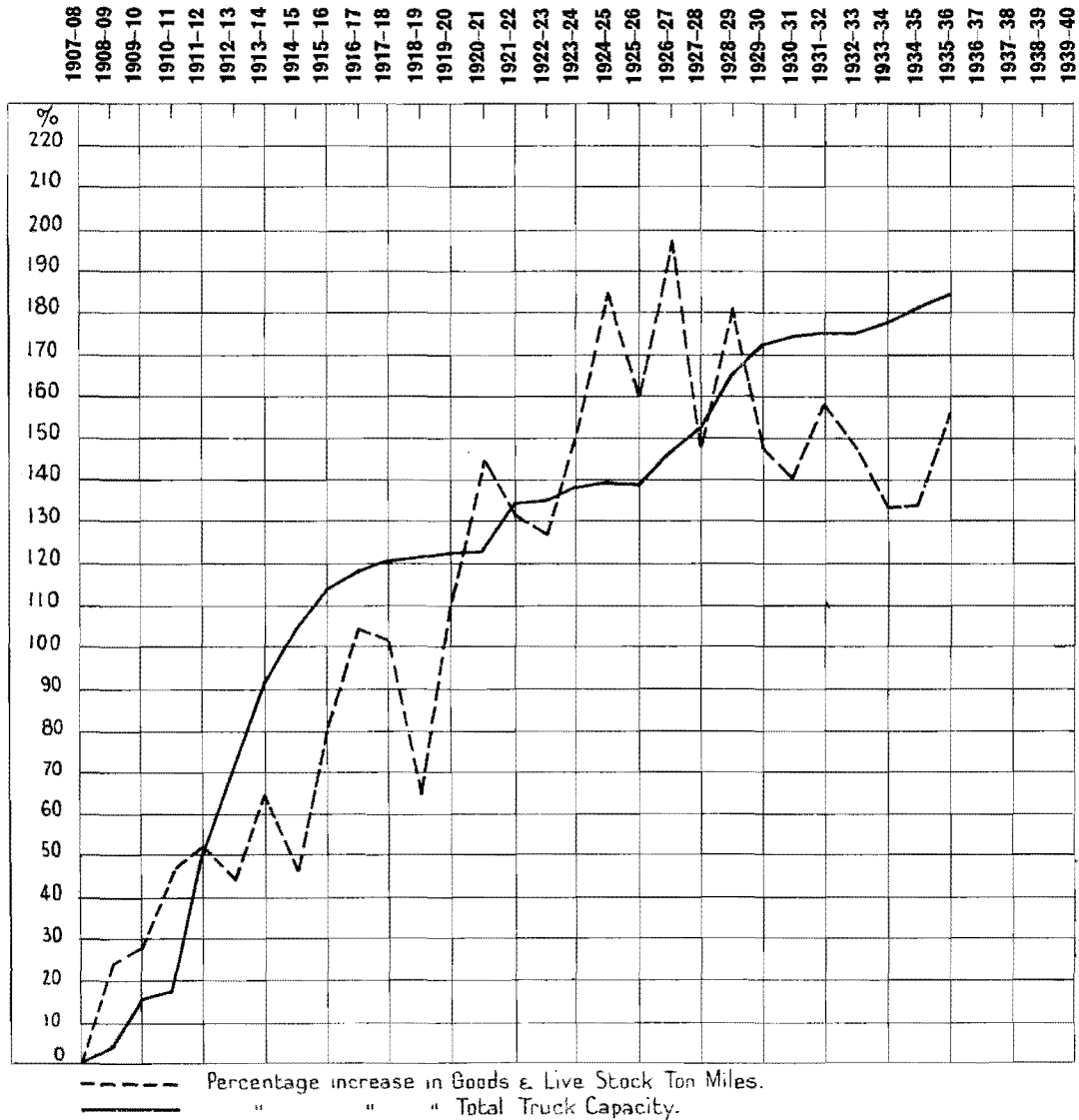
PERCENTAGE INCREASE OVER 1907-08 IN TRAIN MILEAGE BY CONTRAST WITH THAT IN TRAFFIC.



The graph shows that in 1935-36 the goods business and the passenger traffic, as represented by the goods ton-miles and the passenger miles, were 156.03 and 88.64 per cent. respectively greater than in 1907-08, yet the increase in train mileage was equivalent to only 64.18 per cent.—indicating substantial economic advantage.

Apart from the savings due to limitation of train mileage, the better loading and better movement of trucks represent an important economy factor 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 in the total capacity of the trucks utilized for handling the business.

PERCENTAGE INCREASE OVER 1907-08 IN GOODS AND LIVE STOCK TON MILEAGE  
BY CONTRAST WITH THAT IN TOTAL TRUCK CAPACITY.



The chart indicates graphically the result obtained, particularly in years of buoyant traffic, from the endeavours made to obtain the best use from the available rolling-stock. The serious decline in the goods business has, however, caused the curve indicating such business to fall during the last few years below the truck capacity curve.

### Country Train Services.

The remarkable developments in the efficiency of existing types of locomotive, to which reference was made in our last report, and the further progress with track improvements, coupled with an intensive study of operating conditions and of public requirements, have enabled us to effect numerous additional and outstanding improvements, in the regular passenger schedules. Indeed, these improvements could not previously have been visualized as a practical proposition.

The curtailments during the year in the running time of regular passenger trains amounted to a total of 224 hours per week, thus making a gross acceleration of 480 hours per week since April, 1934.

An outline of the principal alterations effected during the year is given below:—

#### Northern and Midland Districts.

The morning express train ("Great Northern Limited") from Melbourne to Bendigo, with an average overall speed of 40 miles per hour, was scheduled to run daily instead of on Mondays only.

The benefit of the express running and later departure on the additional five days per week extends to the branch lines radiating from Bendigo, as well as to the Maryborough, Donald, and Maldon lines.

*Bendigo-Echuca.*—Additional services, with passenger trains in place of mixed or “car-goods” trains, and with changing of trains at Bendigo obviated in certain instances. Accelerations range up to 115 minutes.

*Elmore-Cohuna.*—Six instead of four return trips weekly; saving on “through” travel, up to 265 minutes.

*Bendigo-Swan Hill.*—Additional services with curtailment of up to 190 minutes on “through” journey. Changing at Bendigo eliminated on certain trains.

*Swan Hill-Piargil.*—Increased services with savings on “through” journey of up to 255 minutes.

*Bendigo-Wycheproof.*—Passenger instead of mixed trains, with some additional services and savings on “through” journey of up to 180 minutes.

*Wycheproof-Sea Lake and Korong Vale-Ultima.*—Improved services with savings on “through” journey of up to 285 and 275 minutes respectively.

*Mildura Line.*—Six trains per week instead of five, with later departures and acceleration of 30 minutes in “down” and 15 minutes in “up” direction.

*Maryborough-Donald.*—Mixed trains replaced by passenger service. Savings on “through” journey by this means and on main line, up to 165 minutes.

*Castlemaine-Maryborough.*—Fast passenger trains in place of mixed and rail motor services. Curtailments in “through” journey of up to 75 minutes.

#### **North-Western District.**

*Adelaide Express.*—Departure time for Adelaide altered from 5.45 p.m. to 6.45 p.m.; journey reduced by 60 minutes.

*Ararat-Hamilton.*—New fast passenger services with accelerations of up to 75 minutes, with improvement extending to branch services. “Through” Hamilton cars provided to obviate change at Ararat.

*Murtoa-Warracknabeal-Hopetoun.*—Additional and faster services. Savings of up to 77 minutes for Warracknabeal and up to four hours for Hopetoun.

#### **South-Western District.**

*Melbourne-Warrnambool.*—Accelerations of 27 minutes in the morning and 35 minutes in the evening by “down” trains, and of 50 minutes in the morning and 35 minutes in the evening by “up” trains.

*Warrnambool-Port Fairy.*—Accelerations which, in conjunction with those between Melbourne and Warrnambool, provide savings of 55 minutes in the “down” and 60 minutes in the “up” direction.

The morning “up” and evening “down” trains on three days per week were withdrawn in connexion with the establishment of a co-ordinated daily rail and road service. Passengers may now travel through by rail by leaving Melbourne in the morning and Port Fairy in the afternoon, or may travel by the co-ordinated service leaving Melbourne in the evening and Port Fairy in the morning.

#### **North-Eastern District.**

*Sydney Express.*—Departure time of “down” Limited Express altered from 5.30 p.m. to 6 p.m., and of “down” Albury Express from 4 p.m. to 4.40 p.m., with accelerations of 30 and 35 minutes respectively. Accelerations in “up” direction, 30 and 45 minutes respectively.

These improvements were introduced in conjunction with accelerations in New South Wales, with total savings of 85 minutes in travel from Melbourne to Sydney and of 75 minutes in the reverse direction.

Second-class passengers, by leaving Sydney before instead of after the Limited Express, and travelling by the Limited Express from Albury, save two hours on the journey to Melbourne.



*Melbourne-Albury and Branch Lines.*—The morning train was accelerated by twenty minutes, while branch line services generally were altered in conformity with and substantially improved by the alterations on the main line.

#### **Eastern and South-Eastern Districts.**

No further important alterations were made, but various trains were accelerated by from five to twenty minutes.

#### **Goods Train Services.**

Much research work has been carried out in respect of goods services also, and further improvements were effected in the regular goods train services upon certain lines.

For instance, the 3.20 p.m. daily "through" goods train from Bairnsdale was accelerated by 105 minutes to reach Melbourne at 1.45 a.m. instead of 3.30 a.m., thus enabling deliveries of fish, peas and beans, &c., to be made at a more suitable time for early marketing conditions.

The departure time of the train which formerly left Yarram at 9 a.m. daily was altered to 1.40 p.m. (Saturdays excepted), and by means of acceleration *en route* the arrival time of 2.40 a.m. at Melbourne was maintained. The later loading time at the more distant stations is a substantial convenience, and the transport of live stock has been greatly facilitated.

Another striking example is the acceleration of the "perishable" train from Warrnambool, which on Tuesdays and Wednesdays now leaves that station at 4.30 p.m. instead of at 11.30 a.m. This alteration enables connexions for goods loading to be made with trains from Hamilton and Port Fairy, and also enables pigs and calves to be despatched from Warrnambool on the day of local stock sales.

Plans are well in hand for a re-arrangement of the goods train services on the Goulburn Valley line and branches, with general improvements in loading and delivery, particularly during the fruit season, when consignments to Melbourne and Sydney will receive more convenient and more expeditious despatch.

#### **Race and other Special Traffic.**

The practice of using Flinders-street (instead of Spencer-street) as a starting point and terminus for race traffic, as referred to in our last Report, was extended to the Spring Meeting at Flemington (four days) and to the Royal Agricultural Show (nine days).

The traffic was satisfactorily conducted in each case, and the greater convenience of this arrangement contributed to an appreciable increase in rail travel.

#### **Suburban Train Services.**

During the year arrangements were made for many trains in times of heavy traffic to run express for portion of the journey on the Croydon, Upper Ferntree Gully, Frankston, Dandenong, and Broadmeadows lines. In addition, an hourly express service for the Frankston line was provided between 9 a.m. and 4 p.m. on week days.

During "off-peak" periods more frequent services were provided on the Williamstown and Eastmalvern lines, i.e., at intervals of 15 instead of 20 minutes on the former, and of 20 instead of 30 minutes on the latter line.

Later Sunday night trains were provided on lines where the existing services did not meet the tendency to later travel. Extra provision was thus made on the North Carlton, Williamstown, Eastmalvern, Essendon, Coburg, St. Kilda, St. Kilda and Brighton tramway, Sandringham (and Black Rock tramway), Mordialloc, Ashburton and Kew lines.

To provide more attractively for traffic in connexion with the arrivals and departures of the mail steamers and other overseas vessels at the Station Pier, Port Melbourne, "The Boat Train" was put into commission on 7th March last. The introduction of this train, the body of which is painted blue and the top silver, marks the adoption of the use of distinctive colours in the painting of trains allotted to special traffic, and increased patronage has been experienced.



## Train Control System.

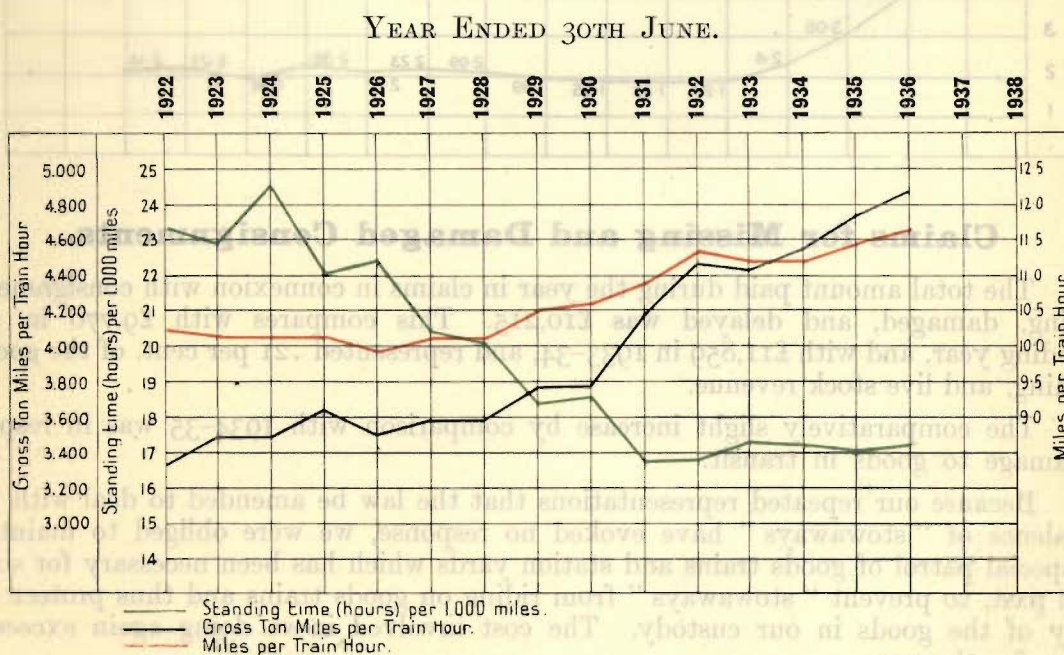
The mileage of line operated under the train control system is now 2,210½ miles, embracing practically the whole of the important country main and branch lines.

Of the five train control districts, that comprising the Eastern and South-Eastern and suburban lines, and supervised from Flinders-street, is the only one not directly linked with the train control room in the administrative offices. With a view to consolidating and improving the value of the system, arrangements are in course for this section to be transferred to the administrative offices and amalgamated with the main control and other associated staffs.

When this scheme has been completed, all sections of the organization connected with train running activities such as time tabling, rostering, distribution of engine power, cars and trucks, live stock traffic, records and statistics of all train operation, &c., will be grouped together on the ground floor alongside the staff actually engaged on the control of train movements through contact with the station and other staff employed in train working.

In this way a complete train operating unit will be established incorporating all sections at present not conveniently in contact with each other, effecting economies in staff and still greater efficiency.

In previous Reports we have indicated the great improvements in operating which the train control system has been instrumental in achieving in conjunction with other factors such as the provision of larger engines, locomotive improvements, strengthening of tracks, and automatic couplings. Some indication of the extent of these improvements is indicated in the following graph:—



It will be noticed that striking progress has been made in these performances, all of which are of fundamental importance in operating efficiency and economy. Since 1925-26 the over-all speed of goods trains has been increased from 9.9 to 11.6 miles per "train hour"; the standing time of locomotives of goods trains has been reduced from 22.4 to 17.1 hours per 1,000 miles; and the gross ton miles per "train hour" has been increased from 3,500 to 4,873.

## Timekeeping of Trains.

The percentages of trains strictly on time for the year compared as shown hereunder with the performances in the previous year:—

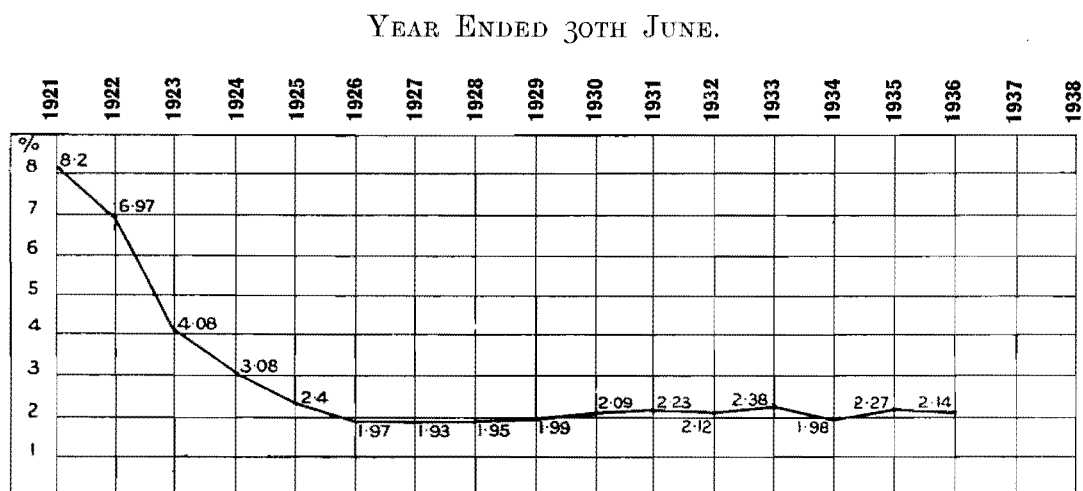
	1934-35.	1935-36.
Country passenger trains .. ..	80.97	83.51
Country mixed trains .. ..	77.90	83.36
Suburban electric trains .. ..	84.00	84.00

It will be seen that while the suburban train percentage remained stationary, definite improvements were recorded by the country trains, both passenger and mixed. These improvements were assisted by a lesser number of speed restrictions in connexion with track alterations.

### Ticket Collection.

The percentage of uncollected country tickets was 2.14, compared with 2.27 in 1934-35.

We do not, however, regard this performance as being entirely satisfactory, having regard to the importance of ticket collection in protecting the revenue. Renewed efforts are being made to reduce the percentage to that (less than 2 per cent.) secured in several comparatively recent years, as shown by the graph hereunder :—



### Claims for Missing and Damaged Consignments.

The total amount paid during the year in claims in connexion with consignments missing, damaged, and delayed was £10,215. This compares with £9,770 in the preceding year, and with £11,859 in 1933-34, and represented .21 per cent. of the goods, coaching, and live stock revenue.

The comparatively slight increase by comparison with 1934-35 was in respect of damage to goods in transit.

Because our repeated representations that the law be amended to deal with the prevalence of "stowaways" have evoked no response, we were obliged to maintain the special patrol of goods trains and station yards which has been necessary for some years past, to prevent "stowaways" from riding on goods trains and thus protect the safety of the goods in our custody. The cost involved in so doing again exceeded £3,000 for the year.

As in the past, the danger to the "stowaways" themselves was emphasized by fatal or serious injuries, two persons being killed during the year, and two injured, whilst riding or attempting to ride in trucks on goods trains.

### Bi-weekly Sheep Sales at the Newmarket Saleyards.

Following upon the enactment of the Newmarket Sheep Sales Act, bi-weekly sales of sheep and lambs have since 15th October, 1935, been conducted regularly at the Newmarket saleyards on Tuesdays and Thursdays, in place of the previous practice under which Tuesday was the recognized day for the sale of such stock.

The alteration has permitted of better railway service to the producers and proved satisfactory to the Department.

The Act was made operative until 1st August, 1936, and a Bill has now been passed providing for the extension of its operation to 1st August, 1937.

### The Wheat Harvest.

During the 1935-36 grain season, the estimated yield of wheat was 37,552,062 bushels, obtained from approximately 2,323,753 acres. Whilst this was the lowest acreage sown with wheat since 1920-21, the yield per acre, viz., 16.16 bushels, was the highest since 1924-25.

Comparative figures, relative to the wheat produced and railed during the last four years, are given hereunder:—

Year.	Number of Bushels Produced.	Number of Bags of Wheat Carried by Rail from Country Districts.
1931-32 .. .. .	41,955,856	15,619,699
1932-33 .. .. .	47,843,129	13,028,628
1933-34 .. .. .	42,613,106	10,638,640
1934-35 .. .. .	25,850,528	9,608,060
1935-36 .. .. .	37,552,062	11,748,878
Record years .. .. .	(1915-16) 58,521,706	(1916-17) 18,461,822

Wheat exported during the year amounted to 5,146,558 bags as compared with 3,741,096 bags in 1934-35.

The "carry-over" of wheat at the close of each of the last four years is indicated hereunder:—

	Number of Bags of Wheat Stacked at 30th June—			
	1933.	1934.	1935.	1936.
At Williamstown .. .. .	323,627	738,494	465,007	717,088
At Geelong .. .. .	561,725	989,833	513,282	361,917
At country stations .. .. .	2,166,209	3,976,841	2,292,622	2,412,542
Totals .. .. .	3,051,561	5,705,168	3,270,911	3,491,547

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

### Way and Works Branch.

Apart from works carried out under the Government's policy for the relief of unemployment, the activities of this Branch were again restricted by financial stringency, but every care was taken to ensure that the permanent way, &c., were maintained in good working order and repair to the standard required for each line.

Operations for the year included the relaying of 81.12 miles of track, and the strengthening of tracks by 104,281 additional sleepers and 154,398 cubic yards of additional bluestone, gravel, and scoria ballast. Of the total mileage relaid, 57 miles were relaid with heavier rails—75, 80, 90, or 110 lb., instead of 50, 60, 80, or 100 lb.

In ordinary maintenance 109,536 cubic yards of ballast, including 28,971 cubic yards of ashes, were used, 589,843 sleepers were renewed, and 47½ miles of fencing rebuilt.

### Unemployment Relief Works.

In connexion with works carried out under the unemployment relief schemes, approximately 3,120 men were given employment for periods of eight or eleven weeks.

The "relief" gangs were engaged on various lines throughout the State in reconditioning and strengthening tracks by the provision of additional sleepers and ballast, on relaying and regrading works, and, in the case of suburban lines, in improving the drainage of tracks. The country lines on which strengthening operations were carried out during the year were Sunshine-Serviceton (completed)



Ararat-Hamilton (completed), Korong Vale-Nandaly (completed), North Geelong-Bannockburn, Warracknabeal-Hopetoun, Donald-Tempy, Bendigo-Kerang, and Traralgon-Sale.

On the Toolamba-Echuca line 11 miles of 60-lb. rails were replaced with 80-lb. rails welded into lengths of 190 feet, and the track was reconditioned and strengthened by the provision of additional sleepers and ballast.

Minor regrading works were completed between Trafalgar and Moe.

During the year £259,122 was expended by this Department upon works carried out under unemployment relief schemes. Of this amount £258,507 was provided from Unemployment Relief Funds, while the balance, £615, was included in the working expenses of the year.

#### **Hallade Track Recorder.**

The Hallade Track Recorder has proved invaluable in detecting defects of alignment or surface in horizontal and vertical planes and improper cant and alignment in curves.

The correction of faults, particularly on lines on which fast running schedules are in operation, has resulted in improved running and more comfortable travel.

#### **Welding of Rail Joints.**

In the metropolitan and suburban area 18 additional miles of single track (90,100, and 110-lb. rails) were welded by the Thermit process, the standard welded length being 225 feet. In addition, a further 5½ miles of 50-lb. rails in the Deniliquin line were replaced by 75-lb. rails welded into lengths of 103 feet 4 inches, and, as stated under "Unemployment Relief Works," 11 miles of 60-lb. rails in the Toolamba-Echuca line were replaced by 80-lb. rails welded into lengths of 190 feet.

The total mileage of welded track is now 94 miles.

An automatic electric flash butt welding machine is now being installed at the Spotswood Depot. It will be used for welding both new and serviceable rails up to 110 lb. and other heavy sections for various purposes. With this machine the human element is entirely eliminated, the whole welding operation being completely automatic. Moreover, the welded sections have practically the same tensile strength as the original metal, and the cost of the welds is substantially lower than under the Thermit process.

#### **Geelong Tunnel.**

The track through the Geelong tunnel, on the main South-Western line, was relaid with 110-lb. rails welded into one length of 1,530 feet. The track was reconditioned throughout the tunnel, and improved drainage facilities were provided.

#### **Station Buildings.**

To provide better accommodation, station buildings which, owing to falling traffic, were in excess of requirements at certain localities, were removed and re-erected at Crib Point, Clarkefield, and Koo-Wee-Rup. Electric lighting was installed in the station buildings at Broadmeadows, Nyora, Riddell, Harcourt, and Bright.

#### **Improvements at Level Crossings.**

Flashing light signals were installed at the level crossings on the Meltourn-Geelong-road between Laverton and Werribee and between Lara and Corio, at Sloane-street, Stawell, and at Anderson-street, Sunshine.

#### **Live-stock Facilities.**

Additional facilities for handling live stock traffic were provided at Carisbrook and the old stock yards at Tallarook were replaced by new yards, erected on a more convenient site, and with the necessary siding accommodation.

Trucking yards and races, with siding accommodation, were provided at the new municipal live stock saleyards between Shepparton and Congupna-road, a considerable portion of the labour and materials being supplied by the Shire of Shepparton.

### Strengthening Bridges.

Further progress was made in the replacement of old timber bridges by structures more suited to modern requirements, and permitting of increased loading. Nine of the ten timber bridges between Sunshine and Ararat, which were in course of reconstruction at the close of last year, have been completed, and one is nearing completion. With the completion of this bridge there will be only two timber bridges on the Serviceton line, and it is proposed to strengthen them during the current year.

### Provision of Platform near Mornington Racecourse.

A concrete-faced and earth-filled platform 425 feet long with guard rails, portable booking office, &c., has been constructed about 2 miles on the "up" side of Mornington station, half the cost being borne by the Mornington Racing Club. The distance to be travelled by passengers and horses from the platform to the racecourse is now only about 1 mile, as compared with 2½ miles from Mornington station, and additional rail patronage should be induced.

The new platform was brought into use for the meeting held on 18th June last.

### Automatic Staff Exchangers.

Equipment for exchanging electric staffs at high speeds was installed at stations between Dandenong and Warragul. All engines of express trains have been fitted with automatic staff exchanging devices, and 59 stations, covering a distance of 500 miles, are now equipped with ground apparatus for exchanging electric staffs at speeds up to 60 miles per hour.

### Railway Automatic Telephone Exchange.

The first extension of the automatic telephone exchange was completed during the year, when the manually-operated switchboard at the Melbourne Goods Shed was abolished and the lines converted to the automatic system.

### Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1936, appears in Appendix No. 10.

### Rolling Stock Construction.

During the year 38 "GZ" wagons were constructed, and, in preparation for the carriage of wheat in bulk, these wagons have been made wheat-proof.

In addition, 70 "IZ" wagons for ordinary freight purposes, and 46 "M" class cattle wagons were built; also 48 "U" class louvre type closed wagons for the transport of perishable goods.

The only other new rolling stock completed consisted of twelve "W" class workmen's sleeping cars.

Summarized, the rolling stock constructed during the year was as follows:—

Van and sundry stock—					
" W " cars	..	..	..	..	12
Wagons—					
" IZ " open goods type	..	..	..	..	70
" GZ " wheat-proofed type	..	..	..	..	38
" M " cattle wagons	..	..	..	..	46
" U " louvre type	..	..	..	..	48

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

Cars	..	..	..	..	7
Van and sundry stock	..	..	..	..	9
Wagons	..	..	..	..	172

### **“Cor-ten” Steel Train.**

Substantial progress has been made with the construction at the Newport Workshops of twelve “Cor-ten” steel vehicles for the Sydney Limited service.

This train will represent a considerable departure from any other hitherto seen in Australia. Noteworthy features include a semi-streamlined design, air-conditioning throughout, the utilization of the most modern conveniences for travel comfort, and of special springing, including the use of rubber pads in the bogies, and of automatic couplings throughout.

Specially selected Australian timber veneers of the highest grade, finished in natural colours, and specially chosen to suit the requirements of each car are being used for the internal decoration of the train.

### **Air-Conditioning.**

Entirely satisfactory results have been obtained with the two experimental air-conditioned cars—the first to be equipped for air-conditioning in the British Empire—one a standard country passenger car, and the other a steel dining car. They were placed in service in December and February last respectively.

The system adopted not only purifies the air by filtering out the dust and cinders, and brings the combined temperature and humidity within agreeable limits, but the fixed double windows and the insulation of the car bodies result in excluding most of the external noise. The air-conditioned cars are, therefore, delightfully fresh, clean, and quiet, and they are confidently expected to aid considerably in the recovery of country passenger business.

Many tributes have been paid by our patrons to the high degree of comfort thus provided, and there can be no doubt that, as is the case abroad, the equipment will transform and popularize railway travel.

It is proposed to extend the innovation to first and second class carriages on certain country lines where the conditions fully justify air-conditioning, and fourteen additional equipments have been ordered. This makes a total of 26 equipments on order, including the twelve required for the new “Cor-ten” steel train.

### **Locomotive Improvements.**

Having regard to the important gains in efficiency which are being derived from the altered front end arrangement, referred to in our last Report, we have pushed forward as rapidly as possible with the conversion of additional locomotives, and 72 were dealt with during the year, a total of 146 having now been fitted, composed of:—

“A” class	..	..	..	..	95
“C” class	..	..	..	..	24
“D <sub>3</sub> ” class	..	..	..	..	24
“S” class	..	..	..	..	3

### **Automatic Couplers.**

During the year an additional 636 wagons, 216 vans and sundry stock, 15 cars, 29 steam locomotives (engine and tender), and 2 other locomotives, the tenders of which had previously been completed, were fitted with automatic couplers.

These additions brought the total number of cars, vans, and wagons completely equipped with automatic couplers, as at 30th June, 1936, to 15,528, of which number 14,750 comprised broad-gauge freight wagons, representing 72 per cent. of this stock. A further 733 vehicles of various classes have been prepared to receive couplers. At the same date, the engine and tender of 282 locomotives, representing 48 per cent. of the total strength, had been fitted with automatic couplers.

In September last the initial step in equipping passenger trains as fully automatically coupled units was taken, when the Sydney Limited express was operated for the first time in automatically coupled blocks of cars, but still retaining certain transition gear. A further stage was effected at the end of the year just closed, when both the Sydney Limited and the Adelaide expresses commenced to operate as completely automatically coupled units, thus ensuring a notable advance in train running conditions.

### **Arc Welding.**

The policy of encouraging the use of arc welding as a medium of construction, instead of riveting, has been continued.

The Ballarat and Bendigo Workshops have each been equipped with twelve arc welding sets. It is proposed during 1936-37 to undertake the construction of open freight wagons at these country centres, the staff at which have been specially trained for the performance of this work.

Development of heavy gauge arc welding is proceeding. At Newport three heavy duty sets are in regular operation. Recently a 50 KVA portable pneumatically operated shot welding machine was installed. The machine is automatically controlled, enabling a higher average standard of work to be achieved.

### **Boiler Construction.**

During the year 41 new boilers were constructed, in replacement of existing boilers which had become unserviceable.

### **Superheater Engines.**

The number of superheater engines on the register was increased by three, making a total of 346, or 58 per cent. of the full locomotive strength.

### **Electric Headlights.**

Eighteen additional locomotives were fitted with electric headlights during the year. The number now so fitted is 214.

### **Use of Rubber in Bogies.**

In view of the great attention which is now being paid abroad to the use of rubber in railway carriage bogies, rubber pads have been fitted to the bogies of a number of Victorian and South Australian joint stock sleeping cars.

The object is to lessen vibration and noise, and thus provide added comfort for passengers.

### **Diesel Traction.**

During the year a compression ignition engine was installed in a single-ended rail motor car, and the results disclosed that considerable economies can be obtained from engines of this type. With the petrol engine a mileage of 8.6 miles per gallon was obtained, whereas with the compression ignition engine using "Dieselene"—at a much cheaper rate—the mileage obtained per gallon of fuel averages over 22 miles.

Consequent on the economies disclosed by this engine, an order was placed for five additional units for rail motor work.

### **Wheel Balancing Machine.**

In June, 1935, we decided to manufacture and install at the Newport Workshops a machine for testing the balance of wheels and axles of all passenger cars. The work was recently completed and the machine brought into use.

The wheels and axles, when mounted in the machine, are revolved at speeds equivalent to up to 70 miles per hour, and while they are thus operating the extent to which the wheels are out of balance is noted and temporarily corrected. Subsequently, small permanent balance-weights are welded to the inside rim of the wheel centre, after which the wheel is finally checked for correct balance.

In the light of the experience of oversea railways with similar machines, we are satisfied that the use of this device will lead to definite improvements in the riding qualities of our carriages.

### **Fuel Conservation.**

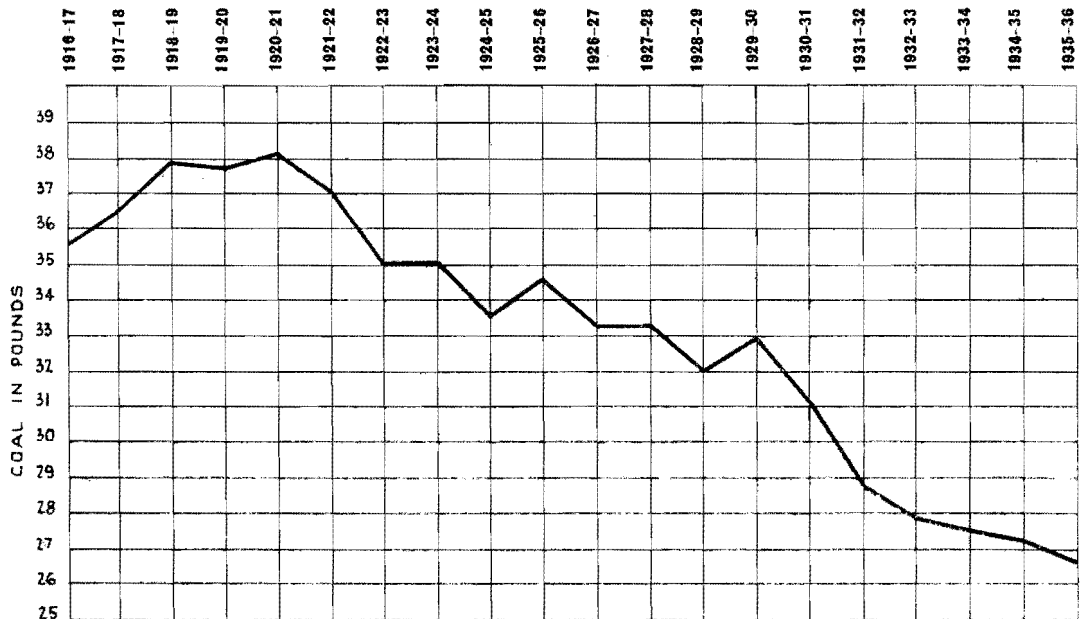
Satisfactory results have attended the Fuel Conservation meetings, eighteen of which were held at the different main centres. Suggestions submitted, covering a variety of operations, totalled 365. Of these, 101 have been adopted or have given rise to beneficial action.

The results achieved continue to demonstrate the great value of the free discussion at the meetings of the Committees, where the members meet on equal terms irrespective of their usual vocations.

Over a period of years there has been a marked improvement in the utilization of locomotive fuel, due to a combination of causes in addition to the activities of the Committees. Among these may be mentioned larger locomotives and superheating of engines already existing; train control; improved signalling; separation of goods from passenger routes between Melbourne and Sunshine; regrading; track strengthening, and latterly, various improvements in design of existing locomotives.

The subjoined graph indicates the marked improvement in coal consumption which has taken place since 1918-19.

COAL USED PER 100 GROSS TON-MILES (EXCLUDING ENGINE).



In 1918-19, 37.80 lb. of coal were used for every 100 gross ton-miles hauled by locomotives. The corresponding figure in 1935-36 was 26.61 lb. Equating for varying classes of coal, this represents a saving in 1935-36 of over £180,000.

## Electrical Engineering Branch.

### Suburban Overhead Electrical Equipment.

No extensions of the overhead electrical equipment have been made during the year, the mileage of tracks under electric operation at 30th June being—track miles 439.8 (including sidings), route miles 172.7 and transmission lines 151.28 miles.

The improved system of protection which is being applied to the overhead electrical equipment was advanced a further stage when tie-stations were put into service at Footscray, North Melbourne, Clifton Hill, Toorak, Hawthorn, Burnley and Melbourne Passenger and Goods Yards. These eight stations have a total of 36 high-speed circuit-breakers and auxiliary equipment, which have functioned successfully on several occasions since their installation in preventing extensive damage to the overhead lines. An original method of assembling this equipment has enabled substantial savings to be made in the installation of this scheme of protection. Buildings for three additional tie-stations have been completed.

### Newport "A" Power Station.

In our last report we mentioned the necessity for giving serious consideration to the replacement of much of the plant at this station, which has been in operation for over eighteen years. During this period many developments in design have occurred, and the installation of modern plant would lead to considerable economies.



During the year our investigations to determine the most suitable type of plant for the modernization and improvement of the station were continued, and preliminary consideration was given to suitable turbine and boiler plant, the economies to be expected by replacement of the old plant, and the installation of modern equipment in such a manner as to avoid interference with regular station output. It is hoped that the proposals will be finalized during the current year.

The number of units generated during the last twelve months was 171,268,590, compared with 191,439,201 in the previous year. The figure for 1934-35 was abnormal, to meet the requirements of the State Electricity Commission during the flooding of its open cut at Yallourn.

### **Suburban Electric Rolling Stock.**

The standard of lighting in 371 cars (both first and second class) on the suburban electric system has been materially improved by installing a more efficient type of reflector and bowl, in conjunction with the general use of internally frosted incandescent lamps.

Investigations are still being conducted into alternative\* methods of pantograph current collection and the reduction of overhead contact wire wear, including the use of improved types of carbon as a current collecting medium. Cars running on the Port Melbourne line have the pantographs completely equipped with these strips.

Other experiments are being made with the use of a wax-graphite compound as a lubricating medium, in place of grease, in the standard copper strip pantographs. This compound has the advantage that it wears down at the same rate as the copper strips and requires no "topping up."

The economics of the use of single pan pantographs are also being investigated, following encouraging reports from overseas. An experimental pantograph of this type has been made up and placed in service on the Hawthorn-Kew section, and the results obtained so far are promising.

### **Lighting, &c. (Suburban Area).**

Electric light was installed during the year at Broadmeadows station.

Internally illuminated indicators have displaced the large painted board indicators on the main concourse, Flinders-street. Black lettering on a yellow ground has been used for these indicators, and is being applied in other cases for traffic signs.

The new standard type of suburban station name indicator has now been provided at all stations on the following sections:—

Hawksburn-Caulfield.  
 East Richmond-Box Hill.  
 Glenhuntly-Frankston  
 Prahran-Sandringham.  
 South Melbourne-St. Kilda.  
 Montague-Port Melbourne.  
 Riversdale-Ashburton.  
 Barker-Kew.  
 Burnley-Eastmalvern.

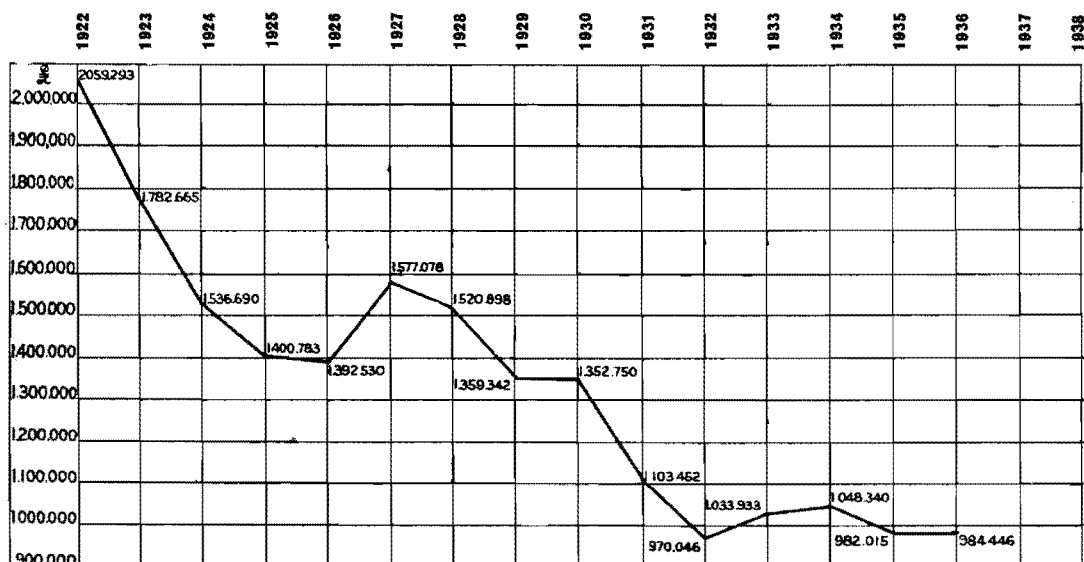
### **Stores Branch.**

At 30th June, 1936, the value of stock held was £984,446, or £2,431 more than at the close of the previous year, and only £14,400 greater than the record minimum during the past fifteen years.

The re-organization of the stores system—a work extending over a period of ten years—has been of immense service in reducing stocks, by clearing useless material, affording an efficient and perpetual check, and facilitating inspection. The striking

results which, aided by other factors, have been achieved in this respect since the re-organization was commenced in 1922, are shown by the following graph:—

VALUE OF STOCK HELD AT 30TH JUNE.



The principal transactions in each year embodied in the graph were as follow:—

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
1931-32	970,046	1,154,311	814,363	2,108,793
1932-33	1,033,933	1,607,403	907,187	2,461,014
1933-34	1,048,340	1,558,329	985,608	2,528,727
1934-35	982,015	1,414,530	822,352	2,303,609
1935-36	984,446	1,485,874	911,426	2,395,727

These figures include all transactions dealt with through the Railways Stores Suspense Account, but are not inclusive of the trading activities of the Refreshment Services Branch.

It will be noted, by comparing the stock on hand at 30th June, 1936, with the issues for the year, that the stock was on an average turned over 2.43 times during the period of twelve months.

During the year improved systems were adopted to obtain a still closer check of stocks and to expedite deliveries to work points.

In addition, greater purchases were made of kerosene and motor spirit in bulk instead of in tins, resulting in considerable savings, while at many locomotive depots oil storage tanks were abolished and supplies given direct from the drum, to ensure that oils for locomotives would be as far as possible free from contamination.

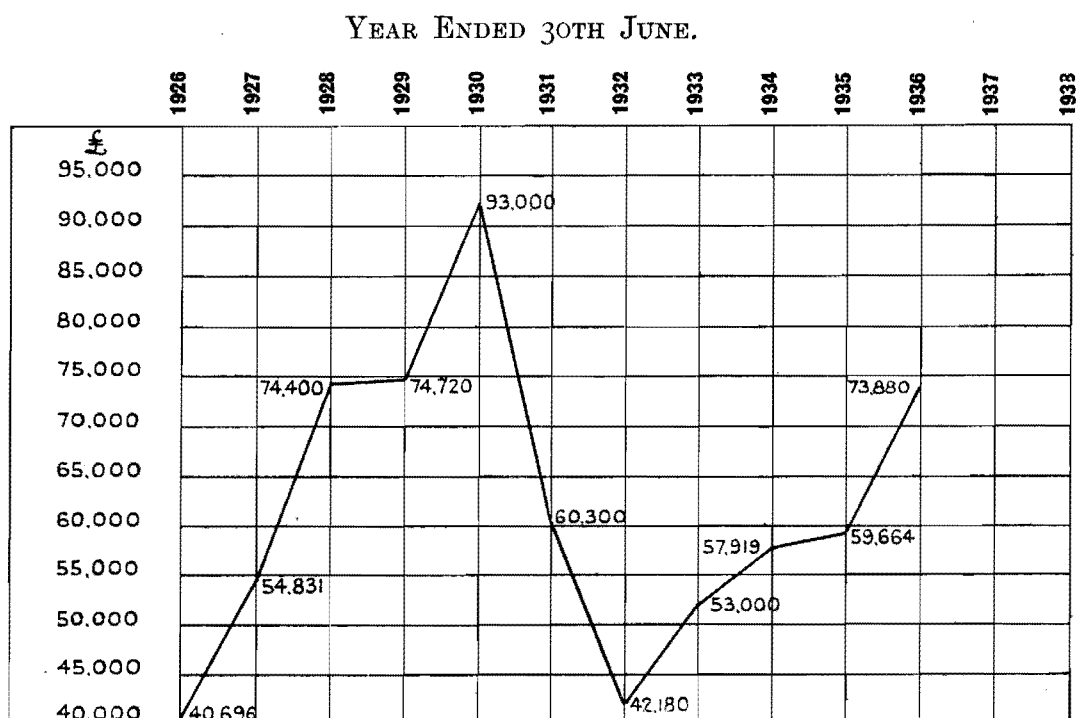
The departmental committee appointed to review, and as far as practicable to simplify the range of stock items, has made further progress. Of 28,737 items reviewed to date, no less than 6,316, or equivalent to 22 per cent., have been eliminated. These items have been disposed of by finding some use for them in their present or in a converted form, or have been used or sold as scrap.

The practice of supplying oils, greases, electric globes, paint, linoleum, hardware, tools, &c., to other State Government Departments at our contract rates, was continued. As, however, we incur costs in handling, packing, &c., an addition of  $2\frac{1}{2}$  per cent. will be made to the contract rates as from 1st July, 1936,

Our requirements of certain telephone materials and of bitumen were obtained from the Postal Department and the Country Roads Board, respectively.

These arrangements have proved advantageous to all concerned.

The activities of the Reclamation Depot were increased, and the value of materials recovered and reclaimed during the year amounted to £73,880. A comparison is shown in the graph below between this result and those of preceding years :—



### Coal Supplies.

The quantities of coal purchased in 1935-36 were as follow :—

		From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	Total.
		Tons.	Tons.	Tons.	Tons.
Large coal	.. ..	186,370	..	160,812	347,182
Small coal	.. ..	119,119	7,051	36,395	162,565
Totals	.. ..	305,489	7,051	197,207	509,747

Consumption of large coal for all purposes during the year amounted to 369,524 tons, and that of slack coal to 156,825 tons. The average price was 16s. 8. 38d. for large coal and 11s. 10. 32d. for slack coal. These rates have been computed on the basis of the price in trucks at Victoria Dock or Geelong in the case of New South Wales coal, and of the price in trucks at the mine in the case of Victorian coal.

### Refreshment Services Branch.

The revenue for the year from refreshment rooms and stalls and the dining car service was £292,443, or £915 more than in the preceding year.

Due to the remodelling of train services, with accelerated schedules and the elimination of avoidable detentions, the refreshment rooms at Mitiamo, Traralgon, Warrnambool, and Wycheproof became unnecessary during the year, and were accordingly closed. On the Adelaide express a dining car service was re-established on the introduction of a new time table providing for a later departure from Melbourne.

The supply services forming part of the Branch organization assisted materially in its satisfactory working, and maintained a large output, some idea of the magnitude of which will be gained from the following particulars :—

Meat	..	..	524,743 lb. purchased and handled by Departmental butchery ;
Poultry and fish	..	..	Value of purchases, £8,026 ;
Fruit	..	..	43,079 cases purchased ;
Bottled milk	..	..	234,507 bottles sold ;
Raisin-bread	..	..	112,093 loaves manufactured by Departmental bakery, as well as pies and other small goods ;
Eggs	..	..	28,486 dozen supplied from Departmental poultry farm ;
Laundry	..	..	143,071 dozen articles handled by Departmental laundry.

In order to cope more efficiently with public demands, it was found necessary to replace the drink stall on the concourse at Flinders-street Station, by one of modern design and equipment, from which a satisfactory increase in business has eventuated.

The new stall is furnished with boiling water and refrigerator services and storage counters designed to provide milk drinks, spa water, and ice cream, as well as pure fruit-juice drinks. The refrigerating plant in the rear store was replaced by new triple refrigerating units, capable of keeping the contents of all three counters within fixed temperature limits. The entrance to the stall from the concourse was re-designed, the original columns now being encased in architectural terra cotta. The front of the counter has been carried out in black and white Carrara glass and satin finished stainless steel, and an electric clock of modern design is provided in the wall at each end of the stall.

The fruit stall on the east side of the concourse was extended in harmony with the design of the existing structure.

The revenue from bookstalls again increased, amounting to £64,036, compared with £61,274 in the preceding year.

The children's nursery at Flinders-street station showed a further increase in patronage, the attendance (13,783) being 1,870 in excess of the number in the previous year. Since its establishment in 1933, the nursery has cared for a total of 34,999 children. An out-door playground and sunroom which were added during the year provide invaluable adjuncts in fine weather.

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

The visitors for the year numbered 5,503, and the revenue amounted to £28,313. In the previous year the respective figures were 4,822 and £25,617.

A loss of £444 was incurred on the year's working, due to substantial renovations and improvements which were carried out from revenue.

The maintenance of buildings and equipment was a heavy item of expenditure during the year.

The sports room, which had been in existence for many years, was extended and re-designed along modern lines to facilitate the storage and issue to guests of snow-sport equipment and to provide accommodation for the proper fitting of boots and skis by an attendant. The room was re-stocked with the latest snow-sports equipment, and the facilities for drying clothes and such equipment were also improved.

Other necessary renovations and alterations were carried out, including the equipment of two bedrooms with private bathrooms in addition to those previously so equipped.

The steady increase in patronage is gratifying, as is the fact that much of the increase occurred during the summer months, showing that the all-the-year-round attractions of this resort are becoming better appreciated.

The engagement this winter of a highly qualified Continental expert to instruct visitors in ski-ing will further popularize The Chalet, and has already attracted additional patronage.

At Hotham Heights the revenue was £1,164, representing an increase of £59. Various improvements were effected from revenue, while an important step in the development of the ski-ing fields was the construction of an underground telephone line between Mt. St. Bernard and Mt. Hotham by the Postal Department, towards the cost of which we contributed one-third (£307). This line is linked up with the shelter huts en route, and enables skiers and tourists travelling over this section of the Alps in winter, when it is heavily overlain with snow, to telephone their progress in case of bad weather intervening.

### Advertising.

The modernizing of the poster hoardings was continued during the year. At a number of the more important suburban stations ornamental panels have been introduced into long lengths of platform hoardings, to give added display value and improve the general appearance of the stations and advertising facilities.

Notwithstanding the increasing competition in the advertising field, the revenue showed but a slight decline from the previous year—a tribute both to the modern facilities offered and to keen salesmanship.

### The Staff.

Owing to the fluctuations in business and the volume of work, the number of staff varied from time to time during the year.

The total staff was 21,870 at the commencement of the year, and by the end of the year had increased by 678 to 22,548. Excluding 283 officers and employees on loan to other State Departments, the average number employed full time for the year was 22,288, or 560 more than the average for the previous year (21,728). The increase was due mainly to the construction of the new "Cor-ten" steel train, the employment of additional apprentices, and increased business generally.

Relief workers engaged in connexion with unemployment relief schemes are not included in the above figures, but 50 railway employees utilized fully in supervisory, &c., duties under such schemes are included in the average full-time figures.

To provide for future requirements in the ranks of artisans, 24 apprentices to various trades were appointed during the year.

Advantage was taken of the opportunity presented by changes in staff arising out of retirements, deaths, &c., to transfer to adult work an appreciable number of adults who had been occupying lads' positions, and to replace them by supernumerary junior employees.

The amounts disbursed to the staff in salaries and wages in each of the past three years (excluding staff on loan to other Departments) were—

					£
1933-34	..	..	..	..	4,449,620
1934-35	..	..	..	..	4,613,492
1935-36	..	..	..	..	4,901,932

### Medical Division.

Examinations conducted by the Railways Medical Officer and his two assistants during the year totalled 21,036, of which 11,532 were in respect of physical capacity, and 9,504 in vision, colour sense, and hearing. The examinations were mainly in connexion with the periodical tests of vision, colour sense, and hearing of employees engaged in safe working, the fitness of employees following injury or illness, and the fitness of applicants for employment in the service.

Following the usual practice, one of the Assistant Medical Officers visited various country centres in order to obviate the expense of bringing country employees to Melbourne for their periodical examinations. 1,849 employees were examined in this way.

Advantage was taken by the Assistant Medical Officer of the opportunity afforded by these country visits to make inspections of various refreshment rooms. These disclosed that a high standard of cleanliness and hygiene was being maintained.

An oversight was also maintained by the Medical Officers over the Ambulance Depot at Spencer-street and first-aid services generally.

### **Wage Fixing Tribunals.**

A marked change was made during the year in the method of dealing with claims relating to wages and working conditions of the great majority of Railway employees.

In respect of claims made by the Australian Railways Union and the Federation of Salaried Officers, the Federal Arbitration Court had remitted all matters apart from the basic wage and standard hours claims to a single Judge for adjudication; but after discussion the two bodies of employees concerned and the Department approached the Court with the suggestion that matters other than the basic wage and standard hours should be referred to the Railways Classification Board, functioning as a State Industrial Authority under the provisions of Section 36 of the Commonwealth Conciliation and Arbitration Act.

Both the Court and the Board agreed to the adoption of this course, which we believe will tend to conserve harmonious relations and be advantageous to all concerned.

As a preliminary to the claims being heard by the Railways Classification Board, on which the employees and ourselves have equal representation under the chairmanship of a County Court Judge, a series of round table conferences have been held between our representatives and those of the two organizations mentioned, with the object of seeing to what extent the parties can mutually agree. Considerable progress has been made, but the matter has not yet reached finality.

During the year the hours of duty of 924 employees in railway workshops were reduced by order of the Arbitration Court from 96 to 88 per fortnight, thus making the standard hours of all workshops employees 88 per fortnight.

The Arbitration Court also provided for a maximum of 96 hours for staff employed at stations. Prior to this determination, which became operative as from 28th June last, the staff at the less important country stations could be called upon to work up to 108 hours per fortnight without the payment of overtime.

### **Education and Recreation.**

The Victorian Railways Institute experienced one of the most successful years in its history. In practically every branch of its activities a marked improvement has been shown, and it is gratifying to record a still further increase in membership. Enrolments of new members during the year numbered 1,779, and losses through deaths, retirements and resignations, &c., 624.

After making allowance for 446 unfinancial members who were written off during the year, the net increase in membership was 709, bringing the total to 12,626. This figure constitutes a record, despite the fact that the railway staff now numbers about 7,000 less than it did some nine years ago.

During the year, the educational classes were enlarged very considerably, the enrolments having increased from 1,650 to 2,438. New classes were established at country centres, and a special Station Accounting class for Accountancy Branch officers was inaugurated in Melbourne.

Approximately 6,600 new books, costing £1,470, were added to the library, 5,600 books were rebound, at a cost of £384, and 6,440 worn and obsolete books were removed from the shelves, leaving a total stock of approximately 35,000 books. Book exchanges totalled 474,736 during the year—a daily average of 1,526—showing an increased exchange of 39,649 over the previous year, while the number of borrowers increased by 750 to a total of 9,250. Country centre library book cases were supplied with 5,291 books, compared with 4,151 during the previous year.

The demand for the high grade books on the shelves of the "Special" library has increased very largely, and this section is entirely self-supporting.

Further improvements which were made out of Institute funds to the metropolitan rooms of the Institute have resulted in increased patronage and revenue.

Keen interest has been shown in the various country centres, with increased membership and a further development of educational and social activities.

During the year, well-equipped buildings and rooms for Institute purposes were erected at Ouyen, the funds for which were raised by local effort, while the Institute building at Ballarat was extended at a cost of approximately £700, which has been paid out of funds raised by the local members.

Efforts for the development of centres of the Institute at Wodonga, Hamilton, Korumburra and Dimboola were continued, and a movement for the establishment of a centre at Shepparton was initiated during the year.

The recreational activities of the Institute throughout the State were highly successful, many new clubs being formed. These activities have helped substantially to promote goodwill and citizenship amongst the members, and to attract and retain the younger employees of the service in the Institute.

An innovation during the year was the establishment of a course of simple gymnastic training as part of the classes of instruction for Lad Porters. The beneficial results accruing from these classes have led to their adoption as part of the regular training of new appointees to the grade of Lad Porter, who are recruited from all parts of the State.

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

With the gradual improvement in business conditions generally, affording greater opportunities for travel, the value of publicity as a traffic promoter was fully exploited during the year.

Greatly accelerated train services on many lines, the provision of special trains for schools' and other excursions, and the introduction of "Anywhere to Anywhere" and other reduced fares necessitated a vast amount of advertising.

A high standard of publicity was maintained, and further avenues for the display and distribution of Victorian tourist literature were availed of, this wider field including New Zealand, from which, it is believed, increased tourist traffic to Victoria can be encouraged.

Neon signs and sound films were progressive additions to our advertising media, which embraces all the modern methods of publicity, including, in addition to the above, advertising by means of posters and pamphlets, calico signs and window displays, the press and the radio, the picture screens and the popular magazines, and in various other directions.

The State's tourist attractions, one of its most important assets, were most extensively advertised. A new feature in this respect which is now being developed is the production, and supply to hotels and guest houses at all tourist resorts throughout the State, of literature advertising the transport facilities and fares to such resorts, as well as their tourist features, so that the information may be furnished to prospective visitors.

Every opportunity was availed of, also, to co-operate with local bodies in the production and distribution of Victorian tourist literature.

In conjunction with the South Australian Centenary Celebrations Committee, we produced a considerable amount of publicity featuring the various special trains and tours organized from Melbourne to Adelaide.

Topical railway information was disseminated to railwaymen through their monthly publication, *The V.R. News Letter*.

### **Tourist Activities.**

The Victorian Government Tourist Bureau further enhanced its reputation for service to the public during a year of rising revenue.

The activities of the Bureau were extended to meet the growing needs of the community, the booking of hotel and guest house accommodation in the country as well as in the city being an important addition to the extensive services available, which include the furnishing of information concerning all forms of transport, whether by rail, road, sea, or air.

Branches of the Bureau were established in Sydney, Brisbane, and Adelaide. Highly satisfactory results have already been achieved by these new branches, which provide greater facilities for inducing travel to this State than was the case when Victorian representatives were located at the local Government Tourist Bureaux.

The Mildura and District Tourist Bureau, which was established during the previous year with local co-operation and assistance, and is in charge of a representative of the Victorian Government Tourist Bureau, has also splendid work to its credit in catering for the requirements of visitors to this district, the service made available being an important factor in establishing Mildura as a popular winter resort.

Encouraged by the improvement in business conditions generally, additional tours were organized and helped considerably to swell the revenue of the Department.

The escorted tours conducted numbered 243, with a revenue of £24,781, as compared with 219, with a revenue of £19,052 in the previous year. Tours from Brisbane, Sydney, and Adelaide to Mount Buffalo National Park, from Adelaide, Albury and Wagga Wagga to Cowes, and from Mildura to Lorne were included in the number organized. Tours from Melbourne were undertaken to numerous Victorian resorts, and also to the other States, principally to Adelaide in connexion with the South Australian Centenary Celebrations. The Holiday train tours, which are now firmly established as revenue builders, not only for the railways, but also for other interests, attracted increased patronage, 879 passengers being conveyed on the tours undertaken for a revenue of £3,248, as compared with 489 passengers and a revenue of £2,081 in 1934-35.

Day tours of an educational and sightseeing nature maintained their popularity, while the inauguration of all-road day and week-end tours, an innovation in Bureau service, met with an encouraging response.

The meeting of all overseas and interstate vessels by a representative of the Bureau continued to provide a service which was highly appreciated, and was the subject of many encomiums by visitors from other States and from abroad.

The practice of supplying Victorian tourist literature to Melbourne-bound boats prior to their departure from Sydney and Adelaide has now been extended to Perth, where, in the case of overseas vessels undertaking cruises in Australian waters, similar literature is placed on board with a view of encouraging shore excursions at Melbourne.

Winter holidays, which are steadily growing in favour, were the subject of special organization and publicity.

Sunshine tours were again organized to Mildura, specially reduced rail fares being offered during the months of June, July, August, and September. Similar tours were made available to the seaside, where temperatures during the winter months are milder than in the metropolis. Resorts providing facilities for snow sports were also in particular demand.

The steady increase in the number of overseas visitors to these shores, as indicated by the growing tourist business of this nature transacted at the Bureau, is another source of gratification, and demonstrates in an increasing degree the value of the advertising work which is being carried out abroad by the Australian National Travel Association.

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

Widespread publicity issued for the purpose of stimulating the home consumption of fruit further assisted the fruit grower, who was also rendered very practical aid in the disposal of his produce, the railway fruit bill totalling £22,835, of which £9,960 represented citrus fruit.

The purchase of large quantities of dried fruit supplemented this substantial assistance. At the departmental bakery 8 tons of such fruit were included in the 112,093 loaves of raisin bread produced, while 18,036 packets of dried fruit sold at railway fruit stalls and refreshment rooms represented a further 1½ tons of such fruit.

The berry grower again received assistance by way of publicity and special arrangements to facilitate and stimulate the sale of berry fruits.

We assisted the wool grower, too, by the free display of publicity matter on railway premises urging the public to use more wool.

### **Suggestions and Inventions.**

The suggestions system has again proved its value as a means of promoting efficiency and economy in railway operation, a very substantial increase being recorded in the number of suggestions received from the staff during the year, when 3,483 ideas were submitted as compared with 1,301 last year. Successful suggestions numbered 426, and £555 was paid for adopted ideas.



## Transport Regulation.

Throughout the year, we continued to be represented at all the public hearings of the Transport Regulation Board.

The year was the second in the period of operation of the Transport Regulation Act. We realized that during the first year much preliminary work had to be completed, but we expected that by the end of the second year the chaotic competition would largely have been superseded by reasonably stabilized conditions. This expectation has not been justified. Some stability has been reached in regard to road passenger services, but it cannot be said that the railways have benefited by comparison with the position which existed prior to the introduction, in 1933, of the Transport Regulation Act.

Licences were refused in the case of a number of road passenger services which early in 1934 commenced operating between the metropolis and important country centres on the main highways, but there continued to be some illicit running on these routes. No relief whatever has been obtained from road competition for passenger traffic to popular tourist resorts. Moreover, the Transport Regulation Board adopted a more liberal attitude than the previous licensing authority (under the Motor Omnibus Act) towards passenger services operating between country centres, and at week-ends between many such centres and Melbourne, which resulted in a further diversion of traffic from railways to roads. In addition, there was no diminution—on the contrary, we believe there was an increase—in the passenger-carrying activities of commercial goods vehicles, and also in the carriage of parcels by road passenger services.

During the year, and following upon the grant of licences by the Transport Regulation Board, arrangements for co-ordination between the railways and the authorized road passenger services were made in a number of areas. These arrangements have been generally satisfactory.

### Amendment of Legislation, and its Effect.

The Transport Regulation Act was amended during the last session of Parliament to provide (*inter alia*) for review by the Governor in Council of all decisions of the Board, and this resulted in many commercial road vehicles that had been operating as at 29th August, 1933, being permitted to continue.

At that date road competition against the railways for goods traffic existed between Melbourne and practically every country centre. An idea of the extent of the competition may be gained from the fact that the Board, at the commencement of its work early in 1934, issued temporary licences (designed merely to validate the road operations until the formal applications could be determined after due investigation) to 1,378 commercial goods vehicles, exclusive of those engaged in short distance haulage or operated in the course of trade.

It is not possible to estimate with any attempt at accuracy the extent of railway losses due to the competition of this large number of vehicles. However, some light is thrown on this by the opinion expressed by the Board that the cost of operation of a typical heavy goods vehicle providing a regular long distance service may be assumed to be not less than £1,000 a year. It therefore appears that the railways have been deprived by competitive road transport of goods revenue amounting to at least £1,000,000 a year.

### Why Competition Exists.

So much misconception exists on the subject that it is necessary again to emphasize that road competition for the long distance carriage of goods owes its existence solely to the nature of the railway rating structure, which fundamentally is based upon and dictated by national economic needs. The underlying principle is that the more valuable commodities make a higher contribution than the lower valued goods towards the costs of railway service. This principle is clearly illustrated by the details published in Appendix No. 23.

If the Appendix be referred to it will be seen that the preponderance (actually 70 per cent.) of the goods traffic, comprising fertilizers, wheat, agricultural products generally, flour, firewood, timber, coal and the like, is carried at average rates ranging from 0.523d. to 1.494d. a ton mile. For goods of greater intrinsic value such as

groceries, beer and spirits, drapery, hardware, and wool, the charges are substantially greater, the average rate for the commodities in the highest class being as much as 4.475d. a ton mile. Because of the low rates, the commodities in the former category are practically immune from road competition; while those in the latter category are particularly vulnerable because of the higher rates, which are necessary to lighten the burden of costs of the poorer commodities.

If the lowest, or even the average railway rate (1.426d. in 1935-36) were charged for the classes of goods that are the basis of the operations of competitive road transport, the long haul competition unquestionably could not exist.

The road operators possess tremendous and, we believe, unfair advantages in their competition with the railways. They may disregard the generally accepted obligations of a common carrier and, instead, select at will both the classes and the quantities of goods that it suits them to handle, and also the places that it suits them to serve. They are free from the obligation, accepted by the railways, to provide service for "anything, anywhere and everywhere", and to meet seasonal and maximum demands which necessitate the maintenance of a large pool of vehicles for which regular employment is not obtainable.

They may make their own rates—and there is ample evidence that these are frequently uneconomic—and change them without publication and even secretly whenever they deem it expedient to do so in the process of competing with the railways and with each other; and they are practically free under the present system to fix their own standards of working conditions, which more often than not conflict flagrantly with the accepted industrial standards of this country.

Moreover, commercial road transport is virtually subsidised in its competition by being provided with its right-of-way—the most important part of its plant—for a relatively insignificant payment. By far the greater part of road costs is paid by taxpayers, ratepayers and private car owners. The real cost of service therefore is not reflected in the rates offered by commercial road transport.

### **Action to Meet Competition.**

The obvious answer to the competition is a reduction of the higher railway rates. It is patent that we would not be justified in permitting the more profitable railway business to be lost by failure to use the only effective defensive means at our disposal.

We therefore determined, wherever such action appeared to be justified, to continue our efforts to secure the traffic by offering, under freight contract conditions, rates comparable with those charged in the particular place by competitive road transport. These rates are in some cases very much lower than the former standard of charges for the particular classes of goods, but they are still much higher than the lowest railway rates, applicable to agricultural and other primary produce, and are also higher than the average rate for the goods traffic as a whole. By this means we succeeded in regaining or preventing a further loss of a substantial volume of valuable traffic.

The same means were adopted, in a number of instances successfully, to combat the tendency of certain traders and others, encouraged no doubt by the apparent success of the hauliers, to utilize their own vehicles for the carriage of their goods, which under the Act they are entitled to do as a matter of right.

The changing rates of our competitors, however, prevent the stabilizing of railway charges for the vulnerable commodities at any fixed level.

We realize that the expedient we have been forced to adopt is likely to give rise to some criticism and dissatisfaction. Previously railway rates were generally uniform for the same commodities and the same mileages, and business and industry throughout the State were developed and stabilized on that basis. No semblance of uniformity, however, exists in the rates offered by competitive road transport. Dictated by expediency only, they differ widely both in respect of the same commodities and the same distances, and we have been reluctantly obliged, in the absence of effective statutory protection, to have recourse to the same practice as a lesser evil than the loss of the traffic.

Rate-cutting conditions, while conferring advantages upon some members of the community, cannot fail ultimately to react against the wider interests of primary production and thus against the best interests of the State generally. If the higher valued commodities do not bear freight rates high enough to balance the insufficiently remunerative rates on commodities of low value relative to bulk and weight, in accordance with the universally recognized principle of railway rating, the cost of providing railway service must inevitably be met more largely by taxation and less by railway earnings. The situation cannot be met by increasing the charges for the low-classed traffic, such as primary products and commodities associated with primary production, because the greater proportion of that traffic could not bear the additional charges that would be involved in making good the loss of revenue from the vulnerable, higher valued goods.

Moreover, the huge loss of revenue occasioned by road competition for the more remunerative traffic precludes indefinitely the possibility of relief being given in the form of lowered railway charges to the necessitous primary industries, which logically possess the stronger claims for concessions.

### **Rationalization of Transport Necessary.**

This State is now alone in the Commonwealth in authorizing direct competition by long-distance road transport against the national railway system although, in common with the rest of Australia, its prosperity rests upon the success of its primary industries, which must continue to be dependent upon railway transport.

We wish again to emphasize our view that it is dangerously unsound, from an economic point of view, to permit the indispensable railway system, representing a huge capital investment, and capable of providing comprehensive and efficient service, to be open to the destructive competition of road transport which provides a partial service only to a relatively limited section of the community.

We are still firmly convinced that rationalization of transport is a pressing necessity, and that the proper approach to this must be a recognition of the part railways, and the principles of railway rating, play in the business and industrial life of this country.

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

The following routes continue to be operated in conjunction with the various train services :—

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

Goods services are run as under :—

Melbourne—Geelong ;  
Collection and delivery service at Geelong ;  
Sundry services, including butter to the ship's side ;  
Transfer services between Melbourne and suburban stations ;  
Domestic services.

Revenue from the public services for the year was £21,739, and the working expenses (including depreciation) were £21,746, while interest charges and exchange amounted to £838. There was thus a deficiency of £845, composed of a loss of £4,364 in the operation of the passenger services, and a profit of £3,519 in the goods services.

The deficiency was £384 less than in the preceding year.

The East Camberwell—Deepdene—East Kew route accounted for the great bulk (£3,193) of the loss on the passenger services. We have previously pointed out that the value of this route cannot be judged from the accounts, as most of the passengers travel on "through" rail and bus tickets, and the bus is credited with only the mileage proportion of the "through" fare.

The road motor operations continued to act as a valuable feeder to the railways. Improved services have been provided in connexion with the bus operation, and it is of interest to note that the increased patronage more than offset the increased operating costs involved.

### State Coal Mine, Wonthaggi.

After the payment of working expenses, loan redemption and interest charges, and allowing for a contribution of £10,000 to the Depreciation Fund, the operation of the mine resulted in a loss of £92,307.

Although every practicable step has been taken to rectify this situation there is, unfortunately, little likelihood of any substantial improvement being made while the prevailing low prices for Maitland coal remain in force, as such prices form the basis of the price payable for State Mine coal used for railway purposes. In 1930-31 State Mine coal utilized by the railways was being paid for at 21s. 8d. per ton for screened, and 18s. per ton for slack coal. These figures are now 11s. 6d. and 9s. 9d. per ton respectively.

The quantity of coal won during the year was 366,001 tons. As mine consumption, miners' household coal and waste absorbed 21,877 tons, the saleable output was 344,124 tons. Of this quantity 303,778 tons were supplied for railway use, 7,495 tons to other public departments, and 32,851 tons to the general public.

The development of the Western Area, which was referred to in our last report, commenced in August last. The main winding shaft has been sunk to the coal seam, and the ventilation shaft should be completed and connected with the main winding shaft by the end of September. The output from this source will partially compensate for an anticipated reduction in that from Dudley Area, the remainder of which will be met by the output resulting from the development of the lower or bottom seam in the Northern Area.

There was an improvement in the industrial situation in the year under review as compared with the preceding year. Operations were suspended for 25 days on account of strikes and stopwork meetings, and for one day on account of a fatal accident. In the preceding year the loss of working time was 36 days, and except in respect of one day was due to industrial disputes. There is room still for further improvement in this unnecessary economic waste, resulting in loss of wages to employees, decrease in output and increased cost of production.

The amount disbursed in wages was £249,227. The net average daily earnings of the contract miners, after deducting the cost of explosives, amounted to 21s. 5.72d. per man.

The wages and working conditions of employees are covered by awards of the State Coal Mine Industrial Tribunal which, during the year, issued fourteen awards. Award No. 13 increased the basic rate by approximately 7d. per shift, and Award No. 14 provided increased margins for certain grades. The additional cost involved for a full year is approximately £6,000.

The two Kidwell boilers and plant placed in service in the previous year fulfilled all test requirements, and continue to give satisfactory service.

### Acknowledgment of Services of Staff.

Our thanks are due to the staff for their loyal assistance and co-operation, and we are glad to record that throughout the year we again received many evidences that their efforts are appreciated by our patrons, many voluntary tributes to their service having been made either orally or by letter.

### Heads of Branches.

No changes occurred in the personnel of the Heads of Branches as shown in our last Report, viz. :—

Secretary .. .. .	..	..	..	..	Mr. E. C. Eyers.
Chief Mechanical Engineer .. .. .	..	..	..	..	„ A. C. Ahlston.
Chief Engineer of Way and Works .. .. .	..	..	..	..	„ J. M. Ashworth.
General Superintendent of Transportation .. .. .	..	..	..	..	„ M. A. Remfry.
Chief Electrical Engineer .. .. .	..	..	..	..	„ H. P. Colwell.
Comptroller of Accounts .. .. .	..	..	..	..	„ T. F. Brennan.
General Passenger and Freight Agent .. .. .	..	..	..	..	„ J. McClelland.
Comptroller of Stores .. .. .	..	..	..	..	„ H. S. Sergeant.
Superintendent of Refreshment Services .. .. .	..	..	..	..	„ W. D. Bracher.

### 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 Commissioners.
N. C. HARRIS,		
M. J. CANNY,		

## APPENDIX

## BALANCE SHEET AT

LIABILITIES.	Reference.				
	Appendix No.	£	s. d.	£	s. d.
Face value of Bonds and Stock allocated to the Railways .. .. .	..	75,949,243	8 8		
<i>Less</i> Securities purchased and cancelled from National Debt Sinking Fund .. ..	..	2,808,127	0 11	73,141,116	7 9
Contributions from Revenue and the National Recovery Loan for Capital and other 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 .. .. .	..	1,376,686	4 9		
Developmental Railways Account .. ..	..	108,492	2 10		
National Recovery Loan Fund .. .. .	..	1,465,468	10 0	5,798,006	3 8
Advances from Public Account for Capital Purposes .. ..	..	..		115,259	2 5
Contributions to National Debt Sinking Fund .. ..	..	3,079,977	1 7		
<i>Less</i> Net Loss on repurchase of Securities, including exchange .. .. .	..	137,608	0 3	2,942,369	1 4
Special Funds—					
Rolling Stock Replacement Fund .. ..	..	10,897	18 4		
Railway Accident and Fire Insurance Fund ..	13	100,000	0 0	110,897	18 4
Sundry Creditors .. .. .	..	426,307	9 1	..	
Payments received in Advance for Revenue Services to be rendered in the year 1936-37 .. ..	..	54,938	17 1		
Payments received in advance for Works to be carried out .. .. .	..	2,479	5 2	483,725	11 4
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue .. ..	..	..		107,244	19 6
Interest Charges and Expenses .. .. .	..	3,046,863	6 7		
Exchange on Interest Payments .. .. .	..	302,945	8 9		
		3,349,808	15 4		
<i>Less</i> Net Revenue for the year after providing for Working Expenses .. .. .	..	2,843,503	1 3	506,305	14 1
				83,204,924	18 5

J. A. NORRIS,  
Auditor-General,  
25.8.1936.

No. 1.

30TH JUNE, 1936.

ASSETS.	Reference.				
	Appendix No.	£	s. d.	£	s. d.
Railways (Open Lines)—					
Way, Works, Buildings, and Equipment ..	8	60,216,608	16 4		
Rolling Stock .. .. .	8	14,757,420	2 5	74,974,028	18 9
Stores and Materials on hand and in transit ..	8 and 21	994,960	5 6		
Stores and Equipment on hand at Refreshment Rooms .. .. .	8	102,536	14 10		
Materials in course of Manufacture .. .. .	8	23,440	6 1	1,120,937	6 5
Electric Tramways (Open Lines) —					
Way, Works, Buildings, and Equipment ..	8	207,651	18 5		
Rolling Stock .. .. .	8	102,338	8 8	309,990	7 1
Road Motor Public Services—					
Buildings and Equipment .. .. .	8	5,973	6 11		
Rolling Stock .. .. .	8	19,344	6 4	25,317	13 3
Railways under Construction .. .. .	8	..		443,893	2 7
Bridges over the Murray and Snowy Rivers for Railways not yet constructed .. .. .	8	..		33,061	2 7
Lines Closed for Traffic—					
Railways .. .. .	8	389,492	5 1		
Black Rock to Beaumaris Electric Tramway ..	8	26,470	3 0	415,962	8 1
Assets abandoned or abolished—to be written off ..	8	..		42,359	0 8
Surveys .. .. .	8	..		413,770	10 0
Piers transferred to Melbourne Harbor Trust at Cost	..	279,830	0 0		
Less Repaid to Capital Account .. .. .	8	248,829	7 9	31,000	12 3
				77,810,321	1 8
Discount and Floating Charges on Loans .. .. .	..	3,777,633	8 3		
Less Premiums .. .. .	..	453,928	14 6	3,323,704	13 9
Expenditure on Unemployment Relief Work .. .. .	..	..		606,929	9 5
Cash at Treasury—					
Special Funds .. .. .	..	110,897	18 4		
Railway Charges in Suspense .. .. .	..	179,857	19 7		
Railways Repayment Fund .. .. .	..	15,436	13 6	306,192	11 5
Cash at Stations and in Transit .. .. .	..	..		62,779	6 0
National Debt Sinking Fund .. .. .	..	..		134,242	0 5
Securities held as Deposits on Contracts .. .. .	..	..		33,073	15 0
Sundry Debtors .. .. .	..	..		170,294	13 6
Balance of Moneys provided for Capital Purposes—					
Railway Loans Repayment Fund .. .. .	..	9,755	4 1		
Trust Fund Surplus Land Account .. .. .	..	321	1 1		
Railways Stores Suspense Account .. .. .	21	163,290	15 5		
Unexpended Balance of Loan Moneys .. .. .	..	77,714	12 7	251,081	13 2
Deficit for year 1935-36 .. .. .	..	..		506,305	14 1
				83,204,924	18 5

T. F. BRENNAN,

Comptroller of Accounts.

## APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1936 AND 1935.  
(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—	
		1936.	1935.			1936.	1935.
To Maintenance of Way and Works ..	A	£ 1,516,786	£ 1,570,137	By Passengers .. .. .	4	£ 3,713,411	£ 3,685,978
„ Rolling Stock—				„ Parcels, Horses, Carriages, &c. .. .. .	4	346,836	335,068
General Superintendence, &c. ..	B	37,095	33,872	„ Mails .. .. .	4	69,246	66,899
Maintenance of Rolling Stock ..	C	1,246,306	1,163,469	Total Coaching .. .. .	..	4,129,493	4,087,945
Motive Power .. .. .	D	994,041	933,090	„ Goods and Live Stock ..	4	4,768,127	4,555,722
Examination and Lubrication of Coaching and Goods Vehicles	E	56,184	51,195	„ Electrical Power .. .. .	4	30,945	66,107
„ Transportation and Traffic ..	F	1,797,996	1,713,789	„ Rents and Miscellaneous ..	4	173,357	150,156
„ Electrical Engineering Branch ..	G	201,471	212,429	„ Dining Car and Refreshment Rooms Services	4	321,920	318,251
„ Miscellaneous Operations .. ..	H	364,012	346,162	„ Advertising .. .. .	4	38,188	41,023
„ Stores Branch .. .. .	I	98,824	94,853	„ Bookstalls .. .. .	4	64,036	61,274
„ General Expenses .. .. .	J	173,454	171,379	„ Recoup of the loss resulting from the working of certain lines of railway, <i>vide</i> page 13 ..	4	163,859	140,614
„ Contribution to the Railway Accident and Fire Insurance Fund		18,807	13,501				
„ Pensions .. .. .		489,392	450,867				
„ Border Railways Adjustment ..		..	50,845				
„ Credit for maintenance expenditure charged to Unemployment Relief Funds .. .. .	K	Cr. 135,551	Cr. 151,139				
„ Credit for maintenance expenditure charged to the Commonwealth Grant for Rehabilitation (Storms and Floods) .. .. .		Cr. 2,320	Cr. 20,800				
„ Balance Net Earnings .. .. .	..	6,856,497	6,633,649				
		2,833,428	2,787,443				
Total .. .. .	£	9,689,925	9,421,092	Total .. .. .	£	9,689,925	9,421,092



## APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1936 AND 1935  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June--		Year ended 30th June--	
	1936.	1935	1936	1935
Average Miles of Single Track Open, including Sidings .. ..	6,092	6,099		
<b>A.—MAINTENANCE OF WAY AND WORKS.</b>	£	£		
Superintendence .. ..	145,184	142,691		
Stationery, Printing and Advertising	5,078	4,092		
Maintenance and Renewals of the Permanent Way .. ..	777,872	776,172		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	43,581	45,266		
Slips and Flood Repairs .. ..	15,333	47,206		
Bridges, Tunnels, Culverts, Retaining Walls and Drains .. ..	67,546	59,011		
Piers and Wharfs .. ..	85	15		
Weighbridges, Scales, Lifting Cranes, &c. .. ..	14,462	17,030		
Electric Power Station Buildings ..	6,102	5,001		
Other Buildings, Platforms and Fixtures .. ..	167,816	180,391		
Stock Yards .. ..	12,230	10,018		
Water Services .. ..	18,826	20,058		
Machinery, Tools and Supplies ..	58,274	64,853		
Signals and Interlocking, Signal Boxes and Track Bonds .. ..	128,992	125,537		
Telegraph and Telephone Lines and Instruments .. ..	26,351	33,169		
Injuries to Employees or others ..	4,333	3,378		
Betterments .. ..	19,554	35,765		
Other Expenses .. ..	5,167	454		
	1,516,786	1,570,137		
<b>ROLLING STOCK.</b>				
<b>B.—GENERAL SUPERINTENDENCE, ETC.</b>				
General Superintendence .. ..	33,608	31,008		
Stationery, Printing and Advertising	3,487	2,864		
	37,095	33,872		
<b>C.—MAINTENANCE OF ROLLING STOCK.</b>				
<b>Motive Stock—</b>				
Steam Locomotives .. ..	530,718	483,844		
Electric Locomotives .. ..	2,421	2,295		
Electrical Equipment of Electric Coaching Stock .. ..	27,755	24,952		
Coaching Stock, excluding Electrical Equipment .. ..	332,013	281,799		
Goods Stock .. ..	216,998	235,078		
Rail Motors .. ..	36,401	35,501		
Depreciation of Rolling Stock ..	100,000	100,000		
	1,246,306	1,163,469		
<b>D.—MOTIVE POWER.</b>				
Superintendence .. ..	38,977	38,694		
Running Sheds, Labour and Supplies	65,268	61,594		
Drivers and Firemen .. ..	377,180	342,072		
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c. .. ..	327,894	313,098		
Oil, Tallow, Waste and other running supplies .. ..	16,396	14,864		
Water .. ..	27,263	27,246		
Electric Motormen, including Superintendence, Uniforms, and Supplies ..	104,678	100,568		
Rail Motor Operation .. ..	31,751	32,036		
Other Expenses .. ..	3,180	1,535		
Injuries to Employees or others ..	1,454	1,383		
	994,041	933,090		
<b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>				
Excluding Electrical Equipment ..	48,229	43,862		
Electrical Equipment .. ..	7,955	7,333		
	56,184	51,195		
<b>F.—TRANSPORTATION AND TRAFFIC.</b>			£	£
General Superintendence .. ..			138,501	132,077
Stationery, Printing and Advertising			56,676	47,918
Station Yard and Signal Service—				
Salaries, Wages, &c., of Staff ..			1,155,450	1,116,995
Fuel and Light .. ..			33,957	32,576
Uniforms for Staff .. ..			6,857	8,947
Other Supplies .. ..			46,288	39,487
Other Expenses .. ..			9,903	9,028
Gatekeeping .. ..			29,119	28,409
Guards and Conductors—				
Wages and Expenses .. ..			177,371	166,516
Uniforms and Supplies .. ..			2,502	2,391
Cleaning, Icing, &c., of Carriages ..			58,418	55,872
Supplies, &c., for Carriages .. ..			18,234	13,797
Light for Carriages .. ..			8,394	8,952
Repairs and Renewals of Tarpaulins and Lashings .. ..			43,595	38,943
Rail Motor Operation .. ..			4,107	4,032
Operation of Grain Elevators and Grain Conveyors .. ..				
Operation of Coal Shipping Plants ..				
Injuries to Employees .. ..			2,780	2,941
Loss and Damage to Property and Goods .. ..			1,485	1,307
Compensation, Personal .. ..				
Other Expenses .. ..			3,959	3,601
			1,797,996	1,713,789
<b>G.—ELECTRICAL ENGINEERING BRANCH.</b>				
General Superintendence .. ..			15,055	13,010
Stationery, Printing and Advertising			429	642
Power Station .. ..			154,665	169,874
Transmission, Distribution Systems and Sub-Stations .. ..			68,446	62,605
Injuries to Employees or others ..			168	288
Other Expenses .. ..				
Other Operations .. ..			Cr. 37,292	Cr. 33,990
			201,471	212,429
<b>H.—MISCELLANEOUS OPERATIONS.</b>				
Dining Car Service .. ..			18,822	11,292
Refreshment Rooms Service .. ..			274,168	267,710
Advertising Service .. ..			13,962	12,550
Bookstalls Service .. ..			57,060	54,610
			364,012	346,162
<b>I.—STORES BRANCH.</b>				
Salaries and Wages .. ..			92,543	88,213
Charges for Services rendered by other Branches .. ..			13,395	11,987
Printing .. ..			875	780
Motor Transport .. ..			3,547	3,876
Office Requisites and Stores .. ..			1,912	1,279
Other Expenses .. ..			1,666	1,741
Proportion of Percentage added to cost of Works charged to Capital, &c.			Cr. 15,114	Cr. 13,023
			98,824	94,853
<b>J.—GENERAL EXPENSES.</b>				
Commissioners' and Secretary's Offices			28,272	28,618
Accountancy Branch .. ..			96,599	96,028
Legal and Medical Expenses .. ..			10,888	9,895
Stationery, Printing and Advertising			10,528	9,898
Municipal and Shire Rates .. ..			784	834
Sundry other General Charges .. ..			26,383	26,106
			173,454	171,379
<b>K.—OTHER EXPENDITURE.</b>				
Contribution to the Railway Accident and Fire Insurance Fund .. ..			18,807	13,501
Pensions .. ..			489,392	450,867
Border Railways Adjustment .. ..				50,845
			508,199	515,213
Total .. ..			6,994,368	6,805,588
Credit for maintenance expenditure charged to Unemployment Relief Funds, and for amount charged to the Commonwealth Grant for Rehabilitation (Storms and Floods)			Cr. 137,871	Cr. 171,939
<b>Working expenses charged against Railway Revenue .. ..</b>			<b>6,856,497</b>	<b>6,633,649</b>

## APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1936, AND 1935 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—							
	1936.				1935.			
	Average Miles Open for Traffic			Miles.	Average Miles Open for Traffic			Miles.
				4,721				4,721
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country .. .. .				Country .. .. .			
	Suburban .. .. .				Suburban .. .. .			
	Goods .. .. .				Goods .. .. .			
	Total .. .. .				Total .. .. .			
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers .. .. .	434,057	346,833	74.19	10.37	406,801	329,031	70.38	20.58
Second Class Passengers .. .. .	3,615,636	964,491	206.31	53.86	3,547,402	935,027	200.01	58.47
Season Tickets—								
First Class .. .. .	533,373	67,973	14.54	3.79	609,374	74,613	15.96	4.66
Second Class .. .. .	728,710	25,380	5.43	1.42	707,751	25,041	5.36	1.57
Workmen's Weekly Tickets—Second Class .. .. .	190,244	4,687	1.00	.26	154,258	3,800	.81	.24
Total Country .. .. .	5,502,020	1,409,364	301.47	78.70	5,425,676	1,367,517	292.52	85.62
SUBURBAN.								
First Class Passengers .. .. .	20,891,857	472,217	2,206.62	15.83	22,172,446	502,010	2,345.84	17.17
Second Class Passengers .. .. .	47,461,709	903,420	4,221.58	30.27	49,271,529	932,238	4,356.25	31.89
Season Tickets—								
First Class .. .. .	22,322,178	348,526	1,628.63	11.60	22,064,783	344,260	1,608.69	11.77
Second Class .. .. .	31,055,295	385,399	1,800.93	12.92	29,523,312	364,244	1,702.08	12.46
Workmen's Weekly Tickets—Second Class .. .. .	12,806,030	194,485	908.81	6.52	11,225,266	175,709	821.07	6.01
Total Suburban .. .. .	134,037,069	2,304,047	10,766.57	77.23	134,263,336	2,318,461	10,833.93	79.30
Total Passenger .. .. .	139,539,089	3,713,411	786.57	77.78	138,689,012	3,685,978	780.76	81.50
Parcels, Horses, Carriages, &c. .. .. .		346,836	73.47	7.27		335,068	70.97	7.41
Mails .. .. .		69,246	14.67	1.45		66,899	14.17	1.48
Total Parcels, &c. .. .. .		416,082	88.14	8.72		401,967	85.14	8.89
Total Coaching .. .. .		4,129,493	874.71	86.50		4,087,945	865.90	90.39
Tons.								
General Merchandise .. .. .	5,225,348	3,706,741	785.16	180.34	4,823,837	3,512,995	744.12	180.09
Wool .. .. .	68,577	189,182	40.07	9.20	68,083	190,307	40.31	9.76
Live Stock .. .. .	661,676	722,533	153.05	35.17	607,987	688,442	145.82	35.30
Minerals—								
Coal, Coke and Shale .. .. .	242,060	78,064	16.53	3.79	259,973	80,485	17.05	4.12
Other than Coal, Coke and Shale .. .. .	225,933	71,607	15.17	3.48	259,081	83,493	17.69	4.27
Total Goods .. .. .	6,424,094	4,768,127	1,009.98	231.98	6,009,961	4,555,722	964.99	233.54
Electrical Power .. .. .		30,945	6.56	..		60,107	14.00	..
Rents .. .. .		137,958	29.22	..		134,697	28.63	..
Miscellaneous .. .. .		35,399	7.50	..		15,459	3.28	..
Total Power, Rents, and Miscellaneous .. .. .		204,302	43.28	..		216,263	45.81	..
Dining Cars .. .. .		20,655	4.38	..		12,495	2.65	..
Refreshment Rooms .. .. .		301,265	63.81	..		305,756	64.77	..
Advertising .. .. .		38,188	8.09	..		41,023	8.69	..
Bookstalls .. .. .		64,036	13.66	..		61,274	12.97	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls .. .. .		424,144	89.84	..		420,548	89.08	..
Recoup of the loss resulting from the working of certain lines of railway, &c., vide page 13 .. .. .		163,859	34.71	..		140,614	29.79	..
Total Earnings .. .. .		9,689,925	2,052.52	141.88		9,421,092	1,995.57	145.54
WORKING EXPENSES.								
	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.
	£	%	£	d.	£	%	£	d.
Maintenance of Way and Works .. .. .	1,516,786	(a) 14.23	321.28	22.21	1,570,137	(a) 14.84	332.59	24.26
Rolling Stock—								
General Superintendence, &c. .. .. .	37,995	.38	7.86	.54	33,872	.36	7.17	.52
Maintenance of Rolling Stock .. .. .	1,246,306	12.86	263.99	18.25	1,163,469	12.35	246.45	17.98
Locomotive Power .. .. .	994,041	10.26	210.56	14.55	933,090	9.90	197.65	14.41
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	56,184	.58	11.91	.82	51,195	.55	10.84	.79
Transportation and Traffic .. .. .	1,737,996	18.56	380.85	26.33	1,713,789	18.19	363.01	26.47
Electrical Engineering Branch .. .. .	201,471	2.08	42.68	2.95	212,429	2.25	45.00	3.28
Miscellaneous Operations .. .. .	364,012	3.76	77.10	5.33	346,162	3.67	73.32	5.35
Stores Branch .. .. .	98,824	1.02	20.93	1.45	94,853	1.01	20.09	1.46
General Expenses .. .. .	173,454	1.79	36.74	2.54	171,379	1.82	36.30	2.65
Pensions .. .. .	489,392	5.05	103.66	7.16	450,867	4.79	95.51	6.98
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	18,807	.19	3.98	.28	18,501	.14	2.86	.21
Border Railways Adjustment .. .. .		..	..	..	50,845	.54	10.77	.79
Total Working Expenses charged to Railway Revenue .. .. .	6,994,368	..	1,481.54	102.41	6,805,588	..	1,441.56	105.13
Less amount charged to Unemployment Relief Funds and to the Commonwealth Grant for Rehabilitation (Storms and Floods) .. .. .	137,871	..	29.20	2.02	171,939	..	36.42	2.65
Total Working Expenses charged to Railway Revenue .. .. .	6,856,497	70.76	1,452.34	100.39	6,633,649	70.41	1,405.14	102.48
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—70.76.				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—70.41.				
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
Divisions of Expenditure.					Year ended 30th June—			
					1936.		1935.	
Maintenance of Way and Works (including amounts charged to Unemployment Relief Funds and to the Commonwealth Grant for Rehabilitation (Storms and Floods)) .. .. .					21.69		23.07	
Rolling Stock—								
General Superintendence, &c. .. .. .					.53		.50	
Maintenance of Rolling Stock .. .. .					17.82		17.10	
Locomotive Power .. .. .					14.21		13.71	
Examination and Lubrication of Coaching and Goods Vehicles .. .. .					.80		.75	
Transportation and Traffic .. .. .					25.71		25.18	
Electrical Engineering Branch .. .. .					2.88		3.12	
Miscellaneous Operations .. .. .					5.20		5.09	
Stores Branch .. .. .					1.41		1.39	
General Expenses .. .. .					2.48		2.52	
Pensions .. .. .					7.00		6.62	
Contribution to the Railway Accident and Fire Insurance Fund .. .. .					.27		.20	
Border Railways Adjustment .. .. .					..		.75	
					100.00		100.00	

(a) Percentage to Earnings is calculated on the Working Expenses after deducting the amounts for maintenance charged to the Unemployment Relief Funds, and to the Commonwealth Grant for Rehabilitation (Storms and Floods).

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1921, TO 30TH JUNE, 1936 (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 Stores 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.
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	8,728,496	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	9,254,923	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	157,119,071	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
1931-32	4,721	4,720	74,701,372	15,823	650	1,863	20,723	999	15,363,776	125,990,585	6,186,081	4,648,566	4,805,738	9,454,304	2,003	12/3'69
1932-33	4,721	4,721	75,088,156	15,905	650	1,857	20,622	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3'97
1933-34	4,721	4,721	75,626,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,603,073	4,572,038	9,175,111	1,943	11/11'82
1934-35	4,721	4,721	75,795,924	16,055	602	1,837	20,686	984	15,536,111	139,689,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1'54
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9'88

\* 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 £4,373 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, 1921, TO 30TH JUNE, 1936 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.					GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Melbourne Harbour Trust in connection 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.													
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£		
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	2·64	1·62	264,825	...	241,284	80,225	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	2·81	1·69	406,870	...	261,767	84,259	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	2·89	1·67	538,547	...	312,879	38,916	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	2·97	1·69	564,264	...	430,151	47,823	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	3·26	1·88	466,770	80,162	452,755	65,945	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	3·41	1·88	410,671	90,180	484,281	62,757	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	3·37	1·94	346,808	111,706	493,011	31,301	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	3·21	1·82	349,566	141,094	481,537	31,724	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	3·21	1·97	345,566	133,922	464,777	44,417	0·60	0·37	16,667		
1930-31	2,026,918	2/6·51	20·25	§1,406,435	298	1/9·17	13·93	1,293,150	1/7·46	12·92	¶1,547,031	1/11·29	15·46	197,544	2·97	1·97	273,682	110,810	362,222	26,603	0·40	0·27	16,667		
1931-32	1,690,542	2/2·42	17·88	1,110,987	235	1/5·35	11·75	1,066,778	1/4·66	11·28	¶1,193,374	1/6·64	12·62	168,571	2·63	1·78	187,805	88,636	305,561	18,926	0·30	0·20	...		
1932-33	1,628,237	2/1·51	17·24	§1,464,041	310	1/10·93	14·77	988,674	1/3·45	10·47	¶1,242,974	1/7·47	13·16	166,023	2·60	1·76	192,941	85,389	313,993	28,284	0·44	0·30	...		
1933-34	1,647,482	2/1·82	17·96	§1,564,771	331	2/0·53	14·32	965,480	1/3·13	10·53	¶1,191,226	1/6·67	12·98	165,575	2·59	1·80	187,369	87,361	321,579	19,775	0·31	0·22	...		
1934-35	1,713,789	2/2·47	18·19	§1,570,137	333	2/0·26	14·84	1,003,370	1/3·50	10·65	¶1,178,256	1/6·20	12·51	171,379	2·65	1·82	212,429	94,853	346,162	15,501	0·21	0·14	...		
1935-36	1,797,996	2/2·33	18·56	§1,516,786	321	1/10·21	14·23	1,069,742	1/3·66	11·04	¶1,263,884	1/6·50	13·04	173,454	2·54	1·79	201,471	98,824	364,012	18,807	0·28	0·19	...		

§ Includes amounts charged against Unemployment Relief Funds—year 1930-31, £12,250; year 1932-33, £69,135; year 1933-34, £251,104; year 1934-35, £151,139; year 1935-36, £135,551; and for years 1934-35 and 1935-36, amounts of £20,800 and £2,320 respectively charged to the Commonwealth Grant for Rehabilitation (Storms and Floods).

|| Calculated (in respect of 1930-31, 1932-33, 1933-34, 1934-35 and 1935-36) on the expenditure of the Branch after deducting the amount charged against Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).

‡ Includes £250,000 for each of the years 1926-27, 1927-28, 1928-29, 1929-30, and 1930-31, and £100,000 for each of the years 1931-32, 1932-33, 1933-34, 1934-35 and 1935-36, for depreciation of Rolling Stock.

¶ includes payment into Rolling Stock Replacement Fund, 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.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1921, TO 30TH JUNE, 1936 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN- SIONS.	Adjust- ments. — Border Railways and State Coal Mine.	TOTAL WORKING EXPENSES. (Including Pensions, &c.).			Expenditure on Maintenance of Way and Works charged to Working Expenses on Employment Relief Funds and to the Common- wealth Grant for Rehabil- itation (Storms and Floods) Credit.	WORKING EX- PENSES CHARGED AGAINST RAILWAY REVENUE.		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 EX- PENSES (including Loan Con- version ex- penses).	EXCHANGE ON INTEREST PAYMENTS AND REDEMP- TION.	DEFICIT.	SURPLUS.
	Amount.	Per Average Mile open.	Per Traffic Train Mile.			Amount.	Per Average Mile open.	Per Traffic Train Mile.		Amount.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile	Per cent on Railway Loans. ¶					
	£	£	s. d.	£	£	£	£	s. d.	£	£	Per cent.	£	£	s. d.	Per cent.	£	£	£	£	
1921-22 ...	8,027,340	1,874	10/1'50	194,581	3,879	8,225,800	1,920	10/4'50	...	8,225,800	76'23	2,565,282	599	3/2'83	4'01	3'97	2,580,001	...	14,719	...
1922-23 ...	8,182,601	1,904	9/11'79	203,470	3,938	8,390,009	1,953	10/2'82	...	8,390,009	73'94	2,957,048	688	3/7'29	4'43	4'51	2,937,709	...	...	19,339
1923-24 ...	8,715,097	1,995	10/6'04	206,366	3,297	8,924,760	2,043	10/9'07	...	8,924,760	74'63	3,033,875	594	3/7'88	4'52	4'54	3,001,370	...	103,912‡	...
1924-25 ...	9,389,611	2,112	10/8'90	215,087	40,117†	9,644,815	2,169	11/0'41	...	9,644,815	75'59	3,114,382	701	3/6'75	4'59	4'58	3,085,648	...	...	28,734
1925-26 ...	9,527,805	2,105	10/10'11	238,108	1,630	9,767,543	2,158	11/1'38	...	9,767,543	77'09	2,903,518	642	3'3'65	4'16	4'17	3,077,656	...	174,138	...
1926-27 ...	10,150,907	2,194	11/3'11	293,680	Cr. 35,901*	10,408,686	2,250	11/6'55	...	10,408,686	76'24	3,243,748	701	3/7'17	4'52	4'57	3,269,628	...	25,880	...
1927-28 ...	9,684,736	2,078	10/11'35	335,950	6,156	10,026,842	2,151	11/4'00	...	10,026,842	78'21	2,794,217	600	3/1'89	3'80	3'85	3,321,727	...	527,510	...
1928-29 ...	9,372,366	1,995	10/5'10	366,899	2,662	9,741,927	2,074	10/10'04	...	9,741,927	74'00	3,423,046	729	3/9'69	4'63	4'64	3,473,575	...	50,529	...
1929-30 ...	9,114,548	1,936	10/3'79	394,187	4,684	9,513,419	2,021	10/9'21	...	9,513,419	79'17	2,488,387	529	2/9'80	3'30	3'32	3,508,658	...	1,020,270	...
1930-31 ...	7,261,062	1,542	9/1'27	425,334	20,998	7,707,394	1,636	9/8'01	12,250	7,695,144	76'89	2,313,214	491	2/10'82	3'08	3'10	3,596,758	183,863	1,467,407	...
1931-32 ...	5,831,180	1,235	7/7'09	424,602	84,760	6,340,542	1,343	8/3'05	...	6,340,542	67'06	3,113,762	660	4/0'64	4'12	4'17	3,641,109	440,938	968,285	...
1932-33 ...	6,110,556	1,294	7/11'72	417,651	54,965	6,583,172	1,394	8/7'12	69,135	6,514,037	68'96	2,932,084	621	3/9'93	3'88	3'90	3,223,873	402,705	694,494	...
1933-34 ...	6,150,618	1,303	8'0'41	424,056	52,841	6,627,515	1,404	8/7'88	251,104	6,376,411	69'50	2,798,700	503	3/7'87	3'69	3'70	3,181,736	354,335	737,371	...
1934-35 ...	6,303,876	1,335	8/1'38	450,867	50,845	6,805,588	1,442	8/9'13	171,939	6,633,649	70'41	2,787,443	590	3/7'06	3'68	3'68	3,056,766	300,301	569,624	...
1935-36 ..	6,504,976	1,378	7/11'25	489,392	...	6,994,368	1,482	8/6'41	137,871	6,856,497	70'76	2,833,428	600	3/5'49	3'73	3'72	3,032,530	301,530	500,632	...

\* Repayment of £37,268, advance to State Coal Mine in year 1924-25, less £1,367 Border Railways Adjustment.

† Includes a payment of £37,268 to the State Coal Mine towards the cost of reconditioning the McBride tunnel.

‡ 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.

¶ This percentage is calculated on the total loan liability allocated to the Railways.

## APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1936, AND 30TH JUNE, 1935.

Branch.	Year ended 30th June—					
	1936.			1935.		
	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 .. .. .	130,367	1,076,236	1,206,603	76,940	1,069,803	1,146,743
Locomotive .. .. .	259,266	1,457,490	1,716,756	227,419	1,341,493	1,568,912
Traffic .. .. .	28,711	1,447,041	1,475,752	27,128	1,394,784	1,421,912
Electrical .. .. .	27,658	141,413	169,071	26,786	136,952	163,738
Other Branches .. .. .	9,063	412,918	421,981	7,147	390,385	397,532
Totals .. .. .	455,065	4,535,098	4,990,163	365,420	4,333,417	4,698,837

## APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1936, AND 30th JUNE, 1935.

Branch.	1936.			1935.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's .. .. .	88	112	200	89	94	183
Accountant's (including Traffic Audit) .. .. .	424	142	566	438	120	558
Stores .. .. .	132	425	557	134	405	539
Permanent Way (including Signalling) .. .. .	366	5,248	5,614	374	5,101	5,475
Locomotive .. .. .	372	6,981	7,353	377	6,672	7,049
Traffic .. .. .	1,884	4,836	6,720	1,905	4,726	6,631
Electrical .. .. .	111	566	677	113	554	667
General .. .. .	33	770	803	34	759	793
Totals .. .. .	3,410	19,080	22,490	3,464	18,431	21,895

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

CONSTRUCTION BRANCH (Board of Land and Works).  
YEAR ENDED 30TH JUNE.

1936			1935.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
49	50	99	35	50	85

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL EMPLOYED HAD WORKED FULL TIME (ORDINARY HOURS) DURING THE YEARS ENDED 30TH JUNE, 1936, AND 30TH JUNE, 1935.

How Employed.	1936.	1935.
On Working Expenses .. .. .	20,305	20,085
On Capital and other funds (including Electric Tramways and Road Motor Services) .. .. .	1,983	1,643
Totals .. .. .	22,288	21,728

## 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, 1936.

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.	£
<b>LINES OPEN FOR TRAFFIC.</b>									
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	100.89	..	100.89	1,902	18	5,221,322	11 1	51,753
4.7.1876 } 4.7.1876 }	Bendigo to Echuca (including cost of Bendigo Cattle yards and wharf at Echuca) ..	2.60	53.77	56.37	758	314	694,689	9 4	12,324
29.12.1878	* Deniliquin to Moama ..	0.30	43.76	44.06	..	..	221,451	0 8	5,026
	† Moama to Echuca (including portion of cost of Echuca Bridge used for Railway purposes only) ..	..	1.06	1.06	..	..	15,206	0 0	14,345
	† Echuca Bridge over the River Murray (exclusive of portion of cost of bridge used for Railway purposes) ..	..	..	..	..	..	33,163	7 10	
26.3.1926 } 7.6.1881 } 1.10.1888 }	Barnes to Balranald ..	..	119.92	119.92	326	206	694,283	2 7	5,790
22.8.1890 } 16.2.1880 } 17.3.1880 }	Clarkefield to Lancefield ..	..	14.50	14.50	1,675	1,072	65,988	1 6	4,551
16.2.1880 } 17.3.1880 }	Heathcote Junction to Bendigo (including cost of Cattle Siding) ..	..	67.82	67.82	1,450	526	409,885	8 0	6,044
	Carlsruhe to Daylesford ..	0.38	22.17	22.55	2,469	1,731	183,108	18 2	8,120
	Daylesford Junction to North Creswick ..	..	23.11	23.11	2,292	1,429	180,618	14 6	7,816
15.1.1891 } 7.7.1874 } 6.10.1874 }	Redesdale Junction to Redesdale ..	..	16.25	16.25	1,636	973	89,004	15 0	5,477
23.12.1878 } 26.1.1882 } 22.4.1882 }	Castlemaine to Dunolly ..	0.38	46.46	46.84	948	579	455,250	18 2	9,719
28.3.1893	Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ..	0.28	32.73	33.01	943	611	206,248	12 10	6,248
18.9.1899 } 15.1.1903 } 27.10.1903 }	St. Arnaud to Donald ..	..	23.86	23.86	868	374	133,838	10 6	5,609
4.7.1910 } 27.6.1925 } 11.4.1924 }	Donald to Birchip ..	..	32.30	32.30	394	330	119,193	15 3	3,690
30.10.1925 } 16.6.1931 } 20.11.1888 }	Birchip to Woomelang ..	..	26.45	26.45	351	260	98,030	14 3	3,706
25.6.1912 } 25.6.1912 }	Woomelang to Mildura ..	..	110.15	110.15	334	128	480,791	17 6	4,365
16.6.1884 } 24.3.1891 } 7.7.1874 }	Mildura to Merbein ..	..	6.92	6.92	186	126	20,006	9 10	2,891
2.2.1875 } 11.8.1881 }	Merbein to Yelta ..	..	5.87	5.87	184	116	34,976	0 4	5,958
1.10.1888	Red Cliffs to Werrimull ..	..	35.40	35.40	226	138	135,067	8 8	3,815
21.10.1876 } 18.11.1890 } 28.5.1914 }	Werrimull to Meringur ..	..	15.23	15.23	303	193	63,355	3 0	4,160
19.9.1876 } 18.11.1876 }	Meringur to Morkalla ..	..	9.64	9.64	234	111	34,298	12 4	3,558
15.4.1882 } 20.4.1883 }	Dunolly to Inglewood ..	..	24.24	24.24	794	457	95,689	6 8	3,948
	Ouyen to Cowangie ..	..	56.39	56.39	351	137	143,281	3 10	2,541
	Cowangie to Murrayville ..	..	11.44	11.44	218	146	31,688	10 10	2,770
1.10.1883 } 8.3.1895 } 29.6.1914 }	Castlemaine (Maldon Junction) to Maldon ..	..	10.24	10.24	1,177	890	66,945	10 2	6,538
28.5.1919 } 16.6.1920 }	Maldon (Laanecoorie Junction) to Shelbourne ..	..	9.89	9.89	1,126	649	68,387	14 1	6,915
21.4.1887	Maryborough to Ballarat ..	0.41	41.31	41.72	1,625	732	320,013	14 3	7,671
2.7.1883 } 7.8.1894 } 1.3.1900 }	Waubra Junction to Ballarat Racecourse ..	..	2.10	2.10	1,508	1,466	7,485	3 4	3,564
1.7.1909 } 28.1.1914 }	Waubra Junction to Waubra ..	..	13.74	13.74	1,533	1,341	71,524	4 8	5,206
	Maryborough to Avoca ..	..	14.93	14.93	885	721	66,548	8 0	4,457
	Avoca to Ararat ..	..	39.04	39.04	1,215	763	176,864	12 11	4,530
	Ben Nevis (Crowlands) to Navarre ..	..	22.87	22.87	885	720	64,454	3 4	2,818
	Bendigo to Inglewood ..	0.68	28.25	28.93	779	443	232,200	17 9	8,026
	Inglewood to Charlton ..	..	42.82	42.82	639	422	296,703	14 10	6,929
	Charlton to Wycheproof ..	..	16.48	16.48	521	356	116,004	13 4	7,039
	Wycheproof to Sea Lake ..	..	47.89	47.89	357	172	111,732	7 5	2,333
	Sea Lake to Nandaly ..	..	17.68	17.68	265	172	48,664	6 0	2,753
	Nandaly to Kulwin ..	..	19.68	19.68	256	148	78,100	6 3	3,969
	Wedderburn Junction to Wedderburn ..	..	4.86	4.86	660	554	17,544	1 8	3,610
	Korong Vale to Boort ..	..	17.75	17.75	459	296	91,814	12 1	5,173
	Boort to Quambatook ..	..	21.96	21.96	419	287	80,633	12 9	3,672
	Quambatook to Ultima ..	..	30.23	30.23	371	256	75,327	17 7	2,492
	Ultima to Chillingollah ..	..	20.17	20.17	263	164	42,576	5 10	2,111
	Chillingollah to Manangatang ..	..	18.46	18.46	245	169	39,686	1 2	2,150
	Carried forward ..	105.92	1,239.79	1,345.71	..	..	11,933,651	0 1	

\* Taken over by this Department on 1.12.1923.

† 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.	£
	<b>LINES OPEN FOR TRAFFIC—continued.</b>								
	Brought forward .. ..	105.92	1,239.79	1,345.71	..	..	11,933,651	0 1	..
8.3.1921	Manangatang to Annuello .. ..	..	14.44	14.44	200	172	68,811	2 0	4,765
5.6.1924	Annuello to Robinvale .. ..	..	19.65	19.65	250	173	96,911	17 3	4,932
15.12.1882	Eaglehawk to Kerang .. ..	..	72.99	72.99	742	255	384,679	16 6	5,270
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. ..	..	35.16	35.16	286	225	194,357	1 8	5,528
30.5.1890		..	16.11	16.11	267	244	114,770	8 3	7,124
20.12.1924	Kerang to Murrabit .. ..	..	16.11	16.11	267	244	114,770	8 3	7,124
16.3.1928	*Murrabit to Stony Crossing (including portion of cost of Bridge over River Murray) .. ..	..	38.59	38.59	251	214	257,511	4 2	6,673
27.5.1915	Swan Hill to Piangil .. ..	..	27.39	27.39	291	216	73,319	19 10	2,677
24.3.1920	Piangil to Kooloonong .. ..	..	15.87	15.87	243	199	71,822	16 0	4,526
29.3.1926	Kooloonong to Yungera .. ..	..	6.71	6.71	230	187	37,299	17 4	5,559
10.11.1915	Elmore to Cohuna .. ..	..	57.09	57.09	438	264	146,393	16 2	2,564
1.7.1929	Albion to Broadmeadows .. ..	8.58	..	8.58	398	137	509,961	7 10	59,436
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown) .. ..	5.50	0.37	5.87	66	8	460,933	13 2	78,524
24.9.1887	†Newport to Sunshine .. ..	..	4.29	4.29	110	48	30,635	6 8	7,141
25.6.1887	Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier) .. ..	..	35.21	39.20	113	10	1,551,495	9 7	39,579
6.4.1885		..	3.99	..	..	..	..	..	..
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. ..	..	1.85	1.85	..	..	11,891	4 7	6,428
25.11.1876	Geelong to Colac .. ..	1.26	48.98	50.24	469	10	454,793	6 0	9,052
27.7.1877		..	..	..	..	..	..	..	..
21.6.1923	Colac to Alvie .. ..	..	9.65	9.65	518	402	55,855	3 10	5,788
2.7.1883	Colac to Camperdown .. ..	..	28.11	28.11	569	405	157,706	5 3	5,610
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. ..	0.90	41.81	42.71	550	13	401,861	11 5	9,409
4.2.1890		..	9.36	9.36	245	19	90,430	1 11	9,661
4.2.1890	Warrnambool to Koroit .. ..	..	9.36	9.36	245	19	90,430	1 11	9,661
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. ..	..	11.34	11.34	208	11	107,188	1 6	9,452
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. ..	..	20.72	20.72	264	10	117,242	14 1	5,658
17.3.1890	Moriac to Wensleydale .. ..	..	10.92	10.92	752	361	39,169	14 4	3,587
5.6.1891	Birregurra to Forrest .. ..	..	19.85	19.85	579	363	147,919	14 0	7,452
7.8.1889	Irrewarra to Beac .. ..	..	8.70	8.70	432	390	47,415	17 0	5,450
1.12.1910	Beac to Newtown .. ..	..	34.95	34.95	443	388	118,042	8 0	3,377
25.9.1915		..	..	..	..	..	..	..	..
1.3.1902	†Colac to Beech Forest .. ..	0.21	29.45	29.66	1,748	225	79,174	5 9	2,669
20.6.1911	†Beech Forest to Crowes .. ..	..	14.11	14.11	1,826	1,356	42,005	19 6	2,977
5.4.1892	Timboon Junction to Timboon .. ..	..	22.32	22.32	673	52	116,500	9 6	5,220
4.2.1890	Terang to Mortlake .. ..	..	12.16	12.16	447	414	57,247	15 7	4,708
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line) .. ..	5.50	47.75	53.25	1,725	46	1,980,456	8 3	37,192
9.9.1918	North Geelong to Fyansford .. ..	..	2.93	2.93	212	56	5,404	4 6	1,844
11.8.1874	Ballarat to Ararat .. ..	4.34	52.95	57.29	1,517	960	634,699	17 5	11,079
7.4.1875		..	..	..	..	..	..	..	..
15.2.1876	Ararat to Stawell .. ..	..	18.85	18.85	1,086	761	300,959	13 4	15,966
14.4.1876	Stawell to Horsham .. ..	1.18	52.26	53.44	761	423	519,734	18 2	7,502
17.12.1878		..	..	..	..	..	..	..	..
5.2.1879	..	..	..	..	..	..	..	..	
26.6.1905	†Stawell to Grampians .. ..	..	15.84	15.84	815	621	161,630	19 9	7,532
1.7.1882	Horsham to Dimboola .. ..	0.36	21.10	21.46	477	361	161,630	19 9	7,532
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	519,206	10 7	8,213
2.4.1884	Sunshine to Parwan .. ..	0.15	21.50	21.65	466	119	297,588	9 7	13,745
1.4.1886	Parwan to Gordon .. ..	..	27.46	27.46	1,877	341	396,779	4 9	14,449
22.12.1886		..	..	..	..	..	..	..	..
16.2.1887	..	..	..	..	..	..	..	..	
7.5.1879	Gordon to Warrenheip .. ..	..	12.87	12.87	1,940	1,707	147,048	18 3	11,426
26.12.1900	†Bungaree Junction to Racecourse Reserve .. ..	..	1.53	1.53	1,884	1,848	3,322	17 7	2,172
8.8.1913	Gheringhap to Maroona .. ..	..	99.76	99.76	978	193	514,346	14 5	5,150
1.1.1886	†Lal Lal Racecourse Branch .. ..	..	2.00	2.00	1,539	1,532	11,322	12 4	5,661
12.9.1889	Ballarat East to Buninyong .. ..	..	6.84	6.84	1,626	1,436	65,472	2 8	9,572
	Carried forward .. ..	139.24	2,353.45	2,492.69	..	..	23,534,973	0 4	..

\* 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.



## 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.	£
<b>LINES OPEN FOR TRAFFIC—continued.</b>									
	Brought forward .. ..	139.24	2353.45	2492.69	..	..	23,534,973	0 4	
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	59,437	5 4	4,530
10.10.1890	Scarsdale to Linton .. ..	0.19	7.78	7.97	1,189	1,022	77,849	16 0	9,768
17.1.1916	Linton to Skipton .. ..	..	12.75	12.75	1,383	944	55,276	8 10	4,335
1.1.1904	*Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. ..	..	1.14	1.14	1,297	1,256	3,639	18 1	3,193
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) .. ..	1.28	64.78	66.06	1,028	572	494,083	6 6	7,479
29.10.1877									
19.12.1877	Hamilton to Portland (including cost of sidings to piers at Portland) .. ..	0.24	53.58	53.82	606	11	330,157	7 7	6,134
22.8.1890	Penshurst to Koroit .. ..	..	33.12	33.12	725	207	120,900	17 11	3,660
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. ..	..	18.10	18.10	727	590	77,455	0 9	4,279
20.11.1888	Hamilton (Coleraine Junction) to Coleraine .. ..	..	23.01	23.01	668	301	112,917	9 4	4,907
1.11.1915	Hamilton to Cavendish .. ..	..	14.26	14.26	794	577	48,040	4 3	3,369
17.12.1917	Cavendish to Toolondo .. ..	..	43.74	43.74	864	558	200,303	8 5	4,579
19.11.1920	Branxholme to Casterton .. ..	..	32.09	32.09	572	149	182,419	3 8	5,685
15.2.1884									
1.9.1884	Heywood to Puralka (Mumbannar) .. ..	..	38.51	38.51	422	85	141,421	2 5	3,672
20.6.1916									
28.11.1917									
28.11.1917	†Railways from Mumbannar and Murrayville to South Australian Border in connexion with Victorian and South Australian Railways to Mount Gambier and Pinnaroo .. ..	..	18.18	18.18	351	192	72,834	5 1	4,006
1.6.1887	Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) .. ..	..	9.77	9.77	487	455	44,700	14 0	4,575
15.6.1909	Rupanyup to Marnoo .. ..	..	15.33	15.33	494	450	33,503	9 0	2,185
25.7.1927	Marnoo to Bolangum .. ..	..	6.40	6.40	579	495	37,643	0 10	5,882
12.5.1886	Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) .. ..	..	31.20	31.20	464	360	159,100	14 9	5,099
5.1.1893	Warracknabeal to Beulah .. ..	..	21.92	21.92	359	288	67,921	7 5	3,099
6.3.1894	Beulah to Hopetoun .. ..	..	16.01	16.01	290	258	40,583	8 10	2,535
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	88,873	10 5	4,455
24.9.1912	Noradjuha to Toolondo .. ..	..	11.24	11.24	560	475	29,164	14 11	2,595
31.7.1894	East Natimuk to Goroke .. ..	..	28.64	28.64	624	394	69,881	18 1	2,440
3.5.1927	Goroke to Carpola .. ..	..	9.05	9.05	537	462	49,696	6 4	5,491
19.6.1894	Dimboola to Jeparit .. ..	..	21.59	21.59	387	268	53,153	11 4	2,462
2.11.1899	Jeparit to Rainbow .. ..	..	18.47	18.47	388	263	38,146	3 10	2,065
26.6.1914	Rainbow to Yaapeet .. ..	..	10.59	10.59	294	237	27,344	13 5	2,582
10.12.1912	Jeparit to Lorquon .. ..	..	13.68	13.68	395	271	33,864	13 7	2,475
27.6.1916	Lorquon to Yanac .. ..	..	18.38	18.38	473	355	47,939	5 10	2,608
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch) .. ..	5.00	..	5.00	148	14	252,711	4 1	50,542
30.11.1867	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) .. ..	61.27	120.72	181.99	1,147	105	3,083,359	14 5	16,942
18.4.1872									
21.11.1873	Bowser to Pechelba .. ..	..	12.32	12.32	503	461	64,468	9 6	5,233
31.10.1927	†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
14.6.1883									
9.9.1884	North Melbourne to Coburg .. ..	5.07	..	5.07	202	13	258,535	15 9	50,993
8.10.1889	Coburg to Somerton .. ..	..	7.16	7.16	530	202	81,521	17 10	11,386
8.5.1888	Royal Park Junction to Clifton Hill .. ..	2.21	0.18	2.39	136	103	189,576	17 8	79,321
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	328,043	0 8	14,870
23.12.1889									
5.12.1904	Norkeote Loop Line .. ..	0.13	..	0.13	128	119	10,351	11 8	79,628
16.11.1883	Tallarook to Yea .. ..	..	23.69	23.69	698	488	166,608	2 10	7,033
12.11.1889	Yea to Mansfield and Koriella .. ..	..	55.82	55.82	1,304	557	345,295	10 9	6,186
6.10.1891									
28.10.1909	Koriella to Alexandra .. ..	..	4.32	4.32	922	716	29,937	9 0	6,930
13.1.1880	Mangalore to Shepparton .. ..	0.29	44.96	45.25	499	372	310,728	6 1	6,867
1.9.1881	Shepparton to Numurkah .. ..	2.14	18.61	20.75	376	348	102,405	11 8	4,935
1.10.1888	Numurkah to Cobram .. ..	0.20	21.47	21.67	376	355	94,247	7 4	4,340
1.9.1890	Murchison East to Rushworth .. ..	..	12.81	12.81	476	391	75,061	15 11	5,860
26.8.1914	Rushworth to Colbinabbin .. ..	0.58	12.29	12.87	510	363	45,994	13 1	3,574
15.5.1917	Rushworth to Gigarre .. ..	..	13.62	13.62	516	347	51,323	0 4	3,768
	Carried forward .. ..	224.45	3375.96	3600.41	..	..	32,096,246	12 1	

\* 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.	£
<b>LINES OPEN FOR TRAFFIC—continued.</b>										
	Brought forward .. ..	224.45	3,375.96	3,600.41	..	..	32,096,246	12	1	
13.1.1880	Toolamba to Tatura .. ..	..	6.83	6.83	385	371	31,478	5	4	4,609
19.8.1887	Tatura to Echuca .. ..	..	34.07	34.07	377	320	181,473	8	2	5,326
1.10.1888	Shepparton to Dookie .. ..	..	14.84	14.84	500	372	62,328	2	8	4,200
22.11.1892	Dookie to Katamatite .. ..	..	17.02	17.02	490	383	47,399	12	5	2,785
1.10.1888	Numurkah to Nathalia .. ..	..	13.79	13.79	356	335	56,501	1	2	4,097
15.12.1896	Nathalia to Picola .. ..	..	6.75	6.75	335	325	17,663	4	2	2,617
28.2.1905	Strathmerton to 8 miles 23 chains	..	8.20	8.20	390	358	25,373	15	10	3,094
9.7.1908	8 miles 23 chains to Tocumwal .. ..	..	2.07	2.07	372	365	24,315	10	7	11,747
3.9.1883	Benalla to St. James .. ..	..	20.33	20.33	583	450	90,313	3	10	4,442
6.5.1886	St. James to Yarrowonga .. ..	..	19.86	19.86	514	414	103,893	6	9	5,231
30.6.1914	Benalla to Tatong .. ..	..	18.00	18.00	760	556	49,871	12	1	2,771
14.3.1899	*Wangaratta to Whitfield .. ..	..	30.49	30.49	811	481	44,925	19	7	1,473
7.7.1875	Bowser to Beechworth .. ..	..	22.26	22.26	1,831	502	166,622	3	5	7,485
30.9.1876	Beechworth to Yackandandah .. ..	..	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	81,901	19	0	4,946
17.10.1890	Myrtleford to Bright .. ..	..	18.54	18.54	1,004	688	112,859	5	8	6,087
29.1.1879	Springhurst to Wahgunyah .. ..	..	13.95	13.95	623	454	77,800	3	4	5,577
10.9.1889	Wodonga to Tallangatta .. ..	..	27.02	27.02	726	530	186,465	13	0	6,901
24.7.1891	Tallangatta to Cudgewa .. ..	..	42.33	42.33	2,580	625	292,984	4	10	6,921
13.6.1916	Spencer-street to Flinders-street .. ..	0.76	..	0.76	33	17	280,863	19	4	369,558
5.5.1921										
23.11.1891										
13.9.1854	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) .. ..									
13.5.1857	Flinders-street to St. Kilda .. ..									
8.2.1859	Prince's-bridge to Richmond .. ..									
12.12.1859	Richmond to Cremorne .. ..									
19.12.1859	Windsor to North Brighton .. ..	16.62	..	16.62	53	9	2,936,360	15	7	176,676
24.9.1860	Richmond to Picnic Station .. ..									
22.12.1860	Cremorne to Windsor .. ..									
13.4.1861	Picnic Station to Hawthorn .. ..									
21.12.1861	North Brighton to Brighton Beach .. ..									
21.10.1901	Prince's-bridge to Collingwood .. ..	2.22	..	2.22	85	23	207,565	3	4	93,498
8.5.1888	Collingwood to Heidelberg .. ..	2.97	2.52	5.49	196	68	299,728	5	1	54,595
5.6.1902	Heidelberg to Eltham .. ..	..	8.35	8.35	303	110	82,380	3	8	9,866
25.6.1912	Eltham to Hurst's Bridge .. ..	..	6.64	6.64	248	116	82,721	12	0	12,458
2.9.1887	Brighton Beach to Sandringham .. ..	2.20	..	2.20	58	20	86,541	2	8	39,337
2.4.1879	South Yarra to Oakleigh .. ..	7.05	..	7.05	184	22	737,913	8	4	104,669
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's Coal Mine and Hernes Oak to Yallourn) .. ..	11.89	108.78	120.67	513	8	1,590,748	18	10	13,183
8.10.1887										
11.1.1922	Sale to Stratford Junction .. ..	..	8.97	8.97	64	33	47,607	0	0	5,307
8.5.1888	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	201,346	3	4	36,344
24.3.1890	Caulfield to Frankston .. ..	19.85	0.03	19.88	166	10	385,251	15	3	19,379
24.3.1891										
19.12.1881	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. ..	..	18.99	18.99	327	10	116,849	0	8	6,153
1.8.1882										
1.10.1888										
17.12.1889										
10.9.1889	Baxter to Mornington .. ..	..	7.67	7.67	194	60	70,613	19	11	9,207
12.12.1921	Bittern to Red Hill .. ..	..	9.91	9.91	631	43	74,843	0	3	7,552
7.2.1904	Spring Vale Cemetery Line .. ..	..	1.60	1.60	231	145	9,296	4	7	5,810
1.10.1888	Dandenong Junction to Port Alhert .. ..	1.63	115.65	117.28	746	10	1,083,930	2	8	9,242
13.1.1892										
29.6.1922	Koo-wee-rup to Triholm .. ..	..	25.06	25.06	353	22	189,112	2	9	7,546
9.5.1910	Nyora to Woolamai .. ..	..	15.56	15.56	410	58	88,134	12	0	5,664
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. ..	..	13.87	13.87	233	14	163,296	0	5	11,773
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 .. ..	..	1.52	1.52	765	573	7,337	17	6	4,827
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. ..	..	3.74	3.74	796	619	20,926	4	0	5,595
	Carried forward .. ..	289.64	4,077.00	4,366.64	..	..	42,617,120	10	6	

\* 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.	£
	<b>LINES OPEN FOR TRAFFIC—continued.</b>								
	Brought forward .. ..	289.64	4,077.00	4,366.64	..	..	42,617,120	10 6	
5.2.1896	Jumbunna to Outtrim .. ..	..	2.40	2.40	649	539	27,800	8 11	11,584
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	102,278	2 3	8,488
16.12.1921	Won Wron to Woodside .. ..	..	9.68	9.68	326	139	50,398	0 10	5,206
22.6.1923									
12.5.1890	Warragul to Neerim South .. ..	..	13.49	13.49	681	349	124,265	9 8	9,212
18.3.1892									
27.3.1917	Neerim South to Noojee .. ..	..	14.01	14.01	1,415	676	133,963	11 1	9,562
28.4.1919									
8.5.1888	Moe to Thorpdale .. ..	..	10.67	10.67	798	219	118,482	13 10	11,104
3.5.1910	*Moe to Walhalla .. ..	..	26.06	26.06	1,323	174	117,407	2 5	4,505
10.4.1885	Morwell to North Mirboo .. ..	..	20.17	20.17	784	184	152,773	6 7	7,574
7.1.1886									
13.11.1883	Traralgon to Heyfield .. ..	..	22.06	22.06	262	93	125,876	11 8	5,706
18.3.1887	Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) .. ..	0.52	49.30	49.82	296	9	313,978	7 0	6,302
8.5.1888									
10.4.1916	Bairnsdale to Orbost .. ..	..	60.24	60.24	423	23	441,306	5 0	7,326
7.8.1889	Maffra to Briagolong .. ..	..	11.79	11.79	238	109	62,485	18 5	5,300
24.3.1890	Burnley to Darling .. ..	0.94	3.46	4.40	185	101	226,726	12 1	51,529
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	..	..	169,135	16 3	28,474
5.5.1930									
3.4.1882	Hawthorn to Lilydale .. ..	11.52	8.20	19.72	484	41	860,513	4 1	43,637
1.12.1882									
15.5.1888	Lilydale to Healesville .. ..	0.26	15.11	15.37	351	230	229,202	17 6	14,912
1.3.1889									
19.12.1887	Hawthorn to Kew .. ..	..	0.96	0.96	119	41	76,613	5 5	79,805
4.12.1889	Ringwood to Upper Ferntree Gully .. ..	..	7.44	7.44	436	314	128,254	5 5	17,238
18.12.1900	*Upper Ferntree Gully to Gembrook .. ..	..	18.22	18.22	1,057	412	76,708	13 5	4,210
13.11.1901	Lilydale to Warburton .. ..	..	23.97	23.97	738	289	154,582	9 5	6,449
21.10.1928	South Kensington to West Footscray .. ..	2.44	..	2.44	86	14	609,752	3 3	249,898
	Melbourne to Essendon Junction .. ..	..	..	..	..	..	2,678,515	10 2	
	Railway Offices, Spencer-street .. ..	..	..	..	..	..	282,363	11 10	
	Newport Workshops :—Buildings, plant and equipment .. ..	..	..	..	..	..	1,455,224	10 11	
	Country Workshops :—Buildings, plant and equipment .. ..	..	..	..	..	..	373,102	6 7	
	Refreshment Services Buildings .. ..	..	..	..	..	..	249,712	4 8	
	General Construction Account (Capital Expenditure common to all lines) .. ..	..	..	..	..	..	2,481,152	16 4	
	Electrification Melbourne Suburban Lines .. ..	..	..	..	..	..	5,764,246	14 2	
	<b>Total cost of Way, Works, Buildings and Equipment (Railways) .. ..</b>						<b>60,216,608</b>	<b>16 4</b>	
	<b>Total mileage open for traffic at 30th June, 1936 .. ..</b>	<b>305.32</b>	<b>4,415.45</b>	<b>4,720.77</b>					
	<b>ROLLING-STOCK—</b>								
	Broad-gauge .. ..						£13,715,823	18 11	
	„ „ Electrical Equipment of Suburban Passenger Coaches .. ..						929,038	10 8	
	Narrow-gauge .. ..						14,644,862	9 7	
							112,557	12 10	
	<b>Total Rolling-stock (Railways) .. ..</b>						<b>14,757,420</b>	<b>2 5</b>	
	Stores and Materials on hand and in transit .. ..						994,960	5 6	
	Stores and Equipment on hand at Refreshment Rooms .. ..						102,536	14 10	
	Materials in course of Manufacture .. ..						23,440	6 1	
	<b>Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways) .. ..</b>						<b>76,094,966</b>	<b>5 2</b>	
	<b>Carried forward .. ..</b>						<b>76,094,966</b>	<b>5 2</b>	

\* 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.
	<b>LINES OPEN FOR TRAFFIC—continued.</b>	Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.
	Brought forward ..	..	..	..	..	..	76,094,966	5 2
	<b>ELECTRIC TRAMWAYS.</b>							
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda to Brighton .. ..	5.18	..	5.18	59	7	137,624	5 3
	Sandringham to Black Rock    .. ..	2.21	0.21	2.42	112	41	70,027	13 2
	Total cost of Way, Works, Buildings and Equipment (Tramways) ..	..	..	..	..	..	207,651	18 5
	Total mileage of Tramways open for traffic .. ..	7.39	0.21	7.60	..	..	102,338	8 8
	Rolling-stock .. ..	..	..	..	..	..	102,338	8 8
	<b>Total .. ..</b>	..	..	..	..	..	309,990	7 1
	<b>ROAD MOTOR PUBLIC SERVICES.</b>							
	Garage Buildings and Equipment ..	..	..	..	..	..	5,973	6 11
	Road Motor Coaches and Trucks ..	..	..	..	..	..	19,344	6 4
	<b>Total .. ..</b>	..	..	..	..	..	25,317	13 3
	<b>LINES UNDER CONSTRUCTION.</b>							
	Nowingi to Millewa South .. ..	..	..	..	..	..	91,610	11 10
	* Euston to Lette (including portion of cost of bridge over River Murray) ..	..	..	..	..	..	130,570	6 3
	Yarrawonga to Oaklands .. ..	..	..	..	..	..	221,712	4 6
	<b>Total .. ..</b>	..	..	..	..	..	443,893	2 7
	<b>EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.</b>							
	* Mildura and Abbotsford—Portion of cost of bridges over River Murray ..	..	..	..	..	..	23,803	14 7
	† Orbst—Snowy River bridge .. ..	..	..	..	..	..	9,257	8 0
	<b>Total .. ..</b>	..	..	..	..	..	33,061	2 7
	<b>LINES CLOSED FOR TRAFFIC.</b>							
	Dunkeld to Peshurst (dismantled 19th February, 1898) .. ..	..	15.87	15.87	..	..	50,000	0 0
	Lancefield to Kilmore (dismantled) ..	..	18.10	18.10	..	..	107,482	8 2
	Oakleigh to Fairfield Park— Fairfield 'near—30 chains 48 links) to East Kew (of which .68 miles have been dismantled) .. ..	..	2.18	2.18	..	..	108,967	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	..	..		
	Darling to Waverley-road (dismantled) ..	..	0.78	0.78	..	..		
	Geelong Race-course Line (dismantled 28th May, 1909) .. ..	..	1.96	1.96	..	..		
	Triholm to Strzelecki .. ..	..	5.49	5.49	..	..	110,754	19 2
	<b>ELECTRIC TRAMWAYS.</b>							
	Black Rock to Beaumaris    .. ..	..	2.19	2.19	..	..	26,470	3 0
	<b>Total .. ..</b>	..	..	..	..	..	415,962	8 1
	<b>Total mileage closed for traffic at 30th June, 1936 .. ..</b>	0.20	48.90	49.10	..	..		
	Assets abandoned or abolished to be written off .. ..	..	..	..	..	..	42,359	0 8
	Surveys .. ..	..	..	..	..	..	413,770	10 0
	Piers transferred to Melbourne Harbor Trust .. ..	..	..	..	..	..	31,000	12 3
	<b>TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services</b>						77,810,321	1 8

|| 4-ft. 8½-in. gauge, 2.42 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—	
	1936.	1935.		1936	1935
<b>TRAFFIC TRAIN MILEAGE.</b>			<b>DEPARTMENTAL MILEAGE.</b>		
<b>PASSENGER—</b>			Light—Electric Locomotive ..	2,196	1,268
Country—Steam ..	3,074,501	2,476,302	„ Steam .. ..	293,368	262,379
„ Fordson ..			Ballast—Steam .. ..	205,448	232,214
„ Tractor .. ..			„ Electric Locomotive ..	14,888	26,542
„ Rail Motor ..	804,413	806,723	„ Fordson Tractor ..	145	242
Suburban—Steam ..	30,924	29,193	Electric Motor .. ..	7,002	..
„ Rail Motor ..	28,156	31,749	Inspection .. ..	8,450	6,861
„ Electric ..			Water .. ..	26	130
„ Motor ..	7,100,420	6,955,470	Departmental Coal ..	261,342†	246,544†
„ Electric Locomotive ..		27	Casualty and Doubling ..	4,569	3,790
MIXED—Country—Steam ..	838,024	1,109,218	Miscellaneous .. ..	3,451	1,559
„ Suburban—Electric ..	1,200	766	Rail Motor .. ..	25,992	23,634
Goods—Steam .. ..	4,396,470	4,016,498	<b>Total Departmental Miles</b>	<b>826,877</b>	<b>805,163</b>
„ Electric Locomotive ..	107,689	102,022	<b>SHUNTING—</b>		
„ Electric Motor ..	4,870	4,797	Steam Locomotive ..	2,190,787	2,044,735
„ Fordson Tractor ..	4,276	3,346	Electric Locomotive ..	90,787	87,891
<b>Total Traffic Train Miles ..</b>	<b>16,390,943</b>	<b>15,536,111</b>	Electric Motor .. ..	4,648	4,841
			Fordson Tractor ..	960	842
			Rail Motor .. ..	7,717	8,942
			<b>Total Shunting Miles ..</b>	<b>2,294,899</b>	<b>2,147,251</b>
			<b>LOCOMOTIVE MILEAGE.</b>		
			Steam .. ..	11,935,365	10,910,839
			Electric Locomotive ..	240,352	238,160
			„ Motor .. ..	7,118,192	6,965,896
			Fordson Tractor ..	5,904	4,616
			Rail Motor .. ..	869,046	871,048
			<b>Total Locomotive and Motor Mileage ..</b>	<b>20,168,859</b>	<b>18,990,559</b>
<b>ASSISTANT MILEAGE—</b>			<b>PASSENGER VEHICLE MILEAGE.</b>		
Country Passenger—			Country—Steam .. ..	18,956,192	17,857,178
Steam .. ..	154,315	70,320	„ Fordson Tractor ..	3,821	3,130
Mixed—Steam .. ..	1,469	5,903	„ Rail Motor .. ..	1,398,849	1,406,023
Goods—Steam .. ..	152,598	136,614	Suburban—Steam ..	99,180	102,213
„ Electric Locomotive ..	12,280	9,590	„ Electric .. ..	36,380,613	35,870,730
<b>Total Assistant Miles ..</b>	<b>320,662</b>	<b>222,436</b>	„ Rail Motor .. ..	34,526	35,516
			<b>Total Passenger Vehicle Miles ..</b>	<b>56,873,181</b>	<b>55,274,790</b>
			<b>GOODS VEHICLE MILEAGE.</b>		
<b>LIGHT MILEAGE—</b>			Loaded .. ..	105,801,329	98,958,357
Country Passenger—			Empty .. ..	45,489,902	42,121,416
Steam .. ..	24,704	24,751	<b>Total Goods Vehicle Miles ..</b>	<b>151,291,231</b>	<b>141,079,773</b>
Mixed—Steam .. ..	3,643	2,658	<b>Total Vehicle Miles ..</b>	<b>208,164,412</b>	<b>196,354,563</b>
Goods—Steam .. ..	294,044	241,161	<b>GROSS TON MILEAGE.</b>		
„ Electric Locomotive ..	12,512	10,820	Passenger Trains—Steam ..	606,634,405	521,261,010
„ Electric Motor ..	52	22	„ „ Electric ..	1,368,229,040	1,350,886,115
„ Fordson Tractor ..	523	186	Rail Motor and Fordson Tractor .. ..	37,971,601	38,388,318
<b>Total Light Miles ..</b>	<b>335,478</b>	<b>279,598</b>	Mixed Trains .. ..	192,148,020	260,231,760
			Goods Trains .. ..	2,222,737,510	2,013,111,937
			<b>Total Gross Ton Miles ..</b>	<b>4,427,720,576</b>	<b>4,183,879,140</b>
<b>TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES .. ..</b>	<b>17,047,083*</b>	<b>16,038,145*</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, 1936.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
STEAM LOCOMOTIVES ..	573	lb. 13,625,662	lb. 23,779	17	lb. 231,708	lb. 13,629	590	lb. 13,857,370	lb. 23,487
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES ..	16	..	..	..	..	..	16	..	..

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle.
STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class .. ..	187	10,640	56	..	..	..	187	10,640	56
2nd Class .. ..	358	25,573	71	49	1,481	30	407	27,054	66
Composite .. ..	191	10,137	53	..	..	..	191	10,137	53
Sleeping Cars—									
1st Class .. ..	21	420	20	..	..	..	21	420	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 .. ..	621	..	..	6	..	..	627	..	..
Carriage Trucks .. ..	2	..	..	..	..	..	2	..	..
Horse Boxes .. ..	78	..	..	..	..	..	78	..	..
Hearses .. ..	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles .. ..	5	..	..	..	..	..	5	..	..
Total .. ..	1,483	47,203	..	55	1,481	..	1,538	48,684	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class .. ..	9	243	27	..	..	..	9	243	27
2nd Class .. ..	3	76	25	..	..	..	3	76	25
Composite .. ..	23	1,076	46	..	..	..	23	1,076	46
Trailers—									
1st Class .. ..	1	68	68	..	..	..	1	68	68
2nd Class .. ..	23	563	24	..	..	..	23	563	24
Composite .. ..	11	755	68	..	..	..	11	755	68
Motor Trolleys (Petrol)—									
2nd Class .. ..	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class .. ..	2	24	12	..	..	..	2	24	12
Total .. ..	73	2,810	..	..	..	..	73	2,810	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class .. ..	375	33,850	90	..	..	..	375	33,850	90
2nd Class .. ..	433	35,646	82	..	..	..	433	35,646	82
Composite .. ..	42	3,864	92	..	..	..	42	3,864	92
Parcels Vans .. ..	6	..	..	..	..	..	6	..	..
Total .. ..	856	73,360	..	..	..	..	856	73,360	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	13	580	45
Double Bogie Cars .. ..	..	..	..	..	..	..	20	1,040	52
Total .. ..	..	..	..	..	..	..	33	1,620	..

## APPENDIX No. 10—continued.

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

Rolling Stock (continued).	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
<b>GOODS STOCK.</b>									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons .. ..	42	745	17·7	1	10	10·0	43	755	17·5
Coal Wagons .. ..	342	5,173	15·1	..	..	..	342	5,173	15·1
Open Goods Wagons .. ..	15,586	250,132	16·0	212	2,332	11·0	15,798	252,464	15·9
Cattle Wagons .. ..	758	8,080	10·6	15	150	10·0	773	8,230	10·6
Sheep Wagons .. ..	1,274	13,342	10·5	..	..	..	1,274	13,342	10·5
Louvréd Wagons .. ..	1,243	17,893	14·4	14	140	10·0	1,257	18,033	14·3
Refrigerator Wagons .. ..	417	5,682	13·6	1	10	10·0	418	5,692	13·6
Powder Vans .. ..	21	105	5·0	..	..	..	21	105	5·0
Flat Wagons .. ..	214	4,428	20·6	..	..	..	214	4,428	20·6
Bolster Wagons .. ..				..	..	..	..	..	..
Brake Vans .. ..	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Other Vehicles .. ..	10	90	9	..	..	..	10	90	9·0
Total .. ..	19,907	305,670	15·3	243	2,642	10·9	20,150	308,312	15·3
<b>SERVICE STOCK.</b>									
Casualty or Breakdown Vans and Trucks .. ..	47	..	..	..	..	..	47	..	..
Water Trucks .. ..	204	..	..	..	..	..	204	..	..
Locomotive Coal Trucks .. ..	(Included in Coal Wagons—Goods Stock)			..	..	..	..	..	..
Ballast Wagons .. ..	162	..	..	..	..	..	162	..	..
Gas Vehicles .. ..	7	..	..	..	..	..	7	..	..
Workmen's Sleeping Cars .. ..	316	..	..	..	..	..	316	..	..
Store Van .. ..	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks .. ..	14	..	..	..	..	..	14	..	..
Plough Vans .. ..	2	..	..	..	..	..	2	..	..
Motor Inspection Cars (Petrol) .. ..	3	..	..	..	..	..	3	..	..
Other Vehicles .. ..	134	..	..	..	..	..	134	..	..
Total .. ..	890	..	..	..	..	..	890	..	..
<b>ROAD MOTOR VEHICLES.</b>									
Coaches (Passenger) .. ..	..	..	..	..	..	..	18	369	20
Trucks (Goods) .. ..	..	..	..	..	..	..	22	T. C. Q. 84 0 0	T. C. Q. 3 16 1
Trailers (Goods) .. ..	..	..	..	..	..	..	15	71 0 0	4 14 2
Service Stock (Cars) .. ..	..	..	..	..	..	..	9	..	..
Service Stock (Trucks) .. ..	..	..	..	..	..	..	36	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1926, TO 30th JUNE, 1936.

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.
1926-27	..	12	..	..	..	071	4	171	3	32	1	3	..	..	1	40	2	5	1	1	11	25	28	3	..	..	51	292
1927-28	..	15	..	..	..	091	9	148	..	13	..	..	..	1	2	25	1	8	..	..	17	22	20	6	..	..	49	238
1928-29	..	53	..	..	..	329	4	139	7	17	..	..	..	..	4	28	2	2	..	2	18	35	13	4	..	1	48	281
1929-30	..	28	..	..	..	178	10	113	5	9	..	..	..	..	4	16	2	9	..	..	15	14	22	8	..	..	58	197
1930-31	..	..	..	..	..	000	11	78	2	33	1	..	..	..	4	8	1	6	2	..	12	18	24	7	..	..	57	150
1931-32	..	45	..	..	..	357	4	85	4	53	..	4	..	1	3	6	2	4	..	..	20	18	23	11	..	..	56	227
1932-33	..	2	..	..	..	015	6	91	2	52	..	..	..	..	3	7	..	2	1	..	19	14	21	9	..	..	52	177
1933-34	..	..	..	1	..	000	4	75	3	43	..	..	..	..	1	11	2	6	2	..	15	23	22	5	..	..	49	164
1934-35	..	..	..	1	..	000	8	62	6	26	..	..	..	..	1	8	..	4	..	..	7	15	19	5	..	..	41	121
1935-36	..	8	1	..	..	057	4	90	1	53	1	1	..	..	2	7	1	3	4	..	17	23	15	3	..	..	46	188

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 1935-36.	Year 1934-35.
Average Mileage of Railways open for Traffic .. .. .	4,721	4,721
PASSENGER TRAFFIC.		
Passenger Train Mileage .. .. .	4,297,926	3,837,634
Passenger Earnings .. .. .	£1,409,364	£1,367,517
Number of Passengers Carried .. .. .	5,502,020	5,425,676
Number of Passengers Carried One Mile .. .. .	134,037,069	134,263,336
Average Miles each Passenger was carried .. .. .	334,397,222	319,213,158
Average Number of Passengers per Car Mile .. .. .	845,899,736	836,929,166
Average Earnings from each Passenger Journey .. .. .	60'78	58'83
Average Earnings per Passenger Mile .. .. .	6'31	6'23
	16	17
	23	23
	5s. 1'48d.	5s. 0'49d.
	4'13d.	4'14d.
	1'01d.	1'03d.
	'65d.	'66d.
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried .. .. .	1,177	1,161
Number of Passengers Carried One Mile .. .. .	626,341	627,399
Passenger Train Mileage .. .. .	71,529	68,281
Passenger Earnings .. .. .	3,952,803	3,910,884
	819	821
	33,458	32,789
	£301'47	£292'52
	£10,766'57	£10,833'93
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers .. .. .	78	83
Average Number of Cars .. .. .	118	119
Average Earnings from Passengers .. .. .	5	5
	5	5
	6s. 6'70d.	7s. 1'52d.
	6s. 5'23d.	6s. 7'30d.
GOODS TRAFFIC—PAYING.		
Goods Train Mileage .. .. .	4,932,917	4,681,655
Goods Earnings .. .. .	£4,768,127	£4,555,722
Number of Tons Carried .. .. .	6,424,094	6,009,961
Number of Tons Carried One Mile .. .. .	759,036,871	693,783,227
Average Haul per Ton of Goods (Miles) .. .. .	118'15	115'44
Average Tonnage per Loaded Truck .. .. .	8'74	8'70
Average Train Load (Tons) .. .. .	180	178
Average Earnings per Ton .. .. .	14s. 10'13d.	15s. 1'93d.
Average Earnings per Ton Mile .. .. .	1'51d.	1'58d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons) .. .. .	464	459
Average Number of Vehicles per Train—Loaded .. .. .	20	20
Average Number of Vehicles per Train—Empty .. .. .	9	9
<i>Per Average Mile of Railway Open.</i>		
Number of Tons Carried (Paying Traffic) .. .. .	1,361	1,273
Number of Tons Carried One Mile (Paying Traffic) .. .. .	160,779	146,957
Goods Train Mileage .. .. .	1,045	992
Goods Earnings .. .. .	£1,010	£955
<i>Per Goods Train Mile.</i>		
Average Earnings .. .. .	19s. 3'98d.	19s. 5'54d.

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1936.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1935 .. .. .	100,000 0 0	By Expenditure for the year ended 30th June, 1936—	
„ Payment to Fund during the year ended 30th June, 1936, included in the Working Expenses of the Year .. .. .	18,916 0 7	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	538 11 0
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	694 12 0
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	..
		(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 ..	9,734 8 10
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners .. .. .	968 9 4
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c. .. .. .	6,794 10 5
		(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. ..	185 9 0
		„ Balance at 30th June, 1936 .. .. .	100,000 0 0
	£118,916 0 7		£118,916 0 7

## APPENDIX No. 14.

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

	ST. KILDA TO BRIGHTON.		SANDRINGHAM TO BEAUMARIS.	
	Year 1935-36.	Year 1934-35.	Year 1935-36.	Year 1934-35.
Average Mileage of Tramway Worked .. ..	5.18	5.18	2.42	2.42
Car Mileage .. ..	514,050	502,735	116,766	115,627
Number of Passengers carried .. ..	4,420,187	4,459,223	1,078,665	1,032,571
Average Fare paid per Passenger .. ..	2.43d.	2.44d.	2.29d.	2.30d.
<b>GROSS REVENUE—</b>				
Passengers .. ..	£44,729	£45,424	£10,286	£9,916
Parcels .. ..	14	12	60	59
Miscellaneous .. ..	304	275	103	92
<b>TOTAL GROSS REVENUE .. ..</b>	<b>£45,047</b>	<b>£45,711</b>	<b>£10,449</b>	<b>£10,067</b>
Per Passenger Car Mile .. ..	21.03d.	21.82d.	21.48d.	20.90d.
Per Mile of Single Track .. ..	£4,348	£4,412	£2,257	£2,175
<b>ORDINARY WORKING EXPENSES—</b>				
Transportation Account .. ..	£14,694	£14,608	£2,683	£2,571
Way and Works Account .. ..	7,986	5,172	7,269	490
Rolling-stock Account .. ..	5,662	5,749	1,540	1,570
Power Account .. ..	4,802	4,213	1,148	1,143
General Expenditure .. ..	821	830	222	218
Payment into Railway Accident and Fire Insurance Fund .. ..	89	66	20	15
Pensions .. ..	781	731	..	..
<b>TOTAL WORKING EXPENSES .. ..</b>	<b>£34,835</b>	<b>£31,369</b>	<b>£12,882</b>	<b>£6,007</b>
Per cent. of Gross Revenue .. ..	77.33	68.62	123.28	59.64
Per Passenger Car Mile .. ..	16.26d.	14.98d.	26.48d.	12.46d.
Per Mile of Single Track .. ..	£3,362	£3,028	£2,782	£1,297
<b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES .. ..</b>	<b>£10,212</b>	<b>£14,342</b>	<b>Loss £2,433</b>	<b>£4,060</b>
<b>INTEREST CHARGES .. £8,040</b>		£8,378	£5,531	£5,763
<b>EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. .. 794</b>		933	546	641
	£8,834	£9,311	£6,077	£6,404
<b>PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. ..</b>	<b>Profit £1,378</b>	<b>Profit £5,031</b>	<b>Loss £8,510*</b>	<b>Loss £2,344*</b>

\* The line from Black Rock to Beaumaris was closed for traffic on 31st August, 1931. The loss in respect of the section since operated, viz., Sandringham to Black Rock—was £386 in 1934-35 and £119 in 1935-36. The balance (£1,958 in 1934-35 and £8,301 in 1935-36) is accounted for, in each year, by interest charges and exchange in respect of capital invested in the Black Rock-Beaumaris line and, in 1934-35, by expenditure for patrolling the track; in 1935-36 by expenditure for patrolling the track, dismantling the overhead equipment of the line and writing off the original cost of the equipment.

The amounts recouped by the Treasury (£1,716 in 1934-35, and £2,303 in 1935-36) 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  
(Including Bungalow at Mt. Feathertop and Hostel at Mt. Hotham).

## CAPITAL EXPENDITURE AT 30TH JUNE, 1936.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) .. .. .	18,900	0	0			
Additions and improvements .. .. .	55,044	6	11	73,944	6	11
Equipment .. .. .	21,593	6	11			
Stock .. .. .	2,173	6	4	23,766	13	3
				£97,711	0	2

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1936.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Stores, Freight, and Cartage ..	8,392	15	9	Accommodation and Buffet Sales..	24,317	8	1
Superintendence, Salaries, Wages, and General Charges ..	17,680	5	3	Hire of Sports Material ..	1,359	8	3
Interest on Capital Expenditure ..	4,380	8	11	Motor Services ..	3,799	17	7
				Loss .. .. .	976	16	0
	£30,453	9	11		£30,453	9	11

## APPENDIX No. 16.

## ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1936.				£	s.	d.
Cost of Coaches and Garages	..	..	..	54,962	9	0
Less Depreciation written off	..	..	..	49,320	8	10
Balance of Cost at 30th June, 1936				£5,642	0	2

## WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1936.

Dr.				Cr.					
£	s.	d.	£	s.	d.	£	s.	d.	
Working Expenses—						Revenue	..	..	7,319 7 1
Superintendence, Printing, Advertising, &c.	544	19	3			Loss	..	..	4,363 19 4
Operating expenses, Accident Compensation, Licences and Registration Fees	6,694	16	11						
Repairs and Renewals, Tools, &c...	3,888	6	5						
Maintenance of Garages, &c.	18	15	5						
				11,146	18	0			
Depreciation	..	..	..	305	16	9			
Interest	..	..	..	209	17	1			
Exchange on Interest Payments and Redemption	..	..	..	20	14	7			
				£11,683	6	5			£11,683 6 5

## APPENDIX No. 17.

## ROAD MOTOR PUBLIC GOODS SERVICE.

## CAPITAL ACCOUNT AT 30TH JUNE, 1936.

CAPITAL ACCOUNT AT 30TH JUNE, 1936.				£	s.	d.
Cost of Trucks, Trailers, Containers, and Garages	..	..	..	29,602	4	2
Less Depreciation written off	..	..	..	9,926	11	1
Balance of cost at 30th June, 1936				£19,675	13	1

## WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1936.

Dr.				Cr.					
£	s.	d.	£	s.	d.	£	s.	d.	
Working Expenses—						Revenue	..	..	14,420 0 8
Superintendence, Printing, Advertising, &c.	953	10	2						
Operating Expenses, Licence and Registration Fees	6,580	18	1						
Repairs and Renewals, Tools, &c.	1,882	0	5						
Maintenance of Garage, &c.	37	7	6						
				9,453	16	2			
Depreciation	..	..	..	839	16	0			
Interest	..	..	..	552	11	8			
Exchange on Interest Payments and Redemption	..	..	..	54	11	8			
Profit	..	..	..	3,519	5	2			
				£14,420	0	8			£14,420 0 8

## APPENDIX No. 18.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE  
AND WORKING EXPENSES (*VIDE* PAGE 11).

REVENUE.		£	s.	d.
Revenue as shown by the Railways .. .. .		9,769,463	7	0
That total includes the net amount of accounts due but unpaid at 30th June, 1936, 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. .. .. .			107,244	19 6
		9,662,218 7 6		
It excludes the net amount of accounts outstanding at 30th June, 1935, which were paid in 1935-36, and therefore included in the Treasury figures, and which therefore require to be added, viz. .. .. .			111,642	13 4
		9,773,861 0 10		
WORKING EXPENSES.				
Working Expenses as shown by the Railways .. .. .		6,925,960	5	9
In order to bring this sum into agreement with the Treasury figures, the following amounts must be added :—				
(1) Amount of Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Harnes Oak to Yallourn ..		220	1	3
(2) Amount of Exchange on Redemption Payments in London .. .. .		6,000	0	0
(3) Payment included by the Treasury in 1935-36 and by the Railways in 1936-37 .. .. .			2	0 0
		6,932,182 7 0		
and the following must be deducted :—				
Credit included by the Treasury in 1935-36 and by the Railways in 1936-37 .. .. .			0	3 2
		£6,932,182 3 10		
The Working Expenses as shown by the Treasury are :—				
	£	s.	d.	
Division 75, subdivision 1, of the Appropriation Act 1935-36 .. .. .	6,310,291	2	9	
Division 75, subdivision 2—Expenditure on Automatic Couplers .. .. .	100,000	0	0	
Division 75, subdivision 2—Railway Accident and Fire Insurance Fund .. .. .	18,916	0	7	
Division 75, subdivision 3—Salary of the Chairman of the Board of Discipline .. .. .	478	10	7	
Division 75, subdivision 4—Interest charges paid to State Electricity Commission .. .. .	220	1	3	
Division 75, subdivision 5—Exchange on Redemption Payments in London .. .. .	6,000	0	0	
Division 76, Pensions .. .. .	1,339	14	10	
Act No. 3759, Pensions .. .. .	132,264	7	10	
Act No. 3759, Commissioners' Salaries .. .. .	6,101	9	0	
Act No. 3782, Payment to Superannuation Fund .. .. .	356,287	17	0	
Act No. 4085, Superannuation Retirements Act .. .. .	283	0	0	
	£6,932,182 3 10			

## APPENDIX No. 19.

## NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1936.

Section.	Miles.	Date Opened.
Nil.	..	..

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1936.

Section.	Miles.
*Yarrawonga to Oaklands (New South Wales Border Railway Act) ..	38
Nowingi to Millewa South (construction suspended) .. ..	35½
†Euston to Lette .. .. .	30¼

## NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1936.

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
The work in each instance is indefinitely postponed.	

\* See page 15.

† Traffic being conducted as far as Koorakee (14¼ miles). Construction beyond Koorakee suspended.

## 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 1935-36.	5' 3" gauge ..	3.30	6.57	2.5	291.77	4294.86	4599.00	4931.98	1029.36	5961.34
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.90	131.88
	Total ..	3.30	6.57	2.5	291.98	4416.42	4720.77	5053.96	1039.26	6093.22
	Electric Tramway, 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway, 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
	Grand Total	3.30	6.57	2.5	299.37	4416.63	4728.37	5068.95	1040.66	6109.61
Year 1934-1935	5' 3" gauge ..	3.30	6.57	2.5	291.77	4294.86	4599.00	4931.98	1028.48	5960.46
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.93	131.91
	Total ..	3.30	6.57	2.5	291.98	4416.42	4720.77	5053.96	1038.41	6092.37
	Electric Tramway 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
	Grand Total	3.30	6.57	2.5	299.37	4416.63	4728.37	5068.95	1039.81	6108.76
		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 1935-1936.	5' 3" gauge ..	3.30	6.57	2.5	291.77	4294.86	4599.00	4931.98	1028.38	5960.36
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.91	131.89
	Total ..	3.30	6.57	2.5	291.98	4416.42	4720.77	5053.96	1038.29	6092.25
	Electric Tramway 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
	Grand Total	3.30	6.57	2.5	299.37	4416.63	4728.37	5068.95	1039.69	6108.64
Year 1934-1935.	5' 3" gauge ..	3.30	6.57	2.5	298.57	4288.06	4599.00	4938.78	1028.14	5966.92
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.93	131.91
	Total ..	3.30	6.57	2.5	298.78	4409.62	4720.77	5060.76	1038.07	6098.83
	Electric Tramway 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
	Grand Total	3.30	6.57	2.5	306.17	4409.83	4728.37	5075.75	1039.47	6115.22



APPENDIX No. 21.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1936.						<i>Cr.</i>
	£	s.	d.	£	s.	d.	
To funds provided at the date of the authorization 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				
				509,440	16	2	
„ Advances from Loan Account subsequent to 30th June, 1896 ..				530,000	0	0	
„ Sundry Creditors .. .. .				123,736	18	2	
				£1,163,177	14	4	
							By Stores and Materials on hand and in transit .. .. .
							994,960 5 6
							„ Sundry Debtors .. .. .
							4,926 13 5
							„ Cash in Treasury and with Agent-General .. .. .
							163,290 15 5
							£1,163,177 14 4

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1936, AND 1935.

	Year ended 30th June, 1936.						Year ended 30th June, 1935.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single Tickets .. ..	140,025	1,118,515	1,258,540	180,111	446,197	626,308	157,942	1,171,456	1,329,398	199,150	458,967	658,117
Return Tickets .. ..	294,032	2,497,121	2,791,153	166,722	518,294	685,016	248,949	2,375,946	2,624,895	129,881	476,060	605,941
Periodical Tickets .. ..	533,373	728,710	1,262,083	67,973	25,380	93,353	609,374	707,751	1,317,125	74,618	25,041	99,659
Workmen's Weekly Tickets .. ..	..	190,244	190,244	..	4,687	4,687	..	154,258	154,258	..	3,800	3,800
Total .. ..	967,430	4,534,590	5,502,020	414,806	994,558	1,409,364	1,016,265	4,409,411	5,425,676	403,649	963,868	1,367,517
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets .. ..	5,917,314	9,862,153	15,779,467	131,060	202,261	333,321	6,093,169	10,163,919	16,257,088	134,790	206,644	341,434
Return Tickets .. ..	14,637,146	36,810,992	51,448,138	327,987	680,299	1,008,286	15,689,335	38,299,545	53,988,880	350,133	703,671	1,053,804
Race and Special Picnic Tickets .. ..	337,397	788,564	1,125,961	13,170	20,860	34,030	389,942	808,065	1,198,007	17,087	21,923	39,010
Periodical Tickets .. ..	22,322,178	31,055,295	53,377,473	348,526	385,399	733,925	22,064,783	29,529,312	51,594,095	344,260	364,244	708,504
Workmen's Weekly Tickets .. ..	..	12,306,030	12,306,030	..	194,485	194,485	..	11,225,266	11,225,266	..	175,709	175,709
Total .. ..	43,214,035	90,823,034	134,037,069	820,743	1,483,304	2,304,047	44,237,229	90,026,107	134,263,336	846,270	1,472,191	2,318,461
GRAND TOTAL RAILWAY PASSENGER TRAFFIC .. ..	44,181,465	95,357,624	139,539,089	1,235,549	2,477,862	3,713,411	45,253,494	94,435,518	139,689,012	1,249,919	2,436,059	3,685,978
ROAD MOTOR PUBLIC SERVICES .. ..	..	..	779,618	..	..	7,161	..	..	757,323	..	..	6,815
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..	..	..	4,420,187	..	..	44,730	..	..	4,459,223	..	..	45,424
SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAY .. ..	..	..	1,078,665	..	..	10,286	..	..	1,032,571	..	..	9,917

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1936, AND 30TH JUNE, 1935 (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year ended 30th June, 1936.								Year ended 30th June, 1935.						
	Revenue.					Ton Miles.	Average Rate per Ton Mile.			Revenue.					
	Total Tons Carried.	Percentage to Paying Total.	From Railway Users.	Recoups from Consolidated Revenue.	Total.		Percentage to Total.	From Railway Users.	Recoups from Consolidated Revenue.	From both Sources.	Total Tons Carried.	From Railway Users.	Recoups from Consolidated Revenue.	Total.	
			£	£	£		d.	d.	d.		£	£	£		
2nd Class .. .. .	223,374	3.88	537,508	..	537,508	13.27	28,831,618	129.07	4.475	..	4.475	204,928	497,056	..	497,056
1st Class .. .. .															
"Smalls" .. .. .															
"C" Class .. .. .	149,172	2.59	279,398	214	279,612	6.90	18,764,279	125.79	3.573	.003	3.576	136,525	300,185	168	300,353
"B" Class .. .. .	138,347	2.40	161,986	2,908	164,894	4.07	13,847,400	100.09	2.808	.050	2.858	139,967	164,772	2,026	167,698
"A" Class .. .. .	375,899	6.52	360,824	21,650	382,474	9.44	50,140,451	133.39	1.727	1.104	1.831	336,561	345,158	12,214	357,372
Miscellaneous .. .. .	134,735	2.34	62,135	..	62,135	1.53	11,247,841	83.48	1.326	..	1.326	127,947	59,483	..	59,483
Fish .. .. .	2,792	.05	5,437	..	5,437	.13	419,571	155.28	3.110	..	3.110	3,141	6,540	..	6,540
Fruit .. .. .	143,950	2.48	137,865	15,491	153,356	3.79	23,551,893	178.62	1.294	1.146	1.440	139,547	140,453	15,638	156,091
Butter .. .. .	57,977	1.01	80,148	6,420	86,568	2.14	7,522,543	129.75	2.557	1.205	2.762	57,193	83,326	9,411	92,737
Other Dairy Produce .. .. .	22,353	.39	38,006	4,349	43,255	1.07	2,524,875	112.95	3.998	1.414	4.112	27,986	45,842	5,169	51,011
Wine .. .. .	6,461	.11	8,890	969	9,859	.24	1,232,624	190.78	1.731	1.187	1.920	6,728	9,181	994	10,175
Wool .. .. .	68,577	1.19	141,794	47,388	189,182	4.67	10,451,335	152.40	3.256	1.088	4.344	68,083	142,201	48,106	190,307
Flour, Bran, Pollard, and Sharps .. .. .	279,677	4.85	151,155	10,317	161,472	3.99	40,584,310	145.11	.894	.061	.955	280,930	153,212	13,948	167,160
Wheat .. .. .	986,291	17.12	587,582	73,904	661,540	16.33	169,924,150	171.37	.834	.105	.939	809,973	470,451	61,908	532,359
All other Agricultural Produce .. .. .	403,258	7.00	225,885	19,904	245,789	6.07	54,917,793	136.19	.987	.087	1.074	416,847	226,431	20,420	246,851
Hay, Straw, and Chaff .. .. .	194,527	3.38	92,447	10,478	102,925	2.54	22,745,500	116.93	.975	1.111	1.086	184,974	86,987	9,817	96,804
Fertilizers .. .. .	392,783	6.81	139,362	..	139,362	3.44	63,974,374	162.87	.523	..	.523	335,201	120,499	..	120,499
Minerals (including Coal, Coke, Ores, &c.) .. .. .	242,060	4.20	78,064	..	78,064	1.93	14,941,917	61.73	1.254	..	1.254	250,973	80,485	..	80,485
Firewood .. .. .	801,187	13.90	370,784	..	370,784	9.16	99,951,769	123.63	.898	..	.898	784,202	358,543	..	358,543
Timber .. .. .	253,251	4.39	142,773	..	142,773	3.53	25,804,792	101.89	1.328	..	1.328	238,632	135,530	..	135,530
Stone, Gravel, and Sand .. .. .	225,933	3.92	71,607	..	71,607	1.77	11,505,272	50.92	1.494	..	1.494	259,081	83,493	..	83,493
All other Goods .. .. .	660,804	11.47	111,265	..	111,265	2.75	8,541,474	12.93	3.126	..	3.126	591,955	102,857	..	102,857
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing .. .. .	..	..	50,154	..	50,154	1.24	..	..	..	..	..	..	55,580	..	55,580
Total Tonnage of Paying Goods carried, and Revenue derived therefrom .. .. .	5,762,418	..	3,836,029	214,052	4,050,081	..	681,625,721	118.29	1.351	.075	1.426	5,401,974	3,668,265	200,719	3,868,984
Live Stock .. .. .	661,676	..	532,950	189,583	722,533	..	77,411,150	116.99	1.652	.588	2.240	607,987	506,708	181,734	688,442
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom .. .. .	6,424,094	..	4,368,979	403,635	4,772,614	..	759,036,871	118.15	1.381	.128	1.509	6,009,961	4,174,973	382,453	4,557,426
Departmental Traffic (Free) (Truck Loads) .. .. .	1,172,486	..	..	..	..	..	94,196,211	80.34	..	..	..	1,254,712	..	..	..

The revenue shown in this Appendix differs slightly from that shown in other statements and appendices; the difference is due to a different basis being used in the compilation of this information.

Number of Live Stock.

	Year Ending -			
	30th June, 1936.		30th June, 1935.	
Calves .. .. .	..	..	106,285	..
Cattle .. .. .	..	..	461,291	..
Horses .. .. .	..	..	33,579	..
Pigs .. .. .	..	..	..	26,227
Sheep .. .. .	..	..	..	418,503
	..	..	..	37,609
	..	..	..	373,601
	..	..	..	334,800
	..	..	..	10,263,487
	..	..	..	9,614,901

APPENDIX No. 24.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1936.

Year ended 30th June—	New Lines and Surveys.			Additions and Improvements on Existing Lines.			Rolling Stock (exclusive of Electric Tramways Rolling Stock).			Electrification of Melbourne Suburban Lines.		
	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.
	£	£	£	£	£	£	£	£	£	£	£	£
1917 .. ..	139,477	..	139,477	273,583	10,603	262,980	365,973	..	365,973	419,024	378	418,646
1918 .. ..	128,336	1,074	127,262	312,896	7,980	304,916	237,107	234	236,873	177,954	22	177,932
1919 .. ..	127,567	2	127,565	231,996	8,863	223,133	287,546	..	287,546	286,301	14	286,287
1920 .. ..	235,870	..	235,870	213,829	67,611	146,218	150,621	..	150,621	367,376	..	367,376
1921 .. ..	306,348	..	306,348	486,318	10,942	475,376	141,812	201,239	Cr. 59,427	804,909	..	804,909
1922 .. ..	277,551	..	277,551	737,989	46,426	691,563	632,853	450	632,403	1,387,602	350	1,387,252
1923 .. ..	286,972	30	286,942	635,465	54,610	580,855	423,562	..	423,562	603,430	1,591	601,839
1924 .. ..	556,888	..	556,888	550,154	47,651	502,503	197,124	50,000	147,124	192,600	607	191,993
1925 .. ..	525,077	..	525,077	718,099	91,768	626,331	299,568	56,050	243,518	92,692	1,628	91,064
1926 .. ..	382,501	..	382,501	932,592	125,665	806,927	455,412	169,480	285,932	41,311	168,600	Cr. 127,289
1927 .. ..	540,521	..	540,521	963,300	61,402	901,898	434,117	290,109	144,008	41,789	1,703	40,086
1928 .. ..	756,902	..	756,902	919,255	59,329	859,926	667,648	261,376	406,272	55,210	817	54,393
1929 .. ..	439,297	..	439,297	649,692	54,591	595,101	420,119	286,338	133,781	26,759	15,225	11,534
1930 .. ..	182,005	..	182,005	452,736	60,728	392,008	362,187	262,845	99,342	11,740	12,704	Cr. 964
1931 .. ..	69,430	11,476	57,954	175,544	50,671	124,873	223,683	269,122	Cr. 45,439	16,950	15,180	1,770
1932 .. ..	25,869	5,103	20,766	82,832	9,815	73,017	140,683	119,879	20,804	18,018	3,465	14,553
1933 .. ..	21,773	371	21,402	278,971	50,607	228,364	179,779	123,316	56,463	3,294	2,827	467
1934 .. ..	6,598	..	6,598	486,967	27,335	459,632	173,427	119,866	53,561	4,348	2,248	2,100
1935 .. ..	4,383	..	4,383	243,877	97,336	146,541	194,863	120,110	74,753	8,970	2,517	6,453
1936 .. ..	978	..	978	241,567	26,897	214,670	245,620	117,719	127,901	16,516	3,888	12,628
<b>Total .. ..</b>	<b>5,014,343</b>	<b>18,056</b>	<b>4,996,287</b>	<b>9,587,662</b>	<b>970,830</b>	<b>8,616,832</b>	<b>6,233,704</b>	<b>2,448,133</b>	<b>3,785,571</b>	<b>4,576,793</b>	<b>233,764</b>	<b>4,343,029</b>

## APPENDIX No. 24—continued.

## STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1936—continued.

Year ended 30th June—	Total Railways.			Electric Tramways (including Rolling Stock).			Road Motor Public Services (including Garage Accommodation).			Total.			Non-Interest Bearing Funds.	Interest Bearing Funds.
	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.		
	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1917 ..	1,198,057	10,981	1,187,076	37,965	..	37,965	..	..	..	1,236,022	10,981	1,225,041	11,690	1,213,351
1918 ..	856,293	9,310	846,983	9,644	..	9,644	..	..	..	865,937	9,310	856,627	2,591	854,036
1919 ..	933,410	8,879	924,531	12,962	..	12,962	..	..	..	946,372	8,879	937,493	2,426	935,067
1920 ..	967,696	67,611	900,085	1,410	..	1,410	..	..	..	969,106	67,611	901,495	4,168	897,327
1921 ..	1,739,387	212,181	1,527,206	5,091	..	5,091	..	..	..	1,744,478	212,181	1,532,297	9,504*	1,522,793
1922 ..	3,035,995	47,226	2,988,769	31,861	19	31,842	..	..	..	3,067,856	47,245	3,020,611	6,131	3,014,480
1923 ..	1,949,429	56,231	1,893,198	30,036	36	30,000	..	..	..	1,979,465	56,267	1,923,198	6,270	1,916,928
1924 ..	1,496,766	98,258	1,398,508	11,993	2,500	9,493	..	..	..	1,508,759	100,758	1,408,001	56,630	1,351,371
1925 ..	1,635,436	149,446	1,485,990	11,903	2,000	9,903	..	..	..	1,647,339	151,446	1,495,893	28,930	1,466,963
1926 ..	1,811,816	463,745	1,348,071	32,384	5,032	27,352	17,514	764	16,750	1,861,714	469,541	1,392,173	550	1,391,623
1927 ..	1,979,727	353,214	1,626,513	8,281	1,000	7,281	41,765	13,131	28,634	2,029,773	367,345	1,662,428	8,352	1,654,076
1928 ..	2,399,015	321,522	2,077,493	7,789	1,000	6,789	8,379	20,351	Cr. 11,972	2,415,183	342,873	2,072,310	19,363	2,052,947
1929 ..	1,535,867	356,154	1,179,713	951	1,179	Cr. 228	Cr. 1,079	6,755	Cr. 7,834	1,535,739	364,088	1,171,651	*221,560	950,091
1930 ..	1,008,668	336,277	672,391	852	..	852	17,953	3,322	14,631	1,027,473	339,599	687,874	10,200	677,674
1931 ..	485,607	346,449	139,158	1,607	..	1,607	Cr. 1,536	3,631	Cr. 5,167	485,678	350,080	135,598	31,915	103,683
1932 ..	267,402	138,262	129,140	418	..	418	..	3,376	Cr. 3,376	267,820	141,638	126,182	4,418	121,764
1933 ..	483,817	177,121	306,696	1,349	..	1,349	..	3,070	Cr. 3,070	485,166	180,191	304,975	228,438	76,537
1934 ..	671,340	149,449	521,891	1,136	..	1,136	3,178	1,717	1,461	675,654	151,166	524,488	380,883	143,605
1935 ..	452,093	219,963	232,130	864	..	864	Cr. 1,599	1,531	Cr. 3,130	451,358	221,494	229,864	132,939	96,925
1936 ..	504,681	148,504	356,177	..	6,611	Cr. 6,611	13	1,622	Cr. 1,609	504,694	156,737	347,957	123,794	224,163
Total ..	25,412,502	3,670,783	21,741,719	208,496	19,377	189,119	84,588	59,270	25,318	25,705,586	3,749,430	21,956,156	1,290,752	20,665,404

\* Includes £214,286 transferred from the Railways Sinking Fund in reduction of Loan Liability.

## APPENDIX No. 25.

## STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1936, 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 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong .. ..	22,883	..	23,383	35,428	..	43,302	58,496
Avonmore .. ..	32,759	23,659	..	29,030	..	22,006	32,759
Elmore .. ..	102,196	48,325	68,663	63,407	66,447	64,712	144,127
Rochester .. ..	33,093	38,191	47,180	29,581	35,952	71,920	130,087
Strathallan .. ..	..	..	..	..	..	21,439	85,105
Echuca .. ..	..	..	..	33,667	..	..	41,964
Moama .. ..	..	..	..	..	..	..	21,247
Mathoura .. ..	26,588	..	20,622	39,468	30,600	..	72,138
Gulpha Siding .. ..	23,386	20,000	20,000	33,094	28,506	..	49,484
Hill Plains .. ..	..	..	..	..	..	..	26,110
Southdown .. ..	..	23,973	..	23,477	25,477	..	25,477
Deniliquin .. ..	36,340	36,241	42,512	67,093	93,408	..	97,224
Shelbourne .. ..	54,233	31,169	30,296	28,009	34,256	25,186	113,952
Moolort .. ..	..	..	..	..	..	55,022	55,022
Maryborough .. ..	..	..	..	..	..	..	24,069
Bet Bet .. ..	..	..	..	..	..	32,225	32,225
Bealiba .. ..	..	..	..	..	..	34,611	57,150
Emu .. ..	..	..	..	..	..	..	20,940
Carapooee .. ..	..	..	..	..	..	..	40,078
St. Arnaud .. ..	33,375	..	..	..	..	31,738	56,742
Sutherland .. ..	72,366	89,835	44,044	52,800	97,610	60,865	122,013
Swanwater .. ..	64,440	59,665	65,156	31,921	63,235	57,831	108,494
Cope Cope .. ..	94,644	118,222	80,840	86,552	126,687	60,788	153,184
Donald .. ..	219,881	191,315	116,549	100,960	206,542	102,639	219,881
Litchfield .. ..	130,987	144,295	81,748	138,578	189,488	51,278	189,488
Massey .. ..	64,191	31,351	63,081	62,794	70,759	32,010	70,759
Watchem .. ..	90,980	72,733	83,767	89,645	160,804	26,989	165,982
Morton Plains .. ..	30,980	..	42,205	41,875	53,550	20,804	64,716
Birchip .. ..	68,946	36,732	64,919	79,374	101,037	21,913	101,037
Kinnabulla .. ..	64,629	44,218	85,218	53,740	91,549	..	91,549
Curyo .. ..	28,173	29,206	39,332	39,156	74,854	21,323	74,854
Watchupga .. ..	66,086	39,924	83,136	46,495	109,921	27,273	109,921
Woomelang .. ..	71,832	76,556	92,881	81,300	172,894	35,861	172,894
Lascelles .. ..	42,820	26,057	59,059	35,702	82,015	42,630	125,222
Gama .. ..	37,893	24,858	36,660	34,883	50,914	47,058	61,403
Turriff .. ..	..	..	..	..	46,184	48,069	81,723
Speed .. ..	35,028	23,099	27,795	32,072	51,131	68,940	102,568
Tempy .. ..	24,684	21,223	22,658	28,599	57,966	76,179	76,179
Gypsum Siding .. ..	..	..	..	..	..	42,015	42,015
Bronzewing .. ..	..	..	20,210	21,012	46,440	37,011	46,440
Nunga .. ..	..	..	..	..	..	35,842	78,207
Ouyen .. ..	28,752	..	23,258	40,642	75,888	71,418	126,811
Kiamal .. ..	20,108	..	23,971	34,144	38,872	107,437	107,437
Boonoonar .. ..	..	..	..	21,878	28,213	56,212	56,212
Carwarp .. ..	..	..	..	40,831	47,801	73,001	73,001
Yatpool .. ..	..	..	..	..	23,318	23,927	31,358
Merbein .. ..	..	..	..	..	..	25,919	25,926
Llanely .. ..	..	..	..	20,086	..	38,568	38,568
Arnold .. ..	..	..	..	..	..	25,693	25,693
Tiega .. ..	..	..	..	..	23,261	33,835	33,835

## APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1936, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Galah .. ..	..	..	22,463	37,367	54,071	49,209	121,512
Walpeup .. ..	53,959	69,276	32,775	75,249	141,945	84,141	148,171
Torrita .. ..	20,915	..	21,224	27,083	42,244	57,373	65,934
Underboot .. ..	38,900	32,502	30,312	57,857	109,377	76,498	136,889
Linga .. ..	32,744	..	24,613	35,308	51,732	59,882	78,264
Boinka .. ..	24,423	..	..	21,818	32,574	60,615	60,615
Tutye .. ..	24,186	..	31,139	26,171	47,409	57,623	57,623
Cowangie .. ..	23,028	25,919	43,426	56,998	75,774	91,842	108,483
Danyo .. ..	..	..	..	25,448	37,959	51,329	69,443
Murrayville .. ..	24,114	34,711	41,340	58,472	86,436	83,756	158,807
Carina .. ..	29,595	30,242	34,010	49,243	63,854	64,946	111,282
Panitya .. ..	34,090	56,218	57,310	75,871	89,811	101,074	101,074
Benetook .. ..	..	..	..	..	28,108	29,209	29,209
Pirlta .. ..	..	..	..	29,378	36,990	62,139	62,139
Merrinee .. ..	..	..	21,956	72,037	83,908	108,371	108,371
Karawinna .. ..	..	..	25,276	89,352	79,994	147,777	147,777
Werrimull .. ..	..	..	38,009	105,314	112,352	121,055	121,055
Bambill .. ..	..	..	26,115	69,833	49,725	66,790	69,833
Yarrara .. ..	..	..	29,674	55,150	54,089	65,616	65,616
Meringur .. ..	..	..	38,471	72,682	57,386	108,042	108,042
Karween .. ..	..	..	21,864	60,852	47,017	28,203	60,852
Morkalla .. ..	..	..	..	39,530	43,477	..	43,477
Derby .. ..	..	..	..	..	..	..	33,521
Leichardt .. ..	..	..	..	..	..	23,278	27,288
*Bridgewater .. ..	37,240	164,455	47,776	33,397	20,776	..	*164,455
Kurting .. ..	..	..	..	..	..	26,688	34,063
Korong Vale .. ..	24,715	..	20,099	..	..	33,151	66,230
Wychitella .. ..	63,518	24,008	60,822	27,043	56,542	39,761	76,530
Buckrabanyule .. ..	38,862	31,247	43,447	27,138	38,261	35,606	88,208
Barrakee .. ..	51,043	32,664	36,509	23,932	36,879	47,216	92,556
Charlton .. ..	62,047	48,742	51,226	20,792	90,118	59,753	237,678
Teddywaddy .. ..	20,855	..	24,730	25,411	22,168	..	60,422
Glenloth .. ..	47,966	31,420	44,134	56,231	61,690	..	83,927
Wycheproof .. ..	157,500	69,191	104,227	110,518	207,984	22,899	207,984
Dumosa .. ..	66,804	26,268	66,699	81,065	123,291	..	123,291
Nullawil .. ..	67,810	38,625	59,482	80,885	110,524	24,740	110,524
Warne .. ..	32,633	..	29,225	44,816	55,726	..	55,726
Culgoa .. ..	66,492	40,683	89,697	97,535	151,606	44,472	152,048
Berriwillcock .. ..	101,112	90,303	110,529	116,858	188,994	72,153	188,994
Boigbeat .. ..	25,517	24,602	29,741	40,506	63,599	36,019	63,599
Sea Lake .. ..	80,870	55,876	86,086	96,372	170,367	112,231	170,367
Ninda .. ..	32,926	..	..	28,835	44,839	43,312	47,399
Nyarrin .. ..	..	..	22,422	28,680	60,448	83,631	83,631
Nandaly .. ..	..	..	..	23,135	52,091	49,061	58,610
Pier Millan .. ..	..	..	..	..	33,287	42,478	42,478
Mittyack .. ..	..	..	..	25,896	48,790	69,086	69,086
Leitpar .. ..	..	..	..	..	..	42,948	42,948
Kulwin .. ..	21,511	..	20,000	29,053	67,650	71,982	71,982
Wedderburn .. ..	43,478	23,098	..	22,998	28,622	83,267	86,790
Borong .. ..	31,150	..	..	32,090	26,912	59,727	77,154

\* Includes wheat reloaded at Bridgewater because of the destruction by fire, in October, 1934, of the mill of the Water and Kerang United Roller Mills Ltd.

## APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1936, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Mysia .. ..	..	..	..	21,263	..	26,854	46,774
Boort .. ..	54,319	64,095	81,559	31,839	108,473	44,228	125,960
Barraport .. ..	60,420	41,771	97,676	93,859	89,088	55,666	128,687
Gredgwin .. ..	42,999	..	38,515	35,981	28,084	..	45,869
Oakvale .. ..	24,427	..	42,967	32,954	33,539	30,140	56,528
Quambatook .. ..	54,531	108,287	105,580	122,502	130,034	84,528	157,217
Cannic .. ..	42,885	38,478	55,051	64,706	111,507	54,132	111,507
Lalbert .. ..	58,928	38,525	77,982	110,629	190,023	107,371	190,023
Meatian .. ..	65,504	52,798	92,766	71,760	119,558	85,021	119,558
Ultima .. ..	70,478	65,391	76,550	104,982	137,492	166,041	168,709
Gowanford .. ..	27,046	..	23,727	47,151	57,669	58,718	58,718
Waitchie .. ..	39,229	31,569	33,460	59,389	122,339	81,901	126,827
Chillingollah .. ..	22,708	..	21,547	29,788	58,282	77,774	99,303
Chinkapook .. ..	27,292	32,970	34,712	59,947	86,826	85,562	87,172
Cocamba .. ..	..	..	..	28,123	33,422	37,504	62,996
Manangatang .. ..	24,706	37,174	..	45,204	105,536	54,677	105,536
Bolton .. ..	..	..	..	20,900	33,932	44,454	44,454
Koimbo .. ..	..	..	..	..	..	..	20,149
Annuello .. ..	..	..	..	35,953	56,160	99,113	99,113
Bannerton .. ..	..	..	..	36,492	40,919	53,199	53,199
Robinvale .. ..	..	..	..	..	..	20,507	20,507
Kaywood .. ..	26,703	..	..	25,501	..	47,910	77,555
Tandarra .. ..	28,708	21,828	29,192	36,128	..	68,438	78,426
Dingee .. ..	..	..	..	20,062	..	49,720	98,007
Prairie .. ..	24,093	..	..	27,825	22,889	42,839	94,229
Mitiamo .. ..	21,835	..	25,278	31,693	25,042	31,166	114,645
Mologa .. ..	..	..	..	..	..	..	59,542
Pyramid .. ..	..	..	20,247	21,261	22,743	..	61,768
Kerang .. ..	28,975	..	46,216	48,850	54,230	..	89,314
Mystic Park .. ..	22,237	..	..	44,576	49,229	48,058	56,074
Lake Boga .. ..	21,873	..	24,540	36,145	74,356	21,919	92,564
Pental .. ..	..	..	..	24,978	25,557	26,795	28,935
Swan Hill .. ..	..	..	..	34,769	43,065	..	158,641
Woorinen .. ..	..	..	..	27,370	33,087	28,873	39,611
Pira .. ..	23,177	27,668	..	49,874	62,938	69,575	69,575
Nyahwest .. ..	21,009	..	20,000	52,038	57,858	43,980	65,001
Miralie .. ..	..	..	..	24,952	33,683	28,948	39,397
Piangil .. ..	28,101	38,928	..	50,444	95,037	37,707	95,037
Natya .. ..	..	..	..	..	30,754	34,767	44,586
Kooloonong .. ..	..	..	..	22,277	35,410	45,447	62,090
Koorkab .. ..	..	..	..	..	..	22,070	22,070
Yungera .. ..	..	..	..	..	..	22,927	22,927
Hunter .. ..	35,057	..	32,849	47,990	..	59,508	59,508
Warragamba .. ..	22,993	..	21,902	33,859	..	21,121	49,758
McColl .. ..	..	..	..	..	..	..	40,043
Lockington .. ..	..	..	..	..	..	..	53,435
Kotta .. ..	..	..	20,815	20,020	..	..	61,370
Roslynmead .. ..	..	..	..	..	..	..	32,703
Bunnaloo .. ..	..	..	..	..	32,572	..	73,709
Womboota .. ..	..	..	..	..	23,290	..	25,485



## APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT  
HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1936,  
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Tantonan .. ..	..	..	..	25,109	..	..	25,109
Caldwell .. ..	..	..	..	20,163	22,759	..	22,759
Lara .. ..	..	..	..	..	..	21,092	21,092
Glenorchy .. ..	..	..	20,380	..	..	36,032	72,183
Lubeck .. ..	61,130	37,553	44,658	42,552	60,098	58,245	110,831
Murtoa .. ..	30,131	44,648	47,788	..	36,507	33,866	48,028
Jung .. ..	171,831	142,647	74,360	160,614	150,585	123,339	247,347
Doon .. ..	128,240	147,738	83,088	124,521	167,943	101,647	167,943
Horsham .. ..	105,080	31,074	30,958	..	57,754	22,089	105,080
Dahlen .. ..	27,473	45,674	21,916	35,445	23,022	28,103	45,674
Pimpinio .. ..	72,532	93,406	64,956	97,014	91,540	123,563	136,430
Wail .. ..	130,400	144,722	92,638	116,607	181,863	150,328	248,147
Dimboola .. ..	110,650	165,833	72,920	98,542	120,459	169,761	169,761
Gerang Gerung .. ..	92,265	64,532	53,790	58,463	130,111	66,972	130,111
Kiata .. ..	32,537	39,385	28,717	31,502	56,921	47,436	96,784
Salisbury .. ..	28,532	37,035	..	55,060	30,274	45,135	57,370
Nhill .. ..	26,447	..	..	26,602	94,457	67,501	94,457
Tarranginnie .. ..	36,160	54,921	43,556	46,468	36,961	86,144	86,144
Diapur .. ..	31,580	27,126	28,654	22,218	28,992	50,023	74,611
Miram .. ..	60,349	82,168	58,731	93,596	91,626	137,749	137,749
Kaniva .. ..	79,725	91,692	34,541	130,709	81,277	95,976	130,709
Lillimur .. ..	54,445	95,046	56,864	98,846	64,920	140,884	140,884
Serviceton .. ..	37,626	92,870	31,137	74,201	56,027	69,719	92,870
Parwan .. ..	..	..	..	..	..	24,635	27,025
Cressy .. ..	..	..	..	..	..	23,019	23,019
Berrybank .. ..	..	..	..	..	..	39,701	39,701
Gnarkeet .. ..	..	..	..	..	..	40,466	40,466
Lismore .. ..	..	..	..	..	..	56,810	56,810
Vite Vite .. ..	..	..	..	..	..	23,255	23,255
Westmere .. ..	..	50,753	32,684	34,452	41,814	139,597	139,597
Mininera .. ..	..	..	..	..	..	57,783	87,584
Tatyoan .. ..	..	..	..	..	26,538	91,990	91,990
Werneth .. ..	..	..	..	..	..	21,237	21,237
Skipton .. ..	..	..	..	..	..	80,293	80,293
Maroona .. ..	..	..	..	..	..	33,869	33,869
Calvert .. ..	..	..	..	..	..	24,617	24,617
Willaura .. ..	20,000	66,807	22,768	23,430	36,781	120,202	120,202
Stavely .. ..	..	..	..	..	..	45,162	57,173
Jackson .. ..	50,644	50,424	..	37,290	27,216	50,511	50,644
Rupanyup .. ..	57,651	27,321	33,211	32,870	67,273	67,766	96,998
Burrum .. ..	157,786	78,751	42,268	75,495	87,771	52,949	157,786
Banyena .. ..	72,266	64,565	49,935	79,063	139,643	..	139,643
Marnoo .. ..	83,089	74,182	27,556	84,152	120,129	46,766	202,512
Bolangum .. ..	39,096	40,632	35,643	45,865	54,288	54,275	54,288
Coromby .. ..	46,654	56,950	41,251	56,099	64,709	58,373	114,877
Minyip .. ..	220,598	219,423	143,473	124,719	320,967	40,523	321,140
Nullan .. ..	55,332	50,083	26,403	52,746	51,444	42,112	100,864
Sheephills .. ..	150,973	171,284	113,886	136,726	238,441	33,658	245,792
Mellis .. ..	28,915	..	35,506	33,623	27,015	25,275	51,441
Warracknabeal .. ..	110,172	116,601	73,004	44,583	154,424	34,792	188,401

## APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT  
HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1936  
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Batchica .. ..	52,432	..	45,339	49,657	46,500	33,255	52,432
Lah .. ..	95,370	83,704	107,008	55,712	167,188	..	167,188
Brim .. ..	106,280	149,998	87,223	115,954	232,663	37,162	232,663
Galaquil .. ..	68,078	62,892	65,973	88,325	133,263	..	133,263
Beulah .. ..	108,264	123,012	160,994	72,895	217,713	42,487	217,713
Rosebery .. ..	39,297	54,850	77,943	78,651	139,618	..	139,618
Goyura .. ..	24,021	..	35,662	33,487	40,054	20,679	40,054
Hopetoun .. ..	100,586	67,288	97,780	93,706	228,519	43,941	228,519
Burroin .. ..	..	..	..	21,597	26,102	..	26,102
Patchewollock ..	41,538	50,091	65,802	47,311	106,624	60,084	106,624
Remlaw .. ..	..	38,784	20,000	29,202	21,511	28,141	45,221
Vectis .. ..	28,346	52,549	..	33,702	44,477	42,033	65,729
Noradjuha .. ..	..	..	..	..	..	..	23,806
Natimuk .. ..	82,477	49,306	50,314	45,361	55,590	87,476	128,704
Arapiles .. ..	..	33,429	..	..	..	..	33,429
Mitre .. ..	..	..	..	..	..	..	29,471
Gymbowen .. ..	..	..	..	..	..	24,724	27,148
Goroke .. ..	..	..	..	..	..	27,568	38,003
Mortat .. ..	..	..	..	..	..	..	26,732
Carpolac .. ..	..	..	..	..	..	24,817	24,817
Arkona .. ..	46,608	30,727	31,916	25,802	36,805	55,023	64,313
Antwerp .. ..	69,198	74,968	20,692	97,971	140,809	97,721	140,809
Tarranyurk .. ..	74,243	68,001	48,625	76,594	168,294	71,314	168,294
Jeparit .. ..	62,259	61,829	57,375	38,729	98,193	89,500	114,859
Ellam .. ..	60,160	52,283	55,267	53,042	96,226	69,165	96,539
Pullut .. ..	24,135	73,896	51,768	45,389	77,865	64,306	110,489
Rainbow .. ..	64,170	71,319	99,053	65,930	159,514	132,225	188,258
Albacutya .. ..	23,599	24,700	30,285	39,755	46,755	34,706	54,414
Yaapeet .. ..	40,500	48,556	51,937	82,036	94,406	66,393	116,830
Detpa .. ..	66,327	64,857	36,792	66,199	94,060	91,964	94,060
Lorquon .. ..	64,859	82,066	46,268	54,595	126,659	97,851	126,659
Netherby .. ..	66,128	74,941	50,669	45,243	116,022	107,783	116,022
Yanac .. ..	114,917	131,531	58,660	112,802	102,270	214,779	214,779
Wangaratta .. ..	..	..	..	..	..	..	34,319
Bowser .. ..	..	..	..	..	..	..	33,049
Springhurst .. ..	28,423	22,134	..	..	..	43,045	44,664
Barnawartha .. ..	..	..	..	..	..	23,491	23,491
Arcadia .. ..	..	..	..	..	..	29,829	29,829
Toolamba .. ..	..	..	..	..	..	25,273	25,273
Mooroopna .. ..	..	..	..	..	..	..	22,672
Shepparton .. ..	..	..	..	..	..	..	55,382
Congupna .. ..	23,648	..	26,224	27,292	..	..	51,359
Tallygaroopna ..	57,574	28,029	42,302	38,114	25,965	63,192	105,322
Wunghnu .. ..	36,910	45,773	31,770	41,132	51,367	24,031	66,295
Numurkah .. ..	58,250	36,556	40,443	30,690	45,540	51,352	63,964
Katunga .. ..	97,905	72,277	40,883	63,276	83,288	58,905	100,921
Strathmerton ..	35,379	20,346	20,403	23,956	38,186	..	75,204
Yarrowweyah ..	27,689	..	20,000	22,301	20,164	..	39,485
Cobram .. ..	141,140	70,302	82,061	110,651	94,679	74,141	141,140
Colbinabbinn ..	64,703	50,257	44,091	51,765	69,747	55,791	119,851

## APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1936, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Girgarre .. ..	..	..	..	..	..	..	30,309
Tatura .. ..	..	..	..	..	..	26,409	26,409
Merrigum .. ..	..	..	..	..	..	..	78,609
Kyabram .. ..	20,148	..	..	..	..	..	93,653
Pine Lodge .. ..	34,881	28,994	36,457	40,493	25,890	84,905	84,905
Cosgrove .. ..	51,810	43,316	37,260	48,664	31,415	58,893	87,552
Dookie .. ..	37,322	44,941	40,236	26,859	28,913	55,061	55,061
Yabba South .. ..	..	..	30,575	26,770	..	21,413	30,575
Yabba North .. ..	42,837	24,167	26,762	39,757	25,292	26,273	65,685
Youanmite .. ..	53,568	31,789	31,654	39,304	32,215	25,210	61,898
Katamatite .. ..	106,338	81,226	82,661	94,826	61,184	105,423	137,960
Waaia .. ..	101,127	39,122	56,774	60,700	67,098	29,247	104,714
Nathalia .. ..	67,787	66,423	81,675	82,842	87,115	55,840	176,082
Picola .. ..	80,223	33,668	61,132	75,958	59,451	32,646	121,601
Mywee .. ..	20,000	..	..	..	..	..	20,495
Tocumwal .. ..	90,145	68,265	..	33,032	..	..	90,145
Goorambat .. ..	39,156	25,701	32,099	34,177	21,042	74,034	74,034
Devenish .. ..	39,351	42,028	33,354	43,140	40,221	54,634	85,002
St. James .. ..	61,491	45,751	56,789	33,367	65,056	77,283	101,327
Tungamah .. ..	60,865	35,708	56,884	50,777	52,680	62,549	81,229
Telford .. ..	60,912	40,372	51,469	67,840	36,369	59,792	103,129
Yarrawonga .. ..	77,725	56,025	51,844	58,172	37,223	59,058	359,643
Mulwala .. ..	..	..	30,184	24,737	..	27,920	30,184
Sloane .. ..	59,161	20,197	34,590	57,922	27,125	48,950	59,161
Warragoon .. ..	78,806	35,223	36,921	78,521	43,090	72,568	78,806
Rennie .. ..	127,275	69,376	52,743	107,647	67,147	125,269	127,275
Sangar .. ..	115,143	33,750	54,272	88,829	45,008	35,032	115,143
Wangamong .. ..	68,239	..	30,074	45,287	..	22,270	68,239
Oaklands .. ..	193,475	92,470	47,639	125,360	67,971	..	193,475
Peechelba .. ..	27,783	23,103	30,058	..	..	44,395	44,395
Rutherglen .. ..	30,296	..	32,518	34,704	..	44,644	53,736
Wahgunyah .. ..	32,903	..	21,245	20,086	..	73,140	104,213
Kilmany .. ..	..	..	..	..	21,498	21,984	35,682
Other Stations .. ..	1,541,380	1,348,969	2,212,907	1,845,162	529,912	1,563,502	..
<b>TOTALS</b> .. ..	<b>11,748,878</b>	<b>9,608,060</b>	<b>10,638,640</b>	<b>13,028,628</b>	<b>15,619,699</b>	<b>14,601,317</b>	<b>..</b>

APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.		Outwards.			Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.		Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 1.</i>																	
MELBOURNE—Spencer-street, Country .. .. .	1,082,670	£ 382,456 s. 4 d. 11	£ 139,551 s. 5 d. 9	651,284	£ 1,201,037 s. 5 d. 5	461,923	851,467	98	254	533	556	99	1,366	684	2,626		
Spencer-street, Suburban .. .. .	1,129,774	27,744 18 1	.. .. .	.. .. .	193,322 10 8	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
MELBOURNE—Tourist Bureau, Country .. .. .	233,930	193,322 10 8	.. .. .	.. .. .	1,296	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Tourist Bureau, Suburban .. .. .	355,639	68,367 11 8	58,162 9 8	.. .. .	9,370,801	193,119 0 10	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
MELBOURNE—Flinders-street, Country .. .. .	68,579	6,993 4 7	.. .. .	.. .. .	68,579	6,993 4 7	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Flinders-street, Suburban .. .. .	1,597,242	30,720 11 4	.. .. .	.. .. .	1,597,242	30,720 11 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
MELBOURNE—Prince's-Bridge, Country .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Prince's-Bridge, Suburban .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Total—Country .. .. .	1,730,818	651,129 11 10	197,713 15 5	651,284 16 8	1,751,756 10 5	461,923	851,467	98	254	533	556	99	1,366	684	2,626		
Suburban .. .. .	12,099,113	261,628 6 6	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
<i>Section No. 2.—MELBOURNE-DENLIQUIN LINE.</i>																	
North Melbourne .. .. .	699,252	9,302 5 10	949 13 4	.. .. .	10,251 19 2	.. .. .	61	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Arden-street .. .. .	.. .. .	.. .. .	.. .. .	5,741 2 2	5,741 2 2	24,504	86,364	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Middle Footscray .. .. .	899,373	5,764 17 4	38 11 1	.. .. .	5,803 8 5	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
West Footscray .. .. .	753,110	10,979 18 6	518 18 5	12,625 13 11	24,424 10 10	28,296	58,957	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Tottenham .. .. .	97,309	1,502 9 8	33 18 3	.. .. .	1,586 7 11	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
White City .. .. .	2,202	61 6 1	.. .. .	.. .. .	61 6 1	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Sunshine .. .. .	608,048	15,810 0 9	1,874 7 2	15,105 10 3	32,789 18 2	8,541	31,407	.. .. .	1	2	.. .. .	77	2	16	.. .. .	.. .. .	.. .. .
Albion .. .. .	125,949	2,859 8 6	41 7 3	.. .. .	2,800 15 9	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Albion Stone Siding .. .. .	.. .. .	.. .. .	.. .. .	628 13 1	628 13 1	2,077	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Darling's Siding .. .. .	.. .. .	.. .. .	.. .. .	7,277 1 7	7,277 1 7	38,490	42,888	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
St. Albans .. .. .	113,522	2,341 2 2	46 1 7	130 16 9	2,518 0 6	527	499	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Sydenham .. .. .	1,752	87 13 1	29 1 0	561 19 11	678 14 0	1,640	899	60	.. .. .	2	.. .. .	103	35	9	.. .. .	.. .. .	
Digger's Rest .. .. .	6,793	405 1 3	73 5 9	1,799 7 6	2,277 14 6	6,992	945	77	.. .. .	.. .. .	.. .. .	79	16	10	.. .. .	.. .. .	
Sunbury .. .. .	35,900	2,389 1 7	148 12 11	1,432 1 8	3,969 16 2	2,464	3,407	173	188	29	5	161	43	22	.. .. .	.. .. .	
Naughton's Siding .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	5	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Clarkefield .. .. .	4,409	331 10 10	25 0 10	860 15 5	1,217 7 1	449	492	158	126	4	.. .. .	169	19	8	.. .. .	.. .. .	
Riddell .. .. .	3,450	468 1 4	49 13 3	468 4 7	985 19 2	775	505	97	14	8	.. .. .	32	20	13	.. .. .	.. .. .	
Gisborne .. .. .	4,373	518 10 11	84 16 11	627 0 11	1,230 8 9	617	970	108	29	1	.. .. .	58	24	7	.. .. .	.. .. .	
Macedon .. .. .	9,588	1,437 16 8	164 11 11	581 8 8	2,183 17 3	1,287	1,113	.. .. .	1	7	.. .. .	41	5	5	.. .. .	.. .. .	
Woodend .. .. .	17,272	2,405 6 6	191 3 1	2,018 8 10	4,614 18 5	3,974	2,153	72	20	5	.. .. .	61	16	22	.. .. .	.. .. .	
Carlsruhe .. .. .	3,182	100 12 2	8 7 8	303 13 10	412 13 8	495	125	19	11	10	.. .. .	6	.. .. .	15	.. .. .	.. .. .	
Kyneton .. .. .	22,696	4,041 14 8	478 6 1	8,222 13 4	12,742 14 1	10,551	12,817	762	264	6	.. .. .	631	108	60	.. .. .	.. .. .	
Redesdale Junction .. .. .	238	37 11 4	1 5 10	67 1 4	105 18 6	.. .. .	164	.. .. .	.. .. .	3	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Malmesbury .. .. .	4,582	606 3 6	46 7 1	670 17 0	1,323 7 7	632	652	81	18	.. .. .	1	114	48	6	.. .. .	.. .. .	
Taradale .. .. .	3,035	355 14 7	24 2 3	119 1 10	498 18 8	421	49	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Bipphinstone .. .. .	3,273	366 16 8	33 12 5	1,052 17 1	1,453 6 2	845	1,107	63	21	3	2	108	7	3	.. .. .	.. .. .	
Chewton .. .. .	3,147	456 10 2	29 4 11	128 12 0	614 7 1	144	337	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Castlemaine .. .. .	41,299	8,127 14 2	655 15 3	4,440 17 8	13,224 7 1	3,002	14,013	33	26	8	.. .. .	125	40	9	.. .. .	.. .. .	
Harcourt .. .. .	8,138	767 10 9	135 7 5	8,124 11 11	9,027 10 1	10,856	2,780	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Havenswood .. .. .	414	64 19 4	24 4 11	265 4 8	354 8 11	242	518	15	1	.. .. .	.. .. .	5	.. .. .	.. .. .	.. .. .	.. .. .	



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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.																		
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.														
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.														
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.											
£ s. d.		£ s. d.		£ s. d.		£ s. d.																				
<i>Section No. 7.—CASTLEMAINE-YELTA LINE—continued.</i>																										
Joyce's Creek .. .. .	647	53 7 1	2 16 6	1,090 17 0	1,147 0 7	1,848	167	..	..	1	6	..	6	..	..	..	..	..	..							
Moolort .. .. .	251	74 10 0	6 2 9	3,059 18 5	3,140 11 2	5,422	611	92	1	..	..	..	6	..	..	..	5	..	..							
State Rivers and Water Supply Siding .. .. .	..	..	3 8 8	1,031 9 9	1,034 18 5	1,852	16	..	..	..	..	..	..	..	..	..	..	..	..							
Carlsbrook .. .. .	1,478	289 18 7	65 8 11	11,928 2 0	12,283 9 6	13,752	795	182	86	10	33	54	22	16	..	..	..	..	4							
Maryborough .. .. .	15,109	4,743 11 6	622 16 4	11,637 15 6	17,004 3 4	18,964	16,345	11	16	22	1	30	37	42	..	..	..	..	1							
Simson .. .. .	104	8 16 4	..	0 2 8	8 19 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..							
Havelock .. .. .	87	5 13 5	1 3 4	1,982 4 7	1,989 1 4	4,052	..	..	..	..	..	..	..	..	..	..	..	..	..							
Bet Bet .. .. .	530	83 1 11	9 18 10	2,263 16 1	2,356 11 10	5,175	371	..	..	..	..	..	..	..	..	..	..	..	..							
Dunolly .. .. .	3,631	901 5 1	83 11 0	9,111 12 3	10,096 8 4	13,517	1,586	17	2	7	..	15	2	3	..	..	..	..	..							
Goldsborough .. .. .	444	87 18 3	5 7 4	943 19 0	1,037 4 7	1,783	176	..	..	1	..	..	1	..	..	..	..	..	..							
Bealliba .. .. .	1,905	571 19 9	53 18 0	9,987 7 1	10,615 4 10	18,072	912	56	10	2	..	7	5	..	..	..	..	..	..							
Maffesioni's Siding .. .. .	..	..	..	825 1 10	825 1 10	1,601	50	..	..	..	..	..	1	..	..	..	..	..	..							
Rmu .. .. .	444	124 9 3	14 0 5	3,261 16 0	3,400 5 8	5,817	312	2	..	2	..	..	1	3	..	..	..	..	..							
Carapooce .. .. .	385	117 14 4	5 9 10	2,293 18 0	2,417 2 2	3,722	191	..	..	2	..	5	1	2	..	..	..	..	..							
St. Arnaud .. .. .	7,270	3,823 17 1	387 12 0	21,297 13 9	25,509 2 10	32,058	14,732	391	56	13	..	10	21	14	..	..	..	..	2							
Sutherland .. .. .	285	79 7 0	6 7 11	4,336 3 5	4,421 18 4	6,155	464	163	1	1	..	23	..	1	..	..	..	..	..							
Swanwater .. .. .	59	36 15 4	0 8 10	2,889 1 1	2,926 5 3	5,587	336	2	..	2	..	4	..	2	..	..	..	..	..							
Cope Cope .. .. .	375	189 8 8	22 18 11	6,095 0 1	6,307 2 8	8,268	995	117	..	3	..	15	6	8	..	..	..	..	..							
Donald .. .. .	5,213	2,817 19 0	309 10 7	15,542 9 3	18,169 18 10	19,039	7,236	354	90	19	1	250	7	8	..	..	..	..	..							
Buloke .. .. .	57	12 10 9	..	566 2 2	578 12 11	931	96	..	..	..	..	..	13	..	..	..	..	..	..							
Litchfield .. .. .	436	101 1 8	12 2 6	7,953 15 11	8,067 0 1	10,798	1,060	123	..	2	..	10	1	..	..	..	..	..	..							
Massey .. .. .	131	24 19 4	1 6 11	8401 9 7	8,427 15 10	5,457	491	..	..	..	..	5	..	..	..	..	..	..	..							
Watchem .. .. .	2,080	692 2 0	56 10 10	7,143 11 4	7,892 4 2	8,072	1,672	194	26	18	..	38	4	8	..	..	..	..	..							
Morton Plains .. .. .	172	43 12 7	0 5 6	2,194 5 9	2,238 3 10	2,787	270	..	..	..	..	6	..	..	..	..	..	..	..							
Birchip .. .. .	3,429	1,476 5 8	244 2 6	7,424 3 3	9,144 11 5	6,340	3,363	304	36	26	1	365	6	40	..	..	..	..	..							
Karyrie .. .. .	42	14 9 7	..	634 4 10	648 14 5	825	84	8	..	..	..	..	..	..	..	..	..	..	..							
Kinnabulla .. .. .	81	34 3 1	3 6 8	3,753 13 11	3,791 3 8	5,791	584	26	..	..	..	2	..	..	..	..	..	..	..							
Curyo .. .. .	501	192 4 2	21 4 1	2,201 19 4	2,475 7 7	2,492	550	38	9	8	..	65	..	4	..	..	..	..	..							
Watchuppa .. .. .	594	218 18 6	18 18 5	4,397 5 10	4,635 2 9	5,532	731	65	..	..	..	22	..	..	..	..	..	..	..							
Woomelang .. .. .	1,971	769 17 6	113 19 6	5,549 5 8	6,233 2 8	6,562	1,885	60	24	5	..	133	8	2	..	..	..	..	..							
Lascalles .. .. .	795	491 8 2	51 15 9	3,603 0 1	4,145 19 0	3,956	780	87	..	4	1	75	1	5	..	..	..	..	..							
Gama .. .. .	48	35 19 0	18 6	2,651 18 7	2,690 16 1	3,497	385	..	..	..	..	1	..	..	..	..	..	..	..							
Torpey's Siding .. .. .	..	..	..	226 19 3	226 19 3	336	121	..	..	..	..	..	..	..	..	..	..	..	..							
Turriff .. .. .	641	242 16 8	21 9 7	1,684 16 9	1,949 3 0	2,126	444	..	..	..	..	..	..	..	..	..	..	..	..							
Speed .. .. .	1,347	510 14 10	34 15 10	3,572 4 3	4,117 14 11	3,843	619	54	9	9	2	19	9	8	..	..	..	..	1							
Tempy .. .. .	1,823	410 16 7	34 15 6	2,550 14 3	2,996 6 4	2,887	646	37	1	4	..	54	8	..	..	..	..	..	..							
Gypsum Siding .. .. .	67	38 0 3	0 4 1	7,775 11 1	7,813 15 5	8,987	167	..	..	..	..	..	..	..	..	..	..	..	..							
Bronzewing .. .. .	51	37 11 5	1 7 2	1,238 18 1	1,277 16 8	1,551	229	..	..	..	..	..	..	..	..	..	..	..	..							
Nunga .. .. .	24	19 18 6	0 4 9	609 1 8	629 4 11	760	187	..	..	1	..	..	..	..	..	..	..	..	..							
Ouyen .. .. .	3,684	2,861 10 2	361 9 11	5,584 10 3	8,807 10 4	5,720	5,866	167	37	20	..	158	4	14	..	..	..	..	..							
Kiamal .. .. .	129	95 8 6	0 18 3	2,646 14 11	2,743 1 8	3,299	531	..	..	1	..	3	..	..	..	..	..	..	..							
Trinita .. .. .	22	21 12 9	0 6 2	783 14 1	805 13 0	1,008	252	..	..	..	..	2	..	..	..	..	..	..	..							
Hattah .. .. .	90	61 11 6	23 18 9	275 4 6	360 14 9	413	129	3	4	..	..	6	10	..	..	..	..	..	..							
Nowingi .. .. .	51	46 7 1	8 1 11	6,872 2 4	6,926 11 4	7,603	326	2	1	2	..	9	10	1	..	..	..	..	..							
Boonoonar .. .. .	92	70 15 0	3 12 8	77 18 5	152 6 1	80	363	..	..	..	..	22	..	1	..	..	..	..	..							

Carwarp	236	227 18 3	182 10 6	1,491 17 7	1,902 6 6	1,073	1,470	62	43	7	..	47	4	1	..
Yatpool	334	321 10 5	5 16 1	225 6 11	552 13 5	129	99	15	..	1	4	20	41	4	..
Bedcliffs	5,181	6,161 3 9	981 5 5	26,023 6 1	33,165 15 3	16,306	29,654	..	1	7	..	33	13	5	..
Irymple	717	914 7 5	158 12 7	20,219 7 4	21,292 7 4	12,201	9,716	..	4	10	..	1	8	20	..
Mildura	14,345	19,561 18 6	2,165 3 0	23,112 10 4	44,839 11 10	10,822	31,698	691	6	29	8	220	154	16	1
Merbein	442	300 6 1	147 11 5	34,460 18 0	34,908 15 6	19,375	14,033	..	..	..	1	6	11	5	..
Merbein West	8	0 3 9	..	38 18 1	39 1 10	13	195	..	..	..	..	4	1	1	..
Yelta	1	0 0 10	..	2,422 0 2	2,422 1 0	1,253	3,135	..	..	..	..	..	..	..	..
<i>Section No. 8.—MARYBOROUGH—ARARAT LINE.</i>															
Adelaide Lead	57	2 8 3	2 11 5	1 10 4	6 10 0	..	..	..	..	..	..	..	..	..	..
Bung Bong	18	1 6 2	10 8 7	20 18 8	32 13 5	19	63	..	..	..	..	..	..	..	..
Homebush	109	15 13 3	2 6 5	66 18 10	84 18 6	100	74	..	..	..	..	..	..	..	..
Avoca	1,029	250 14 0	68 19 3	3,881 8 8	4,201 1 11	7,972	2,116	80	29	8	..	13	11	5	..
Amphitheatre	449	67 19 1	17 7 10	700 8 1	785 15 0	1,507	489	1	1	..	..	..	..	..	..
Elmhurst	458	84 17 8	18 13 6	619 1 10	722 13 0	384	483	45	30	1	1	6	5	..	..
Everley	38	8 18 11	0 4 1	45 8 3	54 11 3	49	98	..	..	..	..	..	..	..	..
Ben Newis	38	8 16 1	2 7 4	117 2 6	128 5 11	153	53	..	..	..	..	2	1	..	..
Dunneworthy	17	1 8 8	0 1 2	103 0 0	104 9 10	103	57	..	..	1	..	..	..	..	..
Warra-Yadin	..	..	..	155 16 4	155 16 4	199	12	..	..	..	..	..	..	..	..
<i>Section No. 9.—NAVARRE LINE.</i>															
Crowlands	1	0 2 3	0 9 10	591 4 3	591 16 4	999	63	23	1	..	..	1	1	..	..
Joel	1	0 3 4	0 9 2	1,381 14 10	1,382 7 4	2,537	71	..	..	..	..	..	..	..	..
Landsborough	1	0 2 1	5 13 2	2,042 16 10	2,048 12 1	3,321	402	13	3	1	..	1	..	..	..
Tulkara	1	0 1 6	0 11 3	939 9 6	940 2 3	1,578	79	..	..	..	..	..	..	..	..
Navarre	10	3 7 2	4 5 10	6,526 19 1	6,534 12 1	10,647	443	6	..	1	..	22	..	1	..
<i>Section No. 10.—BALLARAT—MARYBOROUGH LINE.</i>															
Selkirk's Siding	..	..	..	6,915 4 0	6,915 4 0	11,275	2,274	13	1	3	..	..	..	1	..
Waubra Junction	411	21 8 3	5 16 3	0 4 7	27 9 1	..	..	..	..	..	..	..	..	..	..
Sulky	284	11 9 9	0 5 11	40 7 2	52 2 10	57	104	..	..	..	..	..	..	..	..
Bald Hills	865	36 2 6	0 1 3	0 1 4	36 5 1	..	..	..	..	..	..	..	..	..	..
Creswick	12,775	974 1 8	65 10 5	1,186 5 1	2,225 17 2	1,334	855	..	1	2	..	..	..	1	..
North Creswick	2,472	227 0 9	16 6 11	529 8 4	772 16 0	972	80	..	..	2	..	..	..	..	..
Tourello	159	14 19 3	2 3 11	1,468 11 5	1,485 14 7	1,851	184	99	9	2	1	39	8	3	..
Clunes	4,459	737 14 10	73 14 8	3,335 10 0	4,146 19 6	4,055	1,354	128	22	5	1	49	11	5	2
Talbot	10,296	724 2 3	50 19 1	1,974 13 1	2,749 14 5	4,969	624	52	13	5	4	7	6	4	..
Daisy Hill	149	11 10 9	0 13 2	0 17 2	13 1 1	..	..	..	..	..	..	..	..	..	..
<i>Section No. 11.—WAUBRA LINE.</i>															
Pisgah	..	..	..	2 2 9	2 2 9	..	1	..	1	..	..	..	..	..	..
Midas	..	..	..	165 7 4	165 7 4	303	105	1	..	..	..	1	..	..	..
Blowhard	1	0 1 6	0 5 1	3,968 2 3	3,968 8 10	6,468	476	7	3	..	..	5	..	..	..
Learmonth	2	0 3 6	1 15 9	2,666 17 10	2,666 17 1	4,123	347	1	..	1	..	..	1	2	..
North Learmonth	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..
Addington	..	..	0 14 6	819 12 2	820 6 8	1,370	61	14	..	..	..	..	..	2	..
Waubra	..	..	12 12 4	5,613 15 9	5,626 8 1	8,063	850	97	34	3	..	..	..	4	..
<i>Section No. 12.—DUNOLLY—INGLEWOOD LINE.</i>															
Painswick	4	1 7 5	..	655 14 4	657 1 9	1,375	10	..	..	..	..	..	..	..	..
Laurie	11	2 9 3	0 4 7	1,831 16 1	1,834 9 11	3,444	63	21	..	..	..	1	..	..	..
Tarnagulla	414	94 15 7	10 2 2	612 16 11	717 14 8	958	555	..	..	..	..	..	..	..	..
Llanelly	147	20 17 4	2 16 5	1,556 6 7	1,580 0 4	3,061	404	..	..	..	..	..	..	..	..
Arnold	187	28 2 5	4 19 10	1,291 13 7	1,324 15 10	1,776	241	79	..	..	..	..	..	..	..
Bullabul	50	3 19 7	0 8 8	28 18 9	33 7 0	48	..	..	..	..	..	..	..	..	..
<i>Section No. 13.—OUYEN—PANITYA LINE.</i>															
Tiega	57	16 7 2	4 1	1,216 4 10	1,232 16 1	1,514	168	..	..	..	..	..	1	..	..
Galah	116	44 1 7	2 18 11	1,899 17 11	1,946 18 5	2,120	351	28	..	2	..	14	..	1	..
Walpeup	877	374 14 2	41 18 3	4,946 13 9	5,363 6 2	5,210	1,466	55	12	3	..	21	2	2	..
Torrita	138	127 13 5	7 16 1	3,048 15 1	3,184 4 7	3,406	441	30	1	..	..	22	..	1	..
Underboo	423	403 16 11	5 4 7	4,503 7 9	4,952 9 3	3,967	1,218	131	34	6	1	34	1	..	..
Linga	151	108 2 8	9 4 6	13,839 13 9	13,957 0 11	14,987	477	26	..	..	..	1	1	..	..
Boinka	110	82 14 6	11 6 5	2,696 6 10	2,790 7 9	3,124	389	14	..	1	..	4	..	..	..
Tutye	122	115 3 6	27 15 1	2,300 15 1	2,443 13 8	2,449	382	26	5	3	..	6	..	1	..
Cowangie	276	224 16 1	61 10 0	3,014 12 7	3,300 18 8	2,894	1,243	28	5	2	..	26	..	..	..
Danyo	71	40 16 10	2 17 9	2,178 11 2	2,222 5 9	2,562	461	8	..	1	1	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.									
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
<i>Section No. 13.—OUYEN-PANITYA LINE—continued.</i>																	
Murrayville .. .. .	492	£ 428 5 2	£ 66 2 7	£ 3,831 3 2	£ 4,325 10 11	3,484	1,653	26	1	2	..	2	5	1	..	..	
Carina .. .. .	15	5 8 5	2 1 1	2,657 3 1	2,664 12 7	2,962	313	15	..	..	..	..	..	..	..	..	
Panitya .. .. .	40	6 14 10	2 0 4	3,044 12 10	3,053 8 0	3,076	663	34	1	..	..	..	..	1	..	..	
<i>Section No. 14.—REDCLIFFS-MOREALLA LINE.</i>																	
Thurla .. .. .	4	0 8 4	5 2 2	22 14 2	28 4 8	20	186	..	..	..	..	..	..	..	..	..	
Benetook .. .. .	29	8 18 8	4 13 11	161 8 6	175 1 1	183	305	10	1	..	..	18	1	..	..	..	
Prita .. .. .	29	4 15 10	4 9 0	254 0 5	263 5 3	206	452	..	..	..	..	52	..	1	..	..	
Morrinee .. .. .	131	67 12 6	7 12 9	1,098 10 2	1,173 15 5	1,396	2,195	80	4	2	1	40	..	2	..	..	
Karrawinna .. .. .	79	32 5 1	9 3 3	1,203 9 8	1,244 18 0	1,286	901	..	..	2	..	11	..	1	..	..	
Werrimul .. .. .	394	378 0 4	18 17 0	2,641 9 5	3,038 6 9	3,700	3,816	28	17	10	2	6	1	6	..	..	
Bambill .. .. .	21	13 14 2	6 8 6	701 14 2	721 16 10	619	746	43	1	8	..	23	1	2	..	..	
Yarrara .. .. .	80	46 11 9	6 5 5	1,054 15 6	1,107 12 8	1,046	1,007	2	..	11	..	3	1	1	..	..	
Meringur .. .. .	227	173 16 2	16 8 7	1,720 18 6	1,911 3 3	1,316	1,316	82	3	15	4	15	..	10	..	..	
Karween .. .. .	56	10 1 10	4 10 10	790 8 1	805 0 9	837	401	11	4	3	..	12	1	..	..	..	
Morkalla .. .. .	56	18 6 7	10 14 6	1,301 3 6	1,330 4 7	1,323	267	16	1	2	..	3	..	..	..	..	
<i>Section No. 15.—BENDIGO-KULWIN LINE</i>																	
California Gully .. .. .	1,258	25 7 4	..	69 7 1	94 14 5	101	3,093	..	..	..	..	..	..	..	..	..	
Eaglehawk .. .. .	2,545	425 8 5	75 16 5	464 13 7	965 18 5	460	2,934	..	..	..	..	..	..	..	..	..	
Marong .. .. .	373	75 16 4	9 5 6	399 5 6	484 7 4	420	448	17	2	1	..	10	1	1	..	..	
Lelchardt .. .. .	70	12 6 5	1 15 6	1,252 7 0	1,266 8 11	2,233	341	37	..	..	..	15	..	..	..	..	
Derby .. .. .	68	15 9 11	4 10 9	2,168 15 7	2,188 16 3	3,612	438	78	1	2	..	35	6	2	..	..	
Bridgewater .. .. .	1,810	279 7 2	49 5 9	12,275 0 2	12,603 13 1	20,520	23,365	182	63	13	..	50	14	8	..	..	
Inglewood .. .. .	1,966	596 4 3	76 17 0	1,454 9 2	2,127 10 5	2,309	1,406	30	2	3	..	18	5	4	..	..	
Kurting .. .. .	115	20 18 5	4 12 7	1,651 5 6	1,676 16 6	3,326	284	22	..	..	..	8	..	..	..	..	
Glenalbyn .. .. .	202	36 4 6	7 18 1	1,130 15 11	1,174 18 6	2,021	923	13	1	..	..	10	..	..	..	..	
Wedderburn Junction .. .. .	435	169 14 4	24 0 4	451 2 2	644 16 10	502	192	35	2	3	..	30	12	1	..	..	
Korong Vale .. .. .	2,632	620 1 6	68 13 4	2,488 2 9	3,176 17 7	3,977	1,010	64	12	2	..	25	7	7	..	..	
Country Roads Board Gravel Siding .. .. .	..	..	..	219 15 2	219 15 2	887	..	..	..	..	..	..	..	..	..	..	
Wychitella .. .. .	131	69 10 9	16 19 8	3,872 2 7	3,958 13 0	5,975	517	79	27	11	..	5	1	8	..	..	
Buckrabyule .. .. .	260	122 3 8	14 9 0	2,610 8 7	2,747 1 3	4,031	336	56	..	2	..	7	1	2	..	..	
Barrakee .. .. .	103	25 10 2	3 5 4	3,205 13 0	3,234 8 6	4,731	398	112	1	..	..	20	2	..	..	..	
Charlton .. .. .	1,366	697 18 3	184 13 5	23,034 6 8	28,916 18 4	31,419	18,779	216	25	5	..	86	6	7	..	..	
Teddywaddy .. .. .	152	22 19 11	2 7 7	1,359 18 6	1,385 6 0	2,019	343	32	..	2	..	5	..	2	..	..	
Glenloth .. .. .	441	111 13 0	13 0 5	3,455 13 10	3,580 7 3	4,472	913	120	19	3	..	13	1	5	..	..	
Fairview .. .. .	1	0 4 10	..	21 4 0	21 4 0	70	16	..	..	..	..	..	..	..	..	..	
Wycheproof .. .. .	843	536 18 7	108 13 10	11,617 14 11	12,263 7 4	13,752	4,681	439	36	13	1	85	9	7	..	..	
Dumosa .. .. .	78	38 11 0	7 19 7	3,933 10 4	4,040 0 11	5,984	1,837	107	1	..	..	7	2	2	..	..	
Nullawil .. .. .	115	76 16 10	20 4 4	4,826 16 8	4,923 17 10	5,975	1,806	129	12	..	..	9	..	4	..	..	
Warne .. .. .	20	18 15 4	..	2,093 6 11	2,112 2 3	2,810	179	22	..	..	..	..	..	..	..	..	
Culgoa .. .. .	167	116 3 10	39 2 8	5,739 13 3	5,894 19 9	6,097	1,326	185	23	8	1	34	4	1	..	..	
Berriwillock .. .. .	196	125 8 11	34 7 3	6,664 2 7	6,823 18 9	8,713	1,528	90	..	3	..	10	1	2	..	..	
Boigbent .. .. .	22	14 7 4	0 9 5	1,373 16 4	1,388 13 1	2,217	203	15	..	..	..	..	..	..	..	..	
Sea Lake .. .. .	869	445 0 7	140 5 11	7,037 4 1	7,622 10 7	8,013	4,690	85	9	6	..	34	1	5	..	..	
Ninda .. .. .	43	13 3 9	1 15 9	3,342 9 3	3,357 9 9	4,790	252	13	..	..	..	..	..	..	..	..	





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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
£ s. d.		£ s. d.	£ s. d.	£ s. d.											
<i>Section No. 18.—EAGLEHAWK-YUNGERRA LINE—continued.</i>															
Miralie .. .. .	91	34 1 9	4 1 10	424 11 8	462 15 3	713	356	..	..	..	..	..	..	..	
Piangli .. .. .	675	436 10 7	107 5 7	4,111 9 3	4,655 5 3	3,546	1,637	151	29	6	..	6	2	..	
Coomimur .. .. .	2	0 5 3	..	551 10 7	551 10 7	808	88	..	..	..	..	..	..	1	
Natya .. .. .	97	31 12 8	4 10 11	2,465 10 4	2,501 13 11	3,417	558	27	1	3	..	8	..	..	
Kooloonong .. .. .	117	87 19 5	17 12 6	2,684 8 9	2,790 0 8	3,611	1,199	60	7	6	..	18	1	3	
Koorcab .. .. .	2	0 8 7	0 3 6	951 8 2	952 0 3	1,256	136	..	..	..	..	..	..	..	
Yungerra .. .. .	83	61 18 3	115 13 1	1,533 2 0	1,710 13 4	1,978	361	5	1	..	..	3	..	..	
<i>Section No. 19.—KERANG-STONY CROSSING LINE.</i>															
Westby .. .. .	52	7 16 9	..	4 18 3	12 15 0	3	9	..	..	..	..	..	..	..	
Myall .. .. .	36	4 0 7	0 1 8	481 0 1	485 2 4	135	208	48	..	..	..	3	1	1	
Murrabit .. .. .	1,074	135 4 0	46 2 7	3,343 17 8	3,545 4 3	2,217	933	62	16	4	..	29	6	3	
Ballbank .. .. .	..	..	..	1,831 19 1	1,831 19 1	2,363	5	..	..	..	..	3	..	..	
Nacurrie .. .. .	..	..	0 7 5	1,868 14 4	1,869 1 9	3,041	76	60	5	1	..	40	..	..	
Wetuppa .. .. .	..	..	3 16 6	415 18 6	419 15 0	338	20	28	11	1	..	..	..	..	
Cooool .. .. .	..	..	..	249 0 3	249 0 3	320	10	3	..	..	..	..	..	..	
Dilparra .. .. .	2	3 2 11	10 1 1	2,073 6 3	2,086 10 3	1,768	136	71	3	5	..	34	..	..	
Tueloga .. .. .	..	..	..	109 14 8	109 14 8	152	..	..	..	..	..	..	..	..	
Stony Crossing .. .. .	2	0 16 1	4 12 6	543 17 7	549 6 2	465	72	26	..	..	..	1	..	..	
<i>Section No. 20.—COHUNA LINE.</i>															
Hunter .. .. .	90	22 1 11	0 0 2	2,104 11 11	2,126 14 0	3,608	297	36	..	..	..	4	1	..	
Warragamba .. .. .	131	30 15 0	0 2 9	1,419 6 3	1,450 4 0	2,138	320	40	9	1	..	6	..	..	
McCull .. .. .	42	16 12 4	..	1,017 13 7	1,034 5 11	841	149	124	..	..	..	13	5	..	
Lockington .. .. .	738	336 16 4	51 13 11	3,473 11 6	3,862 1 9	2,053	2,705	264	100	2	..	61	8	5	
Kotta .. .. .	103	53 12 0	7 2 2	2,067 11 2	2,128 5 4	1,647	555	193	..	..	..	25	..	..	
Roslynmead .. .. .	43	20 13 7	0 16 11	690 13 2	712 3 8	543	120	54	..	..	..	..	..	..	
Patho .. .. .	39	27 2 2	6 2 1	321 12 11	354 17 2	60	99	49	26	..	..	3	3	..	
Gunbower .. .. .	357	190 8 11	54 8 6	3,448 5 5	3,688 2 10	1,457	911	69	100	3	..	26	3	2	
Leitchville .. .. .	612	372 3 4	72 18 6	1,170 11 11	1,615 13 9	274	1,444	25	102	4	..	44	4	4	
Keely .. .. .	73	33 10 7	2 16 6	327 8 10	363 15 11	493	41	..	..	..	..	..	..	..	
Cohuna .. .. .	1,559	889 17 4	103 13 2	3,953 16 6	4,947 7 0	1,241	3,146	83	224	6	..	81	6	2	
<i>Section No. 21.—BALRANALD LINE.</i>															
Benarca .. .. .	10	4 1 0	2 10 4	684 5 7	690 16 11	329	94	114	7	..	..	11	..	1	
Womboota .. .. .	59	19 5 6	3 14 1	4,633 2 1	4,656 1 8	4,570	287	326	65	3	..	50	36	..	
Thyra .. .. .	31	5 18 8	3 19 9	1,144 17 0	1,154 15 5	549	102	164	9	7	..	32	3	..	
Bunnaloo .. .. .	122	20 15 5	6 16 10	3,122 16 8	3,150 8 11	1,735	345	372	34	3	..	114	16	4	
Tantonan .. .. .	48	16 18 0	3 0 4	1,877 1 5	1,896 19 9	2,934	158	57	16	2	..	39	2	..	
Caldwell .. .. .	96	55 16 6	12 5 5	2,302 1 8	2,370 3 7	948	277	262	46	5	..	130	12	1	
Yallakool .. .. .	72	35 10 9	3 12 11	3,999 18 11	4,039 2 7	4,419	65	214	8	1	..	55	2	..	
Wakool .. .. .	285	176 2 5	24 7 1	3,803 11 1	4,004 0 7	2,468	1,873	244	34	5	..	123	21	..	
Burraboi .. .. .	57	39 16 3	1 12 4	1,260 2 4	1,301 10 11	222	1,604	163	10	3	..	58	..	1	
Jimaringle .. .. .	24	14 15 5	2 2 7	1,568 4 7	1,585 2 7	2,139	916	8	..	..	..	..	..	..	

Niemur	129	106 6 0	11 19 5	1,375 6 11	1,493 12 4	1,328	3,860	34	14	2	..	3	..	..	..	..	..	..	..
Dhuragoon	85	48 18 2	4 3 2	5,189 9 11	5,242 11 3	7,471	866	..	..	..	..	1	..	..	..	..	..	..	..
Moulamein	541	392 18 8	104 8 4	3,697 15 0	4,195 2 0	974	1,776	320	46	4	..	135	..	..	..	..	..	..	..
Berambong	1	0 3 1	..	..	0 3 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Perekerton	66	57 4 10	2 7 0	873 13 11	933 5 9	144	138	87	9	1	..	13	..	..	..	..	..	..	..
Moolpa	3	1 13 1	0 7 8	278 5 1	280 5 10	188	34	..	..	..	..	1	..	..	..	..	..	..	..
Impimi	4	0 14 6	1 0 6	1,324 10 7	1,326 5 7	1,335	34	34	4	1	..	6	..	..	..	..	..	..	..
Yangalake	4	6 0 10	1 7 9	744 16 7	752 5 2	88	167	46	22	3	..	33	..	..	..	..	..	..	..
Balranald	282	198 14 10	139 4 2	12,425 16 0	12,763 15 0	7,324	3,148	301	133	19	1	136	..	..	..	..	..	..	..
Section No. 22.—PAISLEY—PORT FAIRY LINE.																			
Paisley	1,830	41 10 4	5 1 6	..	46 11 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oil Refineries Siding	1,009	35 5 3	..	23,056 6 1	23,091 11 4	16,654	841	..	..	..	..	..	..	..	..	..	..	..	..
Galvin	483	9 8 4	..	..	9 8 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Laverton	26,018	766 16 7	34 7 11	2,945 3 5	3,746 7 11	2,232	7,281	..	1	..	..	11	13	5	..	..	..	..	..
Aviation Siding	20,686	812 7 4	..	30 13 4	843 0 8	8	416	..	..	..	..	..	..	..	..	..	..	..	..
Werribee	159,578	6,970 8 8	562 18 9	3,344 5 7	10,877 13 0	5,066	15,888	737	112	169	..	620	95	257	..	..	..	..	..
Manor	4,415	78 13 7	8 13 10	230 3 11	317 11 4	617	77	37	..	..	..	9	..	..	..	..	..	..	..
Little River	6,700	466 4 4	69 2 11	898 11 1	1,433 18 4	1,998	532	148	19	4	..	133	6	6	..	..	..	..	..
Lara	12,737	669 6 2	82 1 3	3,028 19 6	3,780 6 11	3,354	1,359	32	2	4	..	75	36	6	..	..	..	..	..
Corio	11,491	1,655 11 2	56 0 2	58 3 5	1,769 14 9	1	748	..	..	..	..	..	..	..	..	..	..	..	..
Distillers' Siding	..	..	..	604 9 7	604 9 7	956	3,712	..	..	..	..	..	..	..	..	..	..	..	..
Phosphate Siding	..	..	..	49,935 19 7	49,935 19 7	128,350	1,206	..	..	..	..	..	..	..	..	..	..	..	..
North Shore	4,779	309 17 7	12 3 1	..	322 0 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ford's Siding	..	..	..	7,780 16 2	7,780 16 2	4,262	1,493	..	..	..	..	..	..	..	..	..	..	..	..
Corio Quay and Harbor Trust Siding	..	..	..	27,232 5 1	27,232 5 1	70,171	3,836	..	..	..	..	3,662	269	..	..	..	..	..	..
North Geelong	9,078	1,221 3 0	133 17 1	17,258 19 3	18,613 10 4	10,716	22,263	642	313	2	1	1,149	402	3	..	..	..	..	..
Geelong	263,423	45,194 19 7	4,664 2 10	27,062 10 4	76,921 12 9	118,909	120,588	..	2	7	106	58	1	17	73	..	..	..	..
Geelong Pier	..	..	..	20,429 6 9	20,429 6 9	134,519	345,195	..	..	..	..	..	..	..	..	..	..	..	..
South Geelong	4,483	628 17 5	32 1 2	585 13 5	1,296 12 0	858	44,212	..	..	..	..	..	..	..	..	..	..	..	..
Marshall	585	40 16 8	119 9 3	379 5 0	536 10 11	892	428	14	..	..	..	9	12	2	..	..	..	..	..
Grovedale	255	15 18 10	0 18 4	..	16 17 2	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Pettavel	75	10 4 7	2 11 4	242 9 5	255 5 4	525	67	..	..	..	..	..	..	..	..	..	..	..	..
Morial	469	94 14 0	14 12 0	919 11 7	1,028 17 7	1,439	439	83	1	4	..	45	8	8	..	..	..	..	..
Buckley	185	24 4 0	8 7 6	442 11 9	475 3 3	883	134	..	..	..	..	5	..	..	..	..	..	..	..
Winchelsea	1,954	473 9 11	75 3 0	3,989 0 11	4,537 13 10	7,139	1,957	101	74	13	..	51	45	11	..	..	..	..	..
Armytage	143	41 10 4	1 16 8	100 3 7	143 10 7	180	267	..	..	1	..	3	1	..	..	..	..	..	..
Birregurra	2,798	755 19 0	147 8 9	3,279 11 1	4,182 18 10	3,131	2,405	198	168	2	7	60	13	1	..	..	..	..	..
Warncoort	463	119 17 9	13 17 4	515 12 3	654 6 7	853	411	..	..	5	..	2	..	..	..	..	..	..	..
Irrewarra	965	365 13 5	35 0 3	1,143 1 9	1,543 15 5	1,211	195	60	145	11	..	65	15	14	..	..	..	..	..
Colac	21,100	7,026 0 4	803 18 5	10,586 12 4	18,416 11 1	11,350	17,050	140	509	106	274	141	259	85	12	..	..	..	..
Larport	766	94 8 1	13 18 8	786 12 1	894 18 10	1,146	682	14	..	2	..	16	3	3	..	..	..	..	..
Pirron Yallock	1,573	360 5 10	16 3 1	477 2 11	853 11 10	300	1,274	44	25	1	..	16	3	1	..	..	..	..	..
Stoneyford	582	139 5 4	9 1 1	23 1 3	171 7 8	17	383	..	..	..	..	..	..	..	..	..	..	..	..
Pomborneit	680	161 0 8	26 16 2	158 3 0	345 19 10	50	462	16	2	4	7	6	2	2	..	..	..	..	..
Weerite	473	181 13 2	21 9 10	2,809 17 9	3,613 9 9	745	544	111	282	6	..	5	35	7	..	..	..	..	..
Camperdown	12,510	4,826 18 1	470 16 3	7,204 3 5	12,501 17 9	3,959	12,835	251	290	25	88	89	73	33	16	..	..	..	..
Booran	455	174 1 5	9 1 8	1,967 11 1	2,150 14 2	191	890	91	277	1	1	12	122	30	..	..	..	..	..
Terang	10,164	3,545 9 1	350 10 9	10,217 2 2	14,113 2 0	5,295	12,006	185	420	31	108	59	232	39	..	..	..	..	..
Garvoc	1,385	317 14 5	20 13 1	301 8 0	639 15 6	136	1,010	21	4	1	..	24	2	1	..	..	..	..	..
Pannure	846	215 5 7	11 9 9	1,133 5 11	1,369 1 3	868	1,297	..	..	..	..	15	7	1	..	..	..	..	..
Cudgee	480	125 3 6	5 10 1	84 19 0	215 12 7	51	448	..	..	..	..	1	1	1	..	..	..	..	..
Allansford	1,860	587 9 0	55 18 4	2,950 4 6	3,593 11 10	1,347	4,740	21	106	3	..	12	14	4	..	..	..	..	..
Warnambool	61,363	8,654 16 5	1,159 8 2	11,506 19 6	21,321 4 1	12,785	32,397	65	372	34	176	130	63	39	..	..	..	..	..
Warnambool Boat Traffic	..	..	..	1,050 5 1	1,050 5 1	7,707	7,706	..	..	..	..	..	..	..	..	..	..	..	..
Dennington	132	4 18 5	0 1 2	8,570 14 0	8,575 13 7	18,467	22,915	..	..	..	..	..	..	..	..	..	..	..	..
Illova	282	55 16 0	6 12 5	4,579 10 0	4,641 18 5	6,125	1,262	..	..	1	..	..	2	..	..	..	..	..	..
Koroit	2,731	779 0 2	102 12 0	4,136 10 11	5,018 3 1	2,843	4,094	137	148	11	..	38	30	10	..	..	..	..	..
Crossley	88	20 7 5	..	3,377 19 6	3,398 6 11	4,534	435	..	..	..	..	1	..	..	..	..	..	..	..
Kirkstall	49	6 9 7	0 11 5	10 1 6	17 2 6	1	293	..	..	..	..	..	..	..	..	..	..	..	..
Movne	28	8 6 1	0 3 4	6 5 6	14 14 11	6	151	..	..	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.											
	Outwards.			Outwards	Outwards.		Outwards.	Outwards.	Inwards.	Outwards.				Inwards						
	Number of Passenger Journeys.	Revenue.	Revenue.							Revenue.	Tons.	Tons.	Number of Trucks.				Number of Trucks.			
				Sheep.	Cattle.		Horses.	Pigs.	Sheep.				Cattle.	Horses.	Pigs.					
<i>Section No. 22.—PAISLEY-PORT FAIRY LINE—continued.</i>																				
Rosebrook .. .. .	35	£ 9 5 3	..	£ 0 10 8	..	9 15 11	..	164	..	..	..	..	..	..	..	..	..	..	..	
Port Fairy .. .. .	4,056	2,668 10 2	338 19 5	0 750 8 8	9,757 18 3	2,890	6,571	110	28	3	..	..	51	14	4	..	..	..	5	
<i>Section No. 23.—GEE LONG-BALLARAT LINE.</i>																				
Moorabool .. .. .	1,881	76 14 0	5 0 0	224 15 0	396 9 9	260	117	28	..	4	..	..	13	..	7	..	..	..	..	
Gheringhap .. .. .	4,064	67 6 1	4 16 8	76 17 2	118 19 11	106	214	14	..	1	..	..	10	..	1	..	..	..	..	
Bannockburn .. .. .	3,488	344 4 3	23 13 1	578 2 11	946 0 3	1,161	695	24	5	1	..	..	3	1	1	..	..	..	..	
Lethbridge .. .. .	3,700	293 17 6	33 13 0	188 19 2	516 9 8	199	231	47	2	2	..	..	12	1	1	..	..	..	..	
Lethbridge Quarries .. .. .	..	..	..	486 5 1	486 5 1	1,488	..	..	..	..	..	..	..	..	..	..	..	..	..	
Medina Siding .. .. .	..	..	..	10 12 0	10 12 0	66	7	..	..	..	..	..	..	..	..	..	..	..	..	
Meredith .. .. .	1,897	402 14 6	43 3 11	1,489 5 11	1,935 4 4	4,716	878	93	15	6	..	..	8	2	11	..	..	..	..	
Elaine .. .. .	1,641	253 16 9	25 17 3	1,032 1 9	1,311 15 9	3,337	749	33	..	2	..	..	10	1	3	..	..	..	..	
Lal Lal .. .. .	1,781	166 17 10	11 2 9	552 4 3	730 4 10	1,530	226	..	..	..	..	..	2	..	..	..	..	..	..	
Yendon .. .. .	1,093	113 11 7	15 8 5	110 0 5	239 0 5	151	220	12	..	21	..	..	1	9	21	..	..	..	..	
Navigator .. .. .	1,041	53 7 10	0 0 8	..	53 8 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 24.—SUNSHINE-SERVICETON LINE.</i>																				
Leather Cloth Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ardeer .. .. .	..	..	..	4,186 13 5	4,186 13 5	4,783	4,434	..	..	..	..	..	..	..	..	..	..	..	..	..
Deer Park .. .. .	9,184	253 3 0	14 17 6	40 3 11	308 4 5	160	227	..	..	2	..	..	253	..	12	..	..	..	..	..
Rockbank .. .. .	8,856	351 3 4	86 0 4	2,283 18 4	2,721 2 0	9,043	1,895	45	..	5	..	..	77	2	3	..	..	..	..	..
Melton .. .. .	21,317	1,170 19 8	358 13 7	2,510 0 5	4,039 13 8	9,297	1,800	69	41	25	..	..	62	12	29	..	..	..	..	..
Staughton .. .. .	72	5 16 0	..	138 8 9	144 4 9	561	44	..	..	..	..	..	..	..	..	..	..	..	..	..
Farwan .. .. .	2,718	145 11 7	9 16 10	1,733 1 9	1,888 10 2	6,291	272	69	..	..	..	..	40	..	1	..	..	..	..	..
Bacchus Marsh .. .. .	36,740	3,161 0 4	584 12 3	4,584 0 2	8,329 12 9	10,664	7,311	92	160	22	..	..	55	31	10	..	..	..	..	..
Rowley .. .. .	329	30 18 1	10 5 3	2,098 14 3	2,139 17 7	6,049	316	..	..	..	..	..	1	3	1	..	..	..	..	..
Ingliston .. .. .	252	46 11 2	8 5 3	160 4 1	215 0 6	50	113	22	..	..	..	..	3	..	2	..	..	..	..	..
Ballan .. .. .	10,228	1,435 18 7	230 19 4	1,777 9 0	3,444 6 11	1,091	1,799	323	106	14	..	..	152	8	4	..	..	..	..	..
Bradshaw .. .. .	68	8 12 10	1 7 4	2 19 10	13 0 0	4	11	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandello .. .. .	..	..	..	170 7 11	170 7 11	485	186	..	..	..	..	..	..	..	..	..	..	..	..	..
Gordon .. .. .	5,273	763 12 10	33 6 2	1,507 3 0	2,304 2 0	3,411	598	..	..	..	..	..	..	..	..	..	..	..	..	..
Millbrook .. .. .	1,620	154 6 1	5 7 7	644 11 3	804 4 11	820	140	96	13	1	13	..	23	..	3	..	..	..	..	..
Wallace .. .. .	3,435	278 17 6	29 15 11	1,787 14 5	2,096 7 10	2,916	714	31	6	7	..	..	12	1	11	..	..	..	..	..
Bungaroo .. .. .	4,029	541 6 9	51 19 8	4,950 11 9	5,543 18 2	9,241	672	..	..	..	..	..	..	..	1	..	..	..	..	..
Dunns town .. .. .	5,411	239 13 2	4 19 4	847 1 10	1,091 14 4	1,769	811	..	..	..	..	..	11	..	..	..	..	..	..	..
Warrenhelp .. .. .	2,886	162 11 7	10 5 8	52 5 2	225 2 5	94	35	..	..	..	..	..	..	15	3	..	..	..	..	..
Ballarat East .. .. .	9,631	1,426 9 4	374 9 2	1,840 9 10	3,641 8 4	2,979	21,391	..	..	..	..	..	..	..	..	..	..	..	..	..
Ballarat .. .. .	146,260	37,155 16 2	4,831 4 0	46,601 18 7	88,588 19 3	31,257	100,677	1,472	477	263	230	2,824	909	192	509	..	..	..	..	..
North Ballarat .. .. .	692	72 17 4	..	72 17 4	72 17 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
White's Siding .. .. .	..	..	..	786 8 2	786 8 2	1,529	87	..	..	..	..	..	..	..	..	..	..	..	..	..
Wendouree .. .. .	191	69 14 7	..	69 14 7	69 14 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dowling .. .. .	12	1 3 8	..	..	1 3 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Windermere .. .. .	429	53 6 2	29 5 11	2,783 9 8	2,866 1 9	4,963	338	..	..	..	..	..	48	4	2	..	..	..	..	..
Burrumbet .. .. .	1,077	165 1 7	21 7 1	3,985 14 6	4,172 3 2	6,490	772	94	16	3	..	..	37	1	4	..	..	..	..	..
Trawalla .. .. .	503	147 2 5	13 10 2	1,633 11 11	1,794 4 6	2,581	1,125	20	3	2	..	..	4	3	1	..	..	..	..	..
Beanfort .. .. .	6,350	1,756 15 4	281 1 9	3,196 19 9	5,234 16 10	5,300	3,613	157	58	10	2	..	140	32	12	..	..	..	..	..
Middle Creek .. .. .	480	103 10 2	8 11 4	1,342 8 11	1,454 10 5	1,628	383	59	48	..	..	..	5	9	..	..	..	..	..	..

Buangor	945	227 13 6	30 12 4	1,594 8 8	1,642 10 6	2,516	489	38	1	2	28	2	5	..
Dobie	233	40 15 10	5 18 9	89 8 1	127 2 8	80	201	..	..	..	..	..	..	..
Ararat	19,096	6,365 16 11	672 9 6	3,641 9 2	10,879 15 7	2,918	11,947	126	8	26	3	142	58	30
Armstrong	538	51 19 9	5 1 11	60 15 2	117 16 10	145	69	..	..	..	..	1	..	..
Irvine's Siding	..	..	..	372 17 1	372 17 1	318	..	..	..	..	..	..	..	..
Great Western	767	291 19 8	31 10 6	5,216 15 0	5,450 5 2	14,087	655	..	..	..	..	2	1	3
Stawell	24,472	5,740 4 2	595 11 5	12,264 5 9	18,598 1 4	16,874	16,139	85	23	10	..	166	49	17
Deep Lead	144	22 7 3	2 17 10	846 13 7	871 18 3	2,571	41	..	..	..	..	..	..	..
Glenorchy	1,749	420 18 1	75 14 11	4,230 6 2	4,726 19 2	6,200	1,059	42	..	5	..	33	1	0
Wat Wal	268	54 16 10	11 5 1	676 2 8	742 4 7	840	404	..	..	..	..	3	..	..
Lubeck	2,340	253 2 7	29 7 7	4,795 5 0	5,077 15 2	6,371	2,180	155	..	1	..	75	..	4
Ashens	303	13 11 3	..	..	13 11 3	..	..	..	..	..	..	..	..	..
Murtoa	7,892	2,882 13 9	255 15 3	22,769 7 5	25,847 16 5	32,651	30,391	100	26	24	..	70	5	13
Jung ..	996	320 17 4	35 19 9	9,512 18 4	9,869 15 5	14,543	1,973	..	..	7	..	26	1	8
Doon	473	235 17 3	18 5 7	7,661 10 11	7,915 13 9	10,925	2,278	58	3	4	1	102	3	1
Horsham	14,920	7,371 5 8	935 19 0	25,230 19 7	33,538 4 3	33,714	21,143	379	62	71	..	472	29	47
Dahlen Siding	..	..	..	1,282 4 9	1,282 4 9	2,357	200	..	..	..	..	..	..	..
Pimphio	595	62 3 0	15 2 10	4,440 5 2	4,517 11 0	6,287	807	24	..	..	..	2	..	..
Wail ..	185	27 0 0	4 4 1	7,257 5 8	7,288 9 9	10,926	806	..	..	..	..	..	..	..
Dimboola	5,318	2,395 7 0	334 7 4	11,171 19 9	13,901 11 1	13,499	6,297	164	32	22	1	43	18	18
Gerang Gerung	100	35 9 6	7 7 8	5,850 10 8	5,898 7 19	8,201	1,868	..	..	..	..	..	..	..
Kiata	179	59 1 2	9 5 4	2,207 10 8	2,275 17 2	2,787	751	9	..	1	..	15	..	1
Salisbury	68	22 15 4	3 8 6	1,740 10 11	1,766 14 9	2,508	742	3	..	..	..	1	..	..
Nhill ..	4,054	2,758 5 3	292 7 9	12,685 2 10	15,735 15 10	14,480	8,320	212	81	46	..	115	5	29
Tarranginnie	65	3 10 6	5 8 4	2,255 11 3	2,264 19 1	3,231	428	..	..	..	..	..	..	..
Diapur	426	62 15 8	7 19 5	2,298 7 5	2,369 2 6	3,048	388	..	1	..	..	..	1	..
Miram	214	45 16 1	21 0 4	5,067 14 1	5,134 10 6	6,248	994	37	2	5	..	16	1	7
Kaniva	1,721	1,178 3 11	152 15 6	8,011 19 0	9,342 18 5	8,666	4,322	125	17	30	..	87	4	4
Lillimur	95	25 18 7	13 17 0	5,366 16 8	5,406 12 3	6,277	1,032	12	1	1	..	3	1	3
Serviceeton	764	536 8 0	31 16 0	4,123 3 8	4,691 7 8	4,584	1,170	58	6	5	..	19	..	4
Section No. 25.—WILLIAMSTOWN LINE.														
South Kensington	233,422	3,021 11 7	29 1 11	7,132 0 4	10,182 13 10	30,148	68,244	..	..	..	..	..	..	..
Angliss' Siding	..	..	..	3,752 19 6	3,752 19 6	25,425	3,323	..	..	..	..	..	..	..
Footscray	3,267,412	54,991 11 9	1,916 7 11	63,412 3 1	120,320 2 9	120,684	53,040	..	..	..	..	..	..	..
Seddon	1,357,634	19,942 4 7	144 13 7	..	20,086 18 2	..	1	..	..	..	..	..	..	..
Yarraville	1,603,130	24,633 18 9	240 17 1	44,926 14 2	69,801 10 0	92,563	20,888	..	..	..	..	..	..	..
Spotswood	436,132	6,844 5 9	553 8 7	164,277 15 0	171,675 9 4	90,955	23,946	..	..	..	..	..	..	..
Newport	1,631,539	30,717 19 1	398 6 1	6,689 6 7	37,895 11 9	11,350	192,650	..	..	..	..	..	2	1
Austral Meat Siding	..	..	..	1,879 15 11	1,879 15 11	10,879	942	..	..	..	..	..	..	..
North Williamstown	984,448	20,262 8 11	225 0 7	90 0 8	20,577 10 2	706	9,830	..	1	..	4,559	788	1	18
Williamstown Beach	826,046	13,302 17 9	103 11 1	..	13,466 8 10	..	1	..	..	..	..	..	..	..
Williamstown	382,223	3,504 4 4	190 12 4	..	8,694 16 8	..	..	..	..	..	..	..	..	..
Williamstown Pier	10,598	284 14 1	15 10 0	15,361 4 10	15,661 8 11	117,376	248,573	..	..	..	..	..	2	83
Section No. 26.—NEWPORT-SUNSHINE LINE.														
Thomas's Siding	..	..	..	2,499 8 8	2,499 8 8	18,397	27,297	..	..	..	..	..	..	..
McKenzie and Holland's Siding	..	..	..	88 2 1	88 2 1	19	..	..	..	..	..	..	..	..
Texas Co. Ltd. Siding	..	..	..	2,515 17 3	2,515 17 3	1,262	219	..	..	..	..	..	..	..
Brooklyn Pty. Ltd. Siding	..	..	..	341 17 10	341 17 10	1,798	57	..	..	..	..	..	..	..
Jas. Hardie and Co.'s Siding	..	..	..	849 12 11	849 12 11	515	5,434	..	..	..	..	..	..	..
Borthwick's Siding	..	..	..	2,464 3 10	2,464 3 10	15,270	1,837	..	..	..	..	..	..	..
Little Brooklyn Siding	..	..	..	391 1 10	391 1 10	717	1,838	..	..	..	3,416	..	1	..
Prossor's Siding	..	..	..	756 7 9	756 7 9	4,388	1,377	10	..	..	..	825	126	..
Braybrook Pty. Co.'s Siding	..	..	..	6 6 8	6 6 8	30	..	..	..	..	..	..	..	392
Willis' Siding	..	..	..	770 2 1	770 2 1	3,567	14	..	..	..	..	..	..	..
Williams Highfield Siding	..	..	..	743 15 2	743 15 2	3,481	513	..	..	..	..	..	..	..
Melbourne Quarries Siding	..	..	..	758 19 2	758 19 2	3,052	41	..	..	..	..	..	..	..
Stanley Quarries Siding	..	..	..	1,234 18 10	1,234 18 10	5,552	11	..	..	..	..	..	..	..
Commonwealth Quarries Siding	..	..	..	829 12 0	829 12 0	3,835	791	..	..	..	..	..	..	..
Section No. 27.—ALTONA BEACH LINE.														
Seaholme	132,494	2,702 1 5	6 4 3	..	2,708 5 8	..	..	..	..	..	..	..	..	..
Altona Beach	207,740	4,792 18 1	47 15 6	2 6 4	4,842 19 11	1	1,413	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.									
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue		Tons.	Tons.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
<i>Section No. 28.—FYANSFORD LINE.</i>																	
Fyansford .. .. .		£ s. d.	£ s. d.	£ s. d.	£ s. d.												
				81,306 7 10	81,306 7 10	131,888	82,225										
<i>Section No. 29.—QUEENSCLOFF LINE.</i>																	
Cheetham's Salt Siding .. .. .				7,874 14 10	7,874 14 10	13,722	90										
Leopold .. .. .				397 16 11	397 16 11	632	86										
Curlewis .. .. .			0 7 4	134 6 9	134 14 1	285	99										
Drysdale .. .. .	855	87 11 10	2 4 6	835 18 2	925 14 6	1,477	684	3	10	4		3	1	6			
Manuerim .. .. .	2	0 1 8	16 14 1	206 4 4	223 0 1	430	72			8		3		3			
Marcus .. .. .		0 1 8		10 8 4	10 10 0	1	1							1		1	
Queenscliff .. .. .	875	145 13 7	29 5 1	219 18 4	394 17 0	108	2,858										
<i>Section No. 30.—WENSLEYDALE LINE.</i>																	
Layard .. .. .				30 1 9	30 1 9	113	76										
Gherang .. .. .				1,851 0 8	1,851 0 8	7,908	62										
Wormbete .. .. .				240 6 5	240 6 5	1,548	30										
Wensleydale .. .. .				113 15 0	113 15 0	595	30										
<i>Section No. 31.—FORREST LINE.</i>																	
Whoorel .. .. .	32	3 8 10	3 2 11	339 1 2	345 12 11	698	217	1									
Dean Marsh .. .. .	318	37 12 9	13 15 5	1,812 6 8	1,863 14 10	3,547	2,296				4			1		1	
Pennyroyal .. .. .	93	13 8 7	3 9 5	115 6 11	132 15 11	265	178										
Murtoon .. .. .	134	22 5 8	6 5 8	167 9 11	196 1 3	48	220	31	13					11		1	
Barwon .. .. .	641	126 3 4	9 12 2	2,223 12 4	2,359 7 10	3,528	1,184									1	
Gerangamete .. .. .	51	6 14 0	4 5 8	12 1 10	26 1 6	0	838										
Vaugher .. .. .	84	29 11 1	5 0 2	72 7 4	106 18 7	44	1,733	6								1	
Forrest .. .. .	1,550	322 15 0	19 7 7	3,315 4 6	3,657 7 1	5,173	2,541						4		3		
<i>Section No. 32.—CROWES LINE.</i>																	
Elliminyt .. .. .	10	0 4 8			0 4 8		12										
Tulloch .. .. .	6	0 4 8			0 4 8												
Coram .. .. .	64	2 13 7			2 13 7												
Barongarook .. .. .	151	11 2 10	0 11 1	56 10 6	68 4 5	372	24										
Birnam .. .. .	56	6 5 10			6 5 10		12										
Kawarren .. .. .	148	18 5 0	1 2 6	3,178 11 6	3,197 19 0	4,919	213										
Lovat .. .. .	57	6 19 4	0 8 3	100 7 0	107 14 7	395	41						2				
Gallibrand .. .. .	182	26 5 1	6 1 9	920 1 6	952 8 4	2,108	393	3	4			3	2	1			
Banool .. .. .	38	8 14 5	0 17 7	162 8 0	172 0 0	437	27						1				
Wimba .. .. .	27	6 12 3	0 7 8	19 12 11	26 12 10	7	48										
McDevitt .. .. .	17	2 2 2	0 0 8	0 17 2	3 0 1		18										
Dinnont .. .. .	7	0 7 8	0 0 8	148 6 8	148 15 0	302	20							1			
Ditchley .. .. .	9	2 14 5	0 3 1	24 1 0	26 18 6	10	6							11	10		1
Beech Forest .. .. .	976	342 4 1	39 7 2	1,816 5 8	2,197 16 11	2,385	818	3	12	2			23	25	3		
Ferguson .. .. .	23	3 1 7	0 8 9	1,549 11 8	1,553 2 0	2,847	269							4			
Wecaprounah .. .. .	20	1 10 5	0 4 8	227 8 6	229 3 7	376	462			2	1		1	11	1		
Pile Siding .. .. .	9	1 3 4	0 1 1	2,462 11 6	2,463 15 11	3,513	22										
Kincaid .. .. .	2	0 10 0		34 10 10	35 0 10	48	6										
Wyclangfa .. .. .	119	49 17 3	1 16 1	457 18 1	509 11 5	657	918							2			
Pettit's Siding .. .. .	10	2 10 1		20 6 10	22 16 11	28	5										

Stalker	17	5 16 7	0 2 10	2,167 9 10	2,173 9 3	1,867	331	..	..	..	..	..	..	..	..	..	..	..	..
Laver's Hill	71	36 6 11	2 9 9	815 6 9	853 15 11	411	695	3	89	1	4	7	9	2	..	..	..	..	..
Crowes	7	0 0 5	23 11 3	168 16 0	192 10 10	159	1,142	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 33.—ALVIE LINE.</i>																			
Cororooke	118	27 8 11	0 2 4	2,441 15 1	2,472 6 4	4,227	802	..	..	..	..	..	..	..	..	..	..	..	..
Coragulac	100	19 4 6	0 1 10	3,979 18 0	3,999 4 4	7,194	387	..	..	..	..	..	..	..	..	..	..	..	..
Alvie	98	21 3 3	..	1,733 4 2	1,754 7 5	3,057	894	29	6	..	..	5	..	..	..	..	..	..	..
<i>Section No. 34.—TIMBOON LINE.</i>																			
Naroghid	..	..	..	14 15 9	14 15 9	22	191	..	..	..	..	..	..	..	..	..	..	..	..
Cobden	38	61 8 0	38 5 7	3,232 0 2	3,331 13 9	1,980	5,703	19	2	6	24	..	10	1	..	..	..	..	..
Elingamite	1	0 2 3	0 2 3	179 12 9	179 17 3	33	182	31	..	..	..	..	..	..	..	..	..	..	..
Glenfyne	37	2 15 1	0 17 10	209 6 3	212 19 2	1,225	207	..	..	..	..	..	..	..	..	..	..	..	..
Curdie	237	15 12 7	4 6 1	2,564 17 9	2,584 16 5	4,384	189	1	1	..	..	..	..	..	..	..	..	..	..
Timboon	32	2 7 3	39 4 6	1,335 17 0	1,377 8 9	979	4,781	72	13	2	11	35	38	14	..	..	..	..	..
<i>Section No. 35.—MORTLAKE LINE.</i>																			
Mortlake	719	115 18 11	73 7 3	4,160 11 2	4,349 17 4	1,584	6,358	183	101	5	..	33	8	5	..	..	..	..	..
<i>Section No. 36.—KORUIT-HAMILTON LINE.</i>																			
Warrong	..	..	..	9 7 2	9 7 2	16	161	4	..	..	..	2	1	..	..	..	..	..	..
Woolsthorpe	10	1 3 4	0 1 3	641 1 2	642 5 9	249	1,189	93	..	..	..	1	..	2	..	..	..	..	..
Hawkesdale	35	3 7 11	1 2 0	1,647 1 4	1,651 11 3	517	1,945	137	78	1	..	72	7	1	..	..	..	..	..
Milhamite	12	1 16 2	1 8 7	637 2 10	640 7 7	329	607	80	1	..	..	15	..	4	..	..	..	..	..
Purdeet	29	2 2 10	0 2 9	46 7 5	48 13 0	71	1,101	..	..	..	..	..	..	..	..	..	..	..	..
Penshurst	1,753	321 15 5	53 3 0	3,267 2 7	3,642 1 0	1,087	2,979	187	160	3	..	3	4	5	..	..	..	..	..
Tabor	8	0 18 5	0 1 2	429 13 6	430 13 1	723	260	..	..	..	..	..	..	..	..	..	..	..	..
Yatchaw	5	1 4 9	0 2 0	1,558 9 1	1,559 15 10	668	219	89	57	..	..	1	11	1	..	..	..	..	..
<i>Section No. 37.—GHERINGHAP-MAROONA LINE.</i>																			
Murgheboluc	7	0 8 4	..	80 11 0	80 19 4	179	66	..	..	..	..	..	..	..	..	..	..	..	..
Inverleigh	421	66 11 2	34 6 6	1,075 19 7	1,176 17 3	1,630	548	99	46	7	..	39	8	5	..	..	..	..	..
Doroq	28	5 12 9	7 15 4	471 1 7	484 9 8	1,174	375	7	..	..	..	4	..	..	..	..	..	..	..
Wangeel	66	18 7 6	11 8 6	434 16 4	464 12 4	500	524	63	..	1	4	133	..	1	..	..	..	..	..
Poorneet	16	5 7 10	0 11 7	207 12 8	213 12 1	253	110	32	4	1	1	7	2	1	..	..	..	..	..
Duverney	49	12 6 9	3 12 8	1,714 7 4	1,730 6 9	2,981	330	1	..	..	..	2	1	2	..	..	..	..	..
Berrybank	210	74 15 5	23 2 1	2,959 7 6	3,057 5 0	3,680	1,534	224	1	3	8	119	..	6	..	..	..	..	..
Gnarkeet	33	11 3 1	4 6 9	590 12 11	606 2 9	710	572	48	..	..	..	20	1	2	..	..	..	..	..
Lismore	311	133 2 0	54 16 4	3,303 13 7	3,491 12 11	2,741	3,284	291	63	13	..	122	36	10	..	..	..	..	..
Derrinaltum	261	101 6 4	78 0 10	2,574 10 0	2,753 17 2	1,078	3,194	121	126	2	26	84	140	2	9	..	..	..	..
Vite Vite	74	24 7 10	12 10 2	740 12 7	777 10 7	617	1,743	57	..	1	..	18	13	..	..	..	..	..	..
Pura Pura	175	64 15 0	9 13 3	1,117 2 5	1,191 10 8	478	387	88	33	2	1	12	23	..	..	..	..	..	..
Nerrin Nerrin	132	64 16 0	20 9 1	898 10 1	983 15 2	435	650	52	31	6	..	31	9	6	..	..	..	..	..
Westnere	331	115 11 4	52 9 1	5,385 12 7	5,553 13 0	4,712	3,340	304	77	12	3	33	6	6	..	..	..	..	..
Mininera	145	62 12 11	15 14 5	1,360 0 1	1,438 7 5	1,540	1,068	41	..	3	..	7	1	2	..	..	..	..	..
Tatyoan	95	41 1 3	15 9 7	1,560 11 4	1,617 2 2	1,378	1,064	181	1	5	1	25	2	1	..	..	..	..	..
<i>Section No. 38.—BUNINYONG LINE.</i>																			
Eureka	..	..	..	2,569 7 10	2,569 7 10	4,131	4,345	..	..	..	..	..	..	..	..	..	..	..	583
Canadian	..	..	..	2 3 0	2 3 0	2	102	..	..	..	..	..	..	..	..	..	..	..	..
Buninyong	..	..	0 4 1	97 16 11	98 1 0	209	440	..	..	1	..	1	..	3	..	..	..	..	..
<i>Section No. 39.—BALLARAT-IRREWARRA LINE.</i>																			
Cardigan	34	1 4 2	..	0 1 5	1 5 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kopke	108	3 11 5	..	3 11 5	3 11 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Haddon	215	16 4 9	0 15 1	32 17 4	49 17 2	43	216	..	..	..	..	1	1	..	..	..	..	..	..
Nintingbool	65	2 2 1	..	..	2 2 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Smythesdale	1,807	108 0 2	13 17 4	102 16 6	224 14 0	294	238	..	..	..	..	..	..	..	..	..	..	..	..
Scarsdale	1,631	107 14 4	6 9 4	82 7 0	196 10 8	127	125	..	..	..	..	..	..	..	..	..	..	..	..
Newtown	1,949	128 2 8	15 17 11	92 2 2	236 2 9	195	234	7	1	..	..	1	..	..	..	..	..	..	..
Berringa	14	2 5 7	0 8 11	443 12 9	446 7 3	1,976	212	..	..	..	..	..	..	..	..	..	..	..	..
Ilabarook	30	6 3 5	4 15 0	364 9 11	375 8 4	543	267	13	1	..	..	5	4	..	..	..	..	..	..
Rokewood	10	3 16 6	2 1 1	798 4 9	804 2 4	1,248	570	51	12	5	..	16	3	3	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 39.—BALLARAT-IRREWARRA LINE.—continued.</i>															
Werneth .. .. .	1	£ 0 1 6	£ 1 13 0	£ 852 13 11	£ 854 14 5	1,534	493	..	..	1	..	3	..	1	..
Cressy .. .. .	419	151 16 9	32 0 9	2,935 16 10	2,319 14 4	1,577	925	341	117	30	..	59	..	7	26
Barpinba .. .. .	15	2 12 5	1 0 0	489 9 7	493 2 0	675	287	52	1	..	..	2	..	2	2
Beac .. .. .	177	56 0 9	18 13 2	1,719 14 11	1,794 8 10	1,782	2,065	106	14	3	84	4	..	2	2
Ondit .. .. .	128	10 11 10	0 2 2	322 18 9	333 12 9	557	168	..	..	7	..	..	..	5	..
<i>Section No. 40.—NEWTOWN-SKIPTON LINE.</i>															
Happy Valley .. .. .	699	28 4 7	9 3 7	..	28 8 2	..	792	..	17	2	..	..	..	..	..
Linton .. .. .	2,903	223 0 2	21 15 8	1,063 7 9	1,308 3 7	2,662	..	..	..	..	..	..	..	..	..
Pittong .. .. .	..	..	..	598 5 2	598 5 2	790	488	25	4	..	..	..	..	..	..
Skipton .. .. .	5	1 5 10	6 13 10	2,948 15 2	2,956 14 10	2,049	2,506	125	180	7	..	5	85	7	..
<i>Section No. 41.—PORTLAND LINE.</i>															
Langi Logan .. .. .	36	4 17 10	0 19 10	216 1 2	221 18 10	560	194	..	..	..	..	..	..	..	..
New Langi Logan Siding .. .. .	..	..	..	..	34	..	..	..	..	..	..	..	..	..	..
Maroona .. .. .	665	159 5 9	24 14 9	927 13 10	1,111 14 4	615	556	46	22	..	..	84	4	..	..
Calvert Siding .. .. .	2	0 5 6	..	262 14 3	262 19 9	471	215	..	..	..	..	..	..	..	..
Willaura .. .. .	2,148	861 5 9	149 9 11	5,785 8 4	6,795 15 0	4,715	3,050	312	183	10	..	106	12	7	..
Stavelly .. .. .	221	58 12 7	8 6 8	1,147 5 11	1,214 5 2	1,215	287	45	..	3	..	17	..	3	..
Glenthompson .. .. .	1,359	394 13 1	61 9 7	2,231 16 1	2,687 9 9	1,249	1,651	140	27	8	..	90	12	7	..
Dunkeld .. .. .	3,014	679 6 3	61 1 8	2,958 17 7	3,699 5 6	1,542	1,658	126	86	11	..	113	52	8	..
Moutajup .. .. .	137	30 4 6	6 11 5	966 0 11	1,002 16 10	1,256	582	..	11	..	..	11	..	1	..
Strathkellar .. .. .	166	51 2 8	2 16 1	690 8 7	744 7 4	817	449	6	1	1	..	14	1	..	..
Hamilton .. .. .	12,934	6,996 1 5	1,279 7 0	18,781 8 19	27,056 17 3	16,918	19,113	639	217	56	1	305	65	64	5
Branxholme .. .. .	1,952	321 6 2	48 17 8	1,244 12 11	1,614 16 9	1,734	1,450	49	17	6	..	27	2	9	..
Condah .. .. .	662	198 1 0	24 12 10	2,679 14 5	2,902 8 3	915	1,704	233	..	1	38	82	1	1	..
Myamyn .. .. .	729	69 13 5	6 15 8	135 3 4	211 12 5	124	580	..	1	..	..	1	..	..	..
Miltown .. .. .	195	38 19 11	1 14 7	200 7 10	241 2 4	518	90	..	..	..	..	..	..	..	..
Heywood .. .. .	2,188	550 18 9	98 17 11	1,295 16 10	1,945 13 6	786	2,655	61	28	5	1	28	6	5	1
Heathmere .. .. .	57	0 11 8	0 3 6	151 0 0	160 15 2	139	170	..	..	..	..	..	..	..	..
Gorae .. .. .	42	6 4 1	0 7 11	1,953 12 9	1,960 4 9	1,532	488	..	..	..	..	..	..	..	..
Portland North .. .. .	296	120 6 10	13 6 7	17,317 1 10	17,450 15 3	9,946	1,070	1	7	2	26	42	9	2	1
Portland .. .. .	1,891	1,049 5 0	557 12 5	4,967 16 10	6,574 14 3	3,294	6,504	..	5	7	..	1,106	68	6	17
Portland Pier .. .. .	..	..	..	1,118 13 3	1,118 13 3	1,078	1,547	..	..	..	..	..	..	..	..
<i>Section No. 42.—COLERAINE LINE.</i>															
Bochara .. .. .	11	2 13 0	..	..	2 13 0	..	302	..	..	..	..	..	..	..	..
Wannon .. .. .	121	18 4 9	7 15 4	237 0 6	263 0 7	277	385	..	..	..	..	19	..	..	..
Parkwood .. .. .	38	3 4 4	0 6 0	3 2 1	6 12 5	..	200	..	..	..	..	..	..	..	..
Coleraine .. .. .	1,498	618 11 11	96 3 10	8,197 10 1	8,912 5 10	5,006	4,758	378	308	2	49	34	11	2	..
<i>Section No. 43.—CASTERTON LINE.</i>															
Grassdale .. .. .	133	59 5 7	5 14 8	1,256 18 1	1,321 18 4	270	1,113	33	72	..	..	4	..	1	..
Merino .. .. .	1,276	341 0 3	67 7 2	2,558 15 1	2,967 2 6	1,040	2,574	48	..	..	41	10	1	3	..
Henty .. .. .	112	21 0 9	6 5 5	1,408 15 11	1,936 2 1	170	661	58	111	1	30	6	6	..	..
Sandford .. .. .	603	80 5 5	15 10 4	3,295 4 1	3,390 19 10	96	306	327	181	..	4	40	10	..	..
Casterton .. .. .	1,842	645 10 0	236 6 11	4,674 0 5	5,555 17 4	2,382	6,565	7	1	3	27	23	2	13	..
<i>Section No. 44.—MOUNT GAMBIER-BORDER LINE.</i>															
Sinclair .. .. .	4	0 9 5	0 14 10	96 9 9	97 13 3	279	94	..	..	..	..	..	..	..	..
Lyons .. .. .	97	7 5 11	1 10 1	1,214 19 5	1,223 15 5	1,845	292	3	7	..	..	2	..	..	..



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Greenwald .. .. .	133	38 2 4	2 10 11	125 11 5	166 4 8	119	164	..	..	..	..	..	3	..	..	..	..	..	..
Winnap .. .. .	126	26 6 8	2 17 8	291 7 4	320 11 8	175	417	29	1	1	3	6	2	..	..	..	..	..	..
Dartmoor .. .. .	315	96 10 10	11 10 6	593 18 10	702 0 2	215	387	16	26	3	..	9	12	..	..	..	..	..	..
Marp .. .. .	8	2 0 2	4 9 0	26 0 10	32 19 0	12	54	..	..	..	..	..	..	..	..	..	..	..	..
Puralka .. .. .	43	9 19 11	3 6 3	448 1 10	461 8 0	127	975	19	1	1	..	..	2	..	..	..	..	..	..
Rennick .. .. .	69	26 7 1	0 17 5	1,322 16 2	1,350 0 8	1 090	311	..	..	..	..	..	30	..	..	..	..	..	..
<i>Section No. 45.—GRAMPLANS LINE.</i>																			
Fyan's Creek .. .. .	..	..	..	..	..	..	13	..	..	..	..	..	..	..	..	..	..	..	..
Gramplans .. .. .	..	..	..	115 0 11	115 0 11	54	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 46.—LUBECK-BOLANGUM LINE.</i>																			
Jackson .. .. .	..	..	..	2,488 11 3	2,488 11 3	4,037	133	..	..	..	..	..	..	..	..	..	..	..	..
Rupanyup .. .. .	7	2 6 0	28 8 4	10,764 13 6	10,795 7 10	14,051	6,879	141	19	4	..	..	2	..	..	..	..	..	..
Burru .. .. .	..	..	..	8,587 3 5	8,587 3 5	13,227	497	..	..	..	..	..	..	..	..	..	..	..	..
Banyena .. .. .	..	..	13 4 3	4,383 5 9	4,396 10 0	5,896	639	58	1	1	..	..	..	..	..	..	..	..	..
Marnoo .. .. .	4	1 3 5	7 19 1	6,015 5 5	6,024 7 11	8,068	1,289	85	9	4	..	..	4	..	..	..	..	..	..
Bolangum .. .. .	..	..	..	3,112 1 3	3,112 1 3	4,201	563	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 47.—MURTOA-PATCHEWOLLOCK LINE.</i>																			
Coromby .. .. .	212	29 11 2	4 1 11	2,435 11 3	2,469 4 4	4,170	306	9	..	..	..	..	..	..	..	..	..	..	..
Minyip .. .. .	2,995	864 17 3	119 15 9	13,709 11 3	14,694 4 3	19,466	5,763	116	21	22	..	93	1	9	..	..	..	..	..
Nullan .. .. .	101	16 19 6	2 15 4	2,777 3 7	2,796 18 5	4,775	641	..	..	..	..	..	..	..	..	..	..	..	..
Sheep Hills .. .. .	858	166 5 11	14 14 5	8,836 10 9	9,017 11 1	12,287	1,957	125	25	2	1	35	1	1	..	..	..	..	..
Mellis .. .. .	18	4 8 10	0 6 7	1,169 7 8	1,174 3 1	2,435	121	..	..	..	..	..	..	..	..	..	..	..	..
Warracknabeal .. .. .	5,702	2,935 4 9	359 9 1	24,029 14 9	27,324 8 7	28,311	19,163	339	31	108	..	153	16	34	..	..	..	..	..
Batchica .. .. .	44	8 3 2	..	1,454 0 2	1,462 3 4	3,993	351	..	..	..	..	..	..	..	..	..	..	..	..
Lah .. .. .	193	45 13 8	3 12 3	3,977 14 11	4,027 0 10	8,798	1,078	36	..	..	..	7	..	..	..	..	..	..	..
Brim .. .. .	518	174 5 8	26 13 9	6,778 5 0	6,979 4 5	9,714	1,843	165	16	5	7	33	8	3	..	..	..	..	..
Galaquil .. .. .	124	41 0 9	7 8 3	4,135 7 0	4,233 16 0	6,342	688	..	..	..	..	8	1	4	..	..	..	..	..
Beulah .. .. .	915	479 4 6	94 5 11	7,969 11 9	8,543 2 2	9,865	3,954	109	11	36	..	29	3	6	..	..	..	..	..
Rosebery .. .. .	145	89 6 9	16 9 9	3,275 14 10	3,381 11 4	3,832	1,128	55	..	2	..	6	..	..	..	..	..	..	..
Goyura .. .. .	93	48 7 7	2 15 9	1,001 6 3	1,052 9 7	2,044	220	..	..	..	..	..	..	..	..	..	..	..	..
Hopetoun .. .. .	1,250	672 18 5	112 7 1	7,193 5 9	7,978 11 3	9,477	3,862	133	16	12	..	59	3	10	..	..	..	..	..
Burroin .. .. .	23	12 19 7	..	929 1 6	942 1 1	1,274	98	..	..	..	..	..	..	..	..	..	..	..	..
Dattuck .. .. .	20	5 15 11	..	380 14 8	395 10 7	597	83	..	..	..	..	..	..	..	..	..	..	..	..
Yarto .. .. .	8	1 11 4	0 1 10	1,107 9 11	1,109 3 1	1,476	94	8	..	..	..	5	..	..	..	..	..	..	..
Willa .. .. .	16	6 1 4	0 2 8	947 18 7	954 2 7	1,263	53	..	..	..	..	..	..	..	..	..	..	..	..
Patchewollock .. .. .	297	198 11 10	22 18 10	4,777 12 7	4,990 3 3	6,456	1,506	44	9	8	2	115	2	15	..	..	..	..	..
<i>Section No. 48.—HORSHAM-CARPOLAC LINE.</i>																			
Remlaw .. .. .	22	8 5 0	..	874 8 5	882 13 5	1,345	231	..	..	..	..	..	..	..	..	..	..	..	..
Vectis .. .. .	57	3 11 4	0 8 6	1,653 19 10	1,657 19 8	2,526	237	..	..	..	..	..	..	..	..	..	..	..	..
Quantong .. .. .	263	18 12 3	3 9 11	4,012 11 5	4,034 13 7	3,612	813	..	..	1	..	..	..	..	..	..	..	..	..
East Natimuk .. .. .	99	15 14 11	0 5 5	46 1 5	62 1 9	15	..	..	..	..	..	..	..	..	..	..	..	..	..
Natimuk .. .. .	917	129 6 0	79 14 7	5,806 13 0	6,915 13 7	8,023	1,434	47	1	1	..	9	1	2	..	..	..	..	..
Arapiles .. .. .	61	4 6 8	0 1 1	949 6 4	953 14 1	1,483	239	1	..	..	..	..	1	..	..	..	..	..	..
Mitre .. .. .	285	34 18 8	9 3 5	1,241 14 3	1,235 16 4	1,676	358	2	..	..	..	..	..	..	..	..	..	..	..
Duffholme .. .. .	29	5 19 5	..	206 2 5	212 1 10	316	64	..	..	..	..	..	..	..	..	..	..	..	..
Gymbowen .. .. .	297	65 14 11	9 15 3	761 10 11	837 1 1	823	580	3	1	..	..	5	..	..	..	..	..	..	..
Goroke .. .. .	1,110	439 15 9	72 12 3	2,824 15 0	3,588 3 0	2,238	2,704	45	9	6	..	21	1	14	..	..	..	..	..
Mortat .. .. .	7	3 18 7	0 3 4	1,008 4 9	1,012 6 8	763	1,016	27	..	..	..	1	..	..	..	..	..	..	..
Carpolac .. .. .	5	2 6 10	0 9 6	4,383 19 5	4,386 15 9	2,185	1,490	5	..	..	..	14	1	..	..	..	..	..	..
<i>Section No. 49.—EAST NATIMUK-HAMILTON LINE.</i>																			
Noradjuha .. .. .	74	12 6 0	1 6 2	593 10 6	607 2 8	693	513	3	1	..	..	..	..	..	..	..	..	..	..
Jallumba .. .. .	14	2 3 8	1 1 7	1,242 13 10	1,245 19 1	1,500	496	13	..	..	..	..	..	..	..	..	..	..	..
Toolondo .. .. .	52	14 18 6	2 9 2	2,258 8 9	2,270 16 5	2,861	216	2	6	..	..	2	..	..	..	..	..	..	..
Jeffries .. .. .	16	6 2 3	3 10 2	50 13 11	60 6 4	26	82	..	..	..	..	..	..	..	..	..	..	..	..
Kanagnuk .. .. .	30	12 14 2	3 14 10	1,819 6 3	1,835 15 3	1,872	980	3	..	..	..	..	..	..	..	..	..	..	..
Italmoral .. .. .	566	219 0 0	45 4 0	2,784 19 11	3,029 3 11	2,648	1,705	63	19	4	..	48	3	11	..	..	..	..	..
Englefield .. .. .	82	17 18 3	4 9 5	1,356 4 1	1,378 11 9	2,965	406	..	..	1	..	1	..	..	..	..	..	..	..
Vasey .. .. .	96	26 19 10	3 19 4	1,609 16 10	1,640 16 0	2,075	581	10	..	1	..	5	..	..	..	..	..	..	..
Gatum .. .. .	51	10 14 5	2 12 8	680 15 6	694 2 7	1,487	195	..	..	..	..	..	..	..	..	..	..	..	..
Uraagara .. .. .	1	0 5 0	2 8 2	51 11 10	54 5 0	51	71	..	..	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 49.—EAST NATIMUK—HAMILTON LINE—continued.</i>															
Cavendish .. .. .	574	£ 161 6 10	£ 23 19 2	£ 5,492 15 2	5,678 1 2	5,311	1,596	55	3	2	..	17	2	1	..
Kyup .. .. .	13	0 17 5	1 1 11	507 5 11	509 5 3	561	344	..	..	..	..	..	..	..	..
Kanawalla .. .. .	34	2 19 10	..	43 10 2	46 10 0	78	128	..	..	..	..	..	..	..	..
<i>Section No. 50.—DIMBOOLA—YAAPERT LINE.</i>															
Arkona .. .. .	16	1 7 9	..	2,336 19 3	2,338 7 0	4,038	290	..	..	..	..	..	..	..	..
Antwerp .. .. .	312	25 1 8	4 3 0	3,976 0 4	4,005 11 0	5,840	769	36	1	2	..	12	1	..	..
Tarranyurk .. .. .	227	29 2 5	35 5 0	4,658 7 9	4,722 15 2	7,630	884	9	..	25	..	3	..	28	..
Jeparit .. .. .	1,334	354 2 11	111 15 11	5,425 16 4	5,891 15 2	6,536	2,164	121	2	16	..	86	2	5	2
Bilam .. .. .	14	3 19 3	0 8 6	4,761 18 6	4,766 4 3	6,298	644	24	..	1	..	1	..	..	..
Pullat .. .. .	32	14 8 7	1 3 2	1,674 18 10	1,690 10 7	2,282	455	..	..	1	..	3	..	..	..
Rainbow .. .. .	918	652 13 7	104 5 5	11,205 5 2	11,982 4 2	13,050	4,857	121	55	7	1	48	8	11	..
Albacutya .. .. .	12	9 14 0	..	1,563 19 11	1,573 13 11	2,485	314	..	..	..	..	..	..	1	..
Yaapert .. .. .	30	12 1 6	2 18 3	2,647 7 7	2,662 7 9	3,987	937	2	..	2	..	3	1	4	..
<i>Section No. 51.—JEPARIT—YANAC LINE.</i>															
Dejpa .. .. .	5	0 15 5	0 8 7	4,694 15 9	4,695 19 9	6,265	606	13	..	..	..	..	..	..	..
Loonoon .. .. .	17	1 11 11	1 15 4	4,302 15 7	4,306 2 10	5,661	709	21	..	1	..	2	..	..	..
Netherby .. .. .	23	3 2 1	4 4 9	4,540 10 1	4,547 16 11	5,909	759	16	..	3	1	..	..	4	..
Yanac .. .. .	14	2 3 4	11 19 4	8,290 12 2	8,304 14 10	10,524	1,490	15	..	12	1	..	..	7	..
<i>Section No. 52.—MELBOURNE—CUDGEWA LINE.</i>															
Kewington .. .. .	1,077,069	13,440 12 0	156 19 10	9,910 5 2	23,507 17 0	40,925	119,123	34	..	..	..	12	..	..	..
Newmarket .. .. .	1,208,354	16,645 10 9	2,830 18 4	30,265 7 5	49,741 16 6	8,838	20,219	10,571	1,723	536	..	36,694	21,878	480	..
Newmarket Show Siding .. .. .	12,126	237 7 10	10 11 4	513 10 6	761 9 8	22	92	58	116	49	37	33	108	64	30
Ascut Vale .. .. .	2,367,198	31,890 10 10	345 19 2	..	32,236 10 0	..	0	..	..	..	..	..	..	..	..
Moonce Ponds .. .. .	2,282,071	34,347 11 6	482 7 11	..	34,829 19 5	..	11	..	..	..	..	..	..	..	..
Essendon .. .. .	2,704,540	44,672 3 5	598 7 5	488 7 2	45,758 18 0	1,087	26,825	..	..	..	..	..	..	..	..
Glenbarvie .. .. .	322,907	5,664 3 1	88 2 9	..	5,752 5 10	..	..	..	..	..	..	..	..	..	..
North Essendon .. .. .	180,028	2,986 14 10	29 19 10	..	3,016 14 8	..	..	..	..	..	..	..	..	..	..
Pascoe Vale .. .. .	302,731	5,291 3 9	78 15 11	0 19 0	5,370 18 8	..	..	..	..	..	..	..	..	..	..
Glanroy .. .. .	182,346	3,573 0 9	86 0 6	284 8 0	3,943 9 3	290	1,727	..	..	..	..	..	..	..	..
Broadmeadows .. .. .	45,287	1,076 6 1	35 4 8	427 8 3	1,538 14 0	31	670	84	9	27	..	811	156	29	..
Somerton .. .. .	9,318	235 5 2	16 13 2	87 9 6	339 7 10	56	1,569	..	1	..	..	1	1	..	..
Cragsburn .. .. .	3,859	219 15 10	54 11 3	578 7 2	852 14 3	218	948	120	78	25	..	122	110	21	..
Lunnybrook .. .. .	3,666	218 4 1	131 13 8	819 16 6	1,169 14 3	317	533	223	56	6	..	205	41	16	..
Beveridge .. .. .	1,239	115 17 5	26 17 5	275 0 5	417 15 3	201	329	139	9	..	..	147	34	..	..
Wallan .. .. .	4,670	414 18 11	156 7 4	504 17 11	1,076 4 2	243	546	152	38	4	..	90	20	..	..
Lightwood .. .. .	..	..	..	64 15 5	64 15 5	274	28	..	..	..	..	..	..	..	..
Heathcote Junction .. .. .	1,300	123 3 3	8 8 7	131 11 10	..	..	..	..	..	..	..	..	..	..	..
Wandong .. .. .	1,673	192 6 1	38 12 2	916 8 7	1,147 6 10	3,810	201	2	..	..	..	5	..	1	..
Kilmore East .. .. .	5,013	906 19 10	67 7 10	1,420 8 10	2,394 16 6	2,272	118	221	84	20	..	202	17	12	..
Broadford .. .. .	8,125	1,809 8 1	139 2 0	2,336 12 1	3,785 2 2	4,805	1,945	100	40	18	..	84	17	25	..
Melbaugall .. .. .	..	..	..	10,389 3 0	10,389 3 0	14,868	39,716	..	..	..	..	..	..	..	..
Tallaroak .. .. .	4,552	445 7 1	63 2 10	733 9 6	1,291 19 5	1,077	617	67	43	2	..	64	9	11	..
Dymart .. .. .	..	..	..	2,227 19 5	2,227 19 5	6,112	59	10	..	..	..	4	..	..	..
Seymour .. .. .	32,138	6,772 9 3	411 0 4	4,747 2 7	11,930 12 2	7,633	7,463	216	120	70	..	117	93	72	..



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

STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.		Outwards.			Outw. rds.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.		Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.											
<i>Section No. 54.—PRESTON-WHITTLESEA LINE—continued.</i>																	
Northcote .. .. .	960,704	11,312 2 0	288 19 10	2,030 19 7	13,632 1 5	5,224	18,176	..	..	2	..	..	..	..			
Croxtan .. .. .	822,491	11,778 0 3	117 19 2	..	11,895 19 5	..	2	..	..	..	..	..	..	..			
Thornbury .. .. .	1,087,327	15,541 16 6	186 0 2	1,238 0 8	16,965 17 4	2,793	357	..	..	..	..	..	..	..			
Bell .. .. .	719,502	11,229 3 6	223 0 3	604 0 3	12,056 10 0	788	25,534	..	..	1	3	..	3	315			
Preston .. .. .	1,025,966	16,255 18 11	161 10 9	..	16,417 9 8	..	4	..	..	..	..	..	..	..			
Regent .. .. .	1,195,026	19,523 16 0	134 8 5	..	19,658 4 5	..	2	..	..	..	..	..	..	..			
Reservoir .. .. .	678,876	12,204 12 2	116 12 6	337 18 3	12,659 2 11	484	7,515	..	..	..	..	..	1	..			
Keonpark .. .. .	5,748	121 6 5	0 16 8	..	122 3 1	..	..	..	..	..	..	..	..	..			
Fowler's Siding .. .. .	..	..	..	..	..	..	1,122	..	..	..	..	..	..	..			
Thomastown .. .. .	9,967	241 7 8	13 4 6	10 18 6	265 10 8	41	1,308	..	..	..	..	..	..	..			
Stopping Place No. 8 .. .. .	13	0 11 3	..	..	0 11 3	..	..	..	..	..	..	..	..	..			
Epping .. .. .	25,910	570 0 8	17 12 2	112 10 0	700 2 10	383	2,016	11	14	16	..	7	2	16			
Epping Quarry Siding .. .. .	189	8 17 0	..	..	8 17 0	..	..	..	..	..	..	..	..	..			
South Morang .. .. .	8,910	309 16 9	19 16 8	10 1 9	348 15 2	2	672	..	4	4	..	8	2	8			
Stopping Place No. 9 .. .. .	322	16 0 7	..	..	16 0 7	..	..	..	..	..	..	..	..	..			
Mernnda .. .. .	15,492	533 0 11	43 15 6	06 16 11	673 13 4	64	1,208	48	..	2	..	33	5	4			
Stopping Place No. 33 .. .. .	195	8 9 1	..	..	8 9 1	..	..	..	..	..	..	..	..	..			
Yan Yean .. .. .	4,966	218 14 11	94 9 4	141 15 1	454 19 4	517	1,091	..	1	10	..	3	6	8			
Stopping Place No. 10 .. .. .	502	23 5 10	..	..	23 5 10	..	..	..	..	..	..	..	..	..			
Stopping Place No. 17 .. .. .	179	14 4 6	..	..	14 4 6	..	..	..	..	..	..	..	..	..			
Stopping Place No. 26 .. .. .	71	5 3 8	..	..	5 3 8	..	..	..	..	..	..	..	..	..			
Whittlesea .. .. .	17,217	793 17 6	53 10 9	483 7 7	1,330 15 10	295	1,662	71	102	12	..	44	17	19			
<i>Section No. 55.—WALLAN-BENDIGO LINE.</i>																	
Leslie .. .. .	82	9 16 6	0 9 2	74 13 1	84 18 9	338	6	..	..	..	..	..	..	..			
Bylands .. .. .	231	28 8 8	30 4 4	127 18 4	186 11 4	330	126	28	..	..	..	7	2	..			
Kilmore .. .. .	3,405	577 12 3	61 8 0	753 11 10	1,392 12 1	677	3,299	69	31	3	..	60	6	1			
Willowmavin .. .. .	129	20 7 9	0 10 9	215 16 1	236 14 7	147	79	58	..	2	..	10	9	1			
Morandng .. .. .	63	9 7 0	0 9 2	58 2 0	67 18 2	53	3	..	..	..	..	1	..	..			
High Camp .. .. .	116	26 10 8	10 8 4	608 7 2	645 6 2	945	160	102	3	3	..	29	6	9			
Pyalong .. .. .	233	47 10 10	7 9 11	1,032 9 3	1,087 10 0	2,007	139	92	10	6	..	31	6	3			
Tonborac .. .. .	803	162 9 9	13 19 10	2,828 14 9	2,995 4 4	6,755	293	88	13	1	..	17	1	5			
Argyle .. .. .	846	178 5 8	13 11 11	4,014 17 11	4,806 15 6	11,014	178	..	..	1	..	..	..	..			
Heathcote .. .. .	3,379	623 11 9	122 6 6	6,124 17 9	6,870 16 0	12,497	2,280	76	24	17	..	25	15	16			
Derrinal .. .. .	254	32 11 2	6 1 0	397 0 2	435 13 2	372	127	93	11	..	..	9	4	1			
Knowsley .. .. .	533	88 15 0	7 9 10	2,980 10 10	3,076 15 7	7,078	201	57	..	1	..	15	3	1			
Ingham .. .. .	78	23 9 5	..	1,272 6 1	1,295 15 6	1,956	1	..	..	..	..	..	..	..			
Axedale .. .. .	603	68 6 11	11 18 3	2,216 10 11	2,296 16 1	4,288	193	29	17	9	..	13	2	7			
Longlea .. .. .	262	22 8 3	0 12 6	140 13 8	163 14 5	228	147	..	1	..	..	..	1	..			
Rifle Butts .. .. .	135	4 12 3	..	..	4 12 3	..	..	..	..	..	..	..	..	..			
<i>Section No. 56.—MANSFIELD LINE.</i>																	
Trawool .. .. .	56	14 10 11	2 6 6	154 13 2	171 10 7	46	113	21	..	5	..	8	12	9			
Granite .. .. .	58	15 11 1	0 2 2	..	15 13 3	..	..	..	..	..	..	..	..	..			
Kerrisdale .. .. .	244	41 14 6	8 6 6	150 17 5	200 18 5	151	194	11	14	..	..	15	1	1			

Homewood .. .. .	283	65 18 9	6 8 3	521 3 0	593 10 0	93	228	79	51	..	..	34	15	4	..
Yea .. .. .	3,112	723 9 7	147 9 6	3,339 10 6	4,210 9 7	2,975	2,902	213	64	18	10	96	22	9	..
Cheviot .. .. .	51	8 18 5	1 19 0	815 4 1	826 1 6	1,379	327	..	..	..	..	..	..	2	..
Molesworth .. .. .	169	39 5 3	13 12 4	1,014 13 10	1,067 11 5	579	236	59	92	1	..	27	18	5	..
Cathkin .. .. .	320	94 2 11	9 7 8	56 8 3	159 18 10	29	110	..	..	4	..	20	6	3	..
Yarck .. .. .	241	76 14 3	17 3 8	768 12 3	862 10 2	250	651	44	41	1	1	4	2	4	..
Kanumbra .. .. .	31	11 15 6	5 17 10	314 8 4	332 1 8	107	156	30	1	2	..	7	5	..	..
Merton .. .. .	349	83 11 0	19 13 8	465 19 9	569 4 5	165	628	33	21	4	..	21	4	4	..
Woodfield .. .. .	50	12 4 9	3 12 5	365 13 4	381 10 6	67	215	33	19	..	..	2	1	..	..
Bonnie Doon .. .. .	1,002	353 15 2	22 12 6	993 15 0	1,370 2 8	341	724	46	64	1	..	3	9	1	..
Maindample .. .. .	276	24 12 1	6 0 7	761 10 2	792 2 10	165	298	73	24	..	..	7	..	..	..
Phosphate Co's. Siding .. .. .	..	..	..	..	..	..	79	..	..	..	..	..	..	..	..
Mansfield .. .. .	1,577	754 7 4	179 8 7	6,999 9 7	7,933 5 6	1,700	5,762	420	575	22	..	28	5	9	..
<i>Section No. 57.—ALEXANDRA LINE.</i>															
Korrella .. .. .	32	14 3 2	1 10 3	410 1 1	425 14 6	90	163	51	..	1	..	18	..	1	..
Alexandra .. .. .	2,745	657 6 4	88 4 4	21,822 15 3	22,568 5 11	25,604	4,014	68	93	3	12	44	8	10	2
<i>Section No. 58.—SEYMOUR-TOCUMWAL LINE.</i>															
Tablk .. .. .	518	139 18 9	22 19 2	844 1 3	1,006 19 2	801	297	95	25	3	..	44	..	4	..
Nagambie .. .. .	4,936	1,149 6 0	146 13 1	5,540 2 0	6,836 1 1	9,243	1,485	235	146	23	..	111	30	36	..
Wahring .. .. .	438	131 8 2	16 18 2	1,088 5 4	1,236 11 8	1,027	184	132	..	3	..	70	2	5	..
Murchison East .. .. .	3,236	1,151 12 10	195 19 11	2,434 8 8	3,782 1 5	1,555	540	201	143	44	4	105	41	45	..
Arcadia .. .. .	789	217 15 3	18 2 11	2,287 10 10	2,523 9 0	1,798	1,675	195	106	9	1	37	11	14	..
Toolamba .. .. .	1,861	429 8 6	31 19 3	3,381 12 5	3,843 0 2	3,457	773	158	81	7	1	134	16	9	..
Mooroopna .. .. .	5,329	1,830 1 8	153 8 7	14,669 1 11	16,652 12 2	21,919	17,719	74	55	14	..	93	21	23	..
Shepparton .. .. .	19,960	7,807 12 4	1,066 18 11	32,398 10 5	41,273 1 8	29,141	32,831	1,284	216	56	108	659	60	47	47
Congupna .. .. .	305	107 13 10	11 2 1	1,590 17 4	1,718 13 3	2,434	287	27	19	1	..	124	36	6	..
Tallygaroopna .. .. .	1,278	365 2 10	40 15 7	3,468 19 0	3,874 17 5	4,989	1,041	61	44	5	..	39	6	5	..
Wungbnu .. .. .	770	226 7 7	26 19 9	3,006 13 1	3,260 0 5	3,321	503	152	44	3	7	33	2	1	..
Nunurkah .. .. .	6,605	2,433 16 0	392 3 10	7,795 14 11	10,621 14 9	6,669	3,793	241	116	35	8	166	22	26	1
Katunga .. .. .	273	81 10 2	20 4 8	5,913 10 7	6,015 5 5	8,294	659	96	22	5	..	7	3	10	..
Strathmerton .. .. .	1,117	332 3 0	78 0 8	3,376 10 9	3,786 14 5	3,479	898	130	92	8	..	29	7	6	..
Mywee .. .. .	108	39 7 5	1 2 5	1,306 6 11	1,346 16 9	1,737	133	59	..	..	..	1	2	1	..
TOCUMWAL .. .. .	4,182	2,507 3 10	319 3 9	54,870 3 11	57,696 11 6	37,280	4,535	5,244	878	99	33	259	57	67	..
<i>Section No. 59.—MURCHISON EAST-COLBINABBIN LINE.</i>															
Murchison .. .. .	351	50 5 4	50 5 2	668 8 10	774 19 4	1,136	1,954	..	..	..	..	..	..	..	..
Hammond .. .. .	..	..	..	46 7 0	46 7 0	105	..	..	..	..	..	..	..	..	..
Waranga .. .. .	..	..	..	1,624 16 4	1,624 16 4	3,629	..	..	..	..	..	..	..	..	..
Bushworth .. .. .	2,097	449 7 2	73 1 2	9,859 14 6	10,382 2 10	17,976	1,654	94	8	3	..	20	1	..	..
Erwen .. .. .	1	0 0 10	..	1,435 7 10	1,435 8 8	3,224	10	..	..	..	..	..	..	..	..
Wanatta .. .. .	5	1 13 2	..	1,369 16 0	1,371 9 2	1,391	256	128	2	..	..	6	..	..	..
Colbinabbin .. .. .	169	59 18 7	13 2 7	7,061 5 8	7,134 6 10	10,164	1,216	178	17	2	..	7	1	3	..
<i>Section No. 60.—GIRGARRE LINE.</i>															
Karook .. .. .	..	..	..	82 5 4	82 5 4	144	63	..	..	..	..	4	..	..	..
Stanhope .. .. .	492	147 8 2	48 10 7	3,588 10 8	3,784 9 5	2,147	2,250	287	90	1	..	42	2	1	..
Girgarre .. .. .	121	36 19 6	9 18 3	1,683 19 5	1,730 17 2	1,500	769	67	4	..	1	20	..	..	..
<i>Section No. 61.—TOOLAMBA-ECHUCA LINE.</i>															
Hendersyde .. .. .	78	26 10 4	..	..	26 10 4	..	..	..	..	..	..	..	..	..	..
Tatura .. .. .	4,205	1,413 5 10	296 6 7	6,612 16 3	8,322 8 8	5,856	5,235	258	113	19	68	101	45	19	..
Byrneside .. .. .	274	72 5 5	..	1,158 7 0	1,230 12 8	852	625	21	11	1	23	32	47	1	..
Merrigum .. .. .	2,427	552 16 5	54 16 9	3,278 7 8	3,886 0 10	2,585	2,887	189	33	10	..	80	7	11	..
Kyabram .. .. .	6,592	2,277 8 5	304 8 10	12,204 2 10	14,786 0 1	10,197	11,572	486	264	37	34	332	54	33	26
Kyvalley .. .. .	553	53 12 3	..	..	53 12 3	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 32 .. .. .	195	40 2 0	..	..	40 2 0	..	..	..	..	..	..	..	..	..	..
Tongala .. .. .	21,166	1,607 10 11	115 5 7	4,213 13 4	5,936 9 10	2,539	3,933	242	101	9	68	242	17	13	..
Stopping Place No. 28 .. .. .	209	33 19 6	..	..	33 19 6	..	..	..	..	..	..	..	..	..	..
Koyuga .. .. .	936	164 6 5	10 11 7	976 8 4	1,151 6 4	416	283	73	36	5	29	9	6	3	..
Kanyapella .. .. .	113	13 8 3	..	..	13 8 8	..	35	..	..	..	..	..	..	..	..
Stopping Place No. 30 .. .. .	40	2 0 11	..	..	2 0 11	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.									
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.												
<i>Section No. 62.—KATAMATITE LINK.</i>																	
Pine Lodge	115	26 15 10	3 4 3	1,705 0 8	1,735 0 9	2,980	347	..	..	..	..	..	..	..	..	..	..
Lainrock	1	0 1 10	..	2,927 17 7	2,927 19 5	5,884	..	..	..	..	..	..	..	..	..	..	..
Cogrove	190	64 19 5	9 6 3	3,255 1 2	3,329 6 10	4,692	784	92	..	..	..	..	8	..	2	..	..
Dookie	709	313 0 7	59 19 5	4,771 1 2	5,144 1 2	8,061	1,672	142	38	5	3	11	9	5	..	..	1
Yabba South	15	4 12 9	0 0 10	1,144 14 6	1,149 8 1	2,171	68	..	..	..	..	..	..	..	..	..	..
Yabba North	168	70 15 8	13 12 0	2,681 0 6	2,765 8 2	3,630	619	68	..	..	..	3	..	..	..	..	..
Younanite	107	51 13 1	6 7 9	3,320 19 3	3,379 0 1	4,798	561	88	..	..	..	6	..	..	..	..	..
Katamatite	323	168 18 1	32 2 7	6,694 18 9	6,895 19 5	9,750	1,164	169	39	1	..	56	5	..	..	..	..
<i>Section No. 63.—PICOLA LINE.</i>																	
Waala	328	95 10 5	66 4 10	6,580 12 3	6,742 7 6	10,463	543	93	23	13	..	8	4	18	..	..	..
Nathalia	1,834	780 2 11	157 8 4	6,744 11 7	7,682 2 10	6,779	2,441	882	91	4	..	73	1	2	..	..	1
Barwo	5	0 2 8	..	1 1 8	1 4 2	..	..	..	..	..	..	..	..	..	..	..	..
Picola	733	372 10 2	72 5 7	7,286 0 6	7,730 16 3	9,118	1,050	214	101	6	9	8	2	2	..	..	..
<i>Section No. 64.—COBRAM LINE.</i>																	
Yarroweyah	113	96 18 7	12 1 2	1,911 4 1	1,960 3 10	2,525	110	50	22	..	..	5	1	1	..	..	..
Cobram	2,229	848 9 0	143 10 5	16,535 16 10	17,527 16 3	17,029	3,747	679	120	7	11	85	11	16	..	..	..
<i>Section No. 65.—BENALLIA-OAKLANDS LINE.</i>																	
Cheesey	19	1 4 3	..	163 8 11	164 13 2	179	79	..	..	..	..	..	..	..	..	..	..
Goorambat	1,066	178 10 9	19 18 11	4,516 5 9	4,714 15 5	5,096	1,048	155	47	2	..	6	..	2	..	..	..
Nooramunga	185	15 6 4	9 2 0	215 4 11	239 13 3	330	51	..	..	..	..	..	..	..	..	..	..
Devenish	1,819	380 18 6	75 12 5	4,055 10 8	4,512 1 7	4,029	1,422	221	32	30	..	24	5	24	..	..	..
St. James	1,531	497 3 7	47 17 7	5,774 3 10	6,319 5 0	5,919	1,622	259	58	11	..	55	4	5	..	..	..
Tungamah	1,746	667 5 11	54 0 1	5,330 12 7	6,051 18 7	5,609	1,208	243	37	1	..	34	8	1	1	..	..
Telford	367	101 3 1	4 3 7	3,983 15 1	4,089 1 9	5,261	404	106	25	..	..	5	3	1	..	..	..
Yarrowonga	5,754	3,656 12 3	322 4 3	16,645 5 0	20,624 1 6	16,269	13,629	894	183	80	2	275	27	76	..	..	..
State Rivers and Water Supply Siding	..	..	..	..	..	..	5,576	..	..	..	..	..	..	..	..	..	..
Mulwala	..	..	0 1 11	724 15 9	724 17 8	672	3,732	..	..	..	..	..	..	..	..	..	..
Sloane	..	..	..	3,698 3 2	3,698 3 2	5,027	290	..	..	..	..	..	..	..	..	..	..
Warragoona	..	..	0 0 6	4,208 5 7	4,208 6 1	6,429	422	165	..	..	..	4	2	1	..	..	..
Rennie	..	..	0 19 5	10,225 16 4	10,226 15 9	14,296	716	230	45	12	..	28	4	6	..	..	..
Sangar	..	..	0 3 4	10,055 8 6	10,055 11 10	13,027	783	313	31	4	..	30	2	1	..	..	..
Wangamong	..	..	0 2 7	4,695 0 1	4,695 2 8	5,927	167	107	..	..	..	8	1	1	..	..	..
Oaklands	..	..	7 2 9	19,602 14 3	19,609 17 0	18,829	2,365	852	189	10	..	63	12	8	..	..	..
<i>Section No. 66.—PEECHELBA LINK.</i>																	
Boothaman	12	5 9 6	0 18 7	533 8 7	539 16 8	530	354	35	..	..	..	..	..	..	..	..	..
Peechelba	14	2 13 6	0 15 6	5,335 15 8	5,339 4 8	8,908	596	137	4	..	..	4	1	3	..	..	..
<i>Section No. 67.—TATONG LINK.</i>																	
Vacuum Oil Co.'s Siding	..	..	..	15 8 1	15 8 1	21	2,272	..	..	..	..	..	..	..	..	..	..
Karr	2	0 17 8	..	48 11 6	49 9 2	39	10	..	2	..	..	..	2	..	..	..	..
Lina	9	3 5 3	0 7 3	758 9 8	762 2 2	308	773	23	57	1	..	1	..	1	..	..	..
Mallum	9	0 19 2	..	9 1 8	10 0 10	9	8	..	..	..	..	..	..	..	..	..	..
Tatong	229	40 9 5	3 1 4	1,812 1 7	1,855 12 4	4,424	343	13	1	..	12	..	..	..	..	..	..

Section No. 68.—WHITFIELD LINE.

Targoona	13
Lacey	1
Oxley	40
Skehan	6
Docker	126
Byrne	39
Moyhu	311
Angleside	18
Claremont	27
Dwyer	11
Edi	166
Hyam	14
King Valley	61
Jarrott	3
Pieper	6
Whitfield	238

0 9 10	0 0 10	0 8 8	0 5 0	109 6 2	3 13 2	2 7 8	0 1 11	0 12 9	177 18 9	198 10 3	161	176	8	2	7	1	1	1
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0 9 10	0 0 10	75 14 6	0 10 5	119 15 10	1,273 17 9	1 8 10	2 12 7	1 9 2	1,084 18 0	170 0 5	379	124	59	56	2	6	4	1
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90	260	167	348	831	1,129	10	4	2	18	1	1	1	16	23	1	4	1	1
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1,201	579	3	21	3	37	4	1	1	1	1	1	1	11	14	7	1	1	1
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Section No. 69.—YACKANDANDAH LINE.

Londrigan	327
Tarnawingee	340
Everton	932
Naarmatha	97
Beechworth	5,761
Wooragee	29
Yackandandah	1,228

107 5 9	60 4 7	12 12 0	0 9 10	224 7 11	4 9 7	4 12 5	0 9 7	0 9 7	457 11 0	99 14 3	211 9 7	108	1,358	16	23	1	4	1
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99 14 3	116 8 5	834 17 6	9 4 5	2,535 13 11	20 17 6	32 11 1	1,084 18 0	126	1,863	170 0 5	379	124	59	56	2	6	4	1
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108	1,358	108	413	832	332	5	3	5	6,171	11	4	1	10	38	1	2	3	1
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126	1,863	126	1,863	1,481	4,319	217	1,207	199	576	3	2	12	16	1	1	1	1	1
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Section No. 70.—BRIGHT LINE.

Brookfield	57
Bowman	413
Gapsted	212
Myrtleford	2,322
Ovens	436
Eurobia	307
Porcupkah	627
Bright	1,676

20 18 0	162 2 0	87 18 0	1,200 4 11	298 12 2	0 4 11	9 12 10	0 16 3	90 12 9	256 1 4	267 3 5	379 1 1	199	576	3	2	1	1	1
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148 17 6	820 4 6	260 3 8	2,347 18 8	200 8 11	11 10 10	24 15 0	77 14 5	955 13 10	2,208 5 11	348 18 5	3,638 16 4	1,481	4,319	66	78	9	5	22
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236	124	379	290	1,481	4,319	217	1,207	199	576	3	2	12	16	1	1	1	1	1
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472	424	4,472	3,882	18,291	8,461	751	175	44	9	40	7	18	1	1	1	1	1	1
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Section No. 71.—WAGGONYAH LINE.

Lilliput	121
Rutberglen	3,863
Waggunyah	3,624

30 0 9	1,625 17 1	170 2 6	247 6 11	154 0 0	0 2 11	4,081 6 1	18,063 6 7	184 3 8	5,877 5 8	20,254 6 10	18,291	8,461	751	175	44	9	40	7
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154 0 0	5,877 5 8	20,254 6 10	18,291	8,461	751	175	44	9	40	7	18	1	1	1	1	1	1	1
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472	424	4,472	3,882	18,291	8,461	751	175	44	9	40	7	18	1	1	1	1	1	1
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18,291	8,461	751	175	44	9	40	7	18	1	1	1	1	1	1	1	1	1	1
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Section No. 72.—MELBOURNE-ORBOST LINE.

Hawksburn	1,162,148
Toorak	747,199
Armadale	1,026,223
Malvern	2,043,434
Caulfield	2,378,699
Carnegie	1,368,307
Murrumbena	1,293,405
Hughesdale	637,007
Oakleigh	1,889,809
Eastoakleigh	100,735
Clayton	217,675
Sandown Park	227
Spring Vale	398,877
Noble Park	252,528
Dandenong	503,044
Hallam	1,826
Narre Warren	5,402
Berwick	18,022
Beaconsfield	17,270
Officer	3,897

16,980 11 10	12,383 1 10	17,577 17 11	37,279 4 0	56,092 7 11	230 12 10	233 3 2	248 14 8	504 8 5	26 13 4	2,040 17 5	60,497 4 8	1,533	15,599	4	198	3	187	1
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230 12 10	233 3 2	248 14 8	504 8 5	26 13 4	2,040 17 5	60,497 4 8	1,533	15,599	4	198	3	187	1	1	1	1	1	1
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17,211 4 8	13,575 6 9	17,826 12 7	37,810 5 9	60,497 4 8	27,971 15 9	26,235 14 5	13,213 16 6	42,751 7 9	1,805 1 1	4,769 5 0	29	3,841	3	3	1	1	1	1
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18,291	8,461	751	175	44	9	40	7	18	1	1	1	1	1	1	1	1	1	1
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Hallam	1,826
Narre Warren	5,402
Berwick	18,022
Beaconsfield	17,270
Officer	3,897

92 18 0	308 7 2	1,058 12 6	973 2 9	301 12 2	4 7 2	83 14 1	263 18 6	179 6 1	127 3 8	562 3 7	659 8 9	2,514	234	32	6	3	29	4
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562 3 7	422 18 11	470 12 8	321 8 2	2,635 1 5	815 0 2	1,798 3 8	1,473 17 0	3,063 17 3	2,410	2,187	815 0 2	729	2,187	48	14	20	71	9
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2,514	234	729	2,187	591	1,746	898	1,184	2,410	1,267	61	19	4	1	1	1	1	1	1
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1,135	216	792	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.		Outwards.			Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.		Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 72.—MELBOURNE-ORBOST LINE—continued.</i>																	
Pakenham	11,758	£ 1,227 14 4	£ 227 15 8	£ 1,237 1 6	2,692 11 6	2,590	4,079	66	20	9	..	88	17	19	..		
Nar-nar-noon	3,467	563 19 1	85 15 6	762 9 5	1,412 4 0	1,984	1,357	69	21	..	..	51	14	4	..		
Tynong	2,947	387 15 0	57 15 7	443 17 3	889 7 10	957	732	7	..	1	..	17	20	2	..		
Garfield	5,275	876 10 7	147 8 3	725 3 8	1,749 2 6	1,161	1,274	40	21	8	..	36	23	5	..		
Bunyip	4,656	681 15 10	267 8 6	1,160 4 6	2,109 8 10	1,675	2,076	7	78	1	..	18	24	1	..		
Longwarry	5,157	886 5 1	147 9 0	360 16 2	1,194 10 3	620	3,100	16	14	7	..	19	16	12	..		
Drouin	10,278	1,488 13 7	244 14 4	2,181 7 9	3,914 15 8	2,783	5,031	46	131	36	26	59	73	51	2		
Warragul	24,372	5,531 7 5	657 4 1	4,773 6 6	10,961 18 0	3,035	16,001	87	587	19	95	145	189	21	30		
Nilma	1,170	123 13 2	53 6 6	64 16 4	241 16 0	86	626	..	..	..	..	..	..	..	..		
Darnum	1,720	199 6 2	32 7 3	504 13 2	736 6 7	194	817	13	95	1	..	10	13	4	..		
Yarragon	5,126	809 16 3	82 14 10	958 18 7	1,851 9 8	1,373	2,471	..	56	2	6	14	28	4	..		
Trafalgar	6,583	1,569 1 9	456 14 7	4,109 0 6	6,134 16 10	3,701	5,789	41	372	33	112	56	127	55	6		
Moe	16,166	4,447 17 4	229 2 1	2,005 8 8	6,682 8 1	2,397	7,284	9	17	4	..	16	4	5	..		
Yallourn	2,478	350 15 5	164 2 6	167,203 2 1	167,718 0 0	350,919	12,841	..	..	..	..	35	1	2	..		
Morwell	9,008	2,354 1 3	619 17 3	2,021 11 1	4,995 9 7	1,043	2,968	104	147	20	40	61	32	27	6		
Traralgon	11,764	3,198 4 0	549 4 7	6,501 10 11	10,248 19 6	5,189	6,751	81	300	19	176	68	83	33	46		
Loy Yang	65	8 12 1	0 3 0	0 18 9	9 13 10	..	14	..	1	..	..	..	..	2	..		
Flynn	249	67 7 2	4 0 0	425 16 3	497 3 5	18	167	21	72	2	..	9	7	..	1		
Rosedale	7,699	765 13 7	62 10 2	1,898 18 11	2,727 2 8	1,151	1,329	127	19	..	..	72	..	1	..		
Kilmany	2,380	199 16 4	10 1 4	1,331 10 7	1,541 8 3	1,173	873	138	30	3	2	15	4	3	..		
Fulham	849	66 6 8	6 16 7	394 15 7	467 18 10	788	183	..	..	..	..	1	..	..	..		
Sale	12,756	4,975 2 3	779 0 10	7,834 17 7	13,589 0 8	5,659	13,564	105	274	58	123	45	84	38	39		
Montgomery	70	32 14 2	89 17 9	1,024 14 10	1,147 6 9	469	340	86	68	1	..	13	3	2	..		
Stratford	3,342	1,115 4 11	133 0 0	1,850 19 3	3,099 4 2	1,156	1,169	89	64	9	1	45	30	15	..		
Munro	198	44 1 6	3 5 11	1,054 12 6	1,101 19 11	2,553	132	..	..	..	..	..	..	..	..		
Fernbank	863	220 13 8	20 1 11	1,292 0 6	1,532 16 1	2,668	216	18	..	..	..	10	4	..	..		
Lindenow	1,538	593 9 2	35 5 10	3,653 0 7	4,281 15 7	8,603	848	65	60	4	7	23	12	6	..		
Hillside	372	135 0 3	5 6 7	2,562 7 7	2,702 14 5	6,183	347	34	160	..	..	12	13	..	1		
Bairnsdale	13,990	0,700 0 2	712 5 9	12,496 18 2	22,909 4 1	5,458	11,349	261	581	34	105	121	74	57	12		
Nicholson	..	..	..	78 7 9	78 7 9	96	62	..	..	..	..	..	..	..	..		
Claybank	2	0 1 11	0 2 5	34 8 10	34 13 2	17	16	..	..	..	..	..	..	..	..		
Bumberrah	38	4 17 4	1 11 11	1,093 4 7	1,099 13 10	941	554	34	..	1	15	4	3	1	..		
Mossface	32	3 18 1	3 14 11	1,349 14 8	1,357 7 8	1,790	233	..	..	..	..	..	..	..	..		
Bruthen	477	111 9 5	55 3 3	4,736 11 9	4,903 4 5	3,835	1,811	21	104	3	8	3	11	2	..		
Colquhoun	1	0 1 6	..	7 11 5	7 12 11	4	..	..	..	..	..	..	..	..	..		
Nowa Nowa	290	93 10 5	19 8 9	2,016 3 11	2,129 3 1	2,508	1,224	20	11	4	1	7	7	3	..		
Tostaree	22	5 8 2	0 14 8	208 11 4	214 14 2	120	149	..	..	..	3	..	4	2	1		
Waygara	18	4 15 11	0 1 11	43 13 5	48 11 3	23	47	..	..	..	..	..	..	..	..		
Orbost	445	202 4 1	149 17 5	9,512 15 1	9,864 16 7	5,466	4,766	20	263	16	116	45	57	11	..		
<i>Section No. 73.—STONY POINT LINE.</i>																	
Glenhuntly	1,563,386	32,512 13 7	863 16 6	503 11 6	33,880 1 7	282	28,874	..	..	..	..	..	..	..	..		
Ormond	1,285,063	26,018 8 9	428 5 10	2 9 9	26,449 4 4	1	6	..	..	..	..	..	..	..	..		
McKinnon	616,379	12,638 3 7	78 14 10	..	12,716 18 5	..	..	..	..	..	..	..	..	..	..		
Bentleigh	1,013,760	21,012 2 9	287 18 9	..	21,300 1 6	..	3	..	..	..	..	..	..	..	..		
Moorabbin	266,984	5,557 8 4	177 2 7	301 3 2	6,036 4 1	404	17,548	..	4	6	..	..	..	2	..		



Highett .. .. .	246,196	5,156 19 7	128 11 8	..	5,285 11 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheltenham .. .. .	819,862	14,000 3 9	402 10 5	77 2 4	14,479 16 6	92	13,131	..	..	7	..	..	..	..	..	..	..	..	..
Mentone .. .. .	812,091	20,991 15 1	1,166 9 4	276 5 8	22,434 10 1	130	13,978	..	..	53	..	..	..	..	..	..	..	..	4
Parkdale .. .. .	549,859	13,861 17 3	196 3 8	..	18,858 0 11	..	..	..	..	..	..	..	..	..	..	..	..	..	50
Mordialloc .. .. .	582,477	16,044 0 7	970 5 9	77 17 9	17,092 4 1	17	3,047	..	..	21	..	..	..	..	..	..	..	..	25
Aspendale .. .. .	179,792	4,961 6 6	38 15 2	11 3 5	5,011 5 1	2	6,528	..	1	..	..	..	..	..	..	..	..	..	..
Edithvale .. .. .	311,436	8,047 2 5	47 15 10	..	8,094 18 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chelsea .. .. .	524,072	14,650 16 9	111 1 9	37 18 0	14,799 16 6	22	3,852	..	..	..	..	..	..	..	..	..	..	..	..
Forsyth's Siding .. .. .	..	..	..	2,536 12 2	2,536 12 2	11,685	..	..	..	..	..	..	..	..	..	..	..	..	..
Bonbeach .. .. .	85,764	3,020 17 8	21 5 11	..	3,042 3 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carrum .. .. .	96,197	3,643 16 3	85 1 5	187 18 0	3,916 15 8	378	1,349	10	3	..	..	..	97	66	3	..	..	..	..
Seaford .. .. .	52,743	2,142 6 3	63 9 5	1,781 7 7	3,987 3 3	7,011	378	..	..	..	..	..	..	..	..	..	..	..	..
Frankston .. .. .	214,557	12,027 8 7	590 1 10	167 16 4	12,785 6 9	101	7,143	..	1	4	..	..	31	7	9	..	..	..	..
McCulloch's Sand Siding .. .. .	..	..	..	16 19 0	16 19 0	66	..	..	..	..	..	..	..	..	..	..	..	..	..
Langwarrin .. .. .	1,656	86 0 6	12 14 4	37 3 1	135 17 11	52	1,428	..	..	..	..	..	..	..	..	..	..	..	..
Baxter .. .. .	4,677	209 18 11	64 7 8	87 7 9	361 14 4	52	246	..	..	1	..	..	..	..	..	..	..	..	1
Somerville .. .. .	8,959	478 7 6	63 5 3	727 1 8	1,268 14 5	1,164	2,037	2	1	2	..	..	29	6	3	..	..	..	..
Tyabb .. .. .	5,162	272 1 7	66 11 4	1,501 16 2	1,840 9 1	2,339	1,934	..	..	..	..	..	..	..	..	..	..	..	6
Hastings .. .. .	3,272	390 1 6	124 0 3	907 0 8	1,421 2 5	1,309	1,136	..	..	2	..	..	..	25	12	..	..	..	..
Blttern .. .. .	3,188	398 2 6	47 16 5	230 16 11	676 15 10	198	652	32	18	6	..	..	64	40	4	..	..	..	..
Crib Point .. .. .	15,712	2,238 10 1	55 2 6	131 17 7	2,425 10 2	8	3,456	..	..	..	..	..	..	..	..	..	..	..	..
Crib Point Naval Base .. .. .	13,697	1,768 18 5	..	..	1,768 18 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stony Point .. .. .	3,705	644 15 4	283 9 4	524 7 1	1,452 11 9	825	2,908	10	2	2	..	..	23	5	5	..	..	..	..
<i>Section No. 74.—MORNINGTON LINE.</i>																			
Moorooduc .. .. .	1,196	70 2 10	32 11 10	420 15 9	523 10 5	491	476	29	..	1	..	..	90	29	2	..	..	..	..
Mornington .. .. .	14,485	1,340 5 1	246 8 7	262 14 4	1,849 8 0	45	5,001	22	54	9	..	..	36	12	12	..	..	..	..
<i>Section No. 75.—RED HILL LINE.</i>																			
Balmarring .. .. .	17	1 15 0	5 5 3	66 1 6	73 1 9	85	273	..	..	3	..	..	..	..	..	..	..	..	..
Merricks .. .. .	23	2 10 6	3 2 6	351 0 8	356 13 8	244	1,098	52	12	1	..	..	36	7	..	..	..	..	..
Red Hill .. .. .	11	1 4 8	3 9 11	499 6 4	504 0 11	1,075	925	1	6	3	..	..	15	..	2	..	..	..	..
<i>Section No. 76.—DANDENONG—PORT ALBERT LINE.</i>																			
Lyndhurst .. .. .	1,915	119 11 1	124 11 10	250 9 3	494 12 2	1,038	1,138	..	1	2	..	..	2	2	2	..	..	..	..
Cranbourne and Sidings .. .. .	9,891	565 2 0	717 1 2	5,386 12 2	6,668 15 4	22,238	5,890	34	18	13	..	..	46	70	10	..	..	..	..
Clyde .. .. .	7,469	354 10 10	27 5 11	145 3 8	527 0 5	76	681	30	2	2	..	..	30	5	..	..	..	..	..
Tooradin .. .. .	1,810	167 15 2	109 0 7	244 8 6	521 4 3	94	398	49	21	1	..	..	35	5	1	..	..	..	..
Dalmore .. .. .	1,928	175 5 9	22 10 9	525 18 3	723 14 9	1,369	800	1	..	..	..	..	19	..	5	..	..	..	..
Koo-wee-rup .. .. .	8,273	834 19 7	91 19 10	4,664 4 2	5,591 3 7	13,733	3,882	38	22	12	..	..	44	28	10	..	..	..	..
Monometh .. .. .	1,122	131 18 7	34 9 2	647 17 7	814 5 4	59	291	35	225	23	..	..	5	105	21	..	..	..	..
Caldermeade .. .. .	670	136 1 9	168 10 10	326 15 10	631 8 5	54	262	13	89	12	..	..	21	72	3	..	..	..	..
Lang Lang .. .. .	3,460	589 7 8	333 3 5	669 12 9	1,592 3 10	564	2,470	27	77	5	..	..	31	89	10	..	..	..	..
Nyora .. .. .	2,815	502 0 11	60 2 2	1,324 7 5	1,886 10 6	5,214	1,276	3	24	1	..	..	4	8	5	..	..	..	1
Loch .. .. .	3,156	622 19 10	239 7 6	748 7 7	1,610 14 11	209	1,670	33	180	6	..	..	34	26	9	..	..	..	..
Jeetho .. .. .	1,344	115 10 3	300 2 3	586 7 9	472 0 3	17	125	5	1	..	..	..	2	1	..	..	..	..	..
Bona .. .. .	1,449	290 19 10	1,020 7 4	670 6 7	1,981 13 9	337	630	7	8	4	..	..	49	5	2	..	..	..	1
Whitelaw .. .. .	256	18 0 4	1 4 5	5 7 1	24 11 10	8	..	..	..	..	..	..	..	..	..	..	..	..	..
Korumburra and Coal Creek Siding .. .. .	10,270	2,549 8 9	501 7 9	12,425 5 5	15,476 1 11	26,779	9,243	19	297	16	..	..	78	47	79	46	..	..	1
Extended Coy.'s Siding .. .. .	..	..	..	219 0 1	219 0 1	800	..	..	..	..	..	..	..	..	..	..	..	..	..
Austral Coal Coy.'s Siding .. .. .	..	..	..	3,433 13 8	3,433 13 8	11,285	..	..	..	..	..	..	..	..	..	..	..	..	..
Kardella .. .. .	2,373	186 8 3	35 18 5	146 17 0	369 3 8	70	169	17	..	1	..	..	3	1	..	..	..	..	..
Ruby .. .. .	968	96 3 3	29 15 9	401 3 6	529 2 6	116	318	5	82	..	..	..	2	5	5	..	..	..	..
Leongatha .. .. .	7,407	2,354 17 8	724 13 8	5,238 11 0	8,318 2 4	4,501	10,167	65	240	24	110	..	82	68	21	..	..	..	..
Knox Siding .. .. .	..	..	..	846 12 5	846 12 5	3,092	34	..	..	..	..	..	..	..	..	..	..	..	..
Gwyther .. .. .	..	..	..	30 2 2	30 2 2	56	..	..	..	..	..	..	..	..	..	..	..	..	..
Koonwarra .. .. .	828	84 9 1	19 5 8	180 10 0	284 4 9	160	631	4	3	..	..	..	8	5	..	..	..	..	..
Tarwin .. .. .	664	174 2 3	16 3 3	526 5 2	716 10 8	444	327	2	24	1	..	..	4	5	..	..	..	..	..
Macnlyan .. .. .	2,850	653 2 8	76 4 11	1,693 1 3	2,422 8 10	890	2,603	23	82	2	91	..	58	21	2	..	..	..	1

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 76.—DANDENONG—PORT ALBERT LINE—continued.</i>															
Stony Creek	826	£ 194 1 10	£ 28 15 8	£ 273 3 3	£ 496 0 9	156	660	6	10	..	1	6	3	..	..
Buffalo	718	126 7 4	19 13 1	392 8 0	538 8 5	196	418	12	18	..	..	15	3	..	..
Boys	58	11 11 0	..	14 19 3	26 10 3	14	10	..	..	..	..	..	..	..	..
Fish Creek	1,917	419 19 6	84 5 0	1,234 0 6	1,738 5 0	1,074	1,483	19	39	8	..	18	21	7	1
Hodde	483	78 14 3	17 6 3	111 6 11	205 7 5	74	124	..	..	..	..	17	1	2	..
Foster	2,406	826 15 1	121 1 9	1,699 15 9	2,647 12 7	813	2,770	14	48	10	77	28	32	12	13
Bennison	520	119 10 2	16 7 7	47 18 1	183 15 10	19	150	..	1	1	2	..	1	1	..
Toora	1,792	636 16 8	86 13 0	1,631 8 8	2,354 18 4	651	1,972	19	94	9	36	30	20	8	..
Agnes	175	79 7 8	3 18 2	158 12 5	241 18 3	65	173	..	1	1	11	..	10	3	..
Welshpool	927	358 12 3	77 19 8	437 19 10	874 11 9	237	1,059	1	28	2	7	13	..	5	..
Hedley	300	86 8 6	15 7 1	761 0 1	862 15 8	559	403	7	8	1	20	2	7	1	..
Gellondale	970	255 13 11	14 3 5	866 7 3	1,136 4 7	155	210	6	117	2	15	..	5	2	1
Alberton	680	213 14 8	40 11 2	1,340 4 3	1,594 10 1	734	1,353	26	26	..	3	..	5	2	1
Port Albert	158	51 0 5	3 5 1	417 15 3	472 0 9	177	209	..	..	..	..	..	..	..	..
<i>Section No. 77.—ALBERTON—WOODSIDE LINE.</i>															
Yarram	3,674	1,981 2 8	211 14 9	5,263 7 6	7,456 4 11	1,524	4,457	80	330	12	170	27	15	16	1
Devon	58	11 8 4	..	1 18 7	13 6 11	..	81	..	..	..	..	..	..	..	..
Cairoose	..	..	..	194 3 4	194 3 4	290	36	5	3	..	..	..	..	..	..
Wom Wron	182	29 2	..	149 19 0	179 5 2	161	131	8	3	8	..	..	..	..	..
Napier	..	..	..	395 19 6	395 19 6	638	38	..	..	..	..	..	..	..	..
Woodside	..	..	..	1,822 12 3	1,822 12 3	1,496	394	34	26	..	..	..	1	..	..
<i>Section No. 78.—TRIHOLM LINE.</i>															
Bayles	29	3 11 2	6 9 5	731 16 10	741 17 5	1,713	1,826	12	..	2	..	4	2	1	..
Catani	54	11 12 0	11 4 6	355 1 9	377 18 3	636	787	..	1	4	..	5	3	1	..
Yannathan	89	10 19 5	4 4 7	226 7 0	241 11 0	31	601	2	89	..	..	4	1	..	..
Heathhill	39	8 9 3	2 12 10	51 6 7	62 8 8	175	50	..	..	..	..	..	..	..	..
Athlone	46	12 17 0	2 17 6	87 9 3	103 3 9	391	142	..	..	2	..	..	..	..	..
Topiram	46	8 18 2	2 3 7	364 10 2	375 11 11	551	380	16	17	1	1	2	5	1	..
Triholm	29	8 5 10	2 14 1	343 11 1	354 11 0	93	234	13	29	..	47	7	2	2	..
<i>Section No. 79.—WONTHAGGI LINE.</i>															
Woodleigh	522	185 1 6	529 2 9	148 11 11	812 16 2	86	951	3	19	4	..	4	6	7	..
Kernot	773	168 5 4	19 18 4	742 0 7	930 4 3	365	420	5	168	..	..	26	46	..	..
Almurta	421	84 14 1	22 16 2	630 3 4	737 13 7	288	538	7	126	1	..	22	69	2	..
Glen Forbes	484	94 6 8	185 12 2	200 11 3	480 19 1	72	298	16	16	1	..	4	3	1	..
Woolanai	809	171 1 7	215 3 1	470 16 9	857 1 5	298	535	14	68	2	..	6	10	3	1
Anderson	853	181 14 11	35 19 5	816 9 11	1,034 4 3	424	679	14	6	4	..	10	15	5	..
Mitchell's Siding	..	..	..	9,270 9 8	9,270 9 8	26,384	342	..	..	..	..	..	..	..	..
Kheunda	1,050	139 6 1	28 6 8	41 8 3	209 1 0	86	152	..	..	..	..	..	..	1	..
Dalyston	572	90 6 3	37 0 2	1,538 4 10	1,665 11 3	827	2,045	20	36	5	64	10	5	1	1
State Coal Mine	..	..	..	16,121 2 9	16,121 2 9	40,635	11,654	..	..	..	..	..	..	..	..
Wonthaggi	8,512	2,361 0 11	575 13 11	855 14 8	3,792 9 6	529	7,051	8	13	5	..	45	6	10	..
<i>Section No. 80.—OUTTRIM LINE.</i>															
Jambunna	102	7 0 6	14 4 8	1,150 8 6	1,171 13 8	2,539	1,680	..	..	..	56	..	..	..	..
Outtrim North	19	0 16 3	..	..	0 18 3	..	..	..	..	..	..	..	..	..	..
Outtrim	18	2 13 8	..	1,122 8 9	1,125 2 5	3,725	149	..	..	..	..	..	..	..	..

<b>Section No. 81.—PORT WELSHPOOL LINE.</b>																	
Welshpool Jetty	381	15 1 7	10 7 6	191 8 7	225 17 8	68	78	..	..	..	..	..	..	..	..	..	..
<b>Section No. 82.—WARRAGUL-NOOJEE LINE.</b>																	
Texas Oil Coy. Siding	2	..	..	..	..	..	120	..	..	..	..	..	..	..	..	..	..
Lillico	..	0 3 6	..	0 8 0	0 11 6	..	62	..	..	..	..	..	..	..	..	..	..
Buin Buln	53	8 3 10	7 9 10	812 6 3	827 19 11	1,281	536	..	..	..	..	..	..	..	1	..	..
Bravington	..	..	..	0 2 10	0 2 10	..	38	..	..	..	..	..	..	..	..	..	..
Rokeby	21	3 1 11	1 8 10	1,198 16 4	1,203 7 1	4,116	234	..	..	..	..	1	..	1	..	..	..
Crossover	2	0 3 4	0 12 7	6 7 4	7 3 3	7	10	..	..	..	..	..	..	..	..	..	..
Neerim South	260	92 3 7	18 4 3	858 14 7	965 2 5	401	1,054	6	106	..	..	23	..	5	8	..	..
Neerim	98	17 15 10	7 7 2	1,246 2 8	1,271 5 8	2,322	417	..	..	..	..	2	..	..	..	..	..
Nayook	155	24 1 4	9 18 4	1,137 11 0	1,171 10 8	1,709	886	2	5	..	..	19	..	2	8	2	..
Noojee	291	31 8 7	14 18 11	7,227 0 10	7,273 3 4	11,269	698	..	..	..	..	..	..	8	6	4	..
<b>Section No. 83.—THORPDALE LINE.</b>																	
David	29	1 10 1	..	0 0 10	1 10 11	..	3	..	..	..	..	..	..	..	..	..	..
Coadville	208	10 16 6	1 19 4	64 12 11	86 8 9	61	42	..	..	..	..	1	..	..	..	..	..
Narracan	107	19 9 6	2 0 0	89 3 6	110 13 0	79	282	2	..	..	..	..	..	..	..	..	..
Thorpdale	141	71 16 4	49 12 8	767 14 8	889 3 8	531	1,450	67	12	1	23	26	8	3	1	..	..
<b>Section No. 84.—WALHALLA LINE.</b>																	
Gooding	43	2 0 6	2 12 1	92 3 0	96 15 7	174	..	..	..	..	..	..	..	..	..	..	..
Gould	621	64 4 9	6 15 10	76 19 2	147 19 9	100	87	..	..	..	..	..	..	..	..	..	..
Moondarra	277	37 2 8	5 10 11	41 11 9	84 5 4	35	90	..	2	..	..	..	..	3	..	..	..
Watson	102	18 11 7	2 15 4	24 6 10	45 13 9	23	41	..	..	..	..	..	..	..	..	..	..
Coffins' Siding	5	0 14 9	2 4 3	13,744 16 6	13,747 15 6	25,037	492	..	..	..	..	..	..	1	..	..	..
Erica	2,431	750 13 8	20 8 0	185 18 8	957 0 4	168	682	1	3	2	1	28	48	3	..	..	..
Knott's Siding	157	66 7 4	9 18 9	177 0 1	253 6 2	178	619	..	..	..	..	..	..	1	..	..	..
Fullwood's Siding	..	..	..	6,534 12 5	6,534 12 5	9,089	128	..	..	..	..	..	..	..	..	..	..
O'Shea and Bennett's Siding	..	..	..	4,116 0 8	4,116 0 8	6,839	9	..	..	..	..	..	..	..	..	..	..
White Rock Co.'s Siding	..	..	..	1,619 3 11	1,619 3 11	3,198	293	..	..	..	..	..	..	..	..	..	..
Platina	145	44 0 3	4 6 3	1,517 2 5	1,565 8 11	2,589	420	..	..	..	..	..	..	..	..	..	..
Thomson	21	2 9 9	0 7 0	..	2 16 9	..	..	..	..	..	..	..	..	..	..	..	..
Walhalla	533	208 11 4	16 5 10	87 11 10	312 9 0	49	264	..	..	2	..	..	..	1	..	..	..
<b>Section No. 85.—NORTH MIRBOO LINE.</b>																	
Hazelwood	3	0 5 3	..	1 9 6	1 14 9	..	50	..	..	..	..	..	..	..	..	..	..
Yinnar	426	109 7 6	28 11 8	773 2 11	911 2 1	375	1,604	7	27	1	47	..	3	1	4	..	..
Boolarra	1,009	318 18 9	48 19 9	2,760 0 5	3,122 18 11	3,381	1,332	19	44	4	8	12	12	8	..	..	..
Darlimurra	400	17 10 1	..	23 11 5	41 1 6	11	6	..	..	..	..	..	..	..	..	..	..
North Mirboo	1,739	372 16 4	79 8 7	2,726 9 3	3,178 14 2	899	2,514	61	206	1	95	29	18	1	1	..	..
<b>Section No. 86.—TRARALGON-STRATFORD LINE.</b>																	
Glengarry	1,685	286 6 3	23 12 5	1,529 19 0	1,839 17 8	1,283	1,165	18	70	2	26	18	3	2	3	..	..
Toongabbie	1,055	167 17 8	17 2 3	549 18 4	734 18 3	371	266	32	19	1	..	25	17	4	..	..	..
Cowwar	2,226	595 1 3	51 17 2	1,244 14 9	1,891 13 2	825	534	23	88	13	28	3	27	14	6	..	..
Dawson	55	21 8 5	..	24 12 3	46 0 8	22	5	..	..	..	..	..	..	2	..	..	..
Heyfield	2,643	919 7 6	103 16 6	2,958 0 5	3,981 4 5	1,842	1,591	66	184	4	55	5	63	8	..	..	..
Tinamba	1,406	578 16 3	50 2 1	3,741 18 11	4,376 12 3	1,606	1,231	68	317	5	118	4	46	11	3	..	..
Maflra	4,736	2,097 4 2	252 0 8	13,281 1 11	15,630 6 9	9,124	38,065	82	187	15	37	30	115	12	3	..	..
Powerscourt	..	..	..	205 13 2	205 13 2	2,833	83	..	..	..	..	..	..	..	..	..	..
<b>Section No. 87.—BRIAGOLONG LINE.</b>																	
Boisdale	..	..	..	870 11 9	879 11 9	3,371	165	7	36	..	3	1	2	1	..	..	..
Bushy Park	..	..	..	308 17 4	308 17 4	3,098	38	..	..	..	..	..	1	1	..	..	..
Briagolong	..	..	..	1,083 18 9	1,083 18 9	5,182	257	1	11	..	..	..	1	1	..	..	..
<b>Section No. 88.—HEALESVILLE LINE.</b>																	
East Richmond	513,395	6,601 8 8	259 0 10	..	6,860 9 6	..	..	..	..	..	..	..	..	..	..	..	..
Burnley	638,103	8,432 13 0	209 9 1	2,135 3 0	10,777 5 1	3,856	95,082	..	..	..	..	..	..	..	..	..	..
Hawthorn	728,964	10,685 7 8	295 8 9	212 8 9	11,108 5 2	71	6,305	..	..	..	..	..	..	..	..	..	..
Glenferrie	1,231,160	20,900 6 10	501 10 4	0 5 1	24,402 2 3	..	2	..	..	..	..	..	..	..	..	..	..
Auburn	1,220,099	18,518	166 18 1	..	19,707 3 5	..	3	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.									
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
<i>Section No. 88.—HEALESVILLE LINE—continued.</i>																	
Camberwell .. .. .	1,431,825	£ 26,521 2 7	£ 543 15 4	£ 976 15 11	28,041 13 10	428	21,960	..	..	..	..	..	..	..	..	..	..
East Camberwell .. .. .	743,034	13,206 8 8	92 8 11	..	13,298 17 7	..	..	..	..	..	..	..	..	..	..	..	..
Canterbury .. .. .	1,179,179	22,783 8 6	344 10 6	12 8 6	23,140 7 6	1	13	..	..	1	..	..	..	..	..	..	..
Chatham .. .. .	888,489	16,321 11 2	109 14 7	..	16,431 5 9	..	1	..	..	..	..	..	..	..	..	..	..
Surrey Hills .. .. .	1,140,267	21,825 4 9	177 2 2	84 15 10	22,087 2 9	91	15,786	..	..	..	..	..	..	..	..	..	..
Mont Albert .. .. .	890,249	17,889 19 6	127 3 8	..	17,517 3 2	..	1	..	..	..	..	..	..	..	..	..	..
Box Hill .. .. .	1,643,085	34,735 9 1	519 2 7	2,499 3 10	37,753 15 6	3,209	25,262	..	..	..	..	..	..	..	..	..	..
Blackburn .. .. .	492,252	11,031 16 9	154 14 8	1,092 0 2	12,278 11 7	3,723	4,203	..	..	..	..	..	..	..	..	..	..
Tunstall .. .. .	187,290	4,126 11 7	127 9 2	2 19 2	4,256 19 11	..	9	..	..	..	..	..	..	..	..	..	..
Mitcham .. .. .	440,288	10,708 17 1	146 14 3	1,046 19 9	11,902 11 1	1,965	24,469	..	1	3	..	..	2	1	..	..	..
Ringwood .. .. .	459,988	11,826 10 7	315 0 9	570 5 8	12,711 17 0	1,380	7,229	1	4	5	..	..	1	6	..	..	..
Ringwood East .. .. .	43,706	1,030 9 8	11 13 4	..	1,042 3 0	..	..	..	..	..	..	..	..	..	..	..	..
Croydon .. .. .	318,842	9,607 9 1	340 5 6	475 10 5	10,423 5 0	956	4,790	11	62	4	..	..	19	4	2	..	..
Mooroolbark .. .. .	14,172	516 3 5	311 2 8	201 3 7	1,028 9 8	177	141	..	..	..	..	..	1	..	1	..	..
Cave Hill Siding .. .. .	..	..	..	5,673 6 6	5,673 6 6	19,630	44	..	..	..	..	..	..	..	..	..	..
Lillydale .. .. .	82,192	4,143 12 10	312 15 11	555 19 5	5,012 8 2	317	9,740	78	53	4	..	..	32	26	3	..	..
Black's Siding .. .. .	..	..	..	5,601 8 10	5,601 8 10	20,853	..	..	..	..	..	..	..	..	..	..	..
Coldstream .. .. .	1,460	105 15 1	345 7 7	340 15 0	791 17 8	970	1,333	55	5	5	..	..	92	20	9	..	..
Yering .. .. .	719	62 3 5	10 2 2	121 15 4	194 0 11	5	774	21	46	1	..	..	48	56	1	..	..
Yarra Glen .. .. .	7,143	595 17 6	338 18 10	1,079 2 4	2,013 18 8	4,102	1,599	8	6	6	..	..	14	2	6	..	..
Tarrawarra .. .. .	567	57 18 3	13 14 10	77 7 2	149 0 3	8	128	20	1	..	..	..	2	1	1	..	..
Healesville .. .. .	17,351	1,865 11 8	269 3 3	5,435 3 9	7,569 18 8	16,798	3,990	5	6	6	..	..	24	41	10	..	..
<i>Section No. 89.—BURNLEY-GLEN WAVERLEY LINE.</i>																	
Heyington .. .. .	101,942	1,642 6 6	13 6 0	..	1,655 12 6	..	..	..	..	..	..	..	..	..	..	..	..
Kooyong .. .. .	291,437	4,775 0 7	47 18 1	..	4,822 18 8	..	..	..	..	..	..	..	..	..	..	..	..
Tooronga .. .. .	871,601	13,145 0 6	138 17 5	66 13 1	13,350 11 0	48	19,312	..	..	..	..	..	..	..	..	..	..
Gardiner .. .. .	724,122	12,601 16 0	98 15 5	..	12,700 11 5	..	1	..	..	..	..	..	..	..	..	..	..
Glen Irls .. .. .	796,968	14,757 11 11	80 11 1	..	14,838 3 0	..	5	..	..	..	..	..	..	..	..	..	..
Darling .. .. .	535,971	10,626 3 2	71 13 5	104 12 4	10,802 8 11	64	3,939	..	..	..	..	..	..	..	..	..	..
Eastmalvern .. .. .	241,992	4,964 6 8	40 8 4	0 18 6	5,005 13 6	..	..	..	..	..	..	..	..	..	..	..	..
Holmesglen .. .. .	5,963	141 12 1	3 10 2	..	145 2 3	..	..	..	..	..	..	..	..	..	..	..	..
Jordanville .. .. .	9,720	222 7 5	5 5 3	..	227 12 8	..	..	..	..	..	..	..	..	..	..	..	..
Mount Waverley .. .. .	21,346	509 15 9	11 18 9	1 11 7	523 6 1	6	278	..	..	..	..	..	..	..	..	..	..
Syndal .. .. .	10,453	272 9 11	17 14 3	0 1 2	290 5 4	..	..	..	..	..	..	..	..	..	..	..	..
Glen Waverley .. .. .	45,597	1,162 16 6	23 2 10	32 17 11	1,218 17 3	122	524	..	..	..	..	..	..	..	..	..	..
<i>Section No. 90.—KEW LINE.</i>																	
Barker .. .. .	269,231	3,795 8 8	44 3 6	..	3,839 12 2	..	..	..	..	..	..	..	..	..	..	..	..
Kew .. .. .	691,698	9,087 18 0	275 5 0	183 0 10	9,546 3 10	129	13,380	..	..	..	..	..	..	..	..	..	..
<i>Section No. 91.—ASHBURTON LINE.</i>																	
Riversdale .. .. .	142,498	2,312 14 11	24 6 0	94 11 2	2,431 12 1	29	5,266	..	..	..	..	..	..	..	..	..	..
Willson .. .. .	271,306	4,578 18 7	12 3 3	..	4,591 1 10	..	..	..	..	..	..	..	..	..	..	..	..
Hartwell .. .. .	548,602	9,558 8 9	72 3 3	..	9,630 12 0	..	..	..	..	..	..	..	..	..	..	..	..
Burwood .. .. .	399,812	6,694 6 10	151 15 11	20 13 11	6,866 16 8	4	5,042	..	..	..	..	..	..	..	..	..	..
Ashburton .. .. .	244,963	4,547 10 7	52 17 4	526 19 6	5,127 7 5	456	1,657	..	..	..	..	..	..	..	..	..	..

Section No. 92.—DEEPDENE LINE.

Shenley .. .. .	50,665	703 0 3	1 18 2	..	704 18 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Roystoad .. .. .	83,728	1,215 2 8	2 1 9	..	1,217 4 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deepdene .. .. .	225,549	3,017 4 9	4 8 2	..	3,021 12 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
East Kew .. .. .	101,652	1,069 7 10	2 1 5	45 11 9	1,117 1 0	131	6,604	..	..	..	..	..	..	..	..	..	..	..	..	..

Section No. 93.—RINGWOOD-GEMBROOK LINE.

Heathmont .. .. .	32,137	775 5 6	7 3 7	..	782 9 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bayswater .. .. .	141,372	3,910 1 10	212 16 2	65 16 8	4,188 14 8	76	2,683	1	..	3	..	..	..	..	..	..	18	4	..	..
Boronia .. .. .	152,185	4,922 5 5	235 14 10	25 4 4	5,183 4 7	17	16	..	..	..	..	..	..	..	..	..	..	..	..	..
Lower Ferntree Gully	59,174	2,381 4 4	97 13 2	159 9 2	2,638 6 8	83	1,163	23	3	5	..	..	..	..	..	..	69	12	5	..
Hermon's Siding .. ..	..	..	..	2,236 0 4	2,236 9 4	10,741	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Upper Ferntree Gully	88,782	4,417 8 8	420 13 11	355 16 6	5,193 19 1	565	1,124	..	..	..	..	..	..	..	..	..	..	..	..	3
Upwey .. .. .	19,400	868 17 7	29 16 11	6 0 4	904 14 10	2	102	..	..	..	..	..	..	..	..	..	..	..	..	..
Tacoma .. .. .	9,933	364 8 5	27 3 10	0 4 3	391 16 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Belgrave .. .. .	21,995	973 13 2	45 4 0	5 12 0	1,024 9 2	1	850	..	..	..	..	..	..	..	..	..	..	..	..	..
Selby .. .. .	1,092	60 17 6	0 4 10	1 1 2	62 3 6	..	35	..	..	..	..	..	..	..	..	..	..	..	..	..
Tank's Siding .. .. .	1	0 2 2	..	..	0 2 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aura .. .. .	467	24 10 0	6 14 2	95 18 7	127 2 9	330	84	..	..	..	..	..	..	..	..	..	..	..	..	..
Clematis .. .. .	546	34 14 2	0 4 6	3 5 3	38 3 11	7	72	..	..	..	..	..	..	..	..	..	..	..	..	..
Emerald .. .. .	1,311	110 18 9	59 12 1	208 6 5	378 17 3	134	930	1	..	..	..	..	..	..	..	..	30	11	..	..
Nobelius' Siding .. ..	134	7 18 2	12 11 6	266 19 3	287 8 11	96	43	..	..	..	..	..	..	..	..	..	..	..	..	..
Wright .. .. .	123	8 3 7	..	..	8 3 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cockatoo .. .. .	1,140	124 3 10	25 4 5	56 10 5	205 18 8	103	223	..	..	..	..	..	..	..	..	..	..	..	..	..
Fielder .. .. .	34	0 18 1	..	..	0 18 1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Gembrook .. .. .	317	29 17 9	35 16 5	1,999 14 10	2,065 9 0	5,691	605	5	6	1	..	..	..	..	..	..	7	7	2	..

Section No. 94.—WARBURTON LINE.

Mount Evelyn .. .. .	14,439	1,026 8 6	125 12 5	586 9 4	1,738 10 3	895	2,671	..	..	1	..	..	..	..	..	..	..	..	..	..
Wandin .. .. .	5,438	440 18 4	251 14 3	335 6 9	1,027 19 4	985	971	1	..	..	..	..	..	..	..	..	1	5	..	..
Seville .. .. .	1,703	190 3 0	50 12 6	206 9 4	447 4 10	813	329	..	..	..	..	..	..	..	..	..	3	1	1	..
Killara .. .. .	786	64 6 3	11 11 4	98 14 2	174 11 9	364	63	..	..	..	..	..	..	..	..	..	18	..	1	..
Woori Yallock .. .. .	1,912	246 4 0	42 10 9	268 13 3	557 8 0	518	391	7	32	..	..	..	..	..	..	..	8	2	1	..
Launching Place .. ..	2,729	308 15 3	690 5 8	577 17 11	1,576 18 10	1,486	1,144	7	25	..	2	..	..	..	..	..	20	25	5	1
Yarra Junction .. ..	4,335	580 18 11	97 5 6	11,019 2 7	11,697 7 0	30,440	2,459	..	..	5	..	..	..	..	..	..	40	2	12	..
Britannia .. .. .	..	..	..	698 11 1	698 11 1	..	81	..	..	..	..	..	..	..	..	..	..	..	..	..
Wesburn .. .. .	2,677	296 16 1	209 14 9	40 19 4	547 10 2	60	427	..	..	1	..	..	..	..	..	..	23	..	2	..
Millgrove .. .. .	1,837	164 7 3	30 14 2	556 0 6	751 11 11	679	285	..	1	..	..	..	..	..	..	..	1	1	1	..
Warburton .. .. .	5,469	952 5 7	142 18 2	1,921 6 11	3,016 10 8	2,199	5,901	..	5	4	..	..	..	..	..	..	17	4	1	9
La La Extension .. ..	..	..	..	3,057 12 8	3,057 12 8	8,378	134	..	..	..	..	..	..	..	..	..	..	..	..	..

Section No. 95.—HURSTBRIDGE LINE.

Jolimont .. .. .	239,730	2,758 16 8	42 11 4	..	2,801 8 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
West Richmond .. ..	642,481	8,204 16 5	336 6 8	..	8,541 3 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Richmond .. ..	533,310	7,788 15 1	720 5 8	..	8,509 0 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Collingwood .. .. .	487,589	7,009 13 8	599 11 8	..	7,609 5 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Victoria Park .. .. .	775,151	11,075 2 3	583 5 2	11,553 2 8	23,211 10 1	32,086	98,188	..	..	..	..	..	..	..	..	..	..	..	..	..
Clifton Hill .. .. .	1,242,595	16,046 2 0	443 8 8	..	16,489 10 8	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..
Westgarth .. .. .	664,819	8,669 14 7	74 5 0	..	8,744 0 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dennis .. .. .	771,641	11,414 4 4	78 18 6	..	11,491 2 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fairfield Park .. ..	1,390,384	21,580 8 4	201 6 10	3,580 12 6	25,362 7 8	2,488	33,540	..	..	..	..	..	..	..	..	..	..	..	..	..
Alphington .. .. .	577,519	9,513 11 10	75 0 11	308 10 9	9,897 3 6	264	6,210	..	..	..	..	..	..	..	..	..	..	..	..	..
Darebin .. .. .	345,701	6,822 4 7	44 8 5	..	6,866 13 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ivanhoe .. .. .	1,044,566	20,571 10 3	148 10 2	25 10 10	20,746 0 3	11	5,483	..	..	..	..	..	..	..	..	..	..	..	..	..
Eaglemont .. .. .	339,751	7,214 5 8	35 7 10	..	7,249 13 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Heidelberg .. .. .	652,646	14,108 2 6	119 13 3	246 17 2	14,474 12 11	222	6,679	1	34	18	..	..	..	..	..	..	1	7	22	..
Rosanna .. .. .	161,706	3,015 8 3	19 16 0	..	3,035 4 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MacLeod .. .. .	70,696	1,535 17 8	49 4 10	47 16 10	1,632 19 4	..	13	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont Park .. .. .	..	..	..	54 13 8	54 13 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Watsonia .. .. .	67,924	1,506 13 3	11 10 8	1 7 6	1,519 11 5	..	3,224	..	..	..	..	..	..	..	..	..	..	..	..	..
Greensborough .. ..	211,871	5,345 4 5	82 8 6	38 7 8	5,466 0 7	45	2,771	..	..	..	..	..	..	..	..	..	..	..	..	..
Montmorency .. .. .	127,564	3,019 14 3	19 2 3	..	3,038 16 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hitham .. .. .	212,151	5,719 6 4	64 3 5	9 7 0	5,792 16 9	6	1,322	..	..	..	..	..	..	..	..	..	..	3	1	..
Diamond Creek .. ..	55,146	1,681 9 3	98 12 6	12 3 7	1,792 5 4	5	549	..	..	..	..	..	..	..	..	..	..	..	1	..
Wattleglen .. .. .	12,688	492 4 1	0 5 6	0 1 6	492 11 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hurstbridge .. .. .	39,970	1,843 2 1	66 2 4	82 10 10	1,991 15 3	351	977	..	..	..	..	..	..	..	..	..	..	2	..	2

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

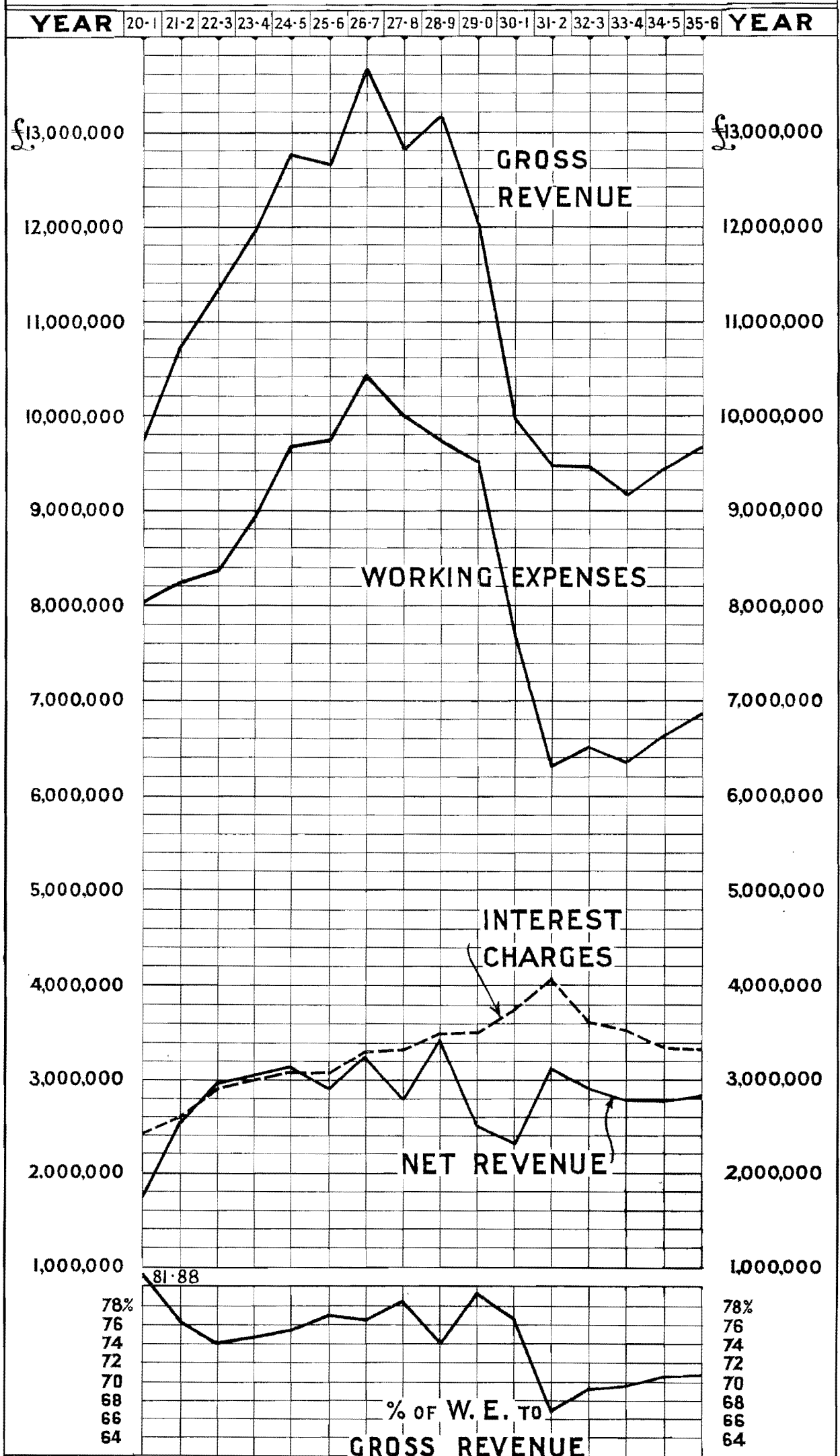
STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 96.—PORT MELBOURNE LINE.</i>															
Mantague .. .. .	198,347	2,449 14 4	37 1 6	..	2,486 15 10	..	..	..	..	..	..	..	..	..	
North Port .. .. .	533,393	7,211 0 1	91 19 11	..	7,303 0 0	..	..	..	..	..	..	..	..	..	
Graham .. .. .	774,242	9,693 13 2	159 17 4	..	9,847 15 6	..	..	..	..	..	..	..	..	..	
Port Melbourne .. .. .	214,002	3,194 0 0	50 6 2	28,511 9 11	31,755 16 1	95,405	253,316	..	..	36	..	..	38	21	
<i>Section No. 97.—ST. KILDA LINE.</i>															
South Melbourne .. .. .	1,027,172	12,010 19 9	476 17 3	27 0 11	12,514 17 11	2	5	..	..	..	..	..	..	..	
Albert Park .. .. .	1,930,617	21,794 5 3	288 16 8	..	22,083 1 11	..	4	..	..	..	..	..	..	..	
Middle Park .. .. .	1,007,375	16,493 5 8	156 5 3	..	16,649 10 11	..	2	..	..	..	..	..	..	..	
St. Kilda .. .. .	3,747,160	44,748 0 8	414 0 2	73 3 4	45,235 4 2	28	5,069	..	..	..	..	..	..	..	
<i>Section No. 98.—BRIGHTON-SANDRINGHAM LINE.</i>															
Richmond .. .. .	1,594,302	22,533 5 8	1,550 8 4	0 7 9	24,084 1 9	..	6	..	..	..	..	..	..	..	
South Yarra .. .. .	1,658,927	22,181 0 2	991 9 9	0 3 0	23,172 12 11	..	11	..	..	..	..	..	..	..	
Prahran .. .. .	1,086,139	14,550 14 9	772 11 5	6 10 7	15,329 16 9	3	5	..	..	..	..	..	..	..	
Windsor .. .. .	1,259,343	17,096 10 11	322 4 0	935 17 10	18,354 12 9	601	43,772	..	..	..	..	..	..	..	
Balaclava .. .. .	1,486,825	23,692 19 0	271 7 1	..	23,964 6 1	..	5	..	..	..	..	..	..	..	
Ripponlea .. .. .	1,042,481	17,616 16 6	148 2 9	6 10 3	17,771 9 6	3	8	..	..	..	..	..	..	..	
Elsternwick .. .. .	2,404,132	39,844 4 4	461 7 5	865 13 5	41,171 5 2	553	14,317	..	..	..	..	..	..	..	
Gardenwale .. .. .	1,406,427	20,407 5 1	223 4 6	..	20,630 10 5	..	6	..	..	..	..	..	..	..	
North Brighton .. .. .	1,625,324	33,377 0 4	392 14 6	630 17 6	34,400 12 4	403	10,299	..	..	..	..	..	..	..	
Middle Brighton .. .. .	1,335,208	27,784 17 11	472 6 5	2,629 11 4	30,886 15 8	1,676	9,430	..	..	..	..	..	..	..	
Brighton Beach .. .. .	797,527	17,332 3 10	98 7 6	..	17,430 11 4	..	2	..	..	..	..	..	..	..	
Hampton .. .. .	1,594,923	35,015 7 8	223 0 3	10 6 8	35,248 14 7	..	18	..	..	..	..	..	..	..	
Sandringham .. .. .	1,385,090	44,237 3 8	354 8 6	133 19 5	44,725 11 7	54	15,276	..	..	..	..	..	..	..	
VARIOUS.															
Traffic derived from New South Wales Stations .. .. .	110,699	102,299 10 9	15,883 10 5	85,336 3 11	203,519 5 1	70,062	101,169	..	..	..	..	..	..	..	
Queensland Stations .. .. .	6,970	6,900 1 8	515 6 2	14,139 11 8	21,554 19 6	16,965	2,308	..	..	..	..	..	..	..	
South Australian Stations .. .. .	45,079	71,007 15 7	11,440 18 10	74,074 0 0	156,522 14 5	44,059	35,932	..	..	..	..	..	..	..	
Commonwealth Stations .. .. .	6,623	3,000 17 3	152 9 3	940 18 1	4,094 4 7	383	2,154	..	..	..	..	..	..	..	
Western Australian Stations .. .. .	5,143	5,916 10 6	154 15 3	180 18 3	6,252 2 0	69	995	..	..	..	..	..	..	..	
Tasmania .. .. .	331	463 5 6	..	..	463 5 6	..	..	..	..	..	..	..	..	..	
Thos. Cook and Sons to New South Wales, South Australia, &c. ..	455	719 17 7	..	..	719 17 7	..	..	..	..	..	..	..	..	..	
ELECTRIC TRAMWAYS.															
St. Kilda-Brighton .. .. .	4,420,187	..	..	..	45,047 9 9	..	..	..	..	..	..	..	..	..	
Sandringham-Black Rock .. .. .	1,073,665	..	..	..	10,448 18 11	..	..	..	..	..	..	..	..	..	
ROAD MOTOR PUBLIC SERVICES.															
	779,918	7,161 4 6	222 0 10	14,356 2 5	21,739 7 9	..	..	..	..	..	..	..	..	..	

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



# DIAGRAM N° 3

(Exclusive of Electric Tramways & Road Motor Public Services)

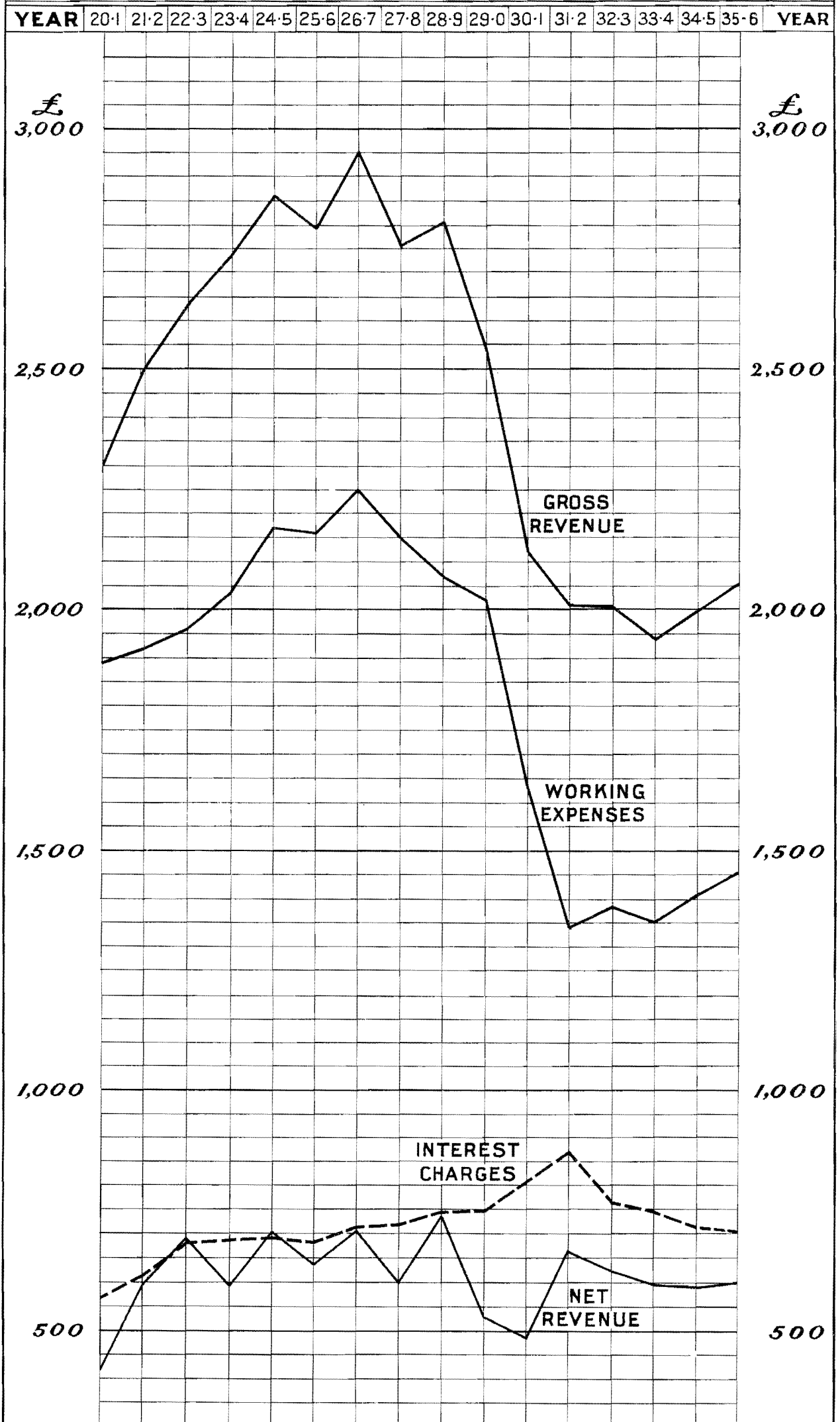


Working Expenses are exclusive of expenditure charged to Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).



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

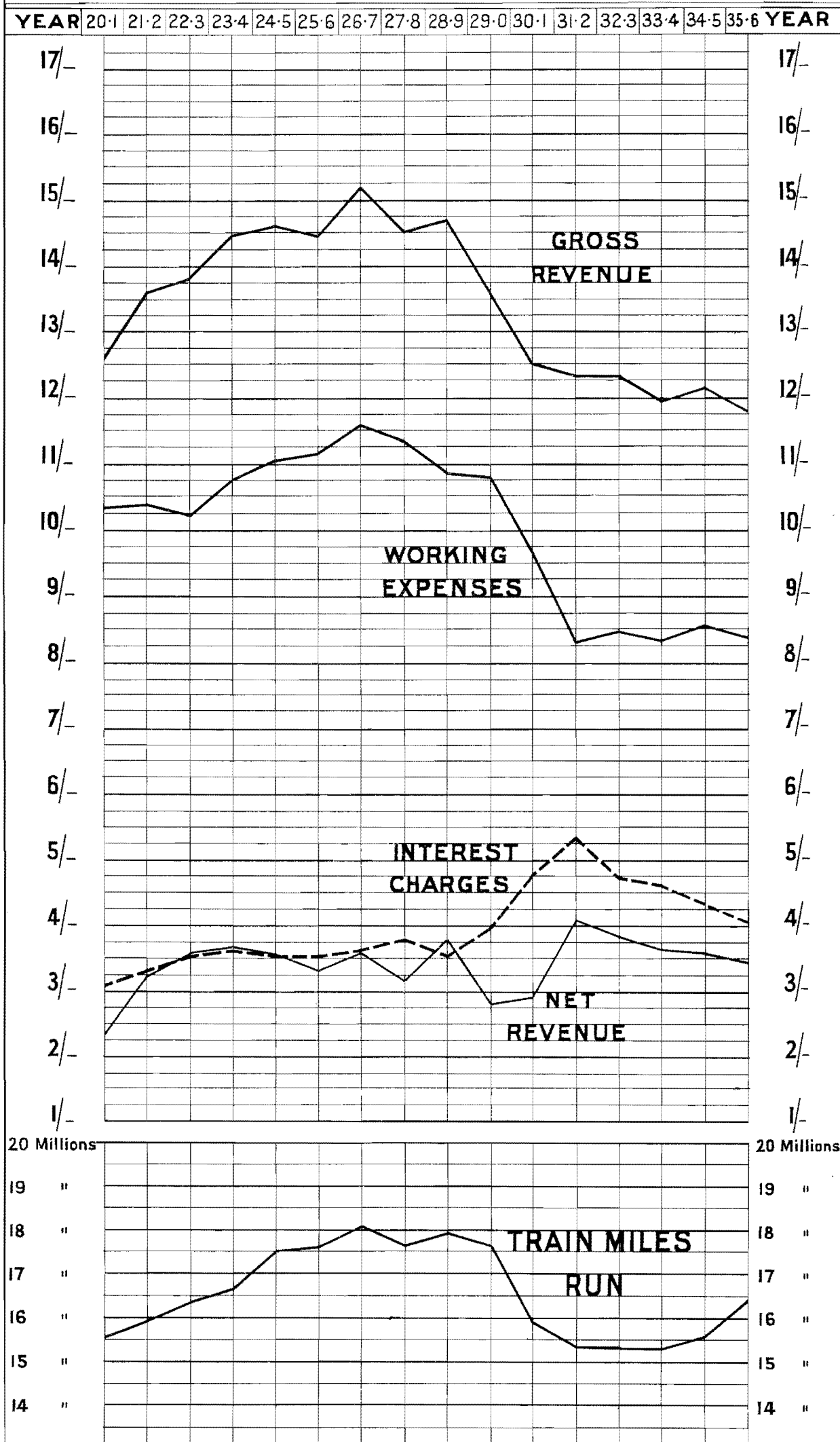
## PER AVERAGE MILE OF RAILWAY OPEN



Working Expenses are exclusive of expenditure charged to Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).

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

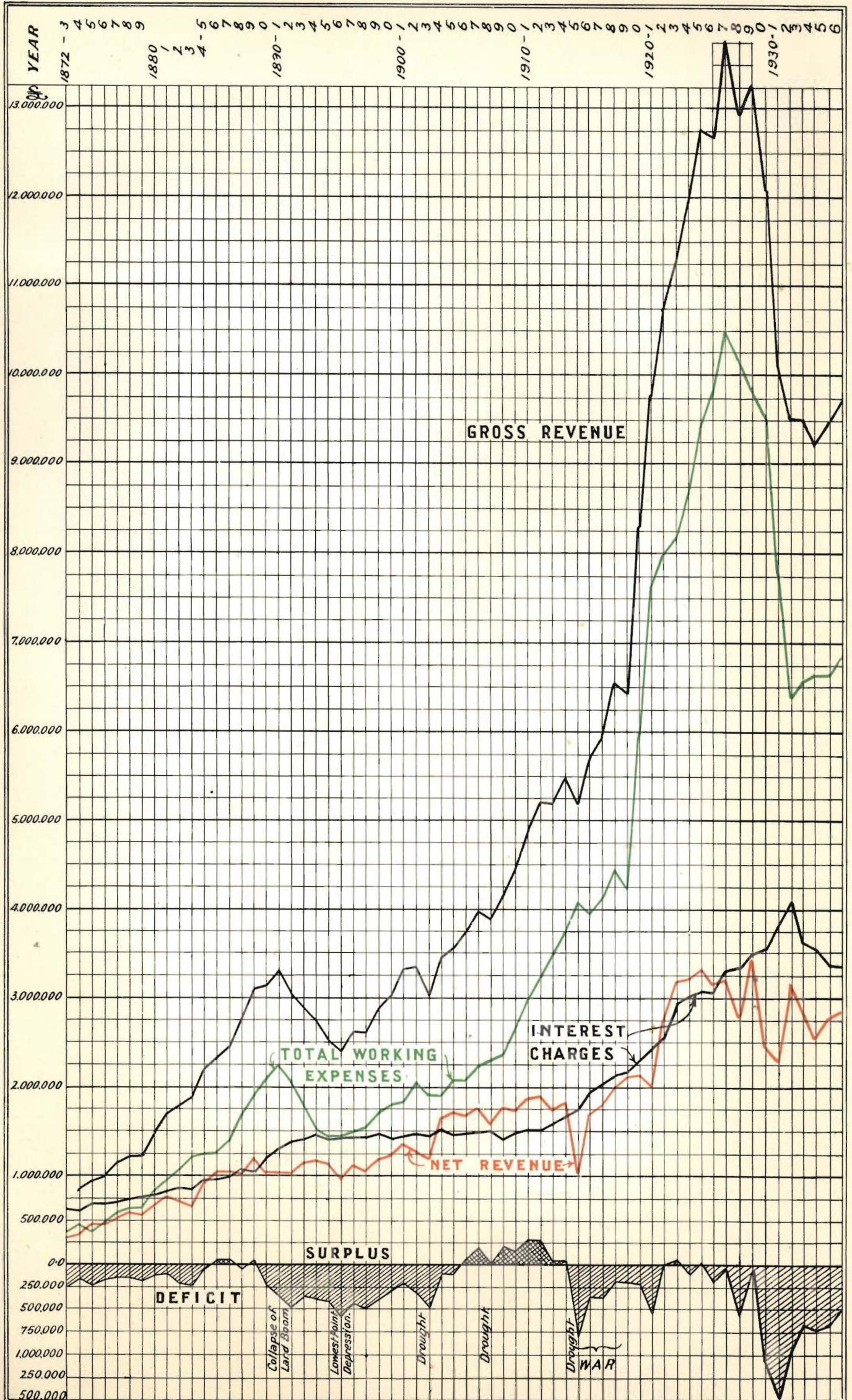
## PER TRAIN MILE RUN



Working Expenses are exclusive of expenditure charged to Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).

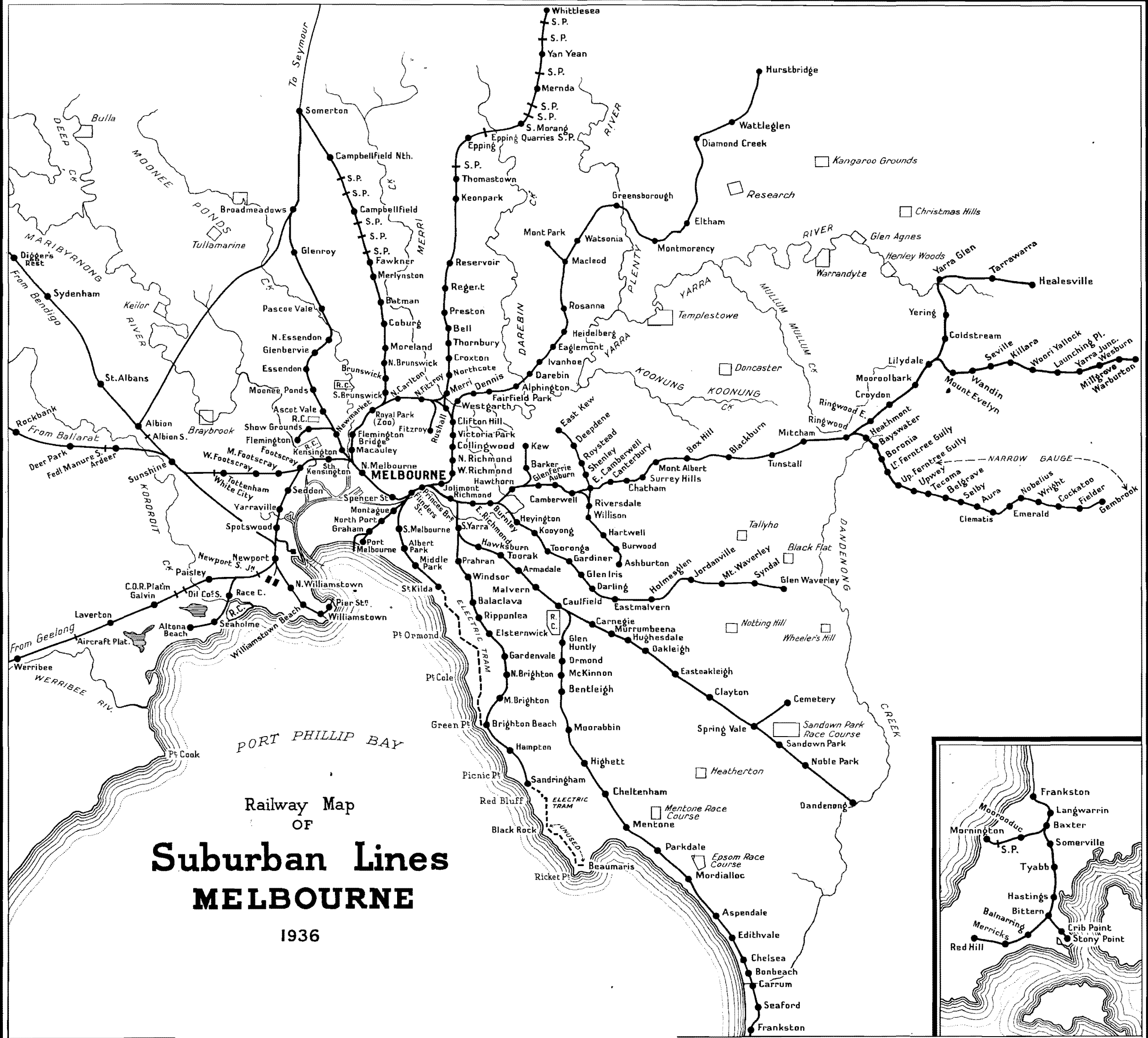


# DIAGRAM N° 6

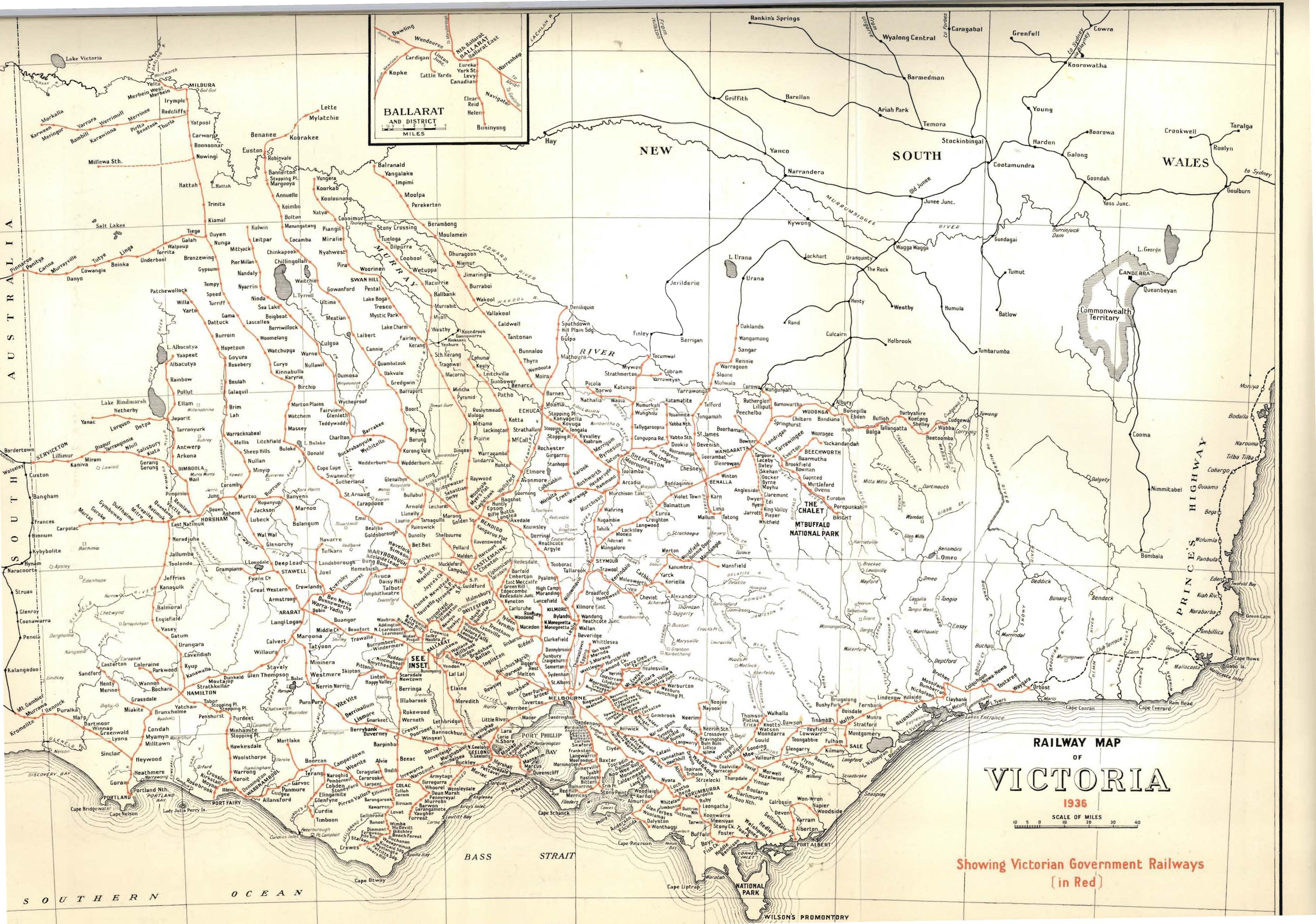


Working Expenses are exclusive of expenditure charged to Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).









RAILWAY MAP  
OF  
**VICTORIA**  
1936  
SCALE OF MILES  
0 5 10 20 30 40  
Showing Victorian Government Railways  
[in Red]

A U S T R A L I A

S O U T H

S O U T H E R N

O C E A N

N E W

S O U T H

W A L E S

B A S S S T R A I T

W I L S O N ' S P R O M O N T O R Y

C A N B E R R A

T H E C H A L E T  
M T B U F F A L O  
N A T I O N A L P A R K

P R I N C E ' S H I G H W A Y

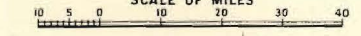
RAILWAY MAP

OF

**VICTORIA**

1936

SCALE OF MILES



Showing Victorian Government Railways  
[in Red]