

1926.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1926.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDED 30TH JUNE, 1926.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 30th August, 1926.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act 1915*, No. 2716, we have the honour to submit our Report in respect of the year ended 30th June, 1926.

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

	Railways.			St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—									
Earnings	12,497,884	2	2	68,594	7	4	12,566,478	9	6
Amount received in respect of the loss resulting from the working of cer- tain lines of railway, and in respect of certain border rail- ways, <i>vide</i> page 8	177,088	0	0	..	..	..	177,088	0	0
	12,674,972	2	2	68,594	7	4	12,743,566	9	6
WORKING EXPENSES	9,530,394	2	6	61,766	13	0	9,592,160	15	6
	3,144,577	19	8	6,827	14	4	3,151,405	14	0
NET REVENUE									
INTEREST CHARGES and EXPENSES				£	s.	d.			
				3,092,695	13	4			
PENSIONS and GRATUITIES (Act No. 767)				219,395	14	1			
Payment to the Superannuation Fund				18,712	2	1			
Adjustment with South Australia in connexion with Border Rail- ways, <i>vide</i> page 7				1,630	0	0			
Repayment to Capital Account in respect of the North Geelong to Fyansford Line, <i>vide</i> page 7..				1,341	0	0			
				3,333,774	9	6			
DEFICIT							£182,368	15	6

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

	Year 1924-25.			Year 1925-26.			Increase. (+) Decrease. (-)		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways—Earnings	12,621,058	14	7	12,497,884	2	2	—	123,174	12 5
„ Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8	138,138	0	0	177,088	0	0	+	38,950	0 0
	12,759,196	14	7	12,674,972	2	2	—	84,224	12 5
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	71,086	5	2	68,594	7	4	—	2,491	17 10
Total	12,830,282	19	9	12,743,566	9	6	—	86,716	10 3
Working Expenses—									
Railways	9,426,203	7	5	9,530,394	2	6	+	104,190	15 1
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	59,641	4	2	61,766	13	0	+	2,125	8 10
Total	9,485,844	11	7	9,592,160	15	6	+	106,316	3 11
Net Revenue	3,344,438	8	2	3,151,405	14	0	—	193,032	14 2
Interest Charges and Expenses ..	3,099,884	14	7	3,092,695	13	4	—	7,189	1 3
Pensions and Gratuities (Act No. 767)	215,087	2	6	219,395	14	1	+	4,308	11 7
Payment to the Superannuation Fund .. .. .	..			18,712	2	1	+	18,712	2 1
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 7	2,849	0	0	1,630	0	0	—	1,219	0 0
Repayment to Capital Account in respect of the North Geelong to Fyansford line, <i>vide</i> page 7	675	0	0	1,341	0	0	+	666	0 0
Total of Interest Charges and Expenses, Pensions and Gratuities, &c. ..	3,318,495	17	1	3,333,774	9	6	+	15,278	12 5
Surplus	25,942	11	1	..				..
Deficit .. .. .	..			182,368	15	6	—	208,311	6 7

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

	Year 1922-1923.	Year 1923-1924.	Year 1924-1925.	Year 1925-1926.
Average Mileage of Railways operated ...	4,297	4,369	4,448	4,528
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,901,822	2,987,928	3,259,520	3,343,344
" Suburban	6,459,903	6,956,099	7,194,731	7,311,755
Mixed	2,523,387	2,404,461	2,295,898	2,225,038
Goods (including Live Stock)	4,504,127	4,246,345	4,731,857	4,695,410
Total ...	*16,394,239	16,594,833(a)	17,482,006(a)	17,575,547(a)
Number of Passenger Journeys { Country	10,047,058	9,892,197	9,765,623	9,464,911
{ Suburban	145,910,182	157,969,667	156,678,519	158,589,397
Tonnage of Goods	6,943,011	7,820,531	8,446,929	8,128,905
Tonnage of Live Stock	574,205	489,012	512,627	599,591
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 2,695,144	£ 2,716,999	£ 2,728,500	£ 2,688,060
" Petrol Rail Motors ... ..	...	...	35,422	44,557
" Suburban	2,399,451	2,613,615	2,616,965	2,693,187
Parcels, &c.	473,007	486,397	496,532	506,249
" Petrol Rail Motors ... ..	...	...	4,570	7,593
Horses, Carriages, and Dogs	37,228	37,999	39,968	40,661
Mails	59,908	59,549	59,480	90,248
	5,664,738	5,914,559	5,981,437	6,070,555
Goods, &c., Business.				
Goods	4,178,192	4,534,931	5,070,969	4,777,686
Live Stock	653,229	523,406	550,060	636,326
Minerals	121,771	146,189	154,493	151,439
	4,953,192	5,204,526	5,775,522	5,565,451
Other Services.				
Dining Car Services	24,915	24,492	24,008	25,807
Refreshment Services	283,201	320,669	383,840	413,736
Advertising ... ..	...	25,327	34,118	36,987
Book Stalls ... ..	...	...	66,322	67,855
	308,116	370,488	508,288	544,385
Electrical Power	179,033	225,452	218,797	145,026
Rentals	117,673	119,300	124,883	156,546
Miscellaneous	124,305	124,310	150,270	189,098
Total ...	11,347,057	11,958,635	12,759,197	12,671,061
Per mile of Railway worked	2,641	2,737	2,869	2,798
Per traffic train mile	13s. 10'11d.	14s. 4'95d.	14s. 7'16d.	14s. 5'03d.
WORKING EXPENSES.				
Transportation Branch	£ 2,399,867	£ 2,543,229	£ 2,664,697	£ 2,701,124
Way and Works Branch	1,761,951	1,861,887	1,963,960	1,928,597
Rolling-Stock Branch—Operating Expenses	1,607,733	1,638,163	1,770,939	1,821,763
" " Repairs and Renewals	1,268,108	1,331,104	1,480,972	1,520,727
" " Repayment to Capital Account in respect of Locomotives withdrawn from service ... ..	...	50,000	50,000	50,000
" " Payment into Rolling-Stock Replacement Fund	200,000	200,000	200,000	200,000
Electrical Engineering Branch	406,870	538,547	564,264	466,770
Miscellaneous Operations	261,767	312,879	430,151	452,755
General Expenses	191,371	199,697	216,130	238,621
Stores Branch ... ..	...	...	...	80,162¶
Payment into Railway Accident and Fire Insurance Fund	84,259	38,916	47,823	65,945
Payment to the State Coal Mine towards the cost of re-conditioning the McBride tunnel ... ..	...	...	37,268	...
Total Working Expenses	8,181,926	8,714,422(b)	9,426,204(b)	9,526,464(b)
Per mile of Railway worked	1,904	1,995	2,119	2,104
Per traffic train mile	9s. 11'78d.	10s. 6'03d.	10s. 9'40d.	10s. 10'09d.
Percentage of Gross Revenue	72'11	72'87	73'88	75'18
Net Revenue	3,165,131	3,244,213	3,332,993	3,144,597
Per mile of Railway worked	737	742	750	694
Per traffic train mile	3s. 10'33d.	3s. 10'92d.	3s. 9'76d.	3s. 6'94d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 8.

*Figures for the year 1922-23 include Assistant and Light Mileage.

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

Gross Revenue of the Railways.

The Gross Revenue of the Railways (excluding the Electric Tramways and the Road Motor Coaches) amounted to £12,671,061, which is a decrease of £88,136 as compared with the revenue earned in the preceding year, viz., £12,759,197, or equivalent to a decrease of '69 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

	Increase.		Decrease.	
	Amount.	Per cent.	Amount.	Per cent.
	£		£	
Passenger Traffic—				
Country ... ..	...	...	40,440	1'48
" Rail Motor Services ...	9,135	25'79	...	...
Suburban	76,222	2'91	...	...
Dining Car Services	1,799	7'49	...	...
Refreshment Services	29,896	7'79	...	...
Advertising	2,869	8'41	...	...
Bookstalls	1,533	2'31	...	...
Parcels, &c.	9,717	1'96	...	...
" Rail Motor Services ...	3,023	66'15	...	...
Horses, Carriages, and Dogs ...	693	1'73	...	...
Mails	30,768	51'73	...	...
Goods ... ..	...	...	293,283	5'97
Live Stock	86,266	15'68	...	...
Minerals ... ..	...	...	3,054	1'98
Electrical Power ... ..	...	...	73,771	33'72
Rentals	31,563	25'35	...	...
Miscellaneous ... ..	...	...	122	1'01
Amount paid (and payable) to the Department in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8	38,950	28'21	...	...
Total	322,534	...	410,670	...
Net Decrease	£88,136			

The contributing factors are explained in our comments on page 13, under the heading "Analysis of Passenger, Goods, and Live Stock Traffic."

The Gross Revenue per traffic train mile was 14s. 5'03d., as compared with 14s. 7'16d. 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, 1926 :—

Year.	Revenue per traffic train mile.	
	s.	d.
1922-23	13	10'11
1923-24	14	4'95
1924-25	14	7'16
1925-26	14	5'03

Working Expenses of the Railways.

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

The percentage of Working Expenses to Gross Revenue was 75'18, by contrast with 73'88 in the preceding year, and 72'87 in 1923-24. The increase in 1925-26 by comparison with 1924-25 was largely accounted for by the increased cost of labour owing to the higher average basic wage.

Reconciliation with Treasury Figures.

The figures relating to the Revenue and Working Expenses, as shown in our accounts, do not agree with the Treasury figures because, in accordance with ordinary commercial practice, we credit the Revenue Account of each year with all

the moneys which have been *earned* in such year, whether received or not, and debit the Working Expenses Account with the expenditure actually *incurred* in the year whether paid or not; whereas in the Treasury it is the practice to credit or debit each year with the amounts actually *received* or *paid* during the year.

A reconciliation is embodied in Appendix No. 22, so that the apparent discrepancies between the two sets of figures may be readily appreciated.

South Australian Border Railways Adjustment Account.

The agreement which was made in 1912 between the Victorian and South Australian Governments—and which was ratified by Act No. 2424—in connexion with the construction of the lines from Murrayville to Pinnaroo, and from Malanganee to Mount Gambier, prescribed that 40 per cent. of the revenue derived from the conveyance over other lines in either State of traffic originating or terminating on the connecting railways shall be paid into a "pool" and that after the losses (if any) on working the connecting railways, and the Ouyen to Murrayville railway, have been paid therefrom the balance is to be divided equally between the States—firstly, up to a maximum of £5,000 per annum unconditionally; and then the balance (if any) in the "pool", subject to the proviso that the credit to either State may be revised under certain conditions.

The adjustment in respect of the year ended 30th June, 1925, involved the payment to South Australia of the sum of £1,630, which has been charged to the Working Expenses of the year under review.

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

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

In accordance with the proposal to write off the cost of the line during the period in question, the sum of £4,049 in respect of the first six years had been charged to working expenses and credited to Capital Account, at 30th June, 1925, and a sum of £1,341 was similarly dealt with in 1925-26.

Percentage of Net Revenue to Capital Liability.

The Net Revenue, after providing for the payment of Working Expenses, Pensions and Gratuities under Act No. 767, the adjustment with South Australia in connexion with the Border Railways, payment to the Superannuation Fund, and the repayment to Capital Account in respect of the North Geelong to Fyansford Line, was equivalent to 4·16 per cent. of the total loan liability, as compared with 4·59 in 1924-25.

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

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

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

	£	s.	d.
The loss incurred in connexion with the operation of certain non-paying lines (<i>vide</i> page 10) ...	175,458	0	0
The sum paid to South Australia in respect of the operation of certain border railways (as referred to on page 7) ...	1,630	0	0
The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament ...	3,353	15	10
The loss incurred in connexion with the reduction of 10 per cent. in freight charges for certain classes of Agricultural produce ...	160,000	0	0
Total amount of the loss and increase of expenditure	340,441	15	10
<i>Deduct</i> —Amount not appropriated in 1925-26	31,088	0	0
Amount appropriated and paid ...	<u>£309,353</u>	<u>15</u>	<u>10</u>

Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £343 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, was £66,288.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £216,058 and £3,338 respectively, or a total of £219,396, as compared with £210,503 and £4,584 respectively, or a total of £215,087, in the preceding year.

At 30th June, 1926, the number of employees still in the Service entitled to either pension or compensation on retirement was 94. By contrast with 30th June, 1925, this represents a decrease of 49, *vide* Appendix No. 14.

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

Capital Expenditure.

	£	s.	d.
The total expenditure charged to Capital Account at 30th June, 1925, was ...	68,033,884	3	0

and during the year the expenditure so charged (details of which are given in Appendix No. 15) was as follows :—

	£	s.	d.
Construction of New Lines and Surveys ...	408,600	19	0
Electrification of Melbourne Suburban Lines ...	Cr. 271,606	17	1
Additions and Improvements to—			
Way and Works ...	831,577	3	0
Rolling-stock ...	423,602	0	10

Total Increase in Expenditure on Capital Account ...	<u>1,392,173</u>	<u>5</u>	<u>9</u>
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so that the total expenditure charged to Capital Account at 30th June, 1926, was ...	<u>£69,426,057</u>	<u>8</u>	<u>9</u>
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Loan Funds.

At 30th June, 1925, the total liability in respect of Current Loans was £ 67,852,641 s. 13 d. 9 and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works	1,786,734	18	7
For Redemption purposes	10,183,152	8	8
	11,969,887	7	3
Less Amount redeemed	9,989,113	16	9
Net Increase for the year		1,980,773	10 6
so that the total liability, at 30th June, 1926, in respect of Current Loans was (<i>vide</i> Appendix No. 16)	£69,833,415	4	3
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1925, to	£65,580,088	11	11
and as this amount was increased during the year ended 30th June, 1926, by	1,780,926	14	2
the total proceeds of Loans at 30th June, 1926, were	£67,361,015	6	1
The difference between the increase in the proceeds of Loans and the net increase in the total amount of Current Loans allocated, which represents the Net Discount and Expenses for the year, was	£199,846	16	4

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 16) amounted to	3,087,115	16	7
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	5,579	16	9
The debit for Interest Charges and Expenses for the year 1925-26 was therefore	£3,092,695	13	4
which represents a decrease of £7,189 as compared with the debit for the previous year.			

Non-Interest Bearing Funds.

At 30th June, 1925, the amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was £ 4,028,663 s. 5 d. 3 and further moneys were provided during the year out of Consolidated Revenue and debited to Construction Works, as shown hereunder—

Expenditure under Division No. 91 of the Appropriation Act	3,039	0	0
	4,031,702	5	3
Deduct—Amounts credited to “The Developmental Railways Account”	£1,065	10	3
“Appropriations of former years”	1,423	0	0
	2,488	10	3
The total amount so provided as at 30th June, 1926 (<i>vide</i> Appendix No. 1), was therefore	£4,029,213	15	0

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
Dunkeld to Peshurst (dismantled) ...	15·87	£50,000
Canterbury Loop Line (dismantled) ...	0·21	130,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·69		7,000
Lancefield to Kilmore (dismantled) ...	18·10	107,873
Fawkner Cemetery to Somerton ...	5·22	53,217
Geelong Race-course Line (dismantled) ...	1·96	5,317
Totals ...	47·76	353,407
Surveys for lines not constructed ...	...	415,318
Grand Total ...	...	£768,725

Non-Paying Lines.

The operation of the following lines for the twelve months ended 28th February, 1926, after the payment of Working Expenses and Interest Charges, resulted in a loss of £181,720. The amount for which, in respect of non-paying lines, credit has been taken in the Revenue Account in accordance with the provisions of section 102 of Act No. 2716 is £175,458, as shown hereunder.

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1926.
Bairnsdale to Orbost	£16,884
Beeac to Newtown	6,985
Benalla to Tatong	2,896
Cavendish to Toolondo	4,831
Manangatang to Annuello (Bryden's Tank)	1,595
Colac to Crowes	17,119
Eltham to Hurstbridge	9,556
Ferntree Gully to Gembrook	16,169
Heywood to Puralka (Mumbannar)	6,152
Linton to Skipton	2,923
Moe to Walhalla	7,859
Rushworth to Girgarre (Stanhope North)	635
Tallangatta to Cudgewa	13,938
Wangaratta to Whitfield	5,682
Nandaly to Kulwin	3,361
Piangil to Kooloonong (Pine Tank)	4,173
Neerim South to Noojee (Toorongo River)	1,740
Alberton to Won Wron	3,731
Koo-wee-rup to Strezlecki (McDonald's Track)	14,761
Bittern to Red Hill	4,977
Puralka (Mumbannar) to Border	328
Annuello to Robinvale	6,945
Kerang to Murrabit (Gonn Crossing)	5,454
Won Wron to Woodside	694
Noradjuha to Toolondo	1,643
Redcliffs to Werrimull (Millewa North)	7,334
Newport to Altona	4,472
Hopetoun to Patchewollock	5,887
Merbein to Yelta (Abbotsford)	1,369
Werrimull to Meringur (The Hut)	1,627
<i>Less Profits</i> earned in previous years :—	181,720
Neerim South to Toorongo River	856
	180,864
Deduct the amount by which the revenue of the lines has been reduced owing to the reduction of 10 per cent. in certain freight rates and for which credit is taken in that connexion	5,406
TOTAL	£175,458

New Lines of Railways.

During the year 143·65 miles of new railways were opened for traffic, including 119·92 miles of Border railways between Moama and Balranald. At 30th June, 55·75 miles were in course of construction. The details of the different lines are shown in Appendix No. 23.

Mileage of Railways and Tracks Open for Traffic.

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

	At 30th June.		Average for Year.	
	1925.	1926.	1924-25.	1925-26.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,483·63.	4,627·28	4,447·55	4,528·37
Track Mileage	4,843·26	4,986·91	4,807·18	4,888·00
Sidings	982·21	997·68	977·04	987·66
Electric Tramways—				
Route Mileage	7·59	7·59	7·59	7·59
Track Mileage	14·98	14·98	14·98	14·98
Sidings	1·40	1·40	1·40	1·40

St. Kilda—Brighton Electric Tramway.

The results of operating the St. Kilda-Brighton Electric Tramway, as contrasted with those of the preceding year, are embodied in Appendix No. 18; the principal items being as follow:—

	Year 1924-25.	Year 1925-26.
Number of Passengers	5,737,101	5,910,741
	£	£
Gross Revenue	58,038	56,533
Working Expenses	48,942	48,534
Net Revenue	9,096	7,999
Interest Charges	8,911	9,277
Net Result	Profit £185	Loss £1,278

The loss on the year's working was due to decreased Revenue as a result of road motor competition, as well as increases in wages and interest charges.

	£
The Capital Expenditure at 30th June, 1926, on account of	
the construction of the line	124,059
and of rolling-stock	72,248
or a total of	£196,307

Sandringham—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. 19, and the chief items are shown hereunder:—

	Year 1924-25.	Year 1925-26.
Number of Passengers	1,475,261	1,371,558
	£	£
Gross Revenue	13,048	12,061
Working Expenses	10,699	13,233
Net Revenue	2,349	Loss 1,172
Interest Charges... ..	5,326	5,514
Net Result	Loss £2,977	Loss £6,686

Competition by road motors was largely responsible for the decrease in Revenue, while the increase in Working Expenses was due to the payment of higher wages and interest charges, and additional track maintenance.

The Capital Expenditure at 30th June, 1926, on account of the construction of the line was	£
and of rolling stock	70,103
	<u>29,574</u>
or a total of	£99,677

Finance.

Last year, although we were able to report a small surplus (£26,000), we pointed out that the amount set aside for depreciation was quite inadequate, and that the finances could not be regarded as sound until a Depreciation Fund had been established.

Subsequent investigation showed the additional amount required for this purpose to be £450,000 per annum.

Apart from this fact, the financial situation has been subject to drastic and continual change as a result of various new wages awards and other factors beyond our control.

The extent of the increased expenditure with which we were faced owing to these reasons was quite beyond the possible scope of the economies in working which are continually being effected. We could, therefore, see no prospect of balancing the ledger except by increasing fares and freight rates, and in January last we recommended that this course should be adopted.

The reasons which contributed to the complete alteration in the situation are briefly set out in the following statement, which indicates the position in a normal operating year, on the basis of the wages and costs effective at 30th June last, by comparison with 1924-25. It will be noticed that the figures take into account the fact that the revenue of 1924-25 was abnormal, inasmuch as the wheat yield was above the average, and the revenue obtained from the sale of electric current is a fast disappearing factor:—

Surplus, 1924-25	£	26,000
Increases in Working Expenses, &c., in a normal operating year by comparison with 1924-25 :	£	
Increased cost of coal owing to an award of the Hibble Tribunal ..	46,000	
Cost of superannuation in 1927 as estimated by the Government Statist ..	100,000	
Increased wages owing to Awards of the Arbitration Court, Railways Classification Board, and various Wages Boards	291,000	
	<u>437,000</u>	
Decreases in Working Expenses on account of expenditure in 1924-25 which will not normally recur ..	99,000	
Net increase in Working Expenses in a normal operating year over 1924-25		338,000
Add decreases in Net Revenue on account of—		
Reduced quantity of wheat to be carried in a normal operating year	116,000	
And decreased sale of electric current ..	73,000	
	<u>189,000</u>	
Total retrogression through increased Working Expenses and decreased Revenue		<u>527,000</u>
Estimated deficit in a normal operating year, taking 1924-25 as a basis		<u>501,000</u>

The additional revenue required to avoid a deficit, without making any additional allowance for depreciation, was therefore	Per annum. £ 501,000
The requisite additional provision for depreciation, as already stated, was	450,000
But it was assumed that if fares and freight rates were increased the Department would lose the payment made to it by the Government to meet the losses arising from certain reductions in freight charges previously made at the direction of the Governor in Council, viz.	150,000
<hr/>	
The total amount required on this basis would thus be ..	1,101,100
<hr/>	
Having in mind the effect of increased charges on the traffic, however, our recommendation was that increases should be made sufficient to produce an additional revenue of ..	850,000
Subsequent to the close of the financial year, further non-controllable increases in expenditure became operative owing to Arbitration Court Awards, higher price of coal, &c., to such an extent as to increase the amount of £1,101,100 (as shown above) to	1,311,000
We therefore had no option but to amend our previous figure and to recommend that the increase in fares and freight rates be such as to produce additional revenue to the extent of	1,000,000

Even this increase would not, as will be seen by a study of the figures, enable the full additional amount required to be devoted to depreciation.

As from 1st May last, authority was received to increase the fares in certain portions of the suburban area, where the fares charged were (and in some cases still are) below the general mileage scale. This adjustment is expected to produce additional revenue to the extent of approximately £130,000 per annum.

We regret that, with this exception, the Government has not seen fit to adopt our recommendation. Every week of delay necessarily increases the deficit which is inevitable at the close of the current year, and the position is most serious and disturbing. We are strongly of opinion that railway charges should be maintained at such a level as will enable the finances of the Department to balance, and we therefore urge the adoption of our proposal at the earliest possible moment.

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

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

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1924-25.	Year 1925-26.	Year 1924-25.	Year 1925-26.	Year 1924-25.	Year 1925-26.
Total number of journeys	9,765,623	9,464,911	156,678,519	158,589,397	166,444,142	168,054,308
Revenue	£2,763,922	£2,732,617	£2,616,965	£2,693,187	£5,380,887	£5,425,804

The suburban figures are reviewed in the paragraph on the Melbourne Suburban Electrification System on page 18, while in Appendix No. 30 will be found a statement showing the fluctuations in the suburban passenger traffic and the changes in the relative order of importance of the principal metropolitan and suburban stations since 1915-16.

In connexion with the country passenger traffic it will be seen that, notwithstanding the visit of the American Fleet in July and August last year, decreases occurred both in the number of passenger journeys and in the revenue.

A decrease in passenger traffic is a natural accompaniment of an unfavorable season, but in our opinion the decrease was mainly the result of the increasing number

of privately-owned motor cars in the State, the extent of which is again evidenced by the motor registration figures for the year. At the 30th June, 1925, there were 70,246 motor vehicles (other than motor cycles) registered in Victoria, while at the end of June last the number had increased to 83,622, an addition of 13,376, or equivalent to approximately 19 per cent. for the year.

With growing prosperity and with better roads, this form of transport is bound to become increasingly popular, with a detrimental effect upon the railway traffic.

To a minor extent the increasing use of service cars was a factor in the situation. This is more particularly referred to under the heading of "Road Motor Services."

Goods Traffic.

A detailed analysis of the goods traffic appears in Appendix No. 27. Briefly the tonnage and revenue for the past two years compare as under:—

—	1924-25.	1925-26.	Decrease.	
				Per cent.
Tonnage	8,446,929	8,128,905	318,024	3.7
Revenue	£5,070,462	£4,795,067	£275,395	5.4

The decreases which occurred in the goods tonnage and revenue were, of course, largely the result of the unfavorable season and the consequent falling off in the wheat traffic.

The fact that the decrease in revenue (5.4 per cent.) was greater than the decrease in the tonnage of goods (3.7 per cent.) was also partly due to the failure of the wheat crop, inasmuch as the climatic conditions were more unfavorable in the remoter wheat-growing districts—from which the revenue is relatively high owing to the long haul—than in those nearer to Melbourne. Another factor was the large quantity of stone, metal, gravel, &c., dealt with during the twelve months, which, although greatly inflating the tonnage figures, did not, by reason of the particularly low freight rate applying to its carriage, affect the revenue in a corresponding degree.

Live Stock Traffic.

Appreciable increases occurred in the live stock tonnage and revenue, the figures for the last two years comparing as under:—

—	1924-25.	1925-26.	Increase.	
				Per cent.
Tonnage	512,627	599,591	86,964	17
Revenue	£550,059	£636,326	£86,267	15.7

Train Mileage, Train Loads, &c.

The total train mileage (including assistant engine, light engine, and locomotive coal mileage) for the year was 18,624,896, a decrease of 5,908 miles compared with 1924-25.

The principal decrease occurred in connexion with the goods train mileage which, as a result of the poor wheat yield, was 142,629 below that of last year.

Decreases also took place in connexion with the mileage run by country steam passenger trains (73,024 miles) and mixed trains (60,579 miles). The former was not, however, due to any curtailment in regular travelling facilities—which, as a matter of fact, were increased—but was largely brought about by the operation of the Melbourne-Lilydale section by electric instead of steam traction, by the substitution of rail motor cars for steam trains on two short lines, and by a decrease in the mileage of special trains. The reduction in mixed train mileage was due to the extended use generally of petrol rail motor cars in country districts.

The suburban electric passenger train mileage increased by 205,014, while the suburban steam passenger train mileage decreased by 87,236, due, of course, to conversions to electric traction.

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

For the purpose of comparison a statement of the train and truck performances for the past six years is set out hereunder :—

		1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.
Percentage of actual to authorized load over ruling grade	Mixed ..	69	70	71	71	71	70
	Goods ..	86	87	86	84	83	82
Average gross tonnage per traffic train mile	Passenger ..	196	197	204	209	216*	220*
	Mixed ..	193	200	204	204	207*	208*
	Goods ..	313	328	343	347	394*	388*
Average goods and live stock tonnage per loaded truck mile	..	8.7	8.7	8.3	8.7	8.9	8.2
Average goods and live stock tonnage per loaded truck mile during peak period (January to April inclusive)	..	9.6	9.6	9.0	9.3	9.8	8.9
Average miles per truck per day during peak period (January to April inclusive)	..	26.9	27.3	25.3	27.0	31.0	27.6
Number of passengers carried per passenger and mixed train mile, including rail motor mileage	Country ..	114.14	117.90	123.02	121.95	118.4	117.37
	Suburban ..	159.98	130.07	126.41	128.09	125.75	128.20

* Assistant and Light mileage not included in this figure.

The gradual decrease in the percentage of actual to authorized loads of goods trains during the past few years is due to the extension of rail motor services to lines previously operated by mixed trains, rendering necessary a regular goods train service, although the available loading is relatively light.

The retrogression in other performances disclosed by the comparison was the outcome of the unfavorable season, and the resultant substantial falling off in the grain traffic.

The Wheat Harvest.

As a result of unfavorable weather conditions the wheat yield for the 1925-26 season—29,255,534 bushels—was the smallest since 1919-20, when the harvest produced was 14,858,380 bushels. The quantity transported by rail from the producing districts showed even a greater falling off, owing to the fact that the carry-over from the preceding year was, as is shown hereunder, relatively very small.

The following statement shows the number of bushels produced and the quantity railed from country districts during each of the past six years :—

Period.	No. of Bushels Produced.	No. of Bags of Wheat carried by Rail from Country Districts.
1920-21	39,468,625	12,613,780
1921-22	43,867,596	12,720,251
1922-23	35,697,220	8,447,655
1923-24	37,795,704	10,316,955
1924-25	47,364,495	16,055,186
1925-26	29,255,534	7,636,133
Record Years— (1915-16)	58,521,706	(1916-17) 18,461,822

Only 3,538,605 bags of wheat were exported, as compared with 11,125,204 bags in 1924-25.

At 30th June last the quantity of grain stacked at the seaboard and in the country was 1,175,804 bags. The corresponding figures for the last four years were—

	Number of Bags of Wheat Stacked at 30th June—			
	1923.	1924.	1925.	1926.
At or in the vicinity of Williamstown ..	598,120	262,842	420,836	265,248
At or in the vicinity of Geelong	568,614	71,482	352,574	57,652
At country stations ..	1,228,467	1,642,628	430,685	852,904
Totals	2,395,201	1,976,952	1,204,095	1,175,804

Appendix No. 31 contains particulars of the number of bags of wheat despatched from the principal wheat loading stations in the State in each of the last six financial years.

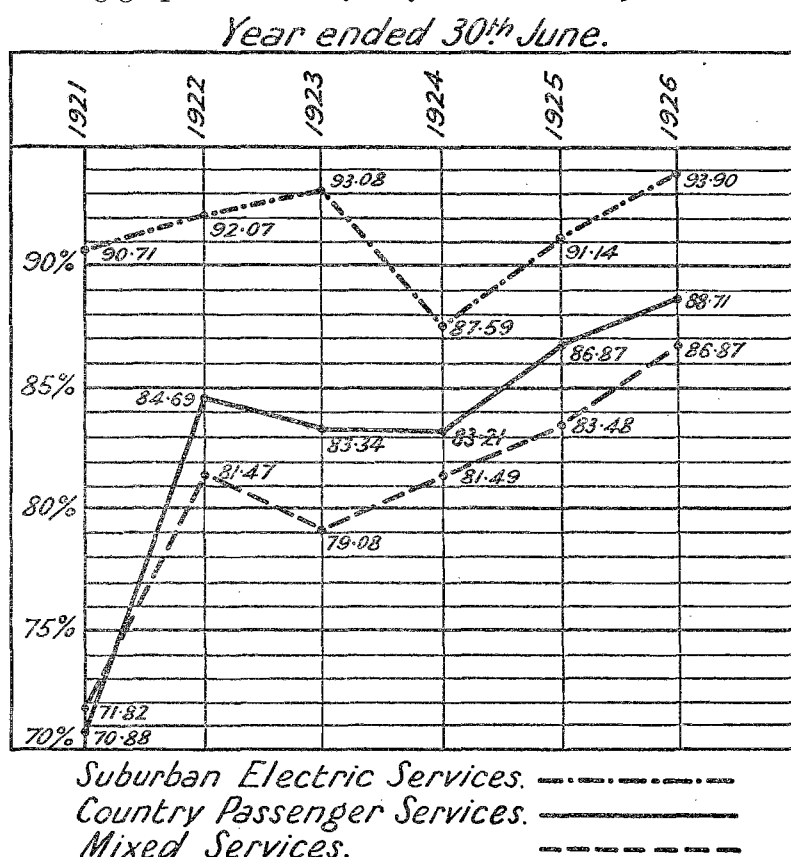
Timekeeping of Trains.

We are pleased to record a further improvement in the general timekeeping of trains. The results are more noteworthy when it is borne in mind that considerable reductions in the overall time occupied by many country trains between terminals have been effected during the past few years.

In 1920-21 the percentage of country passenger trains and mixed trains on time was 70.88 and 71.82 respectively. These figures have gradually been improved upon and this year 88.71 per cent of country passenger trains were on time while the corresponding percentage in respect of mixed trains was 86.87.

The timekeeping of suburban electric trains also showed a marked improvement over last year, the respective figures being 91.14 per cent. in 1924-25 and 93.90 per cent in 1925-26.

The following graph shows the yearly results since 1920-21.



Improved Country Passenger Services.

In furtherance of our efforts to improve the travelling conditions of long-distance travellers various improvements and innovations were introduced during the year.

The overall time occupied in travelling between certain terminals was further reduced, a saving of 25 minutes being effected in connexion with the running of the 3.20 p.m. from Korong Vale to Robinvale on Mondays and the 5.30 p.m. from Melbourne to Mildura daily, while the journey from Mildura to Melbourne by the 7.25 a.m. daily was curtailed by 35 minutes.

For some time past considerable congestion had occurred at week-ends in connexion with the traffic between Melbourne and Sydney, owing to the fact that there were no trains from Sydney on Saturday or from Melbourne on Sunday. In order to meet the public convenience in this regard arrangements were made, in conjunction with the New South Wales Railways Commissioners, for the running of an additional train in each direction, thus providing a daily service between the two capitals. The patronage accorded these trains has fully justified the innovation, and has shown conclusively that it is appreciated by the travelling public.

Another improvement in the train service was the introduction of the "Geelong Flier," an express train between Melbourne and Geelong daily. This step was decided upon as a result of the growing importance of Geelong as an industrial centre, and in order to provide a fast service which would enable business men and others to leave Melbourne at a convenient hour in the morning and return in time for the evening meal. Under the existing schedule the "Geelong Flier" leaves Flinders-street at 9 a.m. and returns from Geelong at 4 p.m., the journey occupying 70 minutes in each direction, but arrangements are being made which should enable the trip to be completed in an hour. The results to date have been quite satisfactory, and in addition to meeting a public demand the inauguration of this service is an important factor in combating competitive passenger transport by road.

Petrol Rail Motor Cars.

Our experience in the use of rail motor cars of a modern type now extends over a period of about four years. The results have been highly satisfactory, and have proved conclusively that this means of catering for passenger traffic on certain lines is the most economical method of providing a faster and more comfortable service for travellers.

At the close of the year 23 rail motor cars—including four of the larger and more up-to-date type—were in running, the additional routes on which they were placed during the year being as under:—

Line.	Date of Commencement of Service.
Wallan to Bendigo	11.8.25
Ballarat to Ballan	28.9.25
Wycheproof to Kulwin	7.12.25
Murtoa to Hopetoun	12.4.26
Ballarat to Buninyong	17.5.26
Echuca to Balranald	31.5.26
Clarkefield to Lancefield	14.6.26
Korong Vale to Wycheproof	14.6.26

The following statistics regarding rail motor car operation are interesting and informative and give some idea of the extent to which these services have grown:—

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

Month.	Days Worked.	Total Working Cost.	Passenger Journeys.	Motor Car Miles.	Trailer Miles.	Gallons Petrol.	Hours Running.
1925.		£					
July	397	1,977	29,175	37,642	27,025	3,747	1,856
August	403	2,038	28,961	39,170	29,076	4,029	1,934
September	393	2,182	29,356	37,643	27,651	3,900	1,849
October	442	2,437	32,117	41,075	29,116	4,081	2,024
November	423	2,183	27,994	39,071	27,895	3,799	1,920
December	452	2,387	32,144	40,451	27,646	3,993	2,002
1926.							
January	484	2,682	31,152	42,226	32,006	4,546	2,091
February	431	2,423	29,113	40,450	31,249	4,184	1,987
March	484	2,716	34,278	45,640	33,064	4,832	2,235
April	441	2,488	34,201	41,535	27,954	4,402	2,028
May	468	2,675	32,485	44,843	30,778	4,842	2,207
June	510	3,288	34,751	51,628	35,126	5,863	2,493
Totals	5,328	29,476	375,727	501,374	358,586	52,218	24,626

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

AVERAGES.

Motor miles run per day	94
Trailer miles run per day	67
Passengers per car per day	71
Motor miles run per gallon of petrol	9.6
Miles run per hour (speed)	20.4
Working cost per mile (pence)	14.11

The Melbourne Suburban Electrification System.

Compared with the results of the previous year, last year's suburban passenger business showed a slight increase amounting to 1,910,878 journeys, or equivalent to 1.2 per cent. This increase is partly attributable to the visit of the American Fleet during the months of July and August; to the stricter regulation of competition by motor omnibuses operating within the inner suburban area, and to the fact that many travellers were diverted to the railways while certain tramways were under conversion to electric traction. Apart from these considerations the larger proportion of people now taking advantage of the fast electric services to travel from the outer suburban districts is an important factor in maintaining the suburban passenger traffic.

It was not to be expected, of course, that the large growth of traffic which took place during the first few years after electrification would continue at the same rate, and last year it was forecasted that a period of comparative stagnation would be experienced.

This prediction is being realized, notwithstanding the slight increase during 1925-26. A considerable amount of traffic has been lost to the railways as a result of the construction of new electric tramways and the conversion of certain of the cable tramways to electric traction, combined with the through routing of trams to the Metropolis on services that previously necessitated a break of journey, while the business has been further adversely affected by the ever-increasing use of privately-owned motor cars.

There can, however, be little doubt in view of the serious tramway competition which is being encountered, that had it not been for the superior facilities now available in the nature of quicker transit and greater frequency of trains, combined with the cleanliness and comfort which are features of electric traction, a serious set-back would have taken place in the development of the suburban railway business.

During the year further extensions were made to the electrified system. The lines from Ringwood to Upper Ferntree Gully and Croydon to Lilydale were completed, and have been electrically operated since 12th October, 1925 and 30th November, 1925, respectively. Good progress was also made during the year with the conversion work on the Eltham to Hurstbridge line, which has since been completed. In addition, the work of electrifying the line from Williamstown Race-course to Altona, which was recently acquired by the Government, is now in progress, and it is anticipated that electric traction will be established on this section early in October next.

The two electric locomotives in use continue to give satisfactory service, and in addition to the shunting work in the Jolimont Yard are regularly employed operating the goods traffic on the Sandringham and Oakleigh lines, the work of electrically equipping the goods sidings on the latter line having been completed during the year.

The question of extending the use of locomotives of this type in connexion with other suburban goods services is being considered, and investigations are also being made into the possibilities of Diesel-Electric Locomotives for shunting work in the Melbourne Yards.

There are now seven sub-stations on the electrified system which are operated entirely automatically, and as they have proved eminently satisfactory, it has been decided to change over additional sub-stations, viz., at Glenroy, Seaford, and Elwood, to automatic equipment.

As mentioned in our last Report, Mercury Arc Rectifiers were installed in lieu of rotary converters at the automatic sub-stations erected at Lower Ferntree Gully and Mooroolbark. This modern equipment enables some savings to be made both in first cost and operating costs, and is being tested to ascertain its suitability. So far the installations have given satisfaction.

At the Newport "A" Power Station, the total number of units generated last year was 238,514,775, compared with 260,668,092 for the previous year. In addition 408,895 units were received from the State Electricity Commission to supplement the railway supply.

The decrease in the quantity of energy generated was due to the fact that certain supplies to consumers of bulk energy were transferred during the year to the State Electricity Commission's system.

Newport "B" Power Station continues to be operated by the Department for the State Electricity Commission.

Close attention is still being given to the problem of electrolysis mitigation. A negative feeder has been installed at Newmarket, and satisfactory results have been obtained.

Although the length of track under electric operation has been considerably increased since 1923, the number of faults due to electrolysis has shown a marked decrease, largely as a result of our policy of maintaining the insulations in as good a condition as is practicable.

A combined electrical workshops and laboratory was provided at Spencer-street by the conversion of the old steam power-house building which became available when the sub-station was built at Spencer-street. Up-to-date machinery and equipment were installed and electrical repair work in connexion with motors and plant for the power-house and sub-stations, and for the system generally, is now carried out at this workshop.

Metropolitan Town Planning Commission.

Last year we pointed out the desirability of our being represented upon the Metropolitan Town Planning Commission, which has been directed to inquire into and report upon various matters relating to the metropolitan and suburban area, including street and road requirements generally, existing means of transportation, probable future requirements; and the regulation of traffic.

We are pleased to record that by legislative enactment last year this representation has now been authorized, and Mr. C. H. Fethney, Metropolitan Engineer of this Department, has been appointed a member of the Commission.

Road Motor Services.

During the year the competition against the Railways by road motors became particularly keen between Melbourne and Geelong, where the road constructed by the Country Roads Board, together with the physical features of the country, provided a particularly favorable opportunity for this form of traffic.

In our opinion this competition is not on a fair basis, inasmuch as the road users do not make an adequate contribution towards the cost of the construction and maintenance of the roadways, whereas the Railways are burdened with the full cost of the permanent way and equipment. In actuality, therefore, the people of the State, by their expenditure upon the roads, are assisting the motors to compete against their own railways.

In any case, however, experience both here and in other parts of the world indicates that among a section of the public there is a strong desire to travel by road whenever a reasonably safe, speedy, and comfortable journey can be provided, and we are of opinion that wherever there is a public call for regular road motor services, they should be provided by this Department, in order to conserve the revenues of the State.

The Government has expressed its concurrence in this view, and four coaches are now in operation between Melbourne and Geelong, the service having commenced with one coach on 30th November, 1925.

A Superintendent of Road Motor Services was appointed to control this section of the Department's activities, and to inquire into the possibilities of establishing services on other routes upon which private buses are now operating.

The investigations made having clearly indicated the advisability of extending such services, arrangements were made to purchase eleven additional motor coach chassis, for which the necessary bodies are now being built. When these are available for traffic, it is proposed to place them in running on routes where the patronage offering is sufficient to justify our entering the field.

Departmental Motor Transport.

Some time ago we decided that, in order to satisfactorily and economically undertake the necessary inspection, breakdown and maintenance work in the metropolitan and suburban area, it was desirable that a fleet of departmental motor vehicles should be available at all times to meet routine and emergency requirements.

As a result, a number of motor cars and motor lorries were obtained and placed under the control of the Chief Electrical Engineer.

At the 30th June last twelve motor passenger cars were in use by senior officers on inspection work, principally in connexion with the electrification scheme. During the year a total of 151,077 miles was run by these cars, which enabled frequent inspection and adjustment of equipment to be made, and provided a prompt and ready means of dealing with failures of plant, &c.

A fleet of 21 motor lorries and speed trucks was also in commission at the end of the year. Ten of these were used in connexion with the maintenance of overhead electrical equipment, and for the definite work of certain dépôts which required a vehicle for full time. The remaining eleven motor lorries were utilized for the conveyance of materials between the various stores and dépôts, and for the distribution of plant and materials to works in progress throughout the metropolitan area. They have proved of great service in effecting prompt deliveries and facilitating the conduct of the various works.

To accommodate these vehicles, as well as the road motor coaches referred to in the preceding section, a modern motor garage has been constructed in Batman-avenue, Jolimont. This building, which is 121 feet x 121 feet, is a steel framed, precast concrete block structure of two floors.

The ground floor comprises car storage accommodation, office of the Motor Transport Officer, parcels store, oil store, overhead equipment store, office, pit with car cradle for inspecting undergear of motor vehicles, petrol pump with supply from 1,200 gallon underground tank, and lavatory accommodation. Sliding doors opening on to concrete roadways are provided on the east and west sides of the building and on the south side facing Batman-avenue, thus affording a ready means of ingress and egress.

On the first floor are the offices of the Overhead Superintendent and his staff, a paint shop, motor workshop, Overhead Superintendent's workshop, and workmen's messroom.

A photograph of this new building appears on page 123.

Way and Works Branch.

The Way and Works were maintained in good order and repair throughout the year, *vide* the certificate of the Chief Engineer of Way and Works on page 41.

The relaying of 86.8 miles of track with steel rails as shown hereunder was undertaken and completed during the year :—

Description of Rails.	Miles of Track Relaid.
New 100 lb.	7.1
New 90 lb.	44.9
New 80 lb.	6.1
Serviceable 100 lb. and 80 lb.	21.6
Serviceable 75 lb. and 60 lb.	7.1
Total	86.8

The tracks were strengthened by 23,105 additional sleepers; 381,505 sleepers were renewed, and a total of 164 miles of fencing rebuilt.

Spencer-street Station and Terminal Accommodation.

The Melbourne Yard re-arrangement scheme was steadily proceeded with, and a new passenger platform for country trains—immediately east of the new suburban passenger platforms—together with the necessary track work, entrances, looking facilities, &c., was completed and made available for the 1925 Christmas traffic. The use of these additional facilities on holiday and other special occasions considerably minimized the congestion previously experienced, and enabled the busy Christmas, New Year and Easter holiday traffic to be handled much more satisfactorily, both to the Department and to the travelling public.

New Chaff and Potato Depot.

The new Chaff and Potato Dépôt at Cowper-street was completed and brought into use early in October last, which coincided with the rush period for both fodder and potatoes. The results were highly satisfactory, and the up-to-date facilities provided enabled the heavy traffic to be dealt with promptly and conveniently.

This new Dépôt, with its covered platforms, pitched roadways, weighbridges, &c., is considered to be one of the most completely equipped in Australia for the economical and expeditious handling of this important class of traffic.

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

A section of the road from Flinders-street Extension to the Victoria Dock and the new Chaff and Potato Dépôt at Cowper-street was completed and brought into use in September last. A further instalment from the Chaff and Potato Dépôt to Dudley-street is now in hand, and should be completed by the end of 1926.

The completed road, which provides a more direct means of access between the city and Victoria Dock, has been used very extensively since its opening and is greatly appreciated by road users.

The extension from Dudley-street to the Napier-street Bridge will be put in hand when finality is reached on the question of the allocation of the cost. This matter was the subject of investigation by a Committee specially appointed by the Government, and we have drawn attention to the desirability of giving early consideration to the Committee's report.

Subway at Kerferd-road, Albert Park.

The work of enlarging and raising the railway bridge over Kerferd-road to enable trams to pass under the St. Kilda railway was completed at the end of November.

The alterations—which involved the raising of the level of the railway tracks and the provision of two additional spans to the bridge—were completed with very little interference with the railway or road traffic, and were paid for by the Melbourne and Metropolitan Tramways Board.

Dandenong Station Yard Re-arrangement.

For some time past the necessity for improved station yard accommodation at Dandenong has been apparent, and after careful investigation, an extensive re-arrangement scheme was decided upon.

The work involves the provision of new bridges and subways, alterations to tracks, diversion of roadways, &c., and will be spread over a period of five years.

A commencement was made during the year with the first portion of the work. This consisted of the construction of a new roadway bridge at Jones-road, which was completed, and the carrying out of extensive drainage works, which are well in hand, while a commencement was made with the provision of a pedestrian subway at the down end of the station. In addition, contracts were let for the construction of two road diversions on which substantial progress was made.

The work is proceeding in accordance with the programme, and no difficulty is anticipated in completing the scheme within the allotted time.

Additional and Improved Accommodation.

Various works designed to ensure the expeditious and economical handling of traffic were carried out during the period under review. The following are some of the more important which were undertaken :—

Ararat	Additional and improved track work and other accommodation
Ballan	Facilities for crossing trains.
Clarkefield	Additional siding accommodation and stock yards
Daylesford	Additional siding accommodation and improved stock yards.
Deniliquin and Moama Line	Additions and improvement to lines.
Gordon	Facilities for crossing trains.
Horsham	Improved station yard and other accommodation.
Melbourne (Flinders-street)	Re-decking bridges over River Yarra on Port Melbourne and St. Kilda lines.
Murtoa	Additional siding accommodation.
Quambatook	Additional siding accommodation.
Serviceton	Run-round track for turning locomotives.
Spotswood	Pedestrian subway.
Teddywaddy	Additional siding accommodation.
Woomelang	Substitution of a 70-ft. turntable for a 53-ft. turntable
Yallourn	New station buildings and dwelling accommodation for employees.

Amalgamation of Workshops.

Satisfactory progress was made with the construction of the combined Way and Works Workshops at Spotswood. A blacksmith's shop, equipped with new labour-aiding machinery, suitable iron racks, fuel bins, skids, and concrete runways to assist in the rapid and economical handling of material, was erected and is now in use, and an electric sub-station was also completed.

A new stores building was constructed and is now being fitted ; a building for the machine shop is well advanced, and a commencement was made with the erection of buildings for the sheet metal and structural steel shops.

In addition, good progress was made with the necessary fencing, track work, drainage, sewerage, water supply and fire protection appliances.

It is anticipated that the Ironworks Section of the shops will be in full operation early next year.

New Stations.

The construction of three new stations was completed, viz., Bonbeach, on the Frankston line ; Heathmont on the Upper Ferntree Gully line and Eaglemont, on the Heidelberg line.

In accordance with our policy in connexion with the provision of new stations, adjacent landowners and other interested parties were, in each case, called upon to contribute towards the cost of construction of the station.

Dwelling Accommodation for Employees.

During the year, 25 new houses of pre-cast concrete construction were completed and made available as dwelling accommodation for employees.

Rolling-Stock Branch.

The whole of the rolling-stock in use and the machinery and equipment were maintained in good working order and condition, *vide* the certificate of the Chief Mechanical Engineer on page 41. Inventories of the rolling-stock in existence at 30th June, 1926, appear in Appendices Nos. 10 and 21.

A further special payment of £50,000 was made to the Capital Account during 1925-26 in order that the capital value of certain locomotives rendered obsolete by the electrification of the suburban system might be written off, and 14 of these surplus locomotives were so dealt with during the year. A sum of £8,200 was also written off the rail motor stock.

In addition, 21 of the older types of locomotives were broken up; 44 cars, vans, and sundry stock were broken up; 2 were destroyed by fire, and 29 were written down to scrap value, while 277 of the older goods wagons were broken up, and 404 were written down to scrap value.

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

Locomotives, &c.—

“ N ” Class (tractive power 26,960 lbs.), for use on light lines	9
“ Garratt ” engines (tractive power 25,270 lbs.) imported from England	2
Petrol Rail Motors	6

Carriages—

Sliding door motor coaches for suburban electric service	30
Sliding door trailer coaches for suburban electric service	11
Corridor vestibule cars (64 feet) for country services ..	5
Trailers for petrol rail motors	4

Vans—

Motor parcels coaches	2
Six-wheeled goods vans	28

Trucks—

Flat (bogie)	28
Bogie ballast	30
Louvre	67
Hopper (40 tons), imported	12
Gondola (40 tons), imported	2
Flat (40 tons), imported	2
Louvre (30 tons), imported	2

New Locomotive Construction.

Nine locomotives of the “ N ” class “ Mikado ” type with 2-8-2 wheel arrangement were completed and placed in service during the year, and authority was given for the construction of a further ten of the same type.

The manufacture of the pattern “ Pacific ” three cylinder locomotive for the Melbourne and Sydney express trains is well in hand, and the engine should be available during the latter part of 1927.

Two locomotives of the “ Garratt ” type were imported from Messrs. Beyer, Peacock and Co., and placed in service during the year, one on the Colac-Crowes line and the other on the Moe-Walhalla line. They are giving very satisfactory service.

Superheater Locomotives.

The nine “ N ” class locomotives constructed during 1925-26 were fitted with superheaters. Two “ A2,” nine “ DD ” and one “ DDE ” saturated steam locomotives were similarly equipped. This brought the total number of superheater locomotives in service at the 30th June last to 235 (including the two “ Garratt ” engines).

Consolidation Locomotives.

The construction of an additional five consolidation locomotives of the "C" class was put in hand during the year, and a further eleven have been authorized. The latter, however, will embody certain alterations which our experience shows to be desirable in the development of this type of engine. These alterations will also have the effect of rendering the engines readily convertible to the 4-ft. 8½-in. gauge when necessity arises.

Carriage Construction.

During the twelve months 30 motor coaches and 11 trailer coaches were built for the suburban electric service. An additional 22 are in course of construction.

Five country cars were completed and 20 were in various stages of construction. These are of an improved type, combining the main features of country cars, but with considerably less tare weight.

Work on the two all-steel dining cars referred to in our last Report is well advanced, and the cars should be available by the end of this year, while two new sleeping cars will be completed early in 1927.

Truck Construction.

At the present time there are under construction at the Newport Workshops 350 trucks with a greater capacity than the existing 16-ton standard vehicle. These will be an improved type of 20 tons capacity and will be provided with automatic couplers.

The few 30 and 40 ton trucks shown in the year's output of rolling-stock were obtained for trial purposes with a view to the adoption of a standard high-capacity wagon for the carriage of certain classes of traffic, such as wheat, wool, sand, gravel, metal, coal, &c., which are available for transport in large quantities.

These sample trucks were obtained from the United States of America, where the development of high-capacity vehicles has been the subject of study for a number of years past. They were imported in parts, were assembled at Newport and have proved very successful in service. It is accordingly proposed to build a number of 40-ton wagons as soon as the present construction programme is completed, and when these vehicles are in service, the transport of commodities which are available in the requisite quantities will be greatly facilitated, and truck and train mileage materially reduced.

Electric Lighting of Country Carriage Steam Stock.

To keep pace with modern railway practice and in order to still further improve country travelling conditions, it was decided some time ago to substitute electric for Pintsch gas lighting in certain country cars. The programme then mapped out has been steadily proceeded with, and approximately 400 country cars and vans are at present electrically lit.

Our anticipations as to the value of this innovation have been fully realized, and it is proposed to extend the system to practically the whole of the modern country carriage stock.

Newport Workshops.

Considerable progress was made with the construction of the new boiler shop at the Newport Workshops. The building, which is to be 794 feet long and 135 feet wide, will be equipped with the latest machinery and appliances. Foundations for the steel columns to support the walls were completed, and the building of the chimney shaft and flues is well advanced. Sewerage, drainage and water supply works are also in progress, while contracts have been let for the supply of the steel columns and runway girders.

It is anticipated that the shop will be ready for occupation early in 1927.

Fuel Conservation.

The interest of the staff in the matter of fuel conservation was well maintained throughout the year, the meetings of the various committees being well attended.

The educational value of the discussions which take place at these meetings is apparent from the number and standard of the suggestions made from time to time, and there is no doubt that the interest which is taken in the subject will continue to yield satisfactory results.

Automatic Couplers.

The installation of automatic couplers is essential if further substantial economies in railway operating are to be achieved.

The present type of drawgear is at the limit of its strength with modern locomotives, and further increases in loads are practically impossible. With the growth of traffic considerable savings can be effected by the use of larger and more powerful engines, but these cannot be introduced at present owing to limitations of the existing drawgear.

After very careful investigation we are satisfied that automatic couplers of the M.C.B. type represent the solution of the problem, and are the most satisfactory means of providing stronger drawgear than that at present in use.

Apart altogether from the savings which would be possible as a result of the utilization of higher powered locomotives, the saving in the cost of shunting services and the cost of drawgear maintenance is estimated at £35,000 per year.

Automatic couplers of a similar type are already fitted on the rolling-stock of the Commonwealth Railways and have been adopted as standard in New South Wales and South Australia, and as uniformity of gauge would be useless without uniformity of drawgear, the installation of automatic couplers on the rolling-stock of the Victorian Railways system will, from this aspect alone, be a step in the right direction.

Moreover, the running of South Australian stock on the Victorian lines and vice versa is essential to the economical operation of the traffic, and in view of the fact that automatic couplers have been fitted to the South Australian stock, this interchange will become impracticable unless a similar course is adopted in this State.

The transition will, of course, occupy a considerable time—probably five to ten years—and as little financial benefit will accrue until the conversion is completed, it is essential that once the work is commenced it be pursued in earnest so that it may be completed at the earliest possible moment.

In order to derive the fullest advantage from the "Garratt" locomotives which were imported for use on the Colac-Crowes and Moe-Walhalla narrow-gauge lines, it was necessary to have the whole of the rolling-stock on those lines changed over to automatic coupling. This work was carried out during the year, the actual change-over being effected in about three days in each case.

Supplies of couplers are now being obtained for the equipment of new trucks, and, to a limited extent, for the conversion of broad-gauge stock.

Coaling of Engines.

As mentioned in our last Report, it was decided, after careful investigation, that the installation of modern facilities for coaling locomotives was desirable in order to enable this work to be more efficiently and economically conducted.

The plant which has been selected will be of the overhead bin type discharging into the engine tenders through gravity chutes.

Arrangements were accordingly made to include the necessary provision for these mechanical coal handling plants in the proposals to the Parliamentary Standing Committee on Railways for the re-arrangement of the Ararat and Hamilton stations. The former scheme has been approved of by the Committee, while the Hamilton re-arrangement is at present under investigation.

Electro-Pneumatic Brakes.

Tests with the electro-pneumatic brake were continued throughout the year, but finality has not yet been reached in the matter. These brakes are designed to afford a high braking rate without discomfort to passengers and enable the running time between terminals to be reduced.

Electric Headlights on Locomotives.

In accordance with our policy of adopting up-to-date equipment wherever possible it was decided to install electric headlights on a number of locomotives.

These headlights increase the safety of train operation at night, more especially at level crossings.

Several have already been fitted to express engines and have given very satisfactory results.

Locomotive Boosters.

Arrangements were made during the year to obtain from America for trial purposes a Booster, which is being fitted to an "N" class locomotive at the Newport Workshops. This appliance consists of a small auxiliary engine geared to the trailing truck wheels of the locomotive. It automatically comes into operation at starting or when steaming heavily and, by increasing the tractive power, permits of improvement being effected in train loads or speeds.

Signal and Telegraph Branch.

The whole of the signalling, interlocking and safe-working appliances were maintained in good order and repair throughout the year, *vide* the certificate of the Chief Engineer of Signals and Telegraphs on page 41.

Interlocking, Etc.

No interlocking machines were installed at new locations during the twelve months under review, but extensive alterations and additions were carried out in connexion with existing equipment. The number of interlocked levers in use was increased by 28, making a total of 11,438. These are provided at 945 different locations, the percentage of interlocked or otherwise protected—apart from plunger locked—places being 78.68 of the total number of places with points in the main line.

Thirty-four sets of staff, Annett and tablet-locked gear were provided at 21 intermediate non-staff stations or locations; two staff stations were fitted with plunger locking gear, and six electric staff sections were equipped and brought into use.

The tracklocking of the Wangaratta station yard was completed. Similar apparatus was installed at the west end of the Flinders-street yard, and the work at the east end of the yard is well in hand.

Power Signalling, Etc.

The provision of automatic signals between Seymour and Tallarook was completed and the points at Goulburn Junction equipped with power mechanism, which is operated from the Seymour signal box. This permitted of the abolition of the signal box at Goulburn Junction.

The work in connexion with the Melbourne yard re-arrangement was also proceeded with, and additional power operated points and signals were provided for the new country and race passenger tracks.

An all-electric interlocked apparatus, with power operated points and signals, was completed and brought into use at "D" box, Flinders-street.

Mechanical Exchange of Staffs.

Mechanical staff-changing apparatus was installed on the section between Mangalore and Wodonga. This enables the changing of staffs for express trains to be undertaken when passing through stations at a high rate of speed, resulting in a saving of time on the through journey.

Bonding.

The necessary bonding in connexion with the electrification of the Upper Fern Tree Gully line was completed. Good progress was made with similar work on the section between Eltham and Hurstbridge, preparatory to its electrification.

Telephones and Telegraphs.

During the year approximately 80 miles of new pole lines and 600 miles of copper telephone and selector telephone lines were erected, and 374 miles of pole lines were overhauled. In addition 571 miles of pole lines were re-built and re-arranged for the super-imposing of Morse instruments on metallic circuit telephone lines, while about 100 miles of wire were erected for electric staff and power signalling apparatus. Unserviceable rails were again used to a very large extent in connexion with this work, 2,367 of the 2,726 poles erected being of this type.

Telephone lines were converted to metallic circuits for telephone working and Morse super-imposed on the sections from Korong Vale to Oakvale and Bendigo to Raywood, while metallic telephone services were provided between Swan Hill and Piangil, Traralgon and Stratford, Moe and Yallourn, and earth return telephone services between Piangil and Kooloonong, Murtoa and Horsham (super-imposed) and Lilydale and Healesville (super-imposed).

The programme in connexion with the installation of selector telephones was also proceeded with, the following additional sections being completed:—

Dandenong—Warragul ; Spencer-street—Seymour ;
Spencer-street—Woodend ; Spencer-street—Geelong ;

while the Dandenong—Nyora selector line was extended to Korumburra.

The dictagraph intercommunication system was considerably extended, installations being made in the Stores Branch at the Head Office, and at the District Engineer's Office, Oakleigh. Modern telephone switchboards were provided at No. 1 signal box, Spencer-street ; Newport Power House ; Train Running Office, Geelong, and "D" Signal Box, Flinders-street.

Electric Lighting of Stations, &c.

A further nine suburban stations were equipped with electric lighting during the year, in addition to the undermentioned country stations:—

Allansford Boolarra Cowwarr North Mirboo Upwey
Belgrave Cobden Irrewarra St. Arnaud Warncoort
Broadford Cohuna Moe Tecoma Warrnambool.

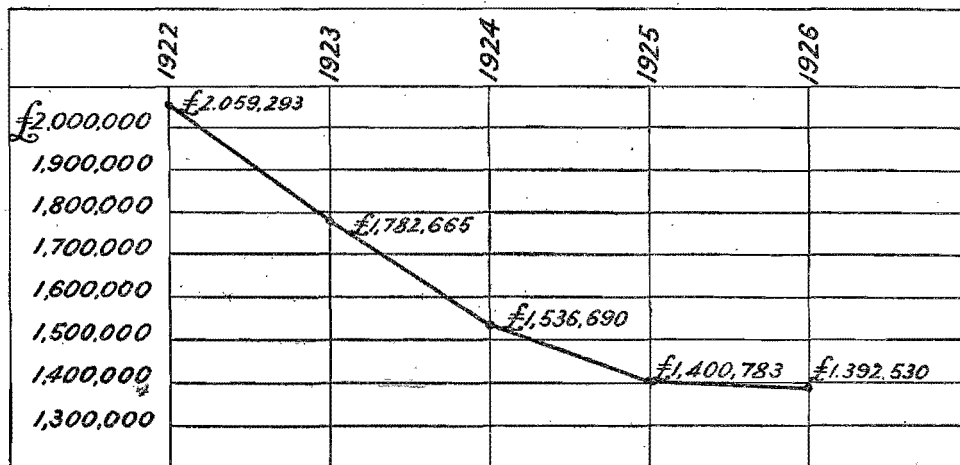
Electric light was also provided at 70 Departmental residences, 5 trucking yards, and various refreshment rooms, engine sheds, staff quarters, coal stages, &c.

Stores Branch.

At the 30th June last, the value of the stock of stores on hand was £1,392,530 (*vide* the certificate of the Chief Storekeeper on page 41) by comparison with £1,400,783 at the same date last year—a reduction of £8,253. The stock on hand would have been considerably less but for the purchase of abnormal quantities of permanent way material in anticipation of large works during the current year.

The effect of our efforts to reduce stocks to a minimum, consistent with the retention of adequate supplies for various requirements, is shown in the following graph:—

At 30th June



Central Storehouse and Reclamation Depot at Spotswood.

The new general Storehouse at Spotswood was completed and brought into service during the year. The work is now being carried out under revised methods and systems, which have been in force sufficiently long to prove that the advantages which it was claimed would result from their introduction were not over-estimated.

In addition, the establishment of this Storehouse has, by permitting the concentration of general stores material at a central location, resulted in greater efficiency and decreased cost of supervision.

Activities at the Reclamation Dépôt are now in full operation, and the quantities of materials recovered and reclaimed are increasing rapidly.

During the past six months the Storehouse and Dépôt have been visited by representatives of various Government Departments (both State and Federal) and commercial houses from all States of Australia and New Zealand, as well as by visitors from England and America. All have been impressed by the system in operation, and their remarks—coming in many cases from experts well qualified to judge—have borne ample testimony to the high state of efficiency which has been achieved.

Improved Storehouse System.

The work of refitting and installing the new methods and systems in the various Branch Storehouses in the metropolitan and country districts was further extended during the year, and it is anticipated that the complete system of section bookkeeping will be introduced during the current twelve months. This, in addition to providing complete and ready checks of material, will greatly facilitate and simplify the bookkeeping and accountancy work.

Coal Supplies.

During the year 662,515 tons of coal were purchased from the undermentioned sources :—

	From New South Wales.	From State Coal Mine.	From other Victorian Mines.	Total.
	Tons.	Tons.	Tons.	Tons.
Large Coal	208,555	238,413	2,441	449,409
Slack Coal	10,495	201,996	615	213,106
Totals	219,050	440,409	3,056	662,515

The quantity obtained from the State Mine was 78,663 tons (17,841 tons screened and 60,822 tons slack) greater than last year, while the amount imported from New South Wales was 193,532 tons less than in 1924-25.

A cessation of supplies from all sources caused by the strike of mine engine-drivers and firemen towards the end of the year necessitated the use of large quantities of coal from reserve stocks in order to enable the train services to be carried on without curtailment.

The total quantity of coal consumed by the Department during the twelve months was 745,390 tons. This cost £973,577, or an average of £1 6s. 1.4d. per ton.

The average cost of coal in 1913-14 was 13s. 1.3d. per ton, and the effect on the Department's finances of the increased price now ruling is apparent from the fact that, had the 1913-14 rate operated during the year under review, it would have represented a saving of £485,036 in our operating expenses.

Travelling Irregularities.

The following figures show the number of cases of irregular travelling which were detected during the year, as compared with the previous twelve months:—

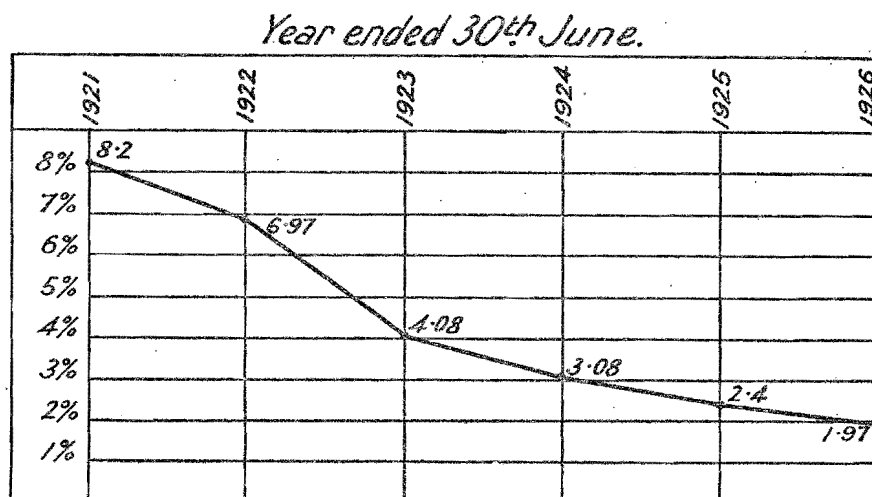
Detected by—	Number of Irregularities detected during the Year ended 30th June—		Increase.	Decrease.
	1925.	1926.		
Special Checkers on Suburban Trains and Barriers ..	11,493	11,092	—	401
Special Checkers on Country Trains	1,907	1,402	—	505
Conductors on Country Trains	1,381	1,569	188	—
Station Staffs	3,025	3,336	311	—
Totals	17,806	17,399	499	906

A very large majority of the transgressions were not of a serious nature. At the same time, no fewer than 2,120 were such as to call for prosecutions under the By-laws, and experience has shown the necessity for organized and systematic checking in order to safeguard the railway revenue.

Ticket Collection.

A further decrease was achieved in the percentage of non-collected printed country tickets, the figure for 1925-26 being 1.97 as against 2.4 in the previous twelve months. This is very gratifying, and we appreciate the whole-hearted response of the staff to our appeals for co-operation in this important aspect of railway working.

The following graph shows clearly the steady and marked improvement which has been effected since 1920-21:—



Claims for Missing and Damaged Goods.

The amount involved in meeting claims in respect of goods and parcels lost, damaged, delayed and pilfered was £24,241—an increase of £3,040 over the year 1924-25.

Although payments in respect of claims for damage were in excess of last year's figures, it is no indication that more damage occurred, inasmuch as, following upon the introduction of the altered conditions in connexion with the carriage of goods at Commissioners' risk, a greater proportion of the traffic was carried at that rate.

The increase was contributed to by heavier payments for goods pillaged and lost, principally owing to the theft of furred skins, but successful action has now been taken in this respect.

The following statement contrasts the number of prosecutions and convictions for theft during each of the past three years, and furnishes particulars of the charges heard by the Departmental Board of Discipline in the same periods :—

Year ended 30th June.	Employees.		Other than Employees.		Charges against Employees before the Board of Discipline.	
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted.	Employees Charged.	Employees Dismissed.
1924	49	45	66	55	8	2
1925	33	29	68	61	10	10
1926	38	34	70	64	9	9

Ambulance Organization and Equipment.

We regret that the facilities provided for enabling the staff to qualify in "First Aid" are not being availed of to the extent that we desire. Classes of instruction were held at the Victorian Railways Institute, Melbourne, and at various country centres, but the attendances generally were disappointing, although a large number of employees were successful in qualifying for certificates of competency. A special endeavour is being made to encourage, on the part of the staff, a greater interest in ambulance work, and it is hoped that a considerable improvement will be effected during the current year.

Practically all of the ambulance equipment in the State was overhauled and given any necessary attention, and 30 additional ambulance boxes and 15 stretchers were provided at various locations.

Refreshment Services and Bookstalls.

There was an increase of £33,228 in the revenue obtained from the various operations of the Refreshment Services Branch, the total returns for 1925-26 being £507,398, compared with £474,170 during the previous twelve months.

The figures include the receipts from the bookstalls, viz., £67,855 in 1925-26 and £66,322 in 1924-25.

During the year, the Refreshment Room accommodation at Ararat was considerably improved. A commodious and well-furnished dining-room was erected, and more convenient kitchen facilities provided. The enlargement, renovation and re-equipment of the rooms at Flinders-street Railway Station were also undertaken, while approval has been given for carrying out extensive alterations at Seymour. In addition, numerous minor improvements were effected at other refreshment rooms.

During the year, 121,306 meals were served on the dining cars attached to the Sydney and Adelaide express trains, an increase of 9,405 over 1924-25. The dining car services continued to give satisfaction, and care is being taken to maintain their high standard of service.

Satisfactory results attended the sales of fruit and raisin bread at the various Departmental stalls. This is dealt with more fully under the heading "Publicity to assist the Primary Producer."

The Departmental bakery, butchery, and laundry continued in full operation throughout the year, and proved to be valuable adjuncts in maintaining the Refreshment and dining-car services economically.

An innovation designed to convenience elderly passengers, ladies and children, was the introduction of luncheon cartons, containing sandwiches, cake and fruit, which are prepared and packed under hygienic conditions. These are sold at all refreshment rooms at a charge of 1s. They have been much appreciated and are likely to become exceedingly popular with the travelling public.

The Staff.

There was a total staff of 28,925, comprising 19,091 permanent officers and employees and 9,834 supernumerary employees, engaged at the end of the year.

1,036 youths were appointed to the Permanent Staff in the grades of pupil engineer, pupil architect, junior clerk, apprentice, lad porter, and lad labourer to fill vacancies due to deaths, resignations, &c. In addition 61 adults were appointed in various grades under Section 142 of the Railways Act to vacancies which could not be filled by the appointment of employees in the Department.

The total staff employed at the 30th June, 1926, was 227 less than at the 30th June, 1925.

The number of officers and employees in each branch at the close of the last two years is shown in the following statement :—

Branch.	At 30th June, 1925.			At 30th June, 1926.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	76	52	128	77	47	124
Transportation ..	6,578	1,975	8,553	6,919	1,559	8,478
Rolling-stock ..	6,843	2,503	9,346	6,847	2,622	9,469
Way and Works ..	3,319	3,867	7,186	3,207	3,411	6,618
Accountancy	226	68	294	225	77	302
Audit	158	30	188	159	29	188
Stores	259	177	436	274	234	508
Electrical Engineering ..	404	644	1,048	452	649	1,101
Traffic	72	8	80	73	9	82
Refreshment Services ..	47	653	700	47	730	777
Signal and Telegraph ..	816	377	1,193	811	467	1,278
Totals	18,798	10,354	29,152	19,091	9,834	28,925

The principal variations are accounted for as follows :—

WAY AND WORKS BRANCH.

The reduction of 568 was due to a larger number of supernumerary employees being engaged on extra works at the 30th June, 1925, than at the close of the following year.

ROLLING STOCK BRANCH.

The increase of 123 was mainly accounted for by the working off of more annual leave, and to an additional number of employees being utilized on truck repairs with a view to reducing the number of trucks awaiting repairs.

STORES BRANCH.

Following on the co-ordination of stores work under the Chief Storekeeper a number of employees were transferred from other branches to the Stores Branch, resulting in the increase of 72.

ELECTRICAL ENGINEERING BRANCH.

The increase of 53 was due to the fact that at 30th June, 1926, a number of additional employees were engaged on work of a temporary character on cables and at the Newport Power House.

SIGNAL AND TELEGRAPH BRANCH.

The additional staff (85) was due to the increased number of telegraph and telephone lines under construction.

REFRESHMENT SERVICES BRANCH.

The increase of 77 was attributable to increased business generally.

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

Year.						Total Salaries and Wages.
1923-24 .. .. .	..	..	..	..	..	£6,651,251
1924-25 .. .. .	..	..	..	..	..	6,969,519
1925-26 .. .. .	..	..	..	..	..	7,273,485

Railways Classification Board and Federal Arbitration Court.

Shortly before the commencement of the financial year the Commonwealth Arbitration Court intimated that the Australian Railways Union could not pursue its claims before that Court unless it withdrew its claims in regard to the same matters from the Railways Classification Board.

As a result the majority of the claims which would have been dealt with by the Board in its Award for the year 1925 were withdrawn. The operations of the Board were, therefore, practically confined to fixing the rates of pay of a comparatively limited number of grades which were not included in the plaint before the Arbitration Court, and to dealing with claims for variations and interpretations of existing Awards.

The Arbitration Court sat almost continuously during the year hearing evidence in respect of the claims by the Australian Railways Union for increased wages for 439 grades, covering nearly 20,000 members of the staff.

The evidence was substantially a repetition of that given before the Railways Classification Board, and the Department strongly contended that there was no justification for varying the schedules of salaries and wages fixed by the Board after exhaustive investigations extending over many years.

An interim Award, however, was made under which the basic wage for the wages staff was increased by 9d. per day, and for salaried officers receiving up to a maximum salary of £500 per annum by £9 per annum.

The interim Award operated from 1st December, 1925, and provided for salaries and wages to be adjusted quarterly in accordance with the rise or fall in the cost of living. This resulted in a further increase of 2d. per day to the wages staff and £3 per annum to the salaried staff from 1st May, 1926.

In announcing its intended basic wage for the year 1926, the Railways Classification Board intimated that it proposed to adopt the wage fixed by the Arbitration Court in the Australian Railways Union case.

The general claims submitted by the latter Union to the Arbitration Court embraced 439 grades, and up to the 30th June last the Court completed the hearing of evidence for 183 grades, leaving a balance of 256 grades still to be dealt with, in addition to comprehensive claims covering working conditions.

The fixation of the salaries and wages of the Railway staff, with the exception of Heads of Branches and a comparatively small number of other officers, was, at 30th June, 1926, controlled by various tribunals, as indicated hereunder :—

Tribunal.	Approximate Number of Staff Covered by Awards.
Arbitration Court	26,556
Wages Boards	1,154
Railways Classification Board	645
Total	28,355

Practically the whole of the 645 employees who are at present subject to the jurisdiction of the Railways Classification Board have been included in plaints submitted by railway industrial organizations to the Arbitration Court, and it is likely that these claims, together with claims submitted by the sections at present working under Arbitration Court Awards, will come on for hearing in the near future.

The increases in salaries and wages which were granted under Awards of the various industrial tribunals at different periods during the year under review represent an annual addition of approximately £291,000 to the Working Expenses of the Department. More particular reference to this phase of the subject is made under the heading "Finance."

The Department is at present working under ten Awards of the Arbitration Court, which at 30th June, 1926, prescribed no less than nine different basic wages, ranging from 13s. 9d. to 14s. 10d. per day.

In some Awards the Court has fixed a common base for the whole State, and in other Awards differential rates for town and country. In either case a uniform basis has not been adopted by the Court in its various Awards.

This lack of uniformity has resulted in different amounts being paid to men at the same location for the same class of work, e.g., a labourer working at Geelong might receive a wage of 14s. 5d., 14s. 7d., 14s. 9d., or 14s. 10d., according to the Award under which he is paid. A further example of the anomalous position under the present system is the basic wage applicable to Melbourne, different Awards prescribing a wage of 14s. 5d., 14s. 6d., 14s. 7d., and 14s. 8d. per day.

Obviously such a system, apart from causing confusion and discontent amongst employees, leads to inconvenience and expense to the Department.

In addition the frequent alteration in wages involved under the Arbitration Court's practice of quarterly adjustments seriously interferes with the finances of the Department, and it is felt that a more satisfactory system, equally as fair to the employee as to the employer, could be evolved.

We direct attention to these matters in the hope that the proper authorities may be able to devise some way of rectifying the position and placing it on a more stable and satisfactory footing.

Educational Activities.

We are pleased to record that the staff generally continued to maintain their interest in the activities of the Victorian Railways Institute.

That the educational and other facilities offered to employees through the Institute are appreciated is illustrated by the fact that the membership has increased during the year from 10,910 to 11,545, whilst the number of students enrolled in the educational classes and correspondence courses increased from 2,877 to 3,529, of whom an appreciable number are employees located in country districts.

A modern brick building was erected and opened during the year for Institute purposes at Ballarat. It is gratifying to note that not only are the members of the local railway staff taking full advantage of its facilities, but business people and residents are displaying keen interest in the various activities of its members, and helping to promote the spirit of co-operation between the Department and its patrons.

The work of erecting a fine brick building for Institute purposes at Ararat was practically completed during the year, and at this centre also the staff were materially assisted by the business people and residents generally in their efforts to raise the requisite funds to equip the building.

The scheme under which the great majority of the railway apprentices located in the metropolitan area are given theoretical instruction at the Railways Technical College at Newport is continuing to prove satisfactory. At the end of the year 294 apprentices were attending the college.

Five apprentices for whom it was not practicable to provide suitable courses of instruction at the Railways Technical College attended the Working Men's College, in addition to eight apprentices who are pursuing the Diploma Course in Mechanical or Electrical Engineering under the Departmental scholarship scheme.

Forty apprentices at Ballarat and Bendigo Workshops attended the local Schools of Mines during the year, and they are eligible for the scholarships on an equal footing with the apprentices at the Railways Technical College.

Eleven Pupil Engineers and four Pupil Architects were given facilities during the year to continue their studies at the University. In addition, one apprentice Electrical Fitter and one apprentice Fitter and Turner attended "Free" courses for the Degrees of Bachelor of Electrical and Mechanical Engineering.

The fact that railway apprentices are eligible for "Free" courses has stimulated an appreciable number of them to supplement their departmental instruction by attending various Technical Colleges at night. It has also had the effect of attracting a higher and better educated type of applicant for entry to the Service as apprentice, which must ultimately prove of advantage to the Department and to the State.

Visit of Officers Abroad.

Mr. H. P. Colwell, Chief Electrical Engineer, Mr. W. Thomas, Assistant General Superintendent of Transportation, and Mr. S. P. Jones, Assistant Chief Engineer of Signals and Telegraphs, who, as mentioned in our last Report, had been sent overseas to study up-to-date railway practices, returned during the year—Mr. Colwell on the 20th December last, and the two latter officers on the 23rd January, 1926.

Arrangements were also made during the year for two Rolling-stock Branch officials, Messrs. W. J. Grimshaw and W. R. James, to visit Canada and America for the purpose of studying at various workshops there the scheduling of locomotive, car and wagon repairs. They left Australia in July, 1925, and returned in May last.

The knowledge and experience gained by these and other officers who have travelled abroad on departmental business are of great value in dealing with many of the problems affecting the railway system in this State, and we are satisfied that our policy in this regard is more than justified by the results obtained.

Advantage is also being taken of the opportunity afforded by the visit of Mr. H. N. May, Workshops Manager, Jolimont, to Great Britain. Mr. May, although on a private holiday trip, has undertaken to look into certain matters upon which we are anxious to have up-to-date information, and we have arranged for him to return via America, in order that he may pursue his inquiries there also. A somewhat similar arrangement was made with Mr. H. F. James, Engineer in the Electrical Engineering Branch, who, in connexion with a private visit to Colombo, has been requested to include India, Japan, and Java in his itinerary, so that he can investigate certain aspects of electrification.

In pursuance of our general policy of sending officers abroad, we arranged for three Administrative officers—Messrs. V. F. Letcher, Special Officer to the Commissioners, J. McClelland, Assistant General Passenger and Freight Agent, and M. J. Brennan, Officer in Charge "Powers" Machines—to proceed to America in May last to investigate office organization generally, and the use of machines for various phases of office work, while, in addition, Mr. McClelland is looking into rating questions. These officers are expected to return early in 1927.

Through the courtesy and wholehearted co-operation of various leading railroad and engineering companies overseas, we were able to continue and extend the practice of granting leave to suitable young railwaymen to enable them to gain experience, which will be most valuable and helpful when they return to the Department. Under this arrangement nine members of the staff were on leave in America and two in England at 30th June last.

The selected employees are required to defray their cost of transport and expenses, and are not granted any pay by the Department. Their seniority, however, is conserved, and on their return to duty they are allotted any promotion or increase in remuneration to which they would have been entitled had they not been granted leave.

Special care is exercised to choose employees who will take full advantage of the excellent opportunities thus afforded, and at the same time worthily uphold the prestige of the Department. Judging from the large number of applications which are being received, the privilege is highly appreciated by the staff.

Suggestions and Inventions.

Increasingly satisfactory results are being achieved by the Betterment and Publicity Board in connexion with the investigation of suggestions and inventions submitted by the staff.

It is evident that the ready and confidential medium which the Board provides for members of the staff to express ideas, however great or small, for the improvement of the system is appreciated. The provision of this facility tends to ensure a more progressive and contented staff, who by constructive suggestions and inventions are enabled to win monetary reward and at the same time render a valuable service to the Department and the community generally.

The extent to which the staff avail themselves of the opportunity thus afforded is evidenced by the number of suggestions received from year to year. The number submitted in 1922-23 was 1,581; in 1923-24, 1,840; in 1924-25, 2,503, while in the year under review no fewer than 3,522 ideas were received by the Board for investigation.

"The Victorian Railways System at Work."

During the year the film "The Victorian Railways System at Work" was screened on 40 occasions in country and metropolitan centres in aid of charitable and community objects. Numerous communications have been received extolling the picture as an interesting and educative medium.

Prints have been supplied for exhibition and lecturing purposes in America and New Zealand. The film is now being revised, and when this has been completed it is proposed to arrange for suitable sections to be screened in the other States.

"Reso" Trains.

Although it was practicable to conduct only one ordinary tour of the Victorian National Resources Development train during the year—that to the North Eastern district in November last—two special trips were, at the request of the Government, arranged to enable officers of the American Fleet in July, 1925, and Members of the Imperial Press Delegation in October last, to acquire a first hand knowledge of the primary resources of the State.

The success which has attended the eleven tours so far undertaken has more than justified our expectations as to the value of the running of these trains, while the ready patronage accorded on each occasion has been such as to warrant the continuance of the tours indefinitely.

More would have been run during the year but for the unfavorable weather conditions in the summer and autumn. As the objects and benefits of the "Reso" trains have become better known the applications for inclusion in the tours have greatly increased, showing the appreciation of the public of this means of assisting the development and prosperity of the State.

"Better Farming" Train.

The facilities which the "Better Farming" train provides for enabling the man on the land to acquire a knowledge of modern and scientific methods, and the objects aimed at in inaugurating the train, were fully explained in our last Report, and the manner in which the various exhibitions and lectures have been attended and welcomed in country districts clearly indicates that the visits of the train are increasingly appreciated.

During the year under notice five tours were made, and demonstrations were held at 53 centres, the attendances aggregating approximately 50,000 people.

In order that the enthusiasm aroused as a result of the visits of the train shall not be allowed to wane, and to ensure as far as possible that the methods advocated shall be brought to a practical issue, the formation of "Better Farming Leagues" throughout the State has been strongly urged. The suggestion is being enthusiastically taken up at many centres.

The successful formation of "Better Farming Leagues" will undoubtedly lead to greater efficiency in the farming industry, and the cultivation of that community spirit which is so helpful in the dissemination of knowledge and experience.

We are convinced that there is no movement more attended with possibilities for the advancement of primary production than the "Better Farming" train, and that as a result of the advice tendered and the methods demonstrated on the train, greatly increased production will be assured at a lower cost, with consequent benefits to the primary producer and the State as a whole.

We again desire to record our appreciation of the co-operation of the Agricultural and Education Departments, and the Victorian Baby Health Centres Association. Their experts have everywhere earned high praise for the practical value of their lectures and demonstrations, and for the enthusiasm which they have displayed in this means of making their services available throughout the State.

Publicity to Assist the Primary Producer.

Our efforts to assist the primary producer by means of advertising campaigns have been continued throughout the year, principally in the way of issuing posters and booklets urging the consumption of more fruit. Valuable co-operation was again lent by the State Rivers and Water Supply Commission and the various co-operative bodies concerned.

That these efforts have been successful is indicated by the following figures, which show the approximate number of cases of fruit despatched by rail from country districts to Melbourne since the introduction of the "Eat More Fruit" propaganda:—

1923	..	..	..	..	..	2,840,700 cases ;
1924	..	..	..	..	..	3,288,600 ,,
1925	..	..	..	..	..	3,542,400 ,,

In addition, fruit to the value of about £25,000 was sold or utilized at railway stalls and refreshment rooms during 1925-26.

A booklet containing raisin recipes was prepared; 100,000 copies were distributed throughout the State, and 25,000 copies circulated in New Zealand at the Dunedin and South Seas Exhibition.

The Departmental Bakery is now turning out 600 loaves of raisin bread daily. This represents a consumption of two tons of raisins per month. At the outset of the raisin bread campaign only three bakers in Melbourne were manufacturing this commodity, whereas more than 100 are now undertaking its production. From this may be gauged some idea of the effect of this propaganda on the raisin consumption in the State.

The Department also took a prominent part in featuring "Peach Week," which was held in January last. During the week 70 tons of Elberta peaches were sold at railway fruit stalls.

We are satisfied that our efforts on behalf of the fruit industry have been beneficial to the State, whose prosperity is largely dependent on the success of the primary producer. The orchards and vineyards in Victoria, upon which approximately 100,000 persons are dependent, are estimated to represent a capital value of £19,000,000, so that the creation of a regular demand for the output is of vital importance to the community.

Tourist and General Publicity.

The policy of issuing attractive tourist posters, booklets and pamphlets was continued throughout the year. Many of the booklets regularly on issue to the public are being revised and reprinted in a more engaging manner.

We are extending this class of publicity to the other States in an endeavour to attract tourists to Victoria, and in this connexion have made arrangements with leading hotels in the other capital cities of the Commonwealth and New Zealand for supplies of the various booklets, &c., to be made available for their patrons.

Various methods of propaganda have also been employed in an effort to retain to the railways traffic which might otherwise be diverted to road vehicles operated by private enterprise.

The railway view point in regard to many controversial subjects was placed before the public through the medium of the Press, and by the issue of pamphlets and bulletins, which it is hoped will ensure a continuance and growth of the co-operation between the Department and the railway user, which has already yielded such satisfactory results.

Advantage was also taken of the opportunity kindly afforded by the management of the Melbourne Broadcasting Station, 3LO, for broadcasting a series of wireless talks on various railway matters. We feel that these talks have been a source of interest to listeners-in, and there is no doubt in our minds that they should promote a better understanding of the position and aims of the Department, and that co-operation which is so necessary if the best results are to be obtained.

Another innovation during the year was the issue of a monthly bulletin to all employees. In this short publication we feature "health talks" and "safety first" matters, and invite the help of the staff by the submission of suggestions for improving our operations.

Advertising.

The revenue derived from advertising during 1925-26 amounted to £36,987, an increase of £2,869 over the previous year.

Extensive additions to the poster hoardings at stations were carried out and a number of de luxe signs erected at various locations.

A gratifying feature of the year's operations was the increasing popularity of advertising in suburban carriages. The revenue from this source is steadily growing, and there is reason to hope for continued expansion in this respect.

"Safety First."

During the year our activities in connexion with the "Safety First" movement were considerably extended.

It is realized that there are great possibilities in this sphere, and in order that the movement may be organized and sponsored in the best possible way, it was decided to institute a Departmental Safety Council for the purpose of directing the policy of accident prevention and of encouraging the cultivation of "Safety First" principles amongst the staff.

This Council is composed of representatives of the various operating branches, with the chairman of the Betterment and Publicity Board as Chairman. General committees and sub-committees on which the employees will be represented are to be established at the more important locations.

Another innovation was the provision at all workshops, dépôts, &c., throughout the State of bulletin boards, on which posters issued by the National Safety Council of America—to which we subscribe as members—are regularly displayed.

"Safety First" matters were also featured in the monthly staff bulletin, to which reference is made under the heading of "Tourist and General Publicity".

Several screenings of "Safety First" pictures have been given in some of the more important workshops, and arrangements are being made to extend the practice to other workshops and dépôts.

The weekly school bulletins issued in conjunction with the Mebourne and Metropolitan Tramways Board and the Education Department were continued throughout the year, and a "Careful Crossing Campaign" was conducted on the same lines as in previous years.

It is beyond question that these appeals to the public and the staff must have good results and lessen the possibility of accident.

The Chalet, Mount Buffalo National Park.

The renovations and improvements at the Chalet, Mount Buffalo National Park, which were commenced last year, have now been practically completed. This work was comprised in a comprehensive scheme, the first section of which was carried out last year before the winter season necessitated a suspension of construction work. This section included the erection of an additional wing, containing a new dining-room, café, and kitchen, the conversion of the old dining-room into a room suitable for balls and concerts, provision of new lavatory and bath wings, extra bedrooms, another lounge, three bungalows, a new septic tank, and a garage for visitors' motor cars.

The improvements include elaborate precautions against fire. The buildings are surrounded by a 4-in. main, to which are attached, at intervals, hydrants with hoses. By means of an electrically-driven fire pump, the pressure in this main can be raised in a few seconds to 85 lb. per square inch. This gives a force of water which can be directed to any part of the building. The whole of the Chalet staff is regularly drilled in fire protection methods.

The internal heating system was remodelled with satisfactory results, while improvements were made in the electric lighting.

During the year two additional wings, a new engine-room and battery-room, and a garage for the departmental cars used in connexion with the transportation service were provided.

One of the wings contains, on the ground floor, a large games room equipped with billiard table, &c., while the upper floor affords bedroom accommodation for fifteen visitors. The provision of a sound-proof floor prevents the upstairs occupants from being disturbed. This wing also contains lavatory accommodation for the daily or casual visitors, entrance to which is provided from the roadway. The increasing popularity of the Mount Buffalo National Park, and the improved condition of the road since we assumed control of the Chalet, have resulted in a large number of motors being attracted there during the week-ends. It is our policy to cater for every one who visits the Mount Buffalo National Park, and a notice alongside the main entrance requests casual visitors to communicate with the Manager should they desire to avail themselves of the facilities provided at the Chalet.

The other wing contains accommodation for the staff. On the ground floor are the staff mess-room, store rooms, laundry, and snow sports dépôt, while upstairs comfortable bedrooms are provided, which are capable of housing the whole of the 60 men and women employed on the staff during the busy season. The furnishing and lighting of the staff quarters is in keeping with the generally high standard of housekeeping characteristic of the whole of the premises.

The transportation service between the Chalet and the railway is maintained by a fleet of modern and comfortably upholstered motor cars, which perform the journey in about 1½ hours. Last winter the road at the higher altitude was kept open by means of a snow plough—the first to be used in Australia—and notwithstanding several heavy falls, the transportation of passengers was maintained according to schedule.

We are gratified by the numerous letters that have been received from visitors expressing satisfaction with the appointments at the Chalet, which they describe as the best equipped tourist house in the Commonwealth.

The number of visitors who stayed at the Chalet during the year was 3,895, compared with 1,816 for the preceding nine months during which the Chalet was under our control.

The year's working resulted in a loss of £846, *vide* Appendix No. 20. This was partly due to the unfavorable weather conditions experienced during the last three months of the year, and to the fact that for about four months a large gang of workmen was engaged pulling down old structures and erecting the new wings. Such work cannot be done without considerable disturbance, and this induced many visitors to the Chalet to curtail their stay and caused others to postpone their visit.

Now that the construction work and the equipment and furnishing of the Chalet have been completed, an increase in the number of visitors is expected, with consequent improvement in the revenue.

We have felt that the description of the Chalet as being situated at Mount Buffalo does not convey a true idea of the topography of the locality. The Chalet is placed at an altitude of about 4,600 feet in the Mount Buffalo National Park on a plateau extending over an area of about 14 miles and containing numerous natural features of great interest. We have, therefore, decided that all Railway publications and correspondence relative to the Chalet shall describe it as being situated in the Mount Buffalo National Park.

Altona Bay Railway.

The agreement between the Government and the Altona Beach Estates Limited, under which the Altona Bay Railway has been taken over and operated by the Department as part of its suburban system, was formally executed during the year. As mentioned elsewhere, the work of electrifying the line is now in progress, and will, it is expected, be completed early in October.

Level Crossings.

The question of providing improvements at level crossings, with a view to minimizing risk of accident wherever practicable, was given unremitting attention during the year.

The abolition of the level crossings at Queen's-parade, Clifton Hill, and Epsom-road, Flemington, was accomplished by the provision of overhead bridges to carry the railway traffic. Owing to delays in the delivery of steelwork, the permanent bridge at Queen's-parade was not completed, but a temporary structure was erected and made available for traffic. At Epsom-road the whole of the work involved was completed in time for the Royal Agricultural Society's Show in September last, and resulted in substantial benefit both to road users and to the Department.

Interlocked gates, controlled from the signal boxes, were provided at Hutton-street, Thornbury, and at Sydenham, where previously the gates were worked by gatekeepers. In addition, improvements were effected at a number of places by widening and remodelling the crossings.

The installation of "Wig Wag" signals was also actively proceeded with, the device being provided at the following additional places during the year — :

Mordialloc,	Gapsted,
Batman,	Wooragee,
Greensborough,	Glenrowan,
Rosanna,	Launching Place,

while signal protection for gate crossings was provided at Heatherdale-road, Ringwood ; Victoria-street, Middle Footscray ; Kinane-street, Brighton ; Bonbeach ; and at crossings between Broadford and Seymour, and Seymour and Mangalore.

A Departmental Committee, comprising expert and experienced officers, meets frequently for the purpose of discussing and devising means for greater protection at crossings. In pursuance of our policy of co-operation with the public, we extended an invitation to the Royal Automobile Club of Victoria to nominate a member to sit on this Committee. This has been accepted by the club, and steps are being made to give effect to the arrangement.

Use of Machines for Clerical Work.

During the year the "Powers" machine system of accounting was extended to the audit check of payrolls and the compilation of a wide range of valuable statistical information in connexion therewith. Much of this information was previously obtained manually, but a large proportion was never compiled, owing to the heavy cost which would have been involved in its preparation.

Good results are being obtained from the "Powers" machines in connexion with the costing work carried out at the various Rolling Stock Branch Workshops ; the compilation of Transportation Branch train and engine miles statistics, freight accounting and statistical work relating to revenue from goods and live stock traffic within Victoria, and, as mentioned above, the audit check of payrolls, and experience has clearly demonstrated that these machines can be successfully and profitably utilized for the handling of large volumes of work.

It is proposed to extend the operations of the "Powers" machines to Interstate goods and live stock accounting in conjunction with the New South Wales and South Australian Railway departments, which also operate these machines for similar work.

Typewriters, with Wahl adding attachments, are now regularly used for goods abstracting at large centres, while adding, listing, and calculating machines of various types are being more widely availed of.

In order that the fullest advantage may be taken of the opportunities for improvement which these mechanical appliances provide, the officers who, as mentioned elsewhere, are at present visiting America, are, *inter alia*, making a study of the application of machines to railway accounting and other office work. As a result of their investigations it is likely that still further improvements will be effected in this branch of our activities, and that by the adoption of the most up-to-date methods appreciable economies will be possible.

State Coal Mine.

After the payment of Working Expenses and Interest charges, and allowing for a contribution of £40,236 to the Sinking and Depreciation Funds, a net loss of £24,459 was incurred in the operation of the State Coal Mine during 1925-26.

We were therefore obliged, in order to balance the mine finances, to make payment of a subsidy of £25,000, which represented the estimated loss when the accounts for the year were closed.

The total output for the year amounted to 495,864 tons, an increase of 90,169 tons over that of the previous twelve months. The improved result was largely due to the fact that, with the development of the Dudley Area pit, the average thickness of the coal seams was 18 per cent. greater than last year, thus increasing the output per miner per shift, and decreasing the cost of production by 10·67d. per ton, as compared with 1924-25.

Of the total quantity of coal produced—495,864 tons—440,781 tons were supplied to this Department, 20,223 tons to other Government Departments, and 16,232 tons to the general public, the balance representing colliery consumption, sales to miners, &c.

Operations were suspended on account of strikes, &c., for a total of 53 days as compared with 49 days last year. Omitting the period from 8th May to 23rd June, 1926, when the mine was idle owing to a strike of engine-drivers, work was provided for an average number of 1,821 employees, or 133 more than in 1924-25.

In the period under review an amount of £474,861 was disbursed in wages, as compared with £429,254 in the preceding twelve months, while the net average earnings of the miners, after deducting the cost of explosives, were 27s. 2·91d. and 26s. 11·3d. per shift respectively, an increase of 3·61d. per shift.

During the year the development of the Dudley Area was completed, and an output of 800 tons per day is now being obtained from this source. In addition the work of re-conditioning the McBride Tunnel was accomplished, and operations were resumed on the basis of two shifts per day in all pits except the Eastern Area on the 11th June, 1925, and in the latter pit on the 16th September, 1925.

Acknowledgment of Services of Staff.

The standard of service rendered by the Department during the year was well maintained, and the efforts which have been made to secure greater co-operation among the staff and between the public and the staff continue to show good results.

We receive numerous eulogistic letters from railway users praising the work of the staff, and it is a matter of considerable pleasure to us to place this fact on record, and to express our own appreciation of the excellent service and valuable assistance rendered by officers and employees of the Department throughout the year.

Appendices, &c.

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

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

We have the honour to be, Sir,

Your obedient servants,

HAROLD. W. CLAPP, Chairman,	} Victorian Railways Commissioners.
W. M. SHANNON,	
T. B. MOLOMBY,	

HEADS OF BRANCHES.

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

CERTIFICATES OF HEADS OF BRANCHES.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, ETC.

I hereby certify that, during the year 1925-26, the whole of the rolling-stock, machinery, &c., under my control was maintained in good working order and repair.

A. E. SMITH,
Chief Mechanical Engineer.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that, during the year 1925-26, the whole of the permanent way, stations, buildings, and other works under my control were maintained in good working order and repair.

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

CERTIFICATE RESPECTING ELECTRICAL EQUIPMENT.

I hereby certify that, during the year 1925-26, the whole of the electrical plant and equipment under my control was maintained in good working order and repair.

H. P. COLWELL,
Chief Electrical Engineer.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1926, was £1,392,530.

C. W. J. COLEMAN,
Chief Storekeeper.

CERTIFICATE RESPECTING SIGNALLING APPLIANCES, ETC.

I hereby certify that, during the year 1925-26, the whole of the signalling, interlocking, and safe working appliances and other works under my control were maintained in good working order and repair.

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

<i>Dr.</i>	Reference. Appendix. No.	£	s.	d.	£	s.	d.
Face value of Bonds and Stock allocated to the Railways	16	...			69,833,415	4	3
CONTRIBUTIONS FROM REVENUE FOR CAPITAL PURPOSES :—							
Proceeds of Sale of State Lands	2,825,740	6	1			
Consolidated Revenue provided for Redemption of State Loans	361,528	19	9			
Surplus Revenue	250,696	2	4			
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines	21,619	0	0			
Consolidated Revenue provided under Appropriations and Votes	498,242	17	9			
The Developmental Railways Account	71,386	9	1	4,029,213	15	0
Advance from Public Account for materials in course of manufacture, &c.			233,478	1	11
Advance from Public Account pending Loan provision			17,907	15	1
Advances to Railways Stores Suspense Account from Public Account			175,000	0	0
Special Funds			332,696	18	2
Sundry Creditors			548,474	15	5
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue			122,487	3	1
Interest Charges and Expenses, Pensions and Gratuities, Border Railways Adjustment, Repayment to Capital Account in respect of the North Geelong to Fyansford line	3,333,774	9	6			
Less—Net Revenue for the year after providing for Working Expenses	3,151,405	14	0	182,368	15	6
Total			£75,475,042	8	5

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

J. A. NORRIS,
Auditor-General.

No. 1.

30TH JUNE, 1926.

Cr

	Reference	£ s. d.			£ s. d.		
	Appendix No.						
Way, Works, Buildings, and Equip- ment, at cost	8	55,882,128	9	5			
Rolling Stock, at cost	8	13,002,385	0	1			
		68,884,513	9	6			
Surveys for proposed Railways, at cost ...	...	415,318	6	10	69,299,831	16	4
Piers transferred to Harbor Trust, at cost ...	...	279,830	0	0			
Less Repaid to Capital Account ...	...	153,604	7	7	126,225	12	5
Discount and Floating charges on Loans— Deduct Premiums ... ..	...	2,926,328	12	8			
	...	453,928	14	6	2,472,399	18	2
Stores and Materials on hand ...	25	1,392,529	15	10			
" " in transit ...	...	17,947	5	5			
		1,410,477	1	3			
Materials on hand, Railway Construction Branch	25	909	4	9	1,411,386	6	0
Materials on hand, Electrification Capital Stock ... ..	...	...			28,357	13	8
Materials on hand, Power Signalling Capital Stock ... ..	...	...			44,227	9	6
Materials in course of Manufacture ...	...	...			152,055	10	7
Stores and equipment on hand at Re- freshment Rooms ... ..	...	...			81,584	8	1
Cash at credit of Railways Stores Suspense Account	25	303,178	9	6			
Cash in hands of Agent-General, London, and in transit	25	36,812	12	2	339,991	1	8
Cash at credit of Special Funds:— Rolling Stock Replacement Fund ...	21	193,768	11	11			
Trust Fund—Surplus Railway Land Railway Accident and Fire In- surance Fund ... ..	...	397	7	1			
Railway Loans Repayment Fund ...	...	100,000	0	0			
Railways Sinking Fund ... ..	...	227,424	4	7			
	...	38,928	6	3	560,518	9	10
Cash and Securities at credit of the following Accounts:— Sundry Repayments to Treasury ...	...	169,632	16	2			
Preliminary Deposits ... ..	...	7,024	15	7			
Trust Funds—Cash and Securities ...	...	150,069	12	6	326,727	4	3
Sundry Debtors:— Working Expenses Account, &c. ...	...	28,989	13	3			
Revenue Account ... ..	...	95,506	4	7			
Stores Suspense Account—Sales of Materials ... ..	...	7,192	11	11			
					131,688	9	9
Balance of unexpended Loan moneys ...	...	...			317,679	12	8
Balance--Deficit ... ..	...	...			182,368	15	6
Total ... ..	...	...			£75,475,042	8	5

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1925 AND 1926.

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

Working Expenses.	See Abstract in Appendix No. 3.	Year ended 30th June—		Earnings.	See Appendix.	Year ended 30th June—	
		1925.	1926.			1925.	1926.
To Maintenance of Way and Works ..	A	£ 1,963,960	£ 1,928,597	By Passengers	4	£ 5,380,887	£ 5,425,804
„ Rolling Stock—				„ Parcels	4	501,102	513,842
General Superintendence, &c. ..	B	77,498	53,569	„ Horses, Carriages and			
Maintenance of Rolling Stock ..	C	1,730,972	1,770,727	Dogs	4	39,968	40,661
Locomotive Power	D	1,628,426	1,706,950	„ Mails	4	59,480	90,248
Examination and Lubrication of							
Coaching and Goods Vehicles	E	65,015	61,244	Total Coaching .. .. .	..	5,981,437	6,070,555
„ Transportation and Traffic ..	F	2,664,697	2,701,124	„ Goods and Live Stock ..	4	5,775,522	5,565,451
„ Electrical Engineering Branch ..	G	564,264	466,770	„ Electrical Power	4	218,797	145,026
„ Miscellaneous Operations	H	430,151	452,755	„ Rents and Miscellaneous	4	275,153	345,644
„ General Charges	I	216,130	233,621	„ Dining Car and Refresh-			
„ Stores Branch	J	..	80,162	ment Rooms Services	4	407,848	439,543
„ Contribution to the Railway Acci-				„ Advertising	4	34,118	36,987
dent and Fire Insurance Fund		47,823	65,945	„ Bookstalls	4	66,322	67,855
„ Payment to the State Coal Mine							
towards the cost of re-condition-		37,268	..				
ing the McBride Tunnel							
		£ 9,426,204	9,526,464				
„ Pensions and Gratuities		215,087	219,396				
„ Payment to the Superannuation			18,712				
Fund							
„ Border Railways Adjustment ..		2,849	1,630				
„ Repayment to Capital Account ..		675	1,341				
		£ 9,644,815	9,767,543				
„ Balance Net Earnings		3,114,382	2,903,518				
Grand Total		£ 12,759,197	12,671,061	Grand Total		£ 12,759,197	12,671,061

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1925 AND 1926
(EXCLUDING THE ELECTRIC TRAMWAYS AND THE ROAD MOTOR COACHES).

	Year ended 30th June—			Year ended 30th June—	
	1925.	1926.		1925.	1926.
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence	198,536	183,725	General Superintendence	189,323	194,568
Stationery, Printing, and Advertising	9,252	8,704	Stationery, Printing, and Advertising	75,544	77,674
Stores Expenses	24,379	(See Stores Branch)	Stores Expenses	6,558	(See Stores Branch)
Maintenance and Renewals of the Permanent Way	901,125	898,352	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	76,690	73,969	Salaries, Wages, &c., of Staff ..	1,715,530	1,750,793
Slips and Flood Repairs	5,416	2,982	Fuel and Light	36,738	36,783
Bridges, Culverts, and Drains ..	102,018	98,323	Uniforms for Staff	21,765	19,847
Signals and Interlocking	147,057	165,887	Other Supplies	54,950	58,620
Telegraph and Telephone Lines and Instruments	51,314	53,372	Other Expenses	12,447	9,882
Piers and Wharfs	20,965	20,951	Gatekeeping	45,152	48,825
Weighbridges, Scales, Lifting Cranes, &c.	23,088	27,477	Guards and Conductors—		
Buildings, Platforms, and Fixtures ..	289,085	266,427	Wages and Expenses	281,457	288,330
Stock Yards	11,951	14,269	Uniforms	5,159	5,166
Water Supply	18,458	20,634	Cleaning, Icing, &c., of Carriages ..	82,727	90,955
Machinery, Tools, and Supplies ..	58,899	66,303	Supplies, &c., for Carriages	12,715	14,725
Injuries to Employees or others ..	4,685	5,290	Light for Carriages	28,418	19,362
Special Maintenance and Betterments			Repairs and Renewals of Tarpaulins and Lashings	84,393	72,670
Expenditure	20,247	20,869	Operation of Grain Elevators and Grain Conveyors		
Other Expenses	795	1,063	Operation of Coal Shipping Plants ..		
	1,963,960	1,928,597	Injuries to Persons	5,473	5,432
			Loss and Damage to Property and Goods	206	889
Average Miles of Single Track Open, including Sidings	5,784	5,876	Compensation, Personal		
			Other Expenses	6,142	6,603
				2,664,697	2,701,124
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence	44,638	49,165	G.—ELECTRICAL ENGINEERING BRANCH.		
Stationery, Printing, and Advertising	4,040	4,404	General Superintendence	17,965	16,220
Stores Expenses	28,820	(See Stores Branch)	Main Power Station	437,145	358,410
	77,498	53,569	Transmission, Distribution Systems, and Sub-Stations Expenditure ..	136,805	122,526
C.—MAINTENANCE OF ROLLING STOCK.					
Locomotives	647,497	734,445	Other Operations (Credit)	Cr. 27,651	Cr. 30,386
Coaching Stock—Mechanical	528,942	518,640		564,264	466,770
Electrical Equipment	44,153	42,256	H.—MISCELLANEOUS OPERATIONS.		
Goods Stock	460,380	425,386	Dining Car Service	23,978	26,582
Repayment to Capital Account in respect of Locomotives retired from service	50,000	50,000	Refreshment Rooms Service	328,306	349,067
	1,730,972	1,770,727	Advertising	19,280	18,507
D.—LOCOMOTIVE POWER.					
Superintendence	46,968	50,060	Bookstalls	58,587	58,599
Running Sheds, Labour and Supplies	111,219	115,632		430,151	452,755
Drivers and Firemen	680,066	733,529	I.—GENERAL CHARGES.		
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.	723,685	744,087	Commissioners' and Secretary's Offices	37,477	38,940
Water	33,553	33,296	Chief Accountant's and Auditor of Receipts' Branches	120,074	132,055
Oil, Tallow, Waste, and other running supplies	23,756	19,887	Legal and Medical Expenses	10,802	11,837
Other Expenses	6,576	7,879	Stationery, Printing, and Advertising	8,740	11,539
Injuries to Employees or others ..	2,603	2,580	Sundry other General Charges	39,037	43,950
	1,628,426	1,706,950		216,130	238,621
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.					
Mechanical	52,342	50,698	J.—STORES BRANCH.		
Electrical Equipment	12,673	10,546	(Included with other Branches)		
	65,015	61,244	Contribution to the Railway Accident and Fire Insurance Fund	47,823	65,945
			Payment to the State Coal Mine towards the cost of re-conditioning the McBride tunnel	37,268	
			Grand Total	9,426,204	9,526,464
			Pensions and Gratuities to the Staff	215,087	219,396
			Payment to Superannuation Fund ..		18,712
			Border Railways Adjustment	2,849	1,630
			Repayment to Capital Account	675	1,341

APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED
30TH JUNE, 1925 AND 1926 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR COACHES).

Particulars.	Year ended 30th June—							
	1925.				1926.			
	Miles. 4,448				Miles. 4,528			
Average Miles Open for Traffic				Average Miles Open for Traffic				
Traffic Train Mileage—				Traffic Train Mileage—				
Passenger—				Passenger—				
Country	.. .. .	4,407,469	.. .. .	Country	.. .. .	4,455,863	.. .. .
Suburban	.. .. .	7,194,731	.. .. .	Suburban	.. .. .	7,311,755	.. .. .
Goods	.. .. .	5,879,806	.. .. .	Goods	.. .. .	5,807,929	.. .. .
Total	.. .. .	17,482,006	.. .. .	Total	.. .. .	17,575,547	.. .. .
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
	Journeys.	£	£	d.	Journeys.	£	£	d.
First Class Passengers	1,413,288	832,425	188.8	45.83	1,323,477	822,084	183.1	44.28
Second Class Passengers	6,270,098	1,705,498	386.7	92.87	6,076,354	1,686,188	375.5	90.82
Season Tickets—								
First Class	1,235,333	191,273	43.4	10.42	1,215,063	191,037	42.6	10.29
Second Class	783,748	34,241	7.7	1.86	795,713	32,667	7.3	1.76
Workmen's Weekly Tickets—Second Class	58,156	485	.1	.03	54,304	641	.1	.03
Total Country	9,765,623	2,763,922	626.7	150.50	9,464,911	2,732,617	608.6	147.18
SUBURBAN.								
First Class Passengers	42,695,006	922,965	4,524.2	30.79	42,608,731	937,518	4,595.7	30.77
Second Class Passengers	52,460,846	906,264	4,442.5	30.23	53,515,359	943,606	4,625.5	30.97
Season Tickets—								
First Class	29,376,642	411,046	2,014.9	13.71	29,983,178	418,852	2,053.2	13.75
Second Class	19,416,762	203,373	996.9	6.73	19,851,966	212,640	1,039.4	6.96
Workmen's Weekly Tickets—Second Class	12,229,263	173,342	849.7	5.78	12,630,163	181,171	888.1	5.95
Total Suburban	156,673,519	2,616,965	12,828.2	87.29	158,589,397	2,693,187	13,201.9	88.40
Total Passenger	163,444,142	5,380,887	1,209.7	111.81	168,054,308	5,425,804	1,198.3	110.66
Parcels	.. .. .	501,102	112.7	10.36	.. .. .	513,842	113.5	10.48
Horses, Carriages, &c.	.. .. .	39,968	9.0	.83	.. .. .	40,661	9.0	.83
Mails	.. .. .	59,480	13.3	1.23	.. .. .	30,248	19.9	1.84
Total Parcels, &c.	.. .. .	600,550	135.0	12.42	.. .. .	644,751	142.4	13.15
Total Coaching	.. .. .	5,931,437	1,344.7	123.73	.. .. .	6,070,555	1,340.7	123.81
Tons.								
General Merchandise	6,130,392	4,550,773	1,023.1	185.75	5,537,384	4,184,467	924.1	172.91
Wool	84,205	197,612	44.4	3.07	87,882	218,788	48.3	9.04
Live Stock	512,627	550,060	123.7	22.45	599,591	636,326	140.5	26.30
Minerals—								
Coal, Coke, and Shale	598,527	153,121	34.4	6.25	607,278	150,964	33.4	6.24
Other than Coal, Coke and, Shale	1,833,805	323,956	72.8	13.22	1,893,351	374,306	82.8	15.49
Total Goods	8,959,556	5,775,522	1,298.4	235.74	8,728,496	5,565,451	1,229.1	229.98
Electrical Power	.. .. .	218,797	49.2	.. .. .	.. .. .	145,026	32.0	.. .. .
Rents	.. .. .	124,883	28.1	.. .. .	.. .. .	156,546	34.6	.. .. .
Miscellaneous	.. .. .	150,270	33.8	.. .. .	.. .. .	189,698	41.8	.. .. .
Total Power, Rents, and Miscellaneous	.. .. .	493,950	111.1	.. .. .	.. .. .	490,670	108.4	.. .. .
Dining Cars	.. .. .	24,068	5.4	.. .. .	.. .. .	25,807	5.7	.. .. .
Refreshment Rooms	.. .. .	353,840	86.3	.. .. .	.. .. .	413,736	91.4	.. .. .
Advertising	.. .. .	34,118	7.7	.. .. .	.. .. .	36,987	8.1	.. .. .
Bookstalls	.. .. .	66,322	14.9	.. .. .	.. .. .	67,855	15.0	.. .. .
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls	.. .. .	508,288	114.3	.. .. .	.. .. .	544,385	120.2	.. .. .
Total Earnings	.. .. .	12,759,197	2,868.5	175.16	.. .. .	12,671,061	2,798.4	173.03
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.
WORKING EXPENSES.								
Maintenance of Way and Works	1,963,960	15.30	441.5	26.96	1,928,597	15.22	425.9	26.34
Rolling Stock—								
General Superintendence, &c.	77,498	.61	17.4	1.06	53,569	.42	11.8	.73
Maintenance of Rolling Stock	1,730,972	13.57	389.2	23.76	1,770,727	13.98	391.1	24.18
Locomotive Power	1,628,426	12.76	366.1	22.36	1,706,950	13.47	377.0	23.31
Examination and Lubrication of Coaching and Goods Vehicles	65,015	.51	14.6	.89	61,244	.48	13.5	.84
Transportation and Traffic	2,664,097	20.89	599.1	36.58	2,701,124	21.32	596.5	36.88
Electrical Engineering Branch	564,264	4.42	126.9	7.75	466,770	3.69	103.1	6.37
Miscellaneous Operations	420,151	3.37	96.7	5.91	452,755	3.58	100.0	6.18
General Charges	216,130	1.69	48.6	2.97	233,621	1.88	52.7	3.26
Stores Branch	.. .. .	.. .. .	.. .. .	.. .. .	80,142	.63	17.7	1.09
Pensions and Gratuities	215,087	1.69	48.3	2.95	219,396	1.73	48.4	3.00
Payment to the Superannuation Fund	.. .. .	.. .. .	.. .. .	.. .. .	18,742	.15	4.1	.26
Contribution to the Railway Accident and Fire Insurance Fund	47,823	.38	10.8	.66	65,945	.52	14.6	.90
Border Railways Adjustment	2,849	.02	.6	.04	1,630	.01	.4	.01
Repayment to Capital Account	675	.00	.1	.01	1,341	.01	.3	.02
Payment to the State Coal Mine towards the cost of reconditioning the McBride tunnel	37,268	.29	8.4	.51	.. .. .	.. .. .	.. .. .	.. .. .
Total Working Expenses	9,644,815	75.59	2,168.3	132.41	9,767,543	77.09	2,157.1	133.38
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—				
75.59				77.09				
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
Divisions of Expenditure.					Year ended 30th June—			
					1925.		1926.	
					%		%	
Maintenance of Way and Works	.. .. .	.. .. .	.. .. .	.. .. .	20.36	.. .. .	19.74	
Rolling Stock—								
General Superintendence, &c.	.. .. .	.. .. .	.. .. .	.. .. .	.80	.. .. .	.55	
Maintenance of Rolling Stock	.. .. .	.. .. .	.. .. .	.. .. .	17.93	.. .. .	18.13	
Locomotive Power	.. .. .	.. .. .	.. .. .	.. .. .	16.88	.. .. .	17.48	
Examination and Lubrication of Coaching and Goods Vehicles	.. .. .	.. .. .	.. .. .	.. .. .	.67	.. .. .	.63	
Transportation and Traffic	.. .. .	.. .. .	.. .. .	.. .. .	27.63	.. .. .	27.65	
Electrical Engineering Branch	.. .. .	.. .. .	.. .. .	.. .. .	5.85	.. .. .	4.78	
Miscellaneous Operations	.. .. .	.. .. .	.. .. .	.. .. .	4.46	.. .. .	4.64	
General Charges	.. .. .	.. .. .	.. .. .	.. .. .	2.24	.. .. .	2.44	
Stores Branch	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.82	
Pensions and Gratuities	.. .. .	.. .. .	.. .. .	.. .. .	2.23	.. .. .	2.25	
Payment to the Superannuation Fund	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.19	
Contribution to the Railway Accident and Fire Insurance Fund	.. .. .	.. .. .	.. .. .	.. .. .	.50	.. .. .	.67	
Border Railways Adjustment	.. .. .	.. .. .	.. .. .	.. .. .	.03	.. .. .	.02	
Repayment to Capital Account	.. .. .	.. .. .	.. .. .	.. .. .	.01	.. .. .	.01	
Payment to the State Coal Mine towards the cost of reconditioning the McBride tunnel	.. .. .	.. .. .	.. .. .	.. .. .	.39	.. .. .	.. .. .
					100.00		100.00	

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1911, TO 30TH JUNE, 1926.

Year	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Traffic Train Miles.*	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile open.	Per Traffic Train Mile.
1911-12	3,622	3,543	45,836,573	12,655	623	1,352	14,292	634	13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7/6.53
1912-13	3,647	3,639	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7/3.77
1913-14	3,835	3,747	49,529,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,816,088	2,957,543	2,603,415	5,560,958	1,484	7/4.81
1914-15	3,875	3,848	52,337,475	13,506	791	1,496	18,268	874	15,303,209	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,341	6/8.94
1915-16	4,100	3,955	54,600,928	13,317	808	1,584	18,913	865	13,826,538	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8/5.03
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	14,022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5.89
1917-18	4,152	4,139	56,655,910	13,645	817	1,641	19,380	912	13,626,371	105,753,073	6,231,093	3,424,712	3,137,547	6,562,259	1,585	9/7.58
1918-19	4,190	4,159	57,545,337	13,734	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,488	2,957,789	6,432,277	1,547	9/10.46
1919-20	4,214	4,194	58,445,846	13,869	788	1,693	19,532	910	15,022,465	134,012,162	7,770,694	4,503,850	3,721,122	8,224,972	1,961	10/11.40
1920-21	4,267	4,237	59,972,628	14,055	790	1,748	19,579	913	15,533,556	134,045,683	7,572,993	5,384,487	4,411,276	9,795,763	2,312	12/7.34
1921-22	4,322	4,284	62,961,395	14,568	799	1,782	19,694	921	15,856,815	142,456,924	7,491,031	5,976,026	4,815,056	10,791,082	2,519	13/7.33
1922-23	4,333	4,297	64,854,594	14,968	804	1,852	19,749	924	16,394,239	155,957,240	7,517,216	6,393,865	4,953,192	11,347,057	2,641	13/10.11
1923-24	4,435	4,369	66,253,102	14,939	777	1,929	19,751	943	16,594,833	167,861,864	8,309,543	6,754,109	5,204,526	11,958,635	2,737	14/4.95
1924-25	4,484	4,448	67,739,091	15,107	728	1,988	19,779	962	17,482,006	166,444,142	8,959,556	6,983,675	5,775,522	12,759,197	2,868	14/7.16
1925-26	4,627	4,528	69,087,162	14,931	704	2,033	19,662	966	17,575,547	168,054,308	8,728,456	7,105,610	5,565,451	12,671,062	2,798	14/5.03

Exclusive of Electric Tramways and Road Motor Coaches.

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

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1911, TO 30TH JUNE, 1926.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING MISCELLANEOUS OPERATIONS).			EXPENDITURE: WAY AND WORKS BRANCH (INCLUDING SIGNAL AND TELEGRAPH BRANCH).				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.
	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.					
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	£
1911-12	901,024	1/3·63	17·27	893,350	252	1/3·50	17·12	842,438	1/2·62	16·14	¶547,940	0/9·50	10·50	74,237	0/1·29	1·42	...	...
1912-13	947,868	1/3·98	18·21	930,366	256	1/3·68	17·87	914,709	1/3·42	17·57	¶551,023	0/9·29	10·59	80,937	0/1·37	1·55	...	...
1913-14	1,066,738	1/5·03	19·18	935,652	250	1/2·94	16·83	1,003,621	1/4·03	18·05	¶632,859	0/10·11	11·38	85,968	0/1·37	1·55	...	...
1914-15	1,099,026	1/5·24	21·29	1,107,310	288	1/5·37	21·46	1,079,973	1/4·94	20·93	¶709,863	0/11·13	13·75	92,996	0/1·46	1·80	...	...
1915-16	1,127,568	1/7·57	19·76	998,619	252	1/5·33	17·50	1,075,002	1/6·66	18·84	¶672,317	0/11·67	11·79	95,380	0/1·66	1·67	...	...
1916-17	1,137,703	1/7·47	19·11	927,315	226	1/3·87	15·58	1,283,198	1/9·96	21·56	¶670,064	0/11·47	11·26	95,997	0/1·64	1·61	...	...
1917-18	1,225,479	1/9·58	18·67	1,049,270	253	1/6·48	15·99	1,327,488	1/11·39	20·23	¶715,358	1/0·60	10·90	100,911	0/1·78	1·54	...	...
1918-19	1,257,685	1/11·16	19·55	870,123	209	1/4·02	13·53	1,320,274	2/0·32	20·53	¶696,296	1/0·82	10·83	100,094	0/1·84	1·56	3,397	—
1919-20	1,820,588	2/5·09	22·13	1,262,069	301	1/8·16	15·35	1,722,967	2/3·53	20·95	¶976,684	1/3·60	11·87	124,012	0/1·98	1·51	85,963	...
1920-21	2,483,789	3/1·47	25·35	1,576,857	372	2/0·36	16·10	2,139,809	2/9·06	21·84	¶1,255,460	1/7·40	12·82	159,174	0/2·46	1·62	146,698	...
1921-22	2,636,978	3/3·91	24·44	1,708,539	399	2/1·86	15·83	1,793,643	2/3·15	16·62	¶1,367,902	1/8·70	12·68	174,553	0/2·64	1·62	264,825	...
1922-23	2,661,634	3/2·96	23·46	1,761,951	410	2/1·79	15·53	1,607,733	1/11·54	14·17	¶1,468,108	1/9·49	12·94	191,371	0/2·81	1·69	406,870	...
1923-24	2,856,108	3/5·31	23·88	1,861,887	426	2/2·93	15·57	1,638,163	1/11·69	13·70	¶1,581,104	1/10·87	13·22	199,697	0/2·89	1·67	538,547	...
1924-25	3,094,848	3/6·49	24·26	1,963,960	442	2/2·96	15·39	1,770,939	2/0·31	13·88	¶1,730,972	1/11·76	13·57	216,130	0/2·97	1·69	564,264	...
1925-26	3,153,876	3/7·06	24·90	1,928,597	429	2/2·34	15·22	1,821,763	2/0·88	14·37	¶1,770,727	2/0·18	13·98	238,621	0/3·26	1·88	466,770	80,162

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

Exclusive of Electric Tramways and Road Motor Coaches.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1911, TO 30TH JUNE, 1926.

Year.	RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.					Balance of Net Revenue (including the net Revenue of the Electric Tramways and Road Motor Coaches) after Payment of Working Expenses.	Total Capital Expended on Lines open including Rolling-Stock.	Percentage of Profit to Capital Invested.	NET INTEREST AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES UNDER ACT 767.	AMOUNTS PAID TO THE SUPERANNUATION FUND.	Adjustments.— Border Railways and Capital Account and State Coal Mine.	DEFICIT.	SURPLUS.
	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. on Capital Cost	Per cent. on Railway Loans.									
	£	s. d.		£	£	s. d.		£	£	s. d.	£	£	£	£	£	£	£	£	£	£	£
1911-12 ...	*51,495	0/0·89	0·99	3,310,484	934	4/9·42	63·43	1,908,483	539	2/9·10	4·16	4·32	1,910,212	45,136,620	4·23	1,513,102	131,319	...	...	...	265,791
1912-13 ...	*52,054	0/0·88	1·00	3,476,957	955	4/10·62	66·80	1,728,485	475	2/5·14	3·63	3·81	1,729,506	46,715,440	3·70	1,595,020	112,236	...	...	...	22,250
1913-14 ...	27,805	0/0·45	0·50	3,752,643	1,002	4/11·93	67·48	1,808,315	483	2/4·88	3·64	3·76	1,807,981	49,034,811	3·69	1,677,369	112,853	...	...	...	17,757
1914-15 ...	25,805	0/0·40	0·50	4,114,973	1,069	5/4·54	79·73	1,046,100	272	1/4·41	1·20	2·00	1,048,809	51,406,892	2·04	1,767,807	123,438	...	...	842,436	...
1915-16 ...	28,526	0/0·50	0·50	3,997,412	1,011	5/9·39	70·07	1,707,751	432	2/5·64	3·13	3·15	1,710,487	54,391,352	3·14	1,927,107	121,312	...	...	...	337,952
1916-17 ...	*39,763	0/0·68	0·67	4,154,040	1,012	5/11·10	69·78	1,798,679	438	2/6·79	3·22	3·25	1,806,096	55,680,341	3·24	2,012,447	131,416	...	...	...	337,667
1917-18 ...	32,586	0/0·57	0·50	4,451,092	1,075	6/6·40	67·83	2,111,167	510	3/1·18	3·73	3·76	2,119,128	56,563,081	3·75	2,126,906	129,160	...	...	...	136,938
1918-19 ...	31,794	0/0·59	0·49	4,279,663	1,029	6/6·82	66·53	2,152,614	518	3/3·64	3·75	3·81	2,167,414	57,441,685	3·77	2,164,902	151,588	14,521	...	...	163,597
1919-20 ...	40,668	0/0·65	0·49	6,032,951	1,438	8/0·38	73·35	2,192,021	523	2/11·02	3·71	3·75	2,203,401	58,367,373	3·78	2,234,202	152,932	29,160	...	...	212,893
1920-21 ...	*73,969	0/1·14	0·76	7,835,756	1,849	10/1·06	79·99	1,960,007	463	2/5·57	3·27	3·32	1,943,429	60,255,042	3·23	2,409,674	182,036	...	3,354	...	651,635
1921-22 ...	80,225	0/1·21	0·74	8,026,665	1,874	10/1·49	74·38	2,764,417	645	3/5·84	4·39	4·32	2,769,842	63,626,393	4·35	2,589,816	194,581	...	4,554	...	19,109
1922-23 ...	84,259	0/1·23	0·74	8,181,926	1,904	9/11·78	72·11	3,165,131	737	3/10·33	4·88	4·74	3,179,651	65,190,862	4·88	2,951,385	203,470	...	4,613	...	20,183
1923-24 ...	38,916	0/0·56	0·32	8,714,422	1,995	10·6·03	72·87	3,244,213	742	3/10·92	4·90	4·84	3,253,445	66,544,677	4·89	3,015,455	206,366	...	3,972	108,765†	...
1924-25 ...	47,823	0/0·66	0·38	9,426,204	2,119	10/9·41	73·88	3,332,993	750	3/9·76	4·92	4·91	3,344,438	67,716,281	4·94	3,099,885	215,087	...	40,117	...	5,943
1925-26 ...	65,945	0/0·90	0·52	9,526,464	2,104	10/10·09	75·18	3,144,597	694	3/6·94	4·55	4·50	3,151,405	70,035,763	4·50	3,092,695	219,396	18,712	2,971	182,360	...

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

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

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

* Includes Special Payment into Fund, year 1911-12, £25,400; year 1912-13, £26,027; year 1916-17, £10,000; year 1920-21, £25,000.

Inclusive of Electric Tramways and Road Motor Coaches.

APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT PAID FOR SALARIES AND WAGES (EXCLUSIVE OF TRAVELLING AND INCIDENTAL EXPENSES) IN THE VARIOUS BRANCHES OF THE RAILWAYS DURING THE YEARS ENDED 30TH JUNE, 1925 AND 1926.

Branches.	Year ended 30th June—	
	1925.	1926.
	£	£
Permanent Way	1,513,444	1,562,943
Locomotive	2,354,378	2,479,330
Traffic	2,126,266	2,175,660
Electrical	276,026	288,090
Other Branches	699,405	767,442
Totals	6,969,519	7,273,455

APPENDIX No. 7.

STATEMENT OF ALL STAFF EMPLOYED ON THE RAILWAYS OF VICTORIA IN JUNE, 1925, AS COMPARED WITH THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEAR ENDED 30th JUNE, 1926.

Branch.	Month of June, 1925.			Year ended 30th June, 1926.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Commissioners' and Secretary's Office ..	74	54	128	75	48	123
Chief Accountant's	225	69	294	225	67	292
Traffic Audit	157	31	188	159	27	186
Stores	121	315	436	121	340	461
Permanent Way	423	6,763	7,186	425	5,969	6,394
Signalling	82	850	932	101	807	908
Locomotive	459	8,887	9,346	490	8,916	9,406
Traffic	2,441	6,192	8,633	2,555	6,289	8,844
Electrical	124	924	1,048	136	866	1,002
General	57	904	961	58	1,004	1,062
Totals	4,163	24,989	29,152	4,345	24,333	28,678

CONSTRUCTION BRANCH.
YEAR ENDED 30TH JUNE.

1925.			1926.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
21	1,094	1,115	43	346	389

AVERAGE NUMBER OF MEN* EMPLOYED (EXCLUSIVE OF CONSTRUCTION BRANCH) DURING THE YEARS ENDED 30TH JUNE, 1925 AND 1926.

How Employed.	1925.	1926.
On Working Expenses	24,322	24,812
On Capital, Rolling-stock Replacement, and Manufactures	3,707	3,900
Totals	28,029	28,712

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

APPENDIX No. 8.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1926.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over.	Single.	Total	Highest.	Lowest.		Total.		Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s.	d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	5,102,695	4	6	50,577
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2.06	53.07	55.13	758	314	1 " 52	677,800	18	8	12,099
* Bendigo Cattle-yards Branch	0.89	0.89	732	702	1 " 61				
Moama to Deniliquin	44.33	44.33	...	...	...	
Echuca to Moama	171,954	18	8	4,222
Echuca Bridge over the River Murray	15,206	0	0	
Moama (Balranald Junction) to Balranald	...	119.92	119.92	...	...	...	33,163	7	10	...
Lancefield Junction to Lancefield	14.50	14.50	1,675	1,072	1 " 40	662,733	19	5	5,526
† Lancefield to Kilmore	18.10	18.10	1,734	1,160	1 " 40	67,260	11	2	4,639
Kilmore Junction to Bendigo (Cattle Siding)	67.82	67.82	1,450	526	1 " 50	107,873	7	2	5,960
Carlsruhe to Daylesford	22.17	22.55	2,469	1,791	1 " 50	406,139	15	9	5,988
Daylesford Junction to North Creswick ...	0.38	23.11	23.11	2,292	1,429	1 " 40	181,342	14	2	8,042
Kyneton (Redesdale Junction) to Redesdale	16.25	16.25	1,636	973	1 " 50	182,589	12	5	7,901
Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1 " 40	90,437	9	9	5,565
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	0.28	32.73	33.01	943	611	1 " 50	436,851	0	1	9,326
St. Arnaud to Donald	23.86	23.86	868	374	1 " 50	191,576	15	9	5,804
Donald to Birchip	32.30	32.30	394	330	1 " 100	123,636	2	3	5,182
Birchip to Cronomby (Woomelang)	26.45	26.45	351	260	1 " 75	105,840	3	5	3,277
Woomelang to Mildura	110.15	110.15	334	128	1 " 75	86,947	9	0	3,287
Mildura to White Cliffs and Yelta	6.92	6.92	186	126	1 " 75	392,228	13	2	3,561
Merbein to Yelta (Abbotsford)	5.87	5.87	184	116	1 " 75	23,192	8	3	3,351
Werrimull to Meringur (The Hut)	15.17	15.17	...	...	...	35,829	10	9	6,104
Red Cliffs to Werrimull (Millewa North)	35.40	35.40	226	138	1 " 100	61,966	6	3	4,085
Dunolly to Inglewood	24.24	24.24	794	457	1 " 50	134,615	8	1	3,803
Ouyen to Kow Plains	56.39	56.39	351	137	1 " 60	95,603	3	8	3,944
Kow Plains to Murrayville	11.44	11.44	218	146	1 " 75	142,935	12	8	2,535
Murrayville to South Australian Border	12.53	12.53	351	192	1 " 80	32,452	1	10	2,837
South Australian Border to Pinnaroo (3.55 mls.)	19,215	10	8	...
Castlemaine (Maldon Junction) to Maldon	10.24	10.24	1,177	890	1 in 40	6,600	0	2	...
Maldon (Laanecoorie Junction) to Shelbourne	...	9.89	9.89	1,126	649	1 " 50	63,958	18	7	6,246
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 50	68,514	10	11	6,928
Waubra Junction to Ballarat Race-course	...	2.10	2.10	1,508	1,466	1 " 40	306,809	9	9	7,208
Pisgah Junction to Waubra	13.74	13.74	1,533	1,341	1 " 60	7,485	3	4	3,564
Maryborough to Avoca	14.93	14.93	885	721	1 " 40	73,269	18	5	5,333
Avoca to Ararat	39.04	39.04	1,215	763	1 " 50	65,622	0	3	4,395
Crowlands to Navarre	22.87	22.87	885	720	1 " 66	175,740	5	9	4,502
Bendigo to Inglewood ...	0.80	28.13	28.93	779	443	1 " 70	66,856	14	5	2,923
Inglewood to Charlton	42.82	42.82	639	422	1 " 50	223,705	12	2	7,733
Charlton to Wycheproof	16.48	16.48	521	356	1 " 50	276,038	14	0	6,446
Wycheproof to Sea Lake	47.89	47.89	357	172	1 " 94	104,275	11	6	6,327
Sea Lake towards Pier Millan (Nandaly)	17.68	17.68	265	172	1 " 66	89,842	1	0	1,876
Nandaly to Kulwin	19.68	19.68	256	148	1 " 60	43,855	17	1	2,481
Wedderburn Junction to Wedderburn	...	4.86	4.86	660	554	1 " 50	77,977	8	5	3,962
Korong Vale to Boort	17.86	17.86	459	296	1 " 50	17,779	1	8	3,658
Boort to Quambatook	21.96	21.96	419	287	1 " 75	90,161	15	8	5,048
Quambatook to Ultima	30.31	30.31	371	256	1 " 100	65,851	7	10	2,999
Ultima to Chillingollah	20.14	20.14	263	164	1 " 60	56,910	11	0	1,878
Chillingollah to Manangatang	18.59	18.59	245	169	1 " 75	35,745	6	11	1,775
Manangatang to Annuello (Bryden's Tank)	14.19	14.19	200	172	1 " 75	39,407	4	11	2,120
Annuello to Robinvale	19.50	19.50	250	173	1 " 75	68,640	0	7	4,837
Euston Bridge over River Murray	95,501	16	4	4,898
Euston Station Ground	41,677	14	8	in progress
Eaglehawk to Kerang	72.99	72.99	742	255	1 in 70	1,797	13	2	in progress
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill)	35.16	35.16	286	225	1 " 100	361,617	12	0	4,954
Kerang to Murrabit (Gonn Crossing)	16.11	16.11	267	241	1 " 100	175,593	18	0	4,994
Gonn Crossing Bridge over River Murray	114,782	6	0	7,125
Gonn Crossing to Stony Crossing	21,592	5	8	in progress
Swan Hill to Piangil	27.39	27.39	291	216	1 in 75	84,890	0	11	in progress
Piangil to Kooloonong (Pine Tank)	15.87	15.87	243	199	1 " 75	72,261	9	2	2,638
Kooloonong to Yungera (West Narrung)	6.71	6.71	...	...	...	71,751	13	3	4,521
Elmore to Cobuna	57.09	57.09	438	264	1 " 100	35,936	7	4	5,356
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 " 100	146,368	12	4	2,564
* Newport to Braybrook Junction	4.29	4.29	110	48	1 " 92	509,853	15	7	86,858
Newport to Geelong (including cost of Geelong Pier) ...	3.99	34.52	38.51	113	11	1 " 81	29,255	16	5	6,820
* Williamstown Race-course Branch	0.69	0.69	21	10	1 " 95	1,409,442	7	1	35,955
Altona Bay Line	1.85	1.85	...	...	...	
Geelong to Colac ...	1.26	48.98	50.24	469	10	1 " 50	2,543	5	11	1,375
Colac to Alvie	9.65	9.65	518	402	1 " 50	432,827	11	4	8,615
† Geelong Race-course Branch	1.96	1.96	43	10	1 " 50	58,565	3	6	6,069
Colac to Camperdown	28.11	28.11	569	405	1 " 50	5,463	18	9	2,788
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.90	41.81	42.71	550	13	1 " 50	157,942	0	9	5,619
Warrnambool to Koroit	9.36	9.36	245	19	1 " 50	392,387	19	7	9,187
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy)	11.34	11.34	208	11	1 " 60	89,558	1	5	9,568
Geelong (Queenscliff Junction) to Queenscliff	20.72	20.72	264	10	1 " 50	106,969	0	1	9,433
Carried forward ...	116.70	1729.41	1846.11	...	...	...	16,138,053	8	11	...

* Trains run only as required for traffic.

See lines closed for traffic.

† Dismantled 28th May 1909.

APPENDIX No. 8—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient	Cost, exclusive of Rolling-stock.	
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s. d.
Brought forward	116'70	1729'41	1846'11	...	...	...	16,138,053	8 11
Mount Moriac to Wensleydale ... ..	...	10'92	10'92	752	361	1 in 50	39,209	2 6
Birregurra to Forrest ... ..	...	19'85	19'85	579	363	1 ,, 40	147,852	3 6
Irrewarra to Beac... ..	...	8'70	8'70	432	390	1 ,, 66	47,643	0 5
Beac to Newtown ... ..	...	34'95	34'95	443	388	1 ,, 50	116,099	8 0
* Colac to Beech Forest	0'21	29'45	29'66	1,748	225	1 ,, 30	79,285	17 10
† Beech Forest to Crowes ... ..	...	14'11	14'11	1,826	1,356	1 ,, 30	44,763	9 2
Camperdown (Curdie's River Junction) to Timboon ... ..	...	22'32	22'32	673	52	1 ,, 40	116,749	6 2
Terang to Mortlake ... ..	...	12'16	12'16	447	414	1 ,, 60	57,908	0 7
North Geelong to Ballarat	41'66	11'37	53'03	1,725	47	1 ,, 52	1,977,974	9 7
* North Geelong Loop Line ... ..	...	0'22	0'22	53	46	1 ,, 57		
North Geelong to Eynesford ... ..	...	2'93	2'93	212	56	1 ,, 50		
Ballarat to Ararat	4'34	52'95	57'29	1,517	960	1 ,, 50			10,899	15 3
Ararat to Stawell ... ..	...	18'85	18'85	1,086	761	1 ,, 100	496,579	12 3
Stawell to Horsham	1'18	52'26	53'44	761	423	1 ,, 100	200,140	2 8
* Stawell to Grampians ... ..	...	15'84	15'84	815	621	1 ,, 30	421,051	1 10
Horsham to Dimboola	0'36	21'10	21'46	477	361	1 ,, 50		
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	1 ,, 50	140,939	9 0
Braybrook Junction to Parwan	0'15	21'50	21'65	466	119	1 ,, 50	459,328	19 5
Parwan to Gordon ... ..	...	27'46	27'46	1,877	341	1 ,, 48	281,355	8 10
Gordon to Warrenheip ... ..	...	12'87	12'87	1,940	1,707	1 ,, 50	371,173	16 2
* Bungaree Junction to Race-course Reserve ... ..	...	1'53	1'53	1,884	1,848	1 ,, 50	132,177	2 5
Gheringhap to Maroona ... ..	...	99'76	99'76	978	193	1 ,, 100	13,177	4 2
* Lal Lal Race-course Branch ... ..	...	2'00	2'00	1,539	1,532	1 ,, 112	451,019	14 0
Ballarat East to Buninyong... ..	...	6'84	6'84	1,626	1,436	1 ,, 40	11,420	12 4
* Ballarat Cattle-yards Branch ... ..	...	2'92	2'92	1,523	1,446	1 ,, 60	66,262	16 0
Ballarat (Linton Junction) to Scarsdale ... ..	...	13'12	13'12	1,516	1,157	1 ,, 50	12,911	6 10
Scarsdale to Linton	0'19	7'78	7'97	1,189	1,022	1 ,, 40	60,313	6 7
Linton to Skipton ... ..	...	12'75	12'75	1,383	944	1 ,, 37	78,565	3 0
Burrumbet Race-course Junction to Burrumbet Race-course ... ..	...	1'14	1'14	1,297	1,256	1 ,, 50	141,059	15 7
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1'28	64'78	66'06	1,028	572	1 ,, 50	57,184	17 8
Hamilton to Portland (including cost of sidings to piers at Portland)	0'24	53'58	53'82	606	11	1 ,, 40	3,689	9 1
† Dunkeld to Koroit ... ..	...	48'99	48'99	834	207	1 ,, 60	401,617	7 2
Hamilton to Penshurst (including cost of Penschurst Ballast Crushing Plant) ... ..	...	18'10	18'10	727	590	1 ,, 60	318,371	18 6
Hamilton (Coleraine Junction) to Coleraine ... ..	...	23'01	23'01	668	301	1 ,, 40	171,260	4 10
Hamilton to Cavendish ... ..	...	14'26	14'26	794	577	1 ,, 50	78,000	12 11
Cavendish to Toolondo ... ..	...	43'74	43'74	864	558	1 ,, 40	113,007	7 11
Branxholme to Casterton ... ..	...	32'09	32'09	572	149	1 ,, 40	48,163	8 3
Heywood to Puralka (Mumbannar) ... ..	...	38'51	38'51	422	85	1 ,, 50	200,690	14 10
Puralka (Mumbannar) to South Australian Border ... ..	...	5'65	5'65	223	209	1 ,, 100	182,715	9 4
South Australian Border to Mount Gambier (11'67 miles) ... ..	...	...	...	...	...	...	141,059	15 7
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ... ..	...	9'77	9'77	487	455	1 in 147	6,854	6 5
Rupanyup to Marnoo ... ..	...	15'33	15'33	494	450	1 ,, 100	40,506	0 6
Marnoo to Wallaloo ... ..	...	...	...	...	...	...	...	...
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) ... ..	...	31'20	31'20	464	360	1 in 66	44,965	14 8
Warracknabeal to Beulah ... ..	...	21'92	21'92	359	288	1 ,, 80	33,473	4 7
Beulah to Hopetoun ... ..	...	16'01	16'01	290	258	1 ,, 100	9,712	11 9
Hopetoun to Patchewollock ... ..	...	26'96	26'96	279	218	1 ,, 75	...	In progress
Horsham to Noradjuha ... ..	...	19'95	19'95	488	395	1 ,, 50	159,566	2 5
Noradjuha to Toolondo ... ..	...	11'24	11'24	560	475	1 ,, 100	61,036	10 5
Natimuk (East Natimuk) to Goroke ... ..	...	28'64	28'64	624	394	1 ,, 50	39,471	14 8
Goroke to Morea ... ..	...	...	...	...	...	...	113,690	1 9
Dimboola to Jeparit ... ..	...	21'59	21'59	387	268	1 in 75	88,821	1 10
Jeparit to Rainbow (Albacutya) ... ..	...	18'47	18'47	388	263	1 ,, 75	29,549	3 1
Jeparit to Lorquon ... ..	...	13'68	13'68	395	271	1 ,, 100	70,342	1 2
Lorquon to Yanac-a-Yanac ... ..	...	18'38	18'38	473	355	1 ,, 75	15,189	18 4
Rainbow to Yaapeet (Nypo) ... ..	...	10'59	10'59	294	237	1 ,, 75	52,724	15 11
Essendon Junction to Essendon	5'60	...	5'60	148	14	1 ,, 67	37,796	6 0
* Flemington Race-course Branch	1'50	...	1'50	70	42	1 ,, 96	33,940	19 10
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61'27	120'72	181'99	1,147	105	1 ,, 50	47,714	10 0
Wodonga to River Murray (including portion of cost of Bridge over River Murray)... ..	1'94	...	1'94	538	312	1 ,, 75	47,714	10 0
North Melbourne to Coburg... ..	5'07	...	5'07	202	13	1 ,, 50	27,402	14 11
Coburg to Somerton ... ..	...	7'16	7'16	530	202	1 ,, 50	23,124	19 11
Royal Park (Junction) to Clifton Hill	2'21	0'18	2'39	136	103	1 ,, 50	2,547,927	8 0
Fitzroy Branch ... ..	...	0'89	0'89	119	85	1 ,, 79	62,361	7 11
Fitzroy (Whittlesea Junction) to Whittlesea	4'67	17'39	22'06	639	119	1 ,, 50	228,206	2 5
Northcote Loop Line	0'13	...	0'13	128	119	1 ,, 70	39,471	14 8
Tallarook to Yea ... ..	...	23'69	23'69	698	488	1 ,, 40	113,690	1 9
Yea to Mansfield and Alexandra-road ... ..	...	55'82	55'82	1,304	557	1 ,, 40	88,821	1 10
Alexandra-road to Alexandra ... ..	...	4'32	4'32	922	716	1 ,, 30	29,549	3 1
Carried forward	250'05	3175'54	3425'59	...	...	...	70,342	1 2

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

APPENDIX No. 8—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average Per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet	£ s. d.	£
Brought forward ...	250'05	3175'54	3425'59	...	...	...	28,850,506 5 0	...
Mangalore to Shepparton ...	0'29	44'96	45'25	499	372	1 in 100	307,070 16 7	6,786
Shepparton to Numurkah ...	2'14	18'61	20'75	376	348	1 " 206	91,925 18 9	4,430
Numurkah to Cobram ...	0'20	21'47	21'67	376	355	1 " 165	89,737 14 0	4,141
Murchison East to Rushworth ...	...	12'81	12'81	476	391	1 " 80	68,756 2 1	5,367
Rushworth to Colbinabbin ...	0'58	12'29	12'87	510	363	1 " 50	40,954 3 11	3,182
Rushworth to Girgarre (Stanhope North) ...	...	13'62	13'62	516	347	1 " 50	50,909 16 5	3,738
Toolamba to Tatura ...	...	6'83	6'83	385	371	1 " 108	30,676 10 3	4,492
Tatura to Echuca ...	...	34'07	34'07	377	320	1 " 122	163,765 2 5	4,807
Shepparton to Dookie ...	...	14'84	14'84	500	372	1 " 100	55,262 8 5	3,724
Dookie to Katamatite ...	...	17'02	17'02	490	383	1 " 69	41,487 3 8	2,438
Numurkah to Nathalia ...	...	13'79	13'79	356	335	1 " 330	52,668 2 9	3,819
Nathalia to Picola ...	...	6'75	6'75	335	325	1 " 264	14,040 9 1	2,080
Strathmerton towards Tocumwal ...	...	8'20	8'20	390	358	1 " 330	22,081 16 1	2,693
Strathmerton to Tocumwal Extension ...	...	2'07	2'07	372	365	1 " 92	21,343 0 8	10,311
Benalla to St. James ...	...	20'33	20'33	583	450	1 " 75	81,043 15 9	3,986
St. James to Yarrawonga ...	...	19'86	19'86	514	414	1 " 50	97,729 5 3	4,921
Benalla to Tatong ...	...	18'00	18'00	760	556	1 " 60	50,939 12 1	2,830
Wangaratta to Whitfield ...	...	30'49	30'49	811	481	1 " 80	44,203 8 11	1,450
Wangaratta (Beechworth Junc.) to Beechworth ...	...	22'26	22'26	1,831	502	1 " 30	165,880 17 11	7,452
Beechworth to Yaekandandah ...	...	12'84	12'84	1,912	981	1 " 30	97,505 6 9	7,594
Everton to Myrtleford ...	...	16'56	16'56	989	581	1 " 40	81,265 13 5	4,907
Myrtleford to Bright ...	...	18'54	18'54	1,004	688	1 " 50	112,785 3 5	6,083
Springhurst to Wahgunyah ...	...	13'95	13'95	623	454	1 " 50	76,079 8 3	5,454
Wodonga to Tallangatta ...	...	25'71	25'71	726	530	1 " 40	193,654 16 9	7,532
Tallangatta to Cudgewa ...	...	42'33	42'33	2,580	625	1 " 30	293,171 2 11	6,926
Spencer Street to Flinders Street ...	0'76	...	0'76	33	17	1 " 40	278,516 15 8	366,470
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne) ...	16'62	...	16'62	53	9	1 " 66	2,894,866 13 7	174,180
Prince's Bridge to Collingwood ...	2'22	...	2'22	85	23	1 " 62	203,328 16 9	91,590
Collingwood to Heidelberg ...	2'97	2'52	5'49	196	68	1 " 50	264,088 3 1	48,103
Heidelberg to Eltham ...	...	8'35	8'35	303	110	1 " 40	79,071 8 9	9,470
Eltham to Hurst's Bridge ...	...	6'64	6'64	248	116	1 " 50	58,901 10 1	8,871
Brighton Beach to Sandringham ...	2'20	...	2'20	58	20	1 " 97	84,751 0 10	38,523
South Yarra to Oakleigh ...	7'08	...	7'08	184	22	1 " 54	669,235 12 5	94,525
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's. mine and Hernes Oak to Yallourn) ...	11'89	108'78	120'67	513	8	1 " 50	1,332,718 1 1	11,044
Sale to Stratford (Junction) ...	...	8'97	8'97	64	33	1 " 66	47,662 16 5	5,314
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	0'20	10'10	10'30	249	72	1 " 50	301,680 10 9	29,289
‡ Caulfield to Frankston ...	19'85	0'03	19'88	166	10	1 " 50	342,835 15 8	17,245
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18'99	18'99	327	10	1 " 50	114,871 8 0	6,049
Mornington Junction to Mornington ...	...	7'67	7'67	194	60	1 " 50	69,575 19 0	9,071
Bittern to Red Hill ...	...	9'91	9'91	631	43	1 " 30	77,117 7 10	7,782
Frankston Cemetery Line ...	...	...	...	...	...	...	330 16 11	...
Spring Vale Cemetery Line ...	...	1'60	1'60	231	145	1 in 50	9,278 16 6	5,799
Dandenong (Great Southern Junction) to Port Albert ...	1'63	115'65	117'28	746	10	1 " 40	1,067,074 9 5	9,999
Koo-wee-rup to Strezlecki (McDonald's Track) ...	...	30'55	30'55	988	22	1 " 30	303,331 2 3	9,929
Nyora to Woolamai ...	...	15'56	15'56	410	58	1 " 50	86,687 10 6	5,571
Woolamai to Powlett Coal Field (including sidings, Wonthaggi) ...	...	13'87	13'87	233	14	1 " 60	160,121 19 1	11,544
Korumburra to Coal Creek ...	...	0'89	0'89	735	630	1 " 30	5,741 7 11	6,451
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line) ...	...	2'25	2'25	765	573	1 " 30	7,311 0 4	3,249
Korumburra (Jumbunna Junction) to Jumbunna ...	...	3'74	3'74	796	619	1 " 30	20,993 4 3	5,613
Jumbunna to Outtrim ...	...	2'40	2'40	649	539	1 " 40	27,915 8 11	11,631
¶ Welshpool to Welshpool Jetty ...	...	3'23	3'23	57	6	1 " 100	3,199 19 2	991
Alberton to Won Wron ...	...	12'05	12'05	213	33	1 " 60	101,334 18 8	8,410
Won Wron to Woodside ...	...	9'68	9'68	326	139	1 " 40	51,961 4 3	5,368
Warragul to Neerim South ...	...	13'49	13'49	681	349	1 " 40	124,768 8 3	9,249
Neerim South to Noojee (Toorong River) ...	...	14'01	14'01	1,415	676	1 " 30	133,473 1 4	9,527
Moe (Junction) to Thorpdale ...	...	10'67	10'67	798	219	1 " 40	119,154 18 1	11,167
¶ Moe to Walhalla ...	...	26'06	26'06	1,323	174	1 " 30	115,376 12 1	4,427
Morwell to North Mirboo ...	...	20'17	20'17	784	184	1 " 40	155,047 12 0	7,687
Traralgon to Heyfield ...	...	22'06	22'06	262	93	1 " 50	126,299 9 1	5,725
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0'52	49'30	49'82	296	9	1 " 50	311,261 18 5	6,248
Bairnsdale to Orbost (including cost of Snowy River Bridge) ...	...	60'24	60'24	423	23	1 " 50	446,470 3 10	7,412
Maifra to Briagolong ...	...	11'79	11'79	238	109	1 " 50	62,754 1 3	5,323
Burnley to Waverley Road ...	...	5'23	5'23	111	33	1 " 60	200,544 15 10	38,345
Hawthorn to Lilydale ...	11'52	8'20	19'72	484	41	1 " 40	772,921 2 7	39,195
Lilydale to Healesville ...	0'26	15'11	15'37	351	230	1 " 40	227,321 18 8	14,790
Carried forward ...	330'98	4293'47	4624'45	...	...	...	42,655,342 1 0	..

† See lines closed for traffic.

‡ Including portion dismantled.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water mark		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over	Single.	Total.	Highest	Lowest		Total.	Average Per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s. d.
Brought forward	330·98	4293·47	4624·45	...	...	...	42,655,342	1 0
Hawthorn (Kew Junction) to Kew	...	0·96	0·96	119	41	1 in 40	76,575	6 1
Ringwood to Upper Ferntree Gully	...	7·44	7·44	436	314	1 " 40	128,135	18 5
Ferntree Gully to Gembrook	...	18·22	18·22	1,057	412	1 " 30	72,976	13 6
Lilydale to Warburton	...	23·97	23·97	738	289	1 " 37½	151,022	12 8
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5·18	...	5·18	59	7	1 " 21½	124,059	3 2
Sardringham to Black Rock Electric Tramway	2·22	·19	2·41	112	41	1 " 18½	70,102	13 2
Black Rock to Beaumaris Electric Tramway	...	...	...	...	...	...	26,161	17 11
Total mileage of lines constructed §	338·38	4,344·25	4,682·63	...	...	...	43,304,376	5 11
Less mileage closed for traffic at 30th June, 1924 :								
	Double.	Single.	Total.					
Dunkeld to Peshurst (dismantled 19th February, 1898)	15·87	15·87						
Lancefield to Kilmore (dismantled)	18·10	18·10						
Fawkner Cemetery to Somerton	5·22	5·22						
Oakleigh to Fairfield Park—Fairfield Park to Deepdene	3·34	3·34						
Ashburton to Oakleigh	0·20	2·17	2·37					
Canterbury Loop Line (dismantled)	...	0·21	0·21					
Burnley to Waverley Road—Darling to Waverley Road	...	0·69	0·69					
Geelong Race-course Line (dismantled 28th May, 1909)	...	1·96	1·96					
Total mileage open for traffic at 30th June, 1926	0·20	47·56	47·76					
Works, Melbourne to Essendon Junction	338·18	4,296·69	4,634·87				2,631,253	19 5
Railway Offices, Spencer Street	...	...	...				241,197	15 0
Sheds and Workshops, Williamstown	...	...	...				154,029	0 1
Sheds and Workshops, Newport (including cost of machinery and equipment)	...	...	...				1,063,378	11 2
Sheds and Workshops, Country Depôts (including cost of machinery)	...	...	...				28,236	17 5
Workshops, Bendigo (including cost of machinery)	...	...	...				166,925	10 11
Workshops, Ballarat (including cost of machinery)	...	...	...				165,314	15 10
General Construction Account (Capital Expenditure common to all lines)	...	...	...				1,892,708	1 8
Rolling-stock, Broad-gauge	...	...	...				12,763,635	8 4
Rolling-stock, Narrow-gauge	...	...	...				117,456	13 1
Rolling-stock, Electric Tramway	...	...	...				101,821	15 7
McKeen Motor Cars	...	...	...				15,078	0 8
Steam Motor Car (Great Western type)	...	...	...				4,393	2 5
Electrification Melbourne Suburban Lines	...	...	...				6,360,933	4 5
Stores Advance Account	...	...	...				1,589,440	16 2
Total and Average Cost (all charges)	...	...	...	...	...	...	70,600,179	18 1

¶ 2-ft. 6-in. gauge.

§ Gauge of lines constructed—miles 5-ft. 3-in., 149·84; miles 2-ft. 6-in., 121·90.

|| 4ft.-8½-in. gauge, 2·41 miles.

Note.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 24.

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1925.	1926.		1925.	1926.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light	430,899	388,455
Country	2,919,981	2,841,970	Ballast	292,119	337,941
Petrol Rail Motor ..	339,539	501,374	Inspection	8,764	10,296
Suburban—Steam ..	258,504	171,268	Water	347	101
Electric			Loco.—Coal	354,932†	325,655†
Motors	6,934,017	7,139,031	Casualty and Doubling ..	4,342	5,240
Electric Locomotives ..	2,210	1,456	Miscellaneous	27,926	36,604
MIXED	2,295,898	2,225,038	Petrol Rail Motor	18,101	23,527
Goods—Steam	4,726,724	4,683,172	Total	1,137,430	1,127,819
Electric Locomotives ..	5,133	12,238	SHUNTING—		
Total Traffic Train Miles ..	17,482,006	17,575,547	Steam Locomotive	2,700,002	2,521,173
			Electric Locomotive	15,994	27,147
			Petrol Rail Motor	11,886	2,519
			Total	2,727,882	2,550,839
			LOCOMOTIVE MILEAGE.		
			Steam	14,814,285	14,270,123
			Electric	23,356	41,325
			Total	14,837,641	14,311,448
			VEHICLE MILEAGE.		
ASSISTANT MILES—			PASSENGER—		
Country Passenger	131,542	132,585	Country—Steam	28,077,514	26,863,887
Mixed	1,504	884	Petrol Rail Motor	580,859	872,943
Goods	209,464	173,126	Suburban—Steam	1,296,817	658,997
Total Assistant Miles	342,510	306,595	Electric	36,594,655	38,578,925
			Total	66,549,845	66,974,752
			Goods—		
LIGHT MILES—			Loaded	114,890,174	113,543,807
Country Passenger	43,620	47,564	Empty	43,182,883	41,820,272
Mixed	3,440	5,341	Total	158,073,057	155,364,079
Goods	404,277	363,710	TOTAL VEHICLE MILEAGE	224,622,902	222,338,831
Electric Locomotive—			GROSS TON MILEAGE.		
Suburban Passenger	19	484	Passenger Trains (Electric Trains excepted)	665,258,903	639,901,860
Total Light Miles	451,356	417,099	Petrol Rail Motor	3,634,191	6,240,184
			Mixed Trains	466,331,061	453,374,317
TOTAL TRAIN, INCLUDING ASSISTANT AND LIGHT MILES	*18,275,872	*18,299,241	Goods Trains	2,012,370,076	1,945,679,079
			Total	3,147,594,231	3,045,195,440

NOTE.—* These totals do not include departmental mileage,
† Equated.

APPENDIX No. 10.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, GOODS STOCK, AND SERVICE STOCK AT 30TH JUNE, 1926.

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 ..	668	lbs. 14,700,246	lbs. 22,006	19	lbs. 254,692	lbs. 13,405	687	lbs. 14,954,938	lbs. 21,768
ELECTRIC LOCOMOTIVES ..	2	43,680	21,840	..	..	..	2	43,680	21,840
STEAM CRANES	15	..	..	..	..	..	15	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle.
STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	321	18,124	56	..	..	..	321	18,124	56
2nd Class	502	29,345	59	49	1,481	30	551	30,826	56
Composite	236	12,021	51	..	..	..	236	12,021	51
Sleeping Cars—									
1st Class	19	380	20	..	..	..	19	380	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars	6	138	23	..	..	..	6	138	23
Parlor Cars	2	66	33	..	..	..	2	66	33
Dining Cars	3	126	42	..	..	..	3	126	42
Mail Vans	3	..	..	..	..	..	3	..	..
Luggage Vans	662	..	..	6	..	..	668	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	68	..	..	..	..	..	68	..	..
Hearses	4	..	..	..	..	..	4	..	..
Motor Passenger Vehicles		(Included in Rail Motor Passenger Vehicles.)							
Brake Vans		(Included in Luggage Vans.)							
Other Vehicles	5	..	..	..	..	..	5	..	..
Total	1,833	..	..	55	..	..	1,888	..	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class	7	224	32	..	..	..	7	224	32
2nd Class	9	333	37	..	..	..	9	333	37
Composite	7	320	46	..	..	..	7	320	46
Trailers—									
2nd Class	19	464	24	..	..	..	19	464	24
Gang Motor (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Trailer—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	45	..	..	..	..	..	45	..	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	368	32,476	88	..	..	..	368	32,476	88
2nd Class	383	30,704	80	..	..	..	383	30,704	80
Composite	88	8,272	94	..	..	..	88	8,272	94
Parcels Vans	5	..	..	..	..	..	5	..	..
Total	844	..	..	..	..	..	844	..	..
ELECTRIC TRAMWAY STOCK.									
Single Bogie Cars	16	702	44	..	..	..	16	702	44
Double Bogie Cars	20	1,040	52	..	..	..	20	1,040	52
Total	36	..	..	..	..	..	36	..	..

APPENDIX No. 10—continued.

STATEMENT SHOWING ROLLING STOCK—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Waggon	75	1,150	15·3	2	20	10·0	77	1,170	15·2
Open Goods Waggon	14,798	210,365	14·2	211	2,234	10·6	15,009	212,599	14·2
Cattle Waggon	699	6,989	10·0	15	150	10·0	714	7,139	10·0
Sheep Waggon	1,224	11,842	9·7	..	..	..	1,224	11,842	9·7
Coal Waggon	353	5,206	14·7	..	..	..	353	5,206	14·7
Louvre Waggon	1,068	13,810	12·9	14	140	10·0	1,082	13,950	12·9
Refrigerator Waggon	417	5,682	13·6	..	..	..	417	5,682	13·6
Powder Vans	24	120	5·0	..	..	..	24	120	5·0
Flat Waggon	183	4,074	22·3	..	..	..	183	4,074	22·3
Bolster Waggon	..	..	..	..	..	..	..	..	..
Brake Vans	..	..	..	..	..	..	..	..	..
Other Vehicles	..	..	..	..	..	..	..	..	..
		(Included in Steam Coaching Stock.)							
Total	18,841	..	..	242	..	..	19,083	..	..
SERVICE STOCK.	Number.			Number.			Number.		
Casualty or Break Down Vans	45	..	..	..	..	..	45	..	..
Water Trucks	208	..	..	1	..	..	209	..	..
Loco. Coal Trucks	..	(Included in Coal Waggon Goods Stock.)			..	..	..	..	..
Ballast Waggon	186	..	..	..	..	..	186	..	..
Gas Vehicles	7	..	..	..	..	..	7	..	..
Workmen's Sleeping Cars	194	..	..	..	..	..	194	..	..
Stores Vans	3	..	..	..	..	..	3	..	..
Cranes not Locomotives (on Trucks)	13	..	..	..	..	..	13	..	..
Plough Vans	3	..	..	..	..	..	3	..	..
Motor Inspection Cars	8	..	..	..	..	..	8	..	..
Pay Cars	..	..	..	..	..	..	..	..	..
Other Vehicles	133	..	..	..	..	..	133	..	..
Total	800	..	..	1	..	..	801	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1916, TO 30th JUNE, 1926.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employees while in the Execution of their Duty.						Employees proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.				Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.											
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1916-17	..	46	..	2	5	131	.000	.424	1	35	3	70	1	155	1	..	4	7	11	3	6	16	32	465
1917-18	..	33	..	5	4	192	.000	.311	2	46	4	63	5	183	..	9	12	15	14	1	3	14	44	561
1918-19	..	41	..	2	6	172	.000	.366	1	31	3	56	4	166	1	3	11	15	21	6	5	18	52	510
1919-20	..	32	..	4	8	170	.000	.238	..	33	4	35	4	129	1	4	10	15	8	7	3	22	38	451
1920-21	..	18	..	..	3	187	.000	.133	2	46	2	76	5	206	2	3	10	14	16	18	1	29	41	597
1921-22	..	10	..	1	10	134	.000	.070	1	35	4	49	9	142	..	2	12	12	19	7	3	16	58	408
1922-23	..	5	..	6	6	134	.000	.032	1	33	2	34	7	116	1	2	11	11	20	10	3	21	51	372
1923-24	..	3	..	4	8	112	.000	.017	..	29	2	36	8	146	3	2	10	15	18	2	2	13	51	362

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

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

APPENDIX No. 12.

STATISTICAL STATEMENT.

Particulars.	Year 1925.	Year 1926.
Average Mileage of Railways open for Traffic	4,448	4,528
PASSENGER TRAFFIC.		
Passenger Train Mileage { Country	4,407,469	4,455,863
.. .. . { Suburban	7,194,731	7,311,755
Passenger Earnings { Country	£2,763,922	£2,732,617
.. .. . { Suburban	£2,616,965	£2,693,187
Number of Passengers Carried { Country	9,765,623	9,464,911
.. .. . { Suburban	156,678,519	153,589,397
Number of Passengers Carried One Mile { Country	521,686,090	522,994,033
.. .. . { Suburban	904,725,298	937,348,579
Average Miles each Passenger was carried { Country	53·42	55·26
.. .. . { Suburban	5·77	5·91
Average Number of Passengers per Car Mile { Country	18·20	18·86
.. .. . { Suburban	23·88	23·89
Average Earnings from Each Passenger { Country	5s. 7·93d.	5s. 9·29d.
.. .. . { Suburban	4·01d.	4·08d.
Average Earnings per Passenger Mile { Country	1·27d.	1·25d.
.. .. . { Suburban	·69d.	·69d.
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried { Country	2,214	2,108
.. .. . { Suburban	768,032	777,399
Number of Passengers Carried One Mile { Country	118,296	116,480
.. .. . { Suburban	4,434,928	4,594,846
Passenger Train Mileage { Country	999	992
.. .. . { Suburban	35,268	35,842
Passenger Earnings { Country	£626 74	£608·60
.. .. . { Suburban	£12,828·26	£13,201·90
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers { Country	118·36	117·37
.. .. . { Suburban	125·75	128·20
Average Number of Cars { Country	6·04	5·79
.. .. . { Suburban	5·27	5·37
Average Earnings from Passengers { Country	12s. 6·5d.	12s. 3·18d.
.. .. . { Suburban	7s. 3·3d.	7s. 4·40d.
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	5,879,806	5,807,929
Goods Earnings	£5,775,522	£5,565,451
Number of Tons Carried	8,959,556	8,728,496
Number of Tons Carried One Mile	847,202,083	776,251,007
Average Haul per Ton of Goods	94·56	88·93
Average Tonnage per Loaded Truck	8·9	8·41
Average Train Load (Tons)	176	166
Average Earnings per Ton	12s. 10·71d.	12s. 9·03d.
Average Earnings per Ton Mile	1·64d.	1·72d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	394	338
Average Number of Vehicles per Train—Loaded	19·13	19·21
Average Number of Vehicles per Train—Empty	7·33	7·27
<i>Per Average Mile of Road Open.</i>		
Number of Tons Carried (Paying Traffic)	2,014	1,928
Number of Tons Carried One Mile (Paying Traffic)	190,468	171,434
Goods Train Mileage	1,322	1,283
Goods Earnings	£1,298	£1,229
<i>Per Goods Train Mile.</i>		
Average Earnings	19s. 7·74d.	19s. 1·98d.

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1926.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1925	100,000 0 0	By Expenditure for the year ended 30th June, 1926—	
„ Payment to Fund during the year ended 30th June, 1926, included in the Working Expenses of the Year	66,288 1 3	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	8,544 4 9
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	3,519 6 8
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b)	140 12 6
		(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	12,911 4 0
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	20,918 15 7
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	16,413 3 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.	3,840 14 4
		„ Balance at 30th June, 1926	100,000 0 0
	£166,288 1 3		£166,288 1 3

APPENDIX No. 14.

NUMBER OF STAFF IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1926, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1925, ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT UNDER THE ORIGINAL PENSIONS SCHEME APPLICABLE TO THOSE HOLDING OFFICE AT 1ST NOVEMBER, 1883.

Branch.	At 30th June, 1925.	At 30th June, 1926.
Secretary's	2	2
Accountancy and Audit of Receipts	11	9
Refreshment Services ... ..	...	...
Rolling-Stock	44	28
Stores	1	1
Transportation and Traffic	57	37
Way and Works	21	13
Signal and Telegraph	7	4
TOTAL	143	94

APPENDIX No. 15.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1926.

	Construction Branch Vote.			Loan Application Acts, &c.			Total.			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
SURVEYS AND CONSTRUCTION OF NEW LINES.												
Black Rock to Beaumaris Electric Tramway ...	298	0	0	25,802	9	8	26,100	9	8			
Goroke to Morea ...	194	0	0	14,995	18	4	15,189	18	4			
Hopetoun to Patchewollock ...	76	0	0	Cr.13,123	13	6	Cr.13,047	13	6			
Kooloonong to West Narrung ...	379	0	0	29,068	17	4	29,447	17	4			
Marnoo to Wallaloo ...	142	0	0	9,570	11	9	9,712	11	9			
Morwell Brown Coal Railway ...	Cr.1,495	0	0	Cr. 461	11	7	Cr. 1,956	11	7			
Red Cliffs to Millewa North ...	16	0	0	Cr. 653	16	6	Cr. 637	16	6			
Werrimull to The Hut ...	249	0	0	24,445	14	8	24,694	14	8			
Won Wron to Woodside ...				14	6	3	14	6	3			
Surveys ...				11,252	5	8	11,252	5	8			
NEW SOUTH WALES BORDER LINES AND BRIDGES.												
Annuello to Bumbang ...	82	0	0	2,452	10	11	2,534	10	11			
Euston Station Ground (Earthworks) ...	Cr.100	0	0	1,897	13	2	1,797	13	2			
Gonn Crossing to Stony Crossing ...	628	0	0	63,508	2	6	64,136	2	6			
Kerang to Gonn Crossing ...	30	0	0	623	19	3	653	19	3			
Merbein to Abbotsford ...	137	0	0	10,742	0	2	10,879	0	2			
Moama to Balranald ...	1,405	0	0	2,724	5	2	208,649	5	2			
Bridge over River Murray at Euston ...	Cr.212	0	0	10,908	15	4	10,696	15	4			
Bridge over River Murray at Gonn Crossing ...	Cr.211	0	0	8,694	10	5	8,483	10	5			
Totals ...	1,618	0	0	406,932	19	0	408,600	19	0	408,600	19	0
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.												
Additions and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, and new stations, &c., and other works, including the purchase of land ...												
62,142 3 3												
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works, including the purchase of land ...												
14,819 12 11												
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working, including the purchase of land ...												
22,941 9 7												
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast ...												
72,288 15 0												
Additions and improvements to level crossings, cattle pits and stops, including the purchase of land ...												
1,540 12 11												
Additional and improved dwelling accommodation for employees, including the purchase of land ...												
23,904 18 7												
Additional telegraph and telephone lines (including instruments) ...												
19,297 10 0												
Additional electric lighting ...												
6,160 13 9												
Additional accommodation, plant and equipment at refreshment rooms, including the purchase of land ...												
5,457 1 9												
Bridges—including additions and improvements and strengthening, including the purchase of land ...												
31,738 6 10												
Provision of plant and equipment, including motor vehicles, cars for repair gangs, &c.												
13,825 17 2												
Ararat—Additional and improved trackwork and other accommodation to afford increased facilities for the Portland trains ...												
2,680 3 1												
Ararat - Accommodation for the Victorian Railways Institute ...												
2,189 18 6												
Ararat—Additional accommodation at refreshment rooms ...												
2,016 5 7												
Burnsdale and Orbost (between) Completion of fencing of line ...												
2,715 17 7												
Ballan—Facilities for crossing trains and additional and improved accommodation for live stock traffic ...												
2,473 4 7												
Ballarat—Accommodation for the Victorian Railways Institute ...												
3,850 4 5												
Bendigo—Sewerage of station buildings, &c. ...												
2,925 10 8												
Burnley and Darling (between)—Installation of track block signalling ...												
13,520 6 7												
Burnley and Heyington (between)—Duplication of line ...												
5,314 19 10												
Carrum and Chelsea (between)—Provision of a new station, including the purchase of land ...												
5,781 7 1												
Clifton Hill—Regrading the line to eliminate the level crossing at Queen's Parade, including the purchase of land ...												
3,929 18 1												
Dandenong—Improved station, yard and other accommodation, including the provision of bridges, pedestrian subway, closing of level crossing, diversion of roads, and the purchase of land ...												
15,190 10 11												
Diapur—Provision of locomotive watering facilities ...												
3,536 6 5												
Eltham and Hurstbridge (between)—Electrification of the line ...												
12,833 11 11												
Gordon—Provision of facilities for crossing trains ...												
2,651 9 3												
Horsham—Improved station, yard and other accommodation ...												
11,420 12 3												
Ivanhoe and Heidelberg (between)—Provision of a new station, including the purchase of land ...												
2,653 10 4												
Lancefield Junction—Provision of additional siding accommodation, including the purchase of land ...												
3,200 4 4												
Melbourne (Jolimont Workshops)—Extension of the inspection bay in order to accommodate eight-car trains ...												
6,855 1 10												
Melbourne (Spencer-street)—Additions and improvements to the Goods Sheds, including the provision of an electric transporter, run-about lorry crane, additional office accommodation, &c. ...												
3,307 5 0												
Carried forward ...												
386,166 10 0 408,600 19 0												

APPENDIX No. 15—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1926—continued.

	Loan	Total Amount.
	Application Acts, &c.	
	£ s. d.	£ s. d.
Brought forward	386,166 10 0	468,600 19 0
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES—continued.		
Melbourne (Spencer-street)—Provision of tabulating and costing machines for the General Offices	2,489 14 7	
Melbourne (Spencer-street)—Additions to automatic telephone switchboard at the General Offices and provision of four-party line selective telephone equipment.	2,282 5 5	
Melbourne (Spencer-street)—Provision of Electrical Workshops, including drying out plant.	15,945 2 9	
Melbourne and Footscray (between)—Purchase of land and preliminary work in connexion with proposed locomotive dépôt	7,773 8 10	
Melbourne and Seymour (between)—Provision of selector telephone system.	4,266 13 6	
Melbourne and Woodend (between)—Provision of selector telephone system.	3,360 10 10	
Melbourne Suburban Lines—Installation of power signalling	26,703 7 5	
Melbourne Yard—Re arrangement and extension of the passenger and goods yards, &c., including the purchase of land	155,366 4 6	
Newport Workshops—Additions and extensions to shops, sidings, machinery and other works, including fire protection	52,314 18 8	
New South Wales Border Railways—Additions and improvements to the various lines	7,362 1 0	
Ouyen—Improved locomotive facilities, including provision of a 70ft turntable, etc., and the purchase of land.	3,830 11 10	
Richmond to South Yarra and Richmond to Burnley—Towards duplication of the lines, including the purchase of land.	15,928 12 0	
Ringwood to Upper Fern Tree Gully and Ringwood to Lilydale—Electrification of the lines	66,967 16 0	
Serviceton—Provision of run-round tracks for turning locomotives.	2,935 15 1	
Seymour and Albury (between)—Additional and improved telegraph and telephone lines	5,589 0 8	
Spotswood and Newport (between)—Amalgamation of Way and Works Branch Workshops, including the purchase of land	49,930 7 2	
Spotswood and Newport (between)—Provision of store, office, yard accommodation, &c., for the Chief Storekeeper	25,382 18 9	
Spotswood and Newport (between)—Provision of a reclamation, scrapping and storage dépôt, including workshop	21,390 1 1	
St. Albans—Provision of interlocked gates at Boundary Road	2,065 3 5	
St. Kilda and Brighton Electric Tramway—Improved drainage of track	3,101 18 5	
Teddywaddy—Additional siding accommodation.	2,852 1 4	
Thornbury—Provision of new signal box, interlocked gate and wickets at Hutton-st.	2,663 7 7	
Various—Additions and improvements to the power-house, sub-stations, overhead equipment, &c., in connexion with the electrical operation of the Melbourne Suburban lines	37,369 0 6	
Various—Additions and improvements to and works in connexion with the Chalet at Mount Buffalo National Park	22,165 7 2	
Woodend and Bendigo (between)—Provision of selector telephone system	2,695 17 5	
Williamstown Racecourse Junction and Altona (between)—Electrification of the line, including the purchase of land	2,543 5 11	
Yallourn—Erection of station buildings and two departmental residences	5,773 2 3	
Workshops Machinery—		
Newport Workshops	£ 16,547 4 5	
Newport Signal Shops	Cr. 153 17 2	
North Melbourne Car and Wagon Shops	533 17 8	
Ballarat Workshops	102 1 6	
Bendigo Workshops	3 3 5	
	17,032 9 10	
	954,088 13 11	
Less credits on account of sales of land, materials, &c., and abolition of structures originally charged to Capital	Cr. 122,511 10 11	831,577 3 0
ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING STOCK, BUT INCLUDING THE ELECTRICAL EQUIPMENT THEREOF		
		Cr. 271,606 17 1
ROLLING STOCK.		
Carriage stock	326,111 9 1	
Locomotives	Cr. 44,554 15 2	
Trucks	93,730 13 11	
St. Kilda and Brighton Electric Tramway—Rolling Stock	Cr. 302 13 11	
Sandringham to Black Rock Electric Tramway—Rolling stock	920 0 2	
Vans and sundry stock	30,947 14 7	
Road Motor Coaches	16,749 12 2	423,602 0 10
Net Expenditure charged to Capital Account for the year		£1,392,173 5 9

APPENDIX No. 16.

STATEMENT OF LOANS AT 30TH JUNE, 1926, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1925-26.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Earliest.	Latest.	
54 Vict. No. 1196 ...	3 1/2	...			79,778	18	0	331	2	0	80,110	0	0	1st January, 1921	1st January, 1926	London
55 Vict. No. 1217 ...	3 1/2	...			58,333	6	8	250	0	0	58,583	6	8	1st January, 1921	1st January, 1926	London
62 Vict. No. 1562 ...	3	700,000	0	0	21,000	0	0	105	0	0	21,105	0	0	1st January, 1929	1st January, 1949	London
62 Vict. No. 1560 ...	3	3,080,389	7	4	92,411	13	7	435	3	5	92,846	17	0	1st January, 1929	1st January, 1949	Melbourne
62 Vict. No. 1560 ...	3 1/2	3,718,478	14	3	130,146	15	1	544	10	9	130,691	5	10	1st October, 1929	1st October, 1949	London
62 Vict. No. 1560 ...	4	965,681	4	0	38,627	4	11	144	17	0	38,772	1	11			
62 Vict. No. 1560 ...	5	16,694,224	18	5	573,309	2	0	1,811	3	6	575,120	5	6			
62 Vict. No. 1560 ...	5 1/2	2,850,400	0	0	156,772	0	0	424	13	8	157,196	13	8			
60 Vict. No. 1468 ...	3	1,130,372	18	0	33,911	3	9	...			33,911	3	9			
62 Vict. No. 1564 ...	3	24,426	18	10	732	16	2	...			732	16	2	...	30th September, 1917	Melbourne
63 Vict. No. 1623 ...	3	257,701	0	0	7,731	0	7	...			7,731	0	7	...	...	...
64 Vict. No. 1659 ...	3	500,000	0	0	15,000	0	0	...			15,000	0	0	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753	3	313,438	14	4	9,403	3	3	...			9,403	3	3	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. 1901 ...	3	36,890	2	3	1,106	14	0	...			1,106	14	0	1st January, 1934	1st January, 1954	Melbourne
5 Edw. VII. No. 1990	3 1/2	258,966	13	10	9,063	16	8	...			9,063	16	8	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026	3	256	15	4	7	14	0	...			7	14	0			
	3 1/2	1,984,532	16	0	69,458	13	0	...			69,458	13	0	30th September, 1917	24th October, 1946	Melbourne
	4	930,109	3	2	36,742	11	2	...			36,742	11	2			
	4 1/4	42,200	0	0	12,418	10	0	...			12,418	10	0			
	4 1/2	131,414	0	0	5,913	12	7	...			5,913	12	7			
	4 3/4	64,515	0	0	3,064	9	3	...			3,064	9	3			
	5	8,644,449	4	7	428,064	9	3	...			428,064	9	3			
	5	572,763	5	1	28,638	3	3	57	5	6	28,695	8	9			
	5 1/4	2,463,908	12	4	104,680	4	0	...			104,680	4	0			
	5 1/2	109,091	16	9	6,000	1	0	16	7	1	6,016	8	1			
	5 3/4	7,503,698	8	4	277,794	9	3	...			277,794	9	3			
	5 1/2	...			1,437	10	0	...			1,437	10	0			
	6	1,132,762	19	4	62,373	14	5	...			62,373	14	5			

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6 Edw. VII. No. 2041	3½	259,778	14	9	9,092	5	1	...	9,092	5	1	30th September, 1917	1st October, 1930	Melbourne
			4	200,000	0	0	8,000	0	0	...	8,000	0	0			
			4¼	24,700	0	0	1,049	15	0	...	1,049	15	0			
			4½	4,000	0	0	190	0	0	...	190	0	0			
7 Edw. VII. No. 2116	...	...	3½	150,000	0	0	5,250	0	0	...	5,250	0	0	30th September, 1917	1st January, 1929	Melbourne
7 Edw. VII. No. 2167	...	...	3½	1,000,000	0	0	35,000	0	0	150 0 0	35,150	0	0	1st October, 1929	1st October, 1949	London
9 Edw. VII. No. 2161	...	...	3	300,000	0	0	9,000	0	0	...	9,000	0	0	30th September, 1917	...	Melbourne
9 Edw. VII. No. 2163	...	...	3½	144,676	12	6	5,063	13	7	...	5,063	13	7	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2308	...	...	4	353,052	15	8	14,122	2	3	...	14,122	2	3	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323	...	...	3½	442,900	0	0	15,501	10	0	...	15,501	10	0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428	...	...	4	2,000,000	0	0	80,000	0	0	297 7 2	80,297	7	2	1st April, 1940	1st April, 1960	London
3 Geo. V. No. 2429	...	...	4	166	2	1	6	12	11	...	6	12	11			
4 Geo. V. No. 2480/2531	...	...	4½	100	0	0	4	10	0	...	4	10	0			
4 Geo. V. No. 2480	...	...	5½	1,034,700	0	0	56,908	10	0	476 2 9	57,384	12	9			
4 Geo. V. No. 2481	...	...	4	347,077	19	5	13,883	2	4	...	13,883	2	4			
4 Geo. V. No. 2481	...	...	4¾	...	...	...	15,502	15	2	...	15,502	15	2			
4 Geo. V. No. 2530	...	...	5	284,700	0	0	14,235	0	0	42 14 2	14,277	14	2			
4 Geo. V. No. 2530	...	...	5½	2,215,300	0	0	121,841	10	0	...	121,841	10	0			
4 Geo. V. No. 2531	...	...	3	22,300	0	0	669	0	0	...	669	0	0			
4 Geo. V. No. 2531	...	...	4	3,000	0	0	120	0	0	...	120	0	0			
4 Geo. V. No. 2531	...	...	4¾	...	...	...	79,979	5	0	...	79,979	5	0			
5 Geo. V. No. 2794	...	...	3	206,851	4	2	6,205	10	9	...	6,205	10	9			
			3½	13	17	3	0	9	8	...	0	9	8			
5 Geo. V. No. 2794	...	...	4	893	19	3	35	15	2	...	35	15	2			
5 Geo. V. No. 2794	...	...	4¾	25,000	0	0	1,187	10	0	...	1,187	10	0			
5 Geo. V. No. 2794	...	...	5¼	100,000	0	0	5,250	0	0	...	5,250	0	0			
5 Geo. V. No. 2794	...	...	5½	1,109,480	19	4	61,021	9	1	110 19 0	61,132	8	1			
Geo. V. No. 2968	...	...	5¼	150,000	0	0	7,875	0	0	...	7,875	0	0			
Geo. V. No. 3012	...	...	3	8,913	2	7	267	7	11	...	267	7	11			
Geo. V. No. 3012	...	...	3½	1,273	12	10	44	11	6	...	44	11	6			
Geo. V. No. 3012	...	...	4	71,026	14	0	2,841	1	4	...	2,841	1	4			
Geo. V. No. 3012	...	...	5	6,314	11	9	315	14	7	...	315	14	7			
Geo. V. No. 3012	...	...	5¼	83,000	0	0	4,357	10	0	...	4,357	10	0			
Geo. V. No. 3063	...	...	3	31,748	6	4	952	9	0	...	952	9	0			
Geo. V. No. 3063	...	...	3½	661	7	7	23	3	0	...	23	3	0			
Geo. V. No. 3063	...	...	4	1,486	7	5	59	9	1	...	59	9	1			
Geo. V. No. 3063	...	...	4¼	...	...	...	2,125	0	0	...	2,125	0	0			
Geo. V. No. 3063	...	...	4¾	20,000	0	0	950	0	0	...	950	0	0			
Geo. V. No. 3063	...	...	5	22,812	0	10	1,140	12	0	...	1,140	12	0			
Geo. V. No. 3063	...	...	5½	226,355	0	0	12,871	12	11	...	12,871	12	11			
Geo. V. No. 3063	...	...	5¾	...	...	...	8,625	0	0	...	8,625	0	0			
Geo. V. No. 3063	...	...	6	9,084	2	6	538	4	2	...	538	4	2			
Geo. V. No. 3063	...	...	6¼	78,890	0	0	4,930	12	6	...	4,930	12	6			
Geo. V. No. 3189	...	...	4	38,928	6	3	925	15	8	...	925	15	8			
Geo. V. No. 3189	...	...	5	78,500	0	0	3,925	0	0	...	3,925	0	0			

APPENDIX No. 16—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1926, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1925-26—continued.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Earliest.	Latest.	
Geo. V. No. 3189	5½	87,540	0	0	5,317	19	0	...	5,317	19	0					
Geo. V. No. 3233	4½	252,230	0	0	11,980	18	6	37 16 8	12,018	15	2					
Geo. V. No. 3233	5	3,019,286	15	7	101,101	8	5	344 14 1	101,446	2	6					
Geo. V. No. 3298	5	165,000	0	0	8,250	0	0	...	8,250	0	0					
Geo. V. No. 3200	5	1,140,000	0	0	74,542	6	7	...	74,542	6	7					
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures ... ..	...	1,000	0	0	...	...	...	...	...	...	...
Total amount of current loans at 30th June, 1926	...	69,833,415	4	3	3,077,002	18	0	5,579 16 9	3,082,582	14	9					
Add—Interest on amounts charged to Public Account Advances Account, &c. ... ..	...	...	...	...	10,144	8	7	...	10,144	8	7				
					3,087,147	6	7	5,579 16 9	3,092,727	3	4					
Less Interest Paid by the Commonwealth Govern- ment on Transferred Railways properties ... ..	...	...	...	...	31	10	0	...	31	10	0				
					3,087,115	16	7	5,579 16 9	3,092,695	13	4					
Less Discount and Expenses on the Sale of Debentures		2,926,328	12	8												
Deduct Net Premiums on Deben- tures		453,928	14	6												
Total Net Proceeds of Current Loans at 30th June, 1926 ... ..	...	67,361,015	6	1											

APPENDIX No. 17.

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

	Year 1924-25.	Year 1925-26.
	£	£
Operating costs	428,502	351,451
Freight on Wonthaggi, &c.; coal carried by the Department for which the cost incurred is included in the operating costs of other Branches—mainly the Transportation and Rolling Stock Branches	45,716	60,718
Interest on Total Capital Cost of the Power House	72,534	72,472
Total	546,752	484,641
Number of Units generated—	No.	No.
For Departmental Purposes—		
Traction and Train Lighting	137,831,329	143,067,022
Railway Electric Tramways	2,251,695	2,315,108
Power Signalling	701,941	957,385
Railway Workshops	5,094,524	6,188,511
Lighting of Stations, Yards, &c.	3,204,754	3,197,732
Total—Departmental Services	149,084,243	155,725,758
For bulk supplies to the Melbourne Electric Supply Coy., and to Industrial Establishments	99,405,751	70,939,784
Total—All Services	248,489,994	226,665,542
Average cost per unit generated	Pence. 528	Pence. 513

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

APPENDIX No. 18.

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

	Year 1924-25.	Year 1925-26.
Average Mileage of Railway Worked	5.18	5.18
Car Mileage	562,220	564,085
Number of Passengers carried	5,737,101	5,910,741
Average Fare paid per Passenger	2.38d.	2.26d.
GROSS REVENUE—		
Passengers	£57,006	£55,714
Parcels	7	5
Miscellaneous	1,025	814
TOTAL GROSS REVENUE	£58,038	£56,533
Per Passenger Car Mile	24.33d.	24.05d.
Per Mile of Single Track	£5,602	£5,457
ORDINARY WORKING EXPENSES—		
Transportation Account	£21,802	£21,963
Way and Works Account	11,497	9,439
Rolling Stock Account	8,182	9,139
Power Account	6,221	6,677
General Expenditure	1,035	1,033
Payment into Railway Accident and Fire Insurance Fund	205	283
TOTAL WORKING EXPENSES	£48,942	£48,534
Per cent. of Gross Revenue	84.33	85.85
Per Passenger Car Mile	20.89d.	20.65d.
Per Mile of Single Track	£4,724	£4,685
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£9,096	£7,999
INTEREST ON THE TOTAL CAPITAL COST	£8,911	£9,277
NET PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	<i>Profit</i> £185	<i>Loss</i> £1,278

APPENDIX No. 19.

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

	Year 1924-25.	Year 1925-26.
Average Mileage of Railway Worked	2'41	2'41
Car Mileage	127,962	127,368
Number of Passengers carried	1,475,261	1,371,558
Average Fare Paid per Passenger	2'04d.	2'04d.
GROSS REVENUE—		
Passengers	£12,551	£11,675
Parcels .. .. .	..	..
Miscellaneous	497	386
TOTAL GROSS REVENUE	£13,048	£12,061
Per Passenger Car Mile	24'47d.	22'73d.
Per Mile of Single Track	£2,824	£2,611
ORDINARY WORKING EXPENSES—		
Transportation Account	£4,465	£4,435
Way and Works Account	1,511	3,663
Rolling Stock Account	2,480	2,937
Power Account	1,931	1,879
General Expenditure	261	259
Payment into Railway Accident and Fire Insurance Fund	51	60
TOTAL WORKING EXPENSES	£10,699	£13,233
Per cent. of Gross Revenue	82.00	109'72
Per Passenger Car Mile	20'07d.	24'93d.
Per Mile of Single Track	£2,316	£2,864
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£2,349	Loss £1,172
INTEREST ON THE TOTAL CAPITAL COST	£5,326	£5,514
LOSS, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	£2,977	£6,686

APPENDIX No. 20.

THE CHALET, MT. BUFFALO NATIONAL PARK.

CAPITAL EXPENDITURE.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) £18,900	18,900	0	0			
Additions and improvements to 30th June, 1926	52,447	13	8			
				71,347	13	8
Equipment	25,996	3	1			
Stock on Hand	3,104	16	11			
				29,101	0	0
				100,448	13	8

WORKING ACCOUNT FROM 1ST JULY, 1925, TO 30TH JUNE, 1926.

<i>Dr.</i>			<i>Cr.</i>		
	£	s. d.		£	s. d.
Stores, Freight and Cartage ..	10,020	11 11	Accommodation and Buffet Sales ..	20,713	14 8
Superintendence, Salaries, Wages, and General Charges	12,550	14 2	Hire of Sports Material	1,133	7 6
Interest on Cost of Chalet (including Additions and Improvements) and Equipment and Stock	4,363	2 8	Motor Service	4,241	7 10
			Loss	845	18 9
	26,934	8 9		26,934	8 9

APPENDIX No. 21

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1926.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1926.	In existence at 30th June, 1926.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Steam Locomotives (tractive power)	15,549,125 lbs.	14,815,362 lbs. (a)	733,763 lbs.	...	£ 275,161	£ ...
Electric Locomotives (tractive power)	43,680 lbs.	43,680 lbs.	...	...	...	...
Carriage Stock (floor area)	696,939 sq. ft.	714,817 sq. ft. (b)	...	17,878 sq. ft.	...	125,146
Van Stock (floor area)	176,278 sq. ft.	180,843 sq. ft. (c) ¶	...	4,565 sq. ft.	...	20,542
Sundry Stock (floor area)	31,679 sq. ft.	33,531 sq. ft. (d)	...	1,852 sq. ft.	...	3,241
Truck Stock (carrying capacity)	265,756 tons	262,689 tons (e) ¶	3,067 tons	...	67,474	...
					342,635	148,929
Excess of cost of making good Deficiency over Value of Surplus					£193,706	
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1926, available for replacement of Rolling-Stock					193,768	
Rail Motors (floor area)	9,177 sq. ft.	7,940 sq. ft.	1,237 sq. ft.	...	12,370	...

¶ Equivalent tonnage capacity is included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Stock under construction, but not completed at 30th June, 1926.

(a) 8 Locomotives have been written down to the tractive power represented by their value as scrap materials.

(b) 422 vehicles have been written down to internal floor area represented by their value as scrap materials. Only 60 per cent. of internal floor area of 34 cars included on account of these vehicles being owned jointly with the South Australian Railways.

(c) 1 vehicle has been written down to internal floor area represented by its value as scrap materials, also the van compartments of 58 combined cars and vans. 19 vehicles have been written down to one-half and 2 to one-third internal floor area. Only 60 per cent. of internal floor area of 6 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.

(d) 122 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half, and 2 to third area.

(e) 928 "I," 27 "N," 97 "K," 86 "H," 16 "Q," 21 water, 22 HD, 10 ID, and 1 Gas trucks (total 1,208) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo" (breakdown) trucks to half tonnage capacity.

APPENDIX No. 22.

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

REVENUE.			
The Revenue of the Railways was ... ..	...	...	£12,674,972 2 2
And of the St. Kilda and Brighton Electric Tramway ...	£56,533	5 0	
And of the Sandringham to Black Rock Tramway ...	12,061	2 4	
			68,594 7 4
Making a total of			£12,743,566 9 6
That total includes the net amount of accounts due but unpaid at 30th June, 1926, 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.			
			95,855 11 1
			£12,647,710 18 5
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1925, which were paid in 1925-26, and therefore included in the Treasury figures, and which therefore require to be added, viz. ...			
			82,003 12 7
			£12,729,714 11 0

WORKING EXPENSES.			
The Working Expenses of the Railways amounted to ... ..	...	...	£9,526,464 5 9
And of the Electric Tramways and Road Motor Coaches ... ..	...	...	65,696 9 9
			£9,592,160 15 6
In order to bring this sum into agreement with the Treasury figures the following amounts must be deducted :—			
(1) Amount of wages and accounts unpaid at 30th June, 1926, which will be debited by the Treasury in the year or years in which they are paid	£10,394	7 1	
(2) Amounts paid in 1925-26 by public bodies in respect of works carried out for them by the Railway Department in previous years, which amounts were credited in the Treasury figures for 1925-26, but not in the Railway Working Expenses	15,650	8 11	
			26,044 16 0
			£9,566,115 19 6

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

(1) Amount of wages and accounts unpaid at 30th June, 1925, paid and charged by the Treasury in the year 1925-26, but debited by the Railways in previous years	£8,530	3 5	
(2) Amount of expenditure incurred, and defrayed from the Vote of 1925-26, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1926, and not charged to the Railway Working Expenses	10,916	15 0	
(3) Amount paid to the State of South Australia in respect of the Border Railways adjustment	1,630	0 0	
(4) Amount repaid to capital account in respect of the North Geelong and Fyansford Line	1,341	0 0	
(5) Amount of Interest paid on advances to Railways Stores Suspense Account from Public Account—Advances Account	7,000	0 0	
(6) Amount paid to the Superannuation Fund	18,712	2 1	
			48,130 0 6
			£9,614,246 0 0

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

The Working Expenses as shown by the Treasury are :—

Division 89, subdivision 1 of the Appropriation Act 1925-26	£9,260,219	5	7
Division 89, subdivision 2 (Rolling Stock Replacement Fund)	200,000	0	0
Division 89, subdivision 2 (Railway Accident and Fire Insurance Fund)	66,288	1	3
Division 89, subdivision 2—(To repay to Capital Account, in respect of locomotives retired from service)	50,000	0	0
Division 89, subdivision 2A—Payment to Superannuation Fund	18,712	2	1
Division 89, subdivision 3—Amount paid to the State of South Australia account adjustment Border Railways	1,630	0	0
Division 89, subdivision 4—Repayment to Capital Account, in connexion with the North Geelong and Fyansford Line	1,341	0	0
Division 89, subdivision 5—Interest on Advance from Public Account—Advance Account to Railway Stores Suspense Account	7,000	0	0
Division 89, subdivision 6—Salary of the Chairman of the Board of Discipline from 1/7/25 to 30/6/26	555	11	1
Act No. 2814/3011 (Commissioners' Salaries)	8,500	0	0
	<hr/>		<hr/>
		£9,614,246	0 0

APPENDIX No. 23

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1926.

Section.	Miles.	Date opened.
Werrimul to The Hut	15.17	30th October, 1925
Melbourne Yard (New Country Lines)	1.85	14th December, 1925
Kooloonong to West Narrung	6.71	29th March, 1926
Moama to Balranald	119.92	26th March, 1926
Total	143.65	

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1926.

Section.	Miles.
Gonn Crossing to Stony Crossing (New South Wales Border Railway Act)	38
Black Rock to Beaumaris Electric Tramway	2 $\frac{1}{4}$
Goroke to Morea	9
Marnoo to Wallaloo	6 $\frac{1}{2}$
	55 $\frac{3}{4}$

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1926.

Section.	Miles.
Euston to Benanee and beyond (New South Wales Border Railway Act)	30
Mildura to Gol Gol (New South Wales Border Railway Act)	24
Yarrawonga to Oaklands (New South Wales Border Railway Act)	37
Bowser to Peechelba	11
La La Siding to Big Pats Creek	2 $\frac{1}{2}$
	104 $\frac{1}{2}$

APPENDIX No. 24.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1924-25.	5' 3" gauge ...	3'30	6'57	2'5	318'21	4031'28	4361'86	4721'28	972'65	5693'93
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	318'42	4152'84	4483'63	4843'26	982'21	5825'47
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
Grand Total	3'30	6'57	2'5	325'81	4153'04	4491'22	4858'24	983'61	5841'85	
Year 1925-26.	5' 3" gauge ...	3'30	6'57	2'5	318'21	4174'93	4505'51	4864'93	988'10	5853'03
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'58	131'56
	Total ...	3'30	6'57	2'5	318'42	4296'49	4627'28	4986'91	997'68	5984'59
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
Grand Total	3'30	6'57	2'5	325'81	4296'69	4634'87	5001'89	999'08	6000'97	
		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 1924-25.	5' 3" gauge ...	3'30	6'57	2'5	318'21	3995'20	4325'78	4685'20	967'48	5652'68
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	318'42	4116'76	4447'55	4807'18	977'04	5784'22
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
Grand Total	3'30	6'57	2'5	325'81	4116'96	4455'14	4822'16	978'44	5800'60	
Year 1925-26.	5' 3" gauge ...	3'30	6'57	2'5	318'21	4076'02	4406'60	4766'02	978'10	5744'12
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	318'42	4197'58	4528'37	4888'00	987'66	5875'66
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
Grand Total	3'30	6'57	2'5	325'81	4197'78	4535'96	4902'98	989'06	5892'04	

APPENDIX No. 25.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1926.						<i>Cr.</i>
<p>To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)</p> <p>„ Advances from Loan Funds</p> <p>„ Advances from Public Account</p> <p>„ Sundry Outstanding Accounts at 30th June, 1926</p>	<p>£ s. d.</p> <p>559,440 16 2</p> <p>855,000 0 0</p> <p>175,000 0 0</p> <p>211,936 11 6</p>	<p>By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3)</p> <p>„ Cash in Treasury</p> <p>„ Cash with Agent-General in London and in transit</p> <p>„ Stores and Materials on hand at 30th June, 1926</p> <p>„ Stores and Materials in transit at 30th June, 1926</p>	<p>£ s. d.</p> <p>...</p> <p>303,178 9 6</p> <p>36,812 12 2</p> <hr/> <p>1,393,439 0 7</p> <p>17,947 5 5</p> <hr/>	<p>£ s. d.</p> <p>50,000 0 0</p> <p>339,991 1 8</p> <hr/> <p>1,411,386 6 0</p> <hr/>	<p>£1,801,377 7 8</p>	<p>£1,801,377 7 8</p>	

APPENDIX No. 26.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1925 AND 1926.

	Year ended 30th June, 1925.						Year ended 30th June, 1926.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single Tickets	816,528	3,701,240	4,517,768	654,431	1,180,999	1,835,430	759,896	3,528,861	4,288,757	640,514	1,152,261	1,792,775
Return Tickets	596,760	2,568,858	3,165,618	177,994	524,499	702,493	563,581	2,547,493	3,111,074	181,570	533,927	715,497
Periodical Tickets ...	1,235,333	788,748	2,024,081	191,273	34,241	225,514	1,215,063	795,713	2,010,776	191,037	32,667	223,704
Workmen's Weekly Tickets	...	58,156	58,156	...	485	485	...	54,304	54,304	...	641	641
Total	2,648,621	7,117,002	9,765,623	1,023,698	1,740,224	2,763,922	2,538,540	6,926,371	9,464,911	1,013,121	1,719,496	2,732,617
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets	8,985,785	9,633,923	18,619,708	203,211	178,090	381,301	9,190,950	9,866,892	19,057,842	211,349	186,565	397,914
Return Tickets	32,954,440	41,991,393	74,945,833	686,765	700,747	1,387,512	32,745,156	42,750,707	75,495,863	694,951	726,660	1,421,611
Race and Special Picnic Tickets	754,781	835,530	1,590,311	32,959	27,427	60,386	672,625	897,760	1,570,385	31,218	30,381	61,599
Periodical Tickets ...	29,876,642	19,416,762	49,293,404	411,046	203,378	614,424	29,983,178	19,851,966	49,835,144	418,852	212,040	630,892
Workmen's Weekly Tickets	...	12,229,263	12,229,263	...	173,342	173,342	...	12,630,163	12,630,163	...	181,171	181,171
Total	72,571,648	84,106,871	156,678,519	1,333,981	1,282,984	2,616,965	72,591,909	85,997,488	158,589,397	1,356,369	1,336,817	2,693,187
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	75,220,269	91,223,873	166,444,142	2,357,679	3,023,208	5,380,887	75,130,449	92,923,859	168,054,308	2,369,490	3,056,313	5,425,804
GEELONG ROAD MOTOR SERVICE	...	...	...	...	...	...	...	...	17,504	...	...	3,911
ST. KILDA—BRIGHTON ELECTRIC TRAMWAY... ..	...	...	5,737,101	...	...	57,006	...	...	5,910,741	...	...	55,714
SANDRINGHAM — BLACK ROCK ELECTRIC TRAMWAY ... ..	...	...	1,475,261	...	...	12,551	...	...	1,371,558	...	...	11,676

APPENDIX No. 27.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDED 30TH JUNE, 1925, AND 30TH JUNE, 1926.

Class of Goods.	Year ended 30th June, 1925.		Year ended 30th June, 1926.	
	Tons carried.	Revenue.	Tons carried.	Revenue.
		£		£
2nd Class	111,875	294,185	105,735	328,749
1st Class	136,858	285,593	142,546	295,593
"C" Class	152,700	294,189	173,740	354,826
"B" Class	208,991	238,823	233,317	274,036
"A" Class	288,418	326,603	376,875	352,663
Miscellaneous	311,612	165,057	295,570	144,934
Fish	4,862	8,136	5,427	7,525
Fruit	146,011	138,003	145,599	130,680
Butter	41,905	58,502	30,901	43,579
Other Dairy Produce	45,077	55,515	51,409	46,391
Wine	5,545	7,037	7,795	9,151
Wool	84,205	197,612	87,882	218,788
Flour, Bran, Sharps, and Pollard	340,550	129,084	326,874	116,329
Wheat	1,520,584	806,327	796,242	369,007
All other Agricultural Produce	518,190	255,201	495,102	255,285
Hay, Straw, and Chaff	313,905	117,374	380,038	152,225
Fertilizers	290,902	97,690	308,796	102,083
Minerals (including Coal, Coke, Ores, &c.)	600,096	154,493	607,788	151,439
Firewood	713,597	256,008	711,697	261,215
Timber	425,945	227,480	369,975	191,474
Stone, Gravel, and Sand	1,632,236	322,584	1,895,851	374,431
All other Goods	552,865	541,668	579,746	525,040
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	93,298	...	89,624
Total Tonnage of Goods carried, and Total Revenue derived therefrom	8,446,929	5,070,462	8,128,905	4,795,067
Live Stock	512,627	550,059	599,591	636,326
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	8,959,556	5,620,521	8,728,496	5,431,393

Number of Live Stock.

	Year ended 30th June, 1925.	Year ended 30th June, 1926.
Calves	53,310	38,384
Cattle	461,050	498,717
Horses	34,538	33,234
Pigs	383,292	433,775
Sheep	6,408,994	8,215,683

APPENDIX No. 28.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1926.

Year ended 30th June—	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
1911	253,882	328,125†	397,826†	979,833†
1912	355,959	445,796†	914,634†	1,716,389†
1913	397,915	†544,606†	816,785†	1,759,306†
1914	481,459	†770,406†	816,222†	2,068,087†
1915	535,610	†1,452,826†	726,209†	2,714,645†
1916	360,678	†1,429,008†	504,341†	2,294,027†
1917	153,501	†806,671†	264,869†	1,225,041†
1918	134,161	†597,194†	125,272†	856,627†
1919	135,167	†707,740†	94,586†	937,493†
1920	242,916	†531,598†	126,981†	901,495†
1921	306,205	†1,057,104†	168,988†	1,532,297†
1922	277,551	†2,311,387†	431,673†	3,020,611†
1923	286,942	†1,455,082†	181,174†	1,923,198†
1924	556,888	†725,395†	125,718†	1,408,001†
1925	525,138	†725,282†	245,473†	1,495,893†
1926	408,601†	†559,970†	423,602†	1,392,173†
Total ...	5,812,852	15,269,154	6,917,404	27,999,410

† Includes Electric Tramways.

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

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

APPENDIX No. 29.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
1854—Sept. 13	Flinders Street	Port Melbourne	16·62	Hobson's Bay Lines	20.1.53
1857—May 13	Flinders Street	St. Kilda			19.3.56
1859—Feb. 8	Prince's Bridge	Richmond			43
" Dec. 12	Richmond	Cremorne			43
" " 19	Windsor	North Brighton			42
1860—Sept. 24	Richmond	Pic-nic Station			43
" Dec. 22	Cremorne	Windsor ...			43
1861—April 13	Pic-nic Station	Hawthorn...			43
" Dec. 21	North Brighton	Brighton Beach	127		
1857—June 25	Williamstown Junction	Geelong	38·51		8 2.53
1859—Jan. 17	Footscray	Williamstown Pier	5·87		8.2.53
" Feb. 10	Melbourne	Sunbury	23·95		35
1860—Oct. 21	Essendon Junction	Essendon	3·50		85
1861—July 8	Sunbury	Woodend	24·70		35
1862—April 11	North Geelong Junction	Ballarat	53·03		35
" " 25	Woodend	Kyneton	8·32		35
" Oct. 21	Kyneton	Bendigo	43·92		35
1864—Sept. 19	Bendigo	Echuca	55·13		35
1867—Nov. 30	Newmarket Junction	*Race-course	1·50		126
1872—April 18	Essendon	Schoolhouse-lane	54·00		348
" Aug. 26	Schoolhouse-lane	Seymour	2·29		348
" Nov. 20	Seymour	Longwood	23·38		348
1873—March 20	Longwood	Violet Town	20·54		348
" Aug. 18	Violet Town	Benalla	16·14		348
" Oct. 28	Benalla	Wangaratta	24·04		348
" Nov. 21	Wangaratta	Wodonga	41·60		348
1874—July 7	Castlemaine	Maryborough	33·02		415
" " 11	Ballarat	Creswick	11·05		415
" Aug. 7	Ballarat	Beaufort	28·65		415
" Oct. 6	Maryborough	Dunolly	13·82		415
" Nov. 16	Creswick	Clunes	11·19		415
1875—Feb. 2	Clunes	Maryborough	19·49		415
" April 7	Beaufort	Ararat	28·64		415
" July 7	Beechworth Junction	Everton	12·05		475
1876—Feb. 15	Ararat	Scallan's Hill	17·85		475
" April 14	Scallan's Hill	Stawell	1·00		475
" Sept. 19	Bendigo	Bridgewater	24·49		475
" " 30	Everton	Beechworth	10·21		475
" Oct. 21	Maryborough	Avoca	14·93		475
" Nov. 18	Bridgewater	Inglewood	4·44		475
" " 25	Geelong	Winchelsea	25·64		475
1877—March 13	Winchelsea	Birregurra	12·79		475
" April 24	Ararat	Dunkeld	47·02		475
" June 1	Sale	Morwell	39·10		475
" July 27	Birregurra	Colac	11·81		475
" Oct. 8	Oakleigh	Bunyip	38·77		475
" " 29	Dunkeld	Hamilton	19·04		475
" Dec. 1	Moe	Morwell	8·76		475
" " 19	Hamilton	Portland North	52·82		475
" " 19	Portland North	Portland Pier	1·00		475
1878—Feb. 1	Race-course Junction	†Geelong Race-course	1·96		580
" March 1	Moe	Bunyip	31·59		475
" Sept. 3	Dunolly	Bealiba	12·16		580
" Dec. 17	Stawell	Murtoa	35·44		580
" " 23	Bealiba	St. Arnaud	20·85		580
1879—Jan. 29	Springhurst	Wahgunyah	13·95		580
" Feb. 5	Murtoa	Horsham	18·00		580
" April 2	South Yarra	Oakleigh	7·05		604
" May 7	Warrenheip	Gordons	12·87		580
" " 21	Geelong	Queenscliff	20·72		580
1880—Jan. 13	Mangalore	Shepparton	45·25		603
" " 13	Toolamba	Tatura	6·83		636
" Feb. 16	Carlsruhe	Trentham	10·82		606
" March 17	Trentham	{Daylesford (includ- ing extension)}	11·75		606 671
1881—June 7	Lancefield Junction	Lancefield	14·50		660
" Aug. 11	Waubra Junction	Ballarat Race-course	2·10		682
" Sept. 1	Shepparton	Numurkah	20·75		682
" Dec. 19	Caulfield	Mordialloc	9·86		682
1882—Jan. 26	St. Arnaud	Cope Cope	16·33		682
" April 3	Hawthorn	Camberwell	2·09		682
" " 15	Inglewood	Korong Vale	20·20		682
" " 22	Cope Cope	Donald	7·53		682
" July 1	Horsham	Dimboola	21·46		682
" Aug. 1	Mordialloc	Frankston	10·02		682
" Dec. 1	Camberwell	Lilydale	17·63		682
" " 15	Eaglehawk	Raywood	13·42		682
1883—April 20	Korong Vale	Charlton	22·62		682
		Carried forward	1,372·35		

* Trains run only as required for traffic.
† Dismantled 28th May, 1909.

APPENDIX No. 29—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward...	1,372'35	
1883—June 14	Wodonga	River Murray ...	1'94	682
" " 21	Raywood	Mitiamo	22'44	682
" July 2	Korong Vale	Boort	17'86	682
" " 2	Colac	Camperdown ...	28'11	682
" Aug. 1	Ballarat	Scarsdale	13'12	682
" Sept. 3	Benalla	St. James	20'33	682
" Oct. 1	Charlton	Wycheproof ...	16'40	682
" Nov. 13	Traralgon	Heyfield	22'06	682
" " 16	Tallarook	Yea	23'69	682
" Dec. 17	Everton	Myrtleford ...	16'56	682
1884—Feb. 12	Mitiamo	Pyramid Hill ...	12'59	682
" " 15	Branxholme	Henty	23'19	682
" April 2	Braybrook Junction ...	Melton	15'65	682
" June 16	Castlemaine	Maldon	10'24	682
" Sept. 1	Henty	Casterton	8'90	682
" " 9	North Melbourne	Coburg	5'07	682
" Oct. 25	Pyramid Hill	Kerang	24'54	682
1885—April 6	Race-course Junction ...	*Williamstown Race-course	0'69	860, 889, 962 & 1381
" " 10	Morwell	Boolarra	12'11	682
" Sept. 8	Boolarra	Darlimurla	4'44	682
1886—Jan. 1	Lal Lal Station	*Lal Lal Race-course	2'00	821 and 1381
" " 7	Darlimurla	North Mirboo ...	3'62	682
" April 1	Melton	Parwan	6'00	682
" May 6	St. James	Yarrowonga ...	19'86	821 and 1381
" " 12	Murtoa	Warracknabeal ...	31'20	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2'92	821 " 1381
" Dec. 22	Gordon	Ballan	7'38	821 " 1381
1887—Jan. 19	Dimboola	Serviceton	63'22	821 " 1381
" " 19	North Creswick	Rocky Lead	12'65	821 " 1381
" Feb. 16	Parwan	Bacchus Marsh ...	2'54	821 " 1381
" March 18	Heyfield	Maffra	10'92	821 " 1381
" April 21	Wedderburn Junction ...	Wedderburn	4'86	821 " 1381
" " 23	Camperdown	Terang	13'87	821 " 1381
" June 1	Rocky Lead	Daylesford Junction	10'46	821 " 1381
" " 1	Lubeck	Rupanyup	9'77	821 " 1381
" Aug. 19	Tatura	Echuca	34'07	821 " 1381
" " 25	Horsham	Noradjuha	19'95	821 " 1381
" Sept. 2	Brighton Beach	Sandringham ...	2'20	821 " 1381
" " 24	Braybrook Junction ...	*Newport	4'29	821 " 1381
" Nov. 8	Maffra	Stratford	6'11	821 " 1381
" Dec. 19	Hawthorn	Kew	0'96	821 " 1381
1888—May 8	Royal Park Junction ...	Clifton Hill	2'39	821 " 1381
" " 8	Nicholson-street	Fitzroy	0'89	821 " 1381
" " 8	Clifton Hill	Collingwood ...	0'90	821 " 1381
" " 8	Clifton Hill	Alphington	2'35	682
" " 8	Alphington	Heidelberg ...	2'24	821 and 1381
" " 8	Moe Junction	Thorpdale	10'67	821 " 1381
" " 8	Sale Junction	Stratford Junction...	8'97	821 " 1381
" " 8	Stratford	Bairnsdale	32'79	821 " 1381
" " 15	Lilydale	Yarra Flats	7'35	821 " 1381
" Oct. 1	Numurkah	Nathalia	13'79	821 " 1381
" " 1	Numurkah	Cobram	21'67	821 " 1381
" " 1	Shepparton	Dookie	14'84	821 " 1381
" " 1	Kilmore Junction	Kilmore	9'51	821 " 1381
" " 1	Bendigo	Heathcote	27'64	821 " 1381
" " 1	Pisgah Junction	Wanbra	13'74	821 " 1381
" " 1	Frankston	Mornington Junction	5'02	821 " 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin	15'91	821 " 1381
" Nov. 20	Inglewood	Dunolly	24'24	821 " 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine	23'01	821 " 1381
1889—March 1	Yarra Flats	Healesville	8'02	821 " 1381
" Aug. 7	Maffra	Briargolong	11'79	821 " 1381
" " 7	Irrewarra	Beeac	8'70	821 " 1381
" Sept. 10	Mornington Junction ...	Mornington	7'67	821 " 1381
" " 10	Mornington Junction ...	Hastings	8'09	821 " 1381
" " 10	Wodonga	Huon-lane	14'07	821 " 1381
" " 12	Ballarat East	Buninyong	6'84	821 " 1381
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4'78	821 " 1381
" " 8	Coburg	‡Somerton	7'16	821 " 1381
" Nov. 12	Yea	Molesworth	10'68	821 " 1381
" Dec. 3	Heathcote	Toohorac	10'56	821 " 1381
" " 4	Bacchus Marsh	Ballan	17'54	821 " 1381
" " 4	Ringwood	Upper Fern Tree Gully	7'44	821 " 1381
" Dec. 17	Hastings	Stony Point	5'88	821 " 1381
" " 23	Preston Reservoir	Whittlesea	17'28	821 " 1381
1890—Feb. 4	Terang	Mortlake	12'16	821 " 1381
		Carried forward ...	2,337'79	

* Trains run only as required for traffic.

† Including portion since dismantled.

APPENDIX No. 29—continued.

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

Date of Opening.	From—	To—	Length in Miles	Authorization Act.
				Number.
		Brought forward...	2,337.79	
1890—Feb. 4	Terang	Warrnambool ...	28.84	821 and 1381
" " 4	Koroit	Warrnambool ...	9.36	821 " 1381
" " 4	Koroit	Port Fairy ...	11.34	821 " 1381
" March 17	Mount Moriac	*Wensleydale ...	10.92	821 " 1381
" " 24	Burnley	†Oakleigh ...	6.29	821 " 1381
" May 12	Warragul	Rokeby ...	8.12	821 " 1381
" " 30	Kerang	Swan Hill... ..	35.16	821 " 1381
" " 30	Camberwell	†Waverley Road ...	4.25	821 " 1381
" June 17	Molesworth	Cathkin ...	2.74	821 " 1381
" July 18	Huon-lane	Bolga ...	6.61	821 " 1381
" Aug. 22	Kilmore	Tooborac ...	20.11	821 " 1381
" " 22	Dunkeld	†Koroit ...	48.99	821 " 1381
" " 22	Hamilton	Penshurst ...	18.10	821 " 1381
" Sept. 1	Murchison East	Rushworth ...	12.81	821 " 1381
" " 16	Cathkin	Alexandra Road ...	4.41	821 " 1381
" Oct. 10	Scarsdale	Linton ...	7.97	821 " 1381
" " 17	Myrtleford	Bright ...	18.54	821 " 1381
" Nov. 10	Cathkin	Merton ...	15.47	821 " 1381
" " 11	Tooradin	Loch ...	23.53	821 " 1381
" " 18	Ararat	Avoca ...	39.04	821 " 1381
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale... ..	16.25	821 " 1381
" March 24	Fairfield Park	†Riversdale (including ‡Canterbury loopline)	4.99	821 " 1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne ...	9.89	821 " 1381
" May 7	Merton	Maindample ...	13.88	821 " 1381
" June 2	Loch	Korumburra ...	9.89	821 " 1381
" " 5	Birregurra	Forrest ...	19.85	821 " 1381
" July 23	Beechworth	Yackandandah ...	12.84	821 " 1381
" " 24	Bolga	Tallangatta ...	5.03	821 " 1381
" Oct. 6	Maindample	Mansfield... ..	8.64	821 " 1381
" Nov. 23	Spencer Street	§Flinders St. (Viaduct)	0.76	821 " 1187
" Dec. 17	Korumburra	Leongatha ...	9.20	821 " 1381
1892—Jan. 13	Leongatha	Port Albert ...	58.75	821 " 1381
" March 18	Rokeby	Neerim South ...	5.37	1030 " 1300
" April 5	Curdie's River Junction	Timboon ...	22.32	821 " 1381
" " 6	Lancefield	†Kilmore ...	18.10	821 " 1381
" Oct. 28	Korumburra	Coal Creek ...	0.89	1240 " 1255
" Nov. 22	Dookie	Katamatite ...	17.02	1529
1893—Jan. 5	Warracknabeal	Beulah ...	21.92	1273
" March 28	Donald	Birchip ...	32.30	1273
1894—March 6	Beulah	Hopetoun ...	16.01	1316
" May 7	Korumburra (Jumbunna Junction)	Jumbunna ...	3.74	1240 and 1294
" " 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards	0.89	1030 " 1381
" June 1	Korumburra (Strezlecki Junction)	Strezlecki... ..	2.25	1240 " 1294
" " 19	Dimboola	Jeparit ...	21.59	1312
" July 31	Natimuk (East Natimuk)	Goroke ...	28.64	1292
" Aug. 7	Boort	Quambatook ...	21.96	1312
1895—March 8	Wycheproof	Sea Lake ...	47.89	1383
1896—Feb. 5	Jumbunna	Outtrim ...	2.40	1371 and 1420
" Dec. 15	Nathalia	Picola ...	6.75	1293
1899—March 14	Wangaratta	¶Whitfield... ..	30.49	1492
" Sept. 18	Birchip	Woomelang ...	26.45	1550
" Nov. 2	Jeparit	Rainbow ...	18.47	1558
1900—March 1	Quambatook	Ultima ...	30.31	1555
" Dec. 18	Upper Fern Tree Gully	¶Gembrook ...	18.22	1549
" " 26	Bungaree	*Race-course ...	1.53	1682
1901—Oct. 21	Melbourne	Collingwood ...	2.22	1590
" Nov. 13	Lilydale	Warburton ...	23.97	1589
1902—March 1	Colac	¶Beech Forest ...	29.66	1594 and 1760
" June 5	Heidelberg	Eltham ...	8.35	1299
1903—Jan. 15	Woomelang	Hattah ...	68.79	1679
" May 25	Hattah	Nowingi ...	11.94	1679
" Sept. 30	Nowingi	Yatpool ...	16.19	1679
" Oct. 27	Yatpool	Mildura ...	13.23	1679
" Dec. 21	North Geelong Loop Line	*... ..	0.22	1884
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1.14	1879
" Feb. 7	Springvale Cemetery Line	*... ..	1.60	1763
" Dec. 5	Northcote Loop Line	*... ..	0.13	1904
1905—Feb. 28	Strathmerton	Towards Tocumwal ...	8.20	1958
" June 26	Welshpool	¶Welshpool Jetty ...	3.23	1911
" " "	Stawell	*Grampians ...	15.84	
1906—May 7	St. Kilda	†Park Street, Middle Brighton	4.07	1956 and 1973
" Dec. 22	Park Street, Middle Brighton ...	†Brighton Beach ...	1.06	2035
1908—July 9	Strathmerton	Tocumwal Extension	2.07	2078
1909—June 15	Rupanyup	Marnoo ...	15.33	2124
		Carried forward ...	3,463.11	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled

§ Opened for through passenger traffic, 17th December, 1894.

¶ 2-ft. 6-in gauge

APPENDIX No. 29—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act
				Number.
		Brought forward ...	3,463.11	
1909—July 1	Ultima ...	Chillingollah ...	20.14	2144
" Oct. 28	Alexandra Road ...	Alexandra ...	4.32	2104
1910—May 3	Moe ...	¶Walhalla ...	26.06	1691 and 2180
" " 9	Nyora ...	Woolamai ...	15.56	2125
" " 9	Woolamai ...	Powlett Coal Field ...	13.87	2221
" July 4	Mildura ...	White Cliffs ...	6.92	1679
" Dec. 1	Beac ...	Cressy ...	10.95	2178
1911—June 20	Beech Forest ...	¶Crowes ...	14.11	2149
" Sept. 25	Cressy ...	Newtown ...	24.00	2178
1912—June 25	Ouyen ...	Kow Plains ...	56.39	2179
" " 25	Kow Plains ...	Murrayville ...	11.44	2290
" " 25	Eltham ...	Hurst's Bridge ...	6.64	2217
" Sept. 24	Noradjuha ...	Toolondo ...	11.24	2222
" Dec. 10	Jeparit ...	Lorquon ...	13.68	2224
1913—May 17	St. Kilda and Brighton Electric Tramway†		.05	
" Aug. 8	Gheringhap ...	Maroona ...	99.76	2220
1914—Jan. 28	Chillingollah ...	Manangatang ...	18.59	2418
" May 28	Crowland ...	Navarre ...	22.87	2351
" June 26	Rainbow ...	Nypo (towards) ...	10.59	2441
" " 29	Sea Lake ...	Pier-Millan (towards) ...	17.68	2419
" " 30	Benalla ...	Tatong ...	18.00	2349
" Aug. 26	Rushworth ...	Colbinabbin ...	12.87	2350
1915—May 27	Swan Hill ...	Piangil ...	27.39	2417
" July 29	Murrayville ...	S'th Australian Border ...	12.53	2424
" Nov. 1	Hamilton ...	Cavendish ...	14.26	2434
" " 10	Elmore ...	Cohuna ...	57.09	2433
1916—Jan. 17	Liuton ...	Skipton ...	12.75	2442
" April 10	Bairnsdale ...	Orhost ...	60.24	2223
" June 13	Tallangatta ...	Shelley ...	22.86	2414
" " 20	Heywood ...	Dartmoor ...	25.71	2424
" " 27	Lorquon ...	Yanac-a-yanac ...	18.38	2547
1917—March 27	Neerim South ...	Nayook ...	8.02	2504
" May 15	Rushworth ...	Girgarre (Stanhope North) ...	13.62	2754
" Nov. 28	Dartmoor ...	Mumbannar ...	12.80	2424
" " 28	Mombannar ...	S'th Australian Border ...	5.65	2424
" Dec. 17	Toolondo ...	Kanagulk ...	10.55	2502
1918—Sept. 9	North Geelong ...	Fyansford ...	2.93	2879
1919—March 10	Sandringham ...	||Black Rock ...	2.41	2556
" April 10	Shelley ...	Beetomba ...	9.73	2414
" " 28	Nayook ...	Noojee ...	5.99	2504
" May 28	Nandaly ...	Mittyack ...	11.07	2765
" June 16	Kanagulk ...	Balmoral ...	8.16	2502
1920—March 24	Piangil ...	Kooloonong(Pine Tank) ...	15.87	2978
" June 16	Mittyack ...	Kulwin ...	8.61	2765
" Nov. 19	Cavendish ...	Balmoral ...	25.03	2502
1921—Feb. 8	Alberton ...	Yarram ...	3.62	2542
" March 8	Manangatang ...	Annuello ...	14.19	2979
" May 5	Beetomba ...	Cudgewa ...	9.74	2414
" Dec. 12	Bittern ...	Red Hill ...	9.91	2769
" " 16	Yarram ...	Won Wron ...	8.48	2542
1922—Jan. 11	Herne's Oak (Morwell Brown Coal Railway)	Yallourn ...	2.45	3084
" June 29	Koo Wee Rup ...	Strezlecki(McDonald's Track) ...	30.55	2535
1923—June 21	Colac ...	Alvie ...	9.65	3164
" " 22	Won Wron ...	Woodside ...	9.68	3152
" Dec. 1	Moama ...	Deniliquin ...	44.33	3194
1924—Jan. 20	North Melbourne ...	Kensington ...	2.10	
" April 11	Redcliffs ...	Millewa North ...	35.40	3174
" June 5	Annuello ...	Robinvale ...	19.50	3194
" Dec. 20	Keiang ...	Gonn Crosssing ...	16.11	3194
1925—May 6	Hopetoun ...	Patchewollock ...	26.96	3242
" June 27	Merbeia ...	Abbotsford ...	5.87	3194
" Oct. 30	Werrimull ...	The Hut ...	15.17	3329
" Dec. 14	Melbourne Yard ...	... ..	1.85	
1926—March 26	Moama ...	Balranald ...	119.92	3194
" " 29	Kooloonong ...	West Narrung ...	6.71	3318
		Total mileage ...	4,682.63	
		Less mileage closed for Traffic at 30th June, 1925—	Miles.	
		Dunkeld to Peshurst (Dismantled February, 1898) ...	15.87	
		Lancefield to Kilmore (Dismantled September, 1917) ...	18.10	
		Fawkner Cemetery to Somerton ...	5.22	
		Oakleigh to Fairfield Park—		
		Fairfield Park to Deepdene ...	3.34	
		Ashburton to Oakleigh ...	2.37	
		Canterbury Loop Line (Dismantled) ...	0.21	
			5.92	
		Burnley to Waverley Road—		
		Darling to Waverley Road ...	0.69	
		Geelong Race-course Line (Dismantled May, 1909) ...	1.96	
			47.76	
		Total mileage open for Traffic at 30th June, 1926 ...	4,634.87	

* Trains run only as required for traffic. † Electric Tramway, 5-ft. 3-in. gauge. ¶ 2-ft. 6-in. gauge. || 4 ft. 3½-in. gauge.
 Note.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mines are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 24

APPENDIX No. 30.

STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC AT METROPOLITAN AND SUBURBAN STATIONS WHICH IN 1915-16 HAD A VOLUME IN EXCESS OF 500,000 PASSENGER JOURNEYS, OR WHICH HAVE SINCE HAD AT LEAST THAT VOLUME OF TRAFFIC.

Number of Passenger Journeys—in Thousands.

Name of Station.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1915-16.	1925-26.
Spencer-street— Suburban ..	1,137,	1,090,	1,108,	1,158,	1,461,	1,528,	2,444,	2,602,	2,755,	2,618,	2,390,	34	12
North Melbourne ..	1,133,	1,022,	928,	974,	1,124,	1,119,	1,163,	1,193,	1,253,	1,215,	1,193,	35	43
West Footscray ..	357,	369,	398,	429,	501,	569,	541,	555,	650,	705,	766,	76	73
Sunshine ..	298,	289,	281,	309,	374,	416,	442,	470,	522,	548,	602,	82	83
Kensington ..	1,501,	1,454,	1,365,	1,420,	1,610,	1,586,	1,569,	1,624,	1,642,	1,602,	1,551,	19	37
Newmarket ..	2,026,	1,751,	1,615,	1,639,	1,873,	1,829,	1,873,	1,940,	2,007,	2,011,	1,862,	11	28
Ascot Vale ..	2,636,	2,592,	2,530,	2,597,	3,052,	3,084,	3,138,	3,255,	3,407,	3,331,	3,189,	4	5
Moonee Ponds ..	2,023,	1,969,	1,946,	2,050,	2,486,	2,481,	2,545,	2,693,	2,861,	2,919,	2,812,	12	7
Essendon ..	1,821,	1,745,	1,755,	1,874,	2,335,	2,464,	2,636,	2,752,	2,926,	3,061,	2,989,	14	6
Footscray ..	2,907,	2,743,	2,716,	2,828,	3,213,	3,309,	3,554,	3,763,	3,975,	3,913,	3,861,	2	3
Seddon ..	1,232,	1,213,	1,258,	1,351,	1,533,	1,578,	1,586,	1,619,	1,617,	1,593,	1,561,	31	35
Yarraville ..	1,288,	1,286,	1,247,	1,299,	1,477,	1,542,	1,646,	1,747,	1,881,	1,915,	1,959,	27	20
Newport ..	1,150,	1,123,	1,153,	1,240,	1,426,	1,469,	1,544,	1,607,	1,655,	1,694,	1,724,	33	31
North Williamstown ..	886,	834,	846,	894,	1,029,	1,076,	1,094,	1,164,	1,226,	1,235,	1,171,	44	52
Williamstown Beach ..	502,	500,	508,	552,	627,	624,	625,	664,	683,	708,	704,	66	78
Williamstown ..	468,	428,	423,	495,	557,	549,	535,	584,	615,	623,	570,	69	87
Macanlay ..	155,	142,	166,	180,	189,	256,	376,	444,	496,	503,	514,	88	91
Flemington Bridge ..	238,	231,	212,	247,	264,	341,	491,	571,	603,	615,	593,	85	84
South Brunswick ..	471,	416,	374,	372,	435,	490,	630,	693,	761,	715,	652,	68	80
Brunswick ..	678,	610,	551,	583,	632,	745,	1,004,	1,098,	1,257,	1,247,	1,120,	57	53
Moreland ..	677,	628,	593,	644,	727,	879,	1,245,	1,482,	1,749,	1,776,	1,900,	53	26
Coburg ..	1,046,	918,	885,	953,	1,067,	1,157,	1,462,	1,649,	1,945,	2,145,	2,193,	39	15
North Carlton ..	10,	12,	12,	13,	17,	10,	372,	551,	596,	543,	476,	93	93
North Fitzroy ..	436,	347,	280,	288,	318,	260,	556,	653,	745,	665,	617,	71	82
Merri ..	433,	401,	352,	361,	402,	361,	432,	473,	533,	483,	451,	72	94
Northcote ..	676,	655,	638,	707,	771,	727,	947,	1,027,	1,079,	1,057,	1,035,	59	57
Croxton ..	1,063,	1,036,	949,	959,	1,018,	901,	1,125,	1,232,	1,361,	1,254,	1,179,	37	51
Thornbury ..	883,	893,	884,	919,	1,003,	902,	1,075,	1,205,	1,351,	1,343,	1,245,	45	47
Bell ..	455,	481,	491,	502,	538,	482,	629,	732,	859,	878,	896,	70	63
Preston ..	364,	394,	379,	393,	434,	378,	475,	613,	833,	930,	1,010,	75	58
Regent ..	311,	337,	341,	363,	410,	369,	435,	531,	649,	720,	862,	80	66
Reservoir ..	119,	120,	142,	168,	195,	206,	256,	328,	447,	460,	520,	90	90
Prince's-bridge— Suburban ..	1,238,	1,180,	1,157,	1,234,	1,489,	1,386,	1,782,	2,037,	2,352,	2,293,	2,207,	30	14
Hawksburn ..	1,698,	1,569,	1,497,	1,504,	1,593,	1,391,	1,360,	1,568,	1,665,	1,506,	1,498,	16	40
Toorak ..	876,	859,	842,	904,	995,	945,	943,	1,105,	1,130,	1,062,	1,067,	47	55
Armadale ..	1,462,	1,448,	1,343,	1,447,	1,641,	1,516,	1,523,	1,839,	1,922,	1,862,	1,843,	21	30
Malvern ..	2,100,	2,129,	2,128,	2,193,	2,480,	2,287,	2,289,	2,662,	2,733,	2,581,	2,645,	9	9
Caulfield ..	1,593,	1,702,	1,828,	1,981,	2,407,	2,328,	2,383,	2,599,	2,646,	2,532,	2,720,	18	8
Carnegie ..	515,	568,	634,	700,	820,	927,	994,	1,132,	1,275,	1,336,	1,392,	65	43
Murrumbeena ..	472,	522,	563,	619,	769,	797,	883,	1,030,	1,177,	1,241,	1,195,	67	49
Oakleigh ..	948,	977,	1,023,	1,067,	1,253,	1,345,	1,440,	1,592,	1,768,	1,867,	1,918,	41	24
Dandenong ..	272,	252,	268,	287,	306,	321,	323,	401,	456,	508,	502,	84	92
Glen Huntly ..	551,	591,	652,	694,	820,	847,	949,	1,323,	1,557,	1,613,	1,694,	64	33
Ormond ..	177,	187,	193,	211,	259,	307,	364,	471,	614,	775,	934,	87	60
Cheltenham ..	274,	287,	290,	310,	348,	374,	394,	422,	472,	508,	527,	83	89
Mentone ..	347,	356,	392,	436,	456,	463,	477,	572,	665,	714,	753,	77	75
Mordialloc ..	338,	352,	368,	408,	424,	434,	452,	553,	610,	613,	623,	79	81
Chelsea ..	214,	243,	278,	329,	371,	409,	422,	528,	573,	577,	587,	86	85
East Richmond ..	1,114,	653,	539,	545,	593,	568,	553,	588,	735,	692,	710,	36	77
Burnley ..	1,247,	879,	785,	748,	800,	728,	683,	732,	876,	860,	863,	29	65
Hawthorn ..	1,269,	1,100,	1,076,	1,097,	1,232,	1,167,	1,093,	1,150,	1,293,	1,223,	1,184,	28	50
Glenferrie ..	2,189,	1,975,	1,828,	1,829,	2,056,	1,947,	1,916,	1,997,	2,048,	1,898,	1,904,	8	25
Auburn ..	1,611,	1,322,	1,235,	1,274,	1,502,	1,439,	1,497,	1,589,	1,662,	1,561,	1,550,	17	33
Camberwell ..	1,725,	1,513,	1,455,	1,485,	1,751,	1,757,	1,771,	1,944,	2,157,	2,131,	2,136,	15	16
East Camberwell ..	919,	863,	901,	921,	1,053,	1,014,	1,008,	1,065,	1,109,	1,070,	1,009,	43	59
Canterbury ..	1,396,	1,337,	1,235,	1,316,	1,552,	1,574,	1,646,	1,757,	1,884,	1,954,	1,943,	24	22
Surrey Hills ..	759,	753,	748,	769,	891,	925,	933,	1,062,	1,238,	1,355,	1,353,	53	44
Mont Albert ..	343,	350,	342,	374,	447,	481,	531,	602,	696,	778,	816,	78	68
Box Hill ..	761,	778,	820,	854,	1,007,	1,039,	1,079,	1,196,	1,363,	1,488,	1,557,	51	36
Tooronga ..	123,	123,	221,	343,	389,	411,	446,	516,	650,	681,	690,	89	79
Gardiner ..	74,	77,	115,	162,	183,	205,	232,	304,	430,	509,	561,	91	88
Glen Iris ..	18,	16,	59,	90,	106,	117,	142,	218,	364,	480,	571,	92	86
Kew ..	659,	536,	538,	593,	708,	679,	618,	756,	1,032,	1,080,	1,109,	62	54
West Richmond ..	683,	590,	501,	521,	598,	593,	731,	855,	959,	927,	914,	56	62
North Richmond ..	739,	616,	515,	544,	643,	623,	778,	897,	1,005,	955,	918,	54	61
Collingwood ..	668,	600,	495,	521,	590,	558,	669,	737,	809,	787,	789,	61	72
Victoria Park ..	879,	748,	640,	705,	811,	796,	1,000,	1,127,	1,290,	1,248,	1,243,	46	46
Clifton Hill ..	1,499,	1,339,	1,199,	1,289,	1,449,	1,398,	1,698,	1,909,	2,090,	1,975,	1,940,	20	23
Westgarth ..	800,	738,	684,	763,	862,	849,	995,	1,089,	1,064,	865,	856,	49	67
Dennis ..	..	..	..	..	..	..	..	..	251,	773,	887,	..	64
Fairfield Park ..	1,298,	1,292,	1,193,	1,247,	1,426,	1,446,	1,602,	1,779,	1,828,	1,805,	1,853,	26	29
Alphington ..	303,	304,	313,	336,	412,	446,	505,	497,	573,	683,	735,	81	76
Ivanhoe ..	673,	696,	742,	790,	912,	951,	1,085,	1,068,	1,143,	1,214,	1,251,	60	45
Heidelberg ..	398,	402,	415,	449,	516,	545,	633,	700,	747,	794,	814,	74	69
Flinders-street— Suburban ..	9,930,	8,955,	8,445,	8,650,	11,098,	10,945,	11,561,	12,615,	13,552,	12,819,	13,298,	1	1

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

Number of Passenger Journeys—in Thousands.

Name of Station.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1915-16.	1925-26.
North Port ..	765,	622,	490,	497,	670,	721,	749,	781,	840,	797,	756,	50	74
Graham ..	759,	685,	594,	617,	745,	775,	814,	881,	897,	834,	813,	52	71
South Melbourne ..	1,167,	1,007,	800,	837,	1,039,	991,	1,002,	1,066,	1,131,	1,093,	1,046,	32	56
Albert Park ..	2,404,	2,169,	1,883,	2,041,	2,548,	2,435,	2,401,	2,495,	2,628,	2,605,	2,420,	7	11
Middle Park ..	2,099,	2,084,	2,037,	2,097,	2,451,	2,422,	2,429,	2,513,	2,586,	2,565,	2,236,	10	13
St. Kilda ..	2,828,	2,931,	2,918,	3,060,	4,251,	4,326,	4,399,	4,644,	4,690,	4,596,	4,488,	3	2
Richmond ..	2,418,	1,545,	1,443,	1,509,	1,839,	1,876,	1,999,	2,281,	2,324,	2,013,	1,954,	6	21
South Yarra ..	1,916,	1,758,	1,614,	1,699,	2,030,	1,981,	1,923,	2,078,	2,226,	1,941,	2,086,	13	17
Prahran ..	1,429,	1,303,	1,169,	1,231,	1,597,	1,751,	1,856,	1,961,	2,034,	1,737,	1,711,	23	32
Windsor ..	1,375,	1,298,	1,195,	1,249,	1,658,	1,866,	2,020,	2,136,	2,125,	1,836,	2,004,	25	19
Balaclava ..	1,450,	1,405,	1,402,	1,490,	1,997,	2,290,	2,518,	2,695,	2,772,	2,383,	2,495,	22	10
Ripponlea ..	830,	822,	807,	866,	1,078,	1,193,	1,310,	1,427,	1,434,	1,337,	1,476,	48	41
Elsternwick ..	2,494,	2,588,	2,662,	2,906,	3,566,	3,690,	3,848,	3,922,	3,639,	3,271,	3,224,	5	4
Garden Vale ..	706,	841,	901,	1,007,	1,242,	1,360,	1,458,	1,585,	1,703,	1,623,	1,614,	55	34
North Brighton ..	1,058,	1,048,	1,105,	1,167,	1,393,	1,431,	1,525,	1,631,	1,793,	1,863,	1,881,	38	27
Middle Brighton ..	990,	962,	988,	981,	1,217,	1,263,	1,321,	1,395,	1,469,	1,459,	1,466,	40	42
Brighton Beach ..	422,	423,	452,	481,	571,	597,	653,	725,	766,	799,	813,	73	70
Hampton ..	643,	679,	700,	731,	935,	997,	1,089,	1,180,	1,255,	1,367,	1,502,	63	39
Sandringham ..	940,	937,	987,	1,078,	1,405,	1,574,	1,769,	1,890,	1,907,	1,985,	2,008,	42	18

APPENDIX No. 31.

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1926, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

NOTES.—(1) During the year 1920-21 all wheat required by Country Flour Mills was supplied from the districts in which the mills are located, and this considerably reduced the number of bags forwarded from certain stations, such as St. Arnaud, Donald, Horsham, and Nhill, in which towns Flour Mills exist.

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

Stations.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong	20,713	38,293	28,600	20,446	43,622	20,010	58,496
Avonmore .. ..	..	21,896	..	..	27,919	..	28,174
Elmore .. ..	..	72,862	44,309	48,054	96,150	..	144,127
Rochester .. ..	..	71,688	36,104	31,607	60,722	28,056	130,087
Strathallan	22,662	25,258	..	..	34,618	..	85,105
Echuca .. ..	..	41,964	..	..	..	..	41,964
Moama .. ..	..	..	..	..	21,247	..	21,247
Mathoura .. ..	..	..	..	72,138	59,925	24,968	72,138
Gulpha Siding .. ..	..	..	..	49,484	38,790	27,175	49,484
Hill Plains .. ..	..	..	..	..	26,110	21,662	26,110
Deniliquin .. ..	..	..	..	52,052	76,901	47,055	76,901
Shelbourne	41,881	51,872	35,610	20,415	48,955	24,467	113,952
Maryborough .. ..	..	..	24,069	..	..	..	24,069
Bealiba	22,235	28,295	23,118	..	28,099	..	57,150
Carapooee	22,651	29,069	26,095	..	25,224	..	40,078
St. Arnaud .. ..	..	48,370	53,414	26,271	28,952	..	56,742
Sutherland	93,628	101,310	80,463	52,640	122,013	87,902	122,013
Swanwater	71,943	81,810	57,674	40,652	108,494	61,291	108,494
Cope Cope	68,869	142,285	65,149	74,110	125,585	84,002	153,184
Donald	50,708	76,450	56,828	77,979	137,540	136,580	167,848
Litchfield	120,516	133,550	119,843	108,505	181,497	87,914	181,497
Massey	47,716	46,356	41,475	54,577	70,230	35,728	70,230
Watchem	96,097	118,106	79,310	82,608	151,138	70,655	165,982
Morton Plains	46,638	46,543	29,625	38,049	55,688	24,384	56,726
Birchip .. ..	..	51,520	23,229	59,426	86,448	31,358	86,448
Kinnabulla	48,041	51,618	31,352	57,382	66,348	28,877	75,361
Curyo	28,346	48,518	26,398	55,539	51,781	20,632	71,444
Watchupga	48,711	82,121	62,784	72,113	91,142	38,906	91,142
Woomelang	57,980	80,002	63,393	105,098	134,848	44,385	142,624
Lascelles	38,114	49,649	39,033	53,651	89,934	26,605	125,222
Gama	27,808	22,655	..	31,836	28,320	..	61,403
Turriff	41,280	26,373	..	25,838	21,934	..	81,723
Speed	63,234	51,870	45,758	58,708	27,375	..	102,568
Tempy	68,524	47,052	35,824	45,606	29,901	..	68,738
Gypsum Siding	20,080	..	..	..	..	..	20,080
Bronzewing .. ..	..	..	..	21,783	..	..	21,783
Nunga	55,577	30,749	..	27,851	..	..	78,207
Ouyen	49,379	48,478	21,154	37,106	32,411	..	126,811
Kiamal	66,111	24,520	..	34,189	21,313	..	66,111
Carwarp	45,763	20,840	26,114	35,918	20,893	..	45,763
Yatpool	24,074	..	..	21,358	..	..	31,358
Llanelly	20,639	20,894	..	..	36,869	..	36,869
Tiega	26,572	..	..	..	..	..	26,572
Galah	85,487	38,852	34,427	51,638	38,193	..	121,512
Walpeup	148,171	73,236	59,727	52,198	119,433	42,263	148,171
Torrira	65,934	30,195	24,124	42,116	29,925	..	65,934
Underbool	136,889	75,712	64,297	84,930	73,830	31,143	136,889
Linga	72,720	43,972	34,861	44,197	32,451	..	78,264
Boinka	60,436	31,769	25,497	33,600	26,820	..	60,436
Tutye	57,056	31,085	32,691	36,121	35,928	..	57,056
Cowangie	108,483	39,624	55,432	67,046	53,832	45,292	108,483
Danyo	48,843	27,481	20,591	34,823	36,711	20,711	69,443
Murrayville	103,882	52,301	47,917	72,232	62,475	33,577	158,807
Carina	66,062	38,887	36,091	40,970	43,038	34,755	111,282

APPENDIX No. 31—*continued.*

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1926, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	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.
Panitya	48,988	36,041	32,705	44,367	64,404	45,006	99,846
Derby .. .. .	..	27,241	..	..	21,330	..	33,521
Bridgewater .. .. .	..	25,880	..	..	29,593	..	57,399
Korong Vale	30,158	..	20,706	..	33,575	..	66,230
Wychitella	54,077	49,634	29,023	35,962	69,255	20,470	76,530
Buckrabanyule	45,017	46,813	28,612	25,036	58,141	24,794	88,208
Barrakee	69,684	73,276	46,259	25,900	81,320	32,870	92,556
Charlton	53,254	231,681	71,062	32,429	221,306	70,562	237,678
Teddywaddy	55,569	47,374	29,201	21,634	47,876	..	60,422
Glenloth	66,604	62,849	36,676	33,490	68,735	32,193	83,927
Wycheproof	41,742	135,682	57,503	50,218	109,734	71,715	175,585
Dumosa	62,903	73,765	52,695	55,119	76,188	36,896	85,035
Nullawil	57,099	62,658	53,474	55,512	92,842	42,288	92,842
Warne .. .. .	..	28,048	..	26,716	35,564	..	35,564
Culgoa	59,213	83,825	47,622	59,259	103,747	38,327	152,048
Berriwillock	98,799	114,769	49,644	93,448	163,574	46,975	173,540
Boigbeat	23,453	32,295	24,854	33,979	58,512	..	59,379
Sea Lake	62,861	92,785	48,985	71,857	116,451	48,021	138,728
Ninda	25,037	24,650	..	30,271	38,060	..	47,399
Nyarrin	37,510	29,425	22,177	35,129	31,458	..	56,181
Nandaly	37,319	28,567	..	27,359	24,544	..	58,610
Pier Millan	32,994	23,962	..	22,214	24,027	..	32,994
Mittyack	32,937	..	..	35,438	20,615	..	35,438
Leitpar .. .. .	..	..	..	23,394	..	..	23,394
Kulwin .. .. .	..	..	..	33,303	24,803	..	33,303
Wedderburn	65,990	60,224	54,692	..	78,681	24,583	86,790
Borong	50,645	42,637	..	25,332	42,275	..	77,154
Mysia	21,909	25,413	..	..	30,296	..	46,744
Boort	76,002	73,202	47,631	54,401	125,960	31,391	125,960
Barraport	105,814	113,015	60,052	78,926	128,687	51,568	128,687
Gredgwin	35,574	41,582	..	..	45,869	..	45,869
Oakvale	29,007	39,993	24,978	..	55,190	20,568	55,190
Quambatook	123,354	125,553	72,126	99,816	149,171	49,257	157,217
Cannie	70,227	70,607	32,874	53,034	90,347	37,313	90,347
Lalbert	71,659	69,576	29,789	69,571	95,859	36,263	115,799
Meatian	76,643	78,286	54,114	65,437	92,014	39,000	117,139
Ultima	96,113	104,666	38,477	63,181	108,947	29,336	168,709
Gowan	38,403	37,319	..	56,854	57,808	..	57,808
Waitchie	56,377	55,545	24,698	42,692	74,734	22,867	126,827
Chillingollah	69,772	44,009	..	58,854	28,883	..	99,303
Chinkapook	84,973	58,160	23,737	71,436	53,858	24,588	87,172
Cocamba	50,623	26,623	..	27,470	21,804	..	62,996
Manangatang	81,846	39,097	..	64,131	41,589	..	81,846
Bolton .. .. .	..	..	..	40,754	..	..	40,754
Raywood	39,328	45,089	35,523	22,211	53,740	21,249	77,555
Tandarra	39,709	66,586	37,953	26,836	56,304	25,308	78,426
Dingee	49,600	43,065	22,618	30,780	44,778	23,942	98,007
Prairie	52,271	60,619	31,610	37,715	39,400	25,002	94,229
Mitiamo	41,831	57,867	28,005	25,942	53,167	32,126	114,645
Mologa	22,721	45,163	24,562	..	36,429	..	59,542
Pyramid .. .. .	..	37,613	22,025	..	31,052	..	61,768
Kerang	20,443	32,907	..	..	38,384	..	89,314
Mystic Park .. .. .	..	21,267	..	..	..	..	56,074
Lake Boga	22,844	34,016	..	33,547	42,500	..	92,564
Swan Hill	21,971	63,026	..	45,118	48,884	22,477	158,641
Woorinen .. .. .	..	23,280	..	..	..	..	39,611
Pira	24,616	28,140	..	42,426	37,577	..	60,061
Nyah West	37,950	25,506	..	45,250	40,178	26,211	65,001
Miralie	39,397	..	..	36,465	25,770	..	39,397
Piangil	37,784	54,154	..	40,800	26,632	..	61,562
Natya	28,390	21,002	..	36,572	24,740	..	36,572
Kooloonong .. .. .	..	..	..	62,090	25,098	..	62,090
Hunter	25,219	37,354	22,763	23,867	56,974	20,610	56,974

APPENDIX No. 31—continued.

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1926,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	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.
Warragamba	20,574	43,100	21,802	26,479	40,380	..	49,758
McColl .. ..	..	30,721	..	..	25,117	..	40,043
Lockington	20,958	..	..	..	25,246	..	53,435
Kotta	36,254	43,822	26,940	29,423	61,370	..	61,370
Kyemery	28,776	..	..	..	25,664	..	32,703
Bunalo .. ..	..	..	..	..	73,709	..	73,709
Womboota .. ..	..	..	..	..	25,485	..	25,485
Glenorchy	22,624	21,970	32,765	..	23,745	..	72,183
Lubeck	81,026	64,101	32,313	71,114	55,391	40,752	110,831
Murtoa .. ..	..	..	..	48,028	27,544	..	48,028
Jung	131,962	247,347	96,921	176,981	170,648	130,522	247,347
Dooen	128,761	125,429	83,234	135,330	121,538	106,691	136,437
Horsham .. ..	..	..	29,548	..	29,855	..	96,272
Dahlen	26,424	42,864	35,423	41,460	36,283	34,966	42,864
Pimpinio	104,155	122,674	86,939	68,304	136,430	88,915	136,430
Wail	143,729	145,955	101,551	83,325	248,147	111,338	248,147
Dimboola	21,462	99,761	35,423	38,412	150,440	53,813	160,634
Gerang Gerung	94,875	63,939	76,923	48,767	117,215	55,657	117,215
Kiata	60,187	55,185	53,035	30,667	83,288	46,202	96,784
Salisbury	28,007	..	46,896	..	57,370	26,012	57,370
Nhill .. ..	..	..	39,838	..	47,244	..	92,311
Tarranginnie .. ..	..	53,005	54,139	28,563	59,165	38,879	70,092
Diapur .. ..	..	25,927	28,333	..	25,202	..	74,611
Miram	55,578	70,682	32,780	47,206	84,109	39,770	84,109
Kaniva	56,636	77,081	35,557	45,826	95,604	37,856	105,611
Lillimur	49,092	60,379	82,314	65,080	81,096	64,051	82,314
Serviceton	34,609	45,584	67,715	..	65,656	39,682	67,715
Lismore	34,841	..	20,919	..	..	..	40,960
Westmere	43,676	58,555	46,955	86,160	58,137	39,618	100,324
Mininera .. ..	..	33,479	30,414	28,590	..	..	87,584
Tatyoon .. ..	..	25,942	30,636	..	20,180	..	58,378
Skipton .. ..	..	..	26,836	..	..	..	49,696
Calvert Siding	22,008	..	..	..	..	..	51,008
Willaura	40,963	76,812	53,702	64,145	45,488	36,357	92,245
Stavely	28,813	24,483	26,849	..	..	..	57,173
Jackson	40,062	48,194	43,685	37,070	44,640	48,576	48,576
Rupanyup .. ..	..	73,330	..	46,629	54,986	25,324	96,998
Burrum	70,647	84,912	84,196	71,942	116,031	92,363	116,031
Banyena	102,459	120,327	79,447	41,951	134,334	76,234	134,334
Marnoo	122,705	128,547	75,425	104,331	148,731	82,352	202,512
Coromby	77,855	89,784	38,758	70,593	114,877	39,828	114,877
Minyip	208,424	176,769	206,399	180,291	321,140	136,711	321,140
Nullan	64,681	84,611	83,015	46,563	100,864	59,046	100,864
Sheep Hills	176,624	199,697	94,590	115,284	208,908	133,302	245,792
Mellis	47,580	48,268	39,676	23,718	51,441	20,058	51,441
Warracknabeal .. ..	..	88,938	54,702	97,045	164,887	36,506	188,401
Batchica .. ..	..	..	..	..	..	38,743	38,743
Lah	84,771	142,536	111,689	101,980	143,671	97,554	143,671
Brim	119,298	162,401	52,473	144,763	229,921	104,226	229,921
Galaquil	61,937	76,982	74,852	49,669	122,726	69,036	122,726
Beulah	110,369	182,214	101,462	174,255	193,213	110,597	212,022
Rosebery	45,937	62,659	58,025	66,100	88,435	47,266	106,011
Goyura .. ..	..	23,606	27,867	31,003	34,579	21,151	38,322
Hopetoun	99,022	116,926	99,909	143,328	159,779	80,675	214,647
Patchewollock .. ..	..	..	..	..	..	24,637	24,637
Remlaw	34,850	31,320	25,901	..	34,813	22,368	45,221
Vectis	43,038	54,202	36,791	41,446	45,856	37,231	65,729
Noradjuha .. ..	..	..	21,028	..	..	..	23,806
Natimuk .. ..	..	128,704	54,604	54,508	81,749	52,641	128,704
Arapiles .. ..	..	24,903	..	..	24,786	..	24,903
Mitre .. ..	..	24,047	..	..	..	..	29,471
Goroke	21,461	34,228	40,134	..	27,317	..	38,003

APPENDIX No. 31—continued.

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1926, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended	Year ended	Year ended	Year ended	Year ended	Year ended	Record
	30th June, 1921.	30th June, 1922.	30th June, 1923.	30th June, 1924.	30th June, 1925.	30th June, 1926.	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
Arkona	42,541	56,180	39,781	23,533	64,313	25,950	64,313
Antwerp	106,210	105,509	76,501	46,268	131,136	22,773	131,136
Tarranyurk	75,495	104,414	81,508	96,458	130,596	67,993	130,596
Jeparit	59,085	68,302	71,238	61,023	79,579	40,382	114,859
Ellam	60,805	72,619	66,381	44,943	93,125	52,212	93,125
Pullut	50,397	50,089	25,127	66,630	110,489	43,960	110,489
Rainbow .. ..	..	64,895	43,076	110,269	69,636	29,671	188,258
Albacutya	33,659	37,540	37,408	45,479	45,878	33,066	45,878
Yaapeet	63,017	57,911	54,411	72,272	99,449	46,119	116,830
Detpa	71,712	64,834	36,233	88,777	81,431	64,151	92,655
Lorquon	78,378	104,994	81,624	60,760	106,030	74,381	106,727
Netherby	63,451	62,548	49,556	64,011	86,489	50,930	86,489
Yanac	93,637	87,527	53,345	62,228	136,659	47,142	136,659
Wangaratta .. ..	..	32,731	..	..	25,674	..	32,731
Bowser .. ..	..	33,049	..	22,160	27,593	..	33,049
Springhurst	27,373	20,025	23,659	27,955	42,450	..	44,588
Mooroopna .. ..	..	..	..	..	20,796	..	22,672
Shepparton .. ..	..	27,779	..	..	22,070	..	55,382
Congupna	37,170	32,480	22,167	35,812	36,030	..	51,359
Tallygaroopna	64,408	95,360	33,659	34,639	105,322	32,498	105,322
Wunghnu .. ..	..	60,956	25,504	50,002	66,295	29,804	66,295
Numurkah .. ..	..	51,988	20,928	41,905	63,964	27,127	63,964
Katunga	48,097	78,831	30,969	56,257	100,921	43,418	100,921
Strathmerton	44,883	43,873	..	24,124	75,204	..	75,204
Yarroweyah	28,039	28,109	..	21,582	39,485	..	39,485
Cobram .. ..	..	37,005	..	..	66,305	..	66,305
Colbinabbin	69,900	67,563	47,596	67,014	83,990	49,278	119,851
Girgarre .. ..	..	27,590	..	..	30,180	..	30,309
Merrigum	30,389	31,347	..	25,661	33,310	..	78,609
Kyabram	21,846	59,346	22,209	24,883	49,003	..	93,653
Koyuga	23,484	..	..	..	..	..	69,198
Pine Lodge	64,146	47,256	36,729	35,040	54,730	25,787	64,929
Cosgrove	64,366	40,700	42,429	41,422	66,763	25,395	87,552
Dookie	32,460	24,691	..	24,194	37,308	24,291	54,067
Yabba South	20,382	..	..	..	25,806	..	25,806
Yabba North	47,624	38,414	27,972	33,839	50,538	..	65,685
Youanmite	40,816	41,890	24,868	34,162	61,898	..	61,898
Katamatite	98,371	92,655	35,025	68,324	117,710	47,912	137,960
Waaia	44,038	86,773	34,572	74,251	104,714	21,790	104,714
Nathalia .. ..	..	61,140	..	44,809	176,082	52,520	176,082
Picola	77,688	87,780	35,102	83,014	111,826	41,164	121,601
Mywee .. ..	..	..	..	20,495	..	..	20,495
Tocumwal .. ..	..	..	..	..	..	33,364	34,583
Goorambat	21,688	43,006	32,444	27,434	44,974	21,713	65,048
Devenish	54,603	48,556	40,768	42,976	72,103	29,872	85,002
St. James	58,737	63,884	43,152	47,562	70,055	32,084	101,327
Tungamah	66,066	42,711	43,204	39,590	81,229	24,783	81,229
Telford	88,077	58,978	43,063	68,410	85,487	42,157	103,129
Yarrowonga	221,180	167,808	59,169	178,878	359,643	118,835	359,643
Rutherglen .. ..	..	28,312	..	30,203	53,736	..	53,736
Wahgunyah .. ..	..	41,731	..	..	43,964	..	104,213
Country Wheat Dépôts	1,492,243	..	..	..	..	..	..
Other Stations	959,933	722,339	1,212,145	934,976	1,067,983	1,611,976	..
TOTALS	12,613,780	12,720,251	8,447,655	10,316,955	16,055,186	7,636,133	..

APPENDIX No. 32.

RETURN OF TRAFFIC AT
EACH STATION.

APPENDIX No. 32.

RETURN OF TRAFFIC AT EACH STATION.

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APPENDIX No 32.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.			
MELBOURNE—Spencer - street, Country	1,873,065	734,560 0 9	177,888 12 8	3,024 17 1	746,413	967,450	1,251,038 1 7	836	162	71	411	672	517	78	2,419	5,075 2 11	2,245,330 15 10
MELBOURNE—Spencer - street, Suburban	2,390,158	73,744 0 10															
MELBOURNE—Tourist Bureau, Country	361,064	301,219 19 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	301,425 19 11
MELBOURNE—Tourist Bureau, Suburban	2,852	206 0 8															
MELBOURNE—Flinders - street, Country	855,609	155,768 9 9	79,653 5 6	100 4 7	..	..	..	..	..	..	..	..	..	..	..	..	502,453 18 4
MELBOURNE—Flinders - street, Suburban	13,298,901	266,981 18 6															
MELBOURNE—Prince's - Bridge, Country	142,275	18,952 18 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	57,122 19 6
MELBOURNE—Prince's - Bridge, Suburban	2,207,586	88,170 0 8															
Total—Country ..	3,232,013	1,210,501 8 7	257,541 18 2	3,125 1 8	746,413	967,450	1,251,038 1 7	836	162	71	411	672	517	78	2,419	5,075 2 11	3,106,333 13 7
Total—Suburban ..	17,899,497	379,052 0 8															
MELBOURNE—ECHUCA LINE.																	
North Melbourne ..	1,198,808	15,878 9 8	1,437 18 6	10 2 5	..	1	0 4 9	..	..	..	..	..	..	..	..	..	17,326 15 4
Arden-street ..	..	..	..	..	34,044	139,304	9,756 11 8	..	..	..	..	..	..	..	..	..	9,756 11 8
Middle Footscray ..	489,349	6,551 6 11	34 3 2	0 6 2	..	..	..	..	..	..	..	..	..	..	..	..	6,585 16 4
West Footscray ..	766,112	10,528 10 3	885 8 2	83 5 7	32,930	62,554	18,102 11 10	..	..	..	..	..	..	..	..	..	29,599 15 10
Tottenham ..	102,835	1,286 3 6	9 12 3	0 6 3	..	..	..	..	..	..	..	..	..	..	..	..	1,296 2 0
Sunshine ..	602,469	16,886 17 6	1,705 11 5	11 6 8	19,596	55,037	39,685 1 5	2	2	..	..	2	2	..	..	..	58,299 15 1
Albion ..	128,700	2,919 14 0	12 12 0	0 2 1	..	668	..	..	..	..	..	..	..	..	..	..	2,932 8 1
Albion Stone Siding ..	..	..	..	..	201,584	962	36,455 1 10	..	..	..	..	..	..	..	..	..	36,485 1 10
Darling's Siding ..	..	..	..	..	35,425	27,072	5,948 8 4	..	..	..	..	..	..	..	..	..	5,948 8 4
St. Albans ..	128,463	2,685 6 5	41 7 4	3 5 3	48,548	1,423	7,187 10 6	..	..	..	..	..	..	..	..	..	9,917 9 6
Sydenham ..	8,010	382 11 5	120 3 3	11 13 3	5,903	8,809	1,469 9 5	4	3	6	..	1	10	44	..	48 0 1	2,031 17 5
Digger's Rest ..	12,335	621 6 1	98 12 2	0 14 1	4,979	4,785	1,147 3 1	2	9	125	3	3	6	96	14	264 5 6	2,132 0 11
Sunbury ..	40,790	3,378 9 8	252 1 5	39 16 3	4,933	6,604	1,469 5 1	17	121	128	23	34	63	155	..	871 1 11	6,010 14 4
McKay's Siding ..	..	..	..	..	107	47	20 19 3	..	..	..	..	..	..	..	..	..	20 19 3
Clarkefield ..	6,413	764 4 6	128 9 11	29 7 9	1,484	989	491 5 0	4	48	156	..	2	87	71	1	633 19 8	2,047 6 10
Riddell ..	5,833	951 8 3	94 4 6	33 15 5	2,580	322	827 12 8	5	37	39	..	6	22	27	..	203 10 11	2,110 11 9
Gisborne ..	11,484	1,593 12 11	152 12 10	6 16 10	3,257	8,966	1,195 11 9	5	43	49	2	9	41	103	1	300 19 7	3,249 13 11
Macedon ..	19,940	3,205 17 11	850 1 8	16 13 3	852	2,162	386 6 0	5	1	..	1	4	17	20	2	26 3 8	4,485 2 6
Woodend ..	34,456	5,826 0 7	390 15 4	41 9 1	4,426	7,614	2,360 0 10	8	51	58	2	12	25	47	4	335 7 8	8,453 13 6
Carlsruhe ..	4,397	224 0 3	47 4 4	0 11 9	40	81	41 7 1	3	5	18	1	2	1	9	..	92 9 10	4,05 13 3
Kyneton ..	48,824	10,417 5 11	1,372 19 2	302 9 1	12,119	14,249	5,739 13 7	40	222	381	53	39	336	576	50	3,245 9 2	21,077 16 11
Redesdale Junction ..	1,414	105 2 8	43 13 9	0 2 1	32	888	24 13 2	..	..	..	..	..	..	..	..	..	173 11 8
Malmesbury ..	9,163	1,565 3 10	248 19 6	10 19 8	620	629	408 17 6	3	25	97	27	6	23	39	6	527 17 2	2,761 17 8

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Taradale	6,600	553 1 5	125 1 8	0 12 9	1,275	6,624	327 17 0	1	1	3 3 0	1 009 15 10	
Elphinstone	6,126	704 16 5	139 8 2	1 19 4	1,980	897	1,099 8 8	4	31	58	..	3	10	20	388 12 8	2,534 5 3	
Chewton	4,717	660 14 7	106 13 9	1 8 9	133	297	113 3 2	..	..	..	..	1	..	1	..	..	822 0 3	..
Castlemaine	73,607	15,831 6 2	1,304 2 4	43 5 7	7,201	22,579	9,918 0 3	13	18	20	11	9	16	173	69	..	161 0 9	27,252 15 1	
Harcourt	16,393	1,478 17 10	379 14 0	0 7 5	14,514	7,681	10,617 12 2	..	5	..	..	2	..	2	..	1	12 3 4	12,488 14 9
Ravenswood	2,278	273 14 10	104 14 0	1 1 2	1,999	1,199	569 6 9	..	1	54	..	..	3	18	..	..	203 6 7	1,202 3 4
Kangaroo Flat	3,820	749 19 11	133 19 2	59 17 6	14,974	3,483	4,041 17 7	..	..	..	..	2	1	..	..	..	4,985 14 2	..
Golden Square	11,782	2,562 10 9	626 12 9	2 6 9	1,670	10,906	1,741 16 3	..	..	..	..	..	..	..	284	..	0 16 10	4,984 3 4
Bendigo	211,345	65,450 13 3	7,200 8 2	1,521 18 1	63,753	90,150	65,024 17 1	148	717	3,540	102	140	1,403	4,025	155	16,025 16 1	155,223 12 8	3,882 18 2	
White Hills Siding	19,725	895	3,882 18 2	2,670 13 0	..
Epsom	1,755	211 5 9	46 10 0	18 12 4	5,281	4,841	2,394 4 11	7	907 11 8	..
Huntly	741	123 1 1	19 18 5	108 19 4	792	231	680 17 4	32	..	..	..	19	..	..	..	29 15 6	481 5 9	..
Bagshot	665	126 13 2	9 1 7	0 4 0	974	184	345 7 0	2	211 17 9	..
Wellford	346	52 18 8	8 17 9	0 9 7	394	439	149 11 5	937 13 2	..
Goornong	4,998	824 4 6	87 15 0	12 10 4	3,515	1,630	1,714 5 11	5	38	163	4	4	19	76	..	302 1 3	2,940 17 0	..	
Avonmore	1,267	254 12 0	20 6 11	0 1 4	3,462	660	2,022 12 11	1	7	5	2,297 13 2	..
Elmore	17,374	3,921 0 8	315 11 10	136 14 6	5,079	9,943	3,500 3 6	33	204	338	15	20	122	237	..	1,401 2 5	9,274 12 11	..	
Rochester	18,527	5,963 3 6	470 13 3	85 13 0	5,641	21,050	4,528 9 1	30	157	584	54	14	146	377	1	2,842 1 6	13,590 0 4	..	
Strathallan	747	244 15 3	25 5 6	0 12 3	1,923	1,258	987 16 7	2	..	..	..	6	4	87	..	498 11 5	1,757 1 0	..
Echuca	42,136	18,153 11 2	1,175 8 9	315 5 11	22,674	47,164	15,709 12 3	76	544	961	47	92	707	905	18	6,016 9 9	41,370 7 10	..	
Echuca Wharf	8,244	2,690	17,519 4 7	17,519 4 7	..
DENILQUIN LINE.																			
Moama	1,264	310 8 7	135 6 7	7 12 5	1,226	1,102	1,376 18 6	3	1	3	8	17	2 10 6	1,832 16 7	..
Barnes	106	8 11 4	8 11 4	..
Balranald Junction	782	53 11 10	3 8 11	..	3,298	10,825	1,826 12 8	1	..	2	8 11 4	..
Moira	452	51 9 7	8 17 3	11 19 5	4,157	525	2,728 8 9	3	221	424	..	11	204	68	..	4,208 19 8	7,009 15 1	..	
Mathoura	4,281	1,310 19 4	144 5 8	13 14 10	5,276	3,240	3,676 2 7	23	359	331	3	22	106	212	5	4,656 15 6	9,798 17 11	..	
Gulpha Siding	657	80 14 11	3 4 0	..	4,644	977	2,124 6 4	6	70	107	1	8	30	36	..	1,301 15 7	3,510 1 0	..	
Hill Plain Siding	1,716	12	638 4 7	638 4 7	..
Denilquin	9,680	7,798 8 3	999 2 5	179 10 10	8,038	10,824	14,125 10 7	38	1,287	2,102	12	50	381	482	..	24,022 6 4	47,124 18 5	..	
LANCIEFIELD LINE.																			
Bolinda	799	98 19 3	24 10 7	..	847	168	286 18 11	1	20	75	4	..	10	36	1	207 12 8	618 1 5	..	
Monegeetta	1,140	115 2 0	72 9 0	0 2 1	220	177	108 18 10	..	..	..	..	..	..	..	..	..	296 11 11	..
North Monegeetta	874	31 18 9	6 13 8	..	2	..	5 18 5	..	..	..	..	..	..	..	..	..	44 10 10	..
Romsey	6,862	1,242 1 5	196 19 11	3 2 3	7,234	1,690	2,923 10 3	9	51	160	11	1	22	77	..	532 17 5	4,898 11 3	..	
Lancefield	6,880	1,400 15 4	228 0 6	12 8 2	10,900	2,709	3,821 13 9	2	91	266	11	10	34	145	..	1,023 10 4	6,481 8 1	..	
DAYLESFORD LINE.																			
Tylden	773	188 4 10	20 15 1	0 10 2	249	400	134 19 7	2	7	40	..	2	1	12	..	149 15 5	489 5 1	..	
Fern Hill	2,472	444 14 9	44 2 4	1 1 3	5,269	726	2,736 2 6	1	1	..	..	2	1	..	..	3 19 0	3,229 19 10	..
Trentham	10,884	1,854 13 6	180 12 1	5 7 2	7,382	2,578	4,255 11 9	5	21	60	7	10	29	30	4	364 3 4	6,660 7 10	..	
Lyonville	3,624	260 15 2	22 18 9	0 2 1	1,825	239	893 9 10	..	..	..	..	..	1	..	..	..	1,177 5 10	..
Bullarto	2,711	256 7 11	14 3 2	0 4 1	1,751	223	954 9 2	2	..	..	..	7	..	2	..	10 15 4	1,215 19 8	..
Musk	1,653	109 0 10	16 6 9	..	987	742	546 2 8	..	..	..	..	..	1	3	..	671 10 3	..	..
Daylesford	21,684	5,982 12 2	582 13 5	44 6 10	5,037	6,801	3,615 0 3	13	19	27	20	15	71	77	12	212 14 10	10,387 7 6	..	
Woodburn	160	9 19 2	0 10 1	10 9 3
Sailor's Falls	370	25 1 8	7 12 0	0 6 0	78	30	49 11 8	82 11 4
Leonard	608	59 1 0	44 17 3	0 7 11	1,774	200	638 14 5	743 0 7
Wombat	618	62 18 7	4 6 1	0 3 10	2,575	31	435 19 2	503 7 8
Rocklyn	1,590	90 1 1	32 3 0	0 8 9	2,430	88	478 3 3	590 16 1
Newlyn	3,774	245 8 1	27 0 4	0 12 7	13,288	1,585	7,588 7 9	20	56	76	13	7	14	9	2	398 16 3	8,260 5 0	..	
Kingston	3,044	285 2 0	26 8 9	17 14 4	9,956	1,223	5,672 13 1	7	5	1	..	4	6	1	1	16 10 8	6,018 8 10	..	
Allendale	5,601	391 10 9	53 18 5	7 11 3	2,591	1,670	1,276 4 6	11	48	189	51	2	4	39	2	681 11 6	2,410 16 5	..	
Broomfield	1,961	121 6 7	11 2 1	0 4 6	12	71	6 5 9	188 18 11
REDESDALE LINE.																			
Edgecombe	16	2 5 3	0 2 2	..	1,125	1	370 12 7	373 0 0	..
Green Hill	69	5 14 2	2 18 1	0 4 2	62	16	31 16 1	40 12 6
East Metcalfe	213	25 4 8	4 18 10	0 0 8	65	120	45 5 4	143 1 6	218 11 0
Emberston	106	8 13 9	3 10 10	..	5	5	58 2 5	70 7 0
Barfold	379	50 6 7	15 9 5	5 12 8	6,671	140	1,608 13 1	1	..	70	..	1	..	1	..	281 1 1	1,956 2 10
Redesdale	695	170 9 11	238 3 0	1 10 4	5,434	553	2,268 11 8	68	2	..	2	3	..	231 18 2	2,905 13 1

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.														
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.													
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.													
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.															
	£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.	£	s.	d.							
SHELBORNE LINE.																														
Muckleford	669	31 3 2	11 16 10	0 2 1	902	200	236 10 6																		279 12 7					
Maldon	27,101	2,675 17 3	364 1 10	3 17 5	1,119	1,974	658 13 0	3	7	46	1	6	3	3	1										263 3 4	3,965 12 10				
Pollard	1	0 1 0			26	3	60 9 0																			60 10 0				
Shelbourne	195	63 13 10	22 4 9	0 3 5	4,129	2,578	2,188 19 11			6																97 1 6	2,372 3 5			
CASTLEMAINE-MARYBOROUGH LINE.																														
Campbell*	1,503	136 11 10	86 2 6	0 3 5	7,818	354	2,124 15 0		1	1		1		2												5 6 9	2,352 19 6			
Guildford	7,644	535 2 8	91 8 9	1 7 3	2,619	469	1,445 18 1					2	1	5														2,073 16 9		
Strangway	1,057	132 6 5	24 14 2	0 17 1	595	78	248 14 4																				406 12 0			
Newstead	8,829	1,574 9 10	203 15 11	156 10 8	6,050	1,971	4,007 2 2	13	135	125	121	12	20	41	18												1,420 1 9	7,362 0 4		
Joyce's Creek	1,105	115 16 10	15 8 4	0 0 8	2,053	248	1,033 0 10		1				2														2 19 4	1,167 6 0		
Moolort	1,046	262 15 7	21 6 11	3 9 10	4,174	478	2,143 2 10	2		69	1	1		9													401 10 1	2,832 5 3		
State Rivers and Water Supply																														
Siding					11,159	45	4,033 15 9																					4,033 15 9		
Carisbrook	4,993	997 18 1	78 1 11	8 17 11	10,805	991	5,279 13 6	5	23	53	49	1	32	46	4												1,008 13 8	7,373 5 1		
Maryborough	46,450	14,849 17 0	1,305 15 8	51 16 6	13,588	19,079	10,366 17 6	16	13	50	3	14	51	56	5													318 2 5	26,892 9 1	
MARYBOROUGH-MILDURA LINE.																														
Simson	225	9 2 7	0 2 3																									9 4 10		
Havelock	458	18 11 3	16 19 10		352	27	150 7 6																					185 18 7		
Bet Bet	2,008	274 6 2	25 12 9	1 1 8	17,401	635	9,169 5 3																					9,474 14 10		
Dunolly	7,422	1,892 6 10	201 1 5	15 5 3	27,758	1,748	8,809 3 9	3	17	91	5	2	1	85														11,432 17 2		
Goldsbrough	1,019	162 0 10	15 0 7	0 15 8	7,271	222	2,713 8 3																					2,891 5 4		
Bealiba	4,631	1,241 18 9	122 16 6	11 9 1	33,805	1,703	11,038 3 9	8	10	93	5	11	5	19														12,937 1 7		
Maffesioni's Siding					2,458	35	1,226 17 9																					1,226 17 9		
Emu	1,522	358 9 3	42 0 9	18 15 4	9,069	562	5,013 3 1	3		1		6	1	2														5,445 19 6		
Carapooee	713	179 1 1	20 12 0	1 5 6	7,284	373	2,999 13 1	3		2		3		4														3,212 19 8		
St. Arnaud	16,942	9,302 8 3	771 1 2	85 16 4	17,837	20,012	12,440 15 10	14	42	255	1	10	19	156	2													1,646 13 0	24,246 14 7	
Sutherland	675	186 17 7	17 11 8	0 9 0	7,420	11,478	3,753 13 6	2		63		6	1	7														386 18 0	4,345 9 9	
Swanwater	216	60 3 9	2 9 0		5,154	7,031	2,368 9 6	3				3																12 12 8	2,438 14 11	
Cope Cope	1,606	611 19 2	39 19 6	12 11 3	8,051	7,530	5,157 13 10	8	1	43		5	2	15														279 12 11	6,101 16 8	
Donald	11,520	6,999 6 4	594 7 7	149 4 3	15,642	20,331	13,021 18 6	20	33	37		12	22	443	1													1,606 12 4	22,371 9 0	
Lake Buloke	16	3 9 1			246	66	145 16 10																						149 5 11	
Litchfield	1,496	327 13 7	30 3 3	8 0 3	7,872	7,618	5,218 14 7	1		66		3	1	2														398 6 8	5,982 18 4	
Massey	413	80 0 9	7 7 11		3,158	1,084	2,045 4 11							3															2,132 13 7	
Watchem	3,708	1,624 2 2	106 4 7	51 18 3	6,380	7,047	4,758 2 3	20	43	220		11	3	109														1,684 9 0	8,124 16 3	
Morton Plains	212	90 7 4	1 5 0		2,106	312	1,513 9 5	1		19				2															101 13 0	1,706 14 9
Birchip	7,072	4,190 1 7	418 6 10	131 19 6	4,047	10,336	4,539 14 11	21	44	363	8	15	16	230	3													1,921 8 10	11,201 11 8	
Karyrie	87	31 5 1	1 11 6	34 18 8	566	105	501 11 9	1		45		1		9															130 9 4	699 16 4
Kinnabulla	406	105 10 2	13 17 5	0 11 9	2,639	815	1,894 9 7	1		63				5															135 1 0	2,149 9 11
Curyo	1,076	233 1 3	21 17 3	0 18 10	2,336	923	1,672 2 7	5	8	49		4		8															232 6 0	2,210 5 11
Watchuppa	633	279 4 0	36 4 7	8 5 10	3,815	1,353	2,797 13 3		1	39		3		11															210 18 5	3,332 6 1
Woomelang	4,440	2,463 8 9	204 13 0	58 17 7	5,148	4,476	3,799 9 1	18	13	69	1	8	11	71															447 4 5	6,971 12 10
Lascelles	2,494	1,334 16 4	81 18 5	18 2 2	3,474	1,669	2,764 6 3	18	2	35		13	17	34															398 3 1	4,597 6 3
Gama	141	74 15 4	8 0 3	0 8 2	2,652	515	1,929 5 2																							2,012 8 11
Torpey's Siding					1,899	143	1,267 19 11																							1,267 19 11
Turriff	1,008	450 12 9	45 4 7	9 9 0	2,795	923	1,941 16 2	11	2	5		11	3	10															23 13 6	2,470 16 0

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Speed	2 055	1,078 4 10	127 18 6	3 16 11	2,859	1,251	2,246 8 7	4	7	36	2	10	8	31	2	306 4 9	3,757 13 7
Tempy	2,444	1,129 18 8	100 16 8	4 14 2	2,930	1,975	2,224 6 1	4	4	..	..	5	4	17	..	10 17 6	3,470 18 1
Gypsum Siding	138	78 17 3	1 1 11	..	9,323	502	7,315 15 5	..	..	..	..	..	..	..	..	..	7,395 14 7
Bronze wing	153	144 13 8	17 6 10	0 9 11	1,312	746	1,001 7 7	..	..	..	..	1	..	..	..	..	1,163 18 6
Nunga	95	66 10 10	8 8 11	0 1 5	857	623	852 7 4	..	..	..	..	..	..	..	..	1 18 3	724 6 9
Ouyen	11,557	7,899 14 7	602 11 0	94 6 10	8,851	7,686	3,822 19 8	27	13	45	..	33	20	43	..	587 2 4	13,006 14 5
Klamal	280	173 3 9	9 17 11	0 8 10	1,922	1,326	1,452 1 1	..	..	..	..	..	..	..	..	3 10 0	1,639 1 7
Trinita	92	18 7 0	..	..	152	240	118 19 0	..	..	..	..	..	..	..	..	..	137 6 0
Hattah	846	299 3 0	60 7 1	3 12 0	1,701	877	512 7 2	2	1	..	..	3	4	..	..	8 1 6	833 10 9
Nowingi	398	130 3 5	59 13 3	..	185	1,418	92 6 4	..	..	..	..	..	..	..	..	..	232 3 0
Boonconar	500	280 9 11	25 17 9	..	1,281	827	800 1 1	2	..	..	..	5	..	..	..	1 9 8	1,107 18 5
Carwarp	1,834	897 0 9	101 17 2	0 7 5	2,307	1,584	1,423 9 8	6	3	7	2	7	5	5	1	111 10 2	2,534 5 2
Yatpool	582	280 0 10	46 19 1	..	2,178	479	605 14 0	1	..	..	..	3	2	15	..	1 10 6	934 4 5
Redcliffs	22,322	7,166 2 1	496 15 3	11 3 8	7,239	40,550	12,029 13 2	10	1	..	..	16	11	2	..	43 18 0	19,747 12 2
Irvyale	9,328	2,531 10 9	103 2 6	23 15 4	9,654	10,590	17,348 13 6	2	1	..	..	21	..	..	..	9 18 5	20,017 0 6
Mildura	53,818	23,654 14 10	2,112 5 2	286 17 3	12,226	61,932	18,694 11 2	18	21	201	..	21	9	36	4	1,660 10 0	46,358 18 5
Mildura, Bookings on Rail Motor	8,062	315 3 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	315 3 2
MERBEIN-YELTA LINE.																	
Merbein	21,926	3,910 13 7	337 19 7	23 18 8	13,894	15,755	25,346 14 6	1	3	..	1	7	14	3	..	20 11 6	29,639 17 10
Merbein West	76	3 9 4	..	..	44	190	99 14 11	..	1	..	..	..	..	..	..	3 0 9	106 5 0
Yelta	95	5 17 4	0 4 3	..	491	2,651	729 2 11	..	..	..	..	..	..	..	..	..	735 4 6
MARYBOROUGH-ARARAT LINE.																	
Adelaide Lead	210	16 12 1	1 2 10	..	..	..	0 8 6	..	..	..	..	..	..	..	..	..	18 3 5
Bung Bong	547	45 6 10	8 3 4	0 2 9	34,665	456	11,532 11 9	..	..	..	..	..	..	..	..	..	11,636 4 8
Homebush	737	79 14 3	22 19 3	9 7 6	1,841	42	858 8 9	..	..	..	..	..	..	..	..	..	961 9 9
Avoca	5,045	1,463 18 3	273 2 10	102 6 6	17,335	2,934	8,204 12 10	5	21	58	9	7	11	19	..	932 13 1	10,931 13 6
Amphitheatre	1,492	323 1 11	47 3 10	0 10 5	4,170	665	2,010 2 0	1	..	..	..	3	..	2	..	10 7 1	2,391 5 3
Elmhurst	1,340	375 10 4	51 14 5	1 11 4	716	819	867 8 10	1	34	50	..	2	..	6	..	382 1 4	1,678 15 3
Eversley	129	19 13 4	1 2 0	..	4,631	173	799 15 1	..	..	..	..	18	..	1	..	49 19 6	870 9 11
Ben Nevis	861	154 16 2	16 2 8	2 12 0	1,068	94	300 8 7	1	..	..	..	..	..	..	..	3 5 6	477 4 11
Dunneworthy	283	22 6 4	0 9 5	..	1,068	124	631 2 3	..	..	..	..	..	..	1	..	..	653 18 0
Warra Yadin	72	7 16 10	..	..	42	11	19 4 6	..	..	..	..	..	..	..	..	..	27 1 4
NAVARRE LINE.																	
Crowlands	662	90 17 10	16 10 5	..	1,249	152	575 5 1	..	..	8	1	..	1	..	..	38 16 9	721 16 1
Joel	264	42 6 4	3 0 7	..	3,663	170	1,586 15 8	..	..	..	..	..	..	1	..	..	1,632 2 7
Landsborough	890	215 15 0	18 4 0	26 18 1	3,999	691	2,316 7 3	1	4	3	2	1	1	2	..	60 11 10	2,637 16 2
Cowley's Siding	..	..	..	..	1,353	..	687 0 11	..	..	..	..	..	..	..	..	..	687 0 11
Tulkara	79	15 11 2	0 14 6	..	2,162	121	1,249 10 4	..	..	..	..	..	..	..	..	..	1,265 16 0
Navarre	523	284 18 7	36 18 5	1 9 1	13,996	769	8,700 16 6	1	1	30	..	..	..	26	..	190 6 4	9,214 8 11
BALLARAT-MARYBOROUGH LINE.																	
Selkirk's Siding	..	..	..	..	18,454	1,981	10,905 15 4	..	..	..	..	..	..	..	..	..	10,905 15 4
Waubra Junction	1,400	54 4 4	3 0 5	0 0 8	..	..	..	..	..	..	..	..	..	..	..	..	57 5 5
Sulky	2,150	53 0 2	3 16 6	0 2 2	1	115	5 13 1	..	..	..	..	..	..	..	..	..	62 11 11
Bald Hills	5,949	132 12 5	4 5 0	..	4	9	7 5 0	..	..	..	..	..	..	..	..	..	144 2 11
Creswick	30,647	2,040 3 3	207 17 8	17 9 3	1,413	1,197	740 1 11	1	6	..	..	1	6	..	..	6 0 7	3,011 12 8
North Creswick	7,086	608 16 9	36 1 2	2 8 4	750	1,681	395 12 6	..	..	..	..	..	..	..	..	10 2 3	1,053 1 0
Tourello	939	93 12 6	8 10 6	0 18 3	106	214	90 10 7	..	..	113	..	..	..	..	..	461 11 9	655 3 7
Clunes	7,767	1,760 6 4	153 17 6	3 7 4	2,378	3,318	2,432 4 7	8	184	166	22	8	17	46	8	1,494 13 11	5,844 9 8
Talbot	12,040	1,472 12 11	139 5 2	3 2 8	60,831	1,296	16,202 12 11	6	16	32	18	7	..	2	3	466 16 2	18,284 0 10
Daisy Hill	164	17 12 9	1 4 11	..	..	..	1 11 9	..	..	..	..	..	..	..	..	..	20 9 5
WAUBRA LINE.																	
Pisgah	1,041	11 9 9	..	..	..	4	..	..	..	..	..	..	..	..	..	..	11 9 9
Midas	154	9 5 8	..	..	43	128	14 11 7	..	..	1	..	..	..	..	..	7 1 9	90 10 0
Blowhard	1,339	82 7 9	11 19 5	0 5 2	3,444	525	1,826 5 1	3	20	41	..	2	8	..	..	176 17 10	2,097 15 3
Learmonth	1,294	149 8 8	15 2 11	0 0 8	1,964	532	1,076 14 0	..	1	..	..	1	2	2	..	3 7 0	1,244 13 3
North Learmonth	469	54 6 1	0 0 10	..	67	..	..	..	..	..	..	..	..	..	..	..	54 6 11
Addington	605	79 10 9	59 5 2	0 1 4	1,466	81	763 3 10	1	..	41	..	..	3	8	..	60 9 0	962 10 1
Waubra	2,263	324 5 0	85 8 11	1 1 4	10,742	1,186	5,834 2 10	12	50	76	18	12	9	20	5	352 8 10	6,597 7 8

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.		
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.				
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		£ s. d.	
DUNOLLY-INGLEWOOD LINE.																			
Painswick	12	4 5 11	..	..	293	..	74 13 2	..	..	..	..	..	..	..	..	..	..	78 19 1
Laurie	14	1 5 5	0 1 7	..	570	39	280 8 11	..	..	..	..	..	..	..	..	..	..	281 15 11
Farnagulla	858	234 7 9	63 17 11	6 16 7	1,661	687	963 6 10	..	..	..	..	..	..	..	..	..	..	1,268 9 1
Llanelly	269	32 1 10	17 16 11	..	3,564	511	1,626 0 5	..	..	..	..	..	..	..	..	..	..	1,675 19 2
Arnold	435	52 18 0	22 0 0	..	3,115	276	1,668 16 8	1	1	60	..	..	..	..	..	..	..	1,940 19 8
Bullabul	62	4 3 1	1 5 0	0 4 2	210	33	124 8 9	..	..	..	..	..	..	..	..	..	..	180 1 0
MURRAYVILLE LINE.																			
Tiega	210	30 9 7	5 19 4	..	621	249	597 3 8	..	..	..	..	..	..	..	..	..	..	633 12 7
Galah	478	128 4 5	21 7 8	6 6 4	1,962	1,217	1,554 11 4	1	1	..	..	..	..	..	..	..	..	1,714 14 1
Walpeup	1,817	817 8 4	108 17 6	1 11 5	4,128	4,943	3,509 11 1	10	7	28	..	..	..	..	..	..	..	4,739 10 9
Torrta	406	157 15 8	21 11 7	0 4 1	2,006	2,686	1,610 19 10	..	..	..	..	..	..	..	..	..	..	1,790 11 2
Underbool	1,989	1,167 18 10	162 0 0	4 0 9	8,187	2,626	7,218 17 8	6	3	21	2	..	..	..	..	..	..	9,067 12 4
Linga	812	275 7 4	27 13 1	..	7,495	948	6,398 8 10	3	1	4	..	..	..	..	..	..	..	6,761 19 9
Boinka	1,090	309 11 4	44 3 11	1 8 3	1,400	884	1,222 11 4	2	1	4	..	..	..	..	..	..	..	34 16 5
Tutye	768	254 6 6	50 9 5	6 10 2	2,015	771	1,640 17 4	4	2	6	..	..	..	..	..	..	..	2,087 2 6
Cowangie	1,670	773 16 11	115 1 3	29 2 5	4,596	1,888	3,729 10 7	3	1	7	..	..	..	..	..	..	..	345 13 11
Danyo	231	92 1 4	26 4 8	0 9 6	5,073	677	4,069 10 4	..	..	..	..	..	..	..	..	..	..	4,188 5 10
Murrayville	2,753	1,417 9 2	160 11 2	0 18 5	5,808	3,384	5,057 17 1	6	..	78	..	..	..	..	..	..	..	7,160 15 0
MURRAYVILLE-PINNAROO LINE.																			
Carina	128	16 1 10	18 16 1	0 0 8	5,168	969	3,752 13 7	..	1	..	..	..	..	..	..	..	..	3,788 4 2
Panitya	114	23 4 7	25 9 7	0 2 1	5,372	1,208	4,403 8 11	1	..	8	..	..	..	..	..	..	..	4,485 19 8
REDCLIFFS-WERRIMULL LINE.																			
Thurla	23	2 3 4	0 16 8	0 0 8	343	78	138 9 7	..	..	..	..	..	..	..	..	..	..	141 10 3
*Mildura Shire Council Siding	..	..	..	..	1,875	5	218 6 9	..	..	..	..	..	..	..	..	..	..	218 6 9
Benetook	64	9 9 10	7 16 3	..	3,502	605	530 4 2	..	..	..	..	..	..	..	..	..	..	547 10 3
Pirita	95	15 8 2	9 3 7	0 8 10	2,434	894	467 8 8	..	1	..	..	..	..	..	..	..	..	493 4 9
Merrinee	155	89 6 4	17 8 8	0 17 1	680	1,122	385 16 2	1	..	..	..	..	..	..	..	..	..	499 2 9
Karrawinna	121	29 0 1	10 1 7	0 8 10	604	830	401 8 1	..	..	..	..	..	..	..	..	..	..	445 14 6
Werrimull	551	307 19 1	31 8 1	1 16 3	1,862	3,524	1,524 2 0	3	..	..	..	..	..	..	..	..	..	1,871 2 10
WERRIMULL-MERINGUR LINE.																			
*Bambill	15	2 15 2	0 5 11	..	2,428	189	640 19 11	..	..	..	..	..	..	..	..	..	..	644 1 0
*Yarrara	3	0 16 8	0 11 7	..	337	202	117 14 8	..	..	..	..	..	..	..	..	..	..	119 2 11
*Meringur	76	41 12 11	0 15 4	..	10	311	17 17 6	..	..	..	..	..	..	..	..	..	..	60 5 9
BENDIGO-SEA LAKE LINE.																			
California Gully	1,188	29 17 5	0 1 0	..	7,063	6,037	1,974 6 0	..	..	..	..	..	..	..	..	..	..	2,004 4 5
Eaglehawk	7,215	1,205 15 0	191 13 4	9 12 1	5,442	2,768	2,525 12 4	..	..	..	..	..	..	..	..	..	..	3,934 5 7
Marong	1,901	228 16 8	41 19 0	1 14 4	792	2,312	612 4 6	8	1	..	..	..	..	..	..	..	..	891 16 6
Leichardt	435	64 11 3	4 5 11	0 8 0	1,627	419	781 5 9	2	1	..	..	..	..	..	..	..	..	957 4 1
Derby	842	132 5 0	13 8 3	0 8 0	5,840	917	2,417 16 6	..	..	..	..	..	..	..	..	..	..	2,630 0 6
Bridgewater	5,126	1,111 17 11	77 9 9	11 0 7	22,650	25,854	12,421 17 10	14	86	184	7	..	..	..	..	..	..	14,700 14 2
Inglewood	7,435	2,307 8 11	253 16 11	36 14 6	4,090	3,787	2,194 11 5	1	..	..	..	..	..	..	..	..	..	4,906 5 3
Kurting	497	83 14 10	19 13 10	..	2,838	291	836 6 7	..	..	..	..	..	..	..	..	..	..	1,137 7 2

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS	GOODS.			LIVE STOCK.								TOTAL OUTWARD TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
SWAN HILL LINE.																	
Myer's Flat	272	11 15 0	6 2 10	..	17	2	25 10 4	..	..	..	..	..	..	..	..	43 17 2
Woodvale	283	31 11 0	4 9 0	1 1 2	1,173	1,686	571 1 9	..	..	..	..	..	..	..	..	608 2 11
Sebastian	976	132 9 8	10 11 1	0 3 10	2,925	2,702	1,252 2 5	1	1	19	..	..	..	..	19 17 3	1,415 4 3
Raywood	2,484	491 4 8	61 6 4	10 4 5	4,882	1,917	2,615 10 8	6	23	189	..	3	4	34	386 15 11	3,565 2 0	
Tandarra	2,261	405 9 7	39 3 10	1 13 3	3,748	2,235	2,087 2 11	2	..	176	2	7	..	59	304 17 8	2,838 7 3	
Dingee	3,000	679 3 6	60 14 11	1 14 2	2,729	2,293	1,852 3 2	14	80	280	15	13	17	133	953 15 10	3,547 11 7	
Prairie	2,189	500 5 4	42 2 9	2 1 10	2,808	2,230	2,097 11 2	3	1	187	..	7	3	53	476 6 1	3,118 7 2	
Mitiamo	3,673	965 8 10	112 13 3	4 18 6	3,879	3,611	2,910 0 3	1	98	238	..	7	54	129	1,052 13 2	5,045 14 0	
Mologa	1,713	442 19 0	37 13 5	3 18 10	2,047	677	1,411 2 5	2	1	63	..	3	4	47	207 6 0	2,102 19 8	
Pyramid	7,214	2,180 8 5	229 0 11	16 7 10	3,850	7,644	2,862 9 2	32	181	189	40	36	53	101	1,897 17 11	7,186 4 3	
Mincha	934	287 3 7	45 2 4	1 4 1	633	876	851 2 8	..	14	43	36	1	3	29	405 12 11	1,590 5 7	
Macorna	2,554	821 10 3	34 17 11	1 18 8	1,030	1,905	1,205 6 1	8	177	102	12	3	35	47	1,487 0 6	3,600 13 10	
Tragowel	484	206 16 10	28 4 8	0 0 8	284	517	373 10 6	5	39	41	23	2	12	24	733 7 10	1,347 0 6	
South Kerang	37	42 0 2	1 7 5	..	16	10	35 11 4	..	..	..	..	8	..	..	..	78 18 11
Kerang	21,298	11,236 9 7	1,084 3 11	162 15 4	18,116	24,006	16,574 1 6	12	461	714	81	8	279	283	7,265 1 6	36,322 11 10	
Fairley	112	32 1 0	43 18 2	..	170	231	226 8 3	..	..	18	..	1	8	18	137 12 0	439 19 5
Lake Charm	1,926	337 5 4	62 11 11	24 13 7	2,050	1,091	1,438 10 10	3	55	74	..	1	6	13	969 17 4	2,832 19 0	
Mystic Park	2,176	396 3 8	46 16 1	16 14 11	3,019	1,817	2,277 12 2	3	..	85	26	3	20	46	650 3 5	3,417 10 3	
Tresco	1,618	497 16 11	39 12 4	1 16 9	2,755	4,137	3,070 16 9	2	..	..	..	3	..	..	5 16 9	3,615 19 6
Lake Boga	2,666	1,214 10 5	69 18 0	12 18 7	3,595	2,960	3,098 14 7	..	24	71	12	2	4	33	838 18 6	5,235 0 1	
Pental	14	4 13 10	0 1 7	..	755	102	487 12 7	..	..	..	..	..	..	..	..	492 8 0
Swan Hill	18,821	12,506 1 0	1,210 15 4	193 12 4	7,764	18,496	9,620 7 8	57	396	585	48	49	192	379	7,690 8 11	31,221 5 3	
SWAN HILL-PIANGIL LINE.																	
Woorinen	1,539	592 9 4	31 13 0	3 6 1	2,789	3,588	3,595 1 6	..	..	..	..	..	1	..	..	4,222 4 9
Pira	662	118 18 10	9 10 11	0 0 8	1,732	661	808 5 8	1	..	16	..	2	..	4	134 1 1	1,070 17 2	
Nyahwest	3,717	2,274 19 7	223 11 10	15 8 3	6,143	6,847	7,255 11 11	4	1	30	..	7	14	30	303 13 3	10,073 4 10	
Miralie	794	242 0 11	26 15 5	2 2 6	1,920	499	1,080 7 11	1	..	..	..	2	..	2	2 16 9	1,354 3 6
Piangil	2,723	1,247 8 11	145 16 1	30 4 11	3,983	3,948	3,254 7 7	13	28	48	7	14	26	60	2,371 0 8	7,048 18 2	
PIANGIL-KOOLOONONG LINE.																	
Coonimur	7	1 14 1	0 4 5	..	448	123	190 10 10	..	..	..	..	..	..	..	..	192 9 4
Natya	394	168 10 5	19 6 11	1 7 11	1,611	1,125	943 6 6	..	..	..	..	11	4	2	..	1,122 11 9
Kooloonong	1,024	742 17 1	60 18 6	5 16 9	1,312	4,641	1,102 12 11	11	34	4	4	6	12	15	569 13 11	2,481 19 2	
YUNGERA LINE.																	
*Koorcab	1	0 6 4	2 9 4	..	36	74	24 12 2	..	..	..	..	..	..	..	..	27 7 10
*Yungera	16	7 8 1	19 10 0	..	145	413	126 5 2	..	..	..	..	..	2	..	..	153 3 3
MURRABIT LINE.																	
Westby	243	17 1 3	3 2 8	..	139	219	63 3 4	..	..	..	..	..	2	..	..	83 7 3
Myall	1,136	105 6 10	2 5 8	..	626	257	473 2 4	..	..	31	..	..	12	..	304 9 10	885 4 8
Murrabit	4,850	981 9 2	54 15 3	1 12 1	1,705	11,788	1,984 8 2	7	50	67	38	5	11	74	952 3 5	3,974 8 1	

Austral Meat Siding						3,187	748	636	0	11						161	772					636	0	11				
North Williamstown	1,171,486	24,464	15	8	198	18	3	1	8	3	871	10,511	190	11	0								24,855	13	2			
Williamstown Beach	704,875	14,340	5	9	99	11	11		2	18	0												14,942	15	8			
Williamstown	370,959	12,044	5	4	143	1	11	22	3	1		16	3	0	0								12,212	10	4			
Williamstown Pier	46,740	1,154	0	7	19	10	4				208,204	255,300	43,886	13	10								45,060	4	9			
NEWPORT-SUNSHINE LINE.																												
Thomas' Siding						34,447	453	2,801	10	9													2,801	10	9			
*Defence Department Siding						538		181	18	5													181	18	5			
McKenzie and Holland's Siding						248	289	84	19	6													84	19	6			
Gray Bros' Siding						80	3	71	15	6													71	15	6			
Brooklyn Pty. Ltd. Siding						35,607	634	6,264	16	4													6,264	16	4			
Anglice Quarry Siding						5,759		1,019	0	4													1,019	0	4			
Borthwick's Siding						5,407	1,191	1,053	9	11													1,053	9	11			
Brooklyn "A" Siding							36																					
Little Brooklyn Siding						2,529	3,383	647	19	11													647	19	11			
Victorian Iron Moulding Co.'s Siding						169	880	145	0	5													145	0	5			
Pressor						4,180	1,172	885	9	8													885	9	8			
*Braybrook Pty. Co.'s Siding						4,568		818	1	10													818	1	10			
Prahran City Council's Siding						22,590	13	3,884	18	2													3,884	18	2			
Brooklyn "B" Siding							31																					
Willies' Siding						25,079	181	4,449	13	4													4,449	13	4			
Higfield Siding						36,211	658	6,163	1	5													6,163	1	5			
Melbourne Quarries' Siding						36,760		5,960	9	4													5,960	9	4			
Stanley Quarries Pty. Ltd. Siding						26,885	54	4,523	16	10													4,523	16	10			
Commonwealth Quarries						31,119	828	4,769	4	2													4,769	4	2			
ALTONA BEACH LINE.																												
Seaholme	95,766	1,663	7	4	0	1	2																1,663	8	6			
Altona Beach	171,789	3,524	9	3	14	6	1					4,071											3,538	15	4			
BACCHUS MARSH LINE.																												
Federal Manere Siding	5,592	201	3	3	52	15	3					14,663	17,152	5,938	10	6							5,938	10	6			
Deer Park	9,917	722	12	0	142	9	7	0	7	11		13,754	616	2,184	13	0							2,498	19	5			
Rockbank								32	18	7		6,828	4,479	1,682	16	6							2,634	3	10			
Cockbill's Siding												27,954	170	4,591	7	5							4,591	7	5			
Melton	19,639	1,619	7	0	346	0	9	135	7	9		13,884	5,077	3,342	9	0	33	63	92	2	35	51	78	350	7	4		
Stoughton												666	169	174	4	0										5,793	11	10
Parwan	4,018	402	4	11	42	4	9	10	14	3		7,991	1,119	2,112	11	6									174	4	0	
Bacchus Marsh	35,690	5,092	17	9	1,541	4	4	571	15	1		16,723	10,910	6,747	14	7	45	279	175	5	47	73	49	140	6	11		
Rowseley	423	58	6	4	40	13	1					5,676	526	1,561	2	4									2,708	2	4	
Inglston	626	110	9	0	97	5	0	0	18	8		198	101	78	18	0									15,230	15	2	
Ballan	11,152	2,323	1	10	461	4	11	89	3	8		2,667	6,067	1,463	0	8	20	119	375	28	19	41	180	11	27	16	9	
Bradshaw	181	29	4	9	3	12	10	3	5	0		5		3	10	4									837	0	5	
Llandello												1,274	2,598	239	17	5									6,081	0	2	
Gordon	7,537	942	3	6	244	18	8	16	17	6		3,690	5,469	1,834	1	6									39	12	11	
Millbrook	1,282	162	14	6	19	4	3	0	2	9		1,685	207	822	9	3	4	27							239	17	5	
Wallace	5,098	433	12	0	23	16	2	7	4	11		4,711	1,795	2,587	6	0	5	6	30						1	9	6	
Bungaree	8,949	1,114	3	2	109	4	2	31	4	1		11,677	3,120	6,431	3	1	2	2							2,539	10	8	
Dunstown	7,017	258	9	8	47	15	9	0	3	6		3,783	5,499	2,071	4	1									322	4	11	
FYANSFORD LINE.																												
Fyansford											127,189	58,397	101,646	19	5											1,326	15	8
QUEENSLIFF LINE.																												
South Geelong	14,941	1,731	5	6	249	10	7	3	12	6		1,717	30,379	1,243	17	9										3,228	6	4
Cheetham Salt Siding												12,678	256	7,119	1	3										7,119	1	3
Moolap	427	21	6	2	0	2	9	0	2	1																21	11	0
Leopold	604	44	13	11	3	11	8	4	2	9		497	832	201	8	5										255	16	9
Curlewis	362	38	2	5	2	19	1	0	5	7		2,265	829	601	8	11	2									646	5	3
Drysdale	7,296	642	19	3	236	1	0	13	19	10		3,860	2,455	2,031	19	4	6	36	31							3,194	3	4
Mannerin	612	66	15	3	4	4	3	0	0	8		2,167	537	736	12	10	1	4								315	0	3
Marcus	894	110	5	8	46	0	8	90	5	8		1	8	0	17	5	15									275	18	9
Queenscliff	12,276	3,093	2	9	453	19	2	4	0	10		1,499	7,397	1,239	11	11	3	3								4,851	13	8

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
																£	s.	d.
GEELONG—PORT FAIRY LINE.																		
Marshall	1,810	128 8 9	407 8 8	0 2 1	4,161	2,060	1,642 17 10	2	1	1	7	..	5	4	5	38 19 3	2,212 16 7	
Grovedale	937	84 0 1	25 3 9	..	..	..	..	..	..	..	..	..	..	..	..	..	109 3 10
Portavel	636	55 16 6	4 16 2	0 6 9	4,577	239	1,407 10 1	..	..	..	..	1	..	1	1	..	1,468 9 6
Morialac	3,920	528 9 1	72 3 1	6 6 8	4,533	1,305	1,810 6 6	6	6	77	1	7	11	61	1	328 17 5	2,746 2 9	
Buckley	810	111 7 10	13 8 10	33 17 7	2,215	348	945 5 2	7	1	..	..	13	6	2	..	11 9 3	1,115 8 8
Wynchelsea	11,077	1,799 7 7	181 10 9	9 13 11	6,123	4,256	2,822 10 8	17	37	137	22	10	9	37	3	729 3 11	5,542 6 10	
Armytage	616	101 8 8	9 10 0	2 16 8	15,592	2,094	2,781 4 7	..	..	..	..	..	3	1	..	..	2,894 19 6
Wirregurra	9,601	2,350 3 3	368 8 6	13 16 0	2,016	4,504	1,265 19 11	5	31	157	34	2	7	18	2	691 11 10	4,639 19 6	
Warnacoort	663	133 15 3	27 7 6	0 4 1	802	1,548	414 11 0	..	..	18	..	..	..	3	..	60 14 4	6,336 12 2
Irrewarra	2,684	574 1 6	1,234 3 5	10 9 0	2,745	396	387 12 9	..	25	20	..	..	5	24	..	153 12 9	3,159 19 5
Colac	60,152	16,861 7 7	3,896 11 5	484 1 4	10,666	28,667	7,879 0 4	147	346	118	346	103	583	203	205	3,898 13 9	33,019 14 5	
Larport	1,268	214 7 2	65 1 6	0 9 0	906	895	573 7 3	2	..	8	..	..	1	34	..	45 11 0	898 15 11
Hiron Yallock	3,451	1,016 14 5	123 15 8	6 18 0	2,065	1,201	1,233 0 7	1	34	..	..	7	6	1	1	147 5 1	2,527 14 7
Stoneyford	1,974	357 5 3	148 17 11	1 5 8	138	453	235 19 0	..	..	1	..	..	..	..	..	0 12 0	733 19 10
Pombornet	2,378	506 17 1	493 13 2	8 15 6	1,281	2,515	1,751 15 0	11	1	16	20	10	3	8	8	127 3 2	2,888 3 11	
Wemrite	1,215	391 6 8	52 4 1	5 4 3	169	449	258 17 11	16	109	113	..	20	37	9	..	1,479 9 7	2,187 2 6	
Camperdown	31,962	11,424 17 0	2,512 5 6	344 4 4	4,097	17,347	4,968 1 9	48	409	248	92	63	86	78	47	3,750 9 0	22,999 17 7	
Boroan	738	291 8 3	25 10 10	20 7 10	64	1,842	154 4 3	..	..	77	..	86	14	..	..	1,402 10 0	1,884 1 2
Terang	23,144	7,702 3 3	681 7 8	151 2 10	4,743	20,401	7,256 1 2	30	581	279	104	37	163	16	34	5,226 12 4	21,017 7 3	
Garvoc	2,798	499 7 7	93 17 1	2 1 3	1,349	1,562	832 7 11	2	2	5	..	..	4	5	..	50 15 10	1,478 9 8
Fannure	2,630	485 12 2	45 2 0	48 9 5	3,882	1,307	743 13 11	2	2	..	..	1	1	6	2	17 9 6	1,340 7 0
Cudgee	1,645	286 1 8	18 13 9	14 14 9	116	690	120 3 2	2	..	..	..	..	1	..	..	5 17 4	445 10 8
Allansford	4,423	1,089 4 1	62 15 7	58 10 0	1,404	9,229	1,890 1 3	3	37	12	..	5	46	1	..	199 8 3	3,289 19 2	
Warrnambool	97,074	17,672 0 4	1,762 18 8	776 13 11	40,837	61,534	17,617 16 1	46	259	48	140	45	60	168	4	3,282 0 10	41,111 14 10	
Dennington	1,790	99 12 8	531 5 3	0 17 1	15,361	17,546	5,646 11 5	..	..	..	..	..	..	..	..	..	6,278 6 1
Ilo wa	2,222	456 14 8	17 1 8	8 6 10	5,468	4,703	4,196 16 5	2	..	..	..	1	..	..	..	16 15 1	4,695 14 8
Koroit	12,817	2,939 11 6	246 13 3	165 16 10	5,845	6,263	5,455 17 5	13	122	275	9	11	21	12	..	2,619 16 11	11,427 15 11	
Crossley	344	15 14 0	2 8 0	..	3,085	529	2,207 7 6	..	..	..	..	..	..	..	..	..	2,225 10 4
Kirkstall	284	14 9 2	8 4 1	..	15	453	41 3 10	..	..	..	..	..	..	..	..	..	63 17 1
Moyno	161	9 4 0	1 4 6	..	168	100	120 11 11	..	..	..	..	..	..	..	..	..	131 0 5
Rosebrook	393	25 13 1	0 1 10	..	18,503	480	3,842 3 3	..	..	..	..	..	..	..	..	..	3,868 3 2
Port Fairy	8,598	3,703 9 5	584 3 7	82 7 8	4,928	7,177	6,080 12 0	8	35	83	3	6	8	38	..	519 2 1	10,919 14 9	
WENSLEYDALE LINE.																		
Layard	..	..	..	..	629	52	162 10 11	..	..	..	..	..	..	..	..	..	162 10 11
Gherang	..	..	..	..	18,195	96	2,590 7 7	..	..	..	..	..	..	..	..	..	2,590 7 7
Wormbete	..	..	..	..	2,866	17	456 9 6	..	..	..	..	..	..	..	..	..	456 9 6
Otway Coal Coy.'s Stiding	..	..	..	..	2,400	..	661 1 4	..	..	..	..	..	..	..	..	..	661 1 4
Wensleydale	..	..	..	..	2,706	102	587 3 6	..	..	..	..	..	..	..	..	..	587 3 6
FORREST LINE.																		
Whoorel	201	8 4 5	4 9 8	0 0 8	726	244	340 7 10	..	..	..	..	1	..	..	..	0 12 0	353 14 7
Dean Marsh	1,619	247 6 5	47 14 1	0 7 7	1,998	2,947	878 18 0	1	..	..	10	..	1	..	..	28 2 11	1,202 9 0
Pennyroyal	533	60 7 7	17 13 7	..	839	209	272 2 5	..	..	..	9	..	..	..	..	17 8 2	367 11 9
Murroon	551	89 13 2	7 1 1	..	1,454	1,315	404 2 8	2	8	30	1	1	13	18	..	170 0 4	870 17 3	
Garwon	1,733	258 13 6	16 2 4	0 8 2	5,773	2,028	3,314 7 7	1	..	..	6	1	1	..	..	17 15 0	3,607 6 7
Gerangamete	178	17 1 2	3 16 0	..	1,091	86	602 8 1	..	..	1	2	..	..	2	..	8 8 0	631 13 3
Yaughter	89	17 19 1	1 9 2	..	334	185	98 11 3	..	2	..	6	..	3	10	2	27 2 6	145 2 0	
Forrest	3,599	1,262 2 9	187 19 1	3 5 8	7,989	1,494	4,811 19 2	1	..	..	1	..	..	2	1	11 9 6	6,276 15 9

CROWES LINE.																		
Tulloh	103	5 7 10												5 7 10				
Coram	190	8 8 7												8 8 7				
Barongarook	816	64 15 2	6 10 8	0 1 5	1,289	93	898 15 4							465 2 7				
Binnam	197	12 18 7				21	0 1 2							12 18 9				
Kawarran	1,152	104 8 3	8 18 10		3,229	342	2,313 15 11							2,422 3 0				
Hitt's Siding					51		9 13 8							9 13 8				
Lovat	424	34 14 4	1 18 7		3,694	63	892 13 5							929 6 4				
Gollibrand	2,874	352 1 6	56 7 4	1 1 2	2,046	1,763	948 8 11	14	9	22	4	4	12	6	48 5 11	1,406 4 10		
Banool	202	29 11 5	1 12 9		301	21	66 13 2									97 17 4		
Wimba	439	46 6 9	1 15 9	0 2 1	543	79	350 18 1				4				21 7 0	420 9 8		
McDevitt	118	12 17 5			16	14	8 8 7									21 6 0		
Dinmont	351	23 14 7	0 4 0		984	11	546 16 3									570 14 10		
Ditchley	106	19 13 6	0 11 1		7	7	0 18 3									21 2 10		
Beech Forest	7,808	1,259 8 9	335 5 2	1 7 9	7,918	1,536	5,693 17 1	5	17	10	9	9	20	12	4	59 11 1	7,349 9 10	
Ferguson	1,168	87 3 5	3 17 7	0 0 8	2,032	1,483	1,579 5 5										1,650 7 1	
Weapornah	1,643	108 17 8	2 6 8	0 1 5	163	146	130 0 6	4	4	3			2	6	2	45 4 4	286 10 7	
Pile Siding	27	0 12 0	1 7 7		3,458	99	2,805 7 8										2,807 7 3	
Kineaid	809	74 3 11	2 4 11		3,096	119	2,792 6 8										2,868 15 6	
Wyclangta	2,193	255 17 5	54 9 2		5,235	408	4,325 13 7	5					7	10	10	2	12 10 9	4,648 10 11
Pattitt's Siding	3	0 1 3	0 1 2	0 8 2	136	61	77 0 1										77 10 3	
Stalker	1,238	172 18 5	5 5 10	0 2 1	1,828	99	1,555 15 9						2	2	1		1,734 2 1	
Macknott			8 1 7		3,186	52	2,810 5 8										2,318 7 3	
Laver's Hill	1,899	410 0 6	37 2 5	0 18 0	249	1,493	405 18 7	5	57	30	18	6	26	14	2	336 16 10	1,790 16 4	
Crowes	609	200 0 4	47 14 4	0 12 6	985	11,442	1,009 11 0	1	2	3	18	3	5	1		51 9 3	1,309 7 5	
ALVIE LINE.																		
Cororooke	1,778	101 12 2	11 16 8	1 12 11	4,312	4,367	3,327 14 2										3,442 15 11	
Coragulac	1,390	92 8 8	13 19 7		6,911	1,483	3,877 15 10										3,984 4 1	
Alvie	1,294	121 7 5	17 7 6	8 6 4	1,906	3,244	1,549 10 3									5 0 10	1,701 12 4	
TIMBOON LINE.																		
Naroghid	19	1 3 9	6 15 9		29	135	21 7 2										29 6 8	
Cobden	3,018	581 16 2	177 18 3	6 1 11	3,379	4,424	2,992 12 8	6	5	7	11	3	12	2	4	69 16 11	3,828 5 11	
Elingsamite	170	25 8 9	6 0 6		1,960	97	341 6 2										372 15 5	
Glenfyne	215	46 18 11	2 1 6	0 4 2	5,865	182	966 9 3						2				1,015 13 10	
Curdie	3,039	484 2 1	19 9 8	1 2 5	6,544	815	4,138 12 7		2	2		1	1	1		1 11 6	4,644 18 3	
Timboon	3,253	741 1 2	73 5 7	1 18 0	3,672	12,232	1,227 11 3	6	22	9	23	14	43	15	5	142 0 4	2,185 16 4	
MORTLAKE LINE.																		
Mortlake	4,295	1,858 15 8	206 18 5	139 3 6	1,464	6,342	3,267 16 8	12	24	178	21	8	28	12		1,361 0 0	6,833 14 3	
KOROIT-HAMILTON LINE.																		
Warrong	9	0 17 7			11	300	2 13 10				1					10 3 6	13 14 11	
Woolsthorpe	81	15 2 4	0 2 6	0 4 2	53	573	82 6 0			48			1	12		259 7 0	357 2 0	
Hawkesdale	612	113 6 7	21 8 3	1 8 7	1,055	946	1,406 15 4	3	47	102		1		9		937 13 6	2,480 12 3	
Minhamite	488	105 17 8	16 7 10	1 3 5	1,169	435	547 13 8	1	1	81			3	6		306 2 3	977 4 10	
Purdeet	278	47 14 4	4 9 6	0 6 9	145	375	258 1 5						1			0 16 3	311 8 3	
Penshurst	2,370	704 17 5	121 9 1	14 19 1	1,065	3,040	2,343 14 11	21	143	194	40	12	24	16	10	2,406 5 0	5,591 5 6	
Tabor	215	21 11 0	0 18 11		514	471	299 19 4						1				322 9 3	
Yatchaw	179	16 19 1	1 15 11		794	191	386 2 4	1	9	20				1		266 1 3	670 18 7	
GHERINGHAP-MAROONA LINE.																		
Murgheboluc	50	5 15 7	0 8 9		252	101	89 5 2										95 9 6	
Inverleigh	963	205 7 11	68 16 1	0 12 11	2,313	972	1,110 3 10	2	36	61	24	2	3	14		278 19 11	1,664 0 8	
Doroq	148	22 14 0	1 1 3	0 2 9	760	640	325 17 11			15			1	1		56 17 11	406 13 10	
Wingee	415	105 4 0	54 13 6	2 11 3	84	392	72 6 2		1	62		1	5	3		449 15 9	684 10 8	
Poomeet	219	46 2 10	13 2 6		329	293	147 5 8		2	66		3	3	36		163 15 0	370 6 0	
Duverney	229	78 0 9	12 18 3		4,907	550	2,556 3 1										2,647 2 1	
Berrybank	1,329	417 2 11	47 12 2	0 4 1	8,782	1,785	4,586 2 11			82	11	10	2	24	4	429 0 7	5,480 2 8	
Gnarkeet	168	69 1 8	9 13 2	0 2 1	2,865	431	1,495 17 9	1	1	4				7		24 12 0	1,599 7 8	
Lismore	2,285	1,076 7 1	147 5 5	51 1 11	5,659	3,159	3,411 10 1	6	40	282	20	22	9	37	1	1,399 4 2	6,085 8 8	

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.		
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.				
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		£ s. d.	
GHERINGHAP—MARGONA LINE—																			
<i>continued.</i>																			
Derrinallum	2,513	738 9 5	184 0 10	2 7 2	2,244	3,890	2,097 13 5	12	173	143	40	7	8	44	0	2,166 19 10	5,189 10 8		
Vite Vite	303	136 7 11	20 9 4	7 10 4	2,859	580	1,578 9 1	..	1	13	..	..	..	2	..	133 14 6	1,876 11 6	
Pura Pura	669	220 18 5	33 0 0	2 7 3	367	496	406 15 5	2	1	74	6	4	7	6	1	332 1 11	1,250 3 0		
Nerrin Nerrin	607	303 4 9	47 5 10	6 6 9	879	1,293	829 19 10	32	41	48	..	19	9	6	..	566 13 7	1,753 10 9		
Westmere	2,121	832 17 11	103 14 6	7 5 8	6,321	3,372	4,566 16 11	5	26	163	5	5	3	21	..	1,063 19 2	6,574 14 2		
Mininera	567	183 4 7	32 11 11	1 18 5	2,720	1,474	1,773 12 3	4	2	37	1	2	..	6	..	231 4 9	2,222 12 4		
Tatyoona	418	130 15 10	28 3 2	5 9 5	2,126	802	1,033 13 4	5	2	50	1	1	..	1	..	217 13 2	2,015 14 11		
BUNINYONG LINE.																			
Eureka	2,197	37 14 7	..	..	3,328	4,840	2,078 19 7	..	..	..	..	..	..	..	572	4 5 7	2,120 19 9	
York-street	1,304	19 15 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19 15 0	..
Levy	4,630	66 11 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	66 11 6	..
Canadian	6,366	87 2 0	..	..	12	190	1 6 7	..	..	..	..	..	..	..	..	..	88 8 7	..
Mount Clear	1,657	31 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	31 1 0	..
Reid	1,099	25 6 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25 6 9	..
Mount Helen	848	21 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21 1 0	..
Buninyong	54,066	1,673 5 5	114 9 0	6 12 7	1,727	1,113	1,047 2 10	3	2	..	..	..	..	5	..	16 1 6	2,357 11 4	..
BALLARAT—IRREWARRA LINE.																			
Cardigan	1,234	27 19 10	3 2 2	0 0 8	31 2 8	..
Kopke	334	14 11 2	1 15 1	16 6 3	..
Haddon	2,599	99 5 4	8 18 1	0 0 8	2,143	147	661 10 5	769 14 6	..
Nintingbool	388	17 12 5	1 4 2	18 16 7	..
Smythesdale	5,612	383 11 7	42 0 7	1 7 2	6,046	242	1,623 12 3	2,050 11 7	..
Scarsdale	4,114	231 18 8	20 12 1	0 2 6	11,312	176	2,324 1 1	2	3	2	2,582 0 8	..
Newtown	5,613	331 0 10	48 7 6	2 9 6	1,316	228	382 9 6	1	2	5	..	1	1	3	..	5 6 4	761 4 10	..	
Berringa	279	40 10 3	10 5 8	0 1 5	824	195	285 1 4	..	..	..	..	..	..	16	..	16 17 6	338 17 8	..
Ilabarook	871	164 0 0	46 8 5	0 10 1	4,048	354	1,048 17 9	2	1	3	..	..	..	..	..	2 18 7	1,426 4 0	..
Rokewood	311	100 14 9	18 3 10	0 8 3	2,465	707	1,148 18 5	4	8	19	..	..	..	14	..	53 16 6	1,313 12 9	..
Werneth	300	64 10 3	7 17 5	0 1 5	2,815	580	1,432 16 0	..	..	..	..	12	1	22	2	162 18 9	1,426 4 0	..
Cressy	4,361	1,268 5 10	121 12 7	4 8 3	3,018	2,307	1,645 15 4	19	100	239	3	3	5	..	..	16 9 1	1,571 14 2	..
Barpinba	566	94 10 3	8 7 2	8 16 1	900	1,291	470 9 7	2	5	56	1	3	7	4	13	1,236 11 2	4,276 13 2	..	
Beaac	2,263	433 19 10	145 1 0	4 6 0	2,215	4,918	1,861 9 4	5	37	45	55	8	7	8	2	182 12 4	764 15 5	..	
Ondit	440	47 11 3	7 9 4	17 13 9	301	570	184 10 0	3	..	2	..	2	1	1	..	391 15 11	2,336 12 1	..	
LINTON LINE.																			
Happy Valley	183	30 13 0	30 13 0	..
Linton	8,949	659 9 10	75 18 5	10 15 3	6,435	1,061	2,483 12 9	7	12	12	6	8	11	20	..	69 10 5	3,299 6 8	..	
LINTON—SKIPTON LINE.																			
Pittong	526	108 2 4	8 2 3	0 4 10	672	322	446 14 7	2	11	20	..	2	..	6	..	80 9 6	643 13 6	..	
Skipton	3,092	717 16 2	118 3 8	40 9 6	4,383	2,480	3,217 3 9	12	46	98	14	8	5	20	..	675 12 9	4,769 5 10	..	

PORTLAND LINE.																				
Ripon	..	..	..	..	..	29,298	230	7,510	6 10	..	..	..	7,510	6 10						
Country Roads Board Siding	..	..	..	..	..	46,605	58	11,856	8 11	..	..	..	11,856	8 11						
Langi Logan	992	150 13 11	12 5 1	0 4 2	926	1,543	663	9 10	..	..	..	..	827	18 6						
New Langi Logan Siding	..	..	..	..	..	5,888	..	..	..	..	..	..	..	..
South Langi Logan	..	..	..	..	..	43	1,591	14 3 2	..	..	..	..	..	..
Maroona	1,429	404 1 7	37 14 6	5 0 2	1,689	648	1,331	14 7	6	5	45	..	243	11 4						
Calvert Siding	48	4 12 3	..	..	1,059	85	624	9 5	..	..	..	..	..	2,092	2 2					
Willaura	5,507	1,833 9 6	211 18 2	26 1 3	6,836	2,829	5,017	19 6	12	162	237	..	2,442	13 6	9,592	1 11				
Stavelly	701	130 15 1	12 13 10	6 13 5	1,318	405	913	14 8	2	3	57	..	325	6 10	1,390	3 10				
Glen Thompson	3,057	1,063 9 4	109 14 10	8 18 11	3,413	1,568	2,464	6 7	5	25	110	..	715	15 11	4,362	5 7				
Dunkeld	4,929	1,421 10 2	100 16 10	104 18 9	799	1,297	1,828	14 0	20	79	345	..	2,382	9 6	5,838	0 3				
Montajup	469	62 17 11	7 3 3	..	888	423	616	13 10	..	..	2	..	2	4 6	688	19 6				
Strathkelar	496	49 12 1	9 14 11	0 8 1	114	1,085	262	11 0	..	..	9	..	72	9 10	394	15 11				
Hamilton	39,973	17,412 12 3	1,940 6 11	449 0 10	19,316	26,984	16,096	15 9	92	188	1,016	1	87	84	354	5	7,780	14 0		
Branxhelme	5,359	1,139 0 0	65 13 11	32 18 9	812	1,217	1,071	2 9	14	68	84	2	12	4	12	..	940	12 0		
Condah	2,642	762 11 6	50 12 8	5 5 11	915	1,500	1,607	15 0	1	2	102	35	3	10	22	..	913	8 11		
Myamyn	1,308	174 13 9	9 6 9	0 1 9	326	506	306	19 8	..	..	..	..	..	..	..	..	29	19 7		
Milltown	969	133 4 8	12 2 2	0 1 1	2,355	251	1,022	3 11	..	..	..	..	..	..	..	..	..	..
Heywood	7,901	2,182 8 1	185 13 7	8 6 6	3,852	1,890	2,457	10 7	7	21	49	..	4	8	29	..	426	3 5		
Heathmere	202	24 16 6	1 4 4	..	493	140	336	11 10	..	..	..	..	..	..	2	..	..	..
Gorae	430	35 18 6	2 6 9	..	2,282	224	1,928	0 11	..	..	..	..	..	..	..	..	..	..
Portland North	1,541	380 4 6	19 17 5	1 5 6	156	190	109	1 11	4	8	6	..	3	7	..	..	550	19 6		
Portland	8,397	4,221 12 9	1,169 17 5	8 7 8	8,695	6,132	14,005	9 1	..	..	..	..	..	..	..	..	..	19,405	6 11	
COLERAINE LINE.																				
Bochara	10	0 12 3	0 4 6	..	29	76	14	17 2	..	..	..	..	..	..	..	..	..	15	13 11	
Wannon	671	91 13 11	39 7 10	0 17 8	446	210	440	8 0	..	..	..	1	..	1	9	..	2	16 2	575	3 7
Gritjurk	109	12 1 4	4 1 7	..	600	45	313	0 0	..	..	..	..	..	..	15	..	..	329	2 11	
Coleraine	5,043	2,485 17 5	139 14 6	35 2 2	3,270	7,257	4,421	15 0	13	155	149	56	22	6	44	..	2,978	17 11	10,061	7 0
CASTERTON LINE.																				
Miakite	55	3 9 7	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	3	9 7
Grassdale	752	253 13 2	20 1 8	0 13 8	231	653	512	18 11	..	108	72	..	8	..	85	..	1,356	6 8	2,143	14 1
Merino	4,365	1,465 1 10	160 17 8	2 5 5	1,187	2,930	2,240	6 2	6	4	37	75	14	1	3	..	1,349	16 8	5,227	7 9
Henty	783	193 13 5	20 15 6	1 5 1	73	410	262	5 0	..	83	42	21	1	3	13	..	1,199	9 4	1,677	8 4
Sandford	2,892	398 2 2	29 0 6	20 18 3	456	1,333	607	16 10	9	127	292	5	3	22	96	..	3,544	11 1	4,600	8 10
Casterton	8,260	3,999 12 9	421 2 1	147 19 0	3,806	8,075	7,062	9 8	9	2	..	61	12	2	3	..	511	4 3	12,142	7 9
MOUNT GAMBIER BORDER LINE.																				
Sinclair	98	5 4 10	1 12 1	..	1,166	72	413	10 2	..	..	..	..	..	..	..	..	..	..	420	7 1
Lyons	301	43 10 11	4 4 4	0 1 1	1,567	169	461	4 2	..	..	2	2	..	..	..	..	23	12 2	532	12 8
Greenwald	865	128 9 8	5 14 9	0 8 3	1,910	261	755	11 8	..	..	2	3	..	..	..	..	10	16 1	901	0 5
Winnap	659	155 15 9	8 1 3	..	1,402	1,102	891	1 9	2	2	17	6	..	..	..	..	59	18 2	1,114	16 11
Dartmoor	1,342	301 9 8	40 6 9	0 16 10	314	591	581	16 7	..	23	3	..	3	..	..	..	185	7 11	1,109	17 9
Marp	82	9 17 10	0 5 3	..	22	37	43	10 1	..	..	..	..	..	..	..	..	..	..	53	13 2
Puralka	168	40 4 2	4 2 4	0 0 8	163	215	602	17 6	..	..	..	..	..	..	..	..	..	..	647	4 8
Rennick	577	196 17 7	0 2 3	0 8 2	24	60	85	5 9	..	..	5	..	..	1	30	..	44	12 0	327	5 9
GRAMPIANS LINE.																				
Fyans Creek	..	..	..	..	1,717	21	674	0 1	..	..	..	..	..	..	..	..	..	..	674	0 1
Grampians	..	..	..	..	15,667	2	3,356	10 0	..	..	..	..	..	..	..	..	..	..	3,356	10 0
MARNOO LINE.																				
Jackson	14	0 10 2	..	..	3,491	88	1,823	8 6	..	..	..	..	..	..	..	..	..	..	1,823	18 8
Rupanyup	3,814	1,435 8 11	179 11 7	6 3 11	10,928	24,022	7,339	2 10	7	16	32	2	7	18	18	..	485	4 9	9,445	12 0
Burrum	49	2 1 10	0 2 0	..	7,781	750	3,482	9 4	..	..	..	..	..	..	..	..	..	..	3,484	13 2
Banyena	442	102 9 5	14 2 1	0 8 3	6,547	1,075	3,619	0 7	..	..	17	..	3	1	15	..	123	14 0	3,859	14 4
Marnoo	1,604	549 6 10	106 0 1	4 0 1	8,304	5,430	6,066	4 7	5	12	52	9	..	9	..	..	457	4 4	7,182	15 11

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.								£ s. d.		£ s. d.		
HOPETOUN LINE.																		
Coromby	620	30 4 1	7 0 4	..	3,600	636	2,384 4 1	..	2	1	..	..	..	..	..	10 3 6	2,381 12 0
Minyip	7,960	2,574 16 8	236 8 9	45 4 8	11,855	8,240	8,640 6 6	18	16	93	..	17	4	65	..	632 3 0	12,129 1 7	
Nullan	258	35 10 7	6 10 6	0 14 9	5,046	381	3,235 18 11	..	..	..	..	..	..	..	..	..	3,278 14 9
Speer Hills	2,285	620 9 8	37 9 8	4 2 0	10,125	2,480	6,957 3 4	10	14	60	..	7	1	34	1	545 7 2	8,164 11 10	
Mells	55	2 16 3	0 12 1	..	1,912	4,953	1,260 9 7	..	..	..	..	..	..	..	..	..	1,263 17 11
Warracknabeal	18,115	7,958 7 9	563 4 2	186 12 4	23,151	31,090	17,384 15 8	51	58	285	1	27	31	179	1	2,261 12 3	28,304 12 2	
Batchica	..	..	..	..	3,853	333	2,228 9 6	..	..	..	..	..	..	..	..	..	2,228 9 6
Lah	555	49 6 4	12 1 4	..	8,497	1,269	4,583 18 9	..	..	..	..	..	..	..	..	..	4,910 4 2
Brim	1,929	536 13 0	56 15 11	6 4 8	9,526	2,964	5,804 7 0	3	12	81	1	5	1	15	..	615 17 2	7,019 17 9	
Galaquit	331	89 11 1	3 19 1	..	6,414	694	4,134 16 0	..	..	..	..	..	..	..	..	..	4,228 6 2
Beulah	4,906	1,874 11 0	168 6 11	19 0 11	11,282	10,011	6,927 0 7	15	30	152	..	13	19	125	..	1,340 5 2	10,329 4 7	
Rosebery	550	152 17 6	18 7 1	4 11 1	5,833	5,974	2,986 9 7	..	..	..	..	2	1	56	..	525 8 10	3,685 14 1
Goyura	340	89 1 9	5 15 10	..	1,909	370	1,095 3 8	..	..	..	..	..	..	..	..	..	1,190 1 3
Hopetoun	3,754	1,931 5 8	282 13 3	48 6 7	8,110	11,325	5,626 12 2	9	12	105	..	20	8	118	..	883 7 7	8,722 5 3	
PATCHEWOLLOCK LINE.																		
Burroin	7	0 7 5	..	..	329	146	89 4 4	..	..	..	..	1	..	..	..	..	89 11 9
Dattuck	34	2 11 3	0 6 1	..	301	122	182 1 1	..	..	..	..	..	..	..	..	..	184 18 5
Yarto	157	19 0 11	0 19 6	..	380	376	269 6 1	..	..	..	..	1	..	..	..	3 17 8	293 4 2
Wills	76	12 6 10	0 18 11	..	454	118	291 15 0	..	..	..	..	..	..	..	..	..	316 0 8
Patchewollock	796	267 4 10	40 2 1	4 11 0	2,773	2,353	1,935 1 10	1	..	7	1	4	2	7	..	66 1 6	2,313 1 3	
GOROKE LINE.																		
Remlaw	93	6 13 9	..	..	1,964	282	1,286 13 8	..	..	..	..	..	..	..	..	..	1,293 7 5
Vectis	377	29 6 10	0 9 6	..	3,202	642	1,943 2 9	..	..	..	..	..	..	..	..	..	1,972 19 1
Quantong	1,480	152 16 4	14 17 6	11 8 6	1,814	1,388	1,565 6 2	..	..	..	..	..	..	..	..	..	1,742 8 6
East Natimuk	304	41 11 0	0 17 4	2 3 8	82	24	24 13 6	..	..	..	..	..	..	..	..	0 17 6	70 2 10
Natimuk	5,096	1,285 19 0	220 18 3	7 18 7	5,557	3,201	3,113 8 5	3	2	40	1	2	8	24	..	132 17 11	4,731 2 2	
Arapiles	191	18 7 7	0 5 8	..	1,481	322	568 10 0	..	..	..	..	..	..	..	..	..	587 3 3
Mitre	887	122 15 2	14 7 9	0 4 0	2,610	528	2,186 4 8	..	..	..	..	..	..	..	..	..	2,323 11 7
Nurcoong	176	25 13 2	1 9 4	..	1,687	128	392 19 3	..	..	..	..	..	..	..	..	..	420 1 9
Gymbowen	1,247	218 17 4	15 11 5	0 6 3	751	619	672 18 7	1	..	..	..	1	1	1	..	1 2 9	908 15 4
Goroke	3,122	1,392 18 10	170 7 1	2 17 4	3,369	4,800	3,838 10 11	16	5	61	..	26	6	57	..	359 8 7	5,764 2 9	
EAST NATIMUK-HAMILTON LINE.																		
Noradjuha	547	102 10 3	26 9 11	0 2 1	1,966	1,015	1,031 9 5	..	1	..	..	..	1	1	..	3 3 6	1,163 15 2
Jallumba	545	92 5 10	8 18 0	0 1 1	1,608	243	1,078 2 4	..	..	18	..	..	..	14	..	68 15 0	1,248 2 3
Toolondo	800	298 9 6	19 0 8	0 2 6	842	326	687 8 4	..	5	5	..	1	..	5	..	18 11 9	933 12 9	
Jeffries	175	36 0 4	3 9 8	..	22	80	32 9 2	..	..	..	..	..	..	1	..	..	71 19 2
Kanagulk	271	121 14 3	14 16 9	0 18 10	1,062	423	1,257 0 10	1	1	1	..	..	..	5	..	4 19 2	1,399 9 10
Balmoral	2,185	966 9 3	139 5 8	2 12 0	8,178	2,221	7,182 14 7	5	5	35	..	7	8	64	..	195 0 7	8,486 2 1	
Englefield	245	80 5 10	5 16 9	..	4,891	255	4,090 0 7	1	..	..	..	..	..	3	..	1 2 3	4,187 5 5
Vasey	724	208 18 3	25 7 5	0 14 0	5,170	466	3,120 15 6	1	2	78	..	5	1	66	..	630 7 9	3,986 3 4	

Gatun	345	57 14 4	6 4 0	..	5,244	182	3,334 9 3	..	1	6	..	..	..	..	19 3 10	3,417 11 5
Urangara	34	4 13 7	0 5 3	0 19 0	283	22	65 6 10	..	..	..	..	..	..	..	71 4 8	..
Cavendish	2,025	319 13 3	91 7 6	1 5 8	4,690	1,082	3,984 13 2	2	4	15	3	1	3	26	103 10 7	4,500 10 2	
Kyup..	67	6 17 9	2 8 1	0 4 2	144	34	156 11 7	..	..	..	..	..	..	..	166 1 7	..
Kanawalla	119	7 10 4	0 18 1	..	..	24	3 7 7	..	..	..	..	..	..	..	..	11 16 0
RAINBOW LINE.																	
Arkona	62	5 1 1	3 1 2	..	2,943	2,181	1,717 12 9	..	..	..	..	..	..	..	..	1,725 15 0
Antwerp	1,051	108 15 8	9 16 3	0 0 8	3,697	1,244	2,116 9 2	..	2	11	..	..	..	..	69 15 0	2,304 16 9
Tarranyurk	397	46 7 7	16 4 4	..	7,644	2,016	4,539 6 1	..	..	..	..	..	..	..	0 11 0	4,602 9 0
Jeparit	5,946	2,033 10 4	269 1 6	40 8 2	7,204	8,409	4,063 3 7	9	13	88	2	12	11	35	650 5 2	7,056 3 9	
Ellam	37	4 18 0	3 2 4	..	5,093	2,482	3,079 0 5	..	..	..	..	..	..	..	11 19 3	3,099 0 0
Pullut	55	5 14 8	8 8 0	..	5,563	928	3,017 19 8	..	..	..	..	..	..	..	..	3,032 2 4
Rainbow	6,564	2,755 6 11	214 0 5	100 1 11	13,435	9,275	9,214 10 1	20	13	100	1	22	6	60	909 5 11	13,193 5 3	
YAAPEET LINE.																	
Albacutya	23	3 12 1	0 16 11	..	3,317	461	1,764 9 10	..	..	..	..	..	..	..	..	1,768 18 10
Yaapeet	978	149 15 7	18 1 1	36 3 4	5,271	2,673	3,398 4 0	11	..	33	..	..	..	..	309 10 8	3,911 14 8
LORQUON LINE.																	
Detpa	10	0 18 3	0 10 7	..	5,897	4,057	3,860 2 5	3	..	24	..	..	..	..	172 4 9	4,033 16 0
Lorquon	241	64 10 8	16 13 1	0 2 10	6,843	1,510	4,982 11 6	..	1	30	..	..	..	..	134 5 6	5,198 3 7
YANAC LINE.																	
Netherby	361	107 16 6	16 4 6	..	4,732	2,041	3,740 12 11	2	..	16	2	1	..	..	159 7 6	4,024 1 5
Yanac	207	59 4 1	10 3 6	..	4,380	4,844	3,857 14 9	4	1	17	..	2	..	..	85 15 0	4,012 17 4
MELBOURNE-TALLANGATTA LINE.																	
Kensington	1,551,996	18,575 7 5	198 8 9	4 5 6	34,124	96,170	9,620 9 1	..	..	47	..	..	..	..	221 14 2	28,620 4 11
Newmarket	1,862,402	25,549 7 6	480 7 6	5,773 15 10	14,291	43,072	6,405 18 6	746	3,746	11,379	5	478	19,602	26,343	9	98,661 15 3	
Newmarket Show Siding	..	..	..	3 5 11	278	263	291 4 5	26	109	28	33	32	144	42	45	976 17 4
Ascot Vale	3,189,796	43,807 6 0	363 0 0	4 12 6	..	3	0 9 9	..	..	..	..	..	..	..	..	44,175 8 3
Moonee Ponds	2,812,208	43,533 5 2	460 0 4	5 5 9	..	3	0 6 2	..	..	..	..	..	..	..	..	43,998 17 5
Essendon	2,989,677	53,273 9 6	671 4 10	49 3 1	1,435	47,888	2,087 5 5	..	..	..	..	..	..	..	0 14 4	56,081 17 2
Glenberrie	281,775	4,943 19 0	31 2 10	13 17 4	..	..	..	..	..	..	..	..	..	..	..	4,988 19 2
North Essendon	86,610	1,345 13 6	4 12 3	..	..	..	..	..	..	..	..	..	..	..	..	1,350 5 9
Pascoe Vale	280,044	4,852 1 5	31 1 3	1 6 10	..	..	..	..	..	..	..	..	..	..	..	4,884 9 6
Glenroy	157,404	3,241 4 9	30 3 2	9 12 8	33	3,542	28 9 5	..	..	..	..	..	..	..	0 8 4	3,309 18 4
Broadmeadows	61,885	2,379 16 5	44 11 1	20 18 8	152	4,372	107 17 5	104	24	2	..	121	101	359	681 1 10	3,234 5 5	
Somerton	5,011	214 8 2	81 2 2	2 14 11	376	3,163	78 6 4	..	..	..	..	..	..	..	2 15 3	359 6 10
Craigieburn	8,823	578 1 10	147 13 1	64 1 7	2,094	1,667	548 0 9	27	14	62	..	22	54	108	304 3 6	1,642 0 9	
Donnybrook	5,832	511 11 6	642 15 9	19 4 10	1,111	1,111	412 11 10	..	..	87	202	..	43	122	898 6 5	2,484 10 4
Beveridge	2,857	272 10 10	300 10 4	5 12 8	345	350	151 4 6	3	2	68	6	1	1	51	143 13 2	873 4 6	
Wallan	8,601	1,104 16 3	224 2 8	9 1 2	2,582	970	680 15 2	8	86	194	8	8	23	176	669 7 1	2,688 2 4	
Lightwood	..	..	..	..	1,675	37	360 19 4	..	..	..	..	..	..	..	..	360 19 4
Heathcote Junction	872	142 14 9	5 19 0	3 7 5	..	..	..	..	..	..	..	..	..	..	..	152 1 2
Wandong	3,992	546 3 7	27 16 5	4 11 2	6,086	558	2,029 7 2	..	..	..	..	..	..	..	1 17 6	2,609 15 10
Kilmore East	10,501	2,211 3 3	225 6 1	6 13 4	356	263	282 10 1	5	258	226	3	6	75	80	1,198 8 6	2,924 1 3	
Broadford	22,179	3,042 3 11	330 12 6	23 19 4	4,755	5,138	2,231 19 6	42	35	60	5	41	10	76	414 2 6	6,042 17 9	
McDougal	..	..	..	..	7,863	24,242	5,274 17 1	..	..	..	..	..	..	..	..	5,274 17 1
Tallaroek	9,638	1,671 2 0	101 10 1	10 13 4	640	751	405 9 3	8	27	40	10	9	11	27	276 17 6	2,465 12 2	
Dysart	..	..	..	..	320	89	121 0 0	..	..	..	..	..	..	..	..	121 0 0
Scymour	55,071	15,787 10 6	1,137 8 2	187 12 11	10,931	8,137	4,829 12 3	94	133	234	14	69	82	205	1,520 12 3	23,462 16 1	
Manalore	3,619	497 13 9	37 14 5	1 14 11	21,833	232	3,577 1 0	5	2	..	1	2	5	..	14 18 4	4,129 2 5	
Avenel	6,264	1,248 19 3	168 16 0	37 9 1	1,451	1,050	875 7 3	6	38	80	..	10	14	97	548 8 4	2,878 19 11	
Monea	251	34 8 3	3 17 11	0 0 8	1,652	16	697 2 3	..	..	..	..	..	..	..	16 6 0	751 15 6
Locksley	1,295	231 11 3	50 11 3	0 17 4	2,137	275	938 19 2	..	..	..	..	..	..	..	182 15 0	1,449 14 5
Longwood	4,815	1,084 16 1	124 17 6	13 3 5	3,490	774	1,942 3 9	2	9	96	..	..	4	30	456 4 8	3,621 5 5
Creighton	356	60 16 3	15 15 2	0 2 9	1,502	40	646 19 10	..	..	..	..	..	..	..	..	723 14 0
Euroa	17,211	5,803 1 1	572 5 6	91 9 11	4,713	5,052	3,761 13 5	16	164	263	6	20	77	149	2,143 19 1	12,372 9 0	
Balmattum	571	152 1 6	16 16 3	0 7 2	387	38	507 15 11	1	..	34	..	2	30	..	180 15 9	857 16 8	
Violet Town	8,377	2,454 8 5	220 12 7	129 14 7	14,105	5,443	6,918 18 8	11	44	134	3	16	26	79	942 11 2	10,666 0 5	
Baddaginnie	2,369	578 4 11	85 4 11	3 16 6	3,515	1,631	3,997 2 9	4	38	23	2	9	9	38	367 4 0	5,031 13 1	

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journey.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.
MELBOURNE-TALLANGATTA LINE—continued.																	
Benalla	35,521	12,261 1 4	970 9 10	220 18 9	5,903	20,551	5,657 16 1	38	265	165	73	46	110	392	16	2,862 3 8	21,979 9 8
Winton	1,278	237 11 2	22 1 7	7 13 4	2,736	267	1,382 1 5	2	..	..	..	..	..	..	..	5 6 5	1,604 13 11
Head's Siding .. .. .	..	..	..	..	1,034	68	504 9 0	..	..	..	..	..	..	..	..	..	594 9 0
Glenrowan	5,388	1,244 18 10	125 4 5	8 5 3	12,622	1,629	2,625 13 3	..	..	..	..	..	..	..	..	720 18 8	4,725 0 5
Wangaratta	51,198	17,729 15 7	1,244 15 5	575 4 4	17,150	55,770	12,392 16 5	124	279	375	243	121	148	340	281	4,365 6 10	36,307 18 7
Bowser	578	167 9 4	30 6 4	85 16 0	2,048	627	797 4 8	5	..	..	..	..	..	..	..	7 3 3	1,057 19 7
Springhurst	6,856	2,436 19 6	143 0 3	38 0 5	2,616	4,410	1,480 18 1	2	61	220	..	3	..	4	22	1,687 11 5	5,786 9 8
Chiltern	5,404	2,102 2 10	188 8 6	13 7 8	21,754	1,541	4,530 12 0	6	8	46	1	2	3	3	16	250 3 9	7,093 14 9
Barnawartha	3,783	1,186 13 2	88 12 9	45 14 11	2,539	1,323	1,711 17 6	3	195	295	20	5	5	7	5	3,882 11 6	6,415 9 10
Wodonga	22,203	7,200 14 5	536 5 1	260 15 0	2,861	7,399	3,942 9 6	287	2,645	3,373	149	285	3,132	3,112	184	46,152 19 0	58,093 8 0
Bandiana	26	2 7 4	0 0 10	..	..	..	..	..	..	..	..	..	..	..	..	..	2 8 2
Bonegilla	107	7 3 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 3 9
Ebden	1,341	417 5 0	102 10 1	28 18 7	594	29,021	958 13 10	14	490	288	11	12	57	27	..	5,725 18 4	7,233 5 10
Huon	1,302	396 17 3	55 0 3	2 8 11	1,837	1,186	1,165 11 3	3	307	48	37	4	18	4	2	3,275 11 1	4,895 8 9
Bolga	324	59 7 3	12 10 2	0 15 4	356	36	119 9 4	..	..	..	..	..	..	..	..	192 2 1	520 9 0
Tatonga .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	520 9 0
Tallangatta	5,920	2,887 13 2	399 7 7	59 0 8	1,424	3,636	2,459 5 1	30	61	112	77	25	34	39	3	4,110 6 9	9,865 13 3
TALLANGATTA-CUDGEWA LINE.																	
Bullooh	129	10 2 0	3 18 9	..	56	129	43 12 10	1	..	..	..	2	3	..	..	1 9 4	59 2 11
Darbyshire	40	2 16 11	0 7 10	..	10	13	10 0 3	..	..	..	..	..	..	..	..	..	13 5 0
Koetong	189	96 14 5	6 19 11	0 4 10	815	71	194 17 7	4	54	26	..	..	3	..	..	653 14 5	922 11 2
Shelley	195	73 9 8	10 0 10	4 16 4	632	405	331 2 6	3	63	2	1	..	5	2	..	595 7 6	1,014 16 10
Beetoomba	507	173 10 3	20 12 10	1 3 5	1,909	240	787 1 8	1	8	34	..	4	18	57	..	214 5 7	1,196 13 9
Wabba	42	8 7 4	0 6 9	5 10 9	2	7	8 17 3	..	..	..	..	2	..	..	..	27 17 2	27 17 2
Cudgewa	1,826	1,363 10 3	116 9 5	95 12 10	773	3,525	1,752 12 11	59	1,091	102	37	45	58	178	3	13,195 10 8	16,523 16 1
COBURG LINE.																	
Macaulay	514,788	5,155 19 2	122 5 7	67 10 2	2,582	10,756	1,152 1 5	..	..	..	..	..	..	..	..	..	6,497 16 4
Flemington Bridge	535,831	6,443 16 0	262 4 0	2 5 9	..	..	..	..	..	..	..	..	..	..	..	..	6,708 5 9
Royal Park	308,856	3,738 5 6	40 18 5	23 11 8	..	..	..	..	..	..	..	..	..	..	..	..	3,802 15 7
South Brunswick	652,158	7,683 17 10	393 9 8	10 1 5	31,394	27,529	12,345 4 9	..	..	..	..	..	..	..	..	..	20,432 13 8
Brunswick	1,120,032	13,616 5 9	616 3 2	14 17 7	2,576	21,105	1,766 17 1	..	..	..	..	..	..	..	..	..	16,014 3 7
Morcland	1,900,917	22,305 14 5	689 13 5	10 5 5	2,855	38,772	1,478 6 6	..	..	..	..	..	..	..	..	..	24,433 19 9
Coburg	2,198,526	28,508 7 11	568 19 10	5 16 9	1,819	28,227	4,218 4 6	..	..	..	..	..	..	..	..	..	33,301 9 0
Batman	141,769	2,131 11 7	34 12 5	..	16	3,933	..	..	..	..	..	..	..	..	..	..	2,166 4 0
Merlynston	238,542	3,830 18 6	27 8 11	0 18 7	..	..	..	..	..	..	..	..	..	..	..	..	3,859 6 0
Fawkner	70,761	1,194 1 11	6 1 9	..	..	..	..	..	..	..	..	..	..	..	..	..	1,200 3 8
PRESTON-WHITTLESEA LINE.																	
North Carlton	476,069	4,929 13 5	123 6 6	3 1 10	1,797	11,447	423 16 10	..	..	..	..	..	..	..	..	..	5,479 18 7
North Fitzroy	617,916	6,700 8 11	496 18 0	8 1 7	2,665	34,365	3,509 7 3	..	..	..	..	..	..	..	..	1 10 6	10,716 6 3
Fitzroy .. .. .	..	..	..	..	4,231	69,510	1,815 14 11	..	..	..	..	..	..	..	..	..	1,815 14 11
Merri	454,802	5,530 17 4	70 6 1	2 2 5	..	..	..	..	..	..	..	..	..	..	..	..	5,603 7 6
Northcote	1,035,909	11,823 11 7	600 11 8	4 0 10	27,947	32,102	9,320 9 3	..	..	..	..	..	..	..	..	..	21,748 13 4
Croxton	1,179,861	15,632 14 8	168 12 8	3 2 10	..	..	..	..	..	..	..	..	..	..	..	..	15,804 11 4
Thornbury	1,246,200	17,650 2 11	214 12 11	3 8 7	18,983	254	4,156 2 0	..	..	..	..	..	..	..	..	..	22,024 6 5

Bell	896,972	19,418 12 10	307 4 4	3 7 1	5,501	44,484	2,396 11 6	4	3	..	..	..	..	..	..	..	..	864	33 7 10	16,159 3 7
Freeston	1,010,766	15,414 13 0	127 12 9	0 16 9	..	74	0 5 11	..	..	..	..	..	..	..	..	..	..	..	..	15,543 8 5
Regent	862,006	13,585 7 6	104 10 11	6 0 10	..	12	0 6 0	..	..	..	..	..	..	..	..	..	..	..	..	13,696 5 3
Reservoir	520,141	9,261 12 5	100 18 10	11 17 2	721	17,252	680 0 0	1	3	..	..	..	..	1	4	..	..	..	..	10,009 7 11
Thomastown	5,449	138 12 1	13 9 11	0 12 9	30	1,356	19 6 7	1	18	..	..	..	..	..	..	..	..	..	..	217 4 11
Epping	649 19 2	649 19 2	61 0 4	17 16 6	182	5,080	86 12 6	9	12	18	..	..	..	2	13	..	..	..	..	891 11 9
Epping Quarry Siding	..	..	..	..	35,328	111	6,194 16 6	..	..	..	..	..	..	2	13	..	..	..	..	6,194 16 6
South Morang	20,738	653 10 8	57 16 0	20 19 10	91	2,987	64 11 8	8	5	..	..	..	2	8	..	..	..	..	..	329 16 7
Merna	20,815	791 7 11	232 0 2	4 16 0	377	2,317	123 16 4	3	6	59	..	..	..	2	9	..	..	..	..	1,298 5 3
Yan Yean	6,042	352 5 11	48 10 7	3 18 10	764	849	240 9 1	2	7	1	..	..	..	7	8	..	..	..	..	670 11 8
Whittlesea	17,343	1,326 5 4	404 19 2	19 15 9	1,525	2,872	696 4 6	9	57	26	..	..	..	8	5	26	42	..	..	2,678 4 9

WALLAN-BENDIGO LINE.

Leslie	31	3 6 1	0 6 4	..	638	5	133 17 3	..	..	..	..	..	..	..	..	..	..	..	..	137 9 8
Bylands	395	58 15 5	10 18 1	1 6 3	199	5,311	58 0 11	..	1	..	..	..	..	..	..	..	..	..	..	200 8 9
Kilmore	2,437	522 4 10	108 18 2	7 14 5	1,215	8,549	824 12 9	0	27	114	..	..	..	11	5	13	47	86	..	1,890 17 7
Willowmavin	160	30 6 1	19 9 0	0 1 1	1,110	116	351 7 0	..	..	..	..	..	..	..	..	..	..	..	..	564 8 4
Morandng	171	28 19 5	10 8 7	0 12 10	233	19	79 11 4	..	..	..	..	..	..	..	..	..	..	..	..	119 12 2
High Camp	253	56 8 10	19 7 3	0 4 2	1,322	148	555 10 10	2	3	..	..	..	..	..	..	..	..	..	..	926 13 4
Fyalong	1,007	206 19 2	156 3 5	1 1 2	31,992	707	9,561 5 2	5	15	68	..	..	..	1	3	..	..	..	..	295 5 3
Tooborac	1,879	451 1 5	138 10 1	0 13 2	3,005	898	1,204 16 5	..	8	100	..	..	..	1	6	..	..	..	..	273 2 11
McIvor Siding	..	..	..	..	10,013	329	4,665 3 7	..	..	..	..	..	..	..	..	..	..	..	..	10,928 11 10
Argyle	1,340	374 9 4	56 6 6	0 16 11	272	1,531	3 5 5	..	..	..	..	..	..	..	..	..	..	..	..	2,141 18 2
Heathcote	5,395	1,604 5 1	243 10 0	27 19 5	17,578	3,706	7,409 18 7	4	26	136	..	..	..	7	36	..	..	..	..	4,665 3 7
Derrinal	424	78 13 11	12 7 1	0 5 10	571	98	307 9 5	..	..	..	..	..	..	1	2	..	..	..	..	1,992 16 2
Knowsley	1,493	222 8 9	32 4 6	9 5 5	6,119	561	2,263 2 1	..	4	176	..	..	..	4	5	..	..	..	..	9,724 1 4
Ingham	38	4 19 10	..	..	24,386	36	5,165 6 0	..	..	..	..	..	..	..	..	..	..	..	..	590 3 5
Axedale	1,845	165 19 0	36 15 2	5 14 1	3,237	488	1,044 11 3	4	31	49	..	..	..	..	..	..	..	..	..	2,810 5 10
Longlea	446	32 7 8	8 9 7	..	532	215	237 1 2	..	1	..	..	..	..	..	..	..	..	..	..	5,170 5 10

MANSFIELD LINE.

Trawool	268	60 4 4	21 18 1	1 3 7	348	164	164 4 0	2	..	1	..	..	..	..	..	..	..	..	..	260 10 0
Granite	401	76 16 7	0 8 5	77 5 0
Kerrisdale	721	142 16 10	29 6 5	8 3 0	822	394	430 3 9	2	21	13	..	..	..	13	8	..	..	..	..	770 13 0
Homewood	494	91 14 5	25 10 1	0 14 7	180	309	181 4 11	..	..	..	..	..	..	..	..	..	..	..	..	1,008 15 10
Yea	8,611	3,221 16 4	401 3 10	34 8 8	1,877	4,239	2,143 10 6	26	97	174	..	..	..	18	19	..	..	..	..	6,978 8 7
Cheviot	173	41 1 1	14 2 5	0 2 10	14,034	1,132	8,784 4 7	..	..	..	..	..	..	..	..	..	..	..	..	8,839 10 11
Molesworth	829	219 17 7	46 4 4	1 9 7	164	340	203 4 10	6	27	37	..	..	..	1	2	..	..	..	..	789 2 5
Cathkin	1,437	431 14 5	33 11 9	21 8 4	318	96	251 1 3	2	2	3	..	..	..	2	2	..	..	..	..	750 5 7
Yarck	1,681	402 18 3	50 5 7	19 8 5	395	601	483 9 6	2	17	42	..	..	..	5	4	..	..	..	..	1,260 9 2
Kamumbra	591	128 10 2	16 14 10	..	446	322	312 5 1	..	2	21	..	..	..	1	2	..	..	..	..	270 11 9
Merton	1,038	257 9 11	48 2 6	7 0 11	1,057	497	760 15 3	1	10	22	..	..	..	1	6	..	..	..	..	728 1 10
Woodfield	436	109 8 3	20 13 9	0 1 1	109	142	259 6 1	..	..	..	..	..	..	19	24	..	..	..	..	1,242 1 7
Bonnie Doon	1,504	373 4 4	59 0 2	6 10 1	799	751	872 18 1	2	60	42	..	..	..	1	2	..	..	..	..	629 18 9
Mainsample	818	173 3 11	30 13 3	3 13 9	659	343	549 19 2	1	21	32	..	..	..	3	13	..	..	..	..	1,967 3 7
Mansfield	4,820	2,897 13 9	376 7 1	143 8 3	1,926	4,942	3,167 17 8	22	486	221	..	..	..	18	33	..	..	..	..	1,074 16 9

ALEXANDRA LINE.

Koriella	123	39 10 5	7 6 11	0 6 10	215	200	184 12 10	..	..	28	..	..	..	6	15	..	..	..	..	396 0 3
Alexandra	2,254	911 15 5	293 12 0	6 0 8	10,907	14,963	9,637 0 5	13	125	55	..	..	..	38	19	..	..	..	..	11,943 1 5

SEYMOUR-TOCUMWAL LINE.

Tabilk	3,552	519 0 10	66 16 4	123 10 0	2,437	348	1,222 1 0	20	6	47	..	..	..	32	3	..	..	..	..	2,174 9 11
Nagambie	11,664	2,881 12 10	281 10 7	258 15 10	13,865	3,132	6,433 0 2	59	146	273	..	..	..	46	91	..	..	..	..	11,485 9 1
Wahing	1,375	441 8 1	120 10 7	2 12 5	1,421	528	857 10 11	..	1	..	..	..	..	3	8	..	..	..	..	1,707 0 3
Noorilim	1	0 0 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	144 12 8
Murchison East	6,665	2,525 0 0	145 0 7	96 3 5	1,150	438	755 7 3	39	6	..	..	..	..	8	17	..	..	..	..	4,961 7 4
Arcadia	2,743	585 7 4	40 14 11	6 1 7	6,062	1,146	2,854 6 3	12	28	89	..	..	..	21	69	..	..	..	..	4,115 19 10
Tooclamba	5,902	1,406 8 8	84 10 5	87 14 7	3,075	3,352	2,272 9 0	13	28	114	..	..	..	17	14	..	..	..	..	4,961 7 4
Mooroopna	9,437	3,578 0 7	244 19 0	37 12 5	20,710	22,879	13,938 0 10	7	29	96	..	..	..	11	9	..	..	..	..	4,115 19 10
Shepparton	36,805	14,595 13 9	1,538 14 6	153 10 7	21,929	46,137	20,758 7 4	59	135	367	..	..	..	30	90	..	..	..	..	18,715 2 0
Congupna	734	206 11 3	16 15 7	0 9 0	1,613	9,549	710 19 9	4	6	41	..	..	..	1	12	..	..	..	..	39,782 5 1
Tallygaroopna	3,858	830 13 7	103 5 11	1 7 11	2,916	6,390	1,678 0 2	2	6	16	..	..	..	3	5	..	..	..	..	1,259 6 8
Wunghnu	2,971	638 11 11	67 16 0	0 13 0	4,369	4,090	2,192 10 11	2	38	71	..	..	..	..	5	..	..	..	..	3,006 5 3
Numurkah	16,211	5,410 16 1	545 10 1	102 1 0	3,711	5,663	2,727 8 4	26	85	155	..	..	..	18	45	..	..	..	..	3,514 4 10
Katunga	882	225 8 5	35 19 1	3 17 0	3,604	956	1,638 1 7	3	31	86	..	..	..	11	3	..	..	..	..	10,193 10 1
Strathmerton	3,078	822 10 11	103 19 7	2 4 0	2,648	952	1,625 8 6	4	133	118	..	..	..	3	36	..	..	..	..	2,715 10 11
Mywee	105	30 17 11	4 10 4	..	679	171	349 11 6	..	..	..	..	..	..	..	..	..	..	..	..	4,136 15 11
Tocumwal	8,497	5,344 13 4	346 8 9	175 9 0	20,044	9,608	19,045 8 10	70	2,893	2,776	..	..	..	13	97	..	..	..	..	707 2 3

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.		
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.				
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		£ s. d.	
RUSHWORTH LINE.																			
Murchison	1,329	184 8 8	83 19 1	2 4 3	881	2,268	759 10 9	..	..	..	..	..	..	..	..	..	..	1,020 2 9
Hammond .. .. .	..	..	..	..	1,216	..	502 5 1	..	..	..	..	..	..	..	..	..	..	502 5 1
Waranga	164	27 17 6	7 18 9	..	923	..	825 14 2	..	..	..	..	..	..	..	..	..	..	661 10 5
Rushworth	7,408	2,320 8 6	308 0 8	16 14 6	13,411	4,903	7,989 5 1	9	36	52	1	11	35	61	..	..	..	11,211 16 4
COLBINABBIN LINE.																			
Erwen	20	3 13 11	0 17 11	..	6,043	437	2,604 6 0	..	..	..	..	..	..	..	..	..	..	2,608 17 10
Wanalta	100	20 5 10	10 10 6	1 2 4	6,801	3,025	3,085 4 0	..	..	39	..	1	..	3	..	..	..	3,342 14 2
Colbinabbin	766	208 9 10	88 0 9	0 7 7	16,596	2,025	8,469 13 0	5	8	157	3	4	3	29	..	..	..	9,739 12 6
GIRGARRE LINE.																			
Karook	1	0 0 9	..	..	889	86	407 8 1	..	..	..	..	..	..	..	..	..	..	407 8 10
Stanhope	1,096	529 1 4	112 5 0	2 10 8	1,356	5,165	1,415 2 2	6	40	576	45	7	25	200	..	..	..	5,639 16 2
Girgarre	628	237 0 0	27 8 0	5 19 1	2,287	2,033	1,643 5 7	3	7	151	3	1	12	88	..	..	..	2,792 4 7
TOOLAMBA-ECHUCA LINE.																			
Hendersyde	145	3 14 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 14 11
Tatura	11,119	3,757 16 1	431 14 7	109 14 11	5,589	8,007	4,603 2 0	62	55	233	44	36	43	95	25	..	..	10,869 3 10
Byrneside	790	250 12 10	15 6 3	13 4 1	562	418	489 8 11	2	35	86	24	3	19	40	6	..	..	1,640 6 0
Merrigum	4,562	1,287 13 11	102 12 2	3 8 11	4,779	13,468	3,545 13 0	2	25	293	3	5	15	159	3	..	..	6,743 18 1
Kyabram	17,931	6,472 9 5	487 16 10	63 1 3	10,362	18,434	10,314 18 1	23	126	523	107	36	43	463	38	..	..	21,499 0 3
Tongala	8,264	2,253 12 1	165 5 9	67 11 8	3,162	7,621	3,259 8 1	13	82	340	126	26	42	261	10	..	..	8,719 7 4
Koyuga	2,017	256 7 3	22 9 1	11 17 2	902	2,345	786 4 5	8	26	82	1	9	7	54	..	..	..	1,793 12 7
Kanyapella	203	12 3 3	..	..	271	1,227	155 11 8	..	..	..	..	..	..	..	..	..	..	167 14 11
KATAMATITE LINE.																			
Pine Lodge	441	51 7 3	25 1 8	0 8 1	2,429	2,053	1,059 3 8	..	..	..	..	..	..	4	..	..	..	1,136 0 8
Lamrock	12	0 12 4	..	..	21,124	6	3,397 11 5	..	..	..	..	..	..	..	..	..	..	3,398 3 9
Cosgrove	787	216 1 11	37 3 3	..	9,337	964	3,074 3 8	2	5	18	..	1	3	35	..	..	..	3,520 12 7
Dookie	2,855	1,142 0 8	157 19 1	13 1 2	38,503	2,751	6,848 13 9	14	33	111	15	10	12	68	3	..	..	8,964 8 6
Yabba South	47	2 12 8	..	..	2,802	192	1,401 0 10	..	..	..	..	..	..	..	..	..	..	1,420 5 10
Yabba North	401	101 6 10	24 7 2	0 0 8	1,959	1,158	1,232 11 8	..	..	10	..	4	..	7	..	..	..	1,671 11 4
Youanmite	379	108 18 2	31 12 8	2 5 7	2,343	768	1,411 7 10	..	..	23	..	1	2	20	..	..	..	1,885 19 9
Katamatite	1,615	511 0 10	103 4 3	15 19 0	5,420	1,703	3,001 4 5	2	17	50	5	4	2	43	1	..	..	4,495 9 5
PICOLA LINE.																			
Waala	691	160 15 2	39 4 2	44 4 6	3,371	856	1,852 3 2	4	35	70	..	9	11	16	..	..	..	2,762 9 0
Nathalia	5,357	2,114 1 6	232 11 5	24 11 2	10,302	3,333	6,944 17 11	16	93	156	11	8	32	59	..	..	..	10,909 5 11
Barwo	22	0 11 8	0 14 2	1 5 10	
Picola	1,406	578 5 1	118 4 6	0 14 3	7,516	2,727	4,728 15 5	9	51	138	9	10	11	48	6,740 13 3	

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COPRAM LINE.																	
Yarroweyah	601	139 1 8	26 5 4	0 9 4	1,232	271	557 7 11	2	25	47	..	1	3	6	..	404 4 3	1,127 8 6
Cobram	5,388	2,909 7 6	441 18 10	12 9 5	11,199	10,637	8,142 12 11	6	128	300	11	11	45	125	1	2,819 15 5	14,226 4 1
YARRAWONGA LINE.																	
Chesney	61	2 6 8	..	..	2,095	119	1,018 8 10	..	..	91	..	..	..	..	..	..	1,020 15 6
Goorambat	2,366	557 14 8	35 12 4	8 14 3	3,932	1,576	2,339 5 11	3	36	2	..	4	..	20	..	716 14 8	3,658 1 10
Nooramunga	562	96 15 8	4 13 1	2 2 2	75	76	40 2 2	2	..	2	1	1	..	5	1	32 3 9	175 16 10
Devenish	3,899	376 16 5	144 19 6	3 4 1	5,063	1,618	3,103 10 2	9	17	82	..	3	..	11	9	895 2 7	5,023 12 9
St. James	4,519	1,213 18 9	84 5 11	2 10 5	6,021	1,819	3,812 12 0	7	24	181	2	2	4	31	..	1,291 18 9	6,405 5 10
Tungamah	4,382	1,428 8 7	137 2 1	3 7 8	8,435	1,864	5,058 2 10	7	18	221	5	7	3	19	..	1,660 3 11	8,287 5 1
Telford	1,104	303 13 5	12 0 5	7 18 9	11,098	619	6,062 9 2	2	13	54	..	1	1	6	..	437 0 0	6,823 1 9
Yarrawonga	9,978	5,775 5 9	489 0 7	63 9 5	17,349	11,120	12,606 5 7	28	175	654	5	20	28	17	..	5,720 7 4	24,654 8 8
TATONGS LINE.																	
Karn	15	3 13 8	0 3 1	..	992	42	503 0 0	6	4	..	..	4	2	..	..	34 6 6	541 3 3
Luna	326	95 4 2	24 19 6	0 6 3	1,094	743	624 8 7	8	72	22	2	1	1	2	1	589 10 0	1,334 8 6
Mallum	20	4 10 2	0 4 5	0 4 2	..	10	0 4 0	..	..	..	..	..	..	..	..	5 2 9	..
Tatong	550	151 13 10	28 15 11	0 7 6	6,713	564	3,065 12 8	2	..	11	12	1	2	9	..	113 5 2	3,359 15 1
WHITEFIELD LINE.																	
Targoora	9	0 19 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 19 6
Laeby	10	0 11 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 11 5
Oxley	363	26 18 0	1 18 0	..	90	293	42 7 6	..	..	..	..	..	..	..	..	..	71 3 6
Skehan	254	16 0 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16 0 10
Docker	616	85 18 4	3 9 0	0 2 1	610	300	203 11 5	..	..	..	..	..	..	4	1	..	298 0 10
Byrne	398	33 12 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	33 12 0
Moyhu	2,263	351 3 10	23 15 5	4 1 4	1,334	1,315	1,215 17 6	7	18	30	15	9	7	26	10	152 3 11	1,747 2 0
Angleside	276	29 9 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	29 9 1
Claremont	90	8 4 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 3 5
Dwyer	67	8 4 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 4 9
Edl	1,330	303 15 5	10 9 9	0 18 2	1,010	166	264 9 7	1	2	6	..	1	1	16	1	24 12 8	604 5 7
Hym	108	14 1 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14 1 3
King Valley	724	78 2 9	6 10 4	0 1 9	213	87	162 14 5	1	..	1	..	..	2	3	3	1 9 5	248 18 8
Jarrott	214	32 19 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	32 19 0
Fliper	639	78 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	78 1 0
Whitfield	2,238	527 18 9	70 4 0	0 17 8	660	681	490 13 8	2	4	12	51	9	17	29	9	137 9 4	1,227 3 5
YACKANDANDAH LINE.																	
Londrigan	1,131	253 2 10	23 15 8	0 5 6	429	1,090	223 7 2	..	..	..	..	..	1	..	..	..	500 11 2
Tarrowingee	977	167 15 0	21 9 1	36 14 9	346	415	207 12 11	1	..	..	..	..	..	..	..	4 9 4	438 1 1
Everton	2,159	536 14 7	32 17 9	0 13 0	1,698	376	846 11 11	1	21	17	..	..	..	10	..	220 1 10	1,626 19 1
Baarnutha	497	16 10 2	1 18 10	..	10	3	23 15 9	..	..	..	..	..	..	..	..	..	42 4 9
Beechworth	9,140	4,012 9 7	452 10 3	24 10 11	2,624	5,945	2,419 8 11	3	4	8	2	5	2	32	6	27 19 10	6,936 19 6
Woorragae	128	7 13 7	5 5 11	..	429	201	169 3 2	..	..	..	..	..	..	..	..	1 15 5	183 18 1
Yackandandah	1,834	761 13 8	101 15 3	3 2 0	385	1,191	534 16 6	3	25	5	33	3	3	3	..	239 5 9	1,640 13 2
BRIGHT LINE.																	
Brookfield	260	29 19 6	6 12 4	..	196	184	175 7 11	..	..	..	..	..	..	..	..	..	211 19 9
Bowman	1,215	388 0 11	46 8 9	1 6 11	864	791	632 0 11	13	44	30	9	14	10	17	7	348 10 9	1,416 8 3
Gapsted	621	159 1 5	15 19 2	1 14 9	334	180	209 17 9	..	..	..	..	1	..	1	..	..	386 13 1
Myrtleford	4,672	1,646 14 10	133 13 11	4 15 7	1,635	3,028	1,427 8 5	11	48	46	29	8	22	12	4	572 0 2	3,784 12 11
Ovens	795	218 2 7	26 4 1	0 0 8	390	212	260 14 0	..	..	..	..	..	..	..	..	..	505 1 4
Burobin	1,191	434 0 8	19 13 2	0 9 8	288	397	520 18 9	1	..	..	5	1	..	..	..	20 10 9	995 13 0
Forepunkah	1,479	613 3 8	74 15 8	1 2 0	236	1,136	398 10 5	1	..	..	9	1	1	14	1	15 8 5	1,103 0 2
Bright	4,478	2,535 16 2	164 10 2	2 16 3	279	1,941	629 9 10	1	8	3	31	2	6	23	..	208 15 2	3,541 7 7
WAHGUNYAH LINE.																	
Lilliput	281	23 3 10	12 1 3	..	690	223	184 17 6	..	..	..	1	..	..	..	..	0 10 10	220 13 5
Consol's Siding .. .. .	..	..	..	..	30,892	..	3,564 15 8	..	..	..	..	..	..	..	..	..	3,564 15 8
Rutherglen	7,722	3,123 7 2	307 12 8	149 18 6	4,419	4,379	3,768 2 8	6	2	71	16	14	..	15	9	485 13 1	7,834 14 1
Wahgunyah	10,543	5,649 16 2	382 10 4	275 9 10	9,232	13,817	10,725 4 2	24	244	651	28	28	9	59	11	6,957 12 4	23,990 12 10

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				£ s. d.				£ s. d.	
MELBOURNE-BAIRNSDALE LINE.																	
Hawksburn	1,498,536	22,054 10 5	442 1 3	4 19 0	..	2	0 1 7	..	..	..	..	..	..	..	..	..	22,501 12 3
Toorak	1,067,266	18,231 9 7	499 16 4	2 8 1	1,828	72,556	2,598 14 11	..	..	..	..	..	..	..	..	..	21,332 8 11
Armadale	1,848,639	34,480 9 1	394 15 4	2 3 9	..	9	0 7 0	..	..	..	..	..	..	..	..	..	34,877 15 2
Malvern	2,645,009	52,222 10 7	1,062 4 5	4 17 8	447	47,927	395 8 7	..	..	..	..	..	..	..	..	..	53,685 10 3
Caulfield	2,720,529	66,560 12 0	844 14 5	6,140 17 2	3,475	29,822	2,469 17 4	316	44	..	..	283	36	..	..	1,019 7 7	77,085 8 6
Carnegie	1,392,853	27,700 5 0	204 14 11	1 15 2	..	7	..	..	..	..	..	..	..	..	..	..	27,906 15 1
Murrumbidgee	1,195,858	24,083 12 10	215 19 2	0 19 1	497	28,579	261 14 2	..	..	..	..	..	..	..	..	..	24,562 5 3
Hughesdale	407,269	8,098 5 9	192 16 2	0 2 8	..	..	0 1 5	..	..	..	..	..	..	..	..	..	8,291 6 0
Oakleigh	1,918,727	42,930 8 9	571 8 6	269 3 0	9,900	53,678	3,550 3 11	26	3	..	2	28	27	14	50	98 4 11	47,419 9 1
Clayton	225,387	5,274 13 3	173 16 10	5 3 8	330	20,790	167 2 0	2	..	..	..	1	2	..	..	4 15 0	5,628 10 9
Spring Vale	398,437	10,282 15 0	201 9 9	36 16 2	2,836	30,734	2,091 6 10	4	14	..	..	1	2	..	..	24 4 3	12,636 12 0
Sandown Park	1,128	49 14 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	49 14 3
Noble Park	276,400	6,596 0 4	139 2 6	7 15 4	78	8,032	45 18 4	..	..	..	..	..	..	..	..	2 10 6	6,791 7 0
Dandenong	502,734	22,599 16 0	2,091 0 11	270 8 9	13,259	38,086	6,742 17 9	225	902	156	49	255	1,070	340	685	3,356 4 11	35,060 8 4
Hallam	2,707	194 9 3	136 3 11	1 17 7	4,358	5,045	889 19 9	1	..	..	..	..	3	1	..	2 1 0	1,224 11 6
Narre Warren	11,213	637 19 5	557 16 0	1 10 10	1,950	4,483	1,021 15 3	6	18	33	..	..	3	25	..	150 16 5	2,369 17 11
Berwick	18,190	1,648 7 4	501 13 1	50 5 10	943	1,762	319 18 4	15	48	46	1	20	47	54	1	249 13 2	2,769 17 9
Beeconsfield	15,650	1,388 9 1	739 8 11	5 7 1	6,532	3,618	1,828 0 2	4	5	..	..	6	32	27	..	15 10 4	3,976 15 7
Hargreave's Siding	..	..	..	..	5,146	499	1,577 13 6	..	..	..	..	..	..	..	..	..	1,577 13 6
Officer	7,832	598 12 5	1,032 6 0	1 18 0	1,449	2,002	502 1 4	2	11	40	..	8	14	28	..	145 18 0	2,275 15 9
Pakenham	23,555	3,076 10 2	1,187 8 4	21 5 4	6,109	6,951	2,690 6 10	21	29	128	..	19	59	147	1	392 18 5	7,348 9 1
Nar-nar-geon	9,423	1,518 2 9	1,006 9 11	25 13 5	5,609	3,742	2,102 4 8	8	50	74	..	13	31	97	..	314 5 4	4,966 16 1
Tynong	6,298	937 3 6	208 8 3	3 8 9	7,077	1,856	3,441 16 6	5	8	..	..	14	23	17	1	40 13 3	4,631 10 3
Garfield	14,341	2,146 14 9	448 19 8	14 13 10	10,334	4,461	5,850 18 8	7	16	24	61	7	20	29	2	246 4 9	8,707 11 8
Jefferson's Siding	..	..	..	..	185	..	52 13 8	..	..	..	..	..	..	..	..	..	52 13 8
Bunyip	10,521	1,800 12 2	608 16 10	5 14 7	4,209	3,290	2,476 4 1	8	34	5	1	16	24	39	3	125 9 3	5,016 16 11
Longwarry	8,891	1,229 6 1	1,567 2 3	2 10 3	7,092	2,586	2,236 15 0	8	15	32	1	19	13	25	2	197 3 6	5,232 17 1
Drouin	17,969	3,094 10 11	754 10 10	23 19 10	5,974	5,067	3,437 3 1	20	46	6	75	25	53	34	8	542 7 9	7,852 12 5
Warragul	47,172	10,092 18 3	2,703 16 4	52 13 8	5,571	21,809	4,389 8 10	23	410	94	144	27	211	142	84	2,167 6 2	19,406 3 3
Nilma	2,641	198 9 8	200 4 0	1 16 1	245	9,513	392 6 4	..	..	..	..	..	..	..	..	..	792 16 1
Daruum	4,222	575 6 6	4,148 10 2	8 4 9	926	3,810	600 3 1	2	67	1	4	4	66	6	3	279 7 3	5,611 11 9
Yarragon	3,511	1,746 1 7	2,451 4 10	18 4 7	3,349	3,717	1,879 8 0	5	34	4	11	11	33	13	6	178 9 6	6,273 8 6
Trafalgar	17,258	3,640 8 2	2,222 9 11	55 11 1	8,565	6,428	7,003 6 8	36	280	40	77	40	187	38	59	1,387 17 1	14,309 12 11
*Blue Metal Siding	..	..	..	..	11,841	..	1,836 7 0	..	..	..	..	..	..	..	..	..	1,836 7 0
Moe	16,866	3,210 14 3	409 7 4	37 8 3	1,900	3,386	1,154 14 11	14	35	6	10	8	47	47	15	177 2 5	4,989 7 2
Electricity Commissioners' Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Great Morwell Coal Pit	..	..	..	..	178,249	119,760	..	..	..	..	..	..	..	..	..	..	..
Yalloon	5,280	1,126 16 6	261 8 1	2 5 0	83,823	18,575	33,837 6 6	..	..	..	..	..	..	..	..	..	33,837 6 6
Morwell	33,183	10,834 0 5	657 4 0	28 12 5	1,172	5,379	1,110 3 9	12	260	46	72	24	80	135	55	1,890 4 3	39,930 16 4
Traralgon	27,689	7,726 4 7	741 0 3	190 6 8	3,897	15,318	3,026 19 8	39	376	181	187	29	64	111	137	3,833 10 7	15,518 1 9
Loy Yang	384	45 8 7	53 14 7	..	25	72	25 4 4	..	..	..	..	..	..	..	..	..	124 7 6
Flynn	629	145 5 5	70 18 5	2 10 4	113	224	78 19 0	..	..	..	..	..	5	3	..	502 6 2	799 19 4
Rosedale	6,564	1,542 19 4	174 7 6	14 0 9	1,691	950	1,275 0 4	3	55	72	13	1	4	25	1	730 4 1	3,736 12 0
Kilmany	2,272	430 4 10	48 13 7	2 14 8	4,879	981	2,004 18 7	4	19	51	1	2	4	14	2	418 8 1	2,904 19 9
Fulham	302	106 6 7	27 8 11	..	596	180	236 16 7	..	..	..	..	..	..	..	..	..	370 12 1
Salc	31,483	11,390 3 8	1,052 16 0	233 8 7	11,188	18,328	8,565 3 4	54	149	212	76	43	86	145	39	3,258 1 1	24,499 12 8
Montgomery	89	16 15 5	..	23 1 6	209	877	47 14 2	..	5	29	..	2	20	9	..	239 2 9	776 13 10
Stratford	12,202	2,787 5 2	265 10 11	177 1 10	3,885	2,080	1,876 6 8	16	47	67	16	9	20	12	1	812 16 11	5,919 1 6
Munro	1,380	205 17 4	38 0 2	0 2 1	6,066	206	1,268 18 7	1,512 18 2
Fletcher's Siding	566	..	159 17 6	159 17 6

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Fernbank	2,108	488 0 0	82 5 4	10 7 3	4,972	671	2,457 14 1	1	13	2	1	5	9	98 15 10	3,137 2 6
Lindenow	3,189	1,163 10 1	87 19 1	7 2 6	4,744	1,402	2,863 15 2	7	52	27	11	9	18	613 18 6	4,736 5 4
Hillsdale	735	253 9 10	23 16 6	0 9 0	5,650	357	3,000 12 6	..	102	15	21	1	14	1,090 4 4	4,368 12 2
Bairnsdale	29,027	14,861 12 1	1,052 5 0	146 4 2	10,445	18,284	11,760 1 0	34	194	133	75	43	71	2,781 12 11	30,601 15 2
ORBOST LINE.															
Nicholson	341	26 8 9	1 2 0	..	243	47	123 10 8	..	..	..	..	..	..	..	151 1 5
Bumberrah	1,052	160 11 8	15 8 6	1 18 1	655	270	485 5 7	1	1	5	22	..	8	9	906 19 2
Mossface	1,065	171 16 7	10 8 2	..	2,305	206	1,816 12 4	1	2	..	..	..	..	..	2,015 12 4
Bruthen	3,742	1,034 6 11	156 4 3	11 18 3	1,984	3,050	3,303 9 7	9	163	47	28	5	12	11	6,411 10 10
Colquhoun	199	31 11 4	4 9 1	..	5,505	532	1,187 6 1	..	..	..	..	..	..	..	1,223 6 6
Driver's Siding	2	0 7 2	0 2 7	..	1,441	92	1,478 6 1	..	..	..	..	..	..	..	1,478 15 10
Nowa Nowa	3,559	711 12 8	87 1 0	3 3 6	3,435	1,746	2,991 15 6	9	8	5	..	6	25	9	3,906 17 8
Tostaree	811	196 14 3	11 1 9	0 12 9	2,081	367	1,133 18 4	1	1	..	..	3	1	1	1,345 6 1
*Stopping Place	4	0 5 9	..	..	..	..	..	..	..	..	..	..	..	..	0 5 9
Waygara	406	76 10 0	1 18 4	0 2 1	282	226	300 6 9	1	..	..	..	1	..	..	379 6 2
*Newmerella	20	3 18 7	..	..	..	..	..	..	..	..	..	..	..	..	3 18 7
Orbost	5,485	3,603 14 2	340 12 8	50 14 1	8,872	6,332	8,179 13 6	19	223	13	113	34	74	32	15,760 16 3
STONY POINT LINE.															
Glen Huntly	1,694,604	35,954 14 10	389 4 1	3 1 8	1,372	76,372	1,869 1 7	..	..	..	..	..	..	..	38,216 2 2
Ormond	934,091	18,780 1 0	241 5 0	2 12 0	..	..	0 3 5	..	..	..	..	..	..	..	19,024 1 5
McKinnon	308,952	6,007 8 5	27 15 6	0 12 4	..	..	..	..	..	..	..	..	..	..	6,035 16 3
Bentleigh	390,143	7,881 17 9	134 10 3	2 14 3	..	41	0 6 0	..	..	..	..	..	..	..	8,019 8 3
Moorabbin	224,402	4,848 9 9	146 5 3	40 0 6	744	39,871	271 3 7	..	11	..	..	..	24	..	5,321 14 1
Highbett	210,747	4,459 15 1	56 7 4	0 14 4	..	8	..	..	..	..	..	..	..	..	4,516 16 9
Cheltenham	527,099	13,026 19 1	403 2 2	10 12 9	5,734	31,575	1,266 3 4	7	2	..	..	3	2	..	14,740 19 1
Mentone	753,321	20,913 10 2	165 6 10	1,253 4 3	668	32,908	515 0 9	37	4	..	..	47	..	135 1 1	22,982 3 1
Parkdale	431,575	10,981 2 2	64 6 3	1 0 4	..	..	..	..	..	..	..	..	..	..	11,046 8 9
Mordialloc	623,304	18,831 7 1	274 19 2	1,219 19 4	544	12,895	209 9 1	22	5	..	..	16	2	..	20,612 9 5
Aspendale	182,270	5,450 16 5	53 5 6	4 15 4	93	6,379	77 2 4	..	2	..	..	..	1	..	5,586 11 7
Edithvale	284,070	8,029 8 7	91 19 8	0 5 7	..	1	..	..	..	..	..	..	..	..	8,121 13 10
Chelsea	587,854	17,803 15 9	250 2 11	0 19 9	3,024	9,405	740 15 0	..	..	..	..	..	..	..	18,795 13 5
Forsyth's Siding	..	..	..	..	10,349	..	1,946 12 10	..	..	..	..	..	..	..	1,946 12 10
*Bonbeach	14,019	477 10 2	8 3 11	0 15 7	..	..	..	..	..	..	..	..	..	..	486 9 8
Carrum	96,360	4,199 16 2	103 5 5	12 11 7	2,731	4,143	686 13 2	4	4	4	7	40	67	..	5,029 0 10
Seaford	42,593	1,910 8 8	156 8 9	2 13 8	254,695	3,541	44,374 7 8	..	..	..	..	..	..	..	46,443 18 9
Frankston	164,526	11,711 9 0	859 0 6	25 8 7	563	17,351	418 4 5	8	11	4	..	8	37	39	13,057 5 7
Langwarrin	2,019	116 13 2	90 19 6	1 6 8	208	489	78 11 4	1	3	..	..	..	2	..	291 11 8
Baxter	5,790	348 18 4	92 8 4	1 4 0	300	639	169 9 0	..	..	..	..	..	1	7	611 19 8
Somerville	7,271	715 1 3	207 1 4	2 0 9	3,234	5,687	1,896 10 10	4	15	2	1	5	18	35	69 6 10
Tyabb	4,042	365 8 3	147 9 11	3 1 5	3,908	2,540	2,475 7 0	1	1	..	..	2	..	..	3 9 9
Hastings	5,350	671 10 11	147 11 7	1 13 6	2,506	2,228	1,073 2 9	1	1	..	..	15	21	..	24 10 6
Elstern	3,591	636 16 3	167 14 4	5 13 9	1,170	1,199	409 17 2	5	66	15	4	9	34	64	229 6 8
Orb Point	9,158	1,977 18 8	135 14 2	1 7 10	193	10,395	255 10 4	..	..	..	..	..	..	..	1,449 8 3
Orb Point Naval Base Siding	21,235	4,014 12 11	..	..	..	..	..	..	..	..	..	..	..	..	2,373 11 0
Stony Point	4,111	845 6 5	466 8 8	8 13 9	566	2,026	319 17 5	..	2	4	..	4	1	31	4,014 12 11
MORNINGTON LINE.															
Moorooduc	1,801	168 12 6	28 1 9	0 18 8	22,767	648	3,561 1 0	1	181	..	..	42	294	..	4,252 18 3
Mornington	29,088	3,656 1 7	608 6 4	75 4 6	302	11,424	321 17 11	10	48	14	..	22	29	33	4,895 14 7
RED HILL LINE.															
Balnarring	280	52 9 10	8 5 1	..	46	658	50 1 8	..	..	..	..	..	..	..	2 12 4
Merricks	393	92 17 11	109 3 9	0 4 2	328	706	127 17 5	3	27	68	3	7	11	37	608 4 10
Red Hill	232	73 16 2	114 14 6	0 9 0	1,943	760	822 12 6	..	2	..	..	..	2	1	1,015 18 11
ALBERTON LINE.															
Lyndhurst	3,956	244 3 9	602 10 2	1 8 11	5,572	1,781	1,176 0 10	3	14	1	..	4	39	36	2,050 12 3
Cranbourne	16,442	1,109 17 1	2,560 13 0	6 18 7	115,712	5,601	25,888 0 3	20	60	95	3	18	97	79	29,973 3 6
Clyde	10,195	672 15 6	1,602 15 1	1 1 9	930	2,189	367 14 7	4	8	56	2	8	10	69	2,787 15 3
Toorangin	5,800	586 18 9	634 19 1	7 17 7	1,145	1,731	491 15 9	9	16	29	2	7	11	40	1,909 19 1
Dalmore	4,876	539 11 9	157 1 5	1 6 1	8,649	7,534	2,979 16 9	3	2	18	1	6	10	13	3,727 6 6
Koo-wee-rup	20,919	3,031 4 0	898 4 9	13 19 1	36,746	8,321	12,375 12 6	13	47	20	3	35	60	48	16,445 7 6

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.														
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.													
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.													
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.															
	£	s.	d.	£	s.	d.	£	s.	d.								£	s.	d.	£	s.	d.								
ALBERTON LINE—continued.																														
Monomeith	1,266	223	6	5	409	0	2	16	15	11	300	1,302	181	11	2	20	284	58	6	21	69	36	..	906	12	5	1,737	6	1	
Caldermeade	2,645	423	6	8	2,702	0	8	0	15	9	626	1,704	359	4	4	12	65	14	9	10	29	13	1	257	18	1	3,743	5	6	
Lang Lang	8,137	1,518	15	5	1,053	18	3	15	16	6	1,305	4,664	635	16	7	3	79	11	23	17	54	49	2	317	16	9	3,542	3	6	
Nyora	8,416	1,661	17	1	191	17	6	3	19	2	5,075	2,234	1,593	8	10	4	60	19	3	5	17	43	1	369	6	4	3,820	8	11	
Loch	6,977	1,231	13	11	330	12	8	3	1	4	1,703	4,662	829	6	0	16	120	69	1	7	51	78	1	618	3	2	3,012	17	1	
Jeetho	1,575	162	1	1	496	14	1	0	14	10	102	345	105	6	8	1	16	28	..	1	1	24	..	165	19	3	930	15	11	
Bena	3,456	602	14	8	1,318	6	6	6	1	11	845	2,125	573	4	1	2	29	35	75	2	18	37	..	563	1	1	3,063	8	3	
Whitelaw	267	37	3	3	97	7	10	..	..	..	38	252	24	12	11	..	..	..	..	..	..	..	..	..	..	..	159	4	0
Korumburra	28,759	6,521	16	11	897	18	1	30	3	2	41,094	17,408	14,866	15	9	28	212	69	76	34	104	137	3	1,399	9	5	23,716	3	4	
Kardella	1,840	215	15	0	111	16	5	0	2	1	182	337	144	16	10	..	..	..	..	..	..	..	..	..	..	..	476	5	7
Ruby	1,575	203	10	9	94	19	7	0	6	7	1,372	649	827	14	7	1	32	34	1	..	5	30	..	300	7	10	1,426	19	4	
Leongatha	22,470	5,806	17	11	1,055	10	6	48	9	10	6,289	11,047	3,805	4	8	19	225	107	48	34	88	183	2	1,609	6	0	12,322	8	11	
Knox Siding	49,906	300	7,240	13	2	7,240	13	2
Gwyther	674	33	323	12	4	1	1	..	1	4	2	6
Koonwarra	1,098	126	7	0	28	16	1	0	9	8	536	423	346	3	10	..	1	3	1	2	3	9	..	..	..	..	16	15	8
Tarwin	3,300	397	7	10	55	10	8	2	16	7	1,736	2,572	904	16	5	..	39	14	13	1	13	21	5	6	334	17	5	1,695	8	11
Aleenyan	6,089	1,354	6	0	118	18	4	7	6	2	3,713	4,431	1,786	1	2	1	98	14	38	3	24	58	1	727	11	7	3,994	3	3	
Stony Creek	2,883	540	11	8	69	19	9	4	9	1	1,378	1,794	738	0	2	1	40	38	66	1	8	43	1	833	4	3	2,186	4	11	
Buffalo	1,402	287	8	1	36	19	10	1	17	5	1,453	457	586	17	4	2	95	5	..	4	60	20	..	643	14	1	1,556	16	9	
Boys	57	18	4	3	947	75	326	1	4	1	1	844	19	4
Fish Creek	3,483	885	18	5	90	18	8	1	17	7	1,914	1,110	1,267	2	0	2	17	21	9	7	16	43	..	221	7	5	2,467	4	1	
Hoddle Range	725	121	0	2	28	8	0	0	0	8	240	136	191	7	4	..	..	..	..	..	..	..	..	..	..	..	7	15	8
Poster	4,381	1,486	8	7	282	0	9	15	5	7	3,906	4,293	1,905	11	8	12	52	34	40	10	24	43	15	775	17	7	4,465	4	2	
Bennison	1,099	232	2	9	113	9	6	0	9	7	308	434	474	19	4	..	..	..	..	..	..	..	..	..	..	..	821	1	2
Toora	3,776	1,591	10	5	245	15	11	2	6	8	683	3,462	804	2	4	8	94	18	11	12	19	37	3	747	14	0	3,391	9	4	
Agnes	341	119	9	10	12	10	11	..	..	..	38	485	41	5	4	..	4	..	1	2	2	..	..	..	..	..	18	10	11
Welshpool	2,862	790	11	7	137	0	10	18	0	0	978	2,080	452	7	8	19	44	2	110	20	8	11	2	1,123	15	7	2,521	15	8	
Hedley	553	163	5	3	33	8	9	1	3	2	89	311	78	17	1	..	..	..	..	..	1	16	..	..	..	..	221	18	10
Gellondale	1,130	475	11	2	27	9	2	1	5	3	662	4,507	395	10	1	3	321	23	33	1	46	18	..	2,320	9	10	3,220	5	6	
Alberton	1,732	464	3	1	48	8	9	2	12	6	599	866	849	17	0	1	25	42	1	1	4	28	..	407	8	5	1,762	9	9	
ALBERTON-WON WRON LINE.																														
Yarram	7,335	3,785	16	4	334	1	9	39	0	4	1,380	5,617	1,853	13	2	14	163	92	68	18	8	21	..	2,270	4	9	8,282	16	4	
Devon	51	8	14	8	42	206	45	16	11	54	11	7
Calrossie	54	3	11	3	0	17	2	..	..	..	306	3,380	253	12	5	..	..	1	..	..	..	3	..	..	..	..	22	19	2
Won Wron	335	84	11	2	14	18	10	0	9	8	1,023	276	773	10	0	7	25	4	9	4	2	289	12	9	1,163	2	5
WON WRON-WOODSIDE LINE.																														
Napier	101	7	10	5	0	6	10	672	55	505	2	7	512	19	10
Woodside	239	104	3	5	34	11	9	1	15	6	2,317	609	1,748	19	5	3	24	45	48	1	..	8	912	0	0	2,801	10	1
STREZLECKI LINE.																														
Bayles	1,702	298	10	7	422	12	0	0	18	1	23,042	4,214	7,591	11	11	2	1	..	..	3	3	2	..	..	..	..	6	12	6
Catani	1,037	234	15	4	694	11	7	0	3	10	6,786	4,125	3,259	16	2	1	1	..	..	5	2	2	..	..	..	..	0	18	9
Yannathan	1,055	220	3	3	1,239	8	5	6	4	7	533	2,590	268	10	10	11	43	53	38	13	21	26	1	422	2	7	2,156	9	8	
Heathhill	333	77	11	3	33	5	10	0	19	3	916	235	417	2	8	1	1	..	..	3	..	..	..	..	..	..	4	7	3
Athlone	390	105	12	8	21	10	6	0	12	1	4,727	90	1,202	18	10	..	..	7	..	1	1	..	..	..	..	..	1	16	8
Topiram	475	130	3	1	21	3	11	0	7	7	2,010	1,719	857	16	8	1	10	7	1	..	13	..	..	..	..	..	70	7	3
Trholm	396	109	13	2	36	19	10	0	9	0	480	476	295	14	0	2	14	45	..	3	2	43	..	..	..	..	286	9	8
Strezlecki	274	86	13	0	39	17	11	0	12	6	172	149	159	0	2	..	20	49	76	1	2	16	..	..	..	..	534	13	4

WONTHAGGI LINE.																
Woodleigh	1,594	313 1 4	684 14 6	2 13 5	126	434	103 11 0	10	7	16	5	11	30	108 8 5	1,212 8 8	
Kernot	1,420	274 1 6	104 16 6	1 4 2	2,617	393	654 2 6	5	112	24	3	12	22	576 18 3	1,611 2 11	
Almurta	2,837	532 15 4	83 19 1	2 1 6	3,311	604	976 2 6	8	287	40	1	9	91	1,249 12 3	2,844 10 8	
Glen Forbes	1,743	421 12 3	590 13 4	0 9 3	279	643	278 10 8	4	15	16	1	11	12	160 16 1	1,452 1 7	
Woolamai	2,179	423 15 7	216 1 7	2 9 10	648	1,236	347 1 8	10	36	14	3	2	17	264 18 10	1,254 7 6	
Anderson	1,086	231 15 5	49 1 6	36 3 1	126	411	279 17 6	8	4	19	4	17	14	91 14 7	738 12 1	
Mitchell's Siding					10,198	35	2,370 0 3								2,370 0 3	
Kileunda	2,616	293 19 0	30 1 11	0 5 6	51	1,589	53 3 11				2			377 10 4		
Dalyston	2,212	552 7 2	83 0 4	1 1 2	593	2,425	600 2 9	3	24	28	77	3	6	710 10 0	1,947 1 5	
State Coal Mine					39,597	19,971	13,682 17 11								18,682 17 11	
Wonthaggi	39,778	9,951 9 0	854 0 4	52 16 9	1,366	28,754	1,229 11 2	3	11	1		9	25	85 3 5	12,173 0 8	
OUTTRIM LINE.																
Jumbuna	1,856	112 17 3	82 10 3	2 19 10	11,689	1,995	3,669 6 11				31	2	4	17	97 17 2	3,965 11 5
Outtrim North	941	33 5 6			2,307	3	707 16 3								741 1 9	
Outtrim	477	33 10 5	27 7 7		4,214	362	1,264 13 1				56			186 17 3	1,512 8 4	
PORT WELSHPOOL LINE.																
Welshpool Jetty	4,055	112 19 11	93 8 10		455	239	1,101 13 0								1,308 1 9	
PORT ALBERT LINE.																
Port Albert	779	186 3 3	44 1 4	0 19 2	356	795	744 7 0								975 10 9	
NEERIM SOUTH LINE.																
Lillico	753	21 12 7	112 4 0		145	115	66 4 9					1	1		200 1 4	
Bulu Bulu	1,158	91 11 7	55 3 7		740	661	390 8 8			1	2			1 14 10	538 18 8	
Bravington	191	17 15 7	0 15 4	0 1 4	431	92	148 6 0								166 18 3	
Rokeby	1,071	95 11 8	11 0 10	0 2 1	3,955	661	1,741 1 2		1		37				1,972 15 0	
Crossover	495	85 10 2	1 14 10	0 6 11	2,368	186	959 4 3								1,046 16 2	
Neerim South	2,561	518 9 10	61 19 6	2 19 11	6,709	2,325	1,404 12 2	4	95	8	5	6	27	410 9 7	2,398 11 0	
NOOJEE LINE.																
Neerim	1,779	309 7 7	16 13 9	0 8 3	1,680	760	1,204 16 10	3	2	1	11	6	7	4	5	1,618 11 10
Nayook	1,793	374 9 0	25 10 11	0 10 0	1,963	1,613	1,223 11 9	4	17	5	31	3	21	5	12	1,835 17 6
Noojee	2,304	644 2 2	83 18 5	0 18 11	21,636	2,398	13,282 13 1						3	2		14,033 8 7
THORPDALE LINE.																
David	44	1 12 1				3									1 12 1	
Coalville	949	129 6 9	21 7 0	0 9 8	247	112	168 5 4	1			1	1	4	5 0 9	324 9 6	
Narracan	685	121 13 9	44 13 6	0 4 10	558	509	352 3 0	1		6			6	7	547 19 4	
Thorpdale	958	233 6 8	58 0 3	1 13 6	2,701	1,388	1,832 3 1	1	8	40	62	1	6	35	2,570 16 2	
WALHALLA LINE.																
Gooding	88	2 9 1													2 9 1	
Gould	1,791	210 0 11	7 5 11	0 8 2	5,087	328	2,888 3 0								3,105 18 0	
Moondarra	589	96 2 3	7 1 9	0 9 6	150	144	105 4 2		12	2	1			85 8 5	244 6 1	
Watson	429	75 1 0	4 19 9	0 3 5	120	53	118 6 3							0 15 11	190 6 4	
Collin's Siding			0 1 5		1,704	170	1,208 5 3								1,208 6 8	
Erica	3,875	838 17 10	46 1 6	2 6 3	4,695	1,130	3,015 6 8	2	11		18	8	5	51 10 5	3,954 2 8	
Knott's Siding	635	135 8 8	2 19 6		1,296	183	937 17 10							1 6 1	1,077 12 1	
Fullwood's Siding					2,880	77	1,811 16 1								1,811 16 1	
O'Shea and Bennett's Siding					4,252	67	2,746 1 1								2,746 1 1	
White Rock Lime Siding					374	780	195 19 11								198 15 11	
Patina	703	98 12 0	1 17 3	0 0 8	3,947	1,396	2,965 14 2								2,166 4 1	
Thomson	105	1 15 4													1 15 4	
Walhalla	2,667	566 8 5	72 2 2	0 12 5	37	547	233 15 0				3	1	47	1	876 12 3	

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
		£ s. d.	£ s. d.	£ s. d.	Tons.	Tons.	£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		£ s. d.
NORTH MIRROO LINE.																	
Hazelwood	90	3 3 10	0 10 9		66	46	35 9 5									1 11 9	40 15 9
Yinnar	2,334	375 9 5	122 19 6	1 5 3	812	2,209	669 2 11	5	19	5	60		5	3		444 15 7	1,613 12 8
Boolarra	3,415	812 7 4	86 9 3	15 11 5	907	2,971	820 9 0	4	21	35	103	4	11	21	4	838 1 4	2,572 13 4
Darlimurra	948	76 9 4	12 5 0		442	131	185 16 0									274 10 4	
North Mirroo	5,781	1,565 7 2	180 0 2	6 14 3	1,344	3,752	1,272 6 4	7	160	95	54	8	62	51	4	1,422 14 7	4,447 2 6
TRARALGON—STRATFORD LINE.																	
Glengarry	3,900	496 4 3	61 5 8	4 10 10	2,975	667	1,930 11 0		15	9	24	2	7	13	1	261 17 6	2,754 9 3
Toongabbie	2,422	458 10 2	66 0 2	22 12 10	2,683	578	1,393 13 11	2	10	7		1	2	4		153 15 6	2,094 12 7
Cowwarr	4,920	1,112 17 4	88 10 5	52 15 3	8,116	939	1,833 2 7	16	83	17	45	18	11	15	21	630 0 7	3,687 6 2
Dawson	214	44 15 7	3 12 3		95	30	90 0 7										138 8 5
Heyfield	8,711	2,363 18 10	280 4 11	48 6 0	5,930	6,684	3,531 5 11	13	223	51	102	12	20	38	39	2,500 11 1	3,724 6 9
Yinamba	5,218	1,216 5 2	113 10 5	33 13 11	3,015	2,226	1,634 0 11	12	286	33	156	8	36	19	38	2,795 17 5	5,798 7 10
Maffra	17,981	5,737 15 0	1,658 6 11	72 8 9	9,356	47,555	11,071 18 6	38	120	71	8	25	72	17	5	1,352 1 6	19,892 10 8
Powerscourt					11,483	69	723 0 9										728 0 9
BRIAGOLONG LINE.																	
Boisdale	644	192 13 4	55 4 4	0 5 7	5,504	1,363	819 16 7	3	51		28	2	6		7	478 12 6	1,546 12 4
Bushy Park	95	30 0 7	6 18 11		1,925	517	479 2 5	1				3				2 18 9	519 0 8
Briagolong	905	254 9 8	50 9 6	0 6 3	6,341	650	2,096 13 1		22	6	34	2	5	2		430 18 10	2,332 17 4
HEALESVILLE LINE.																	
East Richmond	710,682	8,770 13 8	301 7 4	1 19 4													9,074 0 4
Burnley	868,746	10,838 2 1	298 7 2	2 0 5	8,624	114,923	4,075 10 6										15,214 0 2
Hawthorn	1,184,966	17,112 5 5	341 17 10	2 9 1	511	12,132	1,357 7 2										18,813 19 6
Glenside	1,904,612	31,135 17 5	596 19 11	3 14 3		2	0 3 8										31,736 14 10
Auburn	1,550,403	24,426 5 0	362 15 3	6 19 5		2	0 1 0										24,796 0 8
Camberwell	2,136,457	38,771 1 11	575 7 9	5 17 1	1,125	51,833	1,576 15 11										40,929 2 8
East Camberwell	1,009,900	18,402 1 2	89 11 5	0 13 9			0 2 6										18,492 8 10
Canterbury	1,943,509	36,403 0 0	488 17 4	25 5 3		43	1 7 5										36,913 10 0
Surrey Hills	1,358,323	27,214 5 8	274 15 7	4 13 5	602	36,940	1,123 17 9										28,617 12 5
Mont Albert	816,804	16,386 13 4	93 15 5	2 7 1			0 11 2										16,483 7 0
Box Hill	1,557,610	34,130 16 6	611 3 3	45 12 2	11,299	55,705	5,295 12 0	20	62			17	55			360 16 5	40,444 0 4
Blackburn	459,531	10,294 1 11	217 8 5	1 18 11	4,580	18,883	3,770 2 9										14,233 12 0
Tunstall	218,069	4,679 14 1	148 15 5	0 6 8		27											4,828 16 2
Mitcham	391,374	9,699 12 1	260 16 3	3 19 11	2,601	23,903	1,469 8 6	3				1	2	16		14 14 8	11,443 11 5
Ringwood	463,926	13,541 9 8	512 49 11	6 12 4	2,007	22,619	2,494 4 0	12	64	1	19	1	59	40	1	122 9 1	16,677 15 0
Ringwood East	27,133	803 5 2	26 17 9	0 1 9													830 4 8
Croydon	277,659	10,106 19 7	574 17 8	12 2 7	1,446	12,490	824 13 5	5				1	3	4		25 10 0	11,544 3 3
McCrookbank	12,757	538 1 1	297 15 7	0 11 10		225	1,083		2			1	6	6		1 10 11	894 14 9
Cave Hill Siding			0 18 11			35,094	883										7,025 12 0
Lilydale	72,231	4,707 9 3	653 8 4	51 6 6	683	14,761	394 9 7	14	147	40	10	17	55	73	1	510 15 8	6,317 9 4
Black's Siding					56,301		8,978 15 6										8,978 15 6
Coldstream	2,962	231 11 0	243 9 10	45 5 0	615	621	124 6 10	23	3	16		15	6	43		90 8 5	735 1 1
Yering	2,623	273 0 7	741 0 0	8 0 4	99	1,258	59 9 8	12	58	57		9	48	63		359 19 5	1,441 10 0
Yarra Glen	10,718	1,239 13 10	759 19 3	31 9 11	4,998	3,763	1,577 5 6	13	79	41		10	35	33		337 14 7	3,946 3 1
Tarrawarra	1,134	121 17 6	97 0 9	2 5 11	312	55	55 0 9										278 10 5
Healesville	31,501	5,968 19 8	493 16 5	23 12 8	11,675	32,606	4,804 16 5	9	37			12	108	49	2	132 15 3	11,424 0 5

GLEN IRIS LINE.												
Heyington	108,111	1,575 16 1	8 8 3	0 5 7	..	..	..	..	..	..	..	1,584 9 11
Kooyong	270,869	4,427 8 0	31 7 10	0 7 7	..	..	..	..	..	..	..	4,459 3 5
Tooronga	690,186	10,979 15 6	117 15 9	2 18 8	493	44,281	484 12 8	..	..	..	..	11,585 19 4
Gardiner	561,717	9,772 9 11	137 2 7	1 11 7	..	..	..	..	..	..	..	9,811 4 1
Glen Iris	571,000	10,775 3 1	69 16 2	1 3 8	..	..	0 1 2	..	..	..	..	10,846 4 1
Darling	482,755	8,813 9 4	42 11 6	0 1 4	222	22,599	393 10 9	..	..	..	..	8,749 12 11
KEW LINE.												
Barker	326,010	5,239 14 6	38 6 7	0 4 10	..	..	0 1 2	..	..	..	..	5,278 7 1
Kew	1,109,034	17,379 9 11	383 14 5	4 10 8	447	30,071	513 11 6	1	4	..	..	18,293 17 4
OUTER CIRCLE LINE.												
Riversdale	84,042	1,343 14 3	16 5 8	0 6 4	212	52,713	318 8 4	..	..	..	..	1,678 14 7
Golf Links	58,545	970 13 4	..	..	..	..	..	..	..	..	..	970 13 4
Hartwell	110,812	2,021 2 3	0 1 4	..	..	9	..	..	..	..	..	2,021 3 7
Ashwood	126,853	2,238 4 3	177 14 11	0 13 10	218	14,844	110 7 7	..	..	..	..	2,527 0 7
Ashburton	57,239	1,032 14 11	36 17 10	0 10 11	138	5,360	71 14 7	..	..	..	..	1,191 18 3
Shenley	51,220	794 18 2	..	..	..	..	..	..	..	..	..	794 18 2
Roystead	23,688	400 3 1	0 0 9	..	..	..	..	..	..	..	..	400 3 10
Deepdene	59,862	1,000 1 10	19 3 10	..	..	..	..	..	..	..	..	1,019 5 8
East Kew	..	..	..	..	90	11,166	53 16 1	..	..	..	..	53 16 1
FERNTREE GULLY LINE.												
*Heathmont	1,883	56 12 11	2 11 6	..	..	..	..	..	..	..	..	50 4 5
Dayswater	103,000	3,303 3 1	368 1 7	284 1 4	168	5,247	94 14 8	3	..	..	..	4,059 15 6
Boronia	56,446	2,037 7 11	154 18 1	..	..	..	..	..	..	6	8	2,192 6 0
Lower Ferntree Gully	37,349	1,898 7 0	443 7 8	30 9 6	..	374	6,321	112 17 2	3	15	34	2,596 19 7
Herman's Siding	..	..	..	..	..	30,396	..	5,280 9 10	..	..	..	5,280 9 10
Upper Ferntree Gully	66,349	4,236 2 4	144 15 7	21 4 3	12,771	2,920	1,983 9 11	1	2	..	..	6,396 14 11
GEMBROOK LINE.												
Upwey	12,571	713 15 1	53 9 9	3 5 9	5	95	10 13 5	..	..	..	..	781 4 0
Tecoma	5,387	363 10 9	20 13 8	1 2 11	..	..	..	..	..	..	..	385 7 4
Belgrave	20,719	1,152 6 9	117 14 4	3 13 6	176	2,043	92 12 11	..	..	..	..	1,366 7 6
Selby	2,882	210 18 11	11 14 2	1 6 11	..	61	1 19 3	..	..	..	..	225 19 3
Anra	1,570	116 5 3	69 8 8	0 9 8	64	1,442	32 19 11	..	..	..	..	219 3 6
Clematis	2,454	236 6 7	23 16 11	1 0 0	100	294	51 0 3	..	..	3	..	315 11 5
Emerald	6,739	661 12 4	175 19 8	4 13 2	1,421	3,357	597 8 2	2	5	4	1	1,456 3 7
Nobelus' Siding	31	2 15 1	25 3 8	..	64	5	114 9 8	..	..	..	..	142 8 5
Wright	328	40 5 4	..	..	..	..	..	..	..	..	..	40 5 4
Cockatoo	4,843	622 7 0	64 3 8	4 2 2	2,716	1,685	936 19 2	..	2	..	7	1,642 7 4
Gembrook	5,012	758 7 2	88 3 8	1 13 0	8,484	1,955	3,377 1 4	1	5	..	..	4,250 16 5
WARBURTON LINE.												
Mount Evelyn	13,853	1,266 12 5	201 7 0	5 1 9	2,018	2,353	661 0 10	3	2	..	10	2,158 19 7
Wandin	9,218	920 6 6	486 12 5	1 2 4	3,557	2,553	989 8 1	1	4	..	1	2,404 14 3
Seville	5,328	562 5 8	161 14 11	0 13 10	2,321	2,025	532 5 2	..	..	..	1	1,256 19 7
Killara	935	124 8 4	30 3 0	23 10 6	658	529	175 11 8	2	..	2	..	363 19 6
Worri Ya lock	4,766	605 10 3	131 3 2	2 6 9	3,831	6,010	1,110 12 6	7	96	8	..	2,117 13 7
Launching Place	5,000	731 14 2	509 3 10	2 2 1	2,926	1,553	815 11 2	6	24	7	3	2,147 9 0
Yarra Junction	14,280	2,337 6 1	168 2 8	15 18 1	40,912	3,569	13,943 11 8	6	4	..	..	16,479 3 4
Britannia	..	..	..	..	6,236	93	2,711 7 0	..	..	..	..	2,711 7 0
Westburn	4,466	524 7 4	93 17 3	4 18 10	964	533	386 13 6	3	..	..	..	1,014 14 1
MHgrove	4,910	454 14 6	31 7 3	0 15 0	4,254	908	1,489 15 3	2	..	..	1	1,989 1 0
Warburton	20,537	3,738 1 9	262 11 5	8 1 5	785	10,239	602 19 5	12	5	14	17	4,762 19 1
La La Extension	..	..	..	..	40,743	655	13,463 8 11	..	..	..	..	13,463 8 11

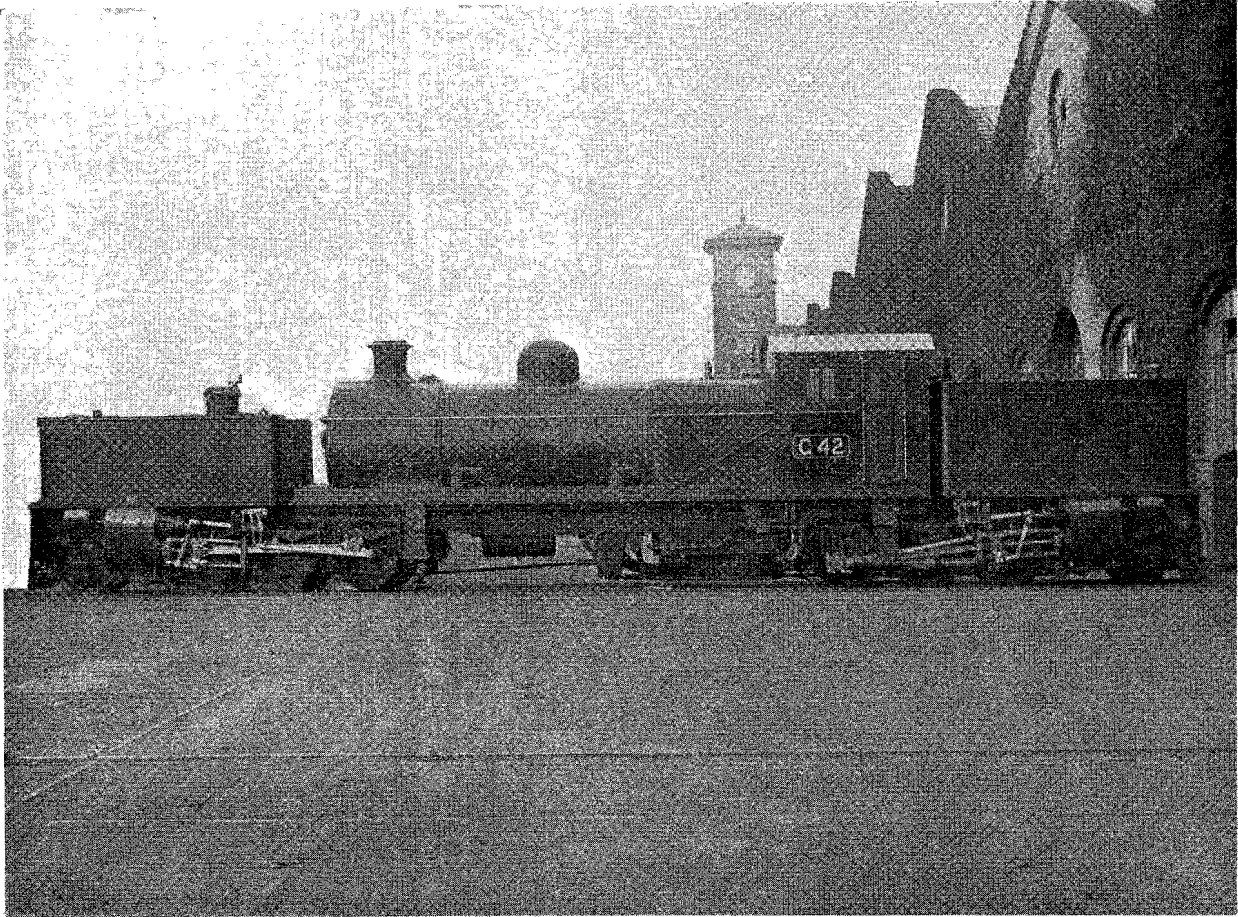
APPENDIX NO. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
HEIDELBERG-ELTHAM LINE.																	
Jolimont	287,861	3,073 0 2	50 0 11	1 3 1	..	..	..	..	..	..	..	..	..	..	..	3,129 4 2
West Richmond	914,195	9,919 8 8	483 9 11	4 17 7	..	..	0 6 3	..	..	..	..	..	..	..	..	10,408 2 5
North Richmond	916,173	11,711 17 8	442 11 4	4 2 11	..	..	0 1 3	..	..	..	..	..	..	..	..	12,158 13 2
Collingwood	789,540	9,219 4 3	427 9 9	2 17 10	..	..	..	..	..	..	..	..	..	..	..	9,649 11 10
Victoria Park	1,246,652	15,535 14 3	1,055 7 9	3 8 9	19,891	74,163	12,037 18 7	..	..	..	..	..	..	..	..	28,632 9 4
Clifton Hill	1,940,375	22,085 9 8	876 8 4	4 10 2	..	1,813	0 8 10	..	..	..	..	..	..	..	..	22,966 17 0
Westgarto	856,598	10,990 7 9	161 4 9	1 1 11	..	..	0 1 7	..	..	..	..	..	..	..	..	11,152 16 0
Dennis	887,476	12,898 11 0	77 4 4	0 18 9	..	..	..	..	..	..	..	..	..	..	..	12,476 14 1
Fairfield Park	1,853,859	27,741 19 10	163 18 2	2 4 3	802	29,234	1,460 9 9	..	..	..	..	..	..	..	..	29,368 12 0
Alphington	733,703	11,949 15 0	75 4 10	0 9 9	89,049	9,497	6,757 4 8	..	..	..	..	..	..	..	..	18,782 14 3
Darebin	373,562	7,298 1 9	40 9 11	0 7 1	..	..	..	..	..	..	..	..	..	..	..	7,338 18 9
Ivanhoe	1,251,969	24,563 9 5	179 12 9	1 14 11	134	11,264	115 15 6	..	..	..	..	..	..	..	..	24,860 12 7
Eaglemont	16,618	352 15 11	5 11 11	0 7 11	..	..	..	..	..	..	..	..	..	..	..	358 15 9
Heidelberg	814,021	17,595 18 9	165 10 7	3 13 3	1,259	15,970	676 0 9	2	35	..	2	15	..	..	100 4 4	18,541 7 8
Rosanna	92,783	1,891 0 3	13 14 3	3 14 0	..	..	..	..	..	..	..	..	..	..	..	1,908 8 6
Macleod	89,237	2,500 10 10	32 15 11	0 8 2	..	..	..	..	..	..	..	..	..	..	..	2,533 14 11
Mont Park .. .. .	..	..	..	..	44	3,870	126 16 7	..	..	..	..	..	..	..	..	126 16 7
Watsonia	23,514	559 6 2	0 6 9	..	..	..	..	..	..	..	..	..	..	..	..	559 12 11
Greensborough	224,700	5,698 17 1	83 17 0	1 14 5	37	3,323	36 2 8	..	6	..	2	4	6	..	12 3 0	5,832 14 2	
Montgomery	84,386	2,054 9 0	12 6 4	0 4 1	..	..	..	..	..	..	..	..	..	..	..	2,086 19 5
Eltham	183,930	5,623 17 5	72 15 8	0 7 6	80	4,408	39 2 3	4	1	6	..	..	10	..	31 7 11	5,767 10 9
ELTHAM-HURSTBRIDGE LINE.																	
Diamond Creek	53,401	1,728 3 9	98 15 6	1 12 6	232	1,624	105 9 4	2	1	..	2	..	25	2	3 13 6	1,937 14 7	
Wattle Glen	9,029	418 1 8	0 8 6	..	..	..	..	..	..	..	..	..	..	..	..	418 10 2
Hurstbridge	23,644	1,541 9 2	140 6 4	4 7 11	5,912	2,105	1,076 12 8	..	..	..	2	1	2	..	2 5 4	2,765 1 5
PORT MELBOURNE LINE.																	
Montague	421,554	5,062 18 8	144 10 10	0 11 6	..	..	..	..	..	..	..	..	..	..	..	5,208 1 0
North Port	756,319	9,293 15 2	134 0 8	2 3 11	..	..	..	..	..	..	..	..	..	..	..	9,429 19 9
Graham	813,456	8,948 11 2	102 10 0	2 5 0	..	..	..	..	..	..	..	..	..	..	..	9,053 6 2
Port Melbourne	458,630	5,994 12 4	116 5 9	..	145,089	233,167	43,211 14 9	12	15	1	30	308	8	..	46 6 5	49,368 19 3	
ST. KILDA LINE.																	
South Melbourne	1,046,047	12,889 18 1	521 16 2	1 2 8	..	1	..	..	..	..	..	..	..	..	..	13,412 16 11
Albert Park	2,420,226	27,249 15 7	320 9 2	1 14 1	..	3	0 11 10	..	..	..	..	..	..	..	..	27,572 10 8
Middle Park	2,236,161	23,299 14 10	163 9 10	3 11 3	..	..	..	..	..	..	..	..	..	..	..	23,466 15 11
St. Kilda	4,483,753	54,850 14 0	540 13 5	3 0 6	252	31,598	274 9 3	..	..	..	..	..	..	..	..	55,668 17 2

BRIGHTON-SANDRINGHAM LINE.

Richmond	1,954,792	32,845 19 8	2,162 10 3	9 13 1	..	2	0 6 5	..	..	..	..	..	..	..	..	..	..	..	..	35,018 9 5
South Yarra	2,086,676	30,255 1 10	1,185 16 6	7 0 4	..	5	0 1 4	..	..	..	..	..	..	..	..	..	..	..	..	31,448 0 0
Prahran	1,711,256	24,037 2 2	2,123 6 4	3 10 7	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	26,163 19 1
Windsor	2,004,840	27,660 17 8	608 4 7	4 4 8	..	1,668	68,771	1,632 19 2	..	..	..	..	..	..	..	..	..	..	..	29,906 6 1
Balaclava	2,495,732	35,847 19 10	407 12 5	4 16 7	..	2	..	0 4 1	..	..	..	..	..	..	..	..	..	..	..	36,260 12 11
Ripponlea	1,476,279	28,971 13 0	287 0 3	2 1 6	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	24,260 14 9
Elsternwick	3,224,409	56,863 18 0	634 2 2	5 6 4	..	2,391	41,835	795 10 1	..	..	..	..	..	..	..	..	..	..	..	58,298 16 7
Garden Vale	1,614,276	30,251 3 8	206 14 7	2 11 6	..	3	..	0 1 0	..	..	..	..	..	..	..	..	..	..	..	30,460 10 9
North Brighton	1,881,513	37,717 16 11	369 9 0	5 5 7	..	1,250	45,941	1,261 18 2	..	..	..	..	..	..	..	..	..	..	..	39,354 9 8
Middle Brighton	1,466,115	30,250 10 3	319 6 2	3 10 6	..	307	23,207	247 4 7	..	..	..	..	..	..	..	..	..	..	..	30,820 11 6
Brighton Beach	813,783	17,664 7 8	85 4 7	0 13 10	..	26	..	0 1 2	..	..	..	..	..	..	..	..	..	..	..	17,750 7 3
Hampton	1,502,876	32,540 5 11	210 2 5	2 6 9	..	5	..	0 3 6	..	..	..	..	..	..	..	..	..	..	..	32,752 18 7
Sandringham	2,908,929	49,871 9 7	419 5 4	7 13 7	..	766	44,602	624 17 8	..	..	..	..	..	..	..	..	..	..	..	50,923 6 2
VARIOUS.																				
Subsidy from Treasury Account 10 per cent. reduction in Agricultural Produce rates (By-law 265)	..	..	..	..	..	..	..	134,057 14 11	..	..	..	..	..	..	..	..	..	..	..	134,057 14 11
Geelong Road Motor Service	17,504	3,911 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,911 1 6
Traffic derived from South Australian stations	67,636	110,754 1 3	12,608 0 2	848 11 11	70,722	47,263	99,861 10 11	..	..	..	..	..	..	..	..	..	..	..	6,221 12 0	230,293 16 3
Traffic derived from New South Wales stations	158,420	160,793 3 5	19,242 1 10	1,229 17 2	50,623	120,596	80,224 13 3	..	..	..	..	..	..	..	..	..	..	..	636 12 6	262,126 7 11
Traffic derived from Queensland stations	6,354	5,912 14 6	281 8 2	..	13,950	5,401	10,468 4 3	..	..	..	..	..	..	..	..	..	..	..	..	16,662 6 11
Traffic derived from Commonwealth stations	153	570 1 7	3 9 6	..	14	964	67 16 8	..	..	..	..	..	..	..	..	..	..	..	..	641 7 9
Traffic derived from West Australian stations	8,356	11,985 5 3	256 9 0	0 16 4	5	1,216	24 11 6	..	..	..	..	..	..	..	..	..	..	..	..	12,267 2 1
Steamer Thos. Cook and Son, to New South Wales, South Australia, &c.	56,191	1,170 14 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,170 14 2
Totals	168,057,554	5,521,259 2 7	518,467 9 5	41,708 9 1	8,128,905	8,128,905	5,044,850 12 8	8,385	40,971	69,899	8,611	8,231	41,734	70,763	9,098	654,089 18 3	11,780,375 12 0			
Less unallotted Credit Notes, &c.	14,258	91,544 18 11	4,625 5 7	1,047 7 2	..	..	115,725 11 11	..	..	..	..	..	..	..	..	17,763 14 11	230,706 18 6			
Mails	168,071,812	5,429,714 3 8	513,842 3 10	40,661 1 11	8,128,905	8,128,905	4,929,125 0 9	8,385	40,971	69,899	8,611	8,231	41,734	70,763	9,098	636,326 3 4	11,549,668 13 6			
Telegraph	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,247 18 0
Power	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,248 0 6
Rentals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	145,025 13 4
Miscellaneous	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	156,546 2 11
Dining Car Service	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,762 2 1½
Refreshment Room Service	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25,807 7 9
Advertising	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	413,736 3 11
Bookstalls	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	36,986 19 2
GRAND TOTAL, RAILWAYS	168,071,812	5,429,714 3 8	513,842 3 10	40,661 1 11	8,128,905	8,128,905	4,929,125 0 9	8,385	40,971	69,899	8,611	8,231	41,734	70,763	9,098	636,326 3 4	12,497,884 2 1½			
St. Kilda and Brighton Electric Tramway	5,910,741	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	56,533 4 11½
Sandringham and Black Rock Electric Tramway	1,371,558	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,061 2 3½
GRAND TOTALS	175,354,111	5,429,714 3 8	513,842 3 10	40,661 1 11	8,128,905	8,128,905	4,929,125 0 9	8,385	40,971	69,899	8,611	8,231	41,734	70,763	9,098	636,326 3 4	12,566,478 9 4½			

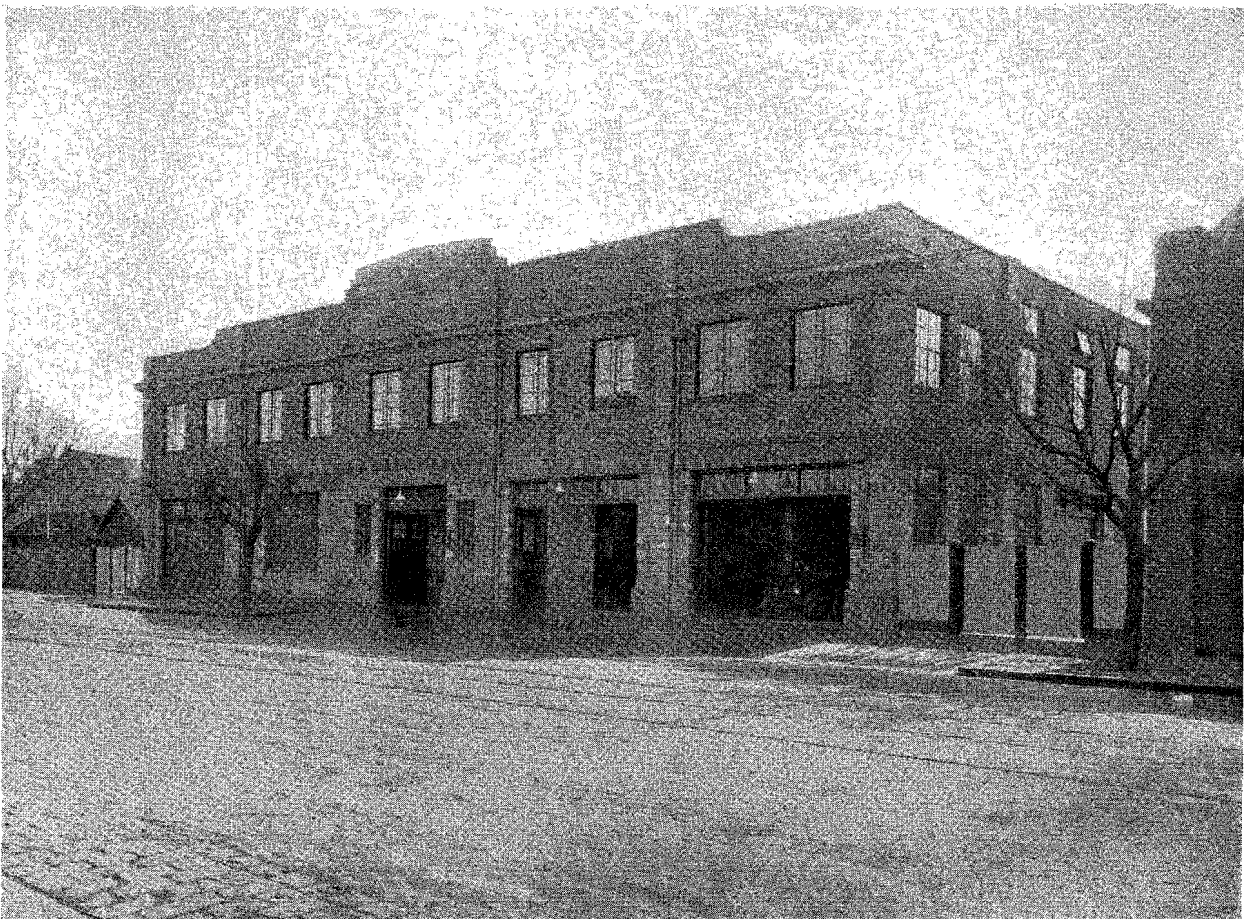
*Stations open for only portion of the year.



" G " CLASS (GARRATT, 2-6-6-2 type) LOCOMOTIVE.

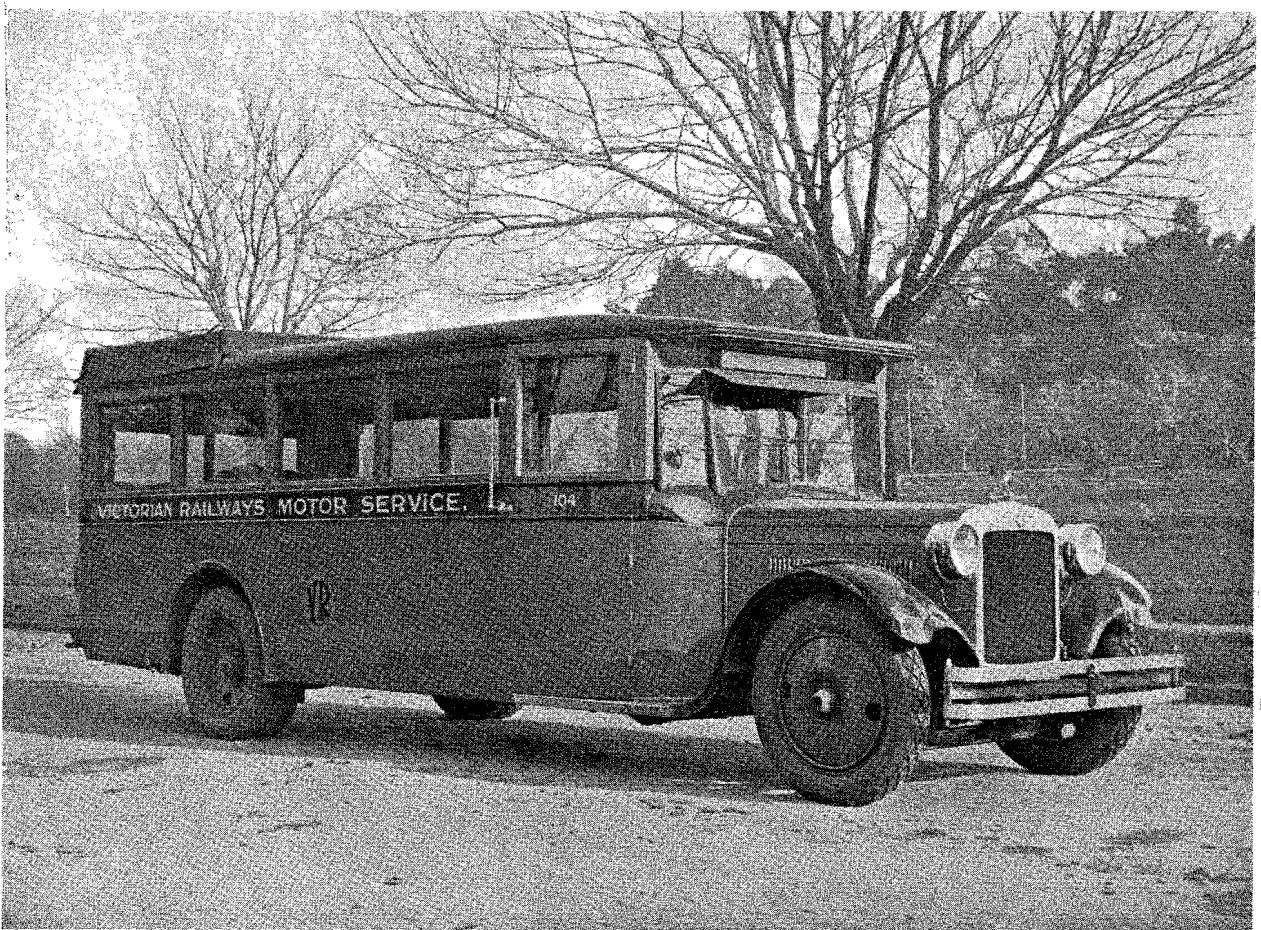
Heating surface, 1,268 sq. ft. ; grate area, 22.6 sq. ft.
 Diameter of cylinders, 13½ in. ; stroke, 18 in.
 Diameter of driving wheels, 3 ft. ; length of wheel base, 44 ft. 6 in.
 Tender capacity—water, 1,680 gallons ; fuel, 3½ tons.
 Length overall, 52 ft. ; Total weight (roadworthy), 69 tons 1 cwt.
 Tractive power, 25,270 lbs. (180 lbs. steam pressure).

(See page 23).



OVERHEAD EQUIPMENT DEPOT AND MOTOR GARAGE, BATMAN AVENUE, JOLIMONT,

(See page 20).



"INTERNATIONAL" 23-PASSENGER SEDAN MOTOR COACH RUNNING BETWEEN MELBOURNE AND GEELONG.
 6 cylinder, 38 h.p. (R.A.C./rating) engine.
 Length of wheel base, 190 in.; length overall, 21 ft. 8 in.; tare weight, 5 tons 3 cwt.; electrically lighted.



INTERIOR VIEW OF "INTERNATIONAL" 23-PASSENGER SEDAN MOTOR COACH, SHOWING SEATING ARRANGEMENTS, Etc.

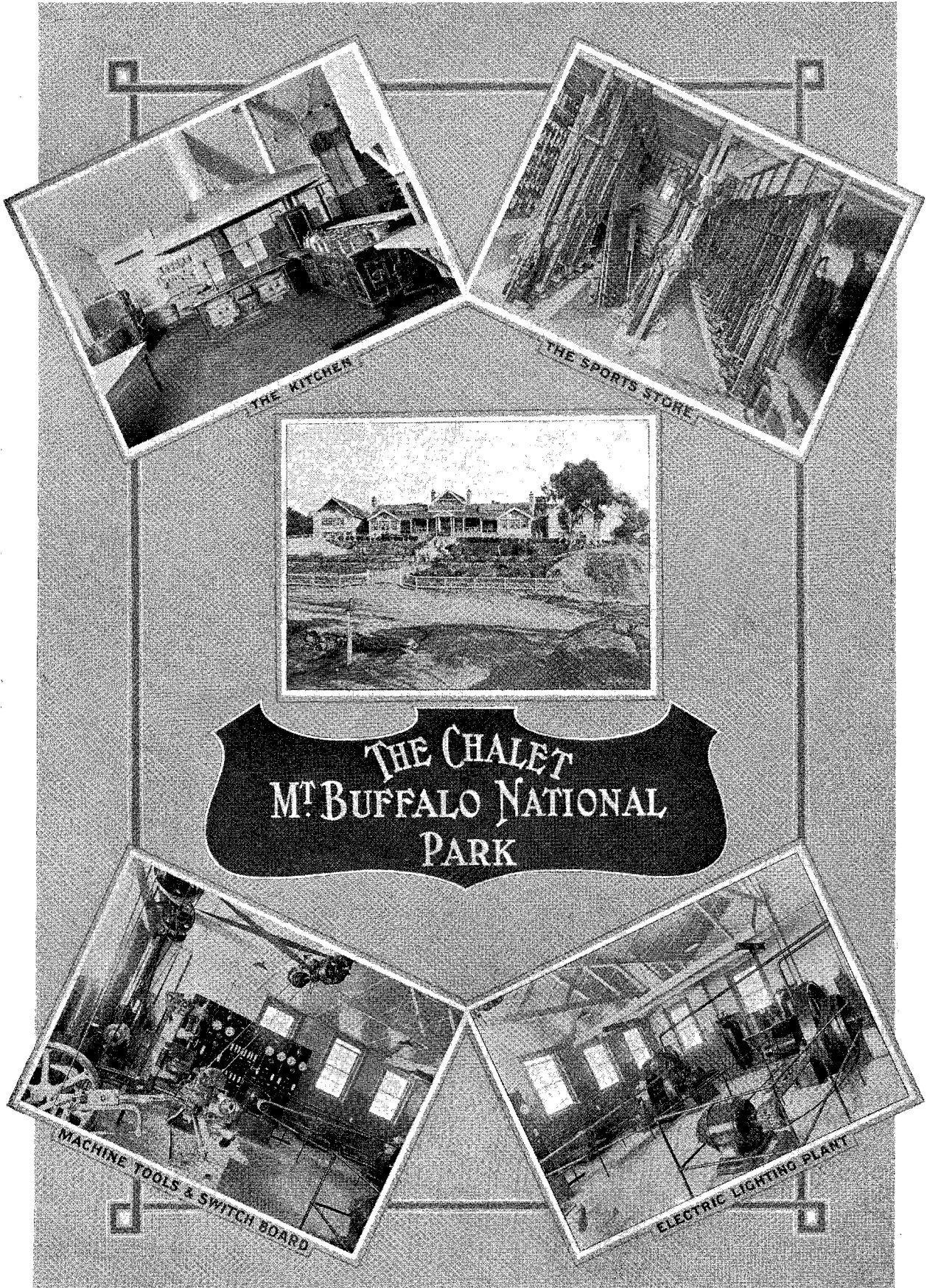




DIAGRAM N°1 AVERAGE MILEAGE OPERATED

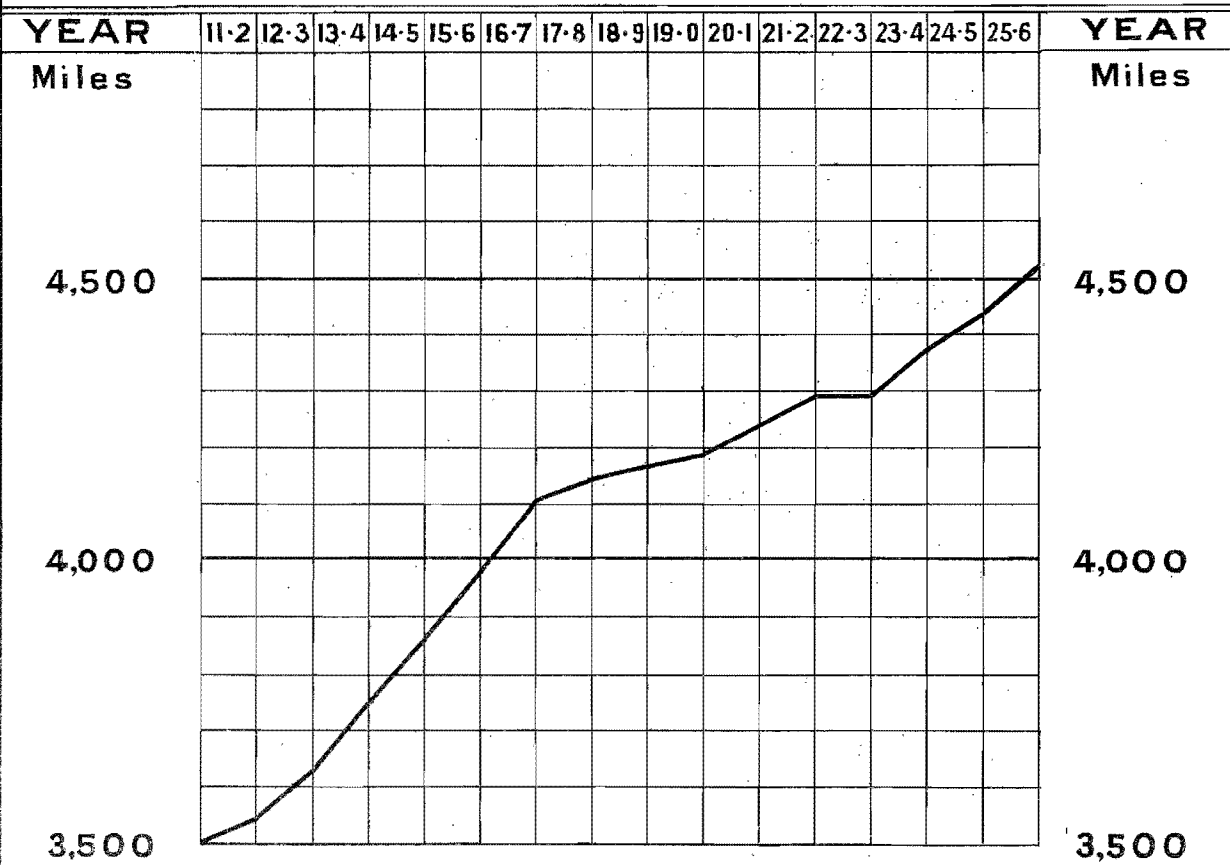


DIAGRAM N°2 AVERAGE COST OF CONSTRUCTION PER MILE

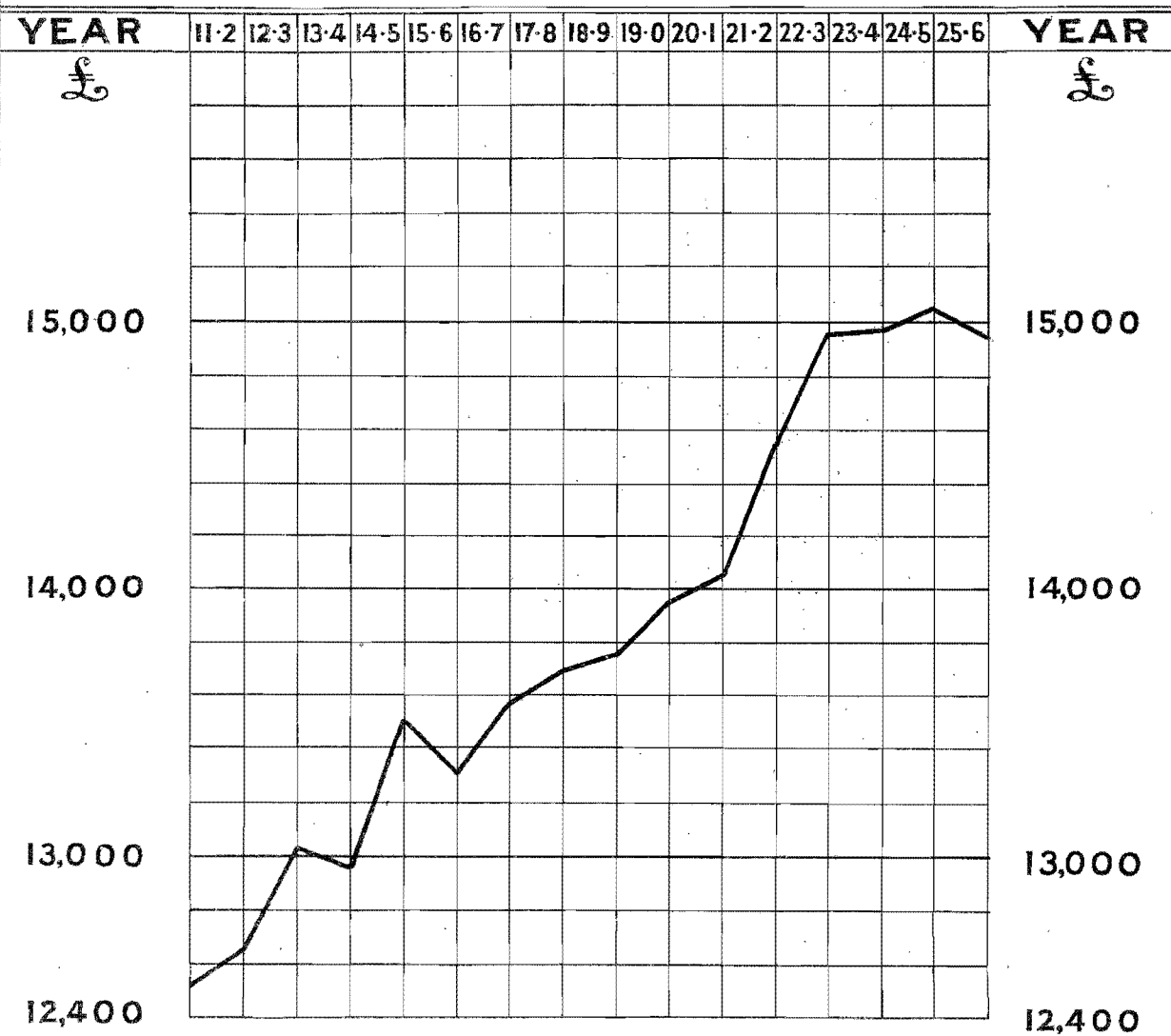


DIAGRAM N° 3

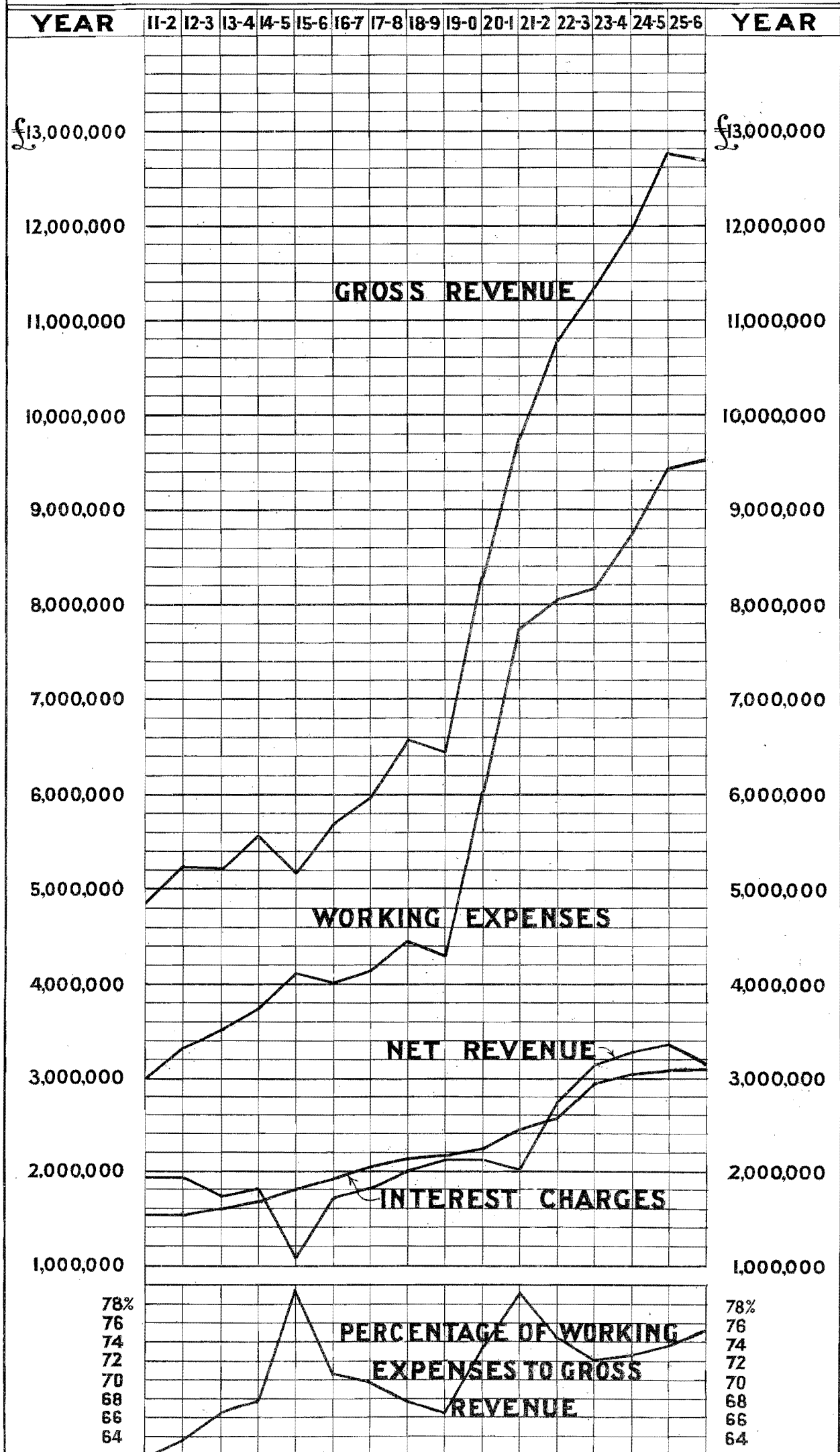


DIAGRAM N° 4

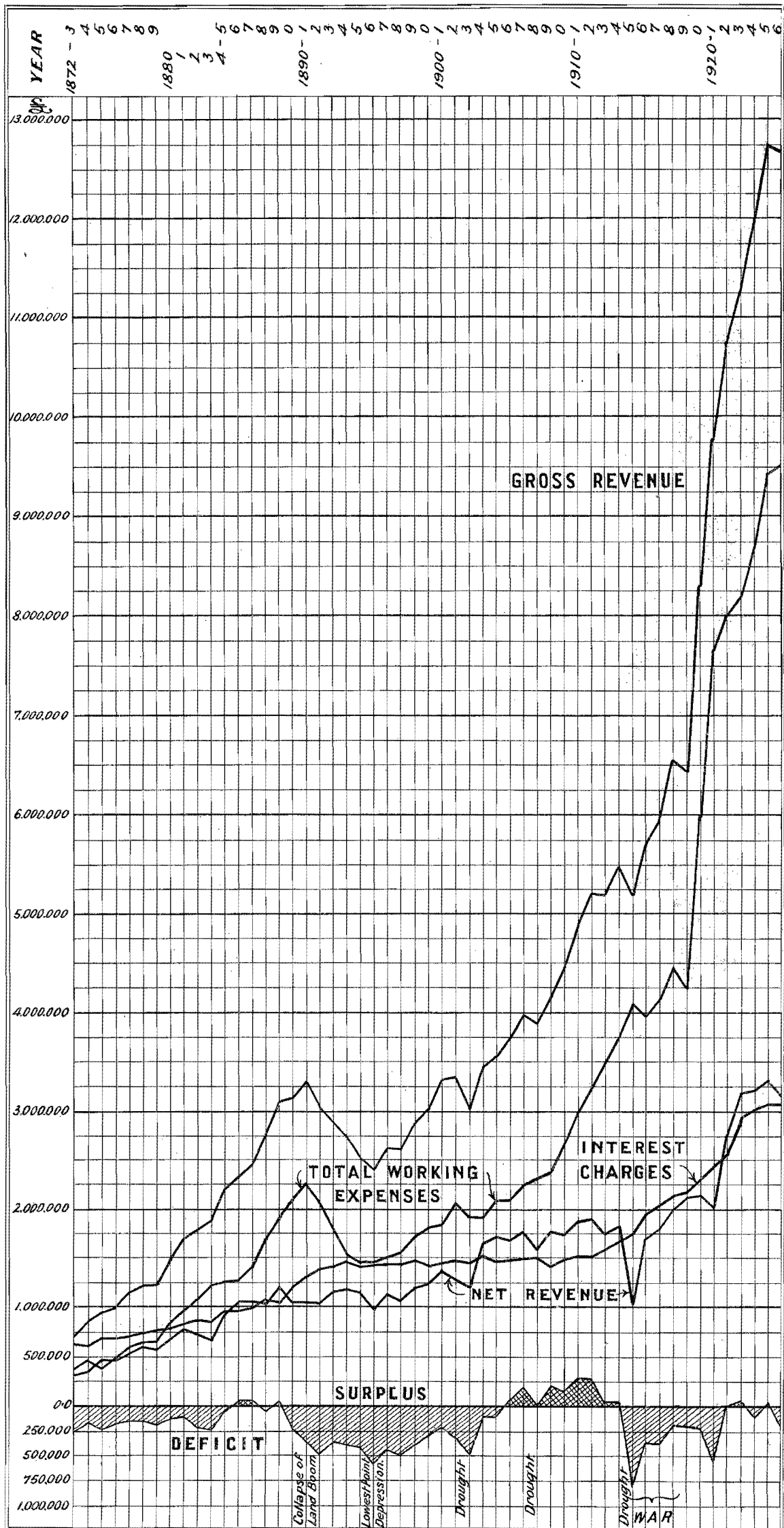
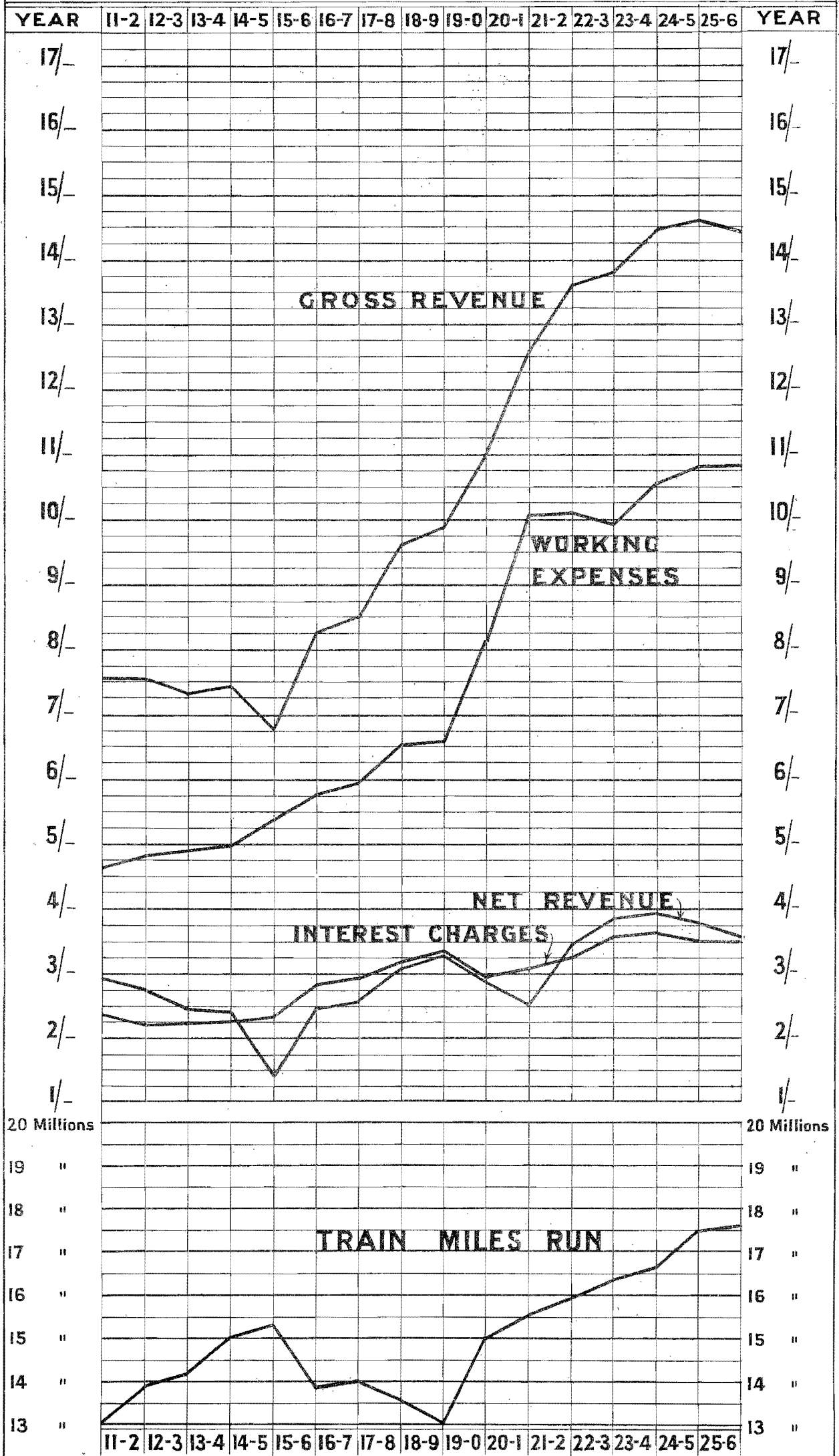
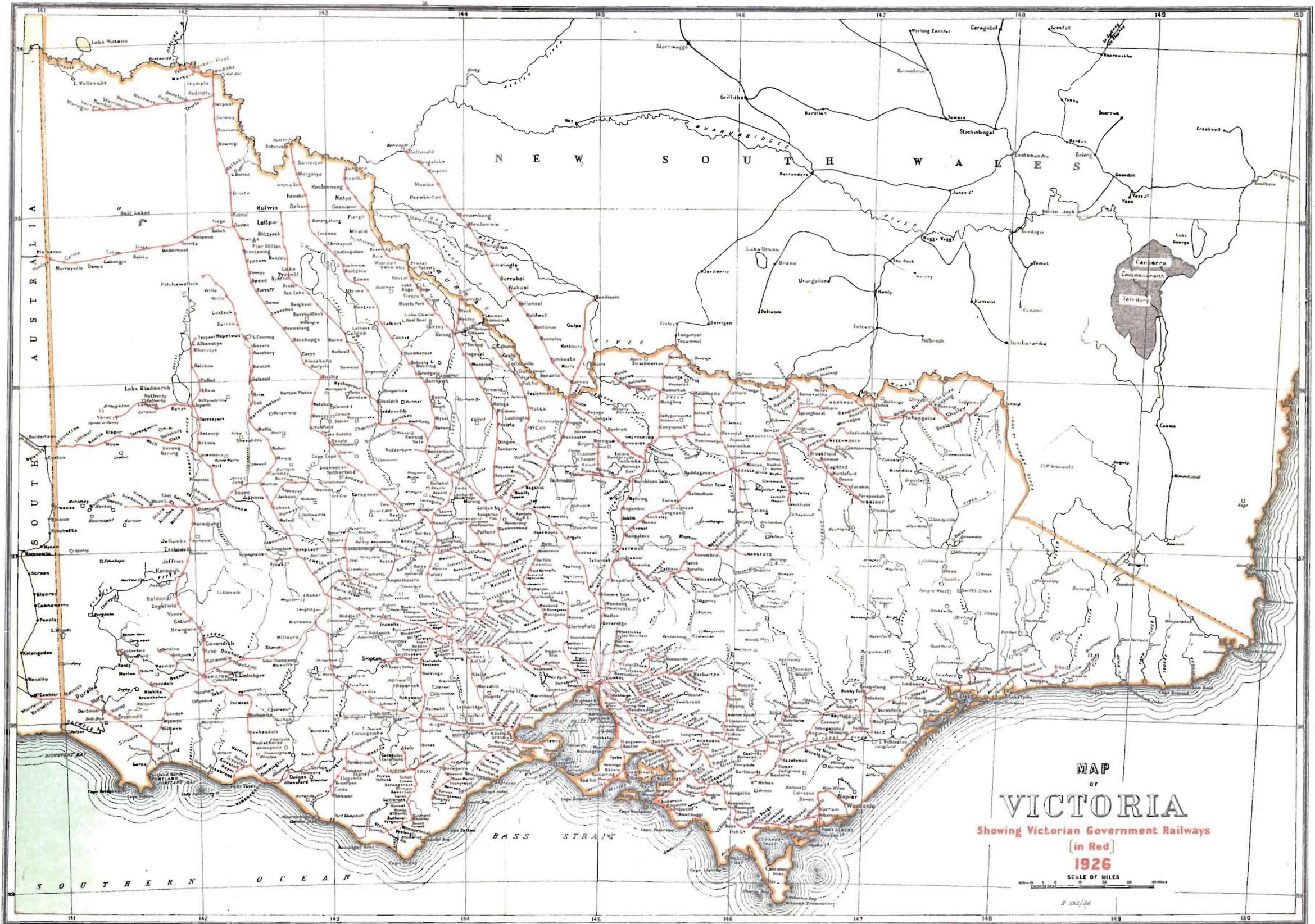


DIAGRAM N° 6

PER TRAIN MILE RUN





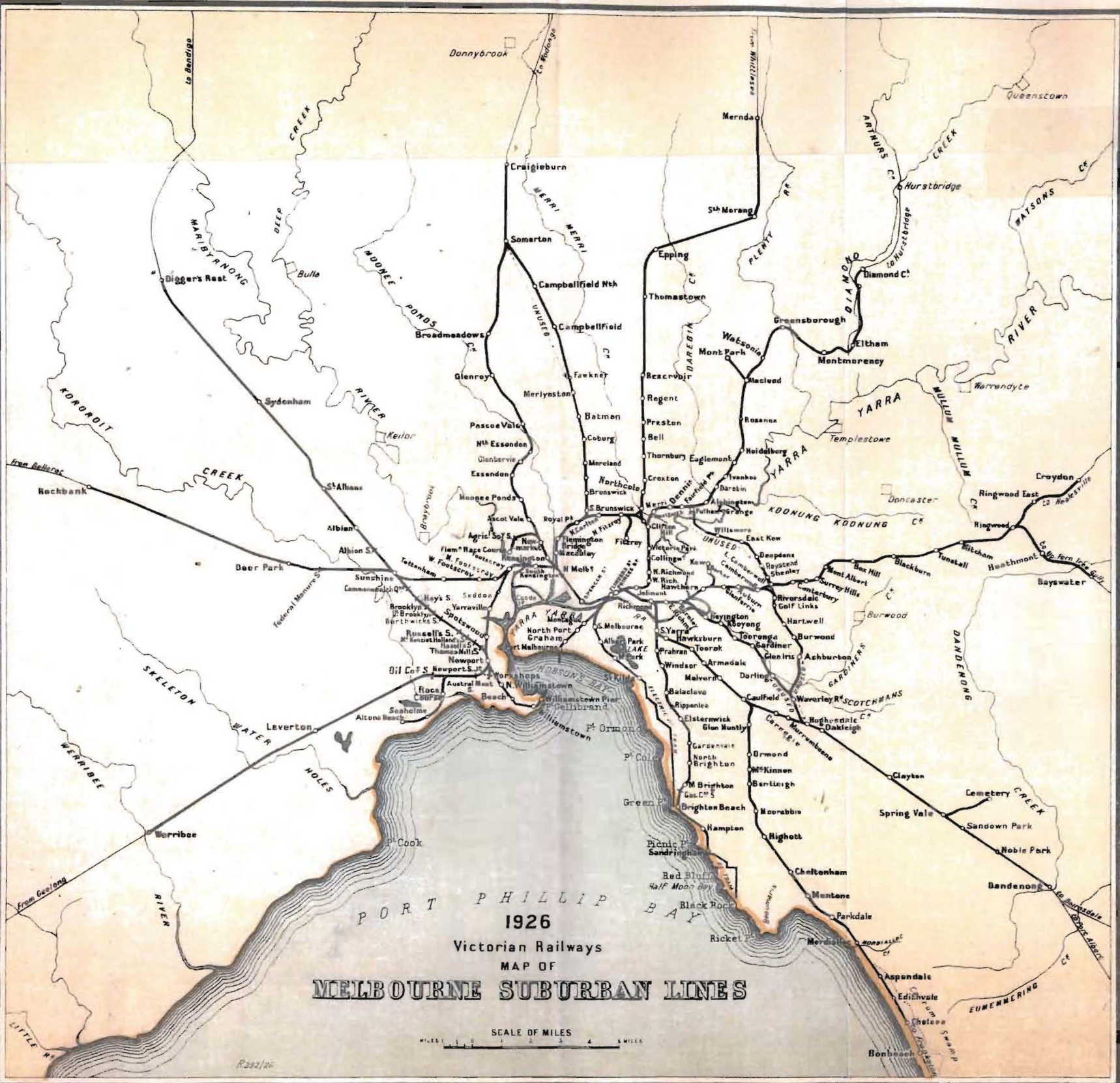
MAP
OF
VICTORIA

Showing Victorian Government Railways

(in Red)
1926

SCALE OF MILES

R. 1926/26



PORT PHILLIP BAY
1926

Victorian Railways
MAP OF

MELBOURNE SUBURBAN LINES

SCALE OF MILES
MILES 1 2 3 4 5

P322/26

Railway Map OF AUSTRALIA

1926

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

SCALE OF MILES



Distances between Capital Cities via Trans-Australian Railway.

Fremantle to Kalgoorlie (W.A.)	387 Miles.	Adelaide (S.A.) to Melbourne (V.)	483 Miles.
Kalgoorlie (W.A.) to Port Augusta (S.A.)	1,051 "	Melbourne (V.) to Sydney (N.S.W.)	589 "
Port Augusta to Adelaide (S.A.)	269 "	Sydney (N.S.W.) to Brisbane (Q.)	715 "
Fremantle to Brisbane	3,484 Miles.		
Brisbane to Cairns	1,043 "		
Total Distance—Fremantle to Cairns	4,527 "		

NOTE.—Perth time is 1 1/2 hours behind Adelaide time and 2 hours behind Melbourne time. Melbourne, Sydney, Brisbane, and Cairns observe the same time.