

1933.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1933.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1933.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 31ST August, 1933.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our report in respect of the year ended 30th June, 1933.

The financial results of the operation of the railways, the St. Kilda and Brighton and Sandringham to Black Rock and Beaumaris electric tramways, and the road motor public services during the period under review were:—

	Railways.			Electric Tramways.			Road Motor Public Services.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—												
Earnings	9,310,332	15	6	52,863	1	1	19,860	0	4	9,383,055	16	11
Amount received in respect of the loss resulting from the working of certain lines of railway, <i>vide</i> page 9 ..	124,288	0	0	2,026	0	0	..	..	..	126,314	0	0
Guarantees in respect of losses on certain lines	11,500	0	0	..	..	..	..	..	..	11,500	0	0
TOTAL REVENUE ..	9,446,120	15	6	54,889	1	1	19,860	0	4	9,520,869	16	11
WORKING EXPENSES ..												
Less charged to Unemployment Relief Funds, <i>vide</i> page 6	6,583,171	16	5	38,467	14	3	20,284	8	8	6,641,923	19	4
	69,135	4	9	..	..	..	..	..	..	69,135	4	9
WORKING EXPENSES CHARGED TO RAILWAY REVENUE ..	6,514,036	11	8	38,467	14	3	20,284	8	8	6,572,788	14	7
NET REVENUE ..	2,932,084	3	10	16,421	6	10	Loss			424	8	4
INTEREST CHARGES and EXPENSES ..	3,221,710	3	6	16,171	8	7	1,128	14	1	3,239,010	6	2
DEFICIT before providing for Exchange on Interest Payments and Redemption ..	289,625	19	8	Profit			249	18	3	1,553	2	5
Exchange on Interest Payments and Redemption ..	402,704	11	9	2,021	7	8	141	1	9	404,867	1	2
DEFICIT ..	£692,330	11	5	£1,771	9	5	£1,694	4	2	£695,796	5	0

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

	Year 1932-33.			Year 1931-32.			Increase (+) Decrease (-)			
Gross Revenue—	£	s.	d.	£	s.	d.	£	s.	d.	
Railways—Earnings	9,310,332	15	6	9,310,951	6	1	—	618	10	7
„ Amount received in respect of the loss resulting from the work- ing of certain lines of railway, <i>vide</i> page 9	124,288	0	0	139,429	0	0	—	15,141	0	0
„ Guarantees in respect of losses on certain lines	11,500	0	0	3,923	15	8	+	7,576	4	4
	9,446,120	15	6	9,454,304	1	9	—	8,183	6	3
Electric Tramways	52,863	1	1	54,428	17	9	—	1,565	16	8
Amount received in respect of the loss resulting from the working of the Black Rock to Beaumaris Electric Tramway, <i>vide</i> page 9	2,026	0	0	3,368	0	0	—	1,342	0	0
Guarantee in respect of the loss on the Black Rock to Beaumaris Electric Tramway .. .. .	..			2,000	0	0	—	2,000	0	0
	54,889	1	1	59,796	17	9	—	4,907	16	8
Road Motor Public Services	19,860	0	4	16,711	0	10	+	3,148	19	6
Total	9,520,869	16	11	9,530,812	0	4	—	9,942	3	5
Working Expenses—										
Railways	£6,583,171	16	5							
Less charged to Unem- ployment Relief Funds, <i>vide</i> page 6	69,185	4	9							
	6,514,036	11	8	6,340,542	0	0	+	173,494	11	8
Electric Tramways	38,467	14	3	37,907	18	10	+	559	15	5
Road Motor Public Services	20,284	8	8	23,069	10	6	—	2,785	1	10
Total	6,572,788	14	7	6,401,519	9	4	+	171,269	5	3
Net Revenue	2,948,081	2	4	3,129,292	11	0	—	181,211	8	8
Interest Charges and Expenses	3,239,010	6	2	3,658,705	3	7	—	419,694	17	5
DEFICIT before providing for Exchange on Interest Payments and Redemption	290,929	3	10	529,412	12	7	—	238,483	8	9
Exchange on Interest Payments and Re- demption	404,867	1	2	440,937	18	9	—	36,070	17	7
Deficit	£695,796	5	0	£970,350	11	4	—	£274,554	6	4

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

	Year 1932-1933.	Year 1931-1932.	Year 1930-1931.	Year 1929-1930.
Average Mileage of Railways operated ...	4,721	4,720	4,710	4,708
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	3,037,899	2,993,997	3,143,860	3,599,431
" Suburban	6,917,099	6,961,731	7,156,085	7,528,385
Mixed	1,171,575	1,156,485	1,532,043	2,120,062
Goods (including Live Stock)	4,194,825	4,251,563	4,113,327	4,422,687
Total ...	15,321,398(a)	15,363,776(a)	15,945,315	17,670,565
Number of Passenger Journeys {Country	5,291,679	5,142,078	5,906,293	7,547,240
{Suburban	124,898,334	120,848,507	128,748,927	149,571,831
Tonnage of Goods	5,760,572	5,682,312	5,557,176	6,823,607
Tonnage of Live Stock	483,774	503,769	542,134	689,999
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,322,125	£ 1,318,718	£ 1,511,442	£ 2,081,750
" " Rail Motors	60,570	63,403	68,348	43,778
" Suburban	2,178,500	2,131,568	2,310,204	2,703,885
" " Rail Motors... ..	393	415	610	485
Parcels, &c.	307,976	319,739	360,718	464,355
" " Rail Motors	14,081	16,459	15,080	5,723
Horses, Carriages, and Dogs	16,656	21,098	26,539	34,140
Mails	68,570	74,653	85,221	94,234
	3,968,871	3,946,053	4,378,162	5,428,350
Goods, &c., Business.				
Goods	4,114,451	4,182,815	4,154,965	4,708,574
Live Stock	590,691	550,461	572,658	730,008
Minerals	68,557	72,462	90,185	160,600
	4,773,699	4,805,738	4,817,808	5,599,182
Other Services.				
Dining Car Services	10,832	10,757	12,627	26,775
Refreshment Services	279,469	265,539	305,174	404,033
Advertising	41,798	42,423	55,425	57,580
Bookstalls	58,021	57,348	63,972	77,199
	390,120	376,067	437,198	565,587
Electrical Power	28,595	27,394	43,840	34,542
Rentals	130,000	139,989	149,865	159,161
Miscellaneous	19,048	15,710	10,122	11,987
Amount received in respect of the loss resulting from the working of certain lines of railway, &c. <i>Vide</i> page 9	124,288	139,429	158,508	201,997
Guarantees in respect of losses on certain lines	11,500	3,924	12,855	1,000
Total ...	9,446,121	9,454,304	10,008,358	12,001,806
Per mile of Railway worked	2,001	2,003	2,125	2,549
Per traffic train mile	12s. 3.97d.	12s. 3.69d.	12s. 6.64d.	13s. 7.01d.
WORKING EXPENSES.				
Transportation Branch	£ 1,628,237	£ 1,690,542	£ 2,026,918	£ 2,536,635
Way and Works Branch	1,464,041	1,110,987	1,406,435	1,749,068
Rolling-Stock Branch—Operating Expenses	988,674	1,066,778	1,293,150	1,703,952
" " Repairs and Renewals	1,142,974	1,093,374	1,297,031	1,633,134
" " Payments in respect of accrued depreciation on Rolling-Stock and of Rolling-Stock withdrawn from service	100,000	100,000	250,000	250,000
Electrical Engineering Branch	192,941	187,805	273,682	345,566
Miscellaneous Operations	313,993	305,561	362,222	464,777
Stores Branch	85,389	88,636	110,810	133,922
General Expenses	166,023	168,571	197,544	236,410
Payment into Railway Accident and Fire Insurance Fund	28,284	18,926	26,603	44,417
Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge ... ..	...	...	16,667	16,667
TOTAL WORKING EXPENSES (exclusive of Superannuation, Pensions, &c.)	6,110,556	5,831,180	7,261,062	9,114,548
Per mile of Railway worked	1,294	1,235	1,542	1,936
Per traffic train mile	7s. 11.72d.	7s. 7.09d.	9s. 1.29d.	10s. 3.79d.
Superannuation and Pensions	417,651	424,602	425,334	394,187
Border Railways Adjustment	54,965	84,760	20,998	4,684
Total Working Expenses	6,583,172(b)	6,340,542(b)	7,707,394	9,513,419
Per mile of Railway worked	1,394	1,343	1,636	2,021
Per traffic train mile	8s. 7.12d.	8s. 3.05d.	9s. 8.01d.	10s. 9.21d.
Less Expenditure charged to Unemployment Relief Funds, <i>vide</i> page 6	69,135	...	12,250	...
WORKING EXPENSES charged against Railway Revenue	6,514,037	6,340,542	7,695,144	9,513,419
Percentage to Gross Revenue	68.96	67.06	76.89	79.27
Net Revenue	2,932,084	3,113,762	2,313,214	2,488,387
Per mile of Railway worked	621	660	491	529
Per traffic train mile	3s. 9.93d.	4s. 0.64d.	2s. 10.82d.	2s. 9.80d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

Finance.

The financial result of operating for the year was a deficit of £695,796, an improvement of £274,554 upon that of the preceding year, contributed to as follows:—

	£	
Reduction in interest charges and expenses	.. 419,694	
Reduction in exchange on interest payments	.. 36,071	
		<hr/> 455,765
<i>Less—</i>	£	
Increase in working expenses .. ..	.. 171,269	
Decrease in revenue .. ..	.. 9,942	
		<hr/> 181,211
Decrease in deficit		<hr/> <hr/> £274,554

The working expenses include the sum of approximately £180,000 which was expended on works in connexion with the unemployment relief scheme, towards which, in addition, £69,135 was made available from Unemployment Relief Funds. The accounts for the year 1932-33, while bearing the debit of £180,000, did not secure the benefits derivable from these works, which will be realized in a substantial decrease in the operating and maintenance costs of future years.

The increase in working expenses was more than accounted for by the expenditure charged under this heading in connexion with the unemployment relief works, but it also made provision for an appreciably increased programme of maintenance of both rolling-stock and way and works. We foreshadowed the necessity for additional work of this character in our last report, from which the following extract is quoted:—

“ a further substantial portion (i.e. of the decrease in working expenses) was due to the deferment of maintenance work, enforced by the financial situation. Savings of this nature cannot be continued indefinitely without their having a detrimental effect on the property or on the services or on both. As a matter of fact, the stage has now been reached when it is necessary to overtake some of the leeway as regards maintenance.”

To put the position briefly, the advantage arising from the reduction in interest charges, following upon the loan conversion, and in exchange, was counteracted slightly by a fall in revenue; appreciably by an increase in working expenses arising from the betterment works associated with the Unemployment Relief Fund grant; and to some extent by a less restricted programme of ordinary maintenance.

The expenditure upon maintenance, however, was still insufficient to maintain the property over an extended term of years in such a condition as to give the requisite standard of service.

It is necessary to state that the true results of operation are not disclosed by the deficit of £695,796 shown in the accounts, because, apart from the inadequacy of the maintenance expenditure, which will have to be made good in future years, insufficient provision was made for depreciation accruing during the year. The amount of such depreciation is estimated at £620,000, of which only £180,000 was charged to the year's revenue, leaving an amount of £440,000 for which provision was not made, although it unquestionably formed portion of the cost of the services.

It is, nevertheless, not equitable that current railway operations should be obliged to bear the burden of the depreciation which accrued in the past. During the year the question of transferring portion of the railway loan liability to the general indebtedness of the State, together with associated questions, such as making adequate provision for future depreciation and establishing a Reserve Fund, was investigated by a Committee appointed by the Honorable the Minister, and we understand that the Committee's recommendations are now before the Government.

We have repeatedly advocated a reduction of the railway capital, and while we of course recognize that action of the kind cannot alleviate the burden which, in some form or other, has to be borne by the community, we reiterate our conviction that it is highly desirable that it should be taken at the earliest practicable moment.

It is indisputable that the financial administration of the State is rendered difficult by the railway situation. Paradoxically, it is none the less true that relief from the burdensome deficits now being incurred by the railways is primarily bound up with the rehabilitation of the State's economic condition. The railway system, capable as it is of handling a greatly increased volume of business with a relatively small increase in costs, can be operated only at a substantial loss until such rehabilitation has been achieved, with a consequential revival of business activities.

Of vital importance,* also, is the question of unrestricted road competition, which is playing an important part in contributing towards the railway deficits. Unless it is regulated, competition of this nature is liable to develop in such a degree as to threaten the loss to the railways of a very large proportion of the more payable classes of traffic, and by so doing place an intolerable strain upon the finances of the State in continuing the indispensable services which the railways render to the community. Further reference to this subject is made under the heading "Road Motor Competition," but we do not deem it necessary to attempt to survey the whole situation, as this has been admirably done in the recent report of the Transport Regulation Board, which the Government now has under consideration.

We do, however, most strongly urge that the matter be given urgent attention, as an important factor in contributing to the serious deficits now being incurred.

Pending a return to more prosperous conditions, it is clear that efforts must be continued to restrict expenditure to the utmost extent consistent with adherence to proper standards of safety and efficiency. That opportunities for so doing have not been neglected is evident from the fact that in 1932-33 the working expenses were £2,956,969 (or 31 per cent.) less than in 1929-30, although this result was contributed to substantially by decreases in wages, &c. In the same period the revenue fell by £2,565,810, or equivalent to 21 per cent.

During the year strong representations have been made at various times for a reduction in fares and freights, either of a general or of a sectional nature. The financial situation of the railways would not admit of any general reduction, because new traffic sufficient to offset the loss on existing business could not be expected, but a reduction was made in certain limited directions where we believed that such a course would either arrest the further loss of or would produce added revenue.

As a matter of policy, the Government directed that the freight charges on wool be reduced by 25 per cent. as from 1st July, 1933, and in doing so was influenced by the position of the industry and by the heavy incroads which motor competition was making in the railway revenue for the carriage of wool. The amount of the net loss arising from this reduction is to be paid to this Department by the Treasury in accordance with the provisions of section 102 of the Railways Act.

Gross Revenue of the Railways.

The gross revenue of the railways (exclusive of the electric tramways and the road motor public services) amounted to £9,446,121, which is a decrease of £8,183 (or equivalent to .09 per cent.) as compared with the revenue earned in the preceding year, viz., £9,454,304. 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	3,407	.26	...	...
" Rail Motor Services ... ..	...	...	2,833	4.47
Suburban	46,932	2.20	...	...
" Rail Motor Services ... ..	...	...	22	5.30
Dining Car Services	75	.70	...	...
Refreshment Services	13,930	5.25	...	...
Advertising ... ..	...	...	625	1.47
Bookstalls	673	1.17	...	...
Parcels, &c. ... ..	...	...	11,763	3.68
" Rail Motor Services ... ..	...	...	2,378	14.45
Horses, Carriages, and Dogs ... ..	...	...	4,442	21.05
Mails ... ..	...	...	6,083	8.15
Goods ... ..	...	...	68,364	1.63
Live Stock	40,230	7.31	...	...
Minerals ... ..	...	...	3,905	5.39
Electrical Power	1,201	4.38	...	...
Rentals ... ..	...	...	9,989	7.14
Miscellaneous	3,338	21.25	...	...
Amount paid to the Department in respect of the loss resulting from the working of certain lines of railway, <i>vide</i> page 9	...	...	15,141	10.86
Guarantees in respect of losses on certain lines	7,576	193.07	...	...
Total	117,362	...	125,545	...
Net Decrease	£8,183			

The contributing factors are explained in our comments on page 15, under the heading "Analysis of Passenger, Goods, and Live Stock Traffic."

The gross revenue per traffic train mile was 12s. 3.97d., or .28d. more than that (12s. 3.69d.) 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, 1933:—

Year.	Revenue per traffic train mile.	
	s.	d.
1929-30	13	7.01
1930-31	12	6.64
1931-32	12	3.69
1932-33	12	3.97

Working Expenses of the Railways.

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

The percentage of working expenses (exclusive of electric tramways, road motor public services, pensions, superannuation, &c., and of expenditure charged to Unemployment Relief Funds) to gross revenue was 63.96, as compared with 61.68 in 1931-32, and 72.43 in 1930-31.

Reconciliation with Treasury Figures.

The figures relating to the revenue in our accounts do not agree with the Treasury figures, because, in accordance with ordinary commercial practice, we credit the Revenue Account of each year with all the moneys which have been *earned* in such year, whether received or not, whereas in the Treasury it is the practice to credit each year with the amounts actually *received* during the year.

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

A reconciliation is embodied in Appendix No. 18.

South Australian Border Railways Adjustment Account.

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

The amount thus payable is £236,800, of which £20,000 was paid to South Australia in 1930-31 and £84,760 (inclusive of £15,560 for interest) in 1931-32 and charged to the working expenses of the respective years.

During 1932-33 a further amount of £54,965 (inclusive of £5,765 for interest) was paid to South Australia and charged to the working expenses of the year.

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

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

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

In accordance with the proposal to write off the cost of the line during the period in question, the sum of £9,938 in respect of the first thirteen years had been charged to working expenses and credited to capital account, at 30th June, 1932, and a sum of £758 was similarly dealt with in 1932-33.

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

Provision is made in section 102 of the *Railways Act* 1928 that any losses incurred in respect of the working of new lines of railway, or any increase of expenditure or decrease of revenue occasioned by a direction given by Parliament or the Governor in Council on a matter of policy, shall be notified in writing by the Commissioners to the Auditor-General, and, if certified by him, shall be provided by Parliament in the Annual Appropriation Act, and paid to the Commissioners.

The amounts for which credit is taken in the finances of the year under review, were as follow :—

	£
The loss incurred in connexion with the operation of certain non-paying lines (<i>vide</i> pages 11, 12, and 13)	126,314
The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament ...	405
The loss incurred in connexion with the reduction of 10 per cent. in freight charges for certain classes of agricultural produce, &c.	185,265
Total	£311,984

Pensions and Superannuation.

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

	1931-32.	1932-33.	Decrease.	Increase.
	£	£	£	£
Pensions to retired employees who were in the Service on 1st November, 1883	159,052	147,199	11,853	..
Payments under Superannuation Act operative as from 1st January, 1926	265,848	270,773	..	4,925
Total pensions and superannuation .. .	£424,900	£417,972	£6,928	..

With one exception, all those entitled to pensions under the original scheme have now retired, so that the cost of pensions will gradually fall until it eventually disappears. On the other hand, the full effect of the Superannuation Act will not be felt for a number of years to come, and it is estimated that the cost of superannuation will increase to approximately £400,000 per annum in nine years' time.

Capital Expenditure.

The total amount (net) expended from the Capital Account on works and assets (i.e., excluding stores and materials) and charged against the loan proceeds at the 30th June, 1932, was ... £ 75,282,099 s. 5 d. 5
 During the year 1932-33 additional charges as shown hereunder were made :—

	Gross Expenditure.			Credits.			Net Expenditure.		
	£	s.	d.	£	s.	d.	£	s.	d.
Construction of New Lines and Surveys	£21,772	9	3	370	13	7	21,401	15	8
Additions and Improvements to:—									
Way and Works	283,614	8	3	53,433	15	5	230,180	12	10
Rolling Stock ..	179,779	0	7	126,386	14	10	53,392	5	9
	<u>£485,165</u>	<u>18</u>	<u>1</u>	<u>£180,191</u>	<u>3</u>	<u>10</u>	<u>£304,974</u>	<u>14</u>	<u>3</u>

The net increase in the Capital Account during the year was

...	...	...	304,974	14	3
making the total at 30th June, 1933	...	...	£75,587,073	19	8

Loan Funds.

	£	s.	d.
At 30th June, 1932, the total liability in respect of current loans was	74,179,501	10	7
and during the year the liability was increased by discount and expenses on renewal loans to the extent of	32,741	15	3
making a gross total of	74,212,243	5	10
Less Securities purchased and cancelled from National Debt Sinking Fund	372,605	11	7
so that the total liability, at 30th June, 1933, in respect of current loans outstanding was	£73,839,637	14	3

Interest Account.

	£	s.	d.
The interest charges on current loans amounted to	3,228,701	3	0
In addition expenses were incurred by the Treasury in connexion with the payment of interest to the extent of	10,309	3	2
The debit for interest charges and expenses for the year 1932-33 was therefore	£3,239,010	6	2
which represents a decrease of £419,695 as compared with the debit for the previous year.			
Exchange on interest payments amounted to	404,867	1	2
The total of interest and exchange was thus	£3,643,877	7	4

Non-Interest Bearing Funds.

	£	s.	d.
At 30th June, 1932, the amount provided out of Consolidated Revenue for railway construction, equipment, stores, &c., on which interest is not charged, was	4,325,021	16	1
and further moneys were provided during the year out of Consolidated Revenue and the National Recovery Loan, as shown hereunder—			
Division 89 of the Appropriation Act	3,425	0	0
“Developmental Railways Account”	15	14	1
National Recovery Loan	224,997	0	1

The total amount as at 30th June, 1933 (*vide* Appendix No. 1), was therefore ... £4,553,459 s. 10 d. 3

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

Lines Closed for Traffic. Railways.	Miles.	Approximate Capital Cost.
Dunkeld to Penshurst (dismantled) ...	15.87	£50,000
Canterbury Loop Line (dismantled) ...	0.21	
Ashburton to Oakleigh (of which .05 miles have been dismantled) ...	2.34	
Fairfield Park (near—30 chs. 48 lks.) to East Kew (of which .68 miles have been dismantled) ...	2.18	109,623
Darling to Waverley ...	.76	6,987
Lancefield to Kilmore (dismantled) ...	18.10	107,873
Geelong Race-course Line (dismantled) ...	1.96	5,301
Triholm to Strzelecki ...	5.49	110,755
	46.91	£390,539
Electric Tramways.		
Black Rock-Beaumaris (closed 1.9.31) ...	2.19	33,102
	49.10	£423,641
Surveys for lines not constructed ...	...	411,112
Total ...	...	£834,753

Non-Paying Lines.

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

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

The operation of the following non-paying lines for the twelve months ended 28th February, 1933, after the payment of working expenses and interest charges, resulted in a loss of £144,351. The amount for which, in respect of non-paying lines, credit has been taken in the revenue account in accordance with the provisions of the *Railways Act* is £126,314, as shown hereunder.

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th Feb. ruary, 1933.
Alberston to Won Wron	£ 3,803
Annuello to Robinvale	3,967
Bairnsdale to Orbst	21,476
Beeac to Newtown	2,881
Benalla to Tatong	1,423
Bittern to Red Hill	3,718
Black Rock to Beaumaris	2,026
Cavendish to Toolondo	7,975
Colac to Alvie	417
Colac to Crowes	7,597
*Darling to Glen Waverley	10,630
Eltham to Hurstbridge	7,218
Fawcner to Somerton	1,458
Ferntree Gully to Gembrook	7,827
Goroke to Carpolac (Morea)	793
Carried forward	83,209

* Year ended 4.5.32.

NON-PAYING LINES—*continued.*

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1933.
Brought forward	£ 83,209
Hamilton to Cavendish	20
Heywood to Puralka (Mumbannar)	5,829
Hopetoun to Patchewollock	1,025
Kerang to Murrabit (Gonn Crossing)	4,525
Kooloonong (West Narrung) to Yungera	805
Koo-wee-rup to Strzelecki (McDonald's Track)	13,700
Linton to Skipton	2,717
Manangatang to Annuello	574
Merbein to Yelta (Abbotsford)	1,082
Moe to Walhalla	776
Neerim South to Noojee (Toorong River)	4,136
Nandaly to Kulwin	1,651
Newport to Altona	768
Noradjuha to Toolondo	763
Nowingi to Millewa South	3,078
Piangil to Kooloonong (Pine Tank)	1,369
Puralka to South Australian Border	52
Rushworth to Colbinabbin	3,660
Rushworth to Girgarre (Stanhope North)	2,331
Tallangatta to Cudgewa	10,202
Wangaratta to Whitfield	1,989
	144,351
<i>Less Profits earned in previous years:—</i>	
Colac to Alvie	£ 417
Hamilton to Cavendish	20
Manangatang to Annuello	548
Nandaly to Kulwin	1,148
Noradjuha to Toolondo	744
Rushworth to Colbinabbin	3,660
	6,537
<i>Less Amounts guaranteed:—</i>	
Fawkner to Somerton (Guarantor, Broadmeadows Shire)	1,500
*Darling to Glen Waverley (Guarantor, the Darling to Glen Waverley Railway Construction Trust)	10,000
	11,500
	18,037
TOTAL	£126,314

* Year ended 4.5.32.

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

Line.	Amount.	Funds to which Expenditure was Charged.
	£	
Hopetoun to Patchewollock	8,685	Developmental Railways Account
Kooloonong (West Narrung) to Yungera	12,000	Developmental Railways Account
Moe to Walhalla	30,000	Surplus Revenue Act
Moe to Walhalla	22,383	Public Works Votes
Nowingi to Millewa South	384	Developmental Railways Account
Rushworth to Colbinabbin	1,222	Unemployment Relief Funds

Consequent upon the close attention which has been given to the working of these lines, coupled with the closing of certain sections and the curtailment of services on others, the loss on this group of non-paying lines (£144,351) showed a reduction of £13,546 by comparison with that of the preceding year, while the net amount payable to us under Section 102 of the Railways Act (£126,314) was £16,483 less than in 1931-32.

As is mentioned above there are, in addition to those lines in respect of which we are entitled to be reimbursed the losses incurred in operating them, certain other lines the operation of which results in a loss. Records have been kept of a number of these lines for the twelve months ended 28th February, 1933, and the results are shown hereunder:—

Line.	Loss after Paying Working Expenses and Interest on Capital Cost, for the Twelve Months ended 28th February, 1933.
	£
Ballarat to Buninyong	2,782
Birregurra to Forrest	8,016
Branxholme to Casterton	10,283
Cathkin to Koriella	679
Clarkefield to Lancefield	3,039
Everton to Yackandandah	9,842
Hamilton to Coleraine	5,386
Hamilton to Koroit	6,832
Linton Junction to Linton	7,001
Lilydale to Healesville	14,351
Maffra to Briagolong	2,289
Moe to Thorpdale	6,273
*Morwell to North Mirboo	2,918
Redesdale Junction to Redesdale	4,348
Tallarook to Mansfield	26,132
Terang to Mortlake	2,488
Timboon Junction to Timboon	4,502
Warragul to Neerim South	5,595
Total Losses	£122,756

* From 26.9.32 to 28.2.33.

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

New Lines of Railways.

No new railways were opened for traffic during the year, but 38 miles were in course of construction between Yarrawonga and Oaklands (New South Wales).

Details of various lines, the construction of which has been authorized, but either suspended or not commenced, are shown in Appendix No. 19.

Mileage of Railways and Tracks Open for Traffic.

The total route mileage open for traffic, and the mileage of the main tracks and sidings, &c., are compared in the following statement with the respective totals in the preceding year. Further particulars are given in Appendix No. 20.

	At 30th June.		Average for Year.	
	1933.	1932.	1932-33.	1931-32.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,720.77	4,720.77	4,720.77	4,720.00
Track Mileage	5,090.12	5,090.12	5,090.12	5,089.35
Sidings	1,036.08	1,035.85	1,035.94	1,036.03
Electric Tramways—				
Route Mileage	7.60	7.60	7.60	7.97
Track Mileage	14.99	14.99	14.99	15.36
Sidings	1.40	1.40	1.40	1.40

St. Kilda and Brighton Electric Tramway.

The results of operating the St. Kilda and Brighton Electric Tramway, as contrasted with those of the preceding year, are embodied in Appendix No. 14 ; the principal items being as follow :—

		Year 1932-33.		Year 1931-32.
Number of passengers ...	...	4,190,379	...	4,250,058
		£		£
Gross revenue ...	...	43,110	...	44,225
Working expenses ...	...	32,098	...	31,572
Net revenue ...	...	11,012	...	12,653
		£		
Interest charges ...	9,606	...	...	9,389
Exchange on interest pay- ments and redemption	1,201	10,807	...	...
Net result ...	Profit	£205	Profit	£3,264

The working expenses for 1931-32 were at a low level on account of a restricted programme of maintenance, and in 1932-33 it was necessary to incur additional expenditure under this heading, chiefly in the maintenance of the track and of track structures.

It will be noticed that in 1932-33 the line was debited with its due proportion of exchange on interest payments and redemption. In previous years the exchange was shown in a lump sum and was not allocated among the various activities, i.e., railways, tramways, and road motor public services.

The capital expenditure at 30th June, 1933, on account of					£
the construction of the line was	...	...	...	...	137,249
and of rolling-stock	...	...	...	...	68,896
Total	...	...	...	...	£206,145

Sandringham to Black Rock and Black Rock to Beaumaris Electric Tramways.

A comparison of the results of the operation of this tramway with those of the preceding year appears in Appendix No. 14. The chief items are shown hereunder, the figures for the Black Rock-Beaumaris tramway for 1931-32 being for the two months of that year during which it was in operation.

	Sandringham to Black Rock.		Black Rock to Beaumaris.
	Year 1932-33.	Year 1931-32.	Year 1931-32.
Number of passengers ...	... 997,678	... 1,018,583	... 20,463

Sandringham to Black Rock and Black Rock to Beaumaris Electric Tramways—
continued.

	Sandringham to Black Rock.		Black Rock to Beaumaris.			
	Year 1932-33.	Year 1931-32.	Year 1931-32.			
	£	£	£			
Gross revenue... ..	...	9,753	...	10,057	...	147
Working expenses	...	6,370	...	6,016	...	320
Net revenue	...	3,383	...	4,041	...	...
Net revenue (deficit)	...	...	...	...	...	173
	£					
Interest charges	4,539	...	...	4,688	...	2,192
Exchange on interest pay- ments and redemption	567	5,106	...	...	...	...
Net result	...	Loss £1,718	...	£647	...	£2,365
Guarantee by the Sandringham City Council in connexion with the operation of the Black Rock to Beaumaris Electric Tramway	...	...	...	...	...	2,000
Loss in connexion with the operation of the Black Rock to Beaumaris Electric Tramway after allowing for the guarantee	...	...	...	...	...	£365

NOTES.—(a) The amount due by the Sandringham City Council at the close of each year was £10,000, representing the amount due under the guarantee for the period 1.9.26 to 31.8.31.

(b) The amounts of £3,368 and £2,026 recouped by the Treasury in respect of the loss on the Black Rock to Beaumaris line for the periods 1.9.30 to 29.2.32 and 1.3.32 to 28.2.33 respectively are not included in the above statement.

The increase in working expenses in 1932-33, by comparison with the preceding year, was due mainly to additional expenditure in the maintenance of rolling-stock and of track structures.

Exchange has in 1932-33 been allocated against the line for the first time, as in the case of the St. Kilda and Brighton electric tramway.

	The capital expenditure at 30th June, 1933, on account		£
of the construction of the two lines was	103,129
and of rolling-stock	31,818
Total	£134,947

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

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

	Total Number of Journeys.		Percentage Increase.	Revenue.		Percentage Increase.
	1931-32.	1932-33.		1931-32.	1932-33.	
				£	£	
Country Passenger Traffic ..	5,142,078	5,291,679	2.90	1,382,121	1,382,695	.04
Suburban Passenger Traffic ..	120,848,507	124,898,334	3.35	2,131,983	2,178,893	2.20
Totals ..	125,990,585	130,190,013	3.33	3,514,104	3,561,588	1.35

COUNTRY PASSENGER TRAFFIC.

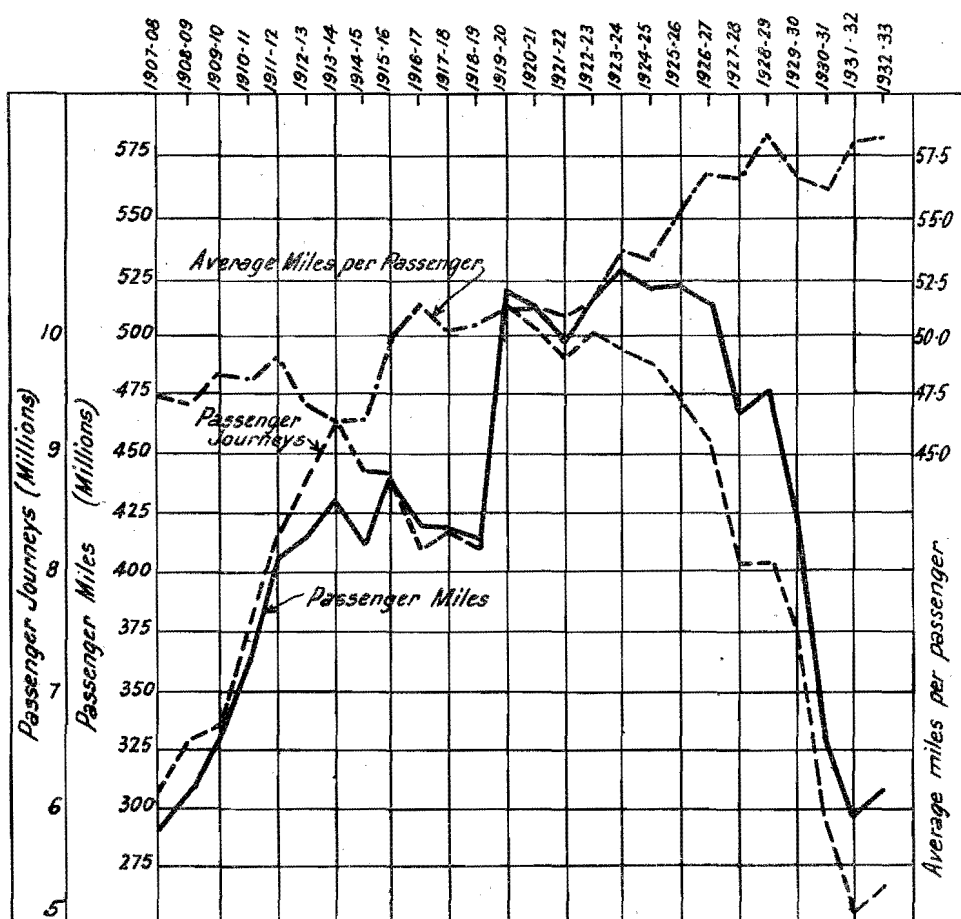
Although the revenue was practically stationary, there was an increase of approximately 3 per cent. in the volume of the traffic.

This is ascribable principally to the effect of reductions in fares for all-lines tickets, which were introduced to arrest the continuous and rapid decline of this business; of reductions in fares immediately outside the suburban radius to meet active road competition, and of the running of special trains at excursion fares in connexion with the cricket test matches in Adelaide and Sydney.

By these means it was found possible to arrest, to some extent, further losses of existing business, and to encourage travel, but on account of the lower fares operating in the directions mentioned the revenue did not increase proportionally.

In the following graph the development of the country passenger traffic between 1907-8 and 1919-20 is clearly depicted, together with the marked decline since 1919-20, due to the use of private motor cars and the competition of service cars and—during the last four years—to the financial depression:—

COUNTRY PASSENGER TRAFFIC, 1907-8 TO 1932-33.



At the commencing point of the graph (1907-8) the country passenger journeys numbered 6,107,745. The peak was reached in 1919-20 with 10,263,863, and almost continuous decreases have since been experienced until, in 1931-32, the country passenger journeys fell to 5,142,078—the lowest in the whole period of 25 years. The somewhat improved figure for 1932-33 (5,291,679) represents a decrease of 48 per cent. below that of 1919-20.

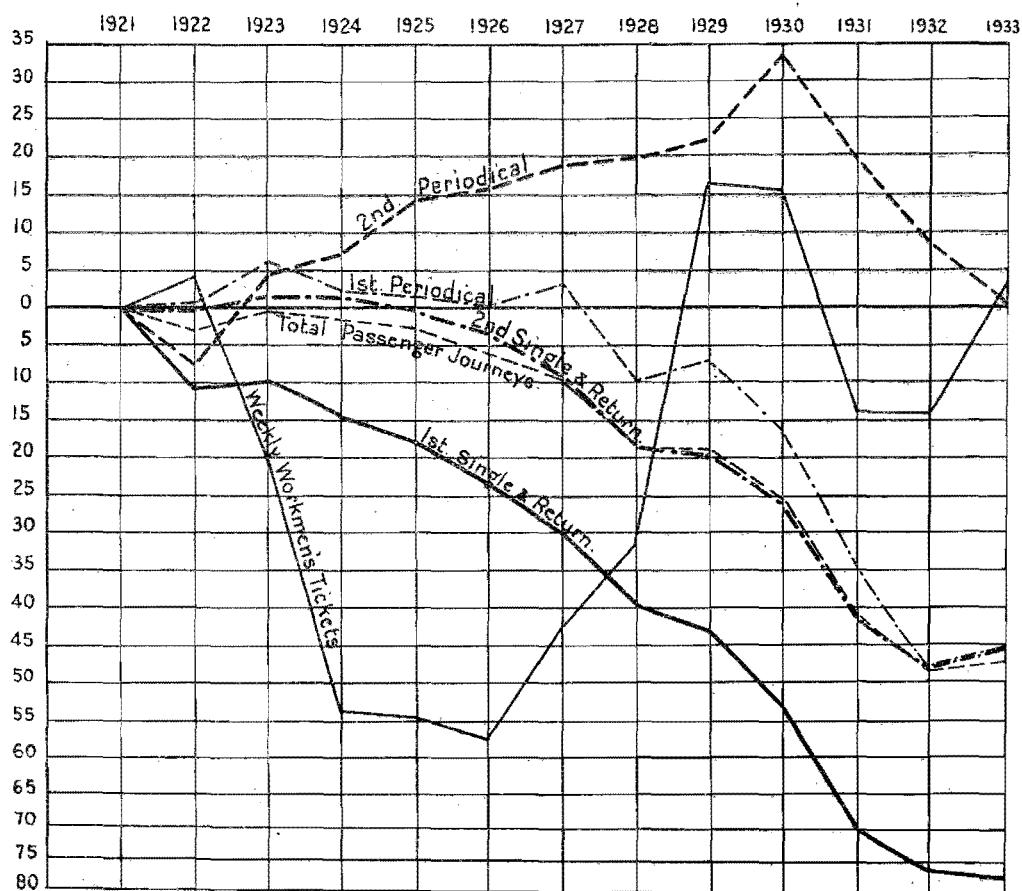
The average mileage per country passenger has shown a fairly continuous increase, having risen from 47.37 miles in 1907-8 to 58.28 miles in 1932-33. This increase is attributable partly to the construction of new lines into the more remote portions of the State and into New South Wales, and partly to the losses to the road being most severely felt in respect of comparatively short journeys.

The composition of the country passenger traffic, as well as its volume, has undergone marked changes in recent years. Thus, while the total passenger journeys decreased by 47 per cent. in the twelve years from 1920-21 to 1932-33, the type of traffic carrying the highest fares (first-class single and return tickets) decreased by 77 per cent. in the same period. Second-class single and return tickets and first-class periodical tickets showed a decrease of 46 per cent., whereas weekly workmen's tickets increased by 3 per cent., and second-class periodicals by $\frac{1}{2}$ per cent.

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

PERCENTAGE INCREASE OR DECREASE OF COUNTRY PASSENGER TRAFFIC,
1920-21 TO 1932-33.

YEAR ENDED 30TH JUNE.



The marked decrease in weekly workmen's tickets between 1922 and 1926 was attributable principally to the decline of mining in country districts. The subsequent increase in this class of traffic was ascribable to a reduction in the fares in the 21-27 mile zone from Melbourne in 1928. Depressed conditions led to a substantial decrease in 1930-31, but there was a gratifying recovery in 1932-33.

In the case of second-class periodical tickets, also, the increase was in a measure due to the introduction of weekly periodical tickets in the 21-27 mile zone in 1928. Adverse conditions resulted in a heavy decline in the last three years.

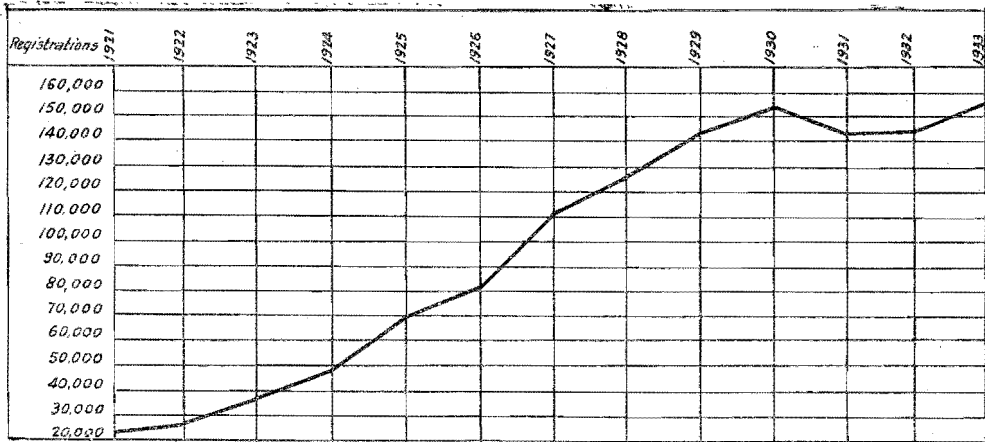
First-class travel has suffered more severely than second-class, and represented only 20 per cent. of the total in 1932-33, as compared with 29 per cent. in 1920-21.

MOTOR CAR REGISTRATIONS.

The number of registrations of automobiles and commercial vehicles (buses and trucks), which had fallen between 1929-30 and 1931-32, exhibited a strong upward movement during 1932-33, the registrations at 30th June numbering 155,316. This

represents an increase of 1,460 over the previous peak at 30th June, 1930. The following graph shows the growth in the registrations since 1921 :—

YEAR ENDED 30TH JUNE.

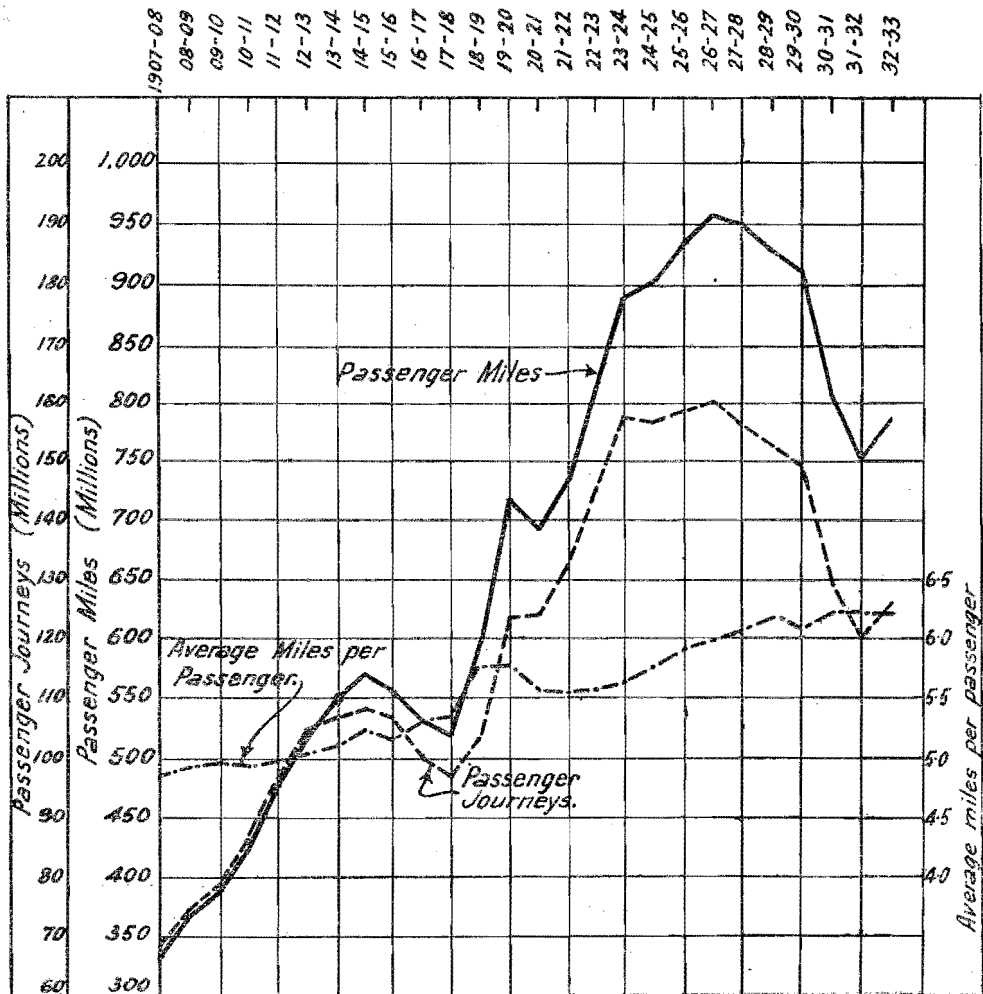


SUBURBAN PASSENGER TRAFFIC.

All types of suburban travel showed an improvement during the year, but the principal feature was an increase of 17 per cent. in workmen's tickets, accompanied by an increase in ordinary periodical travel of 4.8 per cent. in volume and 3.2 per cent. in revenue. This is a reflection of the improvement in the metropolitan position in regard to employment, the number of unemployed having declined from 44,439 to 25,915 during the financial year.

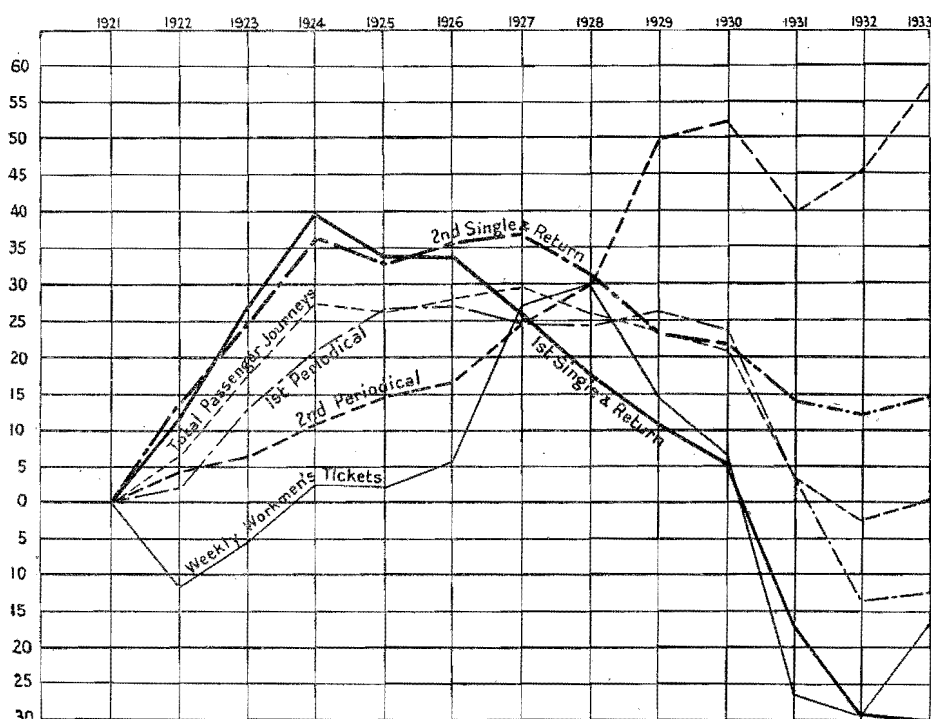
In the graph hereunder is depicted the development in the suburban passenger traffic from the year 1907-8 (68,799,680 passenger journeys) until 1926-27 (160,154,499 passenger journeys), and the retrogression since then to a total of 124,898,334 in 1932-33.

SUBURBAN PASSENGER TRAFFIC, 1907-08 to 1932-33.



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

YEAR ENDED 30TH JUNE.



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

The proportion of first-class suburban travel is now less than 35 per cent., as compared with 45 per cent. in 1920-21.

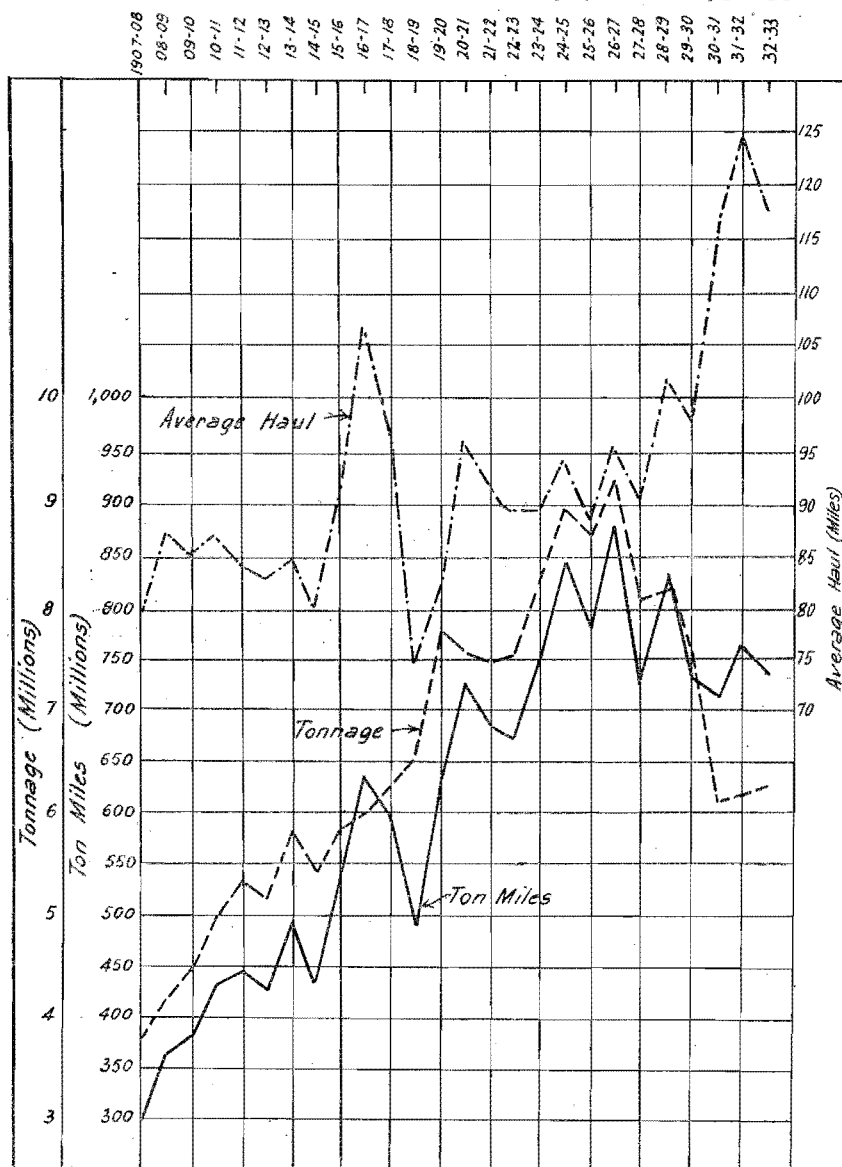
Goods and Live-stock Traffic.

The volume of goods and live stock traffic showed a net increase of 58,265 tons (equivalent to .94 per cent.) over the previous year, but the revenue decreased by £35,150 (.73 per cent.).

Appendix No. 23 indicates clearly the increase or decrease in the tonnage and revenue in respect of the various divisions of this class of traffic.

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

GOODS AND LIVE STOCK TRAFFIC, 1907-8 TO 1932-33.



A very noticeable feature of the graph, particularly in respect of the goods ton-mileage, is the series of peaks occurring at fairly regular intervals. Practically all these peaks occur in years in which the quantity of wheat requiring transport was above the average. The effect which this class of traffic has upon the graph will be realized from the fact that the wheat ton-mileage represents a proportion varying in different years from about one-eighth to more than one-third of the total goods and live-stock ton-mileage, according to seasonal and other conditions.

The goods ton-mileage is the actual reflex of the volume of traffic, as it takes into account the average haul as well as the tonnage carried. The average haul, as will be seen from the graph, has been the subject of wide fluctuation. It is influenced more by variations in the wheat traffic than is the goods tonnage, as the average haul of wheat (187.28 miles in 1932-33) is substantially longer than that of all other classes of goods traffic combined (102.75 miles in 1932-33).

The average haul of wheat is itself the subject of appreciable variation. In 1926-27, wheat on an average was hauled 173.1 miles, as compared with 146 miles in 1927-28. It rose again to 173.7 miles in 1928-29, fell to 147 miles in 1929-30, reached its maximum (195.7 miles) in 1931-32, and in the year just closed was 187.28 miles. The decreases in 1927-28 and in 1929-30 were attributable to the fact that the shortage in rainfall in those seasons was most pronounced in the remoter portions of the State.

Train Mileage, Train Loads, &c.

The total train mileage for the year (including assistant, light engine, and departmental coal mileage) was 16,153,530, or 53,972 miles less than in 1931-32.

This result was contributed to as follows :—

Decreases—		Train Miles.	
Suburban passenger trains	.. ..	46,186	
Goods trains	.. ..	75,756	
Rail motor cars	.. ..	6,001	
Departmental coal mileage	.. ..	2,073	
			130,016
Increases—			
Country passenger trains	.. ..	59,763	
Mixed trains	.. ..	16,281	
			76,044
Net decrease	.. ..	53,972	

The increase in country passenger train mileage was due to the scheduling of additional special trains during the Christmas and New Year holiday and Melbourne Agricultural Show periods to provide for increased traffic, and also to special services run in connexion with the cricket test matches in Adelaide and Sydney. A further factor was the increase in special trains run in connexion with country football matches and other promoted excursion traffic.

Country mixed train mileage increased owing to minor improvements effected in the regular services on certain branch lines. This, however, was offset to an appreciable degree by consequent reductions in goods train mileage.

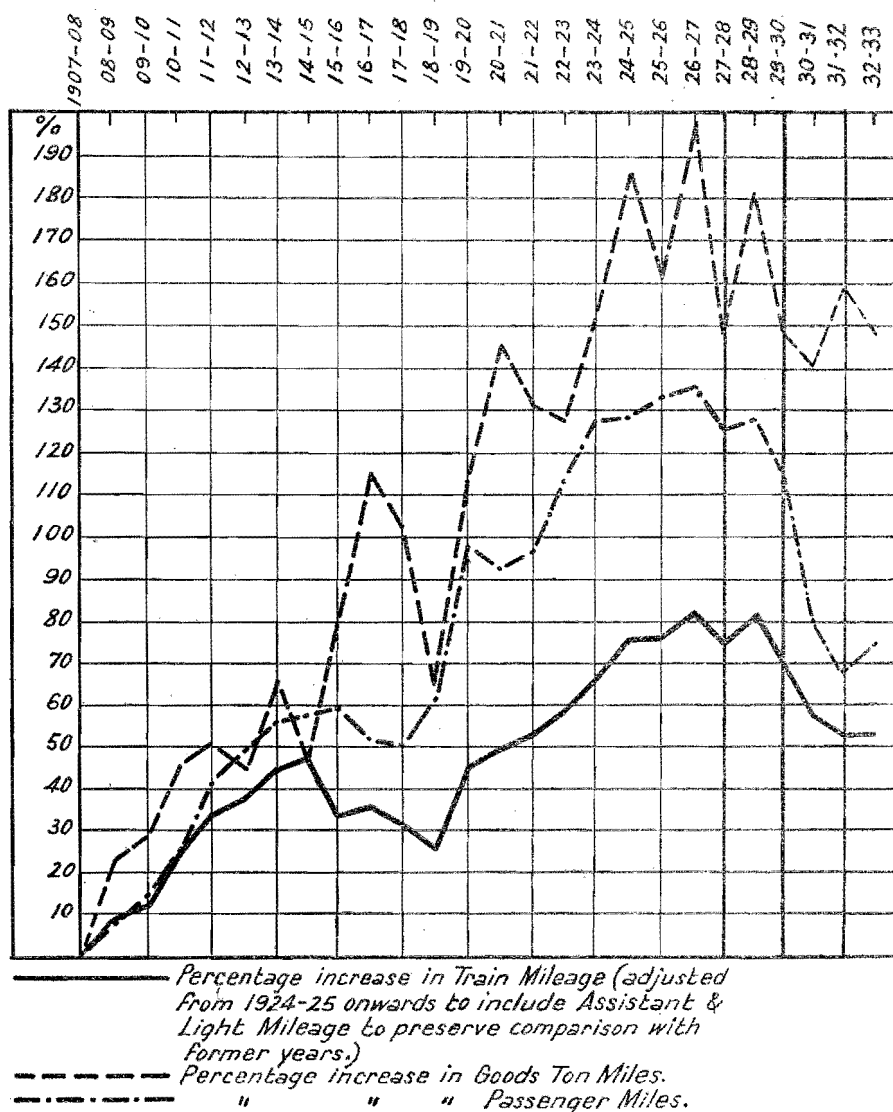
Full details of the train, locomotive and vehicle mileages appear in Appendix No. 9.

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

—		1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.
Average gross tonnage per traffic train mile	Passenger ..	218	207	200	196	191	193
	Mixed ..	209	212	212	217	230	230
	Goods ..	391	404	407	421	441	443
Average goods and live-stock tonnage per loaded truck mile	.. ..	8.3	8.7	8.3	9.0	9.2	8.9
Average goods and live-stock tonnage per loaded truck mile during peak period (January to April inclusive)	.. ..	8.8	9.8	8.9	10.1	10.3	10.6
Average miles per truck per day during peak period (January to April inclusive)	.. ..	26.7	28.9	24.3	23.1	26.0	26.5
Number of passengers carried per passenger and mixed train mile, including rail motor mileage	Country ..	102.53	101.90	91.2	84.54	83.53	85.12
	Suburban ..	129.01	127.06	123.27	112.29	108.42	112.62

The avoidance of unnecessary train mileage, by making the greatest possible use of the capacity of trucks and of the available tractive power, is essential to economic working. It is interesting, therefore, to observe from the graph below the increase in the train mileage over a period of years by comparison with the increase in business. The train mileage curve represents all classes of running, whereas the volume of traffic is represented under two headings, viz. passenger miles and goods ton-miles, because they cannot readily be equated into one unit.

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



The graph shows that in 1932-33 the goods business and the passenger traffic were 147.91 and 74.61 per cent. respectively greater than in 1907-8, yet the increase in train mileage was equivalent to only 53.14 per cent.—indicating substantial economic advantage.

The Committee of officers referred to in our last report has continued the investigation of train loads on various lines, and during the year increases were authorized on 62 sections.

These increases covered a wide and useful range, and varied from minor adjustments over relatively short distances to as much as 100 tons for "D1" class locomotives over sections up to 60 miles in length, with proportionately greater increases for higher powered locomotives. One outstanding example was the increase from 1,044 tons to 1,135 tons for "N" class locomotives between Seymour and Tocumwal (95 miles).

The extension of goods trains of maximum tonnage over long distances, without alteration to load or appreciable delay at intervening terminals, is another phase of operation to which the Committee is devoting close attention. "Through" runs of live stock trains of up to 80 vehicles from Wodonga to Melbourne (191 miles) without any alteration *en route* indicate the improvements established in this direction. A maximum load of 1,598 tons has been hauled on such trains. Recent tests have demonstrated

also the practicability of running unbroken wheat trains through to North Geelong from Donald. Hitherto, such trains have been run from one intermediate terminal to another, incurring expense in adjusting loads and delay in advancing some of the loading to its destination. It is hoped progressively to minimise these disadvantages.

Speedier transport of general merchandise and perishables is likewise being effected as a result of re-organization of services with longer "through" runs as a basis. Typical of this is the altered goods running between Melbourne and Mildura, which has enabled the closing time for acceptance of "down" loading to be put back over six hours. In consequence, consignments are in many instances available in Mildura a day earlier than under the former system. Without altering the time of departure from Mildura, it is also now practicable to schedule the arrival of perishables and other loading off this line so as to ensure early delivery, and thus avoid interference with arrivals from other districts.

A secondary, but useful objective aimed at in such re-arrangements is a better overall utilization of both engine power and trucks, not only by reduction in idle time at intermediate terminals, but by a better balance of "up" and "down" movements.

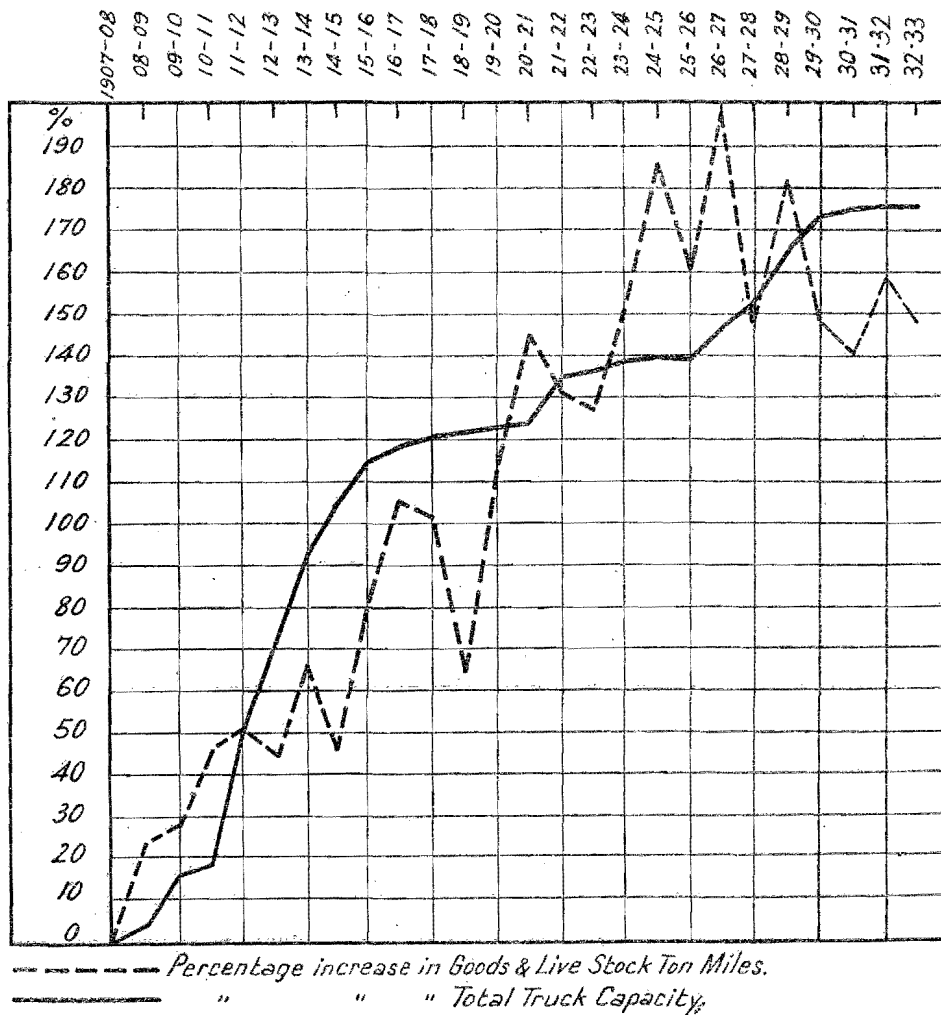
Two of the principal factors which contribute to establishing this method of operation are the equipment of rolling-stock with automatic couplers and the extension of selector telephones for better co-ordination of train movements. Improvements have also been effected in locomotive details, and further benefits are being secured from larger Westinghouse brake pumps, together with a high standard of maintenance of Westinghouse brake equipment. The results, which have been very gratifying, are twofold in that appreciable economy in operating costs is effected whilst, at the same time, there is a substantial improvement in service rendered to the public. The improvements so far gained are due to making the best use of the resources available, but the comparatively small number of high power engines definitely limits the scope for such betterments, whilst numbers of the older types of locomotive are reaching the condition when retention in service is doubtful economy. It is apparent, therefore, that the time is rapidly approaching when the construction of additional high power locomotives will be desirable.

Due to the substantial proportion of labour cost in the expenditure involved on regrading of the lines, work of this nature is peculiarly adapted for inclusion in unemployment relief schemes, and the experience and data accumulated by the Loads Committee since its inception have been particularly valuable in the selection of sections of line the regrading of which will permanently increase the capacity of important lines, and at the same time produce recurring economy in operation.

Typical regrading schemes in hand or recommended are those between Glenorchy and Ararat, and near Woomelang. The former will facilitate the operation of "through" goods trains between Murtoa and North Geelong, and the latter will permit of a single "N" class engine hauling from Woomelang to Donald the load which at present is hauled from Donald to Warrenheip by two "C" class engines, the journey to Geelong being completed by one engine.

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

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



This chart indicates graphically the result obtained in years of buoyant traffic from the endeavours made to obtain the best use from the available rolling-stock. The serious decline in the goods business has, however, caused the truck capacity curve to rise above that indicating the goods business during the last four years.

Train Control.

Recognizing the need for a more intensive oversight of train movements, &c., particularly of goods trains, and following proved practice on modernly administered overseas railway systems, we introduced a selector telephone system towards the end of 1924 to permit of the centralized control of trains, but it was not until some years later that the advantages of the new method commenced to make themselves apparent. This was mainly due to the fact that officers had to be specially selected and trained for the work and to the advisability of making the change a gradual rather than a revolutionary one.

To-day the selector telephone system covers 1,836 miles on the following sections:—

<i>Spencer-street Control Centre—</i>			
Spencer-street—Seymour .. ..	..	..	61 miles.
Spencer-street—Bendigo .. ..	..	..	101 miles.
North Melbourne—Geelong .. ..	..	..	44 miles.
North Melbourne—Ballarat .. ..	..	..	73 miles.
<i>Flinders-street Control Centre—</i>			
Flinders-street—Traralgon .. ..	..	..	98 miles.
Dandenong—Leongatha .. ..	..	..	60 miles.
Nyora—Wonthaggi .. ..	..	..	31 miles.
<i>Seymour Control Centre—</i>			
Seymour—Albury .. ..	..	..	129 miles.
Mangalore—Tocumwal .. ..	..	..	88 miles.
Toolamba—Echuca .. ..	..	..	42 miles.

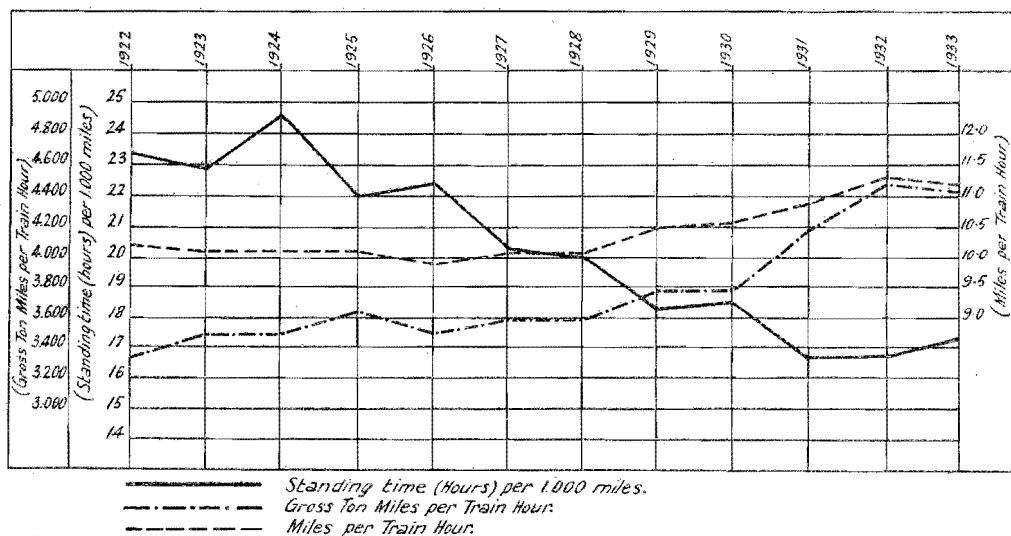
<i>Bendigo Control Centre—</i>			
Bendigo—Echuca	..	..	56 miles.
Eaglehawk—Swan Hill	..	..	109 miles.
North Bendigo—Ultima	..	..	119 miles.
Korong Vale—Wycheproof	..	..	39 miles.
<i>Geelong Control Centre—</i>			
Geelong—Ballarat	..	..	54 miles.
Gheringhap—Maroona	..	..	100 miles.
Geelong—Warrnambool	..	..	121 miles.
<i>Ararat Control Centre—</i>			
Ararat—Ballarat	..	..	57 miles.
Ararat—Serviceton	..	..	156 miles.
Ararat—Portland	..	..	120 miles.
<i>Maryborough Control Centre—</i>			
Maryborough—Birchip	..	..	102 miles.
Maryborough—Castlemaine	..	..	34 miles.
Maryborough—Ballarat	..	..	42 miles.
Total	..	..	1,836 miles.

No more important change has been made in railway technique on our lines than the introduction of this control system, which has resulted in substantial savings in respect of train working and staff expenses. It has also been the means of improving the capacity of the lines and of avoiding large expenditures that would otherwise have been necessary for yard and signalling extensions.

The officers operating the system are graded as Train Despatchers, and each Train Despatcher, with his ready means of contact with stations, yards, signal boxes, &c., is able to deal directly with the employees actually associated with train working and to record on graphs the movements of all trains and engines over the sections allotted him for supervision. Being in a position to visualize possible delays, he is able to take immediate corrective action.

The advantages of the system can best be appreciated by the fact that the standing time of locomotives has been reduced from 22.4 hours per 1,000 miles run in 1925-26 to 17.3 in 1932-33.

The speed of trains in "Miles per train hour" improved from 9.9 in 1925-26 to 11.2 in 1932-33, whilst the "gross ton miles per train hour" figure, which is the index of efficient goods train operating, advanced from 3,500 in 1925-26 to 4,444 gross ton-miles in 1932-33, an improvement of 27 per cent. This figure is the summation of load, distance of haul, and speed, and represents a valuable improvement, towards securing which the provision of larger engines and the installation of automatic couplers have played a part. A graph showing the progress made in these three directions is appended:—



The Train Despatchers also watch the movement of loading and the supply of trucks to individual stations. The organization will assist materially in meeting heavier demands upon the goods and live-stock equipment when they arise, without a commensurate increase in rolling-stock, and has enabled more effective use to be obtained of the available engine power.

Timekeeping of Trains.

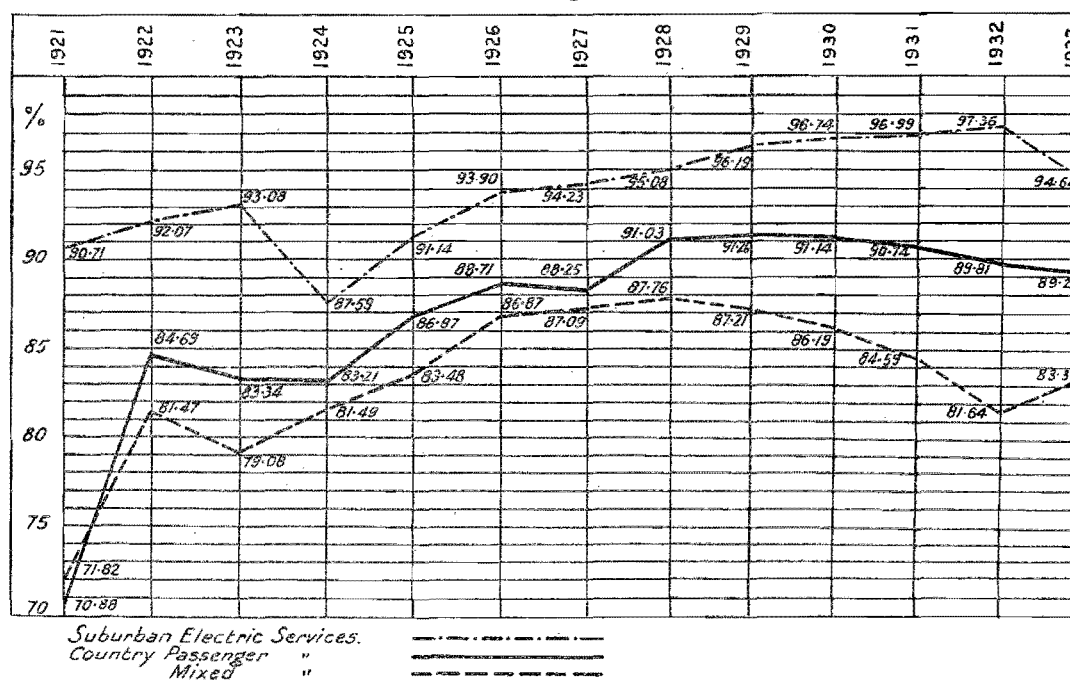
The percentage of trains on time in each of the last two years is shown hereunder :—

	1931-32.	1932-33.
Country passenger trains	89.81	89.20
Country mixed trains	81.64	83.31
Suburban electric trains	97.36	94.64

The results for 1932-33 were adversely affected, both as regards country passenger and suburban electric trains, by temporary speed restrictions at numerous points, consequent upon the active programme of reconditioning and regrading tracks.

In the following graph the timekeeping performances for each year since 1920-21 are indicated :—

YEAR ENDED 30TH JUNE.



In order to admit of the above comparisons being made, the results for 1932-33 have been compiled on the same basis as in 1931-32 and previous years, i.e., suburban trains have been recorded as having been on time if they arrived less than 3 minutes late, and country trains if they arrived less than 6 minutes late. As from 1st January, 1933, records are also being maintained on the basis of the arrival times without any marginal allowance, and comparisons on the amended basis will become available in the course of time.

Train Services.

The policy was continued of curtailing the travelling time of country passenger train services wherever practicable, the principal improvements effected during the year being as under :—

Train.	Reduced Travelling Time.
	Minutes.
12.0 noon, Bendigo to Melbourne (Daily)	15
3.15 p.m., Bendigo to Melbourne (Mondays)	10
10.35 a.m., Woomelang to Melbourne (Mondays, Wednesdays, and Fridays)	55
5.45 p.m., Ballarat to Melbourne (Daily)	13
8.20 a.m., Melbourne to Bairnsdale (Daily)	25
6.15 p.m., Melbourne to Warragul (Daily)	30
11.30 a.m., Melbourne to Warragul (Thursdays)	15
3.50 p.m., Warragul to Dandenong (Thursdays)	20
5.30 p.m., Lang Lang to Melbourne (Sundays)	10
8.10 a.m., Melbourne to Yarram (Daily)	18

The slight improvement in the volume of country passenger travel has been insufficient to warrant any general increase in train service frequency, but some minor improvements have been effected. For example, an additional train was provided on Mondays from Ouyen to Woomelang and on Wednesdays from Woomelang to Donald.

The Wheat Harvest.

The wheat yield for the 1932-33 season was 47,843,129 bushels, but although this represented an increase of 14 per cent. upon the yield for the previous year, there was a decrease of 16 per cent. in the quantity transported by rail from the producing districts (13,028,628 bags). In the latter respect the position in 1931-32 was abnormal as grain had to be urgently removed to the seaboard because of a plague of mice at country stacks.

A comparison is made hereunder of the wheat yield and the quantity railed from the country districts during each of the past five years:—

Period.	No. of Bushels Produced.	No. of Bags of Wheat carried by Rail from Country Districts.
1928-29 ..	46,818,833	13,242,079
1929-30 ..	25,412,567	5,775,690
1930-31 ..	53,814,369	14,601,317
1931-32 ..	41,955,856	15,619,699
1932-33 ..	47,843,129	13,028,628
Record Years (1915-16)	58,521,706	(1916-17) 18,461,822

The figures as to production relate to the Victorian harvest only, whereas the wheat carried by rail includes grain grown in the Riverina district of New South Wales and received into this State through Tocumwal or the Border railways, as well as relatively small quantities entering through the South Australian system.

During the year 6,936,894 bags were exported, compared with 7,335,110 bags in 1931-32.

At 30th June last the quantity of wheat stacked at the seaboard and in the country was 3,051,561 bags. This is contrasted below with the figures for each of the previous three years:—

	Number of Bags of Wheat Stacked at 30th June—			
	1930.	1931.	1932.	1933.
At or in the vicinity of Williamstown ..	489,505	377,152	978,095	323,627
At or in the vicinity of Geelong ..	210,188	293,347	946,392	561,725
At country stations ..	1,929,358	2,893,621	589,017	2,166,209
Totals ..	2,629,051	3,564,120	2,513,504	3,051,561

In Appendix No. 25 will be found particulars of the number of bags of wheat despatched from the principal wheat loading stations during each of the last six years.

Way and Works Branch.

The activities of this Branch, apart from works carried out in conjunction with the unemployment relief scheme, were again curtailed by financial stringency. Strict economy was practised, but every care was taken to ensure that the permanent way, &c., were maintained in good working order and repair to the standard required for each line.

During the year 32.41 miles of track were relaid, and the tracks were strengthened by 217,847 additional sleepers and 192,023 cubic yards of additional bluestone, gravel, and scoria ballast. In ordinary maintenance 74,008 cubic yards of ballast were used, 572,659 sleepers were renewed, and 35 miles of fencing rebuilt.

Unemployment Relief Work.

The foregoing figures in regard to ballast and sleepers represent a substantial increase over those of recent years, due to the works being carried out in conjunction with the Government's scheme for the relief of unemployment. Under this scheme approximately 3,700 men, of whom about 1,000 are located in the suburban area, are employed on various lines throughout the State, chiefly in re-conditioning and strengthening tracks by the provision of additional sleepers and ballast; also in the case of suburban lines, in improving the drainage of tracks. The country lines being strengthened under this scheme are Gheringhap-Maroon, Ballarat-Donald, Sunshine-Lubeck, Korong Vale-Nandaly, Boort-Manangatang, Kerang-Piangil, Benalla-Yarrowonga, Goulburn Valley line and branches, and Dandenong-Moe. In addition regrading operations are being carried out between Ararat and Glenorchy and between Garfield and Moe.

During 1932-33 approximately £474,000 was expended by this Department upon works carried out in conjunction with the unemployment relief scheme. Of this amount £294,000 was provided from Unemployment Relief Funds, embracing £225,000 which in the ordinary course would have been met from capital funds and £69,000 which would have been a working expense charge. The balance of £180,000 was included in the working expenses of the year. We wish to express our gratification at the substantial amount which has thus been made available. Not only has this action contributed substantially to the desire of the Government to provide for the unemployed, but it has enabled us to put in hand works which will result in marked economy and efficiency in operating and maintenance, but which otherwise would have had to be postponed for financial considerations.

Welding of Rail Joints.

Good progress was made with the welding of joints of 110-lb. and 100-lb. rails in the metropolitan area by the Thermit process adopted in 1931-32. Approximately 16½ miles of single track were dealt with during the year, making a total of approximately 19 miles of single track completed at 30th June. In addition, experimental sections have been treated by the Electric Arc and Linde (Acetylene) processes. Economy in maintenance has been achieved, as well as more comfortable travel for passengers through the added smoothness in running and the limitation of noise.

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

This work is being carried out by the Melbourne City Council, but this Department is contributing 15 per cent. of the cost. No further construction of a permanent nature was undertaken during the year. The earthwork for the unmade portion of the roadway, about one mile in length, has been formed, and the roadway has been opened for traffic along its whole length with a view to more rapid consolidation of the formation across the swampy areas. It is unlikely that any further permanent construction will be undertaken for at least twelve months.

Strengthening Taradale Viaduct.

The viaduct at Taradale, consisting of five spans of 130 feet each, was built when the line was constructed in 1862, and carries the Bendigo line at a height of approximately 120 feet above the lowest part of the valley. With the progressive increase in the weight of rolling-stock, it has been necessary for some years past to restrict the speed of the heavier classes of engine when passing over this viaduct.

To admit of the removal of the speed restriction, thereby permitting of more economical working of trains, it was decided to strengthen the viaduct by the addition of five intermediate steel towers. This work, which involved the fabrication and erection of 185 tons of steelwork, was put in hand during the year and is nearing completion.

New Station Buildings.

Under existing financial conditions, only a limited amount of money is available for works of this character, but during the year the construction of new station buildings on the "Up" side at North Brighton was put in hand.

The old buildings were in a dilapidated condition, and their lay-out did not admit of effective remodelling, nor did it enable an effective barrier check to be made.

Good progress is being made with the work.

Dwelling Accommodation for Employees.

To provide dwelling accommodation for employees, eleven departmental residences which had been vacated at various localities, owing to reductions in staff, were removed and re-erected at Barnawartha, Berriwillock, Buckrabanyule, Dimboola, Homewood, Manangatang, Mildura, Redcliffs (three), and Ultima.

Turntables.

To facilitate the handling of traffic, 70-ft. turntables were installed at Wallan and at Murrayville, in each case taking the place of a 53-ft. turntable.

Power Signalling.

The installation of power operated signals and points at Caulfield, together with incidental work, was proceeded with and is nearing completion. The scheme will ensure a greater measure of safety and provide improved facilities for train movements at this important junction.

Selector Telephones.

Selector telephones were installed on 54 miles of line, making a total of 1,836 miles equipped for the Train Despatcher system. Further references to the advantages derived from this system are made under the heading "Train Control."

Railway Automatic Telephone Exchange.

As the existing exchange has reached the limits of its economic life, tenders have been invited for the supply of the equipment for a new railway exchange. The specification incorporates the latest known designs for affording an up-to-date and efficient service, and has been drawn up in collaboration with expert officers of the postal administration to conform to Postal Department standards.

The new installation will consist essentially of 700 lines of automatic equipment and 180 lines for the harmonic switchboard, with provision to extend these switchboards to an ultimate capacity of 1,500 and 300 lines respectively. The design of the plant is such that extensions to the ultimate capacity can be undertaken in an orderly manner and without inconvenience to services which may be in operation.

The proposed installation is imperative in order to ensure the continuance of satisfactory telephonic communication, but the provision of the new exchange will result in a saving in operating and maintenance costs of £1,925 per annum, or of £805 per annum after providing for interest (including exchange) and for the writing off of the capital cost over the life of the equipment. Furthermore, a vastly improved service will be provided and the requirements of the Department can be met for the next twenty years.

It is anticipated that the equipment will be delivered in June, 1934, and that the installation will be completed by December, 1934.

Amalgamation of Signal and Telegraph Branch (and Workshops) with Way and Works Branch.

In our report for the year ended 30th June, 1931, we referred to the amalgamation of the Signal and Telegraph Branch with the Way and Works Branch and stated that a substantial saving of expenditure had already been effected, which would be increased on the completion of plans then in progress for the amalgamation at Spotswood of the Workshops of the two Branches located at Newport and Spotswood respectively. The whole amalgamation has now been completed, with a total saving of approximately £13,000 per annum.

Rolling-Stock Branch.

A statement of the rolling-stock in existence at 30th June, 1933, appears in Appendix No. 10.

No new rolling-stock was constructed during the year, but the following units were withdrawn from service and broken up or sold :—

Cars	6
Vans and sundry stock	5
Trucks	101

Boiler Construction.

During the year 35 new boilers were constructed, including two commenced but not completed in the previous year. The programme was lower than normally, due to a lesser number of locomotives being retained in commission.

Superheater Locomotives.

Conversions of existing locomotives from saturated to superheated steam numbered seven. This raises the total number of superheated engines on the register to 328, representing 51 per cent. of the full locomotive strength.

Automatic Couplers.

During the year an additional 3,599 wagons, 51 steam locomotives (engine and tender) and eleven other engines (the tenders of which had previously been fitted) were equipped with automatic couplers.

As a result of the steady progress which has been made in this direction the number of cars, vans and wagons equipped with automatic couplers at 30th June, 1933, was 11,250. Of the broad gauge freight vehicles, 53 per cent. have been fitted. At the same date, 138 locomotives, representing 22 per cent. of the total, had automatic couplers on both engine and tender, while the tenders of a further 20 locomotives had been similarly equipped. Three hundred other vehicles of various classes have been prepared to receive couplers.

The benefits accruing from the use of automatic couplers have been enumerated in previous reports. The conversion scheme, though far from complete, has already exercised a strong influence on train mileage, and the performances mentioned under the heading "Train Mileage, Train Loads, &c.," would not have been possible had not the vehicles been automatically coupled.

Coincidentally with the fitting of automatic couplers to the six-wheel louvre and refrigerator wagons, the opportunity was taken to convert these vehicles to four-wheel stock. This alteration, which amounted almost to reconstruction, has the effect of reducing the ratio of tare to load, and actually a saving in weight of 15 cwt. per vehicle has been obtained.

Included in the refrigerator group are 50 wagons which previously carried frozen meat. In keeping with modern refrigeration methods, ice bunkers (in lieu of overhead tanks) were fitted at each end of these vehicles, with the important advantage of lowering appreciably the centre of gravity.

Dynamometer Car.

Towards the close of the year the recently constructed dynamometer car, which is jointly owned with South Australia, was made available for initial operation in Victoria.

The principal function of a dynamometer car is to determine accurately the tractive effort, and hence the horsepower, which a locomotive can exert at various speeds. It is of value also for determining the tractive resistance of various classes of rolling-stock under different operating conditions, for drawgear and braking tests, and for checking the economic value of re-grading proposals and of locomotive accessories, such as boosters, feed water heaters, mechanical stokers, &c.

The acquirement of the dynamometer car will undoubtedly prove a sound investment, and positive confirmation of modifications being made in locomotive smoke box design has already been gathered in the few tests made so far, thus assuring further economies in fuel together with some increase in horse-power.

Fuel Conservation.

At the beginning of the year, the Fuel Conservation movement was re-established, and the results have clearly demonstrated the wisdom of this action.

Committees were formed in the respective districts, each embracing representative Drivers, Firemen, Guards, Shunters, Train Examiners, &c., and meeting at intervals of four months at the different main centres in the districts, under the chairmanship of the District Officers. Membership is limited to a period of twelve months, and to provide for a continuous flow of new members one-third of each committee retires and is replaced after every meeting.

The main function of these meetings is the saving of fuel, but apart from the substantial economies arising from activities in this and other directions, the meetings possess a very definite educational value, whilst the open discussion between administrative officers and the staff generally on operating problems and disabilities serves to bring about a better mutual understanding.

During the year three meetings were held in each of the districts, at which over 300 suggestions were submitted for discussion. Of these, 50 have been adopted to date or have given rise to suitable action.

Electrical Engineering Branch.

Melbourne Suburban Electrified System.

The operations of this Branch concern primarily the generation and distribution of electrical energy for the operation of the suburban electric system.

The only extension of the overhead equipment made during the year was to Station Pier, Port Melbourne, which enables electric trains to be run alongside vessels berthed at the Pier. With this extension the mileage of electrified track under operation at the end of the year was 439.3 track miles, or 172.7 route miles.

The 50 additional electric headlights which were under manufacture early last year have been completed and installed, making a total of 200 of such headlights on suburban rolling-stock. An additional 80 are now being manufactured within the Department, and will provide for the equipment of trains on the Clifton Hill group of lines and the Newport-Altona section.

The new automatic sub-station at Coburg has been completed and put into service. This sub-station was installed, with satisfactory results, in order to minimize leakage of current and consequent electrolysis.

The first installation of automatically reclosing high-speed circuit breakers was made at Coburg sub-station for the further protection of overhead lines and train equipments against damage from lightning or other external causes. The other automatic sub-stations on the system are to be similarly fitted. The circuit breakers are of Australian manufacture, and the reclosing equipment has been designed and is being manufactured within the Branch. Apparatus which is standard with similar equipment already in service is being used.

The boiler adapted for the use of pulverized fuel in Newport "A" station has been tested out and has fulfilled its guarantee values. During the year tests were carried out with various grades of coal, and demonstrated the reliability and efficiency of the boiler under commercial loading. The boiler is now in regular operation burning State Mine "Duff" coal. This has been rendered possible by bringing in furnace gases from the bottom of the chamber and passing them through the mill, thus drying the coal during pulverization. "Duff" coal is obtained by screening the slack coal at Wonthaggi as mined, and using these "fines" in the Newport boiler, thus releasing a larger proportion of "nut" coal which is a more saleable product for public use.

When pulverized fuel firing was first investigated for application to one of the boilers at Newport, it was considered an advantageous proposal and well within the limits of economical operation. This anticipation has been fully realized, an increase in the steaming capacity of this boiler by approximately 75 per cent. having been obtained. Still further improvement can be accomplished by alterations to the superheater, and in the coming year it is proposed to install a superheater more suitable for the increased steaming rate of the boiler.

For some time past the treatment of the circulating water with chlorine has been in operation with a view to maintaining the condenser tubes in a clean and more effective condition. Marked improvement has been shown in the efficiency of condenser operation during these trials, and a chlorinator is now to be permanently installed.

The number of units generated at Newport "A" station during the year was 160,639,177, compared with 156,523,942 in the previous year. During the year 4,291 units were purchased from and 282,806 units sold to the State Electricity Commission.

Improvements to Plant, State Coal Mine, Wonthaggi.

Considerable modifications and additions were made to the power station plant at the State Coal Mine. One new 1,875 k.w. turbo generating set was installed and is now in continuous operation, but at reduced rating on the low steam pressure available from the old boiler plant. Two of the old boilers were removed, and preparations are being made for the installation of two pulverized fuel-fired water tube boilers, which when installed will replace the existing boiler house plant.

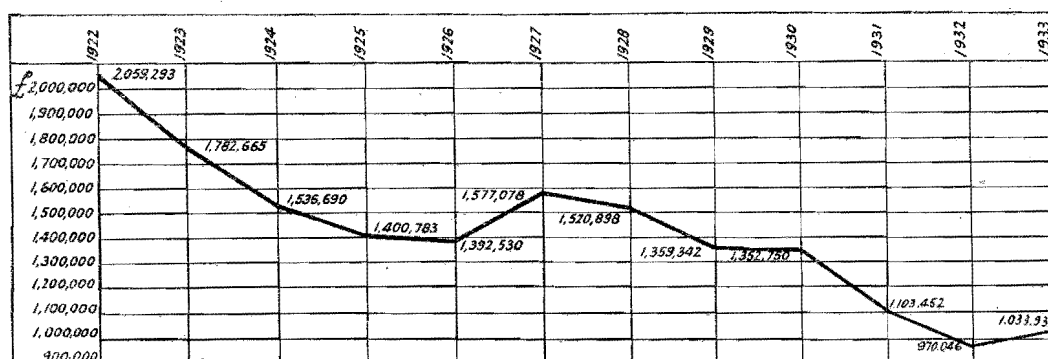
New bunkers and coal handling plant are being erected, and the existing boiler house, which is of wood and galvanized iron construction, is being replaced by a steel structure. The original switchboard has been dismantled and is being replaced by a modern type of board.

This Branch acted as Consulting Engineers for the whole of the design and erection of the new plant, and the modifications of the existing plant at the coal mine power station.

Stores Branch.

The value of the stock held at 30th June, 1933, was £1,033,933, which represents an increase of £63,887 upon the value at the close of the preceding year. This result was largely brought about by the building up of a satisfactory reserve of coal, the purchase of permanent way materials to meet the programme of unemployment relief works, and the more active progress with automatic coupler conversion.

In the graph hereunder is shown the marked progress which has been made during the past eleven years in reducing stocks:—



The principal transactions for the period covered by the graph are indicated hereunder:—

Year.	Stock on hand at 30th June.	Purchases.	Returns into Stock and manufactures by the Department.	Issues, including Sales.
	£	£	£	£
1921-22	2,059,293	3,028,169	1,396,445	4,300,170
1922-23	1,782,665	2,117,527	1,560,502	3,921,762
1923-24	1,536,690	2,489,587	1,542,765	4,271,297
1924-25	1,400,783	2,766,777	1,460,969	4,326,428
1925-26	1,392,530	3,053,181	1,801,960	4,862,866
1926-27	1,577,078	3,379,546	2,278,948	5,488,056
1927-28	1,520,898	3,135,127	1,643,346	4,791,154
1928-29	1,359,342	2,470,458	1,559,782	4,204,573
1929-30	1,352,750	2,282,089	1,369,917	3,640,727
1930-31	1,103,452	1,276,877	952,941	2,474,418
1931-32	970,046	1,154,311	814,363	2,108,793
1932-33	1,033,933	1,607,403	907,187	2,461,014

Considerable advantage has been gained by the discontinuance of the Signal and Telegraph Workshop at Newport as a separate establishment and the transfer of its activities elsewhere, mainly to the Way and Works Branch Workshops at Spotswood

This included an amalgamation of the storehouses at the latter site, and thus made available at Newport suitable accommodation for a general oil storehouse and cement store (which previously were located at Spencer-street), and for bulk goods from various locations. These changes provided the opportunity for the closer review of stocks and are an aid to efficiency generally.

Standardization of Stock Items.

With the object of obtaining a reduction in the material stock lists and a decrease in the quantities of stores held in stock and other advantages, we appointed a committee to review comprehensively the materials stocked by the Department.

This investigation is proceeding and has already been productive of good results in eliminating numerous stock items, reducing stocks, and obviating the purchase of items for which economical substitutes are available.

Reclamation Depot.

The reclamation depot at Spotswood was established in 1924, on a small scale, with a view to its becoming a central location for the recovery, reclamation, or sale of all discarded railway material.

Its effectiveness and value were clearly demonstrated from the outset, and as a result the scope and equipment of the depot were gradually extended to enable full advantage to be taken of the possibilities of its sphere of action. The value of material reissued to the Branches for further use or sold during the year under review was £53,000.

The yard comprises seven docks for the storage of 22 various classes of iron and steel scrap, and each dock is served by three parallel sets of track, spanned by a magnetic gantry crane, with a capacity of 7 tons with the hook, and 3 tons with the magnet. The span of the crane is 72 feet, its over-all width 103 feet, and the length of the crane track 384 yards. The crane reduces the cost of unloading to a few pence per ton, and enables materials to be moved from sorting to sale dumps in such a way as to keep a regular flow to and from the different bins.

The equipment includes magnetic separators (both mechanical and hand), special metal furnaces, cold straightening machines, shears, &c. During the year an addition was made of a specially heavy duty shearing and punching machine, released by the amalgamation of the Signal and Telegraph and Way and Works Workshops, making it practicable to cut large and heavy scrap at the depot. The increased capacity in this respect enables advantage to be taken of favorable markets for the disposal of scrap.

The heavy demand for permanent-way fastenings for work on which unemployed relief gangs are engaged has necessitated the reclaiming of every ton of fishplates, dogspikes, fishbolts and nuts which could be obtained, to augment the supplies of new materials. Two cold straightening machines installed in the ferrous reclamation shop have been invaluable in this connexion; so also has a double-headed screwing machine, which has been used almost continuously in the rethreading of fishbolts and other bolts recovered from materials taken out of the track.

The installation of a hydraulic testing plant and other equipment has made practicable the reclamation of cast-iron pipes and water service fittings for use in both the country and metropolitan districts. Previously, reclaimed pipes and fittings could only be used outside the metropolitan area.

Serviceable materials recovered from condemned engines, cars and trucks which have been broken up at the depot, are returned to the workshops for further use. In addition, large quantities of a great variety of general items are reclaimed or recovered, anything unsuitable for departmental use being sold. Instances are the utilization of

old 40-gallon oil drums for the manufacture of incinerators for use of this department and the Education Department, and the recovery of 5-gallon drums, no longer fit for use, as liquid containers for conversion to dustbins and storage containers throughout the departmental storehouses and stations.

The quantity of ferrous and general scrap received each week is approximately 200 tons. The discharging of general ferrous scrap cost only 4d. per ton.

The "Rapid" magnetic separating machine, operating unceasingly during working hours, separates mixed small ferrous and non-ferrous scrap, which is poured through the machine in a continuous stream, the iron and steel being held on the magnetic field and carried to containers separate from those in which the non-ferrous metals are deposited and later put up for sale. The special hand magnet is used for larger items, which cannot be handled by the separator.

Metal furnaces as under are installed :—

- Pit Furnace, for smelting metals requiring a particularly high temperature ;
- Open Hearth Furnace, for smelting zinc, dross bearing metals, &c. ;
- De-metalling Furnace (gas), for recovering metals from various bearings without overheating the white metal.

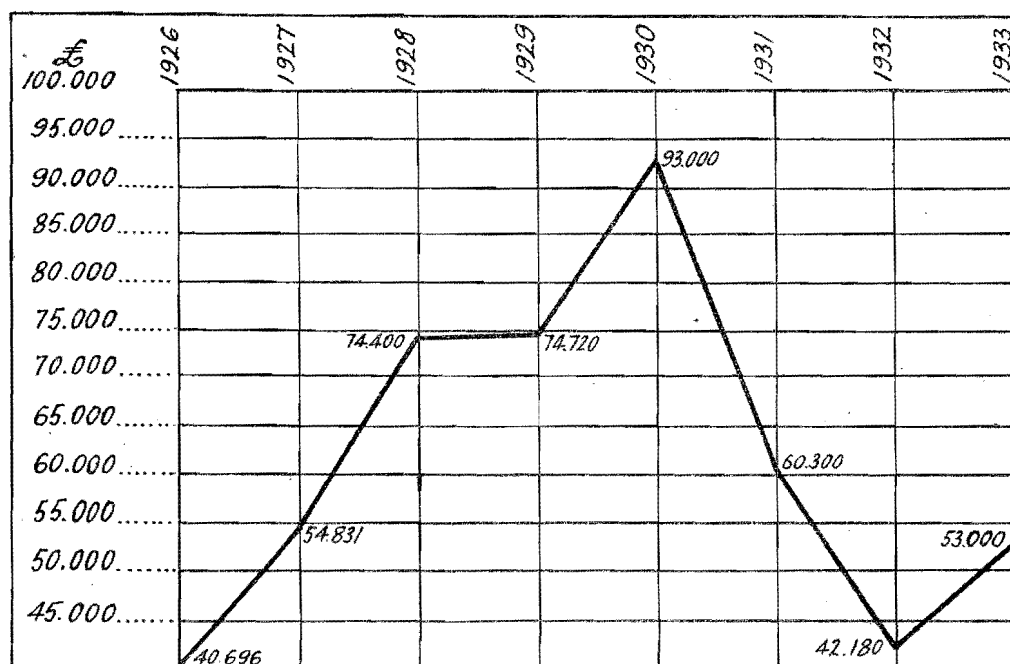
In the recovery of bearing metals, the molten metal is run into moulds on a revolving casting wheel specially designed for the purpose, and each "run" is analysed to enable the correct addition of other metals to bring the product up to standard requirements. Practically the whole of the recovered white metal is used in the Newport workshops. Any bearing metals produced or recovered, which are unsuitable for use by the Department, are sold from time to time, and, as the purchaser is quoted the analysis of the contents, the element of speculation is avoided and the best prices are obtained.

Other items included in the operations at the reclamation depot are solder, spelter, &c. Materials generally can be produced at very favorable rates, owing to the facility for obtaining scrap of the exact quality required. The inwards tonnage of non-ferrous metals such as brass, copper, gunmetal, white metal, &c., is approximately 15 tons per week.

The efficient sorting and classification of the materials received at the depot are important factors in the high prices received in sales following reclamation work, while the value of the depot as a clearing house for all railway workshops and depots, and as a central sales depot, is firmly established and is increasing as the scope of operations is extended.

In the graph hereunder is indicated the value of the materials reissued to the Branches for further use or sold in each year from 1925-26 onwards.

YEAR ENDED 30TH JUNE.



It will be noticed that the volume of work, as represented by the value of the materials dealt with, reached its peak in the year ended 30th June, 1930. The magnitude of the figures from 1927 to 1930 is due to the fact that the stores re-organization resulted in the elimination of many unnecessary stocks. The process of reducing the stocks held, the effect of which is depicted in another graph, naturally threw upon the reclamation depot a greater volume of work than would arise under normal conditions following the re-organization and the curtailment of stocks.

Coal Supplies.

The quantity of coal purchased during the year was as follows:—

			From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	Total.
			Tons.	Tons.	Tons.	Tons.
Large coal	..	..	172,005	33	210,271	382,309
Slack coal	..	..	104,443	..	22,401	126,844
Totals	..	..	276,448	33	232,672	509,153

The use of New South Wales coal is essential, either in whole or in part, on the interstate express trains and at times on other important passenger trains. The quantity purchased during 1932-33 was much in excess of that requisite for these purposes, not only because of the building up of the reserve stock (for which the local product is not suitable), but also because the State Mine was unable to supply the full quantity which could have been utilized.

This position was in the early portion of the year due to the difficulty of disposing of any additional quantities of slack coal, thus limiting the output of the Mine. Later, however, the situation was influenced by cessation or diminution of output due to stoppages arising from industrial troubles, as a result of which supplies of both large and slack coal in excess of normal requirements had to be obtained from New South Wales.

The coal consumption for the year was 499,947 tons, valued at £427,495—or an average of 17s. 1.22d. per ton. The average cost of the large coal was 18s. 8.56d. per ton.

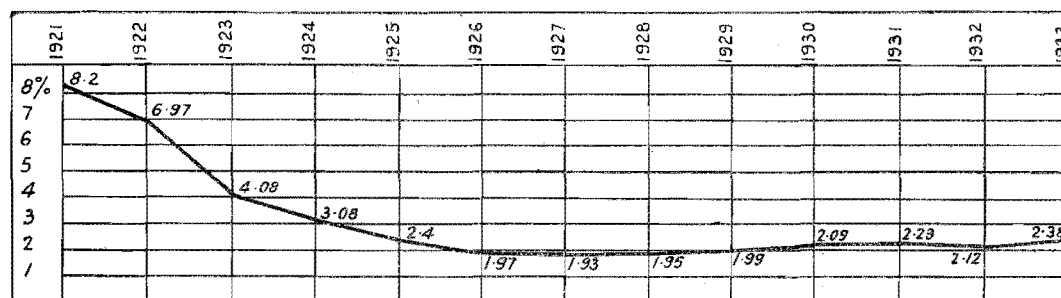
Ticket Collection.

The high standard which was attained some years ago in the collection of tickets has not been maintained, and the percentage of tickets not collected has risen from 1.93 per cent. in 1926-27 to 2.38 per cent. in 1932-33.

While the performance of the year under review is much in advance of the results achieved when special attention was first devoted to this means of safeguarding revenue, we do not regard it as satisfactory, and renewed efforts are being made to effect an improvement.

The percentage of tickets not collected each year since 1920-21 is shown graphically hereunder:—

YEAR ENDED 30TH JUNE.



Claims for Missing and Damaged Consignments.

There was a slight increase in the amount paid for short delivery, damage, and delay of goods, parcels, and livestock, which reached £12,095, by comparison with £11,193 in 1931-32. These amounts represented .24 per cent. and .23 per cent. respectively of the revenue from these classes of traffic.

Action has been taken to remove some of the causes responsible for this small retrogression, and we hope that by continued close attention improved results will be achieved.

Taking a wider comparison, there has been a very substantial reduction in recent years in losses arising from this cause, due to a closer study of the problem of claims prevention and the education both of the staff and of the public upon the question.

During the past two years, however, our efforts have been hampered by the large numbers of persons who "stowaway" on goods and mixed trains to the detriment of the property of the Department and its patrons as well as to the danger of their own life and limb, three having been killed and eight injured during the past two years. As existing legislation will not admit of this trouble being effectively remedied, we have repeatedly made urgent representations for an amendment of the law, and are hopeful that the requisite steps to that end will be taken during the present session of Parliament.

Refreshment Services Branch.

After several years of decline, it is pleasing to be able to record an improvement in the volume of business at the refreshment rooms and at the various types of stalls. The revenue from the refreshment rooms and stalls totalled £254,933, and that from the bookstalls £58,021, compared with £242,226 and £57,348 respectively in 1931-32. While close supervision over working costs has ensured economy in operation, a high standard of service has been maintained.

During the year the refreshment rooms at Foster and Upper Ferntree Gully were closed, the former because a re-arrangement of train schedules rendered it no longer necessary, and the latter through insufficient business.

Fruit again proved a popular section of the business, 43,218 cases being used or sold, representing payments to growers of £21,733. Nearly half of this amount was paid for citrus fruit.

The supply services which form an integral part of the organization functioned well, and assisted materially by supplying goods of first class quality. The butchery distributed meat, poultry, fish and butter, while the bakery provided pies, pasties, cake, and sundries, in addition to 96,492 loaves of raisin bread. The laundry satisfactorily handled all work of that nature within the Department. Popular lines with railway travellers were luncheon cartons, sales of which totalled 28,508, and bottles of milk, of which 87,850 were sold.

A unique service to railway travellers was established during the year, when a Children's Nursery was opened in the Flinders-street buildings. The accommodation consists of cot rooms, play rooms, together with a reception room, and an up-to-date kitchen for the preparation of children's food. The nursery is equipped with every necessary facility, and a variety of toys and playthings for the amusement of the children. The service is available to railway travellers only, and a moderate scale of charges is in force. The nursery is in charge of a highly qualified Sister, who is assisted by a Sister experienced in infant welfare work.

The patronage of the nursery during the few weeks that it has been opened indicates that it is a much appreciated boon, and we feel confident that it will play a substantial part in inducing and popularizing travel by rail.

The Chalet, Mt. Buffalo National Park.

The revenue was £24,536, as compared with £23,313 last year, while the loss on working was reduced from £2,806 to £1,225. The number of visitors was 4,274, being 99 less than in the preceding year.

During the year the whole of the buildings were repainted and renovated.

An additional mountain resort has come under our control, as we accepted the tenancy of the Country Roads Board hostel at Hotham Heights, the highest regularly occupied residence in Australia. This building, which is situated on the popular main road over the Australian Alps, has been renovated and re-equipped in order to provide comfortable accommodation for persons patronising the Alpine route during the months in which the road is passable, as well as for snow-sport enthusiasts in the winter. The hostel offers splendid facilities to skiers on account of the excellent ski runs in its vicinity.

Advertising.

The operations of this division remained at about the same level as in the preceding year, the revenue, working expenses and profit amounting to £41,798, £12,161, and £29,637 respectively, compared with £42,423, £12,532 and £29,891, in 1931-32.

Bearing in mind the difficulties associated with the economic depression, we regard this result as very satisfactory.

The Staff.

A comparison of the number of employees with the number in the preceding year is afforded by the following figures:—

	1931-32.	1932-33.	Increase.
Number of employees at 30th June ..	21,290	21,876	586
Average number of staff employed full time for the year (<i>vide</i> Appendix No. 7)	20,694	21,303	609

These figures do not include men recruited for works which are being carried out in conjunction with the unemployment relief scheme. They do, however, include approximately 300 experienced employees who had to be withdrawn from their normal duties to supervise and assist in the conduct of such works. As the positions normally occupied by such employees have had to be filled, this is a substantial factor towards the increase in the number of the staff at 30th June, 1933, by comparison with the number at 30th June, 1932.

The increase in the average number of staff employed full time is almost wholly accounted for by additional men employed on works chargeable against capital and manufacturing accounts, &c., while it must also be remembered that, by comparison with the preceding year, a more extensive programme of maintenance of way and works and of rolling stock was carried out.

The rationing of staff in various sections was continued until February of this year, when it was abolished because of the diminution of surplus staff and the increased maintenance programme.

The number of officers and employees of various grades on loan to other State services increased during the year from 236 to 294.

As in the previous year, Sunday time and overtime have been booked off wherever practicable, in order to spread employment.

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

	£
1930-31	5,490,927
1931-32	4,352,872
1932-33	4,338,284

Medical Division.

During the year 12,865 examinations were conducted by the Railways Medical Officer and his assistants—7,336 as to physical capacity, and 5,529 in vision, colour sense and hearing. The great bulk of the examinations consisted of the periodical tests of the vision, &c., of employees engaged in safe-working, or followed upon the illness or injury of employees or upon applications for employment in the service.

To obviate the expense of bringing country employees to Melbourne, one of the Assistant Medical Officers visited various country centres for the prescribed medical and vision and hearing tests—1,315 of the examinations being conducted by this means.

Advantage was taken of the opportunity afforded by these visits to impose a further check upon the maintenance of hygienic conditions at the various refreshment rooms. The inspections so made by the Assistant Medical Officer confirmed the existence of a high standard of cleanliness.

The medical officers also maintained an oversight of the Ambulance Depot at Spencer-street.

Wage Fixing Tribunals.

In October, 1930, the Commonwealth Court of Conciliation and Arbitration set aside the main railway awards, excepting as to the basic wage and hours of labour.

Following remarks made from time to time by the Judges of the Court as to the difficulties arising out of the occupation of the railways industrial field by both Federal and State tribunals, we applied to the Court in March last, in conjunction with the Railways Commissioners of New South Wales, Tasmania, and Western Australia, to set aside the whole of the awards, and thus leave the field entirely to the State tribunals. The Court rejected the application. Railway employees therefore continue to be subject to both jurisdictions.

The various unions renewed their requests to the Federal Court for the cancellation of the emergency reduction in wage rates by 10 per cent. imposed by it in 1931. The Court, in refusing the application, altered the method of adjusting the basic wage from the "all houses" to the "all items" table. The effect was to increase the rates of pay under the main railway awards by 5d. per day as from 7th May, 1933, whereas under the previous method there would have been a reduction of 4d. per day from that date. This difference, however, may fluctuate from quarter to quarter.

The business of the Railways Classification Board during the year was practically confined to a number of interpretations of existing awards, affecting practices dating back to 1st July, 1923. No provision exists in the Railways Act to limit the period of claims for retrospective payments arising out of interpretations of the Board, though the period covered by the Statute of Limitations (six years) normally applies. In the case of Wages Board Determinations, the Factories and Shops Act limits the power of recovery of underpayments to applications made to the employer within a period of two months, and we have drawn the attention of the Honorable the Minister to the necessity for a similar provision in the Railways Act.

Education and Recreation.

Interest in the educational, social and recreational facilities provided by the Victorian Railways Institute was well maintained. The membership of the Institute increased during the year from 10,801 to 11,052, whilst class enrolments aggregated 2,064, or 89 more than in the preceding year.

The library section of the Institute was remodelled on modern lines, and 8,000 members availed themselves of the library services. No fewer than 389,443 book exchanges were made, in addition to 3,406 book exchanges with country centres.

We have reason to be gratified with the results achieved by the Institute, which is managed in a very economical and efficient manner by groups of railwaymen in Melbourne and the country, who unselfishly devote a great deal of their spare time to this important adjunct of railway life.

Tourist and General Publicity.

The objects of the greater portion of this publicity were to stimulate tourist and general railway travel, and to maintain the interest of the public and the staff in railway problems and developments.

The State's tourist resorts were effectively featured in posters, pamphlets, newspapers, magazines, and by wireless and other means of reaching the eye and ear of the public. In several instances we again co-operated financially and in other ways with local tourist organizations in the production of tourist folders.

General publicity featured a variety of railway activities, including special inducements for travel in the way of bargain fares and other concessions. The most outstanding of the publications was an attractive and suitably illustrated brochure, entitled *A Record of Achievement*, which graphically recorded a decade of progress by the Victorian Railways. As indicated in his foreword, the publication was produced at the suggestion of the Honorable the Minister of Railways. A better appreciation on the part of the community of the progress and efficiency of their railways must, we believe, result from the issue of this brochure.

Special mention should also be made of the issue of another pamphlet *Why We Haul Empty Trucks*, which dealt with a phase of railway operations on which there appeared to be need for public enlightenment.

Further publicity measures were taken to combat the effects of road motor competition. Included in this propaganda was a pamphlet incorporating the speech delivered by the Honorable the Minister of Railways in the Legislative Assembly in November last in support of the measure to establish the Transport Regulation Board. A very wide distribution of this pamphlet was effected throughout the State.

Wool-growers were again appealed to for their custom, both by personal interview and by means of a pamphlet, specially featuring the recent 25 per cent. reduction in railway freights on wool. We are hopeful that this concession will result in the recovery of a substantial portion of the wool traffic lost to road competition.

Co-operation as between the Department and its customers and between the staff and the administration, so essential to efficient transport operation, was again the subject of propaganda, which has still further strengthened the amicable relations developed by our continuous publicity work in these directions. As a link between the administration and the staff, and as a means of conveying to railwaymen the latest information concerning railway affairs and developments, the *Railways News Letter*, issued monthly to the staff, was an important factor in this co-operative work.

Publicity to Assist the Primary Producer.

The primary producer, as in previous years, was given very practical assistance in the disposal of his products.

Fruit, as one of Victoria's important primary industries, was again prominently featured in widely issued publicity. This industry was also very materially aided by the consumption and sale of fruit and fruit juice drinks at railway refreshment rooms and railway stalls, £21,733 being paid to the growers for the fruit disposed of by these means.

Of this amount, the citrus fruitgrowers' share was £9,946, the sales at railway fruit and fruit juice stalls mainly contributing to this very satisfactory result. At the latter stalls 759,735 drinks were sold.

In addition to soft and citrus fruits, dried fruit figured in our fruit publicity. This industry, too, substantially benefited by our sales of raisins, sultanas, &c., which totalled 27,024 packets, or over 2 tons of fruit, to which must be added the contribution of the departmental bakery of 96,492 loaves of raisin bread, in which nearly 9 tons of dried fruit were used.

The value of the Department's "Eat More Fruit" activities is not, however, fully reflected in these results, as our propaganda has also had a marked effect upon the consumption of fruit generally. This fact has been testified to in a tribute paid to our fruit publicity by the General Manager of the Victorian Central Citrus Association.

The Department again came to the aid of the berry growers by distributing a pamphlet to assist them in disposing of their surplus fruit, and by repeating the arrangements made last year, when Stationmasters were authorized to accept and despatch orders with a view to facilitating sales.

Milk and honey consumption also was stimulated by special propaganda featuring these products, and attractive honey displays were made at railway fruit stalls and refreshment rooms during Honey Week.

In addition, poultry farmers benefited by extensive publicity explaining the correct methods of packing eggs for transport.

Pig breeders were given the benefit of sound advice concerning the loading and transport of pigs, which was embodied in a pamphlet issued to owners throughout the State.

Substantial assistance was given to the important export trade in lambs by means of extensive propaganda, issued in co-operation with the Department of Commerce, directing attention to causes of injury to the carcasses and advocating proper methods of handling. Immediate beneficial results were achieved by this publicity, and earned for the railways an expression of appreciation from the Federal Department named.

Tourist Activities.

A vigorous policy of stimulating tourist traffic was continued during the year, and special features in the way of novel and attractive tours were introduced.

The Government Tourist Bureau, in its dual role of city booking office and travel bureau, maintained its reputation for service of the highest standard, and its facilities were largely availed of by the travelling public. The popularity of escorted

tours was sustained. The number of such tours undertaken during the year, including four tours from other States, was 180, with a revenue of £18,423 from 10,837 passengers, as compared with 101 tours, a revenue of £12,853, and 10,856 passengers for the previous year.

Of the tours conducted, twenty were to Yallourn, where the huge works of the State Electricity Commission continue to hold educational interest for the public and particularly the student, nineteen special trains being run for the conveyance of 7,830 scholars desirous of inspecting this undertaking. These tours to Yallourn yielded a revenue of £1,521.

Walking tours in the form of "Mystery Hikes" were enthusiastically undertaken by large numbers, 2,577 people patronizing the five tours which were arranged.

Highly satisfactory results were again achieved by the Bureau's Interstate representatives in the organization of escorted tours to Mt. Buffalo National Park, which was visited during the year by a party of 59 from Brisbane, comprising scholars, teachers and adults; by a party of 29 teachers from Sydney; and by 73 scholars and teachers from Adelaide, while a further party of 72 tourists made the trip from the South Australian Capital. Melbourne was also visited by many members of these interstate parties.

Overseas visitors to these shores included parties of tourists, chiefly from Great Britain and the United States of America, in sufficient numbers to strengthen the belief that a steady growth in overseas tourist travel to this country is being promoted by the extensive overseas publicity of the Australian National Travel Association.

Last year's visit to this State by a party of New Zealand school boys was followed this year by a similar party from the Dominion. Approximately a week was spent by the boys in Victoria.

A novel type of tour, known as the "Christmas Holiday Train," the first of its kind in Australia, was introduced. This tour provided for visits to a number of the more important towns in North-eastern Victoria and the Riverina, accommodation for the passengers being reserved at each of the places visited, at which a varied and attractive programme of sightseeing and amusement was arranged.

The tour proved so successful that a similar one was undertaken at Easter, when the South-western district was visited. Further tours of this nature are in contemplation.

New and important tourist business was promoted by means of combined rail and boat round tours from Sydney or Melbourne and return, via Hobart, which were inaugurated in co-operation with the various shipping companies concerned. These tours proved very popular, and there is every indication that they will win even greater patronage next season, when they will have become more widely known.

Overseas visitors undertaking round trips have been further catered for by the provision of concession fares and special facilities for inland scenic tours between Brisbane, Sydney and Melbourne by rail and motor. These tours link up with the ship at each of the ports mentioned so that the traveller may resume his sea journey in the ordinary course. The tours are being extensively advertised by the shipping companies interested, with whose co-operation they have been arranged.

The year's tourist activities also included the preparation of special itineraries in comprehensive form for extensive tours, both in Victoria and in other portions of the Commonwealth. This information has been widely circulated overseas, principally through the agency of the Australian National Travel Association as part of its work of advertising Australia abroad.

Suggestions and Inventions.

It is pleasing to record a very marked increase in the number of suggestions received from the staff. The total for the year was 1,536, as compared with 413 for the previous twelve months. This is unquestionably the direct result of the re-institution of monetary awards for adopted suggestions, and has convincingly demonstrated the wisdom of that policy.

The number of suggestions adopted for the year was 158, and £826 was paid in awards for successful ideas.

The "Better-Farming" Train.

One tour only was undertaken during the year, the cost being defrayed by the Commonwealth Bank of Australia out of the Rural Credits Development Fund.

Ten centres were visited on this tour. The large attendances indicated the continued high esteem in which the train is held by the farming community, as a source of valuable practical knowledge by inspection of the educational exhibits and attendance at the lectures by the expert staff.

The women's section of the train, in which demonstrations in child welfare, mothercraft, cookery, and needlework are given, was again greatly appreciated by the large numbers of country women who attended. Indeed, in most of the centres the seating capacity of the lecture cars was inadequate to accommodate all those who desired to view the demonstrations.

The Commonwealth Bank also intimated its willingness to furnish funds for another tour. Owing to the inability of the Department of Agriculture to release the necessary expert staff advantage has not yet been taken of the offer, but arrangements have now been made for a tour to be undertaken in October next.

We desire to express our sincere appreciation of the generous action of the Bank in enabling these valuable tours to be continued.

Acceding to a request by the "Wool Week" Committee, we were glad to make available the lecture cars of the Better Farming Train for demonstrations in the country to further popularize the use of wool.

Fifteen centres were visited, and the demonstrations which were given by experts of the Country Women's Association created much interest and were largely attended.

Road Motor Competition.

We have in each of our reports for some years past directed attention to the serious economic dangers to the State arising from the existence of uncontrolled and unregulated road motor transport operating in active competition with the railways. During the past year, despite the drastic steps taken by us to conserve railway business, the competition increased in intensity. This was, no doubt, due in some measure to the depressed conditions which caused persons out of employment to seek fresh means of livelihood, and to some extent to the fact that no legislation had resulted from our efforts to have defined the proper sphere of road operations.

Although we met with a measure of success in our efforts to check the losses of traffic by abandoning standard charges and offering contract rates sufficiently attractive to regain the business, it became evident that any such means could be no more than a palliative so long as the road operators are permitted to pick and choose their traffic as well as their points of service; to work, as they commonly do, under conditions subversive of accepted Australian standards and to operate, moreover, under a virtual subsidy by reason of not being required to make an adequate contribution towards the cost of the roads used by them.

The loss of railway revenue in freight business alone, due to the development of road motor competition, is at present not less than £400,000, and probably exceeds £450,000 a year. In the absence of legislative control, much greater losses can be expected in the near future. This condition of affairs is attributable, not to any defect in the quality of railway service, but almost solely to the incidence of railway rates. If the railways could quote for each class of goods the flat average rate for all classes—for the year under review the average was 1.55d. per ton per mile—the competition obviously could not exist, notwithstanding the unfair advantages possessed by our competitors. Such a course, however, is clearly impracticable. The considerable reduction which would be made in the charges on the higher-rated goods—the traffic which is most vulnerable to road competition—would have to be made good by a very heavy increase in the charges for primary produce and other low-grade commodities which cannot bear high freight rates, or alternatively by a substantial increase in taxation.

As an example, the average rate for wheat during the year was .87d. per ton mile, so that the wheat freights would have had to be increased by 78 per cent. in order to produce the average ton mile return (1.55d.) for all goods—without making any allowance for the additional return which would be necessary to remove the deficit and to make adequate provision for depreciation.

The position is clearly set out in the following extract from the last annual report of the New Zealand Government Railways Board. The remarks are equally applicable to this State:—

“If the railways are to lose the higher classes of traffic or only to have them at a decreased remuneration, then the capacity of the railways to maintain the lower rates is to that extent diminished, and, according as the field of the competition extends, the capacity of the railways to give the low rates contracts. The result is that many of the goods in the lower classes will cease to move, and the costs of production will increase. This must have its effect on the progress of production, which in turn means a shrinkage of the national income. Carrying the matter further, the result would be a decreased quantity of goods of the high classes requiring to be transported owing to the shrinkage of trade that must follow contraction of the national income. The net result, therefore, would be an increasingly depressing effect on trade and industry which would react detrimentally to the best interests of the Dominion.”

The whole subject, as it affects this State, has recently been the subject of a comprehensive report by the Transport Regulation Board appointed by an Act of Parliament (No. 4100) passed in December last. Among its findings, the Board expresses the opinion that “Regulation of road transport in Victoria, necessitated by its effect on the existing comprehensive system, must be directed to the prevention of wasteful duplication where there is existing transport service adequate for real needs, and of uneconomic competition in transport” and “that the doctrine of *laissez-faire* cannot be applied to the transport problem in Victoria, and that properly designed and administered regulation of all transport is essential.”

It is our earnest hope that the views of the Board, which were reached after a searching inquiry into the question and were the unanimous expression of the varied and representative interests which constituted its personnel, will be given effect in a legislative measure at the earliest practicable opportunity.

Departmental Road Motor Services.

There was no alteration during the year in the routes upon which we conducted road motor bus services connecting with the railway system, viz.:—

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

Patronage on the Upper Ferntree Gully—Belgrave—Monbulk route again increased, resulting in a small profit being shown for the year. The train service on the narrow-gauge line has been maintained at a minimum, and the buses are handling the major portion of the passenger traffic for the district.

On the Lilydale—Warburton route, improvements were made in the running time for some trips, while to cater for and encourage short distance travel, a new schedule of fares on a mileage basis was introduced in January, 1933, and is assisting to popularize the service.

Speaking generally, the traffic on all the bus routes has improved, and the loss incurred in 1931–32 (£9,020) was reduced to £5,444 in the year under review. The loss as recorded, however, is by no means a true reflex of the value of these services. The great bulk of it (£4,568) arose from the operation of the East Camberwell—Deepdene—East Kew route, which cannot be expected to produce a satisfactory result in the accounts, as the great majority of passengers travel on “through” rail and bus tickets, and the bus route is credited only with its mileage proportion of the “through” fares.

Because of the loss as shown in the accounts, we have on more than one occasion intensively examined the traffic on this route, and we are satisfied that its operation is of value to the Department because of the large volume of traffic conserved to the railway system, much of which would otherwise be diverted to rival forms of transport.

The Lilydale-Warburton route also, while showing a loss of £401, is a rail feeder which conserves traffic that otherwise would be lost, and the same applies to the Belgrave and Cockatoo services, which in addition have enabled large savings to be made in train operation.

Goods services were continued between Melbourne and Geelong, and in sundry directions indicated in previous reports, including the transfer of less than truck load lots of goods between the Melbourne Goods Sheds and suburban stations. The public goods road motor services earned a profit of £3,750 for the year, as compared with £1,335 in 1931-32.

Decentralization of Accountancy Work.

District accounting offices have been established at Bendigo, Geelong, and Ballarat, in addition to ten accounting points situated in the metropolitan area.

The scheme is based on the principle that the entire accounting work of the various districts shall be carried out locally under the jurisdiction of the Comptroller of Accounts.

It is expected that the introduction of the complete scheme will bring about greater efficiency and more economical working by eliminating duplication of work.

State Coal Mine.

We regret to have to record the death on 9th August, 1932, of Mr. G. H. Broome, M.Inst.C.E., M.Inst.M.E., who had occupied the position of General Manager of the mine since its inception in 1910. Much of the credit for the development of the mine, and for its successful operation over a long period of years, was due to Mr. Broome's knowledge and experience. We regret the passing of a valued public servant, whose personal qualities had earned very wide respect. The vacancy was filled by the appointment of Mr. J. McLeish, who had given invaluable service for many years in the position of Mine Manager.

After payment of working expenses, loan redemption and interest charges, and without allowing any contribution to the Depreciation Fund, the operation of the mine resulted in a loss of £65,279.

During the year an extensive re-organization was made of the accounting and other clerical work. Three accounting machines were installed and the whole of the accounting methods thoroughly re-organized to conform to modern practices.

The Mine accounting has been placed under the jurisdiction of the Comptroller of Accounts, who is personally represented by a local Accounting Officer. Similarly, the Comptroller of Stores has assumed full control of the purchase, storage and issue of stores and of the records associated therewith. The Mine Storekeeper is a Stores Branch officer, and Departmental procedure is closely followed in connexion with the purchase and control of the Mine stores.

The personnel of the clerical staff is being reduced by 22, with a resultant saving of approximately £3,600 per annum.

Apart from these savings in clerical costs, considerable reduction has been effected in the cost of production in the last two years in consequence of the steps taken to secure more efficient results. Every effort will continue to be made to effect further economies, but there is little likelihood of any substantial improvement being made in the finances of the mine while the prevailing low prices for Maitland coal remain in force, as such prices form the basis of the price payable for State Mine coal used for railway purposes.

The quantity of coal "braced" during the year was 320,675 tons. The saleable output, which is exclusive of local consumption, miners' household coal, allowances and waste was 309,356 tons. Of this quantity 274,023 tons were supplied to the Railways Department; 6,955 tons to other Public Departments, and 28,378 tons to the general public.

During the year operations were suspended on account of strikes, stopwork meetings, and other causes for 87 days, and on account of shortage of trade for twelve days. In the preceding year the loss of working time amounted to 88 days.

As indicated in our last report, steps were taken to reduce the number of employees with a view to providing full working time instead of only six or seven days per fortnight. The services of about 400 employees were terminated for this reason. At 30th June, the number of employees was 1,318.

In the year under review, an amount of £210,857 was disbursed in wages. The net average daily earnings of the contract miners, after deducting the cost of explosives, were 20s. 6d.

The wages and working conditions of employees of the State Coal Mine are now covered by awards of the State Coal Mine Industrial Tribunal. Following an interim award reducing wages and contract rates by 20 per cent., awards were issued cancelling the interim award and reducing the wages of contract miners by 14.27 per cent., and fixing a basic wage of 11s. 6d. per day for employees working on the basis of twelve days per fortnight, and 12s. 6d. per day for employees working on a basis of less than twelve shifts per fortnight. In addition the awards prescribed margins for underground work and for skill and responsibility.

Steps taken during the year to modernize the equipment of the power station plant are referred to under the heading "Electrical Engineering Branch."

Retirement and Subsequent Death of Mr. Commissioner W. M. Shannon, M.I.C.E., M. Inst. T.

The period for which Mr. Shannon had been appointed as a Commissioner expired in April last, and with great reluctance he was obliged, because of the condition of his health, to refrain from seeking re-appointment, thus closing a career of over 52 years in the railway service.

We felt keen regret at the retirement of so esteemed and valued a colleague, and profound sorrow when the actively progressive nature of his complaint resulted in his death on 11th July.

Mr. Shannon earned his advancement to the position of Chief Mechanical Engineer, and his appointment as a Commissioner in 1919, by conspicuous loyalty and ability, and a sense of justice and personal qualities which won the respect and affection of all with whom he came in contact.

In the earlier years of his Commissionership Mr. Shannon was Chairman of the Electrification Committee, of which, as Chief Mechanical Engineer, he had been a member from its inception. He thus played a leading and arduous part in the successful conversion of the suburban lines to electric traction.

Besides displaying marked capacity in this and many other important respects, he gave untiring attention over a period of years to the gradual elimination of unnecessary stocks of materials, and to the establishment of a high standard of "housekeeping" which has completely transformed the appearance of the various workshops and surroundings and has conduced greatly to efficiency and economy in production.

Appointment as Commissioner of Mr. N. C. Harris, M.Sc.

To fill the vacancy occasioned by the retirement of Mr. W. M. Shannon, Mr. N. C. Harris, Chief Mechanical Engineer, was appointed as Commissioner and assumed office on 10th April.

Acknowledgment of Services of Staff.

The staff continued to render loyal and efficient service, and we again have pleasure in recording our appreciation of their efforts. In the course of our close contact with the patrons of the Department throughout the State, voluntary references are universally made to the quality of service which they receive, and this is confirmed by numerous eulogistic letters.

Our efforts will be directed to fostering still further the spirit of co-operation between the staff and the public, without a high degree of which the successful operation of the railway system would be impossible.

Heads of Branches.

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

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

Appendices, &c.

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

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

We have the honour to be,

Sir,

Your obedient servants,

HAROLD W. CLAPP, Chairman,

T. B. MOLOMBY,

N. C. HARRIS,

Victorian Railways
Commissioners.

APPENDIX

BALANCE-SHEET AT

	Reference. Appendix. No.	£	s.	d.	£	s.	d.
LIABILITIES.							
Face value of Bonds and Stock allocated to the Railways ... ..	...	75,530,774	0	1			
<i>Less</i> Securities purchased and cancelled from National Debt Sinking Fund ...	...	1,691,136	5	10	73,839,637	14	3
Contributions from Revenue and the National Recovery Loan for Capital and other Purposes—							
Proceeds of Sale of State Lands ...	...	2,825,740	6	1			
Accrued Interest on Loan Moneys expended during the construction of certain lines ... ..	...	21,619	0	0			
Consolidated Revenue ... ..	...	1,372,566	19	4			
Developmental Railways Account ...	...	108,536	4	9			
National Recovery Loan Fund ...	...	294,132	4	10	4,622,594	15	0
Advances from Public Account for Capital Purposes ... ..	...	...			147,389	16	6
Contributions to National Debt Sinking Fund ... ..	...	...			1,853,117	12	2
Special Funds :—							
Rolling Stock Replacement Fund ...	...	11,938	13	7			
Railway Accident and Fire Insurance Fund	13	100,000	0	0	111,938	13	7
Sundry Creditors ... ..	...	443,262	4	11			
Payments received in advance for Revenue Services to be rendered in the year 1933/34 ... ..	...	53,299	4	2			
Payment received in advance for works to be carried out ... ..	...	1,714	3	8	498,275	12	9
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue ...	...	...			128,025	2	3
Interest Charges and Expenses ... ..	...	3,239,010	6	2			
Exchange on Interest Payments ... ..	...	404,867	1	2			
		3,643,877	7	4			
<i>Less</i> Net Revenue for the year after providing for Working Expenses ...	...	2,948,081	2	4	695,796	5	0
					£81,896,775	11	6

J. A. NORRIS, Auditor-General.

No. 1.

30TH JUNE, 1933.

ASSETS.	Reference.	£ s. d.			£ s. d.		
	Appendix No.						
Railways (Open Lines) :—							
Way, Works, Buildings and Equip- ment	8	59,396,180	5	11			
Rolling Stock	8	14,501,206	1	8			
					73,897,386	7	7
Stores and Materials on hand and in transit	8 and 21	1,038,076	7	1			
Stores and Equipment on hand at Refreshment Rooms ... ..	...	117,543	5	10			
Materials in course of Manufacture ...	8	35,150	0	4			
					1,190,769	13	3
					75,088,156	0	10
Electric Tramways (Open Lines) :—							
Way, Works, Buildings and Equip- ment	8	207,276	12	11			
Rolling Stock	8	100,714	4	4			
					307,990	17	3
Road Motor Public Services :—							
Buildings and Equipment	8	6,101	1	10			
Rolling Stock	8	22,493	14	3			
					28,594	16	1
Railways under construction	8	...			437,025	10	5
Bridges over the Murray and Snowy Rivers for Railways not yet constructed	8	...			33,061	2	7
Lines closed for traffic—							
Railways	8	390,539	4	1			
Black Rock to Beaumaris Electric Tramway	8	33,101	6	8			
					423,640	10	9
Assets abandoned or abolished—to be written off ... ..	...	...			17,262	4	2
Surveys	8	...			411,111	18	7
Piers transferred to Melbourne Harbor Trust, at cost ... ..	...	279,830	0	0			
Less Repaid to Capital Account ...	8	248,829	7	9			
					31,000	12	3
					76,777,843	12	11
Discount and Floating charges on Loans		3,557,102	4	2			
Less Premiums ... ..	...	453,928	14	6			
					3,103,173	9	8
Expenditure on unemployed relief work	...	...			69,135	4	9
Cash at Treasury—							
Special Funds ... ..	...	111,938	13	7			
Railway charges in suspense ... ..	...	225,785	8	6			
Railways Repayment Fund ... ..	...	12,057	7	2			
					349,781	9	3
Cash at Stations and in Transit ... ..	...	...			62,398	8	4
National Debt Sinking Fund ... ..	...	...			161,981	6	4
Securities held as Deposits on Contracts	...	...			28,419	0	7
Sundry Debtors ... ..	...	...			165,485	18	5
Balance of Moneys provided for Capital Purposes :—							
Railway Loans Repayment Fund ...	...	353,051	7	5			
Trust Funds Surplus Land Account	...	450	0	7			
Railways Stores Suspense Account	21	128,215	11	5			
Unexpended Balance of Loan Moneys	...	1,043	16	10			
					482,760	16	3
Deficit for year 1932-33 ... ..	...	...			695,796	5	0
					£81,896,775	11	6

T. F. BRENNAN,

Comptroller of Accounts.

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1933 AND 1932
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1933.	1932.		1933.	1932.
Average Miles of Single Track Open, including Sidings	6,126	6,125			
A.—MAINTENANCE OF WAY AND WORKS.	£	£	F.—TRANSPORTATION AND TRAFFIC.	£	£
Superintendence	136,666	143,840	General Superintendence	138,199	139,487
Stationery, Printing, and Advertising	4,315	3,537	Stationery, Printing, and Advertising	44,746	49,381
Maintenance and Renewals of the Permanent Way	797,694	542,928	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	35,690	31,351	Salaries, Wages, &c., of Staff ..	1,048,056	1,094,830
Slips and Flood Repairs	978	2,810	Fuel and Light	32,412	32,579
Bridges, Tunnels, Culverts, Retaining Walls, and Drains	53,156	50,977	Uniforms for Staff	4,697	4,175
Piers and Wharfs	14,728	62	Other Supplies	34,828	36,035
Weighbridges, Scales, Lifting Cranes, &c.	12,068	12,833	Other Expenses	8,437	8,305
Electric Power Station Buildings ..	5,710	3,145	Gatekeeping	26,599	23,167
Other Buildings, Platforms, and Fixtures	138,452	108,304	Guards and Conductors—		
Stock Yards	6,950	5,885	Wages and Expenses	158,965	161,978
Water Services	15,620	17,433	Uniforms and Supplies	2,065	1,384
Machinery, Tools, and Supplies ..	80,430	54,985	Cleaning, Icing, &c., of Carriages ..	52,553	54,843
Signals and Interlocking, Signal Boxes, and Track Bonds	119,457	106,896	Supplies, &c., for Carriages	13,373	12,068
Telegraph and Telephone Lines and Instruments	22,344	20,985	Light for Carriages	9,928	10,827
Injuries to Employees or others ..	2,422	2,121	Repairs and Renewals of Tarpaulins and Lashings	43,728	45,324
Betterments	16,662	2,173	Rail Motor Operation	3,997	4,337
Other Expenses	699	722	Operation of Grain Elevators and Grain Conveyors		
	1,464,041	1,110,987	Operation of Coal Shipping Plants ..		
ROLLING STOCK.			Injuries to Employees	1,918	2,097
B.—GENERAL SUPERINTENDENCE, ETC.			Loss and Damage to Property and Goods	785	864
General Superintendence	29,297	32,154	Compensation, Personal		
Stationery, Printing, and Advertising	2,417	2,740	Other Expenses	2,951	3,861
	31,714	34,894	G.—ELECTRICAL ENGINEERING BRANCH.	1,628,237	1,690,542
C.—MAINTENANCE OF ROLLING STOCK.			General Superintendence	12,676	12,603
Motive Stock—			Stationery, Printing, and Advertising	539	582
Steam Locomotives	439,076	417,036	Power Station	153,812	144,637
Electric Locomotives	1,846	1,777	Transmission, Distribution Systems, and Sub-Stations	62,592	66,023
Electrical Equipment of Electric Coaching Stock	25,475	24,100	Injuries to Employees or others ..	54	95
Coaching Stock, excluding Electrical Equipment	216,274	244,156	Other Expenses		
Goods Stock	407,800	352,513	Other Operations (Credit)	Cr. 36,732	Cr. 36,135
Rail Motors	36,122	35,790	H.—MISCELLANEOUS OPERATIONS.	192,941	187,805
Payments in respect of accrued depreciation on Rolling Stock, and of Rolling Stock withdrawn from service	100,000	100,000	Dining Car Service	9,269	9,439
	1,226,593	1,175,372	Refreshment Rooms Service	240,423	232,324
D.—MOTIVE POWER.			Advertising Service	12,161	12,532
Superintendence	36,293	40,421	Bookstalls Service	52,140	51,266
Running Sheds, Labour and Supplies	57,216	64,114		313,993	305,561
Drivers and Firemen	324,898	330,375	I.—STORES BRANCH.		
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.	330,630	381,111	Salaries and Wages	81,612	84,539
Oil, Tallow, Waste, and other running supplies	16,356	15,324	Charges for Services rendered by other Branches	8,216	5,518
Water	24,662	25,257	Printing	761	1,046
Electric Motormen, including Superintendence, Uniforms, and Supplies..	95,494	99,162	Motor Transport	4,118	3,397
Rail Motor Operation	38,095	40,094	Office Requisites and Stores	1,682	1,633
Other Expenses	1,252	1,934	Other Expenses	1,180	1,308
Injuries to Employees or others ..	836	984	Proportion of Percentage added to cost of Works charged to Capital, &c. (Credit)	Cr. 12,180	Cr. 8,805
	925,732	998,776		85,389	88,636
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.			J.—GENERAL EXPENSES.		
Excluding Electrical Equipment ..	32,611	33,097	Commissioners' and Secretary's Offices	25,051	25,758
Electrical Equipment	14,998	18,013	Accountancy Branch	96,353	99,389
	47,609	51,110	Legal and Medical Expenses	9,478	10,345
			Stationery, Printing, and Advertising	8,871	6,840
			Municipal and Shire Rates	1,153	533
			Sundry other General Charges	25,117	25,706
				166,023	168,571
			K.—OTHER EXPENDITURE.		
			Contribution to the Railway Accident and Fire Insurance Fund	28,284	18,926
			Superannuation and Pensions	417,651	424,602
			Border Railways Adjustment	54,965	84,760
				500,900	528,288
			Total	6,583,172	6,340,542
			Credit for maintenance expenditure charged to Unemployment Relief Funds	Cr. 69,135	..
			Working expenses charged against Railway Revenue	6,514,037	6,340,542

APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1933, AND 1932 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—							
	1933.				1932.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	.. .. .		4,721		.. .. .		4,720	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country		3,623,153		Country		3,571,624	
	Suburban		6,917,632		Suburban		6,962,346	
	Goods		4,780,613		Goods		4,329,805	
	Total		15,321,398		Total		15,363,776	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers	Journeys.	£	£	d.	Journeys.	£	£	d.
Second Class Passengers	386,319	314,706	67'32	20'85	405,902	322,767	69'05	21'69
Season Tickets—	3,420,436	953,408	203'94	63'15	3,254,956	929,512	198'87	62'46
First Class	660,669	85,567	18'30	5'67	628,005	99,089	21'20	6'66
Second Class	693,695	26,145	5'59	1'73	744,043	28,431	6'08	1'91
Workmen's Weekly Tickets—Second Class	130,560	2,869	'61	'19	109,172	2,322	'50	'15
Total Country	5,291,679	1,382,695	295'76	91'59	5,142,078	1,382,121	295'70	92'87
SUBURBAN.								
First Class Passengers	22,290,839	495,905	2,314'51	17'18	22,764,812	505,208	2,360'79	17'41
Second Class Passengers	45,318,339	871,463	4,072'26	30'24	44,400,967	837,741	4,008'14	29'57
Season Tickets—								
First Class	20,629,359	326,739	1,526'82	11'34	20,475,137	327,267	1,529'28	11'28
Second Class	26,688,936	331,545	1,549'27	11'50	24,669,753	310,312	1,450'06	10'70
Workmen's Weekly Tickets—Second Class	9,970,861	153,841	718'88	5'33	8,537,838	131,455	614'27	4'53
Total Suburban	124,898,334	2,178,893	10,181'74	75'59	120,848,507	2,131,983	9,962'54	73'49
Total Passenger	130,190,013	3,561,588	754'41	81'09	125,990,585	3,514,104	744'51	80'06
Parcels		322,057	68'22	7'33		336,198	71'23	7'66
Horses, Carriages, &c.		16,656	3'53	'38		21,098	4'47	'48
Mails		68,570	14'52	1'56		74,653	15'82	1'70
Total Parcels, &c.		407,283	86'27	9'27		431,949	91'52	9'84
Total Coaching		3,968,871	840'68	90'36		3,946,053	836'03	89'90
General Merchandise.								
	Tons.	£	£	d.	Tons.	£	£	d.
Wool	5,133,381	3,780,743	800'83	189'80	5,140,348	3,881,691	822'39	192'89
Live Stock	86,483	244,112	51'71	12'26	85,684	289,189	50'68	11'88
Minerals—	483,774	590,691	125'12	29'65	503,769	590,461	116'62	27'35
Coal, Coke, and Shale	218,810	68,557	14'52	3'44	218,013	72,462	15'35	3'60
Other than Coal, Coke, and Shale	321,898	89,596	18'98	4'50	288,267	61,935	18'12	3'08
Total Goods	6,244,346	4,773,699	1,011'16	239'65	6,186,081	4,805,738	1,018'16	238'80
Electrical Power		28,595	6'06	..		27,394	5'80	..
Rents		130,000	27'54	..		139,989	29'66	..
Miscellaneous		19,048	4'03	..		15,710	3'33	..
Total Power, Rents, and Miscellaneous		177,643	37'63	..		183,093	38'79	..
Dining Cars		10,83	2'30	..		10,757	2'28	..
Refreshment Rooms		279,469	59'20	..		265,539	56'26	..
Advertising		41,798	8'85	..		42,423	8'99	..
Bookstalls		58,021	12'29	..		57,348	12'15	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls		390,120	82'64	..		376,067	79'68	..
Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 9		124,288	26'33	..		139,429	29'54	..
Guarantees in respect of losses on certain lines		11,500	2'43	..		3,924	'83	..
Total Earnings		9,446,121	2,000'87	147'97		9,454,304	2,003'03	147'69
WORKING EXPENSES.								
	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.
	£	%	£	d.	£	%	£	d.
WORKING EXPENSES.								
Maintenance of Way and Works	1,464,041	(a) 14'77	310'11	22'93	1,110,987	11'75	235'28	17'35
Rolling Stock—								
General Superintendence, &c.	31,714	'34	6'72	'50	34,894	'40	7'39	'55
Maintenance of Rolling Stock	1,226,593	12'99	259'82	19'21	1,175,372	12'42	249'02	18'36
Locomotive Power	925,732	9'80	196'09	14'50	998,776	10'55	211'60	15'60
Examination and Lubrication of Coaching and Goods Vehicles	47,609	'50	10'08	'75	51,110	'54	10'83	'80
Transportation and Traffic	1,628,237	17'24	344'89	25'51	1,690,542	17'88	358'17	26'42
Electrical Engineering Branch	192,941	2'04	40'87	3'02	187,805	1'99	39'79	2'93
Miscellaneous Operations	313,993	3'32	66'51	4'92	305,561	3'23	64'74	4'77
Stores Branch	85,389	'90	18'09	1'34	83,636	'94	18'78	1'39
General Expenses	166,023	1'76	35'17	2'60	168,571	1'78	35'71	2'63
Superannuation and Pensions	417,651	4'42	88'46	6'54	424,602	4'48	89'96	6'63
Contribution to the Railway Accident and Fire Insurance Fund	28,284	'30	5'99	'44	18,926	'20	4'01	'30
Border Railways Adjustment	54,965	'58	11'64	'86	84,760	'90	17'96	1'32
Total Working Expenses charged to Railway Revenue	6,583,172	..	1,394'44	103'12	6,340,542	67'06	1,343'34	99'05
Less charged to Unemployment Relief Funds	69,135	..	14'64	1'83	..	..	..	..
Total Working Expenses charged to Railway Revenue	6,514,037	68'96	1,379'80	101'29	6,340,542	67'06	1,343'34	99'05
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—68'96.				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—67'06.				
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
Divisions of Expenditure.					Year ended 30th June—			
	1933.		1932.					
	%		%					
Maintenance of Way and Works (including amount charged to Unemployment Relief Funds)	22'24		17'52					
Rolling Stock—								
General Superintendence, &c. .. .. .	.48		.55					
Maintenance of Rolling Stock	18'63		18'54					
Locomotive Power	14'06		15'75					
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	.73		.80					
Transportation and Traffic	24'73		26'66					
Electrical Engineering Branch	2'98		2'96					
Miscellaneous Operations	4'77		4'82					
Stores Branch	1'30		1'40					
General Expenses	2'52		2'66					
Superannuation and Pensions	6'34		6'70					
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	.43		.30					
Border Railways Adjustment .. .. .	.84		1'34					
	100'00		100'00					

(a) Percentage to Earnings is calculated on the Working Expenses after deducting the amount for maintenance charged to the Unemployment Relief Funds.

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1918, TO 30TH JUNE, 1933 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year	Mileage of Railway Open for Traffic at end of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Traffic Train Miles.*	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling-stock and Stores and Materials).	Average Cost per Mile open at end of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile open.	Per Traffic Train Mile.
1918-19	4,190	4,159	57,789,221	13,792	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,488	2,957,789	6,432,277	1,547	9/10.46
1919-20	4,214	4,194	58,721,037	13,936	788	1,693	19,532	910	15,022,465	134,012,162	7,770,694	4,503,850	3,721,122	8,224,972	1,961	10/11.40
1920-21	4,267	4,237	61,185,930	14,339	790	1,748	19,579	913	15,533,556	134,045,683	7,572,993	5,384,487	4,411,276	9,795,763	2,312	12/7.34
1921-22	4,322	4,284	64,593,531	14,945	799	1,782	19,694	921	15,856,815	142,456,924	7,491,031	5,976,026	4,815,056	10,791,082	2,519	13/7.33
1922-23	4,333	4,297	65,599,395	15,133	804	1,852	19,749	924	16,394,239	155,957,240	7,517,216	6,393,865	4,953,192	11,347,057	2,641	13/10.11
1923-24	4,435	4,369	66,762,259	15,053	777	1,929	19,751	943	16,594,833	167,861,864	8,309,543	6,754,109	5,204,526	11,958,635	2,737	14/4.90
1924-25	4,482	4,446	67,973,742	15,166	728	1,988	19,779	962	17,482,006	166,444,142	8,959,556	6,983,675	5,775,522	12,759,197	2,870	14/7.16
1925-26	4,625	4,526	69,643,388	15,058	704	2,033	19,662	966	17,575,547	168,054,308	8,728,426	7,105,610	5,565,451	12,671,061	2,800	14/5.03
1926-27	4,634	4,627	70,938,554	15,308	687	2,004	19,864	978	18,030,749	169,237,648	9,234,923	7,308,338	6,344,096	13,652,434	2,951	15/1.72
1927-28	4,697	4,661	72,523,192	15,440	663	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5.89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,913,291†	6,251,682	13,164,973	2,802	14/7.73
1929-30	4,713	4,708	74,849,542	15,882	647	1,931	20,674	1,028	17,670,565	157,119,071	7,513,606	6,402,624	5,599,182	12,001,806	2,549	13/7.01
1930-31	4,717	4,710	74,609,226	15,817	657	1,929	20,728	1,013	15,945,315	134,655,220	6,099,310	5,190,550	4,817,808	10,008,358	2,125	12/6.64
1931-32	4,721	4,720	74,701,372	15,823	650	1,863	20,723	999	15,363,776	125,990,585	6,186,081	4,648,566	4,805,738	9,454,304	2,003	12/3.69
1932-33	4,721	4,721	75,088,156	15,905	650	1,857	20,622	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3.97

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

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

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1918, TO 30TH JUNE, 1933 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS AND SIGNAL AND TELEGRAPH BRANCHES.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Melbourne Harbour Trust in connection with the construction of the Spencer-street Bridge.	
	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.		
								Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.											
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	
1918-19	1,243,666	1/10·90	19·33	870,123	209	1/4·02	13·53	1,320,274	2/0·32	20·53	¶ 696,296	1/0·82	10·83	100,094	1·84	1·56	3,397	...	14,019	31,794	0·59	0·49	...	...
1919-20	1,720,607	2/3·49	20·92	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	1·98	1·51	85,963	...	99,981	40,668	0·65	0·49	...	...
1920-21	2,246,442	2/10·71	22·93	1,578,206	372	2/0·38	16·11	2,139,809	2/9·06	21·84	¶ 1,255,460	1/7·40	12·82	159,174	2·46	1·62	146,698	...	237,346	*73,969	1·14	0·76	...	...
1921-22	2,395,694	3/0·26	22·20	1,709,214	399	2/1·87	15·84	1,793,643	2/3·15	16·62	¶ 1,367,902	1/8·70	12·68	174,553	2·64	1·62	264,825	...	241,284	80,225	1·21	0·74	...	...
1922-23	2,399,867	2/11·13	21·15	1,762,626	410	2/1·80	15·53	1,607,733	1/11·54	14·17	¶ 1,468,108	1/9·49	12·94	191,371	2·81	1·69	406,870	...	261,767	84,259	1·23	0·74	...	...
1923-24	2,543,229	3/0·78	21·27	1,862,562	426	2/2·94	15·58	1,638,163	1/11·69	13·70	¶ 1,581,104	1/10·87	13·22	199,697	2·89	1·67	538,547	...	312,879	38,916	0·56	0·32	...	...
1924-25	2,664,697	3/0·58	20·88	1,964,635	442	2/2·97	15·40	1,770,939	2/0·31	13·88	¶ 1,730,972	1/11·76	13·57	216,130	2·97	1·69	564,264	...	430,151	47,823	0·66	0·38	...	...
1925-26	2,701,124	3/0·88	21·32	1,929,938	426	2/2·35	15·23	1,821,763	2/0·88	14·37	¶ 1,770,727	2/0·18	13·98	238,621	3·26	1·88	466,770	80,162	452,755	65,945	0·90	0·52	...	...
1926-27	2,822,524	3/1·57	20·67	2,277,359	492	2/6·31	16·68	1,914,543	2/1·48	14·02	‡ 1,832,378	2/0·39	13·42	256,214	3·41	1·88	410,671	90,180	484,281	62,757	0·84	0·46	...	...
1927-28	2,673,941	3/0·27	20·86	2,119,124	455	2/4·74	16·53	1,812,107	2/0·58	14·13	‡ 1,848,364	2/1·07	14·42	248,374	3·37	1·94	346,808	111,706	493,011	31,301	0·42	0·24	...	...
1928-29	2,605,790	2/10·78	19·79	1,926,157	410	2/1·71	14·64	1,738,142	1/11·20	13·20	‡ 1,841,478	2/0·58	13·99	247,212	3·21	1·82	349,566	141,094	481,537	31,724	0·42	0·24	16,666	...
1929-30	2,536,635	2/10·45	21·14	1,749,068	372	1/11·76	14·57	1,703,952	1/11·14	14·20	‡ 1,883,134	2/1·58	15·69	236,410	3·21	1·97	345,566	133,922	464,777	44,417	0·60	0·37	16,667	...
1930-31	2,026,918	2/6·51	20·25	† 1,406,435	298	1/9·17	13·93	1,293,150	1/7·46	12·92	‡ 1,547,031	1/11·29	15·46	197,544	2·97	1·97	273,682	110,810	362,222	26,603	0·40	0·27	16,667	...
1931-32	1,690,542	2/2·42	17·88	1,110,987	235	1/5·35	11·75	1,066,778	1/4·66	11·28	‡ 1,193,374	1/6·64	12·62	168,571	2·63	1·78	187,805	88,636	305,561	18,926	0·30	0·20	...	...
1932-33	1,628,237	2/1·51	17·24	§ 1,464,041	310	1/10·93	14·77	988,674	1/3·49	10·47	‡ 1,242,974	1/7·47	13·16	166,023	2·60	1·76	192,941	85,389	313,993	28,284	0·44	0·30	...	...

* Includes Special Payment into Fund, year 1920-21, £25,000

† Includes £12,250 charged against Unemployment Relief Funds.

§ Includes £69,135 charged against Unemployment Relief Funds.

|| Calculated (in respect of 1930-31 and 1932-33) on the expenditure of the Branch after deducting the amount charged against Unemployment Relief Funds.

‡ Includes £250,000 for each of the years 1926-27, 1927-28, 1928-29, 1929-30, and 1930-31, and £100,000 for each of the years 1931-32, and 1932-33 for accrued depreciation on Rolling Stock and for Rolling Stock withdrawn from service.

¶ Includes payment into Rolling-stock Replacement Fund, 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.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1918, TO 30TH JUNE, 1933 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	TOTAL WORKING EXPENSES (exclusive of Superannuation Pensions, &c.).			SUPER-ANNUATION AND PENSIONS.	Adjustments— Border Railways and State Coal Mine.	TOTAL WORKING EXPENSES. (including Superannuation and Pensions).			Expenditure on Maintenance of Way and Works charged to Unemployment Relief Funds. — Credit.	WORKING EXPENSES CHARGED AGAINST RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines, (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES.	EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION.	DEFICIT.	SURPLUS.
	Amount.	Per Average Mile open.	Per Traffic Train Mile.			Amount.	Per Average Mile open.	Per Traffic Train Mile.		Amount.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent on Railway Loans. ¶					
	£	£	s. d.	£	£	£	£	s. d.	£	£		£	£	s. d.		£	£	£	£	
1918-19 ...	4,279,663	1,029	6/6·82	151,588	14,521	4,445,772	1,069	6/9·88	...	4,445,772	69·12	1,986,505	478	3/0·58	3·52	3·44	2,157,799	...	171,294	...
1919-20 ...	6,032,951	1,438	8/0·38	152,932	29,160	6,215,043	1,482	8/3·29	...	6,215,043	75·56	2,009,929	479	2/8·11	3·49	3·42	2,225,881	...	215,952	...
1920-21 ..	7,837,105	1,850	10/1·09	182,036	2,005	8,021,146	1,893	10/3·93	...	8,021,146	81·88	1,774,617	419	2/3·41	2·96	2·90	2,401,132	...	626,515	...
1921-22 ...	8,027,340	1,874	10/1·50	194,581	3,879	8,225,800	1,920	10/4·50	...	8,225,800	76·23	2,565,282	599	3/2·83	4·01	3·97	2,580,001	...	14,719	...
1922-23 ...	8,182,601	1,904	9/11·79	203,470	3,938	8,390,009	1,953	10/2·82	...	8,390,009	73·94	2,957,048	688	3/7·29	4·43	4·51	2,937,709	...	...	19,339
1923-24 ...	8,715,097	1,995	10/6·04	206,366	3,297	8,924,760	2,043	10/9·07	...	8,924,760	74·63	3,033,875	594	3/7·88	4·52	4·54	3,001,370	...	103,912‡	...
1924-25 ...	9,389,611	2,112	10/8·90	215,087	40,117†	9,644,815	2,169	11/0·41	...	9,644,815	75·59	3,114,382	701	3/6·75	4·59	4·58	3,085,648	...	...	28,734
1925-26 ...	9,527,805	2,105	10/10·11	238,108	1,630	9,767,543	2,158	11/1·38	...	9,767,543	77·09	2,903,518	642	3/3·65	4·16	4·17	3,077,656	...	174,138	...
1926-27 ...	10,150,907	2,194	11/3·11	293,680	Cr. 35,901*	10,408,686	2,250	11/6·55	...	10,408,686	76·24	3,243,748	701	3/7·17	4·52	4·57	3,269,628	...	25,880	...
1927-28 ...	9,684,736	2,078	10/11·35	335,950	6,156	10,026,842	2,151	11/4·00	...	10,026,842	78·21	2,794,217	600	3/1·89	3·80	3·85	3,321,727	...	527,510	...
1928-29 ...	9,372,366	1,995	10/5·10	366,899	2,662	9,741,927	2,074	10/10·04	...	9,741,927	74·00	3,423,046	729	3/9·69	4·63	4·64	3,473,575	...	50,529	...
1929-30 ...	9,114,548	1,936	10/3·79	394,187	4,684	9,513,419	2,021	10/9·21	...	9,513,419	79·27	2,488,387	529	2/9·80	3·30	3·32	3,508,658	...	1,020,270	...
1930-31 ...	7,261,062	1,542	9/1·27	425,334	20,998	7,707,394	1,636	9/8·01	12,250	7,695,144	76·89	2,313,214	491	2/10·82	3·08	3·10	3,596,758	183,863	1,467,407	...
1931-32 ...	5,831,180	1,235	7/7·09	424,602	84,760	6,340,542	1,343	8/3·05	...	6,340,542	67·06	3,113,762	660	4/0·64	4·12	4·17	3,641,109	440,938	968,285	...
1932-33 ...	6,110,556	1,294	7/11·72	417,651	54,965	6,583,172	1,394	8/7·12	69,135	6,514,037	68·96	2,932,084	621	3/9·93	3·88	3·90	3,221,710	402,705	692,331	...

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

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

‡ The deficit of £103,912 is the result of writing off in 1923-24 the amount of £136,417 for which credit was taken in previous years on account of the losses on non-paying lines, but which was not paid.

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

APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID IN THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1933 AND 1932.

Branch.	Year ended 30th June—					
	1933.			1932.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Permanent Way	63,452	914,006	977,458	59,752	919,695	979,447
Locomotive	275,347	1,268,169	1,543,516	191,153	1,321,494	1,512,647
Traffic	26,239	1,324,474	1,350,713	26,684	1,376,651	1,403,335
Electrical	12,526	128,086	140,612	19,686	130,189	149,875
Other Branches	61,923	342,938	404,861	38,321	352,023	390,344
Totals	439,487	3,977,673	4,417,160	335,596	4,100,052	4,435,648

APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1933 AND 1932.

Branch.	Year ended 30th June, 1933.			Year ended 30th June, 1932.		
	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	84	46	130	87	16	103
Chief Accountant's	612	132	744	514	104	618
Traffic Audit	140	370	510	147	390	537
Stores	419	4,588	5,007	436	4,542	4,978
Permanent Way	456	6,938	7,394	484	6,889	7,373
Signalling	1,971	4,576	6,547	2,144	4,651	6,795
Locomotive	121	518	639	121	534	655
Traffic	60	690	750	54	692	746
Electrical						
General						
Totals	3,863	17,858	21,721	3,987	17,818	21,805
* Including Staff on Loan	198	61	259	137	43	180

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

CONSTRUCTION BRANCH.

YEAR ENDED 30TH JUNE.

1933.			1932.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
36	109	145	50	212	262

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL EMPLOYED HAD WORKED FULL TIME (ORDINARY HOURS) DURING THE YEARS ENDED 30TH JUNE, 1933 AND 1932.

How Employed.	1933.	1932.
On Working Expenses	19,184	19,166
On Capital and other funds (including Electric Tramways and Road Motor Services)*	2,119	1,528
Totals	21,303	20,694

* These figures include staff on loan to other Government Departments as follow:—1933, 257 officers and employees; 1932, 176 officers and employees.

APPENDIX No. 8.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, DATE OF OPENING, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1933.

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.		
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£
LINES OPEN FOR TRAFFIC.									
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	100.89	..	100.89	1,902	18	5,176,747	15 5	51,311
4.7.1876 } 4.7.1876 }	Bendigo to Echuca (including cost of Bendigo Cattle yards and wharf at Echuca) ..	2.60	53.77	56.37	758	314	699,047	13 9	12,400
4.7.1876 }	*Deniliquin to Moama ..	0.30	43.76	44.06	..	..	196,298	3 1	4,455
29.12.1878 }	†Moama to Echuca (including portion of cost of Echuca Bridge used for Railway purposes only) ..	..	1.06	1.06	..	..	15,206	0 0	14,345
29.12.1878 }	†Echuca Bridge over the River Murray (exclusive of portion of cost of bridge used for Railway purposes) ..	..	..	..	..	..	33,163	7 10	..
26.3.1926 } 7.6.1881 }	Barnes to Balranald ..	..	119.92	119.92	326	206	695,096	4 3	5,796
1.10.1888 } 22.8.1890 } 16.2.1880 } 17.3.1880 }	Clarkefield to Lancefield ..	..	14.50	14.50	1,675	1,072	66,035	1 6	4,554
16.2.1880 }	Heatcote Junction to Bendigo (including cost of Cattle Siding) ..	..	67.82	67.82	1,450	526	409,402	18 3	6,037
17.3.1880 }	Carlsruhe to Daylesford ..	0.38	22.17	22.55	2,469	1,791	182,309	2 0	8,085
16.2.1880 } 17.3.1880 }	Daylesford Junction to North Creswick ..	..	23.11	23.11	2,292	1,429	181,410	15 8	7,850
15.1.1891 } 7.7.1874 }	Redesdale Junction to Redesdale ..	..	16.25	16.25	1,636	973	89,044	15 0	5,480
6.10.1874 } 3.9.1878 }	Castlemaine to Dunolly ..	0.38	46.46	46.84	948	579	445,847	19 8	9,519
23.12.1878 } 26.1.1882 } 22.4.1882 }	Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ..	0.28	32.73	33.01	943	611	197,173	3 6	5,973
28.3.1893 }	St. Arnaud to Donald ..	..	23.86	23.86	868	374	128,267	18 11	5,376
18.9.1899 } 15.1.1903 }	Donald to Birchip ..	..	32.30	32.30	394	330	104,577	13 5	3,238
27.10.1903 } 4.7.1910 }	Birchip to Woomelang ..	..	26.45	26.45	351	260	87,790	1 11	3,319
27.6.1925 } 11.4.1924 }	Woomelang to Mildura ..	..	110.15	110.15	334	128	473,974	15 3	4,303
30.10.1925 } 16.6.1931 }	Mildura to Merbein ..	..	6.92	6.92	186	126	20,006	9 10	2,891
20.11.1888 } 25.6.1912 } 25.6.1912 }	Merbein to Yelta ..	..	5.87	5.87	184	116	35,005	0 4	5,963
16.6.1884 } 24.3.1891 }	Red Cliffs to Werrimull ..	..	35.40	35.40	226	138	134,927	8 8	3,811
7.7.1874 } 2.2.1875 }	Werrimull to Meringur ..	..	15.23	15.23	303	193	63,309	0 4	4,157
11.8.1881 } 1.10.1888 }	Meringur to Morkalla ..	..	9.64	9.64	234	111	34,199	14 6	3,548
21.10.1876 } 18.11.1890 } 28.5.1914 }	Dunolly to Inglewood ..	..	24.24	24.24	794	457	95,646	19 2	3,946
19.9.1876 } 18.11.1876 }	Ouyen to Cowangie ..	..	56.39	56.39	351	137	145,967	6 10	2,589
15.4.1882 } 20.4.1883 }	Cowangie to Murrayville ..	..	11.44	11.44	218	146	34,722	0 0	3,035
16.6.1884 } 24.3.1891 }	Castlemaine (Maldon Junction) to Maldon ..	..	10.24	10.24	1,177	890	67,267	9 7	6,569
7.7.1874 } 2.2.1875 }	Maldon (Laanecoorie Junction) to Shelbourne ..	..	9.89	9.89	1,126	649	68,472	14 1	6,923
11.8.1881 } 1.10.1888 }	Maryborough to Ballarat ..	0.41	41.31	41.72	1,525	732	310,131	14 5	7,434
21.10.1876 } 18.11.1890 }	Waubra Junction to Ballarat Racecourse ..	..	2.10	2.10	1,508	1,466	7,485	3 4	3,564
28.5.1914 } 19.9.1876 }	Waubra Junction to Waubra ..	..	13.74	13.74	1,533	1,341	72,281	11 11	5,261
18.11.1876 } 15.4.1882 }	Maryborough to Avoca ..	..	14.93	14.93	885	721	66,678	8 0	4,466
20.4.1883 }	Avoca to Ararat ..	..	39.04	39.04	1,215	763	176,890	12 11	4,531
1.10.1883 } 8.3.1895 }	Ben Nevis (Crowlands) to Navarre ..	..	22.87	22.87	885	720	64,732	3 4	2,830
29.6.1914 } 28.5.1919 }	Bendigo to Inglewood ..	0.68	28.25	28.93	779	443	232,112	1 8	8,023
16.6.1920 } 21.4.1887 }	Inglewood to Charlton ..	..	42.82	42.82	639	422	288,879	0 1	6,746
2.7.1883 } 7.8.1894 }	Charlton to Wycheproof ..	..	16.48	16.48	521	356	111,843	12 11	6,786
1.3.1900 } 1.7.1909 }	Wycheproof to Sea Lake ..	..	47.89	47.89	357	172	102,924	6 4	2,149
28.1.1914 }	Sea Lake to Nandaly ..	..	17.68	17.68	265	172	44,035	1 0	2,490
28.1.1914 }	Nandaly to Kulwin ..	..	19.68	19.68	256	148	78,152	17 1	3,971
2.7.1883 } 7.8.1894 }	Wedderburn Junction to Wedderburn ..	..	4.86	4.86	660	554	17,779	1 8	3,658
1.3.1900 } 1.7.1909 }	Korong Vale to Boort ..	..	17.75	17.75	459	296	92,144	12 1	5,191
28.1.1914 }	Boort to Quambatook ..	..	21.96	21.96	419	287	75,715	7 9	3,448
28.1.1914 }	Quambatook to Ultima ..	..	30.23	30.23	371	256	69,393	7 1	2,296
28.1.1914 }	Ultima to Chillingollah ..	..	20.17	20.17	263	164	36,592	15 10	1,814
28.1.1914 }	Chillingollah to Manangatang ..	..	18.46	18.46	245	169	39,674	6 9	2,149
	Carried forward ..	105.92	1,239.79	1,345.71	..	..	11,768,363	16 11	..

* Taken over by the Department on 1.12.1923.

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

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.		
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£
	Brought forward	105.92	1,239.79	1,345.71	..	..	11,768,363	16 11	..
8.3.1921	Manangatang to Annuello .. ..	..	14.44	14.44	200	172	68,881	2 0	4,770
5.6.1924	Annuello to Robinvale .. ..	..	19.65	19.65	250	173	96,729	6 3	4,923
15.12.1882	Eaglehawk to Kerang .. ..	..	72.99	72.99	742	255	371,795	19 8	5,094
25.10.1884									
30.5.1890	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. ..	..	35.16	35.16	286	225	184,412	12 10	5,245
20.12.1924	Kerang to Murrabit .. ..	..	16.11	16.11	267	244	115,006	13 8	7,139
16.3.1928	*Murrabit to Stony Crossing (including portion of cost of Bridge over River Murray) .. ..	..	38.59	38.59	251	214	257,807	4 2	6,681
27.5.1915	Swan Hill to Piangil .. ..	..	27.39	27.39	291	216	73,255	2 4	2,675
24.3.1920	Piangil to Kooloonong .. ..	..	15.87	15.87	243	199	71,641	16 10	4,514
29.3.1926	Kooloonong to Yungera .. ..	..	6.71	6.71	230	187	37,381	14 11	5,571
10.11.1915	Elmore to Cohuna .. ..	..	57.09	57.09	438	264	146,453	7 11	2,565
1.7.1929	Albion to Broadmeadows	8.58	..	8.58	398	137	508,606	1 2	59,278
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5.50	0.37	5.87	66	8	458,550	2 8	78,118
24.9.1887	†Newport to Sunshine .. ..	..	4.29	4.29	110	48	31,262	6 8	7,287
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier)	3.99	35.21	39.20	113	10	1,521,167	1 9	38,805
6.4.1885	Williamstown Racecourse Junction to Williamstown Racecourse Branch and tracks on Geelong Pier .. ..	..	..	..	..	..	..	..	..
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. ..	..	1.85	1.85	..	..	11,891	4 7	6,428
25.11.1876	Geelong to Colac	1.26	48.98	50.24	469	10	453,611	8 5	9,029
27.7.1877									
21.6.1923	Colac to Alvie .. ..	..	9.65	9.65	518	402	59,102	2 8	6,124
2.7.1883	Colac to Camperdown .. ..	..	28.11	28.11	569	405	158,520	19 7	5,639
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	0.90	41.81	42.71	550	13	400,561	3 4	9,379
4.2.1890	Warrnambool to Koroit .. ..	..	9.36	9.36	245	19	90,418	14 7	9,660
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. ..	..	11.34	11.34	208	11	107,242	1 6	9,457
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. ..	..	20.72	20.72	264	10	117,605	1 0	5,676
17.3.1890	Moriac to Wensleydale .. ..	..	10.92	10.92	752	361	39,203	14 4	3,590
5.6.1891	Birregurra to Forrest .. ..	..	19.85	19.85	579	363	147,993	17 9	7,456
7.8.1889	Irrewarra to Beecac .. ..	..	8.70	8.70	432	390	47,742	8 6	5,488
1.12.1910	Beecac to Newtown .. ..	..	34.95	34.95	443	388	118,767	5 7	3,398
25.9.1915									
1.3.1902	†Colac to Beech Forest	0.21	29.45	29.66	1,748	225	79,354	8 9	2,675
20.6.1911	†Beech Forest to Crowes .. ..	..	14.11	14.11	1,826	1,356	42,517	18 9	3,013
5.4.1892	Timboon Junction to Timboon .. ..	..	22.32	22.32	673	52	116,835	12 5	5,235
4.2.1890	Terang to Mortlake .. ..	..	12.16	12.16	447	414	57,698	15 7	4,745
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	41.66	11.59	53.25	1,725	46	1,975,018	0 0	37,089
9.9.1918	North Geelong to Fyansford .. ..	..	2.93	2.93	212	56	5,624	5 6	1,920
11.8.1874	Ballarat to Ararat	4.34	52.95	57.29	1,517	960	604,046	12 11	10,544
7.4.1875									
15.2.1876	Ararat to Stawell .. ..	..	18.85	18.85	1,086	761	242,573	6 1	12,869
14.4.1876									
17.12.1878	Stawell to Horsham	1.18	52.26	53.44	761	423	451,588	0 1	6,518
5.2.1879									
26.6.1905	†Stawell to Grampians .. ..	..	15.84	15.84	815	621	151,858	19 1	7,076
1.7.1882	Horsham to Dimboola	0.36	21.10	21.46	477	361	..	..	..
19.1.1887	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)	1.35	61.87	63.22	631	315	479,281	6 3	7,581
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	291,904	7 0	13,483
1.4.1886									
22.12.1886	Parwan to Gordon .. ..	..	27.46	27.46	1,877	341	384,102	9 4	13,988
16.2.1887									
7.5.1879	Gordon to Warrenheip .. ..	..	12.87	12.87	1,940	1,707	142,660	16 7	11,085
26.12.1900	†Bungaree Junction to Racecourse Reserve .. ..	..	1.53	1.53	1,884	1,848	3,322	17 7	2,172
8.8.1913	Gheringhap to Maroona .. ..	..	99.76	99.76	978	193	479,831	11 7	4,810
1.1.1886	†Lal Lal Racecourse Branch .. ..	..	2.00	2.00	1,539	1,532	11,420	12 4	5,710
12.9.1889	Ballarat East to Buninyong .. ..	..	6.84	6.84	1,626	1,436	65,472	2 8	9,572
	Carried forward	175.40	2,317.29	2,492.69	..	..	23,049,086	14 1	..

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

† Trains run only as required for traffic.

‡ 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.			
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£
	LINES OPEN FOR TRAFFIC—continued.									
	Brought forward	175.40	2317.29	2492.69	..	..	23,049,086	14	1	..
15.11.1886	*Ballarat Cattle-yards Branch .. ..	..	2.92	2.92	1,523	1,446	12,911	6	10	4,422
1.8.1883	Scarsdale Junction to Scarsdale .. ..	..	13.12	13.12	1,516	1,157	59,837	16	4	4,561
10.10.1890	Scarsdale to Linton	0.19	7.78	7.97	1,189	1,022	77,863	3	0	9,770
17.1.1916	Linton to Skipton .. ..	..	12.75	12.75	1,383	944	55,565	17	8	4,358
1.1.1904	*Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. ..	..	1.14	1.14	1,297	1,256	3,689	9	1	3,236
24.4.1877	Ararat to Hamilton (including cost of Ripon									
29.10.1877	Ballast Crushing Plant)	1.28	64.78	66.06	1,028	572	452,920	2	2	6,856
19.12.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0.24	53.58	53.82	606	11	329,775	2	3	6,127
22.8.1890	Penshurst to Koroit .. ..	..	33.12	33.12	725	207	120,900	17	11	3,650
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. ..	..	18.10	18.10	727	590	77,981	18	6	4,308
20.11.1888	Hamilton (Coleraine Junction) to Coleraine .. ..	..	23.01	23.01	668	301	112,938	9	4	4,908
1.11.1915	Hamilton to Cavendish .. ..	..	14.26	14.26	794	577	48,157	4	3	3,377
17.12.1917	Cavendish to Toolondo .. ..	..	43.74	43.74	864	558	200,717	7	1	4,589
19.11.1920	Branxholme to Casterton .. ..	..	32.09	32.09	572	149	182,652	3	8	5,692
15.2.1884	1.9.1884	..	..	..	..	..	..	..	..	..
20.6.1916	Heywood to Puralka (Mumbannar) .. ..	..	38.51	38.51	422	85	141,414	14	7	3,672
28.11.1917	†Railways from Mumbannar and Murrayville to South Australian Border in connexion with Victorian and South Australian Railways to Pinnaroo and Mount Gambier .. ..	..	18.18	18.18	351	192	73,409	5	1	4,038
1.6.1887	Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) .. ..	..	9.77	9.77	487	455	44,917	1	6	4,631
15.6.1909	Rupanyup to Marnoo .. ..	..	15.33	15.33	494	450	33,646	10	9	2,195
25.7.1927	Marnoo to Bolangum .. ..	..	6.40	6.40	579	495	37,763	0	10	5,900
12.5.1886	Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) .. ..	..	31.20	31.20	464	360	159,861	17	0	5,124
5.1.1893	Warracknabeal to Beulah .. ..	..	21.92	21.92	359	288	62,140	3	6	2,835
6.3.1894	Beulah to Hopetoun .. ..	..	16.01	16.01	290	258	40,689	1	5	2,541
6.5.1925	Hopetoun to Patchewollock .. ..	..	26.96	26.96	279	218	113,232	11	8	4,200
25.8.1887	Horsham to Noradjuha .. ..	..	19.95	19.95	488	395	88,884	19	6	4,455
24.9.1912	Noradjuha to Toolondo .. ..	..	11.24	11.24	560	475	29,729	14	11	2,645
31.7.1894	East Natimuk to Goroke .. ..	..	28.64	28.64	624	394	70,330	13	1	2,456
3.5.1927	Goroke to Carpolae .. ..	..	9.05	9.05	537	462	49,871	6	4	5,511
19.6.1894	Dimboola to Jeparit .. ..	..	21.59	21.59	387	268	53,131	18	9	2,461
2.11.1899	Jeparit to Rainbow .. ..	..	18.47	18.47	388	263	38,620	16	8	2,091
26.6.1914	Rainbow to Yaapect .. ..	..	10.59	10.59	294	237	27,374	18	9	2,585
10.12.1912	Jeparit to Lorquon .. ..	..	13.68	13.68	395	271	34,016	3	1	2,486
27.6.1916	Lorquon to Yanac .. ..	..	18.38	18.38	473	355	48,094	5	10	2,617
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5.00	..	5.00	148	14	244,865	16	6	48,973
30.11.1867	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61.27	120.72	181.99	1,147	105	2,995,866	6	7	16,462
21.11.1873	Bowser to Peechelba .. ..	..	12.32	12.32	503	461	65,248	9	6	5,296
31.10.1927	†Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1.94	..	1.94	538	312	68,613	4	11	35,368
9.9.1884	North Melbourne to Coburg	5.07	..	5.07	202	13	250,835	15	7	49,475
8.10.1889	Coburg to Somerton .. ..	..	7.16	7.16	530	202	79,301	16	10	11,076
8.5.1888	Royal Park Junction to Clifton Hill	2.21	0.18	2.39	136	103	187,259	18	6	78,351
8.5.1888	Fitzroy Branch .. ..	..	0.89	0.89	119	85	78,092	13	0	87,744
8.10.1889	Whittlesea Junction to Whittlesea	4.87	17.39	22.06	639	119	323,146	12	4	14,649
23.12.1889										
5.12.1904	Northcote Loop Line	0.13	..	0.13	128	119	10,351	11	8	79,627
16.11.1883	Tallaroek to Yea .. ..	..	23.69	23.69	698	488	166,015	15	11	7,007
12.11.1889	Yea to Mansfield and Koriella .. ..	..	55.82	55.82	1,304	557	346,657	1	6	6,210
6.10.1891										
28.10.1909	Koriella to Alexandra .. ..	..	4.32	4.32	922	716	29,994	17	3	6,943
13.1.1880	Mangalore to Shepparton	0.29	44.96	45.25	499	372	309,777	3	9	6,845
1.9.1881	Shepparton to Numurkah	2.14	18.61	20.75	376	348	99,410	7	9	4,791
1.10.1888	Numurkah to Cobram	0.20	21.47	21.67	376	355	92,234	12	9	4,256
1.9.1890	Murchison East to Rushworth .. ..	..	12.81	12.81	476	391	73,259	11	1	5,719
26.8.1914	Rushworth to Colbinabbin	0.58	12.29	12.87	510	363	44,225	9	9	3,436
15.5.1917	Rushworth to Girgarre .. ..	..	13.62	13.62	516	347	51,571	4	3	3,786
	Carried forward	260.61	3339.80	3600.41	..	..	31,448,855	4	10	..

* Trains run only as required for traffic.

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

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

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.		
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£
	LINES OPEN FOR TRAFFIC—continued.								
	Brought forward	260.61	3339.80	3600.41	..	..	31,448,855	4 10	..
13.1.1880	Toolamba to Tatura .. ..	..	6.83	6.83	385	371	31,422	13 4	4,601
19.8.1887	Tatura to Echuca .. ..	..	34.07	34.07	377	320	166,174	1 1	4,877
1.10.1888	Shepparton to Dookie .. ..	..	14.84	14.84	500	372	56,993	3 8	3,841
22.11.1892	Dookie to Katamatite .. ..	..	17.02	17.02	490	383	44,643	19 0	2,623
1.10.1888	Numurkah to Nathalia .. ..	..	13.79	13.79	356	335	54,683	19 2	3,965
15.12.1896	Nathalia to Picola .. ..	..	6.75	6.75	335	325	14,819	8 9	2,195
23.2.1905	Strathmerton to 8 miles 23 chains	..	8.20	8.20	390	358	23,844	9 11	2,908
9.7.1908	8 miles 23 chains to Tocumwal ..	..	2.07	2.07	372	365	21,127	6 0	10,206
3.9.1883	Benalla to St. James .. ..	..	20.33	20.33	583	450	85,320	6 0	4,197
6.5.1886	St. James to Yarrawonga .. ..	..	19.86	19.86	514	414	101,750	5 11	5,123
30.6.1914	Benalla to Tatong .. ..	..	18.00	18.00	760	556	49,905	12 1	2,773
14.3.1899	*Wangaratta to Whitfield .. ..	..	30.49	30.49	811	481	44,995	19 7	1,476
7.7.1875	Bowser to Beechworth .. ..	..	22.26	22.26	1,831	502	166,552	3 5	7,482
30.9.1876	Beechworth to Yackandandah .. ..	..	12.84	12.84	1,912	981	97,594	6 6	7,601
23.7.1891	Everton to Myrtleford .. ..	..	16.56	16.56	989	581	82,181	16 3	4,963
17.10.1890	Myrtleford to Bright .. ..	..	18.54	18.54	1,004	688	112,553	19 1	6,071
29.1.1879	Springhurst to Wahgunyah .. ..	..	13.95	13.95	623	454	77,759	15 10	5,574
10.9.1889	Wodonga to Tallangatta .. ..	..	27.02	27.02	726	530	194,704	0 6	7,205
24.7.1891	Tallangatta to Cudgewa .. ..	..	42.33	42.33	2,580	625	293,204	4 10	6,926
13.6.1916	Spencer-street to Flinders-street	0.76	..	0.76	33	17	280,094	18 6	368,545
23.11.1891	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) .. ..	..	..	..	..	..	..	..	..
13.5.1857	Flinders-street to St. Kilda .. ..	..	..	..	..	..	..	..	..
8.2.1859	Prince's-bridge to Richmond .. ..	..	..	..	..	..	..	..	..
12.12.1859	Richmond to Cremorne .. ..	..	..	..	..	..	..	..	..
19.12.1859	Windsor to North Brighton .. ..	..	..	..	..	..	..	..	..
24.9.1860	Richmond to Pic-nic Station .. ..	..	..	..	..	..	..	..	..
22.12.1860	Cremorne to Windsor .. ..	..	..	..	..	..	..	..	..
13.4.1861	Pic-nic Station to Hawthorn .. ..	..	..	..	..	..	..	..	..
21.12.1861	North Brighton to Brighton Beach	..	..	..	..	..	..	..	..
21.10.1901	Prince's-bridge to Collingwood	2.22	..	2.22	85	23	206,928	4 10	93,210
8.5.1888	Collingwood to Heidelberg	2.97	2.52	5.49	196	68	295,970	12 4	53,911
5.6.1902	Heidelberg to Eltham .. ..	..	8.35	8.35	303	110	79,336	6 10	9,501
25.6.1912	Eltham to Hurst's Bridge .. ..	..	6.64	6.64	248	116	82,721	12 0	12,457
2.9.1887	Brighton Beach to Sandringham ..	2.20	..	2.20	58	20	84,108	6 4	38,231
2.4.1879	South Yarra to Oakleigh	7.05	..	7.05	184	22	713,473	12 4	101,201
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's Coal Mine and Hernes Oak to Yallourn)	11.89	108.78	120.67	513	8	1,550,488	6 4	12,849
8.10.1887	Sale to Stratford Junction .. ..	..	8.97	8.97	64	33	47,247	0 4	5,267
11.1.1922	Oakleigh to Fairfield Park (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield Park to 30 chains 48 links) .. ..	..	5.54	5.54	249	108	197,616	6 5	35,670
8.5.1888	Caulfield to Frankston	19.85	0.03	19.88	166	10	366,418	9 7	18,431
24.3.1890	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ..	..	18.99	18.99	327	10	116,273	17 6	6,123
24.3.1891	Baxter to Mornington .. ..	..	7.67	7.67	194	60	70,179	19 1	9,150
19.12.1881	Bittern to Red Hill .. ..	..	9.91	9.91	631	43	76,477	7 4	7,717
1.8.1882	Spring Vale Cemetery Line .. ..	..	1.60	1.60	231	145	9,296	4 7	5,810
1.10.1888	Dandenong Junction to Port Albert ..	1.63	115.65	117.28	746	10	1,085,205	19 8	9,253
1.10.1888	Koo-wee-rup to Triholm .. ..	..	25.06	25.06	353	22	191,498	8 1	7,641
13.1.1892	Nyora to Woolamai .. ..	..	15.56	15.56	410	58	88,048	13 3	5,659
29.6.1922	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. ..	..	13.87	13.87	233	14	162,976	19 9	11,750
9.5.1910	Korumburra to Coal Creek .. ..	..	0.89	0.89	735	630	5,741	7 11	6,451
9.5.1910	Black Diamond Junction to Black Diamond .. ..	..	1.52	1.52	765	573	7,337	17 6	4,827
28.10.1892	Korumburra (Jumbunna Junction) to Jumbunna .. ..	..	3.74	3.74	796	619	20,996	4 0	5,614
1.6.1894	Carried forward	325.80	4040.84	4366.64	..	..	41,837,569	8 7	..

* 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.		
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	
LINES OPEN FOR TRAFFIC—continued.		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£
	Brought forward	325.80	4,040.84	4,366.64	..	..	41,837,569	8 7	..
5.2.1896	Jumbunna to Outtrim .. ..	..	2.40	2.40	649	539	27,856	8 11	11,607
26.6.1905	*Welshpool to Welshpool Jetty .. ..	..	3.23	3.23	57	6	3,199	19 2	991
8.2.1921	Alberton to Won Wron .. ..	..	12.05	12.05	213	33	102,480	6 4	8,505
16.12.1921	Won Wron to Woodside .. ..	..	9.68	9.68	326	139	50,398	0 10	5,206
22.6.1923	Warragul to Neerim South .. ..	..	13.49	13.49	681	349	124,848	16 5	9,255
18.3.1892	Neerim South to Noojee .. ..	..	14.01	14.01	1,415	676	133,877	19 10	9,556
27.3.1917	Moe to Thorpdale .. ..	..	10.67	10.67	798	219	118,897	13 10	11,143
28.4.1919	*Moe to Walhalla .. ..	..	26.06	26.06	1,323	174	117,537	2 5	4,510
8.5.1888	Morwell to North Mirboo .. ..	..	20.17	20.17	784	184	152,843	6 7	7,578
3.5.1910	Traralgon to Heyfield .. ..	..	22.06	22.06	262	93	124,564	5 2	5,647
10.4.1885	Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	311,410	11 0	6,251
7.1.1886	Bairnsdale to Orbost .. ..	..	60.24	60.24	423	23	441,295	13 9	7,326
13.11.1883	Maffra to Briagolong .. ..	..	11.79	11.79	238	109	62,585	18 1	5,308
18.3.1887	Burnley to Darling .. ..	.94	3.46	4.40	185	101	213,651	6 2	48,557
8.5.1888	Darling (near) (cost of bridge over Winton-road and associated works) .. ..	..	..	..	..	..	9,465	7 6	..
10.4.1916	Darling (near) to Glen Waverley .. ..	..	5.94	5.94	..	..	168,873	7 11	28,430
7.8.1889	Hawthorn to Lilydale	11.52	8.20	19.72	484	41	850,255	5 1	43,116
24.3.1890	Lilydale to Healesville	0.26	15.11	15.37	351	230	228,887	12 9	14,885
3.2.1929	Hawthorn to Kew .. ..	..	0.96	0.96	119	41	76,577	14 0	79,768
5.5.1930	Ringwood to Upper Ferntree Gully .. ..	..	7.44	7.44	436	314	124,805	8 8	16,775
3.4.1882	*Upper Ferntree Gully to Gembrook .. ..	..	18.22	18.22	1,057	412	76,904	10 8	4,221
1.12.1882	Lilydale to Warburton .. ..	..	23.97	23.97	738	289	154,652	9 5	6,452
15.5.1888	South Kensington to West Footscray	2.44	..	2.44	86	14	608,645	14 1	249,445
1.3.1889	Melbourne to Essendon Junction .. ..	..	..	..	..	..	2,688,874	7 0	..
19.12.1887	Railway Offices, Spencer-street .. ..	..	..	..	..	..	263,853	2 1	..
4.12.1889	Newport Workshops:—Buildings, plant, and equipment .. ..	..	..	..	..	..	1,473,761	13 7	..
18.12.1900	Country Workshops:—Buildings, plant, and equipment .. ..	..	..	..	..	..	372,947	18 0	..
13.11.1901	Refreshment Services Buildings .. ..	..	..	..	..	..	263,792	16 8	..
21.10.1928	General Construction Account (Capital Expenditure common to all lines) .. ..	..	..	..	..	..	2,467,800	9 0	..
	Electrification Melbourne Suburban Lines .. ..	..	..	..	..	..	5,743,065	12 5	..
	Total cost of Way, Works, Buildings, and Equipment (Railways) .. ..	..	..	..	..	..	59,396,180	5 11	..
	Total mileage open for traffic at 30th June, 1933	341.48	4,379.29	4,720.77					
ROLLING-STOCK—									
	Broad-gauge						£13,459,609	18 2	
	„ „ Electrical Equipment of Suburban Passenger Coaches						929,038	10 8	
	Narrow-gauge						14,388,648	8 10	..
							112,557	12 10	..
	Total Rolling-stock (Railways)						14,501,206	1 8	..
	Stores and Materials on hand and in transit						1,038,076	7 1	..
	Stores and Equipment on hand at Refreshment Rooms						117,543	5 10	..
	Materials in course of Manufacture						35,150	0 4	..
	Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways)						75,088,156	0 10	..
	Carried forward						75,088,156	0 10	..

* 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.	
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Fect.	Fect.	£ s. d.	£
	Brought forward ..	..	..	..	..	..	75,088,156 0 10	..
	ELECTRIC TRAMWAYS.							
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda and Brighton ..	5.18	..	5.18	59	7	137,248 19 9	26,496
	Sandringham to Black Rock || ..	2.21	.21	2.42	112	41	70,027 13 2	28,937
	Total cost of Way, Works, Buildings, and Equipment (Tramways) ..	..	..	..	..	..	207,276 12 11	..
	Total mileage of Tramways open for traffic ..	7.39	.21	7.60	..	..	..	..
	Rolling-stock ..	..	..	..	..	..	100,714 4 4	..
	Total ..	..	..	..	..	..	307,990 17 3	..
	ROAD MOTOR PUBLIC SERVICES.							
	Garage Buildings and Equipment ..	..	..	..	..	..	6,101 1 10	..
	Road Motor Coaches and Trucks ..	..	..	..	..	..	22,493 14 3	..
	Total ..	..	..	..	..	..	28,594 16 1	..
	LINES UNDER CONSTRUCTION.							
	Nowingi to Millewa South ..	..	..	..	..	..	91,654 13 9	..
	* Euston to Lette (including portion of cost of bridge over River Murray) ..	..	..	..	..	..	127,668 9 2	..
	Yarrawonga to Oaklands ..	..	..	..	..	..	217,702 7 6	..
	Total ..	..	..	..	..	..	437,025 10 5	..
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.							
	* Mildura and Abbotsford—Portion of cost of bridges over River Murray ..	..	..	..	..	..	23,803 14 7	..
	† Orbest—Snowy River bridge ..	..	..	..	..	..	9,257 8 0	..
	Total ..	..	..	..	..	..	33,061 2 7	..
	LINES CLOSED FOR TRAFFIC.							
	Dunkeld to Peshurst (dismantled 19th February, 1898) ..	..	15.87	15.87	..	..	50,000 0 0	..
	Lancefield to Kilmore (dismantled) ..	..	18.10	18.10	..	..	107,873 7 2	..
	Oakleigh to Fairfield Park— Fairfield (near—30 chains 48 links) to East Kew (of which .68 miles have been dismantled) ..	..	2.18	2.18	..	..	109,623 0 0	..
	Ashburton to Oakleigh (of which .05 miles have been dismantled) ..	0.20	2.14	2.34	..	..	..	..
	Canterbury Loop Line (dismantled) ..	..	0.21	0.21	..	..	..	..
	Darling to Waverley-road (dismantled) ..	..	0.76	0.76	..	..	6,987 0 0	..
	Geelong Race-course Line (dismantled 28th May, 1909) ..	..	1.96	1.96	..	..	5,300 17 9	..
	Triholm to Strzelecki ..	..	5.49	5.49	..	..	110,754 19 2	..
	ELECTRIC TRAMWAYS.							
	Black Rock to Beaumaris || ..	..	2.19	2.19	..	..	33,101 6 8	..
	Total ..	..	..	..	..	..	423,640 10 9	..
	Total mileage closed for traffic at 30th June, 1933 ..	0.20	48.90	49.10	..	..	..	..
	Assets abandoned or abolished to be written off ..	..	..	..	..	..	17,262 4 2	..
	Surveys ..	..	..	..	..	..	411,111 18 7	..
	Piers transferred to Melbourne Harbor Trust ..	..	..	..	..	..	31,000 12 3	..
	TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services						£76,777,843 12 11	..

14-ft. 5½-in. gauge, 2.42 miles.

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

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

NOTE.—Tracks on piers and wharfs, to ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 20.

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1933.	1932.		1933.	1932.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric Locomotive	1,227	1,112
Country—Steam	2,243,424	2,191,997	" Steam	253,544	244,361
" Fordson			Ballast Steam	247,710	53,669
" Tractor		60	" Electric Locomotive	7,311	
" Rail Motor	794,475	802,030	" Fordson Tractor		83
Suburban—Steam	31,096	33,797	Inspection	10,456	10,536
" Rail Motor	29,491	27,937	Water	191	132
" Electric			Departmental Coal	252,216†	254,289†
" Motor	6,856,313	6,898,759	Casualty and Doubling	3,413	2,302
" Electric Loco-			Miscellaneous	926	810
" motive	289	1,238	Rail Motor	22,554	24,592
MIXED—Country—Steam	1,170,509	1,155,254	Total Departmental Mileage	799,548	591,886
" Suburban—Electric	1,066	1,231	SHUNTING—		
GOODS—Steam	4,078,676	4,146,840	Steam Locomotive	2,056,458	1,988,519
" Electric Loco-			Electric Locomotive	88,149	80,881
" motive	107,029	99,836	Electric Motor	6,075	5,241
" Electric Motor	4,938	4,857	Rail Motor	9,467	9,455
" Fordson Tractor	4,182	30	Fordson Tractor	886	
Total Traffic Train Miles ..	15,321,398	15,363,776	Total Shunting Miles ..	2,161,035	2,084,096
ASSISTANT MILES—			LOCOMOTIVE MILEAGE.		
Country Passenger—			Steam	10,898,266	10,658,187
Steam	36,059	28,353	Electric Locomotive	233,876	196,571
Mixed—Steam	654	164	" Motors	6,868,456	6,910,250
Goods—Steam	173,002	165,485	Fordson Tractor	5,312	173
" Electric Loco-			Petrol Rail Motor	855,987	864,014
" motive	18,380	6,281	Total Locomotive and	18,861,897	18,629,195
Total Assistant Miles ..	228,095	200,283	PASSENGER VEHICLE MILEAGE.		
LIGHT MILES—			PASSENGER—		
Country Passenger—			Country—Steam	16,574,496	16,332,769
Steam	23,338	22,738	" Fordson Tractor	3,256	120
Mixed—Steam	2,973	2,272	" Petrol Rail Motor	1,391,406	1,457,168
Goods—Steam	313,711	356,759	Suburban—Steam	117,176	125,823
" Electric Loco-			" Electric	34,160,614	33,995,765
" motive	11,491	7,223	" Petrol Rail		
" Electric Motor	64	162	" Motor	29,491	28,037
" Fordson Tractor	244		Total Passenger Vehicle	52,276,439	51,939,682
Total Light Miles ..	351,821	389,154	Miles	52,276,439	51,939,682
TOTAL TRAIN, INCLUDING			GOODS VEHICLE MILEAGE.		
ASSISTANT AND LIGHT			Loaded	100,012,491	98,236,832
MILES	15,901,314*	15,953,213*	Empty	44,273,507	46,503,137
			Total	144,285,998	144,739,969
			TOTAL GOODS VEHICLE	196,562,437	196,679,651
			MILEAGE	196,562,437	196,679,651
			GROSS TON MILEAGE.		
			Passenger Trains—Steam	476,927,479	463,629,633
			" " Electric	1,288,918,024	1,282,464,111
			Rail Motor and Fordson		
			Tractor	36,280,993	36,023,718
			Mixed Trains	268,471,170	265,282,374
			Goods Trains	1,988,157,243	2,007,078,594
			Total Gross Ton Mileage ..	4,058,754,909	4,054,478,430

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

† Equated.

APPENDIX No. 10.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1933.

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 ..	621	lbs. 14,526,958	lbs. 23,392	17	lbs. 231,708	lbs. 13,629	638	lbs. 14,758,666	lbs. 23,132
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	17	..	..	..	..	..	17	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle.
STEAM COACHING STOCK.									
Passenger Cars—		No.	No.		No.	No.		No.	No.
1st Class	197	11,070	56	..	..	..	197	11,070	56
2nd Class	374	26,283	70	49	1,481	30	423	27,764	65
Composite	206	10,734	52	..	..	..	206	10,734	52
Sleeping Cars—									
1st Class	21	420	20	..	..	..	21	420	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars	6	145	24	..	..	..	6	145	24
Parlor Cars	2	66	33	..	..	..	2	66	33
Dining Cars	5	222	44	..	..	..	5	222	44
Mail Vans	3	..	..	..	..	..	3	..	..
Luggage Vans	640	..	..	6	..	..	646	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	78	..	..	..	..	..	78	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	(Included in Luggage Vans).	..	..	..	..	..	..	..	..
Other Vehicles	5	..	..	..	..	..	5	..	..
Total	1,543	48,940	..	55	1,481	..	1,598	50,421	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class	10	285	28	..	..	..	10	285	28
2nd Class	8	280	35	..	..	..	8	280	35
Composite	17	865	51	..	..	..	17	865	51
Trailers									
1st Class	1	68	68	..	..	..	1	68	68
2nd Class	23	563	24	..	..	..	23	563	24
Composite	10	685	68	..	..	..	10	685	68
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	72	2,775	..	..	..	..	72	2,775	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	375	33,850	90	..	..	..	375	33,850	90
2nd Class	372	29,884	80	..	..	..	372	29,884	80
Composite	103	9,598	93	..	..	..	103	9,598	93
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	856	73,332	..	..	..	..	856	73,332	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	13	580	45
Double Bogie Cars .. ..	..	..	..	..	..	..	20	1,040	52
Total .. ..	..	..	..	..	..	..	33	1,620	..

APPENDIX No. 10—continued.

STATEMENT SHOWING ROLLING STOCK, Etc.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.									
Box Goods Wagons	73	tons. 1,104	tons. 15·1	1	tons. 10	tons. 10·0	74	tons. 1,114	tons. 15·0
Coal Wagons	342	5,173	15·1	..	..	..	342	5,173	15·1
Open Goods Wagons	15,665	243,684	15·5	212	2,331	11·0	15,877	246,015	15·5
Cattle Wagons	717	7,670	10·7	15	151	10·1	732	7,821	10·7
Sheep Wagons	1,274	13,342	10·5	..	..	..	1,274	13,342	10·5
Louvred Wagons	1,147	16,445	14·3	14	141	10·1	1,161	16,586	14·3
Refrigerator Wagons	417	5,682	13·6	1	10	10·0	418	5,692	13·6
Powder Vans	21	195	5·0	..	..	..	21	195	5·0
Flat Wagons	222	4,486	20·2	..	..	..	222	4,486	20·2
Bolster Wagons									
Brake Vans	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Other Vehicles	8	..	..	..	..	..	8	..	..
Total	19,886	297,691	15·0	243	2,643	10·9	20,129	300,334	14·9
SERVICE STOCK.									
Casualty or Break-down Vans and Trucks	46	..	..	..	..	..	46	..	..
Water Trucks	168	..	..	..	..	..	168	..	..
Loco. Coal Trucks	(Included in Coal Wagons-Goods Stock.)			..	..	..	..	..	..
Ballast Wagons	163	..	..	..	..	..	163	..	..
Gas Vehicles	7	..	..	..	..	..	7	..	..
Workmen's Sleeping Cars	278	..	..	..	..	..	278	..	..
Store Vans	3	..	..	..	..	..	3	..	..
Cranes (not Locomotives) on Trucks	13	..	..	..	..	..	13	..	..
Plough Vans	3	..	..	..	..	..	3	..	..
Motor Inspection Cars (Petrol)	3	..	..	..	..	..	3	..	..
Other Vehicles	110	..	..	..	..	..	110	..	..
Total	794	..	..	..	..	..	794	..	..
ROAD MOTOR VEHICLES.									
Coaches (Passenger) .. .. .	..	..	..	..	..	..	18	Passengers. 384	Passengers. 21
Trucks (Goods) .. .. .	..	..	..	..	..	..	32	T. C. Q. 102 0 0	T. C. Q. 3 3 3
Trailers (Goods) .. .. .	..	..	..	..	..	..	12	56 0 0	4 13 1
Service Stock—									
Cars .. .. .	..	..	..	..	..	..	9	..	..
Trucks .. .. .	..	..	..	..	..	..	24	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1923, TO 30th JUNE, 1933.

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.
1923-24	..	3	..	4	8	112	..	.017	..	29	2	36	8	146	3	2	10	15	18	2	2	13	51	362

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Year.	Train Accidents.						Accidents on Line (Other than Train Accidents).						Shunting Accidents.						Employees proceeding to and from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Passengers.		Employees.		Number of Passengers Killed and Injured per Million Carried.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.											
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1924-25	1	..	.000	7	133	5	103	..	..	..	..	5	44	..	5	3	2	12	3	15	3	..	4	47	298
1925-26	3	153	..	..	..	.017	8	186	9	89	1	2	..	..	5	33	..	1	1	1	28	25	18	8	..	..	78	498
1926-27	..	12	..	..	..	.071	4	171	3	32	1	3	..	..	1	40	2	5	1	1	11	25	28	3	..	..	53	292
1927-28	..	15	..	..	..	.091	9	148	..	13	..	..	..	1	2	25	1	8	..	..	17	22	20	6	..	..	60	238
1928-29	..	53	..	..	..	.329	4	139	7	17	..	..	..	..	4	28	2	2	..	2	18	35	13	4	..	1	46	281
1929-30	..	28	..	..	..	.178	10	113	5	9	..	..	..	..	4	16	2	9	..	..	15	14	22	8	..	..	57	197
1930-31000	11	78	2	33	1	..	..	..	4	8	1	6	2	..	12	18	24	7	..	..	57	150
1931-32	..	45	..	..	..	.357	4	85	4	53	..	4	..	1	3	6	2	4	..	..	20	18	23	11	..	..	56	227
1932-33	..	2	..	..	..	.015	6	91	2	52	..	..	..	..	3	7	..	2	1	..	19	14	21	9	..	..	52	177

The form of this return has been altered as from 1st July, 1924, in accordance with a decision of the Interstate Conference of Railway Commissioners.

In all cases, only Casualties in connexion with train working and the movement of rolling-stock are included.

APPENDIX No. 12.

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

Particulars.	Year 1932-33.	Year 1931-32.
Average Mileage of Railways open for Traffic	4,721	4,720
PASSENGER TRAFFIC.		
Passenger Train Mileage	3,623,153	3,571,624
{ Country	6,917,632	6,962,346
{ Suburban	£1,382,695	£1,382,121
Passenger Earnings	£2,178,893	£2,131,983
{ Country	5,291,679	5,142,078
{ Suburban	124,898,334	120,848,507
Number of Passengers Carried	308,420,586	298,325,830
{ Country	779,121,916	754,889,156
{ Suburban	58·28	58·01
Average Miles each Passenger was carried	6·23	6·24
{ Country	17	17
{ Suburban	23	22
Average Number of Passengers per Car Mile	5s. 2·71d.	5s. 4·50d.
Average Earnings from Each Passenger Journey	4·18d.	4·23d.
{ Country	1·07d.	1·11d.
{ Suburban	·67d.	·67d.
<i>Per Average Mile of Railway Open</i>		
Number of Passengers Carried	1,131	1,100
{ Country	583,637	564,713
{ Suburban	65,972	63,827
Number of Passengers Carried One Mile	3,640,757	3,527,519
{ Country	775	764
{ Suburban	32,325	32,534
Passenger Train Mileage	£295·76	£295·70
Passenger Earnings	£10,181·74	£9,962·54
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers	85	84
{ Country	113	108
{ Suburban	5	5
Average Number of Cars	5	5
{ Country	7s. 7·59d.	7s. 8·87d.
{ Suburban	6s. 3·59d.	6s. 1·49d.
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	4,780,613	4,829,806
Goods Earnings	£4,773,699	£4,805,738
Number of Tons Carried	6,244,346	6,186,081
Number of Tons Carried One Mile	734,969,813	769,228,493
Average Haul per Ton of Goods (Miles)	117·70	124·34
Average Tonnage per Loaded Truck	8·86	9·22
Average Train Load (Tons)	178	181
Average Earnings per Ton	15s. 3·47d.	15s. 6·44d.
Average Earnings per Ton Mile	1·55d.	1·49d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	443	441
Average Number of Vehicles per Train—Loaded	20	19
Average Number of Vehicles per Train—Empty	9	10
<i>Per Average Mile of Railway Open.</i>		
Number of Tons Carried (Paying Traffic)	1,323	1,311
Number of Tons Carried One Mile (Paying Traffic)	155,681	162,972
Goods Train Mileage	1,013	1,023
Goods Earnings	£1,011	£1,018
<i>Per Goods Train Mile.</i>		
Average Earnings	19s. 11·65d.	19s. 10·80d.

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1933.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1932	100,000 0 0	By Expenditure for the year ended 30th June, 1933—	
„ Payment to Fund during the year ended 30th June, 1933, included in the Working Expenses of the Year	28,452 3 9	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	826 11 6
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	1,913 0 10
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b)	47 8 0
		(d) Amount paid as compensation to employees of the Commis- sioners for injuries sustained on duty or in the event of death to persons dependent upon such employees	9,436 15 7
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	4,922 18 0
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	10,733 0 6
		(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.	572 9 4
		„ Balance at 30th June, 1933	100,000 0 0
	£128,452 3 9		£128,452 3 9

APPENDIX No. 14.

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

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BEAUMARIS.	
	Year 1932-33.	Year 1931-32.	Year 1932-33.	Year 1931-32.
Average Mileage of Tramway Worked...	5.18	5.18	2.41	2.78
Car Mileage ...	480,029	480,025	115,706	127,430
Number of Passengers carried ...	4,190,379	4,250,058	997,678	1,039,046
Average Fare paid per Passenger ...	2.46d.	2.49d.	2.32d.	2.32d.
GROSS REVENUE—				
Passengers ...	£42,991	£44,041	£9,641	£10,056
Parcels ...	7	4	58	62
Miscellaneous ...	112	180	54	86
TOTAL GROSS REVENUE ...	£43,110	£44,225	£9,753	£10,204
Per Passenger Car Mile ...	21.55d.	22.11d.	20.23d.	19.22d.
Per Mile of Single Track ...	£4,161	£4,269	£2,111	£2,037
ORDINARY WORKING EXPENSES—				
Transportation Account ...	£13,486	£13,578	£2,796	£3,088
Way and Works Account ...	7,477	6,258	680	601
Rolling Stock Account ...	5,777	6,210	1,531	1,236
Power Account ...	4,068	4,270	1,105	1,160
General Expenditure ...	832	860	227	229
Payment into Railway Accident and Fire Insurance Fund ...	137	98	31	22
Superannuation and Pensions ...	321	298	...	...
TOTAL WORKING EXPENSES ...	£32,098	£31,572	£6,370	£6,336
Per cent. of Gross Revenue ...	74.46	71.39	65.31	62.10
Per Passenger Car Mile ...	16.05d.	15.79d.	13.21d.	11.94d.
Per Mile of Single Track ...	£3,098	£3,047	£1,379	£1,265
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...	£11,012	£12,653	£3,383	£3,868
INTEREST CHARGES ... £9,606		£9,389	£6,565	£6,880
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION ... 1,201			820	
	£10,807		£7,385	
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST CHARGES AND REDEMPTION ...	Profit £205	Profit £3,264	Loss £4,002*	Loss £3,012
Guarantee by the Sandringham City Council in connexion with the operation of the Black Rock to Beaumaris Electric Tramway ...	...	...	...	£2,000
LOSS IN RESPECT OF THE SANDRINGHAM TO BEAUMARIS LINE AFTER ALLOWING FOR THE GUARANTEE IN CONNEXION WITH THE OPERATION OF THE BLACK ROCK TO BEAUMARIS ELECTRIC TRAMWAY ...	...	...	£4,002	£1,012

* Of this loss, £1,718 was in respect of the Sandringham-Black Rock line. The balance (£2,284) is accounted for by interest charges and exchange in respect of the capital invested in the closed Black Rock-Beaumaris line.

The amount due at 30th June, 1932, for the period 1.9.1926 to 31.8.1931 was £10,000. £2,000 representing the guarantee in respect of the year 1.9.1930 to 31.8.1931, has been included in the figures for the year 1931-32.

The amounts recouped by the Treasury (£3,368 in 1931-32, and £2,026 in 1932-33) in respect of the loss on the Black Rock to Beaumaris Line are not included in the above figures.

The Line from Black Rock to Beaumaris was closed for traffic on 31.8.1931.

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.

CAPITAL EXPENDITURE AT 30TH JUNE, 1933.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements	52,740	12	3			
				71,640	12	3
Equipment	24,092	17	8			
Stock	2,200	4	10			
				26,293	2	6
				£97,933	14	9

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1933.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Stores, Freight, and Cartage ..	6,941	16	3	Accommodation and Buffet Sales..	19,770	11	8
Superintendence, Salaries and Wages, and General Charges ..	14,063	18	1	Hire of Sports Material ..	1,016	3	9
Interest on Capital Expenditure ..	4,754	14	11	Motor Services ..	3,749	3	8
				Loss	1,224	10	2
	£25,760	9	3		£25,760	9	3

APPENDIX No. 16.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1933.				£	s.	d.
Cost of Coaches and Garages	..	..	..	55,090	3	11
Less Depreciation written off	..	..	..	48,327	13	11
Balance of Cost at 30th June, 1933				£6,762	10	0

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1933.

Dr.				Cr.								
£	s.	d.	£	s.	d.	£	s.	d.				
Working Expenses—						Revenue	..	..	..	6,614	18	1
Superintendence, Printing, Advertising, &c.	564	10	7			Loss	..	..	..	5,443	18	9
Operating expenses, Accident Compensation, Licences and Registration Fees	6,194	2	4									
Repairs and Renewals, Tools, &c...	3,140	6	9									
Maintenance of Garages, &c.	41	2	4									
				9,940	2	0						
Depreciation	..	..	..	1,696	19	11						
Interest	..	..	..	374	17	9						
Exchange on Interest Payments and Redemption	..	..	..	46	17	2						
				£12,058	16	10				£12,058	16	10

APPENDIX No. 17.

ROAD MOTOR PUBLIC GOODS SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1933.

CAPITAL ACCOUNT AT 30TH JUNE, 1933.				£	s.	d.
Cost of Trucks, Trailers, Containers, and Garages	..	..	..	27,905	13	9
Less Depreciation written off	..	..	..	6,073	7	8
				£21,832	6	1

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1933.

Dr.				Cr.								
£	s.	d.	£	s.	d.	£	s.	d.				
Working Expenses—						Revenue	..	..	..	13,245	2	3
Superintendence, Printing, Advertising, &c.	497	15	1									
Operating Expenses, Licence and Registration Fees	4,962	17	10									
Repairs and Renewals, Tools, &c.	2,106	6	10									
Maintenance of Garage, &c.	83	16	6									
				7,650	16	3						
Depreciation	..	..	..	996	10	6						
Interest	..	..	..	753	16	4						
Exchange on Interest Payments and Redemption	..	..	..	94	4	7						
Profit	..	..	..	3,749	14	7						
				£13,245	2	3				£13,245	2	3

APPENDIX No. 18.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO
REVENUE AND WORKING EXPENSES (*VIDE* PAGE 8).

REVENUE.		£	s.	d.
Revenue as shown by the Railways		9,520,869	16	11
That total includes the net amount of accounts due but unpaid at 30th June, 1933, 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.		128,025	2	3
		<hr/>		
		9,392,844	14	8
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1932, which were paid in 1932-33, and therefore included in the Treasury figures, and which therefore require to be added, viz.		80,585	18	0
		<hr/>		
Revenue as shown by the Treasury		9,473,430	12	8

WORKING EXPENSES.		£	s.	d.
Working Expenses as shown by the Railways		6,572,788	14	7
In order to bring this sum into agreement with the Treasury figures, the following amounts must be added :—				
(1) Amount of Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn			238	17 3
(2) Amount of Exchange on Redemption Payments in London			6,000	0 0
			<hr/>	
		£6,579,027	11	10

The Working Expenses as shown by the Treasury are :—		£	s.	d.
Division 77, subdivision 1 of the Appropriation Act 1932-33		5,962,491	10	3
Division 77, subdivision 2—Expenditure on Automatic Couplers which otherwise would be chargeable to Capital		100,000	0	0
Division 77, subdivision 2—Railway Accident and Fire Insurance Fund		28,452	3	9
Division 77, subdivision 2—Payment (Part) to South Australia in accordance with the provisions of clause 12 of the South Australian and Victorian Border Railways Agreement—Act 2424 (including Interest)		54,964	9	9
Division 77, subdivision 2—Repayment to Capital Account of the original cost of Shops erected on the Flinders-street Station Concourse		809	18	1
Division 77, subdivision 3—Repayment to Capital Account in connexion with the North Geelong and Fyansford Line		758	0	0
Division 77, subdivision 4—Salary of the Chairman of the Board of Discipline		436	16	0
Division 77, subdivision 5—Interest charges paid to State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn		238	17	3
Division 77, subdivision 6, Exchange on Redemption Payments in London		6,000	0	0
Division 77, subdivision 7—To make good an embezzlement by P. H. Thompson from pay cash		501	1	8
Division 77, subdivision 7—Payment to the Koo-wee-rup to McDonald's Track Railway Construction Trust in respect of the loss of rating occasioned by the closing of the line between Triholm and Strzelecki		92	14	3
Division 78, Pensions		2,205	8	3
Act No. 3759, Pensions		144,994	0	0
Act No. 3759, Commissioners' Salaries		6,310	0	0
Act No. 3782, Payment to Superannuation Fund		270,772	12	7
		<hr/>		
		£6,579,027	11	10

APPENDIX No. 19.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1933.

Section.	Miles.	Date Opened.
Nil.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1933.

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

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1933

Section.	Miles.
Mildura to Gol Gol (New South Wales Border Railway Act)	22
La La Siding to Big Pat's Creek	2½
Orbost to Brodribb	6
Casterton to Nangeela	9
The work in each instance is indefinitely postponed.	

APPENDIX No. 20.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1932-33.	5' 3" gauge ...	3·30	6·57	2·5	327·93	4258·70	4599·00	4968·14	1026·19	5994·33
	2' 6" gauge ...	...	...	...	·21	121·56	121·77	121·98	9·89	131·87
	Total ...	3·30	6·57	2·5	328·14	4380·26	4720·77	5090·12	1036·08	6126·20
	Electric Tramway, 5' 3" gauge ...	...	...	...	5·18	...	5·18	10·36	1·14	11·50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2·21	·21	2·42	4·63	·26	4·89
	Grand Total	3·30	6·57	2·5	335·53	4380·47	4728·37	5105·11	1037·48	6142·59
Year 1931-32.	5' 3" gauge ...	3·30	6·57	2·5	327·93	4258·70	4599·00	4968·14	1025·96	5994·10
	2' 6" gauge ...	...	...	...	·21	121·56	121·77	121·98	9·89	131·87
	Total ...	3·30	6·57	2·5	328·14	4380·26	4720·77	5090·12	1035·85	6125·97
	Electric Tramway, 5' 3" gauge ...	...	...	...	5·18	...	5·18	10·36	1·14	11·50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2·21	·21	2·42	4·63	·26	4·89
	Grand Total	3·30	6·57	2·5	335·53	4380·47	4728·37	5105·11	1037·25	6142·36
		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 1932-33.	5' 3" gauge ...	3·30	6·57	2·5	327·93	4258·70	4599·00	4968·14	1026·05	5994·19
	2' 6" gauge ...	...	...	...	·21	121·56	121·77	121·98	9·89	131·87
	Total ...	3·30	6·57	2·5	328·14	4380·26	4720·77	5090·12	1035·94	6126·06
	Electric Tramway, 5' 3" gauge ...	...	...	...	5·18	...	5·18	10·36	1·14	11·50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2·21	·21	2·42	4·63	·26	4·89
	Grand Total	3·30	6·57	2·5	335·53	4380·47	4728·37	5105·11	1037·34	6142·45
Year 1931-32.	5' 3" gauge ...	3·30	6·57	2·5	327·93	4257·93	4598·23	4967·37	1026·14	5993·51
	2' 6" gauge ...	...	...	...	·21	121·56	121·77	121·98	9·89	131·87
	Total ...	3·30	6·57	2·5	328·14	4379·49	4720·00	5089·35	1036·03	6125·38
	Electric Tramway, 5' 3" gauge ...	...	...	...	5·18	...	5·18	10·36	1·14	11·50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2·21	·58	2·79	5·00	·26	5·26
	Grand Total	3·30	6·57	2·5	335·53	4380·07	4727·97	5104·71	1037·43	6142·14

APPENDIX No. 21.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1933.						<i>Cr.</i>
To funds provided at the date of the authori- sation of the Stores Suspense Account (30th June, 1896)	£	s.	d.	£	s.	d.	1,038,076 7 1
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820	559,440	16	2				2,546 19 6
„ Advances from Loan Account subsequent to 30th June, 1896	50,000	0	0	509,440	16	2	128,215 11 5
„ Sundry Creditors				530,000	0	0	
				129,398	1	10	
				£1,168,838	18	0	£1,168,838 18 0

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1933, AND 1932.

	Year ended 30th June, 1933.						Year ended 30th June, 1932.					
	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	180,999	1,323,999	1,504,998	223,253	527,176	750,429	193,635	1,328,120	1,521,755	229,817	525,894	755,711
Return Tickets	205,320	2,096,437	2,301,757	91,453	426,232	517,685	212,267	1,926,836	2,139,103	92,950	403,618	496,568
Periodical Tickets	660,669	693,695	1,354,364	85,567	26,145	111,712	628,005	744,043	1,372,048	99,089	28,431	127,520
Workmen's Weekly Tickets .. ..	..	130,560	130,560	..	2,869	2,869	..	109,172	109,172	..	2,322	2,322
Total	1,046,988	4,244,691	5,291,679	400,273	982,422	1,382,695	1,033,907	4,108,171	5,142,078	421,856	960,265	1,382,121
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets	5,615,232	9,489,279	15,104,511	125,525	193,935	319,460	5,557,728	9,209,078	14,766,806	126,009	190,734	316,743
Return Tickets	16,394,347	35,192,097	51,586,444	357,303	655,452	1,012,755	16,955,354	34,582,371	51,537,725	366,299	646,742	1,013,041
Race and Special Picnic Tickets	281,260	636,963	918,223	12,477	22,076	34,553	251,730	609,518	861,248	12,900	20,265	33,165
Periodical Tickets	20,629,359	26,688,936	47,318,295	326,739	331,545	658,284	20,475,137	24,669,753	45,144,890	327,267	310,312	637,579
Workmen's Weekly Tickets .. ..	..	9,970,861	9,970,861	..	153,841	153,841	..	8,537,838	8,537,838	..	131,455	131,455
Total	42,920,198	81,978,136	124,898,334	822,044	1,356,849	2,178,893	43,239,949	77,608,558	120,848,507	832,475	1,299,508	2,131,983
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	43,967,186	86,222,827	130,190,013	1,222,317	2,339,271	3,561,588	44,273,856	81,716,729	125,990,585	1,254,331	2,259,773	3,514,104
ROAD MOTOR PUBLIC SERVICES .. ..	..	..	700,199	..	..	6,506	..	..	641,990	..	..	6,191
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..	..	..	4,190,379	..	..	42,991	..	..	4,250,058	..	..	44,041
SANDRINGHAM-BEAUMARIS ELECTRIC TRAMWAY* .. ..	..	..	997,678	..	..	9,641	..	..	1,039,046	..	..	10,056

* Note.—The Black Rock to Beaumaris section was closed for traffic on 31st August, 1931.

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR
YEARS ENDED 30TH JUNE, 1933, AND 30TH JUNE, 1932 (EXCLUSIVE
OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year ended 30th June, 1933.							Year ended 30th June, 1932.	
	Tons carried.	Percentage to Total.	Revenue.	Percentage to Total.	Ton Miles.	Average Haul. Miles per Ton.	Average Rate per Ton Mile.	Tons carried.	Revenue.
			£				d.		£
2nd Class	65,984	1.15	182,243	4.36	9,154,287	138.73	4.77	49,072	156,192
1st Class	60,504	1.05	130,907	3.13	6,523,828	107.82	4.81	55,324	123,399
"C" Class	130,776	2.27	291,283	6.97	15,981,108	122.20	4.37	127,837	288,461
"B" Class	164,075	2.85	202,124	4.83	16,178,625	98.60	2.99	144,314	189,742
"A" Class	289,682	5.03	318,327	7.62	37,188,222	128.37	2.05	257,630	282,108
Miscellaneous	112,501	1.95	48,940	1.17	7,771,749	69.08	1.51	84,333	38,287
Fish	4,581	.08	8,566	.20	635,653	138.75	3.23	4,796	8,496
Fruit	148,873	2.58	153,752	3.68	23,389,389	157.10	1.57	129,091	151,048
Butter	57,211	.99	92,908	2.22	7,368,566	128.79	3.02	52,233	83,844
Other Dairy Produce ..	35,918	.62	61,433	1.47	3,340,205	92.99	4.41	37,600	63,561
Wine	6,593	.11	8,701	.20	1,212,982	183.98	1.72	6,138	7,856
Wool	86,483	1.50	244,112	5.84	13,029,618	150.66	4.49	85,684	239,189
Flour, Bran, Sharps, and Pollard	282,697	4.91	166,134	3.97	39,981,181	141.42	.99	279,972	162,497
Wheat	1,104,127	19.17	758,150	18.14	206,790,761	187.28	.87	1,393,324	981,794
All other Agricultural Produce	466,479	8.09	304,842	7.29	64,135,401	137.48	1.14	471,113	303,679
Hay, Straw, and Chaff ..	197,389	3.42	90,470	2.16	16,416,980	83.17	1.32	188,444	89,323
Fertilizers	277,683	4.82	100,100	2.39	44,983,861	161.99	.53	235,346	84,098
Minerals (including Coal, Coke, Ores, &c.) ..	218,810	3.79	68,557	1.64	13,714,518	62.67	1.19	218,013	72,462
Firewood	832,405	14.45	373,861	8.94	95,757,717	115.03	.93	819,306	361,871
Timber	187,516	3.25	101,969	2.44	17,765,279	94.74	1.37	143,996	79,580
Stone, Gravel, and Sand ..	321,898	5.58	89,596	2.14	13,777,520	42.80	1.56	238,267	61,935
All other Goods	708,387	12.29	331,471	7.93	17,413,669	24.58	4.56	660,479	369,150
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing .. .. .	..	..	49,110	1.17	..	..	..	..	54,364
Total Tonnage of Goods carried and Total Revenue derived therefrom	5,760,572	..	4,177,556	..	672,511,119	116.74	1.49	5,682,312	4,252,936
Live Stock	483,774	..	590,691	..	62,458,694	129.10	2.26	503,769	550,461
Total Tonnage of Goods and Live Stock carried and Total Revenue derived therefrom	6,244,346	..	4,768,247	..	734,969,813	117.70	1.55	6,186,081	4,803,397

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

Number of Live Stock.

	Year ended 30th June, 1933.	Year ended 30th June, 1932.
Calves	16,191	26,686
Cattle	323,359	367,602
Horses	26,744	28,844
Pigs	364,857	346,381
Sheep	7,738,960	7,614,893

APPENDIX No. 24.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR EIGHTEEN YEARS ENDED 30TH JUNE, 1933.

Year ended 30th June—	New Lines and Surveys.			Additions and Improvements on Existing Lines.			Rolling Stock (exclusive of Electric Tramways Rolling Stock).			Electrification of Melbourne Suburban Lines.		
	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.
	£	£	£	£	£	£	£	£	£	£	£	£
1916	346,855	..	346,855	722,209	4,723	717,486	612,739	..	612,739	572,549	..	572,549
1917	139,477	..	139,477	273,583	10,603	262,980	365,973	..	365,973	419,024	378	418,646
1918	128,336	1,074	127,262	312,896	7,980	304,916	237,107	234	236,873	177,954	22	177,932
1919	127,567	2	127,565	231,996	8,863	223,133	287,546	..	287,546	286,301	14	286,287
1920	235,870	..	235,870	213,829	67,611	146,218	150,621	..	150,621	367,376	..	367,376
1921	306,348	..	306,348	486,318	10,942	475,376	141,812	201,239	Cr. 59,427	804,909	..	804,909
1922	277,551	..	277,551	737,989	46,426	691,563	632,853	450	632,403	1,387,602	350	1,387,252
1923	286,972	30	286,942	635,465	54,610	580,855	423,562	..	423,562	603,430	1,591	601,839
1924	556,888	..	556,888	550,154	47,651	502,503	197,124	50,000	147,124	192,600	607	191,993
1925	525,077	..	525,077	718,099	91,768	626,331	299,568	56,050	243,518	92,692	1,628	91,064
1926	382,501	..	382,501	932,592	125,665	806,927	455,412	169,480	285,932	41,311	168,600	Cr. 127,289
1927	540,521	..	540,521	963,300	61,402	901,898	434,117	290,109	144,008	41,789	1,703	40,086
1928	756,902	..	756,902	919,255	59,329	859,926	667,648	261,376	406,272	55,210	817	54,393
1929	439,297	..	439,297	649,692	54,591	595,101	420,119	286,338	133,781	26,759	15,225	11,534
1930	182,005	..	182,005	452,736	60,728	392,008	362,187	262,845	99,342	11,740	12,704	Cr. 964
1931	69,430	11,476	57,954	175,544	50,671	124,873	223,683	269,122	Cr. 45,439	16,950	15,180	1,770
1932	25,869	5,103	20,766	82,832	9,815	73,017	140,683	119,879	20,804	18,018	3,465	14,553
1933	21,773	371	21,402	278,971	50,607	228,364	179,779	123,316	56,463	3,294	2,827	467
Total	5,349,239	18,056	5,331,183	9,337,460	823,985	8,513,475	6,232,533	2,090,438	4,142,095	5,119,508	225,111	4,894,397

APPENDIX No. 24—continued.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR EIGHTEEN YEARS ENDED 30TH JUNE, 1933—continued.

Year ended 30th June—	Total Railways.			Electric Tramways (including Rolling Stock).			Road Motors Public Services (including Garage Accommodation).			Total.		
	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.
	£	£	£	£	£	£	£	£	£	£	£	£
1916	2,254,352	4,723	2,249,629	44,471	73	44,398	..	..	..	2,298,823	4,796	2,294,027
1917	1,198,057	10,981	1,187,076	37,965	..	37,965	..	..	..	1,236,022	10,981	1,225,041
1918	856,293	9,310	846,983	9,644	..	9,644	..	..	..	865,937	9,310	856,627
1919	933,410	8,879	924,531	12,962	..	12,962	..	..	..	946,372	8,879	937,493
1920	967,696	67,611	900,085	1,410	..	1,410	..	..	..	969,106	67,611	901,495
1921	1,739,387	212,181	1,527,206	5,091	..	5,091	..	..	..	1,744,478	212,181	1,532,297
1922	3,035,995	47,226	2,988,769	31,861	19	31,842	..	..	..	3,067,856	47,245	3,020,611
1923	1,949,429	56,231	1,893,198	30,036	36	30,000	..	..	..	1,979,465	56,267	1,923,198
1924	1,496,766	98,258	1,398,508	11,993	2,500	9,493	..	..	..	1,508,759	100,758	1,408,001
1925	1,635,436	149,446	1,485,990	11,903	2,000	9,903	..	..	..	1,647,339	151,446	1,495,893
1926	1,811,816	463,745	1,348,071	32,384	5,032	27,352	17,514	764	16,750	1,861,714	469,541	1,392,173
1927	1,979,727	353,214	1,626,513	8,281	1,000	7,281	41,765	13,131	28,634	2,029,773	367,345	1,662,428
1928	2,399,015	321,522	2,077,493	7,789	1,000	6,789	8,379	20,351	Cr. 11,972	2,415,183	342,873	2,072,310
1929	1,535,867	356,154	1,179,713	951	1,179	Cr. 228	Cr. 1,079	6,755	Cr. 7,834	1,535,739	364,088	1,171,651
1930	1,008,668	336,277	672,391	852	..	852	17,953	3,322	14,631	1,027,473	339,599	687,874
1931	485,607	346,449	139,158	1,607	..	1,607	Cr. 1,536	3,631	Cr. 5,167	485,678	350,080	135,598
1932	267,402	138,262	129,140	418	..	418	..	3,376	Cr. 3,376	267,820	141,638	126,182
1933	483,817	177,121	306,696	1,349	..	1,349	..	3,070	Cr. 3,070	485,166	180,191	304,975
Total	26,038,740	3,157,590	22,881,150	250,967	12,839	238,128	82,996	54,400	28,596	26,372,703	3,224,829	23,147,874

APPENDIX No. 25.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1933, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

NOTE.—At stations where figures are not shown the total number of bags of wheat forwarded by rail was less than 20,000 for the particular year or years.

Stations.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	Year ended 30th June, 1932.	Year ended 30th June, 1933.	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	30,816	44,424	39,484	43,302	..	35,428	58,496
Avonmore .. ..	..	30,924	..	22,006	..	29,030	30,924
Elmore .. ..	..	93,948	44,938	64,712	66,447	63,407	144,127
Rochester	20,322	67,968	24,596	71,920	35,952	29,581	130,087
Strathallan .. ..	..	33,240	..	21,439	..	..	85,105
Echuca .. ..	..	..	..	..	..	33,667	41,964
Moama .. ..	..	..	..	..	..	..	21,247
Mathoura .. ..	..	..	..	..	30,600	39,468	72,138
Gulpha Siding .. ..	..	24,720	..	..	28,506	33,094	49,484
Hill Plains .. ..	..	..	..	..	..	..	26,110
Southdown .. ..	..	21,156	..	..	25,477	23,477	25,477
Deniliquin	34,543	49,356	39,239	..	93,408	67,093	97,224
Shelbourne	41,132	59,232	38,083	25,186	34,256	28,009	113,952
Moolort .. ..	..	46,392	38,429	55,022	..	..	55,022
Maryborough .. ..	..	..	..	..	..	..	24,069
Bet Bet .. ..	..	26,484	..	32,225	..	..	32,225
Bealiba .. ..	..	24,540	..	34,611	..	..	57,150
Emu .. ..	..	20,940	..	..	..	..	20,940
Carapooee .. ..	..	..	..	..	..	..	40,078
St. Arnaud .. ..	..	33,720	..	31,738	..	..	56,742
Sutherland	82,018	67,093	22,423	60,865	97,610	52,800	122,013
Swanwater	46,513	83,616	..	57,831	63,235	31,921	108,494
Cope Cope	87,378	90,840	36,256	60,788	126,687	86,552	153,184
Donald	130,397	179,811	91,495	102,639	206,542	100,960	206,542
Litchfield	61,146	134,232	34,263	51,278	189,488	138,578	189,488
Massey	21,901	60,144	..	32,010	70,759	62,794	70,759
Watchem	45,842	116,418	30,226	26,989	160,804	89,645	165,982
Morton Plains .. ..	..	64,716	..	20,804	53,550	41,875	64,716
Birchip	30,918	75,132	..	21,913	101,037	79,374	101,037
Kinnabulla	24,235	51,948	23,122	..	91,549	53,740	91,549
Curyo	23,102	57,804	..	21,323	74,854	39,156	74,854
Watchupga	63,813	88,404	..	27,273	109,921	46,495	109,921
Woomelang	52,938	91,884	34,495	35,861	172,894	81,300	172,894
Lascelles	29,939	57,648	..	42,630	82,015	35,702	125,222
Gama .. ..	..	33,468	..	47,058	50,914	34,883	61,403
Turriff .. ..	..	33,912	..	48,069	46,184	..	81,723
Speed .. ..	..	33,804	..	68,940	51,131	32,072	102,568
Tempy .. ..	..	38,232	..	76,179	57,966	28,599	76,179
Gypsum Siding .. ..	..	..	..	42,015	..	..	42,015
Bronzewing .. ..	..	20,076	..	37,011	46,440	21,012	46,440
Nunga .. ..	..	..	..	35,842	..	..	78,207
Ouyen .. ..	..	28,092	..	71,418	75,888	40,642	126,811
Kiamal .. ..	..	..	..	107,437	38,872	34,144	107,437
Boonoonar .. ..	..	..	..	56,212	28,213	21,878	56,212
Carwarp .. ..	..	..	..	73,001	47,801	40,831	73,001
Yatpool .. ..	..	..	..	23,927	23,318	..	31,358
Merbein .. ..	..	..	..	25,919	..	..	25,926
Llanelly .. ..	..	29,688	..	38,568	..	20,086	38,568
Arnold .. ..	..	..	..	25,693	..	..	25,693
Tiega .. ..	..	..	..	33,835	23,261	..	33,835

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1933, 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, 1928.	30th June, 1929.	30th June, 1930.	30th June, 1931.	30th June, 1932.	30th June, 1933.	quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Galah .. ..	..	27,334	..	49,209	54,071	37,367	121,512
Walpeup	54,053	71,748	..	84,141	141,945	75,249	148,171
Torrita .. ..	..	26,880	..	57,373	42,244	27,083	65,934
Underbool	25,094	50,388	..	76,498	109,377	57,857	136,889
Linga .. ..	..	..	..	59,882	51,732	35,308	78,264
Boinka .. ..	..	..	..	60,615	32,574	21,818	60,615
Tutye .. ..	..	..	..	57,623	47,409	26,171	57,623
Cowangie .. ..	..	39,780	..	91,842	75,774	56,998	108,483
Danyo .. ..	..	28,752	..	51,329	37,959	25,448	69,443
Murrayville	25,336	63,288	..	83,756	86,436	58,472	158,807
Carina	20,315	52,150	..	64,946	63,854	49,243	111,282
Paninya	22,777	66,084	..	101,074	89,811	75,871	101,074
Benetook .. ..	..	..	..	29,209	28,108	..	29,209
Pirlta .. ..	..	..	..	62,139	36,990	29,378	62,139
Merrinee .. ..	..	29,832	..	108,371	83,908	72,037	108,371
Karrawinna .. ..	..	34,632	..	147,777	79,994	89,352	147,777
Werrimull .. ..	..	26,806	..	121,055	112,352	105,314	121,055
Bambill .. ..	..	..	..	66,790	49,725	69,833	69,833
Yarrara .. ..	..	..	..	65,616	54,089	55,150	65,616
Meringur .. ..	..	25,413	..	108,042	57,386	72,682	108,042
Karween .. ..	..	..	..	28,203	47,017	60,852	60,852
Morkalla .. ..	..	..	..	..	43,477	39,530	43,477
Derby .. ..	..	..	..	..	..	..	33,521
Leichardt .. ..	..	27,288	..	23,278	..	..	27,288
Bridgewater .. ..	..	24,780	..	..	20,776	33,397	57,399
Kurting .. ..	..	27,744	..	26,688	..	..	34,063
Korong Vale .. ..	..	22,824	..	33,151	..	..	66,230
Wychitella .. ..	..	50,172	..	39,761	56,542	27,043	76,530
Buckrabanyule	27,488	36,806	..	35,606	38,261	27,138	88,208
Barrakee	25,125	58,248	..	47,216	36,879	23,932	92,556
Charlton	71,631	128,088	..	59,753	90,118	20,792	237,678
Teddywaddy	20,656	28,560	..	..	22,168	25,411	60,422
Glenloth .. ..	..	48,840	..	..	61,690	56,231	83,927
Wycheproof	57,246	119,532	..	22,899	207,984	110,518	207,984
Dumosa	27,668	57,564	..	..	123,291	81,065	123,291
Nullawil	32,436	49,860	..	24,740	110,524	80,885	110,524
Warne .. ..	..	27,612	..	..	55,728	44,816	55,728
Culgoa .. ..	..	58,788	..	44,472	151,606	97,535	152,048
Berriwillock	40,568	96,144	..	72,153	188,994	116,858	188,994
Boigbeat .. ..	..	32,882	..	36,019	63,599	40,506	63,599
Sea Lake	45,889	86,326	..	112,231	170,367	96,372	170,367
Ninda .. ..	..	27,804	..	43,312	44,839	28,835	47,399
Nyarrin .. ..	..	44,592	..	83,631	60,448	28,680	83,631
Nandaly .. ..	..	33,468	..	49,061	52,091	23,135	58,610
Pier Millan .. ..	..	23,556	..	42,478	33,287	..	42,478
Mittyack .. ..	..	26,712	..	69,086	48,790	25,896	69,086
Leitpar .. ..	..	..	..	42,948	..	..	42,948
Kulwin .. ..	..	22,284	..	71,982	67,650	29,053	71,982
Wedderburn	43,444	63,696	25,408	83,267	28,622	22,998	86,790
Borong .. ..	..	50,018	..	59,727	26,912	32,090	77,154

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1933, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	Year ended 30th June, 1932.	Year ended 30th June, 1933.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Mysia	29,964	..	26,854	..	21,263	46,774
Boort	31,988	93,672	..	44,228	108,473	31,839	125,960
Barraport	22,682	105,084	..	55,666	89,088	93,859	128,687
Gredgwin	36,696	..	..	28,084	35,981	45,869
Oakvale	35,616	..	30,140	33,539	32,954	56,528
Quambatook	20,591	126,348	..	84,528	130,034	122,502	157,217
Cannie	20,019	60,168	..	54,132	111,507	64,706	111,507
Lalbert	107,371	190,023	110,629	190,023
Meatian	97,500	22,024	85,021	119,558	71,760	119,558
Ultima	122,964	..	166,041	137,492	104,982	168,709
Gowanford	45,732	..	58,718	57,669	47,151	58,718
Waitchie	50,208	..	81,901	122,339	59,389	126,827
Chillingollah	39,672	..	77,774	58,282	29,788	99,303
Chinkapook	65,664	..	85,562	86,826	59,947	87,172
Cocamba	24,072	..	37,504	33,422	28,123	62,996
Manangatang	34,500	..	54,677	105,536	45,204	105,536
Bolton	44,454	33,932	20,900	44,454
Koimbo	20,149
Annuello	99,113	56,160	35,953	99,113
Bannerton	53,199	40,919	36,492	53,199
Robinvale	20,507	..	..	20,507
Kaywood	49,224	..	47,910	..	25,501	77,555
Tandarra	46,152	..	68,438	..	36,128	78,426
Dingee	43,680	..	49,720	..	20,062	98,007
Prairie	42,108	..	42,839	22,889	27,825	94,229
Mitiamo	36,624	..	31,166	25,042	31,693	114,645
Mologa	20,316	..	..	..	..	59,542
Pyramid	28,080	..	..	22,743	21,261	61,768
Kerang	50,280	..	..	54,230	48,850	89,314
Mystic Park	31,896	..	48,058	49,229	44,576	56,074
Lake Boga	21,919	74,356	36,145	92,564
Pental	26,795	25,557	24,978	28,935
Swan Hill	27,456	..	..	43,065	34,769	158,641
Woorinen	23,676	..	28,873	33,087	27,370	39,611
Pira	28,863	39,780	..	69,575	62,938	49,874	69,575
Nyahwest	37,668	..	43,980	57,858	52,038	65,001
Miralie	28,948	33,683	24,952	39,397
Piangil	41,026	..	37,707	95,037	50,444	95,037
Natya	34,757	30,754	..	44,586
Kooloonong	45,447	35,410	22,277	62,090
Koorkab	22,070	..	..	22,070
Yungera	22,927	..	..	22,927
Hunter	55,704	26,461	59,508	..	47,990	59,508
Warragamba	40,188	..	21,121	..	33,859	49,758
McColl	40,043
Lockington	53,435
Kotta	22,764	25,853	..	..	20,020	61,370
Roslynmead	32,703
Bunnaloo	32,572	..	73,709
Womboota	23,290	..	25,485

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1933, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	Year ended 30th June, 1932.	Year ended 30th June, 1933.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Tantonan .. ..	..	..	..	..	..	25,109	25,109
Caldwell .. ..	..	..	..	..	22,759	20,163	22,759
Lara .. ..	..	..	..	21,092	..	..	21,092
Glenorchy	25,803	27,504	22,872	36,032	..	..	72,183
Lubeck	43,902	44,952	23,968	58,245	60,098	42,552	110,831
Murtoa .. ..	..	24,804	..	33,866	36,507	..	48,028
Jung	114,057	118,272	108,586	123,339	150,585	160,614	247,347
Doon	36,949	102,600	42,483	101,647	167,943	124,521	167,943
Horsham .. ..	..	..	..	22,089	57,754	..	96,272
Dahlen .. ..	..	26,040	..	28,103	23,022	35,445	42,864
Pimpinio	59,056	78,768	27,163	123,563	91,540	97,014	136,430
Wail	57,827	127,044	53,360	150,328	181,863	116,607	248,147
Dimboola .. ..	..	53,016	29,688	169,761	120,459	98,542	169,761
Gerang Gerung	36,441	65,016	63,665	66,972	130,111	58,463	130,111
Kiata	32,732	39,636	25,365	47,436	56,921	31,502	96,784
Salisbury .. ..	..	41,088	..	45,135	30,274	55,060	57,370
Nhill .. ..	..	41,736	..	67,501	94,457	26,602	94,457
Tarranginnie	38,736	58,000	65,802	86,144	36,961	46,468	86,144
Diapur .. ..	..	30,192	21,126	50,023	28,992	22,218	74,611
Miram	75,177	81,373	71,448	137,749	91,626	93,596	137,749
Kaniva	47,983	102,336	98,840	95,976	81,277	130,709	130,709
Lillimur	98,917	104,232	125,577	140,884	64,920	98,846	140,884
Serviceton	66,802	70,104	63,596	69,719	56,027	74,201	74,201
Parwan .. ..	..	..	27,025	24,635	..	..	27,025
Cressy .. ..	..	..	..	23,019	..	..	23,019
Berrybank .. ..	..	..	21,807	39,701	..	..	39,701
Gnarkeet .. ..	..	..	..	40,466	..	..	40,466
Lismore	23,507	..	..	56,810	..	..	56,810
Vite Vite .. ..	..	..	20,766	23,255	..	..	23,255
Westmere	35,787	75,360	45,715	139,597	41,814	34,452	139,597
Mininera	26,195	25,320	..	57,783	..	..	87,584
Tatyoan	37,326	44,424	27,237	91,990	26,538	..	91,990
Werneth .. ..	..	..	..	21,237	..	..	21,237
Skipton	31,012	30,312	..	80,293	..	..	80,293
Maroona .. ..	..	..	..	33,869	..	..	33,869
Calvert .. ..	..	..	23,730	24,617	..	..	24,617
Willaura	52,312	42,792	..	120,202	36,781	23,430	120,202
Stavelly .. ..	..	23,279	..	45,162	..	..	57,173
Jackson	27,292	46,776	..	50,511	27,216	37,290	50,511
Rupanyup .. ..	..	..	20,080	67,766	67,273	32,870	96,998
Burru	39,795	97,920	..	52,949	87,771	75,495	116,031
Banyena	68,614	96,228	..	..	139,643	79,063	139,643
Marnoo	86,060	81,492	50,659	46,766	120,129	84,152	202,512
Bolangum	32,073	46,212	21,892	54,275	54,288	45,865	54,288
Coromby	29,701	61,140	33,360	58,373	64,709	56,099	114,877
Minyip	82,337	164,736	90,203	40,523	320,967	124,719	321,140
Nullan	23,336	57,408	..	42,112	51,444	52,746	100,864
Sheephills	106,288	130,524	46,429	33,658	238,441	136,726	245,792
Mellis .. ..	..	34,896	..	25,275	27,015	33,623	51,441
Warracknabeal	100,119	80,988	28,530	34,792	154,424	44,583	188,401

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1933, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	Year ended 30th June, 1932.	Year ended 30th June, 1933.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Batchica .. ..	..	37,332	..	33,255	46,500	49,657	49,657
Lah	62,586	90,804	..	..	167,188	55,712	167,188
Brim	72,795	135,276	55,999	37,162	232,663	115,954	232,663
Galaquil	50,614	76,044	34,955	..	133,263	88,325	133,263
Beulah	102,146	160,992	61,967	42,487	217,713	72,895	217,713
Rosebery	21,554	103,692	..	..	139,618	78,651	139,618
Goyura .. ..	..	30,840	..	20,679	40,054	33,487	40,054
Hopetoun	89,642	98,616	74,138	43,941	228,519	93,706	228,519
Burroin .. ..	..	22,536	..	..	26,102	21,597	26,102
Patchewollock ..	32,410	62,004	..	60,084	106,624	47,311	106,624
Remlaw .. ..	..	29,028	..	28,141	21,511	29,202	45,221
Vectis .. ..	..	44,244	..	42,033	44,477	33,702	65,729
Noradjuha .. ..	..	..	..	..	..	..	23,806
Natimuk	36,016	77,112	40,427	87,476	55,590	45,361	128,704
Arapiles .. ..	..	28,536	..	..	..	..	28,536
Mitre .. ..	..	20,338	..	..	..	..	29,471
Gymbowen .. ..	..	..	27,148	24,724	..	..	27,148
Goroke .. ..	..	..	26,151	27,568	..	..	38,003
Mortat .. ..	..	..	26,732	..	..	..	26,732
Carpolac .. ..	..	..	..	24,817	..	..	24,817
Arkona .. ..	..	29,868	21,516	55,023	36,805	25,802	64,313
Antwerp	33,479	88,860	57,673	97,721	140,809	97,971	140,809
Tarranyurk	40,606	101,652	27,177	71,314	168,294	76,594	168,294
Jeparit	35,208	100,860	56,809	89,500	98,193	38,729	114,859
Ellam	27,564	75,010	37,427	69,165	96,226	53,042	96,539
Pullut	32,788	68,470	36,312	64,306	77,865	45,389	110,489
Rainbow	68,694	71,940	129,592	132,225	159,514	65,930	188,258
Albacutya .. ..	..	39,708	..	34,706	46,755	39,755	54,414
Yaapeet	49,128	60,108	58,975	66,393	94,406	82,036	116,830
Detpa .. ..	..	86,880	25,573	91,964	94,060	66,199	94,060
Lorquon	45,291	98,088	30,797	97,851	126,659	54,595	126,659
Netherby	27,260	94,018	52,723	107,783	116,022	45,243	116,022
Yanac	56,835	122,338	79,686	214,779	102,270	112,802	214,779
Wangaratta .. ..	..	34,319	..	..	..	..	34,319
Bowser .. ..	..	..	..	..	..	..	33,049
Springhurst	44,664	28,920	31,265	43,045	..	..	44,664
Barnawartha	20,387	..	..	23,491	..	..	23,491
Arcadia .. ..	..	..	25,162	29,829	..	..	29,829
Toolamba .. ..	..	23,977	..	25,273	..	..	25,273
Mooroopna .. ..	..	..	..	..	..	..	22,672
Shepparton	21,711	20,340	..	..	..	..	55,382
Congupna .. ..	..	27,528	23,425	..	..	27,292	51,359
Tallygaroopna	29,254	54,069	..	63,192	25,965	38,114	105,322
Wunghnu	30,358	49,864	44,659	24,031	51,367	41,132	66,295
Numurkah	27,330	44,515	..	51,352	45,540	30,690	63,964
Katunga	31,079	60,861	..	58,905	83,288	63,276	100,921
Strathmerton .. ..	..	31,035	..	..	38,186	23,956	75,204
Yarroweyah .. ..	..	..	..	..	20,164	22,301	39,485
Cobram	54,236	42,645	50,769	74,141	94,679	110,651	110,651
Coibinabbin	38,791	103,788	46,725	55,791	69,747	51,765	119,851

APPENDIX No. 25—*continued.*

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1933,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	Year ended 30th June, 1932.	Year ended 30th June, 1933.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Girgarre .. ..	..	..	..	..	..	..	30,309
Tatura .. ..	..	..	..	26,409	..	..	26,409
Merrigum .. ..	..	29,556	..	..	..	..	78,609
Kyabram .. ..	..	24,840	23,897	..	..	..	93,653
Pine Lodge	46,160	61,520	23,607	84,905	25,890	40,493	84,905
Cosgrove	44,534	51,894	49,121	53,893	31,415	48,664	87,552
Dookie	34,815	46,896	46,197	55,061	28,913	26,859	55,061
Yabba South ..	21,855	23,856	26,551	21,413	..	26,770	26,770
Yabba North ..	30,256	37,944	40,648	26,273	25,292	39,757	65,685
Youanmite	25,706	30,840	28,098	25,210	32,215	39,304	61,898
Katamatite	56,577	58,740	23,158	105,423	61,184	94,826	137,960
Waaia	25,066	51,996	42,206	29,247	67,098	60,700	104,714
Nathalia	47,421	76,752	38,427	55,840	87,115	82,842	176,082
Picola	44,405	40,512	..	32,646	59,451	75,958	121,601
Mywee .. ..	..	..	..	..	..	..	20,495
Tocumwal .. ..	..	35,382	40,951	..	..	33,032	40,951
Goorambat	49,646	49,332	31,190	74,034	21,042	34,177	74,034
Devenish	56,946	53,844	57,978	54,634	40,221	43,140	85,002
St. James	62,571	58,956	36,557	77,283	65,056	33,367	101,327
Tungamah	41,767	48,888	42,292	62,549	52,680	50,777	81,229
Telford	62,321	64,500	35,148	59,792	36,369	67,840	103,129
Yarrawonga	114,570	254,064	66,150	59,058	37,223	58,172	359,643
Mulwala .. ..	..	..	..	27,920	..	24,737	27,920
Sloane .. ..	..	..	..	48,950	27,125	57,922	57,922
Warragoon .. ..	..	..	..	72,568	43,090	78,521	78,521
Rennie .. ..	..	..	..	125,269	67,147	107,647	125,269
Sangar .. ..	..	..	..	35,032	45,008	88,829	88,829
Wangamong .. ..	..	..	..	22,270	..	45,287	45,287
Oaklands .. ..	..	..	..	..	67,971	125,360	125,360
Peechelba	30,866	40,248	37,844	44,395	..	..	44,395
Rutherglen	42,808	34,716	49,308	44,644	..	34,704	53,736
Wahgunyah .. ..	..	62,352	28,545	73,140	..	20,086	104,213
Kilmany	32,428	25,206	35,682	21,984	21,498	..	35,682
Other Stations ..	1,629,047	1,589,907	1,890,586	1,563,502	529,912	1,845,162	..
TOTALS	6,709,149	13,242,079	5,775,690	14,601,317	15,619,699	13,028,628	..

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Longwarry .. 72	Morwell .. 72	Patho .. 20	South Brunswick .. 53	Tueloga .. 19
Longwood .. 52	Mossface .. 72	Peechelba .. 66	South Geelong .. 22	Tulkara .. 9
Lorquon .. 51	Moulamein .. 38	Pennyroyal .. 31	South Kensington .. 25	Tulloh .. 32
Lovat .. 32	Mount Clear .. 94	Penshurst .. 36	South Kerang .. 18	Tungamah .. 65
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APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 1.</i>																	
MELBOURNE—Spencer-street, Country ..	1,116,740	390,772 13 11	122,378 0 2	903 17 0	658,041 15 1	1,218,538 16 4	417,629	843,977	18	228	583	210	109	305	363	1,888	
MELBOURNE—Spencer-street, Suburban ..	1,388,969	41,442 10 2	..	..	..	160,679 15 0	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Tourist Bureau, Country ..	225,831	160,657 17 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Tourist Bureau, Suburban ..	288	21 17 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Flinders-street, Country ..	346,564	68,073 15 1	56,825 13 6	45 16 0	..	294,706 15 7	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Flinders-street, Suburban ..	8,571,887	169,761 11 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Prince's-Bridge, Country ..	58,656	7,601 17 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Prince's-Bridge, Suburban ..	1,555,217	29,410 10 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total—Country ..	1,747,791	627,106 3 8	179,203 13 8	949 13 0	658,041 15 1	1,705,937 15 2	417,629	843,977	18	228	583	210	109	305	363	1,888	
Suburban ..	11,516,361	240,636 9 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 2.—MELBOURNE—DENILQUIN LINE.</i>																	
North Melbourne ..	666,704	8,912 19 6	1,248 8 9	3 17 2	..	10,165 5 5	..	65	..	..	..	..	..	..	..	..
Arden-street ..	..	..	..	..	8,459 3 4	8,459 3 4	24,603	78,822	..	..	..	..	..	..	..	..
Middle Footscray ..	375,610	5,452 17 2	20 17 0	0 9 7	..	5,474 3 9	..	..	..	..	..	..	..	..	..	..
West Footscray ..	703,864	10,322 17 4	435 17 8	28 15 10	14,260 18 10	25,048 9 10	29,198	57,839	..	..	..	..	..	..	..	..
Tottenham ..	109,188	1,655 5 0	12 0 4	11 4 4	..	1,676 9 8	..	..	..	..	..	..	..	..	..	..
White City ..	513	19 17 1	..	..	..	19 17 1	..	..	..	..	..	..	..	..	..	..
Sunshine ..	588,879	15,156 11 7	1,929 6 3	12 7 1	20,392 11 9	37,490 16 8	8,646	26,054	..	1	1	..	206	9	1	..	
Albion ..	124,425	2,687 10 6	15 1 1	0 1 6	..	2,702 13 1	..	..	..	..	..	..	..	..	..	..
Albion Stone Siding ..	..	..	..	..	653 11 4	653 11 4	2,138	5	..	..	..	..	..	..	..	..
Darling's Siding ..	..	..	..	..	8,382 19 2	8,382 19 2	43,625	49,281	..	..	..	..	..	..	..	..
St. Albans ..	103,979	2,178 4 1	40 15 10	0 5 4	478 5 9	2,697 11 0	2,261	651	..	..	..	..	..	1	..	..
Sydenham ..	2,231	112 19 10	78 1 5	0 15 2	441 19 6	633 15 11	1,337	516	..	2	4	..	30	52	..	..
Digger's Rest ..	8,039	474 19 1	106 7 2	1 3 1	1,912 2 4	2,494 11 8	7,452	1,070	62	5	..	..	38	7	4	..
Sunbury ..	36,554	2,475 13 6	146 15 7	18 10 0	1,643 14 9	4,284 13 10	2,686	3,217	139	108	27	17	67	73	28	..	
Naughton's Siding ..	..	..	..	..	64 18 1	64 18 1	223	40	..	..	..	..	..	..	..	..
Clarkefield ..	3,587	395 11 3	48 14 7	3 4 1	730 14 2	1,178 4 1	589	259	55	42	15	3	58	20	9	1	
Riddell ..	3,263	546 0 3	111 0 1	1 9 5	420 7 3	1,078 17 0	642	507	49	14	5	..	21	14	5	..	
Gisborne ..	3,564	503 11 6	88 16 8	4 16 7	707 15 10	1,305 0 7	1,074	665	62	29	5	..	74	18	5	..	
Macedon ..	8,336	1,483 18 5	258 1 0	2 14 3	1,474 8 4	3,219 2 0	3,787	1,398	..	4	2	..	16	4	6	..	
Woodend ..	17,496	2,226 11 11	197 8 7	13 3 0	2,033 9 3	4,470 12 9	4,025	2,285	37	23	4	..	33	20	7	..	
Carlruhe ..	4,965	135 19 3	5 11 11	2 19 2	108 11 6	253 1 10	90	75	19	4	..	..	4	1	1	..
Kyneton ..	29,661	5,376 11 8	437 16 6	51 11 0	6,453 12 2	12,319 11 4	7,610	10,504	524	160	33	8	317	86	39	3	
Redesdale Junction ..	270	52 11 10	3 6 11	..	27 12 8	83 11 5	36	46	..	..	..	..	..	..	..	..
Malmsbury ..	5,277	742 12 5	98 3 0	4 6 2	381 18 11	1,227 0 6	207	736	30	22	..	5	58	39	1	3	
Taradale ..	2,471	299 3 4	39 1 9	0 6 6	95 19 6	434 11 1	270	190	..	..	..	..	..	..	..	..
Elphinstone ..	1,866	367 11 1	52 0 10	0 13 2	1,453 3 3	1,873 8 4	1,505	608	57	33	2	2	24	7	3	..	
Chewton ..	2,798	460 12 3	29 2 9	0 15 4	189 18 5	680 8 9	309	204	..	..	..	..	..	..	..	..
Castlemaine ..	41,693	8,281 4 8	635 2 2	41 14 7	3,425 14 7	12,388 16 0	2,245	13,861	127	12	10	79	26	2	9	6	
Harcourt ..	9,256	928 18 9	149 17 5	0 8 1	10,316 13 4	11,895 17 7	17,056	3,931	..	1	..	..	..	..	..	..
Ravenswood ..	984	87 2 3	25 18 11	1 7 2	599 9 7	713 17 11	1,092	106	17	2	..	..	3	4	..	..

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARriages, AND DOGS.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.		Outwards.		Outwards.			Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Tons.		Number of Trucks.				Number of Trucks.					
										Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.											
<i>Section No. 7.—CASTLEMAINE-YELTA LINE—</i>																			
<i>continued.</i>																			
Newstead	4,982	616 13 10	64 18 1	69 1 5	2,894 11 10	3,645 5 2	2,963	1,291	64	23	9	50	27	10	6	14			
Joyce's Creek	244	52 8 0	2 16 7	..	700 15 7	756 0 2	1,400	252	..	..	1	..	..	1	..	..	
Moolort	402	100 3 0	14 14 5	0 7 2	2,046 1 0	2,161 5 7	3,648	482	55	2	..	..	6	1	..	..	
Stopping Place No. 27	12	1 14 10	..	..	..	1 14 10	..	..	..	..	..	..	..	..	..	..
State Rivers and Water Supply Siding .. .. .	..	..	..	..	30 5 7	30 5 7	59	15	..	..	..	..	..	..	..	..
Carlsbrook	1,553	408 10 0	39 3 2	3 3 10	7,198 17 8	7,649 14 8	11,038	768	155	31	6	72	46	13	5	45			
Maryborough	16,662	5,431 5 6	607 7 3	68 10 9	9,072 10 10	15,179 14 4	13,241	18,812	7	21	26	..	29	15	21	..			
Simson	124	12 8 11	..	..	..	12 8 11	..	..	..	..	..	..	..	..	..	..
Havelock	101	12 2 9	1 11 ..	..	2,042 6 8	2,056 1 1	4,534	7	..	..	..	..	..	1	..	..	
Bet Bet	405	95 15 8	7 19 2	0 7 2	1,987 17 8	2,091 19 8	5,396	353	..	..	..	..	..	..	..	..
Dunolly	3,117	958 7 1	74 18 9	1 3 9	7,256 0 2	8,290 9 9	13,613	1,304	7	1	..	3	7	2	..	..	
Goldsborough	219	76 9 11	4 16 10	0 5 9	1,664 2 10	1,745 15 4	3,126	163	..	..	..	..	..	..	..	..
Bealiba	3,114	698 10 0	50 7 2	0 14 7	13,988 5 0	14,732 16 9	24,760	917	59	2	5	1	16	3	5	..			
Maffescioni's Siding .. .. .	..	..	..	..	1,939 12 6	1,939 12 6	4,239	17	..	..	..	..	..	..	..	..
Emu	506	128 1 11	15 15 10	3 16 7	5,423 9 1	5,571 3 5	11,383	322	3	..	..	..	1	..	..	..
Carapooee	445	134 2 5	10 4 1	2 7 10	2,964 8 1	3,111 2 5	6,132	122	..	..	..	..	..	..	..	..
St. Arnaud	7,402	4,216 2 7	379 9 6	41 15 1	17,418 8 4	22,055 15 6	26,248	12,713	120	22	19	..	33	10	22	..			
Sutherland	295	89 2 7	5 11 8	0 2 11	3,476 15 5	3,571 12 7	5,790	674	142	..	..	..	2	1	..	..	
Swanwater	38	16 9 1	..	..	1,171 7 0	1,187 16 1	2,772	1,200	..	..	2	..	..	2	..	..	
Cope Cope	493	231 3 4	26 2 8	1 3 2	5,994 8 5	6,262 17 7	8,098	3,867	55	..	..	..	4	1	2	..
Donald	5,136	2,768 0 11	297 13 1	36 11 0	12,632 18 8	15,735 3 8	12,037	5,578	124	54	16	..	276	20	22	..			
Buloke .. .. .	..	..	..	..	892 16 0	892 16 0	1,367	46	..	..	..	..	..	..	..	..
Litchfield	236	104 6 2	16 13 6	0 16 0	8,539 13 11	8,961 9 7	11,851	1,021	78	1	..	3	44	2	1	..			
Massey	53	26 16 8	0 10 11	..	3,663 5 1	3,690 12 8	5,426	320	..	..	..	..	1	..	2	..
Watchem	1,278	589 16 7	50 18 8	23 9 2	6,979 8 1	7,643 12 6	8,166	1,549	187	10	9	..	13	8	10	..			
Morton Plains	22	15 9 10	0 12 3	..	2,852 12 1	2,868 14 2	3,597	177	41	..	..	..	..	..	2	..
Birchip	2,019	1,707 18 7	220 7 6	92 16 4	9,881 1 5	11,902 3 10	7,836	9,369	316	62	11	4	21	19	4	..			
Karyrie	13	8 3 4	..	..	959 5 8	967 9 0	933	44	26	..	..	..	..	..	1	..
Kinnabulla	112	51 4 9	2 9 7	..	3,693 10 2	3,747 4 6	4,609	352	36	..	1	..	..	1	..	..	
Curyo	369	145 4 3	14 2 2	0 2 2	3,159 8 7	3,318 17 2	3,501	554	65	8	1	..	5	..	3	..			
Watchupga	298	150 7 3	15 13 2	14 2 9	3,685 10 7	3,865 13 9	4,337	758	44	..	..	..	..	2	4	..
Woomelang	1,462	920 9 10	123 11 11	4 5 2	7,569 1 2	8,617 8 1	8,925	1,972	58	58	..	1	43	5	13	1			
Lascelles	1,202	599 13 4	42 5 2	7 10 3	3,699 16 7	4,349 5 4	3,867	695	68	5	6	1	27	5	3	..			
Gama	92	48 15 8	4 10 8	..	2,566 0 10	2,619 7 2	3,423	365	..	..	..	..	..	..	..	..
Torpey's Siding .. .. .	..	..	..	..	775 7 5	775 7 5	1,113	105	..	..	..	..	..	..	..	..
Turriff	590	193 19 8	17 12 10	0 11 3	1,884 7 4	2,096 11 1	2,394	547	..	1	..	..	1	2	2	..	
Speed	1,331	576 10 8	28 8 1	0 19 4	3,803 0 10	4,408 18 11	4,009	683	61	6	7	3	25	7	5	..			
Tempy	609	375 14 6	31 10 3	0 6 6	3,107 11 1	3,515 2 4	3,781	747	15	2	1	..	5	2	2	..			
Gypsum Siding	43	45 15 0	0 2 5	..	4,511 5 11	4,557 3 4	5,615	154	..	..	..	..	..	..	..	..
Bronzewing	56	54 4 11	2 18 8	..	1,695 6 9	1,652 10 4	2,080	246	..	..	..	..	..	..	..	..
Nunga	27	14 3 10	0 5 1	..	1,304 0 11	1,318 9 10	1,623	153	..	..	..	..	..	..	1	..
Ouyen	4,392	3,448 11 9	303 5 4	31 9 4	8,177 9 0	11,960 15 5	6,033	3,377	53	5	27	..	22	11	22	..			
Kiamai	128	72 16 3	0 13 0	..	3,479 9 6	3,552 18 9	4,333	325	..	..	..	3	..	..	..	..
Trinita	64	57 19 11	0 11 1	..	1,341 11 11	1,400 2 11	1,711	242	2	..	..	..	4	..	..	..
Hattah	141	106 2 2	17 16 11	0 1 6	1,322 18 3	1,446 18 10	1,764	143	25	6	1	1	6	4	2	..			

Nowingi	78	61 4 5	4 0 11	..	4,098 18 6	4,163 18 10	5,151	349	..	..	1	..	..	..	7	..
Booonar	112	111 7 11	17 17 3	..	1,786 11 5	1,915 16 7	2,504	320	..	..	..	..	..	..	1	..
Carwarp	348	334 8 4	54 2 7	1 4 5	3,447 7 0	3,837 2 4	3,861	493	25	2	2	9	5	..	3	..
Yatpool	145	140 11 10	9 16 4	..	1,371 1 1	1,521 9 3	1,646	165	..	..	1	1	20	20	4	..
Redcliffs	4,602	5,487 13 10	731 12 10	5 9 4	28,165 10 10	34,390 6 10	14,219	23,081	..	..	2	..	27	19	5	..
Irymple	878	1,203 13 3	141 15 11	0 8 7	25,713 4 3	27,059 2 0	13,365	11,513	4	1	21	..	7	34	1	..
Mildura	13,875	18,441 11 6	1,650 19 10	62 10 2	32,299 18 9	52,455 0 3	14,946	29,135	189	8	12	6	87	30	21	3
Merbein	458	416 8 3	122 0 8	0 8 7	30,931 2 10	31,470 0 4	15,775	12,528	..	2	2	..	2	2	4	..
Merbein West	..	..	..	..	72 7 8	72 7 8	23	89	1	..	1	..	..	..	..	..
Yelta	..	..	..	..	1,664 11 4	1,664 11 4	662	2,195	..	..	1	..	..	..	..	..
<i>Section No. 8.—MARYBOROUGH—ARARAT LINE.</i>																
Adelaide Lead	91	13 11 8	4 11 7	..	0 4 9	18 8 0	..	..	..	..	..	..	..	..	..	..
Bung Bong	30	3 3 5	16 11 3	..	1,468 5 3	1,487 19 11	3,151	62	..	..	..	..	..	..	..	..
Homebush	104	12 18 1	2 15 6	..	492 19 4	708 12 11	1,450	73	..	..	..	..	..	..	..	..
Avoca	981	340 0 10	73 8 8	1 0 5	5,449 12 11	5,864 2 10	10,096	1,121	58	10	1	2	10	5	..	..
Amphitheatre	309	53 13 1	13 9 11	0 18 2	1,285 14 8	1,353 13 10	2,341	404	..	..	..	..	2	..	..	..
Elmhurst	362	72 1 4	16 7 1	0 13 1	814 8 8	903 10 2	898	446	20	1	..	..	..	..	..	..
Evorsley	29	4 5 6	0 3 9	..	226 3 6	230 12 9	424	72	..	..	..	..	1	..	..	..
Ben Nevis	130	36 0 6	5 4 0	..	209 19 9	251 4 3	495	79	1	..	1	..	..	1	..	..
Dunneworthy	5	0 7 6	..	..	204 9 9	204 17 3	338	33	..	..	..	..	..	..	..	..
Warra-Yadin	1	0 4 9	..	..	0 19 1	1 3 10	..	3	..	..	..	..	..	..	..	..
<i>Section No. 9.—NAVARRE LINE.</i>																
Crowlands	3	0 7 3	0 15 5	0 2 2	294 3 8	295 8 6	578	115	4	..	..	..	..	1	..	..
Joel	8	0 15 0	0 7 0	..	878 11 7	879 13 7	1,678	92	..	..	..	..	..	..	..	..
Landsborough	7	1 4 9	6 2 5	0 3 7	3,267 14 9	3,275 5 6	5,448	396	3	..	..	..	1	..	1	..
Tulkara	4	0 8 3	0 7 6	..	1,727 1 9	1,727 17 6	2,839	137	..	..	..	..	..	..	..	..
Navarre	4	0 11 5	3 13 6	0 5 9	11,346 8 11	11,350 19 7	18,083	379	4	1	1	..	..	2	1	..
<i>Section No. 10.—BALLARAT—MARYBOROUGH LINE.</i>																
Selkirk's Siding	..	..	..	..	4,816 10 6	4,818 10 6	9,325	1,818	..	..	..	..	..	..	..	..
Waubra Junction	437	21 1 2	6 0 3	..	27 1 5	36 8 5	31	100	..	..	..	..	..	..	..	..
Sulky	274	11 5 0	..	..	25 3 5	29 10 6	..	..	..	..	..	..	..	..	..	..
Bald Hills	500	28 8 6	0 5 10	..	0 16 2	29 10 6	..	..	..	..	..	..	..	..	..	..
Creswick	19,970	1,337 11 11	59 14 10	3 2 1	301 11 0	1,701 19 10	189	1,032	..	..	3	..	..	..	..	..
North Creswick	5,906	318 2 5	12 14 3	2 8 1	444 10 5	777 15 2	751	118	..	..	..	..	..	..	..	..
Tourello	135	34 3 10	2 16 10	2 18 4	852 0 4	891 19 4	987	341	72	14	2	..	13	10	..	..
Clunes	4,242	1,024 10 6	98 6 10	2 3 7	2,552 6 1	3,677 7 0	1,939	2,062	135	34	3	5	26	11	3	3
Talbot	3,766	943 19 0	60 8 9	1 19 7	2,037 4 5	3,043 11 9	4,290	767	56	11	4	..	1	3	2	..
Daisy Hill	187	28 5 5	..	..	2 14 9	31 0 2	1	..	..	..	..	..	..	..	..	..
<i>Section No. 11.—WAUBRA LINE.</i>																
Pisgah	..	..	..	..	5 19 3	5 19 3	..	10	..	..	2	..	..	..	..	..
Midas	..	..	..	..	77 2 5	77 2 5	133	121	1	..	..	..	..	..	..	..
Blowhard	1	0 1 8	0 3 11	..	3,780 11 2	3,780 16 9	6,471	468	22	1	1	2	..	..	..	..
Learmonth	2	0 3 6	1 3 0	..	1,769 19 1	1,771 5 7	2,877	288	..	1	..	..	2	..	..	..
North Learmonth	..	..	..	..	..	..	..	21	..	..	..	..	..	..	..	..
Addington	..	..	0 10 4	..	1,261 5 10	1,261 16 2	2,073	65	13	..	..	..	..	..	..	..
Waubra	2	0 5 2	4 13 0	..	4,628 15 4	4,633 13 6	6,892	584	127	24	4	..	1	6	..	..
<i>Section No. 12.—DUNOLLY—INGLEWOOD LINE.</i>																
Painswick	3	0 14 4	0 1 7	..	1,345 2 4	1,345 18 3	2,677	5	..	..	..	..	..	..	..	..
Laurie	21	5 2 6	0 3 2	..	1,399 5 7	1,404 11 3	2,644	51	2	..	..	..	..	..	..	..
Tarnagulla	315	79 2 8	12 19 9	0 13 0	2,225 16 8	2,318 12 1	4,235	536	..	..	1	..	..	..	..	..
Llanely	112	22 19 4	2 11 7	..	1,815 3 1	1,340 14 0	2,819	367	..	..	..	..	..	..	..	..
Arnold	113	22 2 4	5 5 6	..	1,373 6 1	1,400 13 11	1,985	234	58	..	1	..	1	..	1	..
Bullahul	9	0 10 2	0 15 3	0 8 10	9 5 10	11 0 1	12	2	..	..	..	..	..	..	..	..
<i>Section No. 13.—OUYEN—PANITY LINE.</i>																
Tiega	31	2 16 8	0 3 6	..	2,077 11 4	2,080 11 6	2,658	82	..	..	..	..	..	..	..	..
Galah	112	70 2 9	4 18 8	..	2,842 18 11	2,918 0 4	3,357	411	19	2	7	..	2	..	..	..
Walpeup	520	415 18 4	57 9 5	1 8 0	6,462 1 9	6,936 17 6	7,593	1,329	22	1	3	9	3	2	..	..
Torrita	137	114 6 2	8 7 1	..	3,124 16 10	3,247 10 1	3,743	363	14	..	2	..	1	..	..	..
Underbool	440	374 18 4	64 2 4	1 1 7	9,046 9 3	9,486 11 6	9,591	1,293	26	..	1	3	18	5	6	..
Linga	134	96 1 6	8 13 5	..	6,880 15 2	6,994 10 1	7,792	323	4	..	..	..	1	..	1	..
Boinka	181	142 7 4	11 9 1	0 2 2	2,282 18 2	2,436 16 9	2,621	369	1	..	..	2	..	..	..	..
Tutye	81	77 2 9	25 2 0	0 12 4	2,658 1 1	2,760 18 2	2,636	366	21	2	..	3	..	..	..	..
Cowangie	323	254 8 11	44 7 2	3 6 11	5,552 0 2	5,854 3 2	5,428	1,115	40	1	..	1	4	2	..	..
Danyo	67	32 0 11	5 1 8	..	3,696 14 6	3,783 17 1	4,158	294	6	..	..	2	..	..	1	..

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

STATIONS.	PASSENGERS.		PARCELS	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 13.—OUYEN-PANIYA LINE—continued.</i>																
Murrayville	534	£ 460 5 11	£ 68 2 9	£ 2 0 9	£ 6,926 10 11	7,457 0 4	6,936	1,439	34	1	1	..	32	2	2	..
Carina	12	1 3 4	2 7 4	..	4,131 7 11	4,134 18 7	4,682	519	12	..	..	1	..	..	..	..
Paniya	31	11 2 9	2 3 5	8 6 10	6,020 17 7	6,042 10 7	6,897	1,049	2	..	2	..	..	1	..	..
<i>Section No. 14.—REDCLIFFS-MORKALLA LINE.</i>																
Thurla	91	13 9 6	0 1 5	..	644 1 1	657 12 0	820	49	..	..	..	..	2	..	..	..
Benetook	65	10 14 10	1 12 4	..	1,068 4 0	1,080 11 2	1,664	216	..	..	..	..	2	..	1	..
Pirita	107	17 17 1	2 7 5	0 2 2	2,166 2 6	2,186 9 2	2,542	340	..	..	..	..	12	1	1	..
Merrince	101	91 9 5	4 4 11	0 12 11	5,931 17 9	6,028 5 0	7,014	966	9	..	..	5	12	1	6	2
Karrawinna	141	81 17 3	5 2 2	..	6,588 13 3	6,675 12 8	8,747	885	5	..	1	..	4	..	2	..
Werrimull	494	510 3 6	15 3 7	0 10 1	8,047 14 0	8,373 11 2	9,338	1,634	7	..	1	8	7	5	6	..
Bambill	111	71 0 2	1 11 4	0 10 1	5,126 3 1	5,199 4 8	6,147	498	..	..	1	..	2	..	1	..
Yarrara	92	79 11 3	4 16 2	..	4,222 16 6	4,307 3 11	5,048	765	..	..	1	..	1	..	1	..
Meringur	318	369 3 2	4 7 8	0 17 7	6,306 19 10	6,724 8 3	7,597	1,271	..	..	..	..	4	4	5	..
Karween	74	31 6 7	0 11 10	..	4,669 8 1	4,701 6 6	5,490	501	..	..	..	..	2	..	1	..
Morkalla	108	27 13 7	28 9 3	..	3,038 3 8	3,094 6 6	3,467	359	..	..	..	..	2	..	1	..
<i>Section No. 15.—BENDIGO-KULWIN LINE.</i>																
California Gully	4,176	514 6 9	87 6 5	2 10 5	211 5 11	211 5 11	353	3,529	..	..	..	..	..	..	..	..
Eaglehawk	289	38 11 9	9 7 7	0 7 1	499 2 8	1,103 6 3	342	1,949	..	..	..	..	..	..	..	..
Marong	78	11 17 2	3 0 10	..	399 14 7	448 1 0	1,650	7	7	2	..	..	1	3	..	..
Leichardt	97	22 14 8	4 1 2	..	827 9 8	842 7 8	1,321	188	31	1	1	..	4	..	..	..
Derby	2,076	345 8 7	36 11 11	1 2 1	14,957 9 10	15,340 12 5	24,782	15,797	324	90	17	..	45	22	11	..
Bridgewater	2,320	610 10 0	95 7 8	2 12 6	2,114 16 3	2,823 6 5	3,075	67	67	..	1	..	11	5	1	..
Inglewood	144	23 10 7	4 16 10	0 2 2	660 0 0	688 9 7	950	464	44	..	..	..	4	..	1	..
Kurting	160	38 7 10	7 7 11	0 4 5	855 14 3	961 14 5	1,382	1,613	6	..	..	..	2	..	..	..
Glenalbyn	484	183 12 7	25 19 7	0 16 8	434 7 0	644 15 10	331	136	18	1	1	..	7	10	..	..
Wedderburn Junction	2,673	780 0 5	60 11 4	1 11 6	1,915 4 11	2,757 8 2	2,053	878	38	1	4	1	10	5	6	..
Korong Vale	129	50 12 1	5 13 6	..	2,174 5 1	2,174 5 1	9,235	..	..	..	..	..	..	..	..	..
Country Roads Board Gravel Siding	220	84 4 6	10 12 11	0 5 11	2,321 5 11	2,377 11 6	2,358	463	66	5	..	..	3	1	3	..
Wychitella	162	32 1 10	3 19 1	0 1 4	2,392 7 11	2,487 11 3	2,848	390	81	..	..	..	13	..	..	..
Buckrabanyule	1,474	592 16 9	155 16 1	3 4 10	1,979 11 10	2,015 14 1	2,213	346	49	..	..	..	3	1	3	..
Barrakee	130	16 9 1	4 11 2	0 2 5	21,092 18 4	21,844 16 0	27,137	18,567	154	13	9	2	48	12	5	..
Charlton	420	89 12 4	8 17 7	0 12 10	1,895 4 1	1,916 6 9	2,439	15	1	..	..	..	1	..	..	..
Teddywaddy	2	0 3 8	0 3 9	..	4,358 13 2	4,457 15 11	5,508	520	91	..	..	..	7	2	..	..
Glenioth	1,324	616 4 11	135 4 7	4 3 7	118 12 0	118 19 5	174	38	..	..	..	..	..	..	..	..
Fairview	203	46 10 3	10 6 9	..	11,848 5 8	12,603 18 9	11,041	7,461	352	61	4	2	40	12	10	1
Wycheproof	285	110 1 6	24 19 3	0 8 7	6,168 16 9	6,225 13 9	8,236	624	158	1	..	2	1	1	3	..
Dumosa	21	16 10 2	0 4 8	..	6,754 11 5	6,890 0 9	7,887	1,609	110	11	1	..	5	1	1	..
Nullawil	680	292 4 8	39 7 8	0 14 1	3,088 3 11	3,084 18 9	3,983	192	36	..	..	..	2	..	..	..
Warne	539	212 16 3	38 19 11	0 7 2	8,676 16 6	8,939 2 11	9,118	1,300	184	12	1	3	5	4	5	..
Culgoa	4	2 6 1	0 8 1	..	8,308 14 2	8,560 17 6	10,738	1,380	78	1	2	1	4	4	3	..
Berrwillook	1,895	706 5 2	153 15 7	12 2 4	2,315 18 9	2,318 12 11	3,541	234	13	..	..	..	12	..	..	..
Boigbeat	21	13 8 7	0 15 0	..	9,975 2 6	10,347 5 7	10,436	3,875	106	2	4	..	..	4	12	..
Sea Lake	84	46 15 8	1 4 10	1 19 11	1,697 19 7	1,712 3 2	2,908	246	..	..	..	2	..	..	..	..
Ninda	148	85 10 8	19 18 5	4 9 8	2,609 0 5	2,659 0 10	3,124	376	34	..	..	..	..	2	..	..
Nyarrin	4	2 6 1	0 8 1	..	3,697 10 5	3,807 9 2	4,577	509	22	4	1	1	1	2	1	..
Nandaly .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CABRILAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 18.—EAGLEHAWK—YUNGERA LINE—continued.</i>																
Miralie	130	£ 51 1 9	£ 8 19 11	£ .. 1 18 11	£ 1,500 0 10	1,500 2 6	2,286	256	..	..	..	..	..	..	1
Plangil	825	547 14 11	72 7 7	..	5,853 13 0	6,480 14 5	5,276	1,472	128	14	2	..	..	11	18
Coonimur	25	14 9 5	0 2 11	..	891 13 5	906 5 9	1,516	49	..	..	1	..	..	..	1
Natya	66	52 18 0	1 10 7	..	2,727 14 1	2,782 2 8	3,734	231	9	..	..	..	..	..	1
Kooloonong	204	179 8 6	11 11 3	0 1 2	3,744 4 0	3,935 4 11	4,041	946	48	4	..	..	3	..	2
Koorkab	3	3 14 1	..	..	1,032 15 11	1,036 10 0	1,403	160	..	..	..	..	..	..	..
Yungera	40	26 8 5	62 17 4	..	1,291 9 0	1,380 14 9	1,875	379	..	..	..	..	2	..	..
<i>Section No. 19.—KERANG—STONY CROSSING LINE.</i>																
Westby	8	0 8 8	..	..	166 11 4	167 0 0	163	9	..	..	..	..	..	..	..
Myall	46	3 12 3	1 5 5	..	748 11 4	753 9 5	267	94	44	..	1	..	1	1	..	
Murrabit	760	218 15 8	41 15 10	2 1 10	3,092 1 0	3,354 14 4	1,702	2,908	61	11	..	..	4	3	..
Ballbank .. .. .	..	..	..	..	894 13 2	894 13 2	551	46	63	..	..	..	5	..	..
Nacurrie	9	1 18 9	0 5 4	..	2,295 8 2	2,297 12 3	1,535	114	102	2	..	..	2	4	..
Wetuppa .. .. .	..	..	5 2 3	..	1,378 13 5	1,383 15 8	843	11	51	32	..	..	..	..	..
Coobool .. .. .	..	..	0 7 1	..	873 4 2	873 4 2	1,043	11	11	5	..	..	..	..	..
Dilpura	1	1 9 9	0 4 9	0 5 9	5,180 11 9	5,182 12 0	1,639	32	299	98	..	..	1	2	..
Tueloga .. .. .	..	..	1 0 2	1 0 2	..	1 0 2	..	2	..	..	..	..	..	..	..
Stony Crossing	1	0 6 8	7 7 9	0 8 10	2,409 6 0	2,417 9 3	1,867	122	56	3	..	..	1	..	..
<i>Section No. 20.—COHUNA LINE.</i>																
Hunter	57	19 6 7	..	..	3,060 15 10	3,080 2 5	4,790	347	32	..	..	..	2	..	..
Warragamba	63	22 0 3	0 0 11	..	1,941 14 11	1,963 16 6	3,047	345	34	4	..	..	..	1	..
McCull	77	33 18 6	..	..	1,742 18 10	1,776 17 4	1,505	811	125	..	..	..	6	..	..
Lockington	825	271 11 2	38 12 0	1 4 11	4,504 0 1	4,815 8 2	2,881	2,679	267	73	..	25	..	..	3
Kotta	109	58 8 6	9 15 2	..	2,435 2 1	2,503 5 9	2,174	456	126	..	..	..	2	..	..
Roslynmead	32	22 10 8	0 2 2	..	1,142 15 6	1,165 8 4	921	118	60	..	..	..	..	..	..
Patho	115	58 10 3	14 16 0	0 7 1	720 9 2	794 2 6	529	68	46	12	..	..	..	2	1
Gunbower	251	149 2 1	48 13 8	1 10 10	2,860 11 4	3,059 17 11	1,044	888	72	44	2	28	1	1	..	
Leitchville	557	393 18 2	80 3 11	0 17 3	1,691 13 8	2,166 13 0	479	1,017	19	3	3	46	..	6	4	
Keely	33	23 17 3	1 6 11	..	3,400 15 7	3,425 19 0	5,388	69	..	7	..	..	..	..	..
Cohuna	990	723 15 5	130 14 1	12 1 0	5,301 12 2	6,168 2 8	3,912	2,233	73	75	9	49	6	4	8	
<i>Section No. 21.—BALRANALD LINE.</i>																
Benarea	18	5 8 0	0 2 10	..	1,235 11 10	1,241 2 8	994	53	80	2	..	..	1	..	..
Womboota	69	28 14 2	0 12 7	0 2 2	4,721 1 9	4,750 10 8	3,698	195	251	68	1	..	30	5	1	
Thyra	39	10 7 10	2 4 8	0 7 11	2,794 6 10	2,807 7 3	2,563	123	172	3	..	..	17	5	3
Bunmaloo	164	69 9 4	6 17 2	0 9 10	4,388 14 1	4,465 10 5	2,240	415	237	63	7	..	25	7	11	
Tantonan	58	18 0 8	0 6 6	..	1,433 19 11	1,452 7 1	2,279	157	18	..	2	5	..	..	..
Caldwell	104	44 19 2	2 14 0	1 1 8	4,808 10 3	4,857 5 1	2,273	296	339	29	1	..	9	2	..	
Yalakool	32	16 3 5	1 10 5	0 4 4	3,379 5 10	3,397 4 0	1,098	59	316	10	..	..	10	2	1
Wakool	234	150 6 9	26 7 4	1 3 0	4,147 14 11	4,325 12 0	878	465	262	31	2	..	43	1	4	
Burraboi	79	72 12 9	0 7 1	..	4,669 16 2	4,742 16 0	2,310	114	271	15	..	1	10	2	2	
Jimaringle	43	31 17 7	0 19 7	..	423 14 6	456 11 8	133	12	16	..	..	..	2	1	..
Niemur	89	74 8 8	5 0 8	0 14 4	2,767 12 10	2,847 16 6	1,049	119	107	35	1	..	2	..	..
Dhuragoon	78	53 16 2	0 10 7	0 2 3	3,563 17 0	3,623 6 0	4,896	47	..	..	..	..	..	..	..
Moulamein	578	466 0 7	96 12 5	5 1 1	10,484 6 2	11,052 0 3	2,924	1,179	497	63	3	..	49	4	1	
Berambong .. .. .	..	..	..	..	276 12 6	276 12 6	27	4	..	..	..	..	..	..	..
Perekerton	105	77 18 4	3 2 6	1 16 7	2,032 9 10	2,115 7 3	136	90	159	5	3	..	..	..	..

Moolpa	52	33 10 8	0 11 8	0 3 7	951 18 3	986 4 2	757	88	..	..	..	..	..	..	..	..	..	..	..	..
Impinj	44	46 0 3	0 12 11	0 17 11	2,325 14 5	2,373 5 6	1,242	80	67	3	..	..	..	..	..	..	..	..	..	..
Yanalake	6	8 16 3	..	..	1,916 19 9	1,925 16 0	78	46	94	40	2	..	..	..	..	..	..	..	..	..
Balranald	627	719 4 10	159 18 10	16 13 5	17,768 16 11	18,664 9 0	3,313	2,681	124	278	6	1	3	..	..	..	..	..	..	..
<i>Section No. 22.—PAISLEY—PORT FAIRY LINE.</i>																					
Paisley	1,340	23 15 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oil Refineries Siding	341	16 12 7	..	..	27,371 16 1	27,388 8 8	18,106	2,221	..	..	..	..	..	..	..	..	..	..	..	..
Galvin	81	2 11 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Laverton	23,190	748 13 2	67 19 7	0 7 7	7,563 13 8	8,380 14 0	9,543	4,202	..	..	..	..	..	..	..	..	..	..	..	..
Aviation Siding	6,168	344 7 1	..	..	..	344 7 1	..	54	..	..	..	..	..	..	..	..	..	..	..	..
Werribee	128,445	6,238 19 6	669 5 0	25 17 11	3,110 19 2	10,095 1 7	6,259	13,326	291	169	131	..	..	..	..	..	..	..	..	..
Manor	2,706	76 2 11	5 2 1	0 15 11	256 15 3	338 16 2	732	96	43	1	1	..	..	..	..	..	..	..	..	..
Little River	8,211	534 8 2	52 0 8	1 7 10	1,236 10 1	1,824 6 9	3,979	1,084	87	7	3	..	..	..	..	..	..	..	..	..
Lara	13,719	775 11 6	171 18 1	3 4 1	4,005 6 9	4,956 0 5	11,786	2,593	28	3	1	1	..	..	..	..	..	..	..	..
Corio	12,329	1,669 7 7	61 3 7	0 3 0	285 14 3	2,016 8 5	..	4,029	..	..	..	..	..	..	..	..	..	..	..	..
Distillers Siding .. .. .	..	..	..	..	349 1 4	349 1 4	569	1,362	..	..	..	..	..	..	..	..	..	..	..	..
Phosphate Siding .. .. .	..	..	..	..	28,765 10 0	28,765 10 0	73,304	1,428	..	..	..	..	..	..	..	..	..	..	..	..
North Shore	5,607	301 2 9	11 19 8	1 10 9	1,106 14 7	1,421 7 9	702	245	..	..	..	..	..	..	..	..	..	..	..	..
Corio Quay and Harbour Trust Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Geelong	7,209	1,070 12 0	98 8 4	2 14 2	37,111 7 6	38,283 2 0	63,015	141,071	234	289	..	..	..	..	..	..	..	..	..	..
Geelong	249,177	44,287 18 7	4,001 12 6	244 13 5	33,254 6 5	81,788 10 11	143,229	97,638	2	36	74	121	1	33	74	85	..	..	..	..
Geelong Pier .. .. .	..	..	..	..	14,748 15 11	14,748 15 11	84,761	323,700	..	..	..	..	..	..	..	..	..	..	..	..
South Geelong	5,845	754 10 3	105 16 6	1 10 7	1,066 11 10	1,928 9 2	1,540	37,436	..	..	..	..	..	..	..	..	..	..	..	..
Geelong Racecourse Platform .. .. .	..	..	..	..	17 13 10	17 13 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marshall	297	25 9 7	100 11 5	..	581 19 5	708 0 5	1,623	694	3	2	1	1	30	21	1	9	..	..	..	..
Grovedale	235	22 13 3	1 17 4	0 1 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pottavel	268	27 18 6	5 2 1	..	315 0 9	348 1 4	728	184	1	..	..	..	..	..	..	..	..	..	..	..
Moriae	987	136 1 11	14 14 0	0 11 3	1,056 12 11	1,203 0 1	1,984	347	35	4	2	..	..	..	..	..	..	..	..	..
Buckley	185	38 15 7	3 1 6	..	523 19 8	570 16 9	1,121	302	1	..	..	1	26	8	1	..	..	..	..	..
Winchelsea	2,800	650 8 6	84 16 5	8 16 3	3,221 1 9	3,965 2 11	6,237	1,405	60	29	11	..	19	31	8	..	..	..	..	..
Armytage	171	44 2 8	..	..	734 3 5	780 19 10	1,516	263	1	..	..	..	..	..	..	..	..	..	..	..
Birregulla	3,595	1,063 16 10	128 16 7	2 18 9	3,006 7 5	4,201 19 7	3,579	4,229	114	43	1	12	42	24	1	2	..	..	..	..
Warracoot	469	148 19 9	18 14 4	0 2 11	543 7 3	711 4 3	758	407	13	..	..	..	..	..	..	..	..	..	..	..
Irrewarra	1,058	415 0 7	153 0 4	19 13 9	864 12 1	1,452 6 9	1,864	268	30	2	11	..	32	10	10	..	..	..	..	..
Colac	24,902	7,695 16 7	864 14 9	257 18 2	13,109 1 0	21,927 10 6	22,459	18,751	144	361	62	244	223	420	33	23	..	..	..	..
Larport	1,069	173 8 4	112 13 4	2 11 6	1,254 1 6	1,542 14 8	1,744	727	7	5	1	..	5	6	..	..	..	..	..	..
Pirron Yallock	2,010	538 16 1	24 13 9	3 2 4	852 6 9	1,418 13 11	1,166	1,823	36	8	1	..	47	21	..	..	..	..	..	..
Stoneyford	857	195 10 5	11 8 3	..	66 15 6	273 14 2	29	1,160	..	..	..	..	..	..	..	..	..	..	..	..
Pomborneit	664	182 5 2	19 9 3	17 4 6	228 6 6	447 5 5	143	1,383	13	7	..	3	4	4	1	..	..	..	..	..
Weerrite	623	180 14 7	20 8 10	4 0 5	1,792 10 6	1,998 14 4	330	1,147	87	136	..	..	43	67	3	..	..	..	..	..
Camperdown	13,610	5,413 8 5	480 0 3	99 8 6	7,306 9 5	13,900 6 7	4,688	13,224	160	140	37	44	57	206	25	23	..	..	..	..
Booran	296	140 13 1	16 18 11	0 17 3	2,217 1 1	2,375 10 4	294	1,827	110	..	..	..	6	329	..	..	..	..	..	..
Terang	12,460	4,442 3 2	414 18 11	42 13 8	10,356 13 7	15,256 19 4	5,972	13,341	113	141	19	103	43	49	11	1	..	..	..	..
Garvoc	963	281 4 2	14 17 6	0 9 2	1,145 18 9	1,442 9 7	662	916	1	4	2	..	2	1	2	..	..	..	..	..
Pannure	793	251 4 4	12 18 2	0 10 7	600 15 8	865 8 9	995	963	..	1	2	..	13	4	2	..	..	..	..	..
Cudgee	397	102 11 5	7 13 1	2 16 0	106 14 5	219 14 11	44	497	..	..	..	..	..	..	..	..	..	..	..	..
Allansford	1,703	600 12 8	256 12 3	23 5 4	3,756 12 3	4,637 2 6	1,729	5,014	1	85	..	2	5	19	3	..	..	..	..	..
Warnambool	64,103	8,838 16 10	855 4 2	579 5 4	17,731 2 8	23,004 9 0	29,054	54,081	43	185	33	124	151	40	27	1	..	..	..	..
Dennington	214	10 11 1	..	..	9,410 0 5	9,420 11 6	20,908	28,864	..	..	..	..	..	..	..	..	..	..	..	..
Ihova	665	168 11 8	6 15 6	..	8,604 4 3	8,769 11 5	10,632	..	..	..	..	..	..	..	..	..	..	..	..	..
Koroit	4,187	1,415 13 1	89 0 6	114 0 11	6,018 1 11	7,636 16 5	5,771	4,222	78	55	4	2	7	37	4	..	..	..	..	..
Crossley	60	6 10 11	0 5 3	..	2,663 12 5	2,670 8 7	3,539	577	..	..	..	..	..	..	..	..	..	..	..	..
Kirkstall	90	11 8 6	12 17 11	..	52 2 11	76 9 4	78	100	..	..	..	..	..	..	..	..	..	..	..	..
Moyne	73	6 19 3	0 1 7	..	37 0 10	44 1 8	48	203	..	..	..	..	..	..	..	..	..	..	..	..
Rosebrook	45	14 10 11	..	..	0 12 10	15 3 9	..	191	..	..	..	..	..	..	..	..	..	..	..	..
Port Fairy	3,508	2,303 9 2	307 7 0	49 18 1	7,014 7 2	9,675 1 5	2,940	5,621	51	19	1	..	10	4	4	..	..	..	..	..
<i>Section No. 23.—GEE LONG—BALLARAT LINE.</i>																					
Moorabool	1,099	70 11 0	5 15 5	..	399 19 10	476 6 3	550	107	33	1	..	..	14	1	1	..	..	..	..	..
Gheringhap	1,791	60 12 3	1 15 3	..	86 0 9	148 8 3	125	80	4	..	..	..	15	..	..	..	..	..	..	..
Bannockburn	5,237	480 6 11	25 19 3	0 13 8	1,384 14 10	1,891 14 8	2,936	1,052	32	16	..	1	15	3	1	..	..	..	..	..
Lethbridge	3,147	234 0 5	34 18 4	0 7 3	453 0 3	722 6 3	963	262	18	2	..	..	3	..	..	..	..	..	..	..
Lethbridge Quarries .. .. .	..	..	..	..	279 4 2	279 4 2	1,134	..	..	..	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.												
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.								
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.								
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.					
<i>Section No. 23.—GEE LONG-BALLARAT LINE—continued.</i>																					
Medina Siding .. .. .	..	£	s. d.	£	s. d.	£	s. d.	£	s. d.	..	..	..	..	..	..
Mercedith	2,867	412	9 11	49	5 0	2	1 2	1,401	1 11	1,864	18 0	4,201	654	48	7	2	12	2	3	..	
Elaine	2,157	254	1 5	30	10 1	2	1 8	803	1 0	1,089	14 2	2,246	573	18	2	..	7	2	2	..	
Lal Lal	1,502	228	0 5	16	14 0	0	10 11	754	15 4	1,000	0 8	2,174	207	1	..	..	1	..	..	..
Yendon	1,157	129	11 6	9	7 4	0	0 9	205	6 1	344	5 8	318	217	17	..	14	3	..	15	..	
Navigator	1,562	82	12 3	1	14 8	4	17 0	..	..	89	3 11	..	..	..	..	..	..	..	..	..
<i>Section No. 24.—SUNSHINE-SERVICETON LINE.</i>																					
Leather Cloth Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	2,284	..	..	..	..	..	..	..	..
Federal Manure Siding .. .. .	..	..	..	..	..	..	..	2,214	5 9	2,214	5 9	3,375	6,740	..	..	..	..	..	..	..
Deer Park	11,553	300	2 5	27	5 9	..	..	68	9 2	395	17 4	221	99	2	..	..	89	..	..	..
Rockbank	8,068	366	9 6	214	12 8	21	5 4	2,058	18 0	2,661	5 6	9,097	955	55	..	4	41	..	3	..	
Melton	18,728	1,224	12 4	235	7 10	50	9 9	2,839	14 8	4,350	4 7	9,634	1,973	55	42	11	35	15	17	1	
Stoughton	2	0	4 6	..	..	..	..	243	18 3	244	2 9	1,025	42	..	..	..	..	..	..	..
Parwan	2,218	235	10 1	130	8 8	..	12 3	2,245	7 10	2,612	15 10	8,386	470	39	..	1	8	..	2	..	
Bacchus Marsh	26,625	3,199	3 11	875	7 10	25	9 0	5,288	12 4	9,388	13 1	12,087	6,807	137	128	54	31	30	38	..	
Rowley	171	25	7 5	4	14 9	0	1 6	1,781	11 8	1,811	14 11	6,111	300	..	..	..	..	..	..	..
Ingliston	287	62	13 9	20	6 8	0	7 3	122	15 8	206	3 4	123	52	18	..	..	1	..	..	..
Ballan	8,938	1,293	14 2	148	14 11	7	4 1	2,024	19 1	3,474	12 3	1,698	1,736	287	62	14	2	74	32	14	2
Bradshaw	89	20	3 1	34	13 10	0	2 2	2	3 0	57	2 1	..	4	..	..	..	..	..	..	..
Llandilo	12	1	14 2	..	..	..	..	432	2 11	432	2 11	2,214	114	..	..	..	4	..	..	..
Gordon	6,092	745	12 6	43	2 8	0	11 8	1,270	5 10	2,059	12 8	3,168	539	1	1	..	..	..	1	..
Millbrook	2,229	143	2 9	12	13 4	..	..	1,218	12 4	1,374	8 5	2,032	112	54	3	1	25	3	..	1
Wallace	4,172	305	6 4	16	14 5	0	2 11	3,233	14 11	3,555	18 7	5,432	734	33	8	4	7	..	3	3	
Bungaree	5,474	610	19 1	22	5 11	16	7 4	7,828	3 7	8,477	15 11	14,356	947	..	2	2	..	1	..	..
Dunnstown	4,470	226	1 3	7	4 2	0	2 2	1,399	12 8	1,573	0 3	2,781	1,151	..	1	..	..	2	..	..
Warrenheip	3,688	238	19 6	8	2 6	2	4 3	402	4 1	651	10 4	794	195	..	..	..	..	10	..	..
Ballarat East	11,164	2,111	9 0	488	16 0	4	17 3	1,480	12 3	4,085	14 6	2,020	24,662	..	..	..	..	..	..	..
Ballarat	144,255	39,180	3 2	5,116	18 3	355	0 5	44,674	6 7	89,326	8 5	29,222	93,289	800	275	148	180	2,164	617	89	671
North Ballarat	1,045	126	1 4	..	..	0	10 5	..	..	128	11 9	..	..	..	..	..	..	..	..	..
White's Siding .. .. .	..	..	..	..	..	..	..	427	8 9	427	8 9	720	12	18	..	..	6	..	..	..
Wendouree	289	17	11 3	..	..	..	..	..	..	17	11 3	..	..	..	..	..	..	..	..	..
Dowling	25	1	8 3	..	..	..	..	..	..	1	8 3	..	..	..	..	..	..	..	..	..
Widmerrere	673	75	13 2	3	10 7	21	17 11	1,689	18 5	1,791	0 1	3,266	428	..	..	..	3	1	1	..
Burrumbeet	1,070	160	4 5	25	13 1	0	1 6	3,831	5 8	4,017	4 8	6,485	952	42	11	10	5	25	4	15	1
Trawalla	491	112	2 3	14	17 6	2	19 10	2,507	10 4	2,637	9 11	5,230	520	16	1	3	..	4	2	4	
Beaufort	6,117	2,045	11 1	211	12 3	13	6 9	3,586	11 4	5,857	1 5	5,221	2,950	153	29	12	..	75	33	7	3
Middle Creek	283	96	13 11	7	3 11	2	15 9	981	3 2	1,087	16 9	998	237	24	25	4	1	2	8	3	
Buangor	683	229	19 9	23	12 9	1	19 1	1,522	2 3	1,777	13 10	2,648	365	12	..	3	..	7	1	4	
Dobie	281	43	13 2	7	3 2	..	..	161	13 10	212	10 2	88	75	1	..	..	..	..	..	..
Ararat	22,816	7,538	16 10	624	0 1	76	12 6	3,593	17 4	11,833	6 9	2,794	10,944	18	11	16	9	82	33	26	10
Armstrong	862	85	9 11	8	10 6	..	..	686	16 10	780	17 3	1,748	70	..	..	..	..	..	1	..
Irvine's Siding .. .. .	..	..	..	..	..	..	..	306	9 11	306	9 11	260	..	..	..	..	..	..	..	..
Great Western	1,765	234	2 4	29	11 6	0	12 1	8,879	2 1	9,143	8 0	22,734	524	..	..	3	..	8	..	2
Stawell	30,110	6,165	11 7	462	10 4	37	3 8	8,692	3 4	15,357	8 11	9,011	11,957	33	6	9	..	80	44	..	
Deep Lead	83	18	11 0	2	4 10	..	..	42	15 0	63	10 10	764	64	..	..	..	..	..	..	..
Glencorby	1,184	336	18 10	78	6 10	2	8 11	5,597	17 11	6,015	12 6	8,149	887	28	2	9	1	32	2	15	
Wal Wal	335	87	15 10	12	12 8	0	13 8	1,323	0 3	1,424	2 5	1,583	247	1	..	

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Lubeck	1,475	251 8 5	25 19 7	0 10 1	3,994 14 6	4,272 12 7	4,662	1,067	82	1	20	2	3	..
Ashena	101	4 2 9	4 2 9
Murtoa	7,988	3,183 5 8	233 1 1	17 4 10	19,703 4 9	23,136 16 4	26,970	28,648	120	17	15	..	34	8	12	..
Jung ..	1,263	253 14 2	15 19 6	58 1 2	9,208 16 7	9,536 11 5	13,835	1,750	1	..	..	..	1	2	7	..
Dooen	797	248 2 1	25 9 4	0 9 6	7,824 11 7	8,098 12 6	10,868	1,802	65	5	7	3	2	2	4	..
Horsham	15,577	6,479 16 2	795 4 1	57 7 2	23,972 13 5	31,305 0 10	27,942	29,383	174	39	17	2	100	40	25	..
Dahlen Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pimpinio	1,443	135 8 9	21 5 0	0 5 9	6,084 3 1	6,241 2 7	8,303	1,325	36	..	..	..	..	..	1	..
Wail ..	281	72 5 7	5 2 11	0 1 6	6,809 18 2	6,887 8 2	9,907	4,402	..	..	..	..	3	..	..	..
Dimboola	6,940	3,255 8 10	303 5 0	32 17 7	11,382 5 6	14,973 16 11	13,439	6,338	66	14	17	1	26	15	26	..
Gerang Gerung	419	71 17 5	9 4 8	..	3,813 6 10	3,894 8 11	5,032	770	2	..	2	..	1	1	3	..
Kiata	306	81 5 11	9 15 1	0 8 2	2,309 6 9	2,400 15 11	3,449	420	29	1	1	..	1	2	3	..
Salisbury	68	25 4 10	3 4 8	..	2,522 17 7	2,551 7 1	4,520	195	..	..	2	..	..	..	3	..
Nhill ..	5,485	3,031 11 8	323 18 6	19 15 11	15,902 13 6	19,277 19 7	17,225	11,208	188	46	27	1	11	8	11	..
Tarranginnie	171	10 16 7	2 7 3	..	1,292 19 5	1,306 3 3	3,949	429	5	..	..	..	..	..	..	..
Diapur	559	79 2 4	7 4 4	0 8 7	896 13 11	983 9 2	2,495	345	..	..	..	..	..	..	1	..
Miram	330	66 7 10	24 14 4	..	6,797 11 9	6,888 13 11	8,682	1,065	3	3	8	2	3	3	4	1
Kaniva	2,228	1,371 1 11	159 0 9	11 17 3	3,406 5 3	10,948 5 2	12,705	2,713	83	6	27	..	3	1	14	..
Lillimur	198	49 18 10	12 19 5	0 3 0	6,644 16 8	6,707 17 11	8,947	1,229	6	6	3	..	2	2	3	..
Serviceton	810	561 16 4	25 3 10	..	5,185 5 9	5,772 5 11	6,511	762	5	..	3	1	4	4	1	..
Section No. 25.—WILLIAMSTOWN LINE.																
South Kensington	237,112	3,007 15 7	226 10 3	0 0 8	9,181 10 7	12,415 17 1	31,771	70,582	..	..	..	..	..	..	..	..
Angliss' Siding	..	..	..	..	3,071 18 2	3,071 18 2	18,801	2,164	..	..	..	..	..	..	..	..
Footscray	3,098,374	52,732 6 11	2,496 8 8	48 4 2	65,742 16 10	121,019 16 7	103,890	50,221	..	..	..	..	..	..	..	..
Seddon	1,312,119	19,238 12 7	72 7 4	0 9 7	..	19,361 9 6	..	2	..	..	..	..	..	..	..	..
Farraville	1,563,645	23,693 7 1	163 0 2	6 3 2	40,299 12 8	64,162 3 1	57,185	16,208	..	..	..	..	..	..	..	..
Spotswood	396,453	6,193 10 7	440 18 2	2 1 11	160,409 9 8	167,046 0 4	73,607	22,214	..	..	..	..	..	..	1	..
Newport	1,500,119	28,381 4 4	230 14 5	12 4 3	11,387 14 3	40,011 17 3	15,258	104,652	6	1	4	..	1,109	74	1	..
Austral Meat Siding	..	..	..	..	1,204 14 5	1,204 14 5	6,830	3,916	..	..	..	..	..	..	..	..
North Williamstown	886,153	18,702 15 0	128 6 10	1 10 6	59 15 6	18,892 7 10	468	6,210	..	..	..	..	..	..	..	..
Williamstown Beach	586,168	12,944 15 9	67 5 10	0 13 7	..	13,012 15 2	..	..	..	..	..	..	..	..	..	..
Williamstown	339,892	7,613 14 1	129 14 9	0 6 5	..	7,743 15 3	..	..	..	..	..	..	..	..	..	..
Williamstown Pier	10,162	245 9 8	13 1 5	..	16,788 16 4	17,047 7 5	163,483	323,488	..	..	..	..	..	2	72	..
Section No. 26.—NEWPORT-SUNSHINE LINE.																
Thomas's Siding	..	..	..	..	2,900 9 4	2,900 9 4	19,314	22,945	..	..	..	..	..	..	..	..
McKenzie and Holland's Siding	..	..	..	..	..	..	..	46	..	..	..	..	..	..	..	..
Texas Co. Ltd. Siding	..	..	..	..	9,785 6 7	9,785 6 7	3,698	123	..	..	..	..	..	..	..	..
Brooklyn Pty. Ltd. Siding	..	..	..	..	627 0 3	627 0 3	2,884	737	..	..	..	..	..	..	..	..
Jas. Hardie and Co's. Siding	..	..	..	..	379 7 2	379 7 2	203	1,382	..	..	..	..	..	..	..	..
Borthwick's Siding	..	..	..	..	1,992 19 2	1,992 19 2	11,858	1,909	..	..	..	..	1,931	..	..	..
Kingsville Quarries Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Little Brooklyn Siding	..	..	..	..	156 16 4	156 16 4	263	2,225	..	..	..	..	..	..	..	..
Prossor's Siding	..	..	..	..	814 19 8	814 19 8	4,500	1,232	5	..	..	..	1,024	37	..	379
Braybrook Pty. Co's. Siding	..	..	..	..	90 11 7	90 11 7	400	..	..	..	..	..	..	..	..	..
Willis's Siding	..	..	..	..	602 8 5	602 8 5	2,936	..	..	..	..	..	..	..	..	..
Williams Highfield Siding	..	..	..	..	276 16 2	276 16 2	1352	394	..	..	..	..	..	..	..	..
Melbourne Quarries Siding	..	..	..	..	213 10 3	213 10 3	657	..	..	..	..	..	..	..	..	..
Stanley Quarries Siding	..	..	..	..	1,015 9 2	1,015 9 2	4,646	..	..	..	..	..	..	..	..	..
Commonwealth Quarries Siding	..	..	..	..	85 12 5	85 12 5	234	353	..	..	..	..	..	..	..	..
Section No. 27.—ALTONA BEACH LINE.																
Sesholme	110,906	2,186 12 11	0 7 8	..	..	2,187 0 7	..	..	..	..	..	..	..	..	..	..
Altona Beach	174,572	3,949 14 7	38 8 7	0 17 1	14 3 0	4,003 3 3	120	1,484	..	..	..	..	..	..	..	..
Section No. 28.—FYANSFORD LINE.																
Fyansford	..	..	..	..	40,605 9 6	40,605 9 6	57,997	44,735	..	..	..	..	..	..	..	..
Section No. 29.—QUEENSLIFF LINE.																
Cheetham's Salt Siding	..	..	..	..	9,234 19 2	9,234 19 2	14,555	164	..	..	..	..	..	..	..	..
Moolap	1	0 0 8	..	..	..	0 0 8	..	..	..	..	..	..	..	..	..	..
Leopold	..	..	..	..	483 3 3	483 3 3	798	291	..	..	..	..	..	..	..	..
Curlewis	..	..	0 10 11	..	399 5 7	399 16 6	705	469	..	..	1	..	1	..	1	..
Drysdale	999	115 13 6	7 11 6	..	2,785 4 2	2,908 9 2	5,070	765	2	9	1	..	2	2	1	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.									
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.					
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<i>Section No. 29.—QUEENSLIFF LINE—continued.</i>																		
Mannerim	35	4 0 10	0 7 7	11 19 0	349 0 4	365 7 9	999	875	..	..	3	..	1	..	2	..	..
Marcus	21	3 7 3	0 2 4	58 2 6	14 17 10	76 9 11	1	..	..	2	..	..	..	..	2	..	..
Queenscliff	257	62 17 10	55 4 7	0 5 10	746 16 3	865 4 6	856	2,806	..	..	..	..	..	..	..	..	..
<i>Section No. 30.—WENSLEYDALE LINE.</i>																		
Layard .. .. .	..	..	..	..	60 10 4	60 10 4	262	123	..	..	..	..	..	..	..	..	..
Ghcrang .. .. .	..	..	..	..	1,407 19 5	1,407 19 5	6,431	57	..	..	..	..	..	..	..	..	..
Wormbete .. .. .	..	..	..	..	332 1 1	332 1 1	2,065	5	..	..	..	..	..	..	..	..	..
Otway Coal Co's. Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wensleydale .. .. .	..	..	..	..	845 7 6	845 7 6	2,856	46	..	..	..	..	..	..	..	..	..
<i>Section No. 31.—FORREST LINE.</i>																		
Whoorel	65	8 10 10	1 1 6	..	250 5 3	250 17 7	520	724	2	..	..	..	..	..	..	..	..
Dean Marsh	793	143 2 10	3 14 8	0 5 2	799 7 0	946 9 8	1,428	5,118	..	..	..	9	..	..	..	..	..
Pennyroyal	263	35 2 1	2 5 6	..	290 7 4	336 14 11	530	225	..	..	..	4	..	..	..	..	..
Murroon	223	29 5 0	2 7 5	0 6 6	568 15 4	540 14 3	1,093	146	23	29	..	..	9	..	..	..	..
Barwon	430	83 2 7	4 13 5	0 6 6	1,397 7 8	1,485 10 2	2,322	568	..	..	..	..	..	1	..	..	..
Gerangamete	71	5 18 6	1 1 5	..	30 15 7	37 15 6	33	35	..	..	..	..	..	2	..	..	..
Yaughter	74	13 11 10	0 1 6	..	74 11 4	83 4 8	63	95	3	..	..	..	..	..	..	..	..
Forrest	1,129	241 8 1	75 0 9	1 2 4	1,702 13 10	2,020 5 0	2,743	4,104	..	..	..	..	6	..	3	..	..
<i>Section No. 32.—CROWES LINE.</i>																		
Elliminyt	23	0 17 8	..	..	..	0 17 8	..	..	..	..	..	..	..	..	..	..	..
Tulloh	32	3 1 2	..	..	..	3 1 2	..	..	..	..	..	..	..	..	..	..	..
Coram	43	1 15 5	..	..	..	1 15 5	..	..	..	..	..	..	..	..	..	..	..
Barongarook	65	12 0 10	0 5 2	..	30 8 7	42 14 7	98	38	..	..	..	..	..	..	..	..	..
Birnam	11	1 8 9	..	..	..	1 8 9	..	6	..	..	..	..	..	..	..	..	..
Kawarren	35	6 0 8	0 5 7	..	1,168 18 7	1,175 4 10	3,026	137	..	..	..	..	..	2	..	..	..
Lovat	7	1 2 2	0 6 1	..	349 11 9	351 0 0	1,730	15	..	..	..	..	..	1	..	..	..
Gallibrand	209	50 4 0	2 7 7	0 6 6	1,008 13 7	1,081 11 8	3,180	403	..	2	1	5	7	8	1	..	1	
Banool	51	7 10 3	1 3 7	..	53 2 7	61 16 5	241	59	..	..	..	..	..	4	..	..	..
Wimba	36	9 8 1	0 9 0	..	30 15 3	40 12 4	37	38	..	1	..	..	2	4	..	..	1
McDevitt	7	2 0 11	0 10 10	..	4 11 11	7 3 8	..	19	..	..	..	..	..	..	..	..	..
Dinmont	16	2 8 1	..	..	203 6 3	205 14 4	452	9	..	..	..	..	..	..	..	..	..
Ditchley	23	9 12 1	0 1 8	..	9 6 8	19 0 5	6	0	..	..	..	..	..	..	..	..	..
Beech Forest	899	340 7 6	33 1 2	1 5 0	4,410 5 7	4,784 19 3	5,763	1,722	..	10	3	4	14	41	13	..	..
Ferguson	72	14 12 3	0 16 3	..	907 3 11	922 12 5	1,351	495	..	..	..	1	1	..	..	..	..
Weeaprounah	17	9 8 9	0 3 6	..	482 18 6	492 10 9	723	333	..	2	..	..	1	1	..	..	..
Pile Siding	2	0 1 8	..	..	237 7 3	237 8 11	353	67	..	..	..	..	..	..	..	..	..
Kincaid	29	6 5 10	..	..	1 17 7	8 3 5	6	..	..	..	..	..	..	..	..	..	..
Wyelangta	31	16 5 9	1 8 0	..	494 6 10	512 0 7	749	258	..	..	..	..	..	2	1	..	..
Pettit's Siding	4	1 16 4	0 8 6	..	51 5 3	53 10 1	68	369	..	..	..	..	..	..	..	..	..
Stalker	29	12 14 9	0 8 4	..	380 15 9	393 18 10	441	57	..	..	..	..	1	..	..	..	..
Laver's Hill	110	62 10 11	4 2 10	0 11 9	849 2 5	916 7 11	451	845	14	51	1	18	8	23	1	1	..	
Crowes	8	11 3 9	23 16 4	0 5 7	690 17 2	726 2 10	928	344	1	..	1	..	..	..	..	..	..
<i>Section No. 33.—ALVIE LINE.</i>																		
Cororooke	147	29 4 1	2 2 7	..	3,423 3 2	3,454 9 10	5,189	1,906	..	..	..	..	..	..	..	..	..
Coragulac	150	27 4 4	0 1 8	..	3,183 11 10	3,210 17 10	5,594	701	
Alvie	104	21 15 11	2 3 5	..	1,718 10 6	1,742 9 10	2,549	1,131	18	..	1	17	1	

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Section No. 34.—TIMBOON LINE.												
Naroghid	1	0 2 5	0 2 5	..	31 16 8	32 1 6	41	173
Cobden	199	171 14 5	35 13 1	0 13 10	3,197 18 6	3,405 19 10	1,935	4,306	16	8	2	28
Elingamita	5	0 3 4	1 2 11	..	166 0 4	167 6 7	177	76	16	..	..	12
Glenfyne	114	6 16 0	1 2 5	..	528 19 3	536 17 8	3,312	228	..	..	..	..
Curdie	341	22 17 9	7 16 7	..	1,301 6 8	1,332 1 0	4,231	303	..	..	..	..
Timboon	78	7 10 3	29 5 7	0 14 2	1,562 4 11	1,599 14 11	2,327	7,027	30	9	3	21
Section No. 35.—MORTLAKE LINE.												
Mortlake	860	121 0 6	31 18 1	0 5 9	3,509 14 4	3,662 18 8	1,813	3,409	50	4	3	..
Section No. 36.—KOROIT-HAMILTON LINE.												
Warrong	..	..	..	..	12 12 9	12 12 9	..	151	5	..	1	..
Woolsthorpe	13	2 18 11	0 4 11	1 0 0	274 14 4	278 18 2	50	610	38	..	..	5
Hawkesdale	113	38 18 9	18 7 7	..	1,228 3 7	1,285 9 11	337	834	101	26	1	..
Stopping Place No. 11	2	0 6 8	..	..	..	0 6 8	..	..	..	..	..	9
Minhamite	42	16 6 2	3 18 8	..	522 19 6	573 4 4	320	356	47	..	..	2
Purdeet	26	9 19 11	1 11 4	..	74 4 3	85 15 6	71	338	..	..	..	..
Penshurst	1,443	577 6 4	55 4 9	9 14 3	3,311 19 0	3,954 4 4	999	2,052	134	106	..	5
Stopping Place No. 19	2	0 4 10	..	..	..	0 4 10	..	..	..	..	..	4
Tabor	53	11 3 7	0 12 5	..	775 8 11	787 4 11	1,158	246	..	..	..	..
Yatchaw	59	5 7 7	0 5 10	..	1,417 10 5	1,423 3 10	760	229	93	8	..	..
Section No. 37.—GHERINGHAP-MAROONA LINE.												
Murgheboluc	7	0 13 4	0 7 9	..	165 1 7	166 2 8	407	6	..	..	..	..
Inverleigh	535	97 7 7	32 10 3	1 8 4	1,321 8 6	1,452 14 8	2,895	609	78	27	4	28
Doroq	47	6 4 5	6 4 11	..	234 19 0	247 8 4	726	356	5	..	..	13
Wingee	79	25 12 1	6 5 11	0 4 10	392 8 6	424 11 4	354	250	50	..	..	5
Poomect	18	6 10 2	0 5 0	..	203 10 9	210 5 11	259	261	37	1	..	3
Duverney	44	16 16 5	3 5 1	..	816 15 10	836 17 4	1,655	397	3	..	..	2
Berrybank	194	74 4 2	19 8 3	0 15 2	2,079 16 0	2,174 8 7	2,902	919	77	..	3	10
Ganarkeet	24	5 3 9	7 8 8	0 9 1	594 15 4	607 16 10	773	450	30	..	..	27
Lismore	241	102 9 5	67 13 2	0 12 11	2,974 12 10	3,145 8 4	2,492	2,149	154	33	6	16
Derrinailum	418	148 19 8	85 15 3	5 7 11	2,303 7 11	2,543 10 9	1,075	2,503	85	45	8	34
Vite Vite	157	33 9 4	10 0 10	0 1 6	769 19 3	813 10 11	681	571	27	1	..	3
Pura Pura	167	60 1 6	10 7 6	0 1 6	1,401 11 11	1,472 2 5	652	258	70	3	..	2
Nerrin Nerrin	292	99 3 0	26 14 5	6 0 10	988 1 4	1,119 19 7	408	377	31	15	1	8
Westmere	340	170 15 11	61 7 2	5 4 8	5,151 0 3	5,386 8 0	5,241	2,900	171	18	..	10
Mininera	122	48 3 3	16 17 6	0 4 5	1,240 8 3	1,305 13 5	1,235	495	32	1	..	3
Tatyoan	164	63 7 0	17 10 8	1 10 3	1,475 2 8	1,557 10 7	1,493	629	52	1	1	..
Section No. 38.—BUNINYONG LINE.												
Eureka	..	..	..	..	1,330 18 7	1,330 18 7	2,083	3,145	..	..	..	..
York Street	..	..	..	..	..	..	..	..	..	..	..	..
Levy	..	..	..	..	..	..	..	..	..	..	..	..
Canadian	..	..	..	..	..	..	..	151	..	..	..	..
Mount Clear	..	..	..	..	..	..	..	..	..	..	..	..
Reid	..	..	..	..	..	..	..	..	..	..	..	..
Mount Helen	..	..	..	..	..	..	..	..	..	..	..	..
Buninyong	..	..	0 8 5	..	854 10 10	854 19 3	1,450	467	..	1	..	2
Section No. 39.—BALLARAT-IRRESWARRA LINE.												
Cardigan	73	4 11 0	..	..	..	4 11 0	..	..	..	..	..	..
Kopke	159	8 6 11	0 0 11	..	..	8 7 10	..	..	..	..	..	..
Haddon	145	8 18 2	1 0 0	..	..	..	92	186	..	..	1	..
Nintingbool	65	3 8 9	..	..	54 16 7	64 14 9	..	..	..	..	..	..
Smythesdale	1,591	125 5 4	13 1 0	..	105 12 0	243 18 4	399	163	..	..	..	..
Scarsdale	1,667	141 4 10	4 17 3	0 1 6	217 3 6	363 7 1	956	169	..	..	..	..
Newtown	2,318	135 18 11	16 0 0	0 5 2	169 2 11	321 7 0	527	247	4	1	..	2
Berringa	188	22 10 0	0 14 2	..	375 19 0	399 3 2	1,312	88	..	..	..	..
Illabarook	102	10 4 6	4 1 7	..	756 16 3	771 2 4	1,472	256	7	1	..	2
Rokewood	31	6 17 6	2 4 8	1 13 9	930 0 1	940 16 0	1,940	725	19	5	3	5

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Section No. 39.—BALLARAT-IRREWARRA LINE—continued.</i>																	
Werneth	15	3 6 3	1 12 6	..	599 16 9	604 15 6	1,302	370	1	..	..	..	..	..	..	1	..
Cressy	950	234 13 2	34 1 9	9 7 8	1,934 13 4	2,212 15 11	1,463	1,177	225	38	12	..	..	46	21	7	..
Barpinba	61	12 3 1	1 16 11	..	507 6 2	521 6 2	446	604	55	7	1	..	..	..	..	..	..
Beeac	622	123 15 2	24 4 0	2 1 6	1,307 11 1	1,457 11 9	1,331	2,601	53	5	..	70	..	..	2	..	..
Ondit	141	13 19 2	0 1 2	..	168 18 7	182 18 11	255	414	..	..	4	..	..	..	..	..	..
<i>Section No. 40.—NEWTOWN-SKIPTON LINE.</i>																	
Happy Valley	109	23 2 7	0 1 7	..	..	23 4 2	..	..	..	..	..	..	..	..	..	..	..
Linton	2,751	133 13 1	26 7 11	0 7 2	1,033 5 11	1,193 14 1	2,850	814	4	2	..	..	..	..	..	..	..
Pittong .. .. .	..	..	0 3 11	..	615 12 5	615 16 4	707	237	21	5	..	..	..	..	..	..	..
Skipton .. .. .	..	..	11 5 7	2 1 1	2,343 12 3	2,356 18 11	1,948	1,977	61	59	6	..	..	14	5	3	..
<i>Section No. 41.—PORTLAND LINE.</i>																	
Langi Logan	31	6 2 10	3 7 11	..	458 13 4	468 4 1	618	149	..	..	..	..	..	..	..	..	..
New Langi Logan Siding .. .. .	..	..	..	..	370 10 7	370 10 7	1,471	3	..	..	..	..	..	..	..	..	..
Maroona	628	168 18 0	32 14 11	8 6 10	1,302 4 7	1,512 4 4	1,191	475	18	9	3	..	..	3	4	7	1
Calvert Siding	7	1 1 10	..	..	246 5 2	247 7 0	445	142	..	..	..	..	..	..	..	..	..
Willaura	1,752	745 18 2	176 19 2	7 19 0	4,453 19 11	5,384 16 3	4,051	2,312	133	22	8	..	..	27	9	7	1
Stavelly	180	44 5 5	7 2 1	..	1,136 3 8	1,187 11 2	1,252	289	40	..	..	..	..	1	..	..	..
Glenhompson	1,135	411 10 4	47 8 7	13 10 11	2,090 6 6	2,562 16 4	1,556	599	50	15	2	..	..	5	57	1	..
Dunkeld	2,292	584 19 9	58 19 9	4 0 4	3,282 12 4	3,930 12 2	1,632	865	55	39	6	..	..	41	32	4	1
Mountajup	147	34 0 7	5 4 3	0 5 9	974 15 10	1,014 6 5	1,357	381	..	..	1	..	..	2	2	..	..
Strathkellar	139	26 12 2	1 2 9	..	652 6 8	680 1 7	599	398	7	3	..	..	..	1	2	..	..
Hamilton	16,060	6,843 3 1	1,113 8 8	230 14 2	14,156 18 5	22,344 4 4	12,322	17,219	241	193	41	..	..	272	195	26	..
Branxholme	1,820	387 7 1	34 14 1	14 3 4	1,236 16 4	1,723 0 10	575	1,005	15	23	2	..	..	11	7	..	..
Condah	843	304 0 3	22 14 0	6 15 8	2,478 8 1	2,811 15 0	896	1,832	61	2	4	46	..	7	..	..	..
Myamyn	751	95 19 7	7 4 4	..	248 19 4	352 3 3	365	455	..	..	..	..	..	..	..	..	..
Miltown	115	23 1 5	4 2 11	0 1 8	609 4 8	636 10 8	1,332	125	..	..	..	..	..	2	..	..	..
Heywood	2,695	710 6 5	94 8 9	8 12 1	2,018 19 11	2,832 7 2	2,247	2,041	20	16	..	1	..	3	11	..	..
Heathmere	24	4 10 7	..	..	253 13 2	253 8 9	289	82	..	1	..	..	..	..	..	..	..
Gorae	81	15 12 4	0 0 9	..	1,536 15 6	1,602 8 7	1,243	318	..	..	..	..	..	1	..	..	..
Portland North	613	193 18 4	16 13 7	0 8 2	15,759 3 3	15,970 3 4	7,969	433	1	10	..	29	..	40	19	..	1
Portland	2,880	1,315 3 0	654 16 7	3 11 0	4,970 19 11	6,944 10 6	3,761	4,899	..	..	..	..	..	609	12	..	37
Portland Pier .. .. .	..	..	..	..	154 4 0	154 4 0	16	34,509	..	..	..	..	..	..	..	..	..
<i>Section No. 42.—COLERAINE LINE.</i>																	
Bochara	5	0 12 6	0 0 8	..	27 19 9	28 12 11	33	162	..	..	..	..	..	..	..	..	..
Wannon	213	44 16 11	10 2 0	..	239 6 7	344 5 6	394	72	..	..	..	..	..	..	..	..	..
Parkwood	40	5 12 3	0 8 0	..	32 4 9	38 5 0	83	14	..	..	..	..	..	..	..	..	..
Coleraine	1,655	873 11 0	122 3 11	10 11 4	7,331 1 6	8,337 7 9	2,397	3,044	129	141	3	48	..	6	6	6	1
<i>Section No. 43.—CASTERTON LINE.</i>																	
Miakite	1	0 4 8	..	..	..	0 4 8	..	..	..	..	..	..	..	..	..	..	..
Grassdale	412	138 16 7	4 11 5	21 16 10	850 2 1	1,015 6 11	162	380	36	23	2	..	..	1	2	..	..
Merino	2,164	559 2 0	71 3 10	1 13 9	3,151 17 7	3,793 17 8	1,218	2,032	25	..	3	39	..	2	2	1	..
Henty	122	32 1 5	2 10 4	0 5 11	1,130 1 0	1,164 18 8	101	258	13	56	..	20	..	15	1	..	1
Sandford	643	102 3 0	14 8 6	7 18 0	1,318 0 8	1,442 10 2	102	98	..	..	3	38	..	13	4	..	..
Casterton	2,594	880 8 3	227 11 5	26 7 2	4,412 2 11	5,546 9 9	2,017	3,491	4	8	8	29	..	9	5	8	2

Section No. 44.—MOUNT GAMBIER-BORDER LINE.

Sinclair	36	4 10 4	..	..	85 11 11	90 2 3	143	34	..	..	..	..	..	..	..	..	..	..
Lyons	79	15 5 11	0 17 1	0 1 2	509 19 3	526 3 5	695	95	7	1	..	..	..	..	..	..	..	..
Greenwald	110	25 14 2	0 18 5	..	137 2 4	163 14 11	186	79	..	..	..	..	..	..	..	..	..	..
Winnap	118	40 14 2	2 0 0	0 1 2	608 18 11	651 14 3	521	353	14	1	..	..	..	..	..	..	..	..
Dartmoor	383	121 11 4	53 6 9	0 6 6	715 9 8	890 14 3	751	388	1	5	..	..	..	..	..	..	..	..
Marp	16	4 13 9	2 4 8	..	51 6 7	58 5 0	22	8	..	..	..	..	..	..	..	..	..	..
Puralka	31	5 0 9	0 14 0	0 0 9	708 2 6	713 18 0	222	79	7	2	..	..	..	..	..	..	..	..
Rennick	130	25 2 11	0 0 11	..	713 1 0	738 4 10	562	105	..	..	..	..	..	..	..	..	..	..

Section No. 45.—GRAMPIANS LINE.

Grampians 2 miles	..	..	..	..	1,241 15 6	1,241 15 6	2,266	251	..	..	..	..	..	..	..	..	..	..
Grampians 4 miles	..	..	..	..	31 8 9	31 8 9	48	9	..	..	..	..	..	..	..	..	..	..
Fyan's Creek	..	..	..	..	1,590 17 4	1,590 17 4	2,678	..	..	..	..	..	..	..	..	..	..	..
Grampians 14 miles	..	..	..	..	158 4 9	158 4 9	200	..	..	..	..	..	..	..	..	..	..	..

Section No. 46.—LUBBECK-BOLANGUM LINE.

Jackson	..	..	..	..	1,991 9 2	1,991 9 2	3,206	90	..	..	..	..	..	..	..	..	..	..
Rupanyup	112	15 12 8	48 3 7	0 1 2	7,787 9 10	7,851 7 3	10,226	5,605	93	19	4	1	2	6	2	..	..	..
Burru	3	0 3 2	0 1 1	..	4,030 6 6	4,030 10 9	6,611	390	..	..	..	..	..	..	..	..	..	..
Banyena	13	2 7 10	1 17 9	0 1 6	4,701 12 6	4,705 19 7	6,856	382	62	..	1	..	3	..	1	..	..	..
Marnoo	17	2 0 6	5 9 0	0 10 9	6,053 3 10	6,061 4 1	7,703	1,343	59	..	1	3	..	1	2	..	..	..
Bolangum	..	..	..	..	5,839 9 11	5,839 9 11	8,554	496	..	..	..	..	..	..	..	..	..	..

Section No. 47.—MURTOA-PATCHEWOLLOCK LINE.

Coromby	296	20 19 11	3 16 7	..	3,161 17 11	3,186 14 5	4,702	261	17	..	..	..	..	1	..	..	..	..
Minyip	2,525	891 16 6	118 19 5	26 13 0	10,040 11 10	11,078 0 9	11,618	3,598	187	17	5	..	14	7	13	..	..	..
Nullan	197	20 7 3	2 18 7	0 0 9	2,990 8 9	3,013 15 4	4,538	129	..	..	..	..	..	..	..	..	..	..
Sheep Hills	940	201 5 7	18 8 6	0 12 4	9,168 9 2	9,388 15 7	11,513	1,204	95	4	..	..	5	2	1	..	..	..
Mells	10	2 11 7	0 11 3	..	1,770 7 7	1,773 10 5	2,771	74	..	..	..	..	..	..	..	..	..	..
Warracknabeal	7,208	3,294 2 10	370 0 1	28 10 1	21,437 19 9	25,130 12 9	23,658	21,965	33	52	..	..	37	26	38	..	..	..
Batchica	..	..	..	..	2,260 11 7	2,260 11 7	4,205	323	..	..	..	..	..	..	..	..	..	..
Lah	298	31 0 4	4 9 8	..	3,565 10 10	3,601 0 10	4,635	899	72	..	..	..	..	..	1	..	..	..
Brim	803	235 9 8	26 16 0	3 13 8	9,185 7 5	9,451 6 9	10,381	1,710	203	9	5	10	3	1	3	..	..	..
Galaquil	126	49 1 9	4 17 1	..	4,650 16 0	4,604 14 10	7,668	1,025	..	..	..	..	1	..	..	..	..	..
Benlah	1,645	700 15 5	833 3 4	1 6 8	6,446 9 9	7,240 15 2	6,983	3,515	158	9	9	2	7	9	8	..	..	..
Rosebery	225	144 6 11	17 2 3	1 0 6	5,356 1 7	5,518 11 3	6,959	1,290	90	..	1	..	3	..	1	..	..	..
Goyura	157	76 19 3	3 12 4	..	1,647 12 1	1,728 3 8	2,324	325	..	..	..	..	..	..	..	..	..	..
Hopetonn	1,399	981 10 6	163 12 1	6 17 7	7,972 4 11	9,074 5 1	9,038	3,347	145	7	12	3	8	5	15	..	..	..
Burroin	4	0 15 3	..	..	1,550 9 9	1,551 5 0	1,804	114	..	..	..	..	..	..	..	..	..	..
Dattuck	10	2 15 1	..	0 8 10	400 14 10	403 18 9	628	182	..	..	..	..	..	..	..	..	..	..
Yarto	19	5 0 7	0 1 0	..	943 3 3	948 4 10	1,333	233	2	2	..	..	..	1	..	..	..	..
Willa	22	6 15 4	..	..	1,153 16 0	1,160 11 4	1,534	84	..	..	..	..	..	..	..	..	..	..
Patchewollock	239	147 6 9	14 7 1	0 2 2	4,855 2 6	5,016 18 6	6,462	1,495	26	..	2	..	4	1	10	..	..	..

Section No. 48.—HORSHAM-CARPOLAC LINE.

Remlaw	15	2 2 10	..	..	1,736 12 11	1,738 15 9	2,563	190	..	..	..	..	..	..	..	..	..	..
Vectis	69	4 14 7	0 12 1	..	2,157 5 8	2,182 12 4	3,222	322	..	..	..	..	..	..	..	..	..	..
Quantong	293	30 5 7	2 19 10	0 0 9	2,758 5 4	2,791 11 6	2,755	625	..	..	..	..	..	..	..	..	..	..
East Natimuk	322	79 1 10	2 7 4	..	62 1 4	143 10 6	15	2	..	..	..	..	..	..	..	..	..	..
Natimuk	1,804	278 10 1	74 14 3	0 9 3	3,380 11 2	3,734 4 9	4,412	1,221	24	..	3	..	..	1	..	..	..	..
Arapiles	71	9 2 11	1 13 1	0 1 2	856 5 4	867 2 6	1,482	162	..	..	..	..	..	1	..	..	..	..
Mitre	440	63 16 0	11 19 2	0 5 9	1,414 8 6	1,490 9 5	1,560	253	..	..	..	..	..	1	2	..	..	..
Duffholme	43	6 19 9	0 1 0	..	168 12 8	175 13 5	225	82	..	..	1	..	..	..	1	..	..	..
Gymbowen	480	116 4 5	12 10 0	1 0 1	1,214 8 4	1,344 2 10	1,176	426	..	..	..	..	..	..	..	..	..	..
Goroke	1,126	562 3 9	66 1 2	1 3 0	3,112 6 3	3,741 14 2	1,918	1,702	8	3	2	..	15	3	11	..	..	..
Mortat	7	2 19 11	0 4 5	..	1,269 17 8	1,273 2 0	923	515	2	..	..	..	..	..	..	..	..	..
Carpolac	8	2 4 0	1 3 6	..	4,148 4 3	4,151 11 9	2,203	483	..	..	..	..	..	..	..	..	..	..

Section No. 49.—EAST NATIMUK-HAMILTON LINE.

Noradjuha	190	32 12 5	2 6 2	..	319 9 9	354 8 4	1,101	393	9	..	..	..	1	3	..	..	..	..
Jallumba	52	17 13 1	1 6 8	..	312 5 9	331 5 6	619	196	5	1	..	..	3	..	..	..	..	..
Toolondo	94	23 18 0	1 7 11	..	770 8 8	795 14 7	633	173	3	..	..	..	..	..	..	..	..	..
Jeffries	20	4 18 3	2 9 8	..	63 13 2	71 1 1	25	42	1	..	..	..	1	..	..	..	..	..
Kanagulk	42	22 15 10	12 5 2	..	1,383 16 4	1,418 17 4	1,175	365	..	..	..	..	..	1	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.												
<i>Section No. 49.—EAST NATIMUK—HAMILTON LINE</i>																	
<i>—continued.</i>																	
Balmoral	599	336 0 3	62 19 3	0 15 6	2,468 12 5	2,868 7 5	3,004	926	7	2	8	..	14	3	12	..	..
Englefield	67	23 17 2	0 3 5	0 3 7	1,044 12 7	1,068 16 9	1,183	183	..	..	1	..	..	..	..	..	..
Vasey	94	26 2 0	2 11 3	1 0 0	1,510 0 0	1,539 13 3	2,149	166	1	2	..	..	1	1	..	..	..
Gatum	113	26 2 1	0 18 1	..	979 2 7	1,005 17 9	2,045	105	..	..	..	..	1	..	..	..	..
Urangara	21	4 6 6	0 6 2	..	65 3 1	69 15 9	148	17	..	..	..	..	..	..	..	..	..
Cavendish	667	126 0 8	27 17 5	1 9 8	3,773 5 11	3,928 13 8	4,720	1,187	3	7	4	..	9	1	3	..	..
Kyup	42	10 0 5	..	..	156 12 3	166 12 8	76	126	..	..	1	..	..	..	1	..	..
Kanawalla	25	4 0 3	0 2 5	..	10 18 2	15 0 10	25	61	..	..	..	..	..	..	..	..	..
<i>Section No. 50.—DIMBOOLA—YAAPEET LINE.</i>																	
Arkona	35	6 6 4	0 5 7	..	1,499 3 1	1,505 15 0	2,296	315	..	..	..	..	..	..	..	..	..
Antwerp	254	35 10 3	4 6 8	0 3 8	5,400 11 6	5,440 12 1	8,303	778	12	1	..	..	1	2	1	..	..
Tarranyurk	227	35 7 5	4 15 1	65 18 3	4,837 10 0	4,943 10 9	7,614	801	4	..	17	..	4	3	13	..	..
Jeparit	4,080	686 2 4	105 2 3	1 0 8	3,936 10 4	4,728 15 7	4,060	2,530	64	2	6	1	5	2	7	..	3
Illam	60	7 8 11	0 11 7	..	4,088 6 1	4,096 6 7	5,584	562	24	..	..	2	..	..	..	..	..
Pullut	67	16 12 2	2 8 10	..	3,333 19 3	3,353 0 3	4,550	547	..	..	..	..	..	..	..	..	..
Rainbow	2,579	951 17 11	110 13 1	19 13 5	11,025 7 0	12,101 11 5	11,797	4,103	112	13	7	3	4	3	5	..	..
Albacutya	1	0 0 10	..	..	2,269 16 6	2,269 17 4	297	3,684	..	..	..	..	..	..	..	..	..
Yaapect	151	38 5 4	6 8 1	0 2 11	5,887 1 11	5,481 18 3	7,355	863	7	1	1	..	..	..	..	..	..
<i>Section No. 51.—JEPARIT—YANAC LINE.</i>																	
Detpa	10	1 3 4	0 18 0	0 11 3	4,655 19 10	4,658 12 5	5,871	592	31	..	..	..	..	1	..	..	..
Lorquon	56	13 14 0	1 18 3	..	4,373 15 6	4,389 7 9	5,342	1,280	..	..	1	..	..	2	..	..	..
Netherby	352	26 10 4	3 11 1	5 15 7	4,074 2 1	4,109 19 1	4,702	811	19	..	5	..	1	5	..	..	..
Yanac	12	1 10 4	11 11 11	..	8,317 8 7	8,330 10 10	9,751	1,390	13	..	3	..	..	1	1	..	..
<i>Section No. 52.—MELBOURNE—CUDGEWA LINE.</i>																	
Kensington	1,017,002	12,851 17 4	130 1 3	4 0 10	10,528 4 8	23,514 4 1	39,049	115,228	49	..	..	..	11	..	..	..	..
Newmarket	1,234,485	17,729 4 9	220 14 5	980 14 7	27,585 0 8	46,515 14 5	8,485	23,707	6,092	1,433	532	..	37,567	15,922	685	..	..
Newmarket Show Siding	10,097	196 11 10	..	1,893 9 10	735 8 4	2,830 10 0	140	122	56	195	52	24	44	134	18	27	..
Ascot Vale	2,351,507	32,647 16 6	233 10 10	8 17 9	..	32,890 5 1	..	9	..	..	..	..	..	..	..	..	..
Moonee Ponds	2,157,662	34,112 0 6	331 11 5	4 3 11	..	34,447 15 10	..	13	..	..	..	..	..	..	..	..	..
Essendon	2,547,419	43,346 3 7	504 18 4	24 11 5	527 17 7	44,403 10 11	389	24,883	..	..	1	..	..	..	2	..	..
Glenbervie	300,419	5,406 6 7	43 12 0	4 16 1	..	5,454 14 8	..	..	..	..	..	..	..	..	..	..	..
North Essendon	187,541	2,720 4 2	13 17 0	1 2 4	..	2,735 3 6	..	..	..	..	..	..	..	..	..	..	..
Pascoe Vale	290,242	5,005 7 9	37 0 6	0 14 3	..	5,043 2 6	..	..	..	..	..	..	..	..	..	..	..
Glenroy	163,648	3,280 2 5	25 11 4	1 1 10	56 13 10	3,363 9 5	54	2,271	..	..	..	..	..	..	..	..	..
Broadmeadows	42,564	1,231 4 1	58 10 1	3 12 5	338 14 4	1,632 0 11	154	3,354	25	27	20	..	818	115	28	..	..
Somerton	6,020	185 0 11	9 18 10	0 7 3	54 8 7	249 15 7	71	1,136	3	2	..	..	1	5	..	..	..
Craigieburn	5,101	273 10 7	32 3 6	6 2 4	448 7 4	760 3 9	440	734	90	27	15	..	87	24	18	..	..
Donnybrook	4,270	276 2 2	407 17 10	1 6 0	640 8 8	1,325 14 8	624	631	84	73	25	..	141	167	11	..	..
Beveridge	975	105 5 7	32 8 7	1 8 9	356 2 10	495 5 9	598	398	77	..	3	..	85	37	5	..	..
Wallan	3,432	448 13 3	164 11 3	3 8 5	460 4 0	1,076 16 11	260	570	116	36	2	..	62	106	4	..	..
Lightwood .. .. .	..	..	..	..	185 9 2	185 9 2	894	4	..	..	..	..	..	..	..	..	..
Heathcote Junction	733	88 19 9	2 15 10	0 7 2	0 2 8	92 6 5	..	..	..	..	..	..	..	..	..	..	..
Wandong	1,834	252 6 8	30 10 8	0 1 6	1,266 18 11	1,549 17 9	5,167	263	..	..	..	..	..	..	1	..	..
Kilmore East	4,616	955 18 5	45 18 3	8 1 10	1,019 11 9	2,029 10 3	907	124	97	108	8	..	47	25	11	..	1

Broadford	6,339	1,437 12 4	132 13 1	39 0 3	2,972 17 8	4,582 3 4	5,565	2,856	93	9	2	1	45	5	5	..
McDougal	..	..	..	..	8,371 15 2	8,371 15 2	11,710	40,508	..	..	..	..	..	..	..	..
Tallarook	4,884	503 19 1	45 15 6	5 5 10	990 8 5	1,545 8 10	1,538	424	51	30	11	..	10	18	18	..
Dysart	..	..	..	..	562 17 4	562 17 4	1,680	50	..	..	..	..	..	..	..	..
Seymour	30,282	7,089 19 11	352 6 9	57 4 4	7,075 6 8	14,574 17 8	12,525	5,255	171	109	64	3	71	44	65	..
Mangalore	732	148 5 3	10 6 10	0 4 8	1,441 10 2	1,600 6 11	3,339	249	..	8	..	..	14	5	4	..
Avenel	3,109	54 4 4	74 2 1	31 7 9	1,353 8 2	1,993 2 4	1,716	551	63	16	2	..	32	8	4	..
Monea	20	5 2 4	1 17 11	..	129 8 3	136 8 6	257	8	1	..	..	..	..	1	..	..
Locksley	480	94 18 10	13 9 11	0 8 7	345 14 2	454 11 6	815	86	23	..	1	..	..	..	..	..
Longwood	2,001	422 7 7	43 14 2	9 17 11	2,537 8 6	3,013 8 2	3,997	1,227	82	7	1	..	12	2	..	..
Oreighton	226	25 18 4	8 7 2	..	253 8 4	237 13 10	126	573	..	..	..	..	..	..	..	..
Euroa	8,461	2,768 16 2	309 4 5	29 19 10	5,126 18 6	8,234 18 11	2,502	4,143	340	91	16	3	23	24	13	1
Balmattam	393	57 19 9	8 0 10	0 2 11	651 2 3	717 5 9	592	103	62	..	..	..	5	1	..	..
Violet Town	3,474	1,078 2 1	96 3 5	24 11 7	5,448 6 8	6,647 3 9	7,769	1,444	166	26	8	10	40	1	8	..
Baddaginnie	1,064	184 2 4	29 6 9	9 16 10	1,252 15 0	1,476 0 11	538	1,026	102	39	7	2	11	11	10	..
Benalla	21,713	6,656 13 1	585 12 7	114 16 5	7,147 16 0	14,504 18 1	3,398	8,553	259	214	66	32	78	33	46	4
Winton	363	88 17 7	6 19 0	0 15 2	437 15 9	534 7 6	817	206	..	..	..	..	..	1	..	..
Head's Siding	..	..	..	..	83 12 2	83 12 2	181	28	..	..	..	..	..	..	..	..
Glenrowan	2,218	500 17 0	46 19 3	6 2 7	3,615 11 9	4,169 10 7	6,668	989	138	70	3	..	11	13	3	..
Wangaratta	25,744	11,094 13 5	851 12 2	279 7 9	16,888 10 0	29,114 3 4	17,424	24,313	234	378	94	113	189	85	97	109
Bowser	213	49 13 6	4 18 8	1 17 9	339 18 8	396 8 7	904	194	1	6	5	..	..	3	6	..
Springhurst	3,301	1,193 5 1	77 12 3	23 15 7	4,082 3 1	5,376 16 0	2,609	1,596	187	54	5	1	5	6	2	4
Chiltern	3,348	1,203 2 2	77 4 7	11 16 3	4,096 15 0	5,388 18 0	6,351	2,513	20	7	3	..	6	2	..	..
Barnawartha	1,297	448 11 5	29 10 3	2 12 2	5,781 0 5	6,261 14 3	2,508	1,613	360	153	2	..	..	..	3	..
Wodonga	11,621	4,162 3 1	405 7 10	153 4 0	59,596 17 1	64,317 12 0	3,044	6,910	4,675	2,111	403	60	7,551	3,497	618	58
Bandiana	6	0 8 4	..	..	..	0 8 4	..	16	..	..	..	..	..	..	..	..
Boungilla	13	0 13 10	..	..	..	0 13 10	..	2	..	..	..	..	..	..	..	..
Ebden	205	55 17 2	5 1 7	0 1 6	4,122 9 4	4,183 9 7	482	1,930	149	181	1	..	..	6	1	..
Huon	441	125 1 1	12 9 5	2 3 1	4,971 4 10	5,110 18 5	1,566	1,555	31	182	3	37	4	11	1	..
Bolga	31	5 11 3	2 1 0	0 2 11	3 18 7	11 13 9	..	89	..	..	..	..	..	..	..	..
Tatonga	..	..	..	..	197 14 0	197 14 0	..	..	..	25	1	..	..	..	..	..
Tallangatta	2,043	1,165 0 9	169 8 1	5 8 2	8,333 10 3	9,673 7 3	1,335	4,528	117	325	10	69	15	54	14	3
Bullioh	38	4 14 0	0 5 1	..	72 5 8	77 4 9	28	376	..	4	1	..	..	1	2	..
Darbyshire	19	2 0 1	..	..	9 0 5	11 0 6	3	6	..	..	..	..	..	..	..	..
Koetong	44	7 14 11	0 8 6	..	626 7 11	634 11 4	24	69	3	57	..	..	..	1	..	..
Shelley	97	38 12 9	3 5 2	0 2 2	661 14 9	703 14 10	333	399	15	24	..	..	..	2	..	..
Beetoomba	83	25 1 2	6 5 4	0 10 11	312 8 3	344 5 8	542	266	6	3	..	..	2	2	..	..
Wabba	27	8 8 7	..	9 15 5	1 15 1	19 19 1	..	3	..	..	..	..	..	..	..	..
Cudgewa	348	293 15 0	38 3 9	34 3 5	16,049 16 7	16,415 18 9	1,331	5,160	39	964	47	48	10	66	35	1
Section No. 53.—COBURG LINE.																
Macaulay	375,299	4,323 17 3	37 5 0	56 19 5	1,582 18 4	6,001 0 0	1,821	9,124	..	..	..	..	..	..	..	..
Flemington Bridge	386,060	4,759 16 2	40 12 10	0 11 8	..	4,801 0 8	..	..	..	..	..	..	..	..	..	..
Royal Park	373,738	4,523 17 6	26 4 8	22 8 10	..	4,572 11 0	..	..	..	..	..	..	..	..	..	..
South Brunswick	377,856	5,336 12 3	473 9 10	4 6 7	3,096 13 3	8,911 1 11	6,479	16,088	..	..	..	..	..	..	..	..
Brunswick	563,293	7,963 7 8	412 13 11	5 18 7	228 13 8	8,610 13 10	780	8,262	..	..	..	..	..	..	..	..
North Brunswick	653,856	8,828 6 5	170 11 5	1 18 1	..	9,000 15 11	..	5	..	..	..	..	..	..	..	..
Moreland	1,214,780	15,817 18 5	428 16 3	5 12 9	2,784 15 7	19,037 3 0	3,081	30,125	..	..	..	..	..	..	..	..
Coburg	1,603,853	23,879 0 7	524 11 4	10 16 2	3,702 1 7	28,116 9 8	1,790	17,660	..	..	..	..	..	..	..	..
Batman	262,577	4,050 8 8	64 9 4	1 11 6	..	4,116 9 6	..	3,996	..	..	..	..	..	..	..	..
Merlynston	351,939	5,763 18 5	28 13 8	1 0 3	..	5,793 12 4	..	..	..	..	..	..	..	..	..	..
Fawkner	55,304	874 6 10	6 11 8	0 0 9	..	880 19 3	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 13	1,170	17 19 0	..	..	..	17 19 0	..	..	..	..	..	..	..	..	..	..
Campbellfield	14,516	312 4 4	0 0 4	..	..	312 4 8	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 18	19	0 13 3	..	..	..	0 13 3	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 14	5,712	128 18 4	..	..	..	128 18 4	..	..	..	..	..	..	..	..	..	..
North Campbellfield	1,068	25 13 10	..	..	..	25 13 10	..	..	..	..	..	..	..	..	..	..
Section No. 54.—PRESTON-WHITTLESEA LINE.																
North Carlton	291,651	3,503 1 4	108 18 1	1 8 2	103 17 8	3,717 5 3	200	10,603	..	..	..	..	..	..	..	..
North Fitzroy	426,426	5,226 3 5	424 4 0	7 0 8	1,862 7 2	7,519 15 3	1,167	13,116	..	..	9	..	..	..	7	..
Fitzroy	..	..	..	..	716 13 3	716 13 3	994	52,900	..	..	..	..	..	..	..	..
Rushall	343,483	4,231 13 11	35 7 2	0 19 4	..	4,318 0 5	..	..	..	..	..	..	..	..	..	..
Merril...	358,480	4,039 8 6	52 1 9	1 8 2	..	4,092 18 5	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 54.—PRESTON-WHITTLESEA LINE—contd.</i>																
Northcote	987,841	£ 11,168 9 5	340 18 8	3 9 1	2,526 19 1	14,034 16 8	6,621	18,671	..	..	..	..	..	..	..	..
Croxton	805,119	11,668 1 5	108 2 3	0 15 10	..	11,776 19 6	..	2	..	..	..	..	..	..	..	..
Thornbury	994,540	15,098 12 4	174 16 2	2 8 8	1,002 3 0	16,278 0 2	2,908	271	..	..	..	..	..	..	..	..
Bell	730,128	11,505 8 1	176 16 0	1 18 0	682 17 2	12,366 19 3	998	27,852	..	1	2	..	..	8	..	345
Preston	1,007,428	15,774 3 8	134 8 7	4 5 5	..	15,912 17 8	..	7	..	..	..	..	..	..	..	..
Regent	1,087,680	17,755 3 6	94 0 10	1 10 8	..	17,850 15 0	..	3	..	..	..	..	..	..	..	..
Reservoir	687,906	12,340 19 5	67 9 1	3 0 9	270 14 9	12,682 4 0	1,057	9,151	..	..	3	..	..	1	..	..
Keon park	9,178	168 16 6	1 0 9	..	..	169 17 3	..	..	..	..	..	..	..	..	..	..
Fowler's Siding .. .. .	..	..	..	..	..	..	..	1,542	..	..	..	..	..	..	..	..
Thomastown	9,176	234 2 8	8 10 9	0 5 1	45 12 9	288 11 3	30	969	..	7	1	..	..	5	4	..
Stopping Place No. 8	19	0 14 4	..	..	..	0 14 4	..	..	..	..	..	..	..	..	..	..
Epping	22,533	528 13 5	41 1 11	1 8 1	123 6 11	694 10 4	135	2,187	6	9	10	..	1	1	9	..
Epping Quarry Siding	145	7 2 7	..	..	..	7 2 7	..	..	..	..	..	..	..	..	..	..
South Morang	9,452	296 0 2	22 6 5	13 8 8	39 18 1	371 13 4	33	784	..	4	2	..	18	4	6	..
Stopping Place No. 9	234	13 5 11	..	..	..	13 5 11	..	..	..	..	..	..	..	..	..	..
Mernda	10,804	481 16 11	88 11 1	1 10 9	110 3 2	682 1 11	139	1,176	46	4	..	..	23	4	..	..
Stopping Place No. 33	68	2 13 7	..	..	..	2 13 7	..	..	..	..	..	..	..	..	..	..
Yan Yean	3,512	204 11 2	111 4 3	0 15 0	302 16 5	619 6 10	1,010	593	1	8	1	..	10	5	1	..
Stopping Place No. 10	78	7 10 11	..	..	..	7 10 11	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 17	81	7 16 2	..	..	..	7 16 2	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 26	45	2 7 7	..	..	..	2 7 7	..	..	..	..	..	..	..	..	..	..
Whittlesea	13,006	757 7 1	146 7 3	3 3 6	1,010 19 10	1,917 17 8	2,846	1,716	18	54	2	..	19	21	3	..
<i>Section No. 55.—WALLAN-BENDIGO LINE.</i>																
Leslie	67	10 17 5	0 14 9	0 2 8	84 2 2	95 17 0	371	57	..	..	..	..	..	..	..	..
Bylands	78	16 15 4	1 12 10	..	168 2 11	186 11 1	324	76	43	..	..	..	..	..	..	..
Kilmore	2,063	473 17 9	40 10 2	2 17 7	856 0 8	1,373 6 2	728	4,046	52	15	4	2	..	5	1	85
Willowmavin	84	25 18 1	0 6 10	0 0 9	280 11 1	306 16 9	205	93	62	..	1	..	5	..	1	..
Moranding	146	17 12 3	0 3 0	0 2 2	124 6 8	142 4 1	305	5	..	..	..	..	..	..	1	..
High Camp	103	26 3 11	11 14 1	0 5 1	1,159 18 8	1,198 1 9	2,083	118	102	2	4	..	17	2	7	1
Pyalong	287	65 3 1	10 1 9	0 7 3	1,669 1 7	1,744 13 8	3,591	223	133	8	4	..	8	1	4	..
Tooborac	870	207 12 6	14 1 0	0 4 4	2,230 13 0	2,452 10 10	4,527	211	91	10	..	..	9	4	1	..
McIvor Timber Co.'s Siding .. .. .	..	..	..	..	6 6 4	6 6 4	11	..	..	..	..	..	..	..	..	..
Argyle	917	226 2 10	14 10 2	0 4 5	4,271 11 3	4,512 8 8	10,064	108	..	..	..	..	..	..	..	..
Heathcote	4,032	897 0 0	98 19 10	27 2 5	7,883 19 7	8,907 2 4	15,986	1,796	131	14	1	..	25	12	4	..
Derrinal	228	33 13 2	5 18 9	0 5 9	653 2 0	692 19 8	783	97	82	15	..	..	12	4	5	..
Knowsley	636	107 16 2	11 7 10	0 2 3	2,260 18 11	2,380 5 2	5,293	275	59	..	..	..	12	3	..	..
Ingham	9	0 19 4	..	..	719 17 1	720 16 5	1,572	6	..	..	..	..	..	..	..	..
Axedale	1,011	117 15 5	11 1 1	0 1 6	1,688 0 0	1,816 18 0	5,450	1,147	32	19	5	..	2	6	2	..
Longlea	154	18 8 0	0 2 5	..	1,040 11 0	1,059 1 5	2,193	232	..	..	..	..	..	1	..	..
Rife Butts	75	2 6 0	..	..	..	2 6 0	..	..	..	..	..	..	..	..	..	..
<i>Section No. 56.—MANSFIELD LINE.</i>																
Trawool	100	30 17 8	1 13 6	..	91 15 10	124 7 0	41	149	8	3	..	..	2	1	3	..
Granite	87	24 15 6	..	..	..	24 15 6	..	..	27	10	..	..	..	..	..	..
Kerrisdale	230	49 4 10	7 6 9	0 1 6	553 8 6	610 1 7	955	145	..	..	..	39	14	3	..	..
Homewood	261	51 5 6	8 14 1	0 5 7	945 3 5	1,005 8 7	379	174	102	58	..	..	11	6	1	..
Yea	2,285	893 16 2	139 18 9	13 17 1	2,166 11 6	3,214 3 6	969	2,492	129	62	17	13	43	20	11	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Section No. 62.—KATAMATITE LINE.</i>																	
Pine Lodge	77	18 19 4	0 18 9	..	2,000 19 4	2,020 17 5	3,464	433	..	..	..	..	1	..	..	..	..
Iamrock .. .. .	..	..	..	..	898 7 1	898 7 1	3,579	..	..	..	..	..	..	..	..	..	..
Cosgrove	273	107 16 8	9 13 3	..	3,840 9 2	3,957 19 1	6,925	648	69	1	..	..	1	..	..	3	..
Dookie	1,028	465 11 0	68 12 1	7 10 8	4,731 6 9	5,273 0 6	9,415	1,564	145	14	6	8	7	1	..	4	1
Yabba South	3	0 14 10	12 5 3	..	1,436 19 0	1,449 19 1	2,505	126	..	..	1	..	..	..	..	..	..
Yabba North	199	84 3 0	..	..	2,770 13 7	2,854 16 7	3,737	611	56	1	1	1	1	..	..	2	..
Youanmite	87	39 16 3	8 2 6	0 5 11	2,910 8 9	2,958 13 5	4,257	502	36	..	..	..	1	..	..	1	..
Katamatite	466	217 4 7	31 15 3	0 8 10	6,575 3 9	6,824 12 5	9,791	1,082	109	17	..	1	2	..	..	1	..
<i>Section No. 63.—PICOLA LINE.</i>																	
Waala	461	97 16 6	13 8 9	11 0 9	3,446 19 8	3,569 5 8	5,469	485	60	9	1	..	2	..	..	9	..
Nathalia	2,523	1,063 11 6	136 15 8	3 19 8	9,323 3 5	10,527 10 3	11,571	2,840	253	22	9	10	6	3	..	2	..
Barwo .. .. .	..	1 6 3	1 6 3	..	1 6 3	1 6 3	..	..	..	..	..	..	..	..	..	..	..
Picola	971	422 8 2	56 19 9	0 15 4	7,874 10 0	8,354 4 3	9,528	897	194	43	6	10	3	10	2	1	..
<i>Section No. 64.—COBRAM LINE.</i>																	
Yarroweyah	77	17 11 4	10 5 10	..	1,753 7 2	1,781 4 4	2,154	158	33	1	..	..	..	1	..	1	..
Cobram	2,786	1,269 4 11	236 3 5	5 12 10	13,968 11 10	15,479 13 0	14,162	3,211	351	69	5	11	4	4	10	..	..
<i>Section No. 65.—BENALLA-OAKLANDS LINE.</i>																	
Chesney	56	2 9 11	..	..	185 18 1	188 8 0	285	48	..	..	..	..	1	..	..	..	..
Goorambat	734	139 18 10	23 19 1	2 9 10	5,796 14 5	5,963 2 2	7,820	793	150	12	1	..	1	3	1	..	..
Nooramunga	100	10 0 5	1 8 0	7 12 3	190 7 2	209 7 10	254	22	1	..	..	..	1	..	..	..	..
Devenish	1,605	342 19 8	59 17 10	55 16 5	4,235 2 0	4,734 15 11	4,438	1,161	161	8	10	..	5	1	8	1	..
St. James	1,216	441 7 7	49 16 4	19 19 8	4,489 2 5	5,000 6 0	3,833	1,144	196	19	13	..	9	3	8	..	..
Tungamah	1,163	539 13 2	48 10 5	2 2 6	5,943 15 1	6,534 1 2	6,450	1,167	227	8	1	4	2	6	6	..	..
Telford	357	102 12 7	5 11 7	0 0 9	4,039 14 11	4,147 19 10	5,906	348	87	10	..	1	..	1	..	..	..
Yarrowonga	4,375	2,910 1 7	290 6 10	41 0 5	16,364 14 0	19,606 2 10	13,526	9,051	534	164	34	2	62	26	46	..	..
Mulwala .. .. .	..	..	..	..	1,308 8 6	1,208 8 6	2,152	109	..	..	..	..	..	..	..	..	..
Sloane .. .. .	..	..	..	..	3,339 0 8	3,339 0 8	5,247	183	..	..	..	..	..	..	..	..	..
Warragoona .. .. .	..	..	..	..	8,784 9 1	8,784 9 1	12,415	390	76	..	2	..	9	..	..	..	..
Rennie .. .. .	..	..	0 13 0	..	7,279 16 8	7,280 9 8	9,887	668	145	1	..	..	3	1	..	..	..
Sangar .. .. .	..	..	1 15 8	..	8,367 2 1	8,368 17 9	8,086	462	46	1	..	..	19	5	..	..	..
Wangamong .. .. .	..	..	5 6 9	..	4,425 12 2	4,430 18 11	4,489	67	81	..	..	..	4	..	..	..	..
Oaklands .. .. .	..	..	16 19 0	..	5,589 18 2	5,606 17 2	4,722	2,186	444	43	1	..	28	9	5	..	..
<i>Section No. 66.—PEECHELBA LINE.</i>																	
Boorhaman	19	10 2 2	0 6 7	..	724 11 5	735 0 2	590	196	60	..	..	..	..	1	..	..	..
Peechelba	20	8 0 8	4 7 6	..	8,504 10 9	8,516 18 11	14,607	447	92	4	1	..	..	1	..	..	..
<i>Section No. 67.—TATONG LINE.</i>																	
Vacuum Oil Co.'s Siding .. .. .	..	..	..	..	171 10 8	171 10 8	140	1,175	..	..	..	..	..	..	..	..	..
Karr	8	2 4 4	..	..	59 6 10	61 13 2	47	1	..	4	..	..	..	1	1	..	..
Lima	41	12 16 9	1 2 8	..	581 18 2	595 17 7	359	527	16	17	4	1	1	..	..	..	..
Mallum	13	1 6 0	..	..	2 8 0	3 14 0	2	13	..	..	..	..	..	..	..	..	..
Tatong	149	39 2 8	4 0 8	..	2,426 5 0	2,469 8 4	5,387	348	7	1	..	9	..	..	..	..	..

Section No. 68.—WHITFIELD LINE.

Oxley	23	4 16 2	..	..	77 6 9	82 2 11	100	187	..	..	..	..	..	..	..	..	..	..
Skehan	8	0 10 5	..	..	..	0 10 5	..	..	..	..	..	..	..	..	..	..	..	..
Docker	145	15 1 7	0 1 4	0 1 6	97 5 0	112 9 5	219	232	..	..	..	..	..	..	..	..	..
Byrne	61	6 0 4	..	..	..	6 0 4	..	..	..	..	..	..	..	..	..	..	..	..
Moyhu	319	30 13 5	3 15 5	0 1 6	1,242 4 4	1,276 14 8	901	789	13	4	4	8	1	2	3	..	..
Angleside	29	2 18 9	..	..	..	2 18 9	..	..	..	..	..	..	..	..	..	..	..	..
Claremont	18	1 16 1	0 1 9	..	..	1 17 10	..	..	..	..	..	..	..	..	..	..	..	..
Dwyer	5	0 14 7	..	..	..	0 14 7	..	..	..	..	..	..	..	..	..	..	..	..
Edl	62	10 12 3	0 8 9	0 1 2	150 12 6	161 14 8	132	198	9	..	..	2	..	2	..	..	..
Hyem	6	0 18 4	..	..	..	0 18 4	..	..	..	..	..	..	..	..	..	..	..	..
King Valley	54	9 11 2	0 3 11	..	120 19 0	130 14 1	81	128	..	..	..	10	..	..	..	..	..
Jarrott	30	0 13 8	..	..	..	0 13 8	..	..	..	..	..	..	..	..	..	..	..	..
Pieper	57	5 3 2	..	..	..	5 3 2	..	..	..	..	..	..	..	..	..	..	..	..
Whitfield	252	35 17 1	6 4 8	1 3 3	674 2 7	717 7 7	642	743	9	6	..	35	3	1	2	..	..

Section No. 69.—YACKANDANDAH LINE.

Londrigan	426	108 11 11	5 14 1	0 0 9	202 13 7	317 0 4	561	204	..	..	..	..	..	..	..	..	..	..
Tarralingee	343	48 13 1	4 7 7	0 6 6	195 14 4	249 1 6	309	240	..	..	..	..	..	..	..	..	..	..
Everton	1,545	380 6 1	13 5 6	23 11 2	632 16 9	1,029 19 6	534	453	5	10	1	..	1	..	3	..	..
Baarnutha	157	9 5 6	0 8 1	..	5 6 10	15 0 5	1	..	..	..	..	..	..	..	..	..	..	..
Beechworth	6,053	2,461 16 1	257 17 11	4 6 1	2,294 11 10	5,008 11 11	2,356	5,344	12	..	..	7	59	..	1	2	..	..
Woorragas	8	0 11 3	0 17 4	..	39 0 9	40 9 4	62	85	..	..	..	..	1	..	..	..	..	..
Yackandandah	496	365 5 4	34 4 5	0 3 8	776 18 1	1,176 11 6	252	1,669	2	17	1	6	..	..	2	..	..	..

Section No. 70.—BRIGHT LINE.

Brookfield	99	22 11 9	4 11 10	..	150 6 7	177 10 2	70	146	..	..	..	..	..	..	..	..	..	..
Bowman	1,028	373 9 7	14 13 7	0 10 7	1,112 11 7	1,504 5 4	328	1,232	41	31	3	..	4	4	2	..	..	..
Gapsted	330	121 1 11	3 13 10	..	450 3 3	575 4 0	199	261	..	..	..	..	2	1	..	..	..	..
Myrtleford	4,566	1,955 12 7	109 13 5	2 19 6	2,586 11 10	4,654 17 4	1,253	6,496	38	31	3	13	11	5	8	1	..	..
Ovens	820	452 18 4	16 13 1	0 5 9	653 14 0	1,123 11 2	343	513	..	..	..	..	..	..	..	..	..	..
Eurobin	551	221 15 5	18 13 3	0 4 11	513 2 5	753 16 0	218	1,028	..	..	..	..	2	1	..	..	..	..
Porepunkah	1,448	711 14 1	34 3 10	0 3 8	292 15 3	1,038 16 10	219	443	..	..	..	1	2	..	..	..	..	..
Bright	2,534	1,285 11 2	96 9 11	3 0 9	1,114 3 7	2,499 5 5	717	1,832	..	3	1	7	15	1	2	..	..	..

Section No. 71.—WAHGUNYAH LINE.

Lilliput	100	16 3 0	0 1 2	..	461 3 2	477 7 4	1,011	283	..	..	..	..	..	..	..	..	..	..
Rutherglen	3,417	1,509 10 2	171 12 1	64 8 11	3,816 18 0	5,562 9 2	4,421	3,164	81	..	5	5	..	..	5	..	..	..
Wahgunyah	2,347	1,424 10 6	177 14 2	121 13 0	20,027 8 2	21,751 5 10	19,463	8,043	569	127	54	15	1	5	38	..	..	..

Section No. 72.—MELBOURNE-ORBOST LINE.

Hawksburn	1,029,012	15,289 5 7	179 15 7	3 2 2	..	15,472 3 4	..	..	..	..	..	..	..	..	..	..	..	..
Toorak	698,608	11,765 18 1	249 6 0	1 15 3	853 14 5	12,870 13 9	398	28,010	..	..	..	..	..	..	..	..	..	..
Armadale	980,145	17,183 0 4	248 12 2	2 14 0	..	17,434 6 8	..	4	..	..	..	..	..	..	..	..	..	..
Malvern	1,903,662	35,502 2 1	466 5 8	2 16 6	12 8 5	35,983 12 8	71	12,750	..	..	..	..	..	..	..	..	..	..
Caulfield	2,282,055	55,979 6 5	671 2 8	2,920 15 1	2,487 9 4	62,058 13 6	1,895	16,998	..	12	270	..	..	5	224	..	..	..
Carnegie	1,270,984	25,839 12 2	142 8 8	1 9 3	..	25,983 10 1	..	4	..	..	..	..	..	..	..	..	..	..
Murrumbidgee	1,192,092	23,909 11 2	163 10 3	1 1 10	31 17 8	24,106 0 11	60	6,001	..	..	..	..	..	..	..	..	..	..
Hughesdale	587,074	11,899 6 7	322 9 3	1 11 9	..	12,223 7 7	..	..	..	..	..	..	..	..	..	..	..	..
Oakleigh	1,640,241	35,670 2 0	410 4 0	76 7 9	3,183 14 8	39,340 8 5	4,944	30,283	..	10	2	..	..	8	2	..	..	..
Eastoakleigh	95,255	1,759 5 4	8 1 3	0 8 9	..	1,767 15 4	..	..	..	..	..	..	..	..	..	..	..	..
Clayton	177,845	3,921 14 6	140 9 3	4 5 0	41 7 9	4,107 16 6	33	7,038	..	..	..	..	..	..	..	..	..	..
Spring Vale	307,317	7,804 17 8	258 16 3	35 18 8	2,517 1 6	10,614 14 1	1,789	17,247	..	1	..	..	..	..	..	..	..	..
Noble Park	222,843	5,372 9 4	95 11 11	3 9 4	50 18 9	5,522 9 4	13	..	..	..	..	..	..	..	..	..	..	..
Dandenong	395,678	15,814 11 5	1,249 7 2	169 16 8	5,971 13 9	23,205 9 0	4,978	23,359	17	477	100	10	171	750	169	596	..	..
Hallam	2,533	139 12 5	9 15 6	0 17 10	596 11 11	746 17 8	2,503	1,157	1	..	..	..	..	1	2	..	..	..
Narre Warren	7,885	386 11 9	249 5 6	1 12 7	674 14 3	1,312 4 1	1,494	3,863	16	5	4	..	4	11	10	..	..	..
Berwick	15,706	1,092 1 0	171 4 3	32 9 1	494 17 4	1,790 11 8	365	3,208	50	44	7	..	27	24	8	..	..	..
Beaconsfield	14,718	955 4 3	187 15 3	2 18 7	519 11 0	1,665 9 8	1,274	1,861	..	1	1	..	15	10	8	..	..	..
Officer	4,595	396 14 3	0 12 10	0 12 10	1,698 18 6	2,223 15 6	2,552	2,219	38	10	3	..	45	14	2	..	..	..
Pakenham	12,177	1,289 13 2	227 15 2	22 3 9	2,052 18 9	3,592 10 10	4,551	4,889	66	13	10	..	82	44	15	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.														
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.										
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.										
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.							
	£	s.	d.	£	s.	d.	£	s.	d.														
<i>Section No. 72.—MELBOURNE-ORBOST LINE—continued.</i>																							
Nar-nar-noon	3,472	680	11 4	151	19 0	2 15 8	1,463	16 6	2,299	2 6	3,373	1,513	36	21	6	..	40	9	7	..			
Tynong	2,772	394	14 5	62	2 8	0 10 3	1,039	19 6	1,557	6 10	2,533	1,000	..	..	..	..	10	4	2	..		
Garfield	4,477	951	14 6	156	14 0	1 18 1	2,131	9 1	3,241	15 8	3,845	1,901	..	5	8	..	8	7	3	..			
Bunyip	4,176	771	9 6	250	14 5	3 17 8	2,904	18 6	3,931	0 1	5,509	2,092	..	16	4	1	11	12	4	..			
Longwarry	4,169	671	7 8	1,674	11 8	40 0 2	575	15 1	2,961	14 7	1,055	1,685	..	8	17	..	9	16	20	..			
Drouin	10,221	1,592	0 8	1,546	12 7	20 2 9	3,604	14 10	6,763	10 10	5,184	5,284	..	15	25	26	8	58	29	26	8		
Warragul	22,974	5,094	16 5	2,953	19 10	25 11 5	5,101	17 0	13,176	4 8	3,932	12,412	113	385	15	81	171	157	27	32	..		
Nilma	1,846	133	6 5	41	16 2	0 2 2	91	6 1	266	10 10	110	686	..	1	..	1	..	..	..	..	..
Darnum	2,138	217	18 4	3,525	19 7	3 15 3	895	7 2	4,643	0 4	1,151	579	..	3	72	2	10	21	1	..	..
Yarragon	5,210	828	7 10	119	6 7	4 16 0	1,168	15 7	2,121	6 0	949	1,847	..	16	72	4	13	19	7	..	..
Trafalgar	6,544	1,644	12 9	1,755	14 2	3 17 9	6,381	2 1	9,785	6 9	6,184	4,978	..	41	258	17	62	38	78	18	19	..	
Blue Metal Siding .. .. .	..	..	..	..	..	..	3	15 11	3	15 11	11	..	..	..	..	..	..	..	..	..	..	..
Moe	13,289	3,579	13 6	270	17 11	3 12 11	1,465	9 0	5,319	13 4	1,672	6,173	..	6	8	7	26	3	..	6	2	..	
Yallourn	3,171	311	10 6	153	7 9	0 6 7	143,987	9 1	144,452	13 11	302,343	7,232	..	..	..	..	38	25	..	..	..	..
Morwell	10,286	2,500	3 10	343	3 5	5 5 6	1,445	14 2	4,294	6 11	862	2,287	..	60	71	3	34	57	10	..	..	..
Traralgon	11,123	3,235	6 3	408	5 1	64 8 8	4,815	3 4	8,523	3 4	3,019	5,926	..	39	134	48	113	31	46	42	58	..	
Loy Yang	22	4	9 5	0	8 1	..	7	9 0	12	6 6	2	10	..	..	..	..	..	..	..	..	..	..
Flynn	164	50	15 4	8	10 9	2 15 9	548	9 0	608	10 10	60	202	..	17	62	1	2	2	2	..	..	..
Rosedale	6,347	614	12 9	61	7 8	1 7 6	1,591	1 11	2,268	9 10	1,476	536	..	79	22	3	9	2	4	..	..	..
Kilmany	1,365	135	1 10	11	16 10	0 8 8	1,981	10 2	2,128	17 6	3,258	500	..	54	5	4	5	2	2	..	..	..
Fulham	1,852	65	17 2	8	10 2	1 2 9	539	2 5	614	12 6	1,293	152	..	..	..	..	..	..	..	..	..	..
Sale	11,241	4,411	2 8	562	12 7	89 16 11	9,105	9 7	14,189	1 9	9,992	13,299	..	95	88	68	76	10	32	45	21	..	
Montgomery	14	1	19 2	..	..	25 7 7	1,098	16 4	1,126	3 1	1,545	216	..	..	..	..	..	..	..	..	..	..
Stratford	4,680	1,016	4 4	75	19 3	67 17 0	1,457	2 4	2,617	2 11	1,810	774	..	59	23	12	21	5	6	16	2	..	
Munro	365	59	7 10	5	0 11	0 0 9	1,517	14 0	1,582	3 6	3,842	78	..	..	..	..	..	..	..	..	..	..
Fernbank	648	135	14 7	14	8 6	2 10 2	1,075	18 7	1,223	11 10	1,655	173	..	11	1	..	2	1	1	..	..	..
Lindcnov	1,351	605	14 11	35	2 4	2 8 2	2,529	9 6	3,172	14 11	5,894	1,007	..	28	16	4	1	3	3	..	..	..
Hillside	494	142	14 6	6	16 7	0 3 5	3,072	18 9	3,222	13 3	9,150	238	..	46	50	1	..	..	..	..	..	..
Bairnsdale	12,366	6,706	1 4	719	16 7	76 14 11	12,401	11 11	19,904	4 9	6,252	10,167	124	163	59	85	37	36	40	..	4	..	
Nicholson	73	9	1 8	0	4 1	..	70	12 6	79	18 3	58	43	..	..	..	..	..	..	..	..	..	..
Claybank	78	9	1 5	..	..	..	76	5 11	76	5 11	88	13	..	..	..	..	..	..	..	..	..	..
Bumberrah	291	78	5 10	3	9 5	0 3 8	681	17 0	763	15 11	493	209	..	5	1	..	17	..	4	..	2	..	
Mossface	364	82	11 0	5	8 11	0 5 1	1,840	4 6	1,923	9 6	2,467	224	..	..	..	..	..	..	..	..	..	..
Bruthen	1,307	264	1 7	89	5 8	0 18 9	1,885	5 7	2,239	11 7	1,060	1,455	..	16	47	1	10	1	..	..	..	..
Colquhoun	118	117	16 0	0	1 3	..	95	14 9	213	12 0	56	1	..	..	..	..	..	..	..	..	..	..
Nowa Nowa	941	517	16 1	31	5 7	1 14 5	958	8 2	1,509	4 3	1,347	982	..	5	4	2	11	1	8	2	..	..
Tostaree	70	22	10 10	1	5 0	..	173	13 5	197	9 3	136	99	..	..	..	..	..	..	..	..	..	..
Waygara	45	17	15 8	0	2 8	..	23	17 9	41	16 1	36	34	..	..	..	..	..	..	..	..	..	..
Orbost	1,757	1,588	3 1	226	8 11	10 16 6	13,019	3 1	14,844	10 7	7,856	5,913	..	15	257	13	104	13	23	24	1	..	
<i>Section No. 73.—STONY POINT LINE.</i>																							
Glenhuntly	1,505,065	31,653	5 4	222	10 10	5 8 2	700	9 5	32,581	13 9	386	24,640
Ormond	1,150,344	23,602	2 0	178	15 11	2 10 7	23,783	8 6	..	4
McKinnon	560,730	11,788	11 7	36	9 3	0 14 11	11,825	16 2	..	1
Bentleigh	955,508	20,282	16 5	175	17 3	2 6 10	2	19 6	20,464	0 0	1	9
Moorabbin	217,938	4,782	0 4	137	12 7	4 18 6	224	2 9	5,143	14 2	291	16,116	..	4	1	3	3

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 76.—DANDENONG—PORT ALBERT LINE</i>																
<i>—continued.</i>																
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.										
Buffalo	798	168 19 6	17 4 1	0 6 7	914 1 9	1,100 11 11	324	327	43	39	..	..	40	9	..	..
Boys	45	14 3 11	0 9 0	..	171 9 4	186 2 3	343	21	..	..	..	..	..	..	..	..
Fish Creek	1,783	421 8 2	62 8 0	0 15 1	1,543 4 0	2,027 15 3	1,829	1,277	10	16	1	1	22	24	2	..
Hoddle Range	610	89 5 11	17 10 9	0 3 7	216 2 11	323 3 2	245	188	..	..	..	..	..	..	..	..
Foster	2,101	670 3 11	117 18 0	2 15 3	2,064 15 11	2,855 13 1	1,440	3,122	22	30	9	25	25	18	14	7
Bennison	659	138 17 0	56 2 9	..	430 8 10	625 8 7	233	297	..	..	..	..	..	1	1	..
Toora	2,124	715 5 4	97 17 0	8 11 11	1,390 12 6	2,212 6 9	602	2,933	1	53	11	26	17	12	13	1
Agnes	203	84 12 4	4 5 10	..	98 6 5	182 4 7	48	81	..	5	1	..	..	5	4	..
Welshpool	1,302	458 17 8	67 8 3	5 16 5	483 5 5	1,015 7 9	308	2,122	4	24	8	7	13	2	10	..
Hedley	574	156 0 2	15 10 7	0 9 4	559 4 3	731 4 4	415	685	4	..	2	25	5	3	4	..
Gelliondale	487	183 17 0	16 13 6	0 4 4	1,025 9 5	1,226 4 3	403	842	9	105	2	3	2	2	4	1
Alberton	587	183 10 8	40 18 6	0 10 1	1,257 3 7	1,481 14 10	741	1,286	10	8	..	..	2	4	1	..
Port Albert	148	39 10 9	13 0 2	0 1 6	610 5 1	662 17 6	273	222	..	..	..	..	..	..	..	..
<i>Section No. 77.—ALBERTON—WOODSIDE LINE.</i>																
Yarram	3,086	1,536 6 7	219 6 3	17 9 11	4,982 5 3	6,755 8 0	1,545	4,521	99	96	12	144	29	19	10	..
Devon .. .. .	..	1 1 4	..	..	9 17 7	9 17 7	30	104	..	..	..	..	..	..	..	..
Calrossie .. .. .	..	..	..	..	97 7 8	98 9 0	123	22	4	..	..	..	..	..	..	..
Won Wron	3	0 11 3	..	..	89 4 6	89 15 9	109	166	3	..	1	..	..	..	..	..
Napier .. .. .	..	..	..	..	352 6 3	352 6 3	702	17	..	..	..	..	..	..	..	..
Woodside .. .. .	..	..	..	..	964 15 8	964 15 8	1,008	234	18	2	..	1	..	..	..	..
<i>Section No. 78.—TRIHOLM LINE.</i>																
Bayles	85	16 7 3	20 19 8	1 19 2	2,561 4 11	2,600 11 0	5,583	2,094	11	1	1	..	2	1	1	..
Catani	111	23 5 6	14 15 0	0 10 8	1,346 1 11	1,384 13 1	2,545	998	..	..	..	5	..	2	1	..
Yannathan	75	12 3 6	1 7 10	..	259 10 10	273 2 2	201	336	13	31	3	..	6	5	..	..
Heathhill	50	12 1 7	0 10 0	0 5 9	120 1 4	132 18 8	327	37	..	..	1	..	..	..	..	..
Athlone	71	21 1 0	2 10 2	0 1 2	136 0 2	159 12 6	399	70	..	..	..	..	..	..	..	..
Topiram	84	22 17 2	1 4 3	..	504 19 5	529 0 10	965	249	2	21	..	..	3	1	1	..
Triholm	62	17 4 6	20 14 6	0 2 2	461 12 0	499 13 2	170	207	..	28	1	46	1	3	..	..
<i>Section No. 79.—WONTHAGGI LINE.</i>																
Woodleigh	566	134 9 3	427 14 4	1 8 0	270 14 2	834 6 2	189	378	7	10	..	..	7	5	..	..
Kernot	646	161 9 4	15 15 8	0 14 10	575 18 6	753 18 4	250	417	4	93	..	..	5	14	1	..
Almurta	508	115 2 10	31 12 10	0 8 8	998 19 0	1,146 3 4	1,287	370	23	140	1	1	45	79	4	..
Glen Forbes	737	170 14 0	164 19 11	2 8 8	324 5 2	662 7 9	207	158	11	28	..	..	4	9	2	..
Woolamai	869	148 3 8	381 2 9	3 0 10	353 1 0	885 8 3	186	300	16	23	4	..	10	4	4	..
Anderson	634	118 16 4	382 6 5	0 6 7	433 18 9	935 8 1	199	227	13	3	2	..	19	16	6	..
Mitchell's Siding .. .. .	..	..	..	..	9,930 14 2	9,930 14 2	27,427	1,778	..	..	..	..	..	..	..	..
Kilcunda	1,549	155 8 9	34 6 5	0 0 9	100 19 3	200 15 2	133	153	..	..	..	..	..	3	..	..
Dalyston	963	118 14 10	58 10 8	0 7 1	1,552 10 4	1,730 2 11	805	1,691	16	15	1	73	18	10	3	..
State Coal Mine .. .. .	..	..	..	..	15,855 6 7	15,855 6 7	37,505	8,012	..	..	..	..	..	..	..	..
Wonthaggi	16,265	3,120 11 3	525 14 4	7 7 11	1,132 4 10	4,785 18 4	847	7,682	11	7	4	..	55	7	3	..
<i>Section No. 80.—OUTTRIM LINE.</i>																
Jumbunna	177	8 12 8	20 3 2	0 8 0	828 9 0	857 12 10	688	1,760	1	3	..	58	5	..	..	..
Outtrim North	29	1 1 7	..	..	..	1 1 7	..	..	..	..	..	..	..	..	..	..
Outtrim	41	2 12 9	..	..	2,675 18 6	2,678 11 3	8,338	130	..	..	..	..	..	..	..	..

Section No. 81.—PORT WELSHPOOL LINE.

Welshpool Jetty 588 16 10 7 24 12 8 .. 644 1 9 685 5 0 287 96

Section No. 82.—WARRAGUL—NOOJEE LINE.

Texas Oil Coy. Siding 10 0 5 0 0 1 11 .. 1 10 3 1 10 3 2 417
 Lillico 34 2 5 5 21 10 6 .. 9 9 2 9 16 1 19 59
 Buln Buln 2 0 1 4 0 1 1 .. 260 14 2 284 10 1 327 535
 Bravington 22 3 7 4 3 14 5 .. 986 2 4 993 4 1 2,227 345
 Rokeby 1 0 1 8 2 4 6 .. 200 13 9 202 19 11 451 54
 Crossover 155 77 8 5 20 7 6 0 6 7 1,207 14 0 1,305 16 6 1,079 1,131 6 57 1 12 5 8
 Neerim South 123 17 2 8 7 12 10 0 3 7 1,943 8 3 1,973 7 4 3,760 377
 Neerim 170 24 10 10 9 12 8 .. 1,733 17 5 1,768 0 11 2,834 878
 Nayook 43 5 16 3 8 9 2 0 2 11 7,841 2 7 7,355 10 11 12,676 506
 Noojee

Section No. 83.—THORFDALÉ LINE.

David 6 0 4 8 .. 0 4 8 2 .. 2 .. 2 .. 2
 Coalville 68 22 14 1 1 18 0 .. 82 12 11 107 5 0 92 84
 Narracan 89 27 9 10 3 11 8 .. 170 2 8 201 4 2 217 374 6 1 .. 6 2 1 1
 Thorpdale 172 59 12 1 51 3 4 0 2 11 1,249 1 0 1,359 19 4 1,664 1,512 14 8 .. 25 1 3

Section No. 84.—WALHALLA LINE.

Gooding 25 2 19 1 .. 2 19 1 7 .. 2 19 1 7 12 12 9 .. 12 64
 Gould 230 42 8 9 2 9 6 0 6 7 163 12 9 208 17 7 290 64
 Moondarra 103 18 0 10 1 1 5 0 5 2 115 11 6 136 18 11 131 70
 Watson 49 13 8 8 1 1 8 0 2 11 37 19 10 37 19 10 21 31
 Collin's Siding 9 0 11 3 1 13 1 .. 12,271 14 10 12,273 19 2 21,340 396
 Erica 1,470 585 6 3 7 15 3 1 18 5 170 12 9 765 12 8 179 507 1 4 .. 29 29
 Knott's Siding 76 22 3 6 1 6 0 0 2 11 20 5 9 43 18 2 12 150
 Fullwood's Siding 3,905 11 11 3,905 11 11 4,106 75
 O'Shea and Bennett's Siding 170 19 3 170 19 3 288 45
 White Rock Lime Co.'s Siding 1,518 19 11 1,518 19 11 3,129 102
 Platina 154 40 16 2 0 3 10 0 1 2 1,580 2 5 1,621 3 7 3,124 131
 Thomson 27 2 5 0 0 16 0 0 6 6 0 10 1 3 17 7
 Walhalla 631 249 19 2 45 10 10 0 2 3 36 5 5 331 17 8 16 164

Section No. 85.—NORTH MIRBOO LINE.

Hazelwood 15 1 19 8 0 3 9 .. 7 19 5 10 2 10 2 29 1
 Yinnar 504 152 9 9 32 5 6 0 0 8 1,032 12 8 1,217 8 7 482 1,475 16 8 .. 54 1 3
 Boolarra 936 322 6 6 42 18 3 2 14 9 1,034 11 4 1,402 10 10 691 1,577 16 9 2 .. 14 14 5
 Darlimurla 452 24 5 8 21 19 2 46 4 10 12 13
 North Mirboo 1,224 306 2 3 67 8 3 1 9 10 2,502 3 2 2,877 3 6 896 2,949 47 91 .. 80 20 10

Section No. 86.—TRARALGON—STRATFORD LINE.

Glengarry 2,029 312 14 11 20 7 4 0 17 4 1,393 10 2 1,727 9 9 1,097 994 10 18 2 29 3 3 1 1
 Toongabbie 803 139 6 5 11 1 10 0 9 7 431 18 4 582 16 2 415 250 11 1 1 .. 39 1 9 2 10
 Cowwarr 1,465 398 9 8 32 12 1 2 17 3 1,427 11 10 1,861 10 10 1,261 524 14 42 4 39 1 9 2 10
 Dawson 33 17 12 1 152 18 11 135 6 10 271 7 7 51 5 10
 Heyfield 1,972 689 17 0 70 2 11 7 16 5 3,003 10 5 3,771 6 9 3,197 1,165 54 00 .. 51 5 10
 Tinamba 3,626 642 2 2 50 7 5 12 8 0 3,661 7 8 4,366 5 3 3,367 1,394 51 200 9 73 1 27 5 11 6
 Maffra 7,827 2,459 15 6 718 9 11 18 3 0 14,932 5 11 18,123 14 4 10,824 45,665 23 54 16 60 1 11 9
 Powerscourt 0 7 11 .. 315 18 8 356 6 7 5,842 71

Section No. 87.—BRIAGOLONG LINE.

Boisdale 2 0 2 2 0 2 7 .. 1,023 16 9 1,024 1 6 1,692 189 3 36 1 52 .. 2
 Bushy Park 2 0 7 5 0 1 5 .. 290 13 3 291 2 1 2,696 146 .. 3 2
 Briagolong 1 0 1 10 0 18 8 .. 1,209 3 1 1,210 3 7 5,954 183 18 3 .. 4

Section No. 88.—HEADERSVILLE LINE.

East Richmond 461,186 6,054 6 5 241 1 4 0 7 9 6,295 15 6
 Burnley 582,148 7,718 17 0 169 15 3 3 2 3 11,042 9 3 6,003 101,599
 Hawthorn 681,171 9,921 13 5 205 2 5 1 1 4 10,367 10 2 112 5,173
 Glenferrie 1,220,073 20,862 5 8 553 10 0 3 3 4 21,423 19 0
 Auburn 1,116,255 18,205 0 4 143 16 9 1 6 10 18,351 13 1
 Camberwell 1,393,795 25,969 3 11 448 18 8 3 11 5 861 14 1 27,283 8 1 575 22,482
 East Camberwell 773,587 13,802 6 5 59 5 0 1 13 4 13,963 8 7
 Canterbury 1,111,999 21,600 15 6 285 1 5 3 16 7 21,889 13 6
 Chatham 853,105 15,678 11 5 49 19 0 1 4 7 15,729 15 0
 Surrey Hills 1,084,370 20,787 5 7 132 0 1 4 7 11 115 9 4 21,039 2 11 96 16,982

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.										
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.						
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.			
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.													
<i>Section No. 88.—HEALESVILLE LINE—continued.</i>																			
Mont Albert	890,978	17,292 2 1	74 14 11	1 1 5	..	17,367 18 5	..	1	..	..	..	..	..	..	..	..	..	..	..
Box Hill	1,517,073	32,373 10 2	398 19 2	5 9 11	2,229 5 11	35,007 5 2	2,340	24,951	6	7	2	..	1	46	1	..	..	..	..
Blackburn	407,149	9,118 10 3	125 16 4	1 3 11	886 1 3	10,131 11 9	3,037	5,105	..	..	1	..	..	..	..	..	..	..	..
Tunstall	177,669	3,964 2 0	115 6 7	0 2 3	3 18 7	4,083 9 5	1	9	..	..	..	..	..	..	..	..	..	..	..
Mitcham	377,392	9,401 16 7	116 15 7	1 1 7	1,135 19 2	10,655 12 11	2,038	15,955	..	..	2	..	..	1	1	..	..	..	..
Ringwood	381,937	10,158 17 1	321 19 6	2 5 11	456 8 9	10,939 10 5	1,346	6,719	3	3	6	..	..	3	..	..	..	..	..
Ringwood East	30,902	774 1 2	40 15 4	..	..	814 16 6	..	..	..	..	..	..	..	..	..	..	..	..	..
Croydon	278,747	8,913 1 1	271 9 3	6 2 10	643 12 1	9,834 5 3	1,545	4,564	1	1	1	..	3	12	2	..	..	..	..
Mooroolbark	12,601	483 15 4	335 13 0	0 13 6	..	28 15 8	..	102	..	..	..	..	..	..	..	..	..	..	..
Cave Hill Siding	..	..	..	..	..	4,381 18 4	..	66	..	..	..	..	..	..	..	..	..	..	..
Lilydale	66,109	3,963 15 1	372 12 0	6 13 1	593 11 6	4,936 11 8	1,765	6,585	8	40	7	..	38	25	7	..	..	..	..
Black's Siding	..	..	..	..	..	7,280 6 6	..	29,246	..	..	..	..	..	..	..	..	..	..	..
Coldstream	1,771	149 16 7	458 1 5	11 18 9	224 13 10	844 10 7	..	876	22	5	1	..	16	8	..	..	..	..	..
Yering	1,075	114 17 6	488 9 8	0 4 7	229 9 4	833 1 1	8	529	29	53	4	..	32	73	3	..	..	..	..
Yarra Glen	9,252	926 2 3	557 6 11	6 1 10	572 19 1	2,062 10 1	1,353	1,549	24	29	6	..	25	6	7	..	..	..	1
Tarrawarra	785	79 0 9	131 8 7	0 11 8	86 19 6	298 0 6	193	94	8	..	..	..	4	..	..	..	..	..	..
Healesville	12,452	1,450 0 0	327 4 1	12 7 11	2,678 13 9	4,468 5 9	7,318	4,919	17	49	9	..	72	127	13	..	..	..	1
<i>Section No. 89.—BURNLEY-GLEN WAVERLEY LINE.</i>																			
Heyington	105,456	1,631 18 3	12 17 11	..	..	1,644 16 2	..	..	..	..	..	..	..	..	..	..	..	..	..
Kooyong	267,000	4,325 1 8	36 9 4	0 0 9	..	4,361 11 9	..	..	..	..	..	..	..	..	..	..	..	..	..
Tooronga	718,534	11,045 5 11	89 7 10	1 9 6	96 13 4	11,232 16 7	47	17,466	..	..	..	..	..	..	..	..	..	..	..
Gardiner	658,253	11,258 14 7	59 13 2	0 8 4	..	11,318 16 1	..	3	..	..	..	..	..	..	..	..	..	..	..
Glen Iris	744,187	13,798 5 4	55 12 2	1 15 1	..	13,855 12 7	..	2	..	..	..	..	..	..	..	..	..	..	..
Darling	500,047	10,218 16 2	83 7 7	0 10 11	19 15 9	10,322 10 5	84	5,191	..	..	..	..	..	..	..	..	..	..	..
Eastmalvern	208,480	4,192 1 11	24 6 3	0 10 2	..	4,216 18 4	..	1	..	..	..	..	..	..	..	..	..	..	..
Holmesglen	5,625	125 14 3	0 7 11	..	..	126 2 2	..	..	..	..	..	..	..	..	..	..	..	..	..
Jordanville	6,366	174 8 5	0 8 0	..	..	174 16 5	..	..	..	..	..	..	..	..	..	..	..	..	..
Mount Waverley	18,481	429 9 2	7 4 3	..	..	448 11 1	39	322	..	..	..	..	..	..	..	..	..	..	..
Syndal	11,137	286 13 10	15 13 5	..	..	302 7 3	..	..	..	..	..	..	..	..	..	..	..	..	..
Glen Waverley	31,783	860 10 5	21 5 7	..	..	954 6 6	292	455	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 90.—KEW LINE.</i>																			
Barker	255,745	3,624 0 3	29 0 6	0 6 3	..	3,653 7 0	..	..	..	..	..	..	..	..	..	..	..	..	..
Kew	613,784	8,383 8 6	230 9 3	2 12 9	241 11 11	8,858 2 5	235	15,157	..	1	..	..	..	..	..	..	..	..	..
<i>Section No. 91.—ASHBURTON LINE.</i>																			
Riversdale	107,412	1,730 9 1	18 18 9	0 18 1	167 18 3	1,918 4 2	89	5,513	..	..	..	..	..	..	..	..	..	..	..
Golf Links	160,920	2,571 8 2	..	..	..	2,571 8 2	..	..	..	..	..	..	..	..	..	..	..	..	..
Hartwell	420,680	7,239 10 7	35 2 4	0 18 4	..	7,275 11 3	..	..	..	..	..	..	..	..	..	..	..	..	..
Burwood	298,899	5,034 0 0	80 11 9	0 18 7	83 15 11	5,179 6 3	71	3,590	..	..	..	..	..	..	..	..	..	..	..
Ashburton	204,102	3,740 4 2	45 7 1	0 7 9	110 19 8	3,896 18 8	118	963	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 92.—DEEPDENE LINE.</i>																			
Shenley	46,922	612 12 5	..	..	..	612 12 5	..	..	..	..	..	..	..	..	..	..	..	..	..
Roystead	74,193	1,018 3 5	..	..	..	1,018 3 5	..	..	..	..	..	..	..	..	..	..	..	..	..
Deepdene	221,310	2,871 6 6	14 4 9	..	..	2,885 11 3	..	..	..	..	..	..	..	..	..	..	..	..	..
East Kew	76,867	1,033 1 0	0 3 11	..	..	9,045 12 0	70	4,258	..	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 96.—PORT MELBOURNE LINE.</i>																
Montague	210,519	£ 2,723 14 9	£ 73 11 10	£ 0 7 5	£ ..	2,797 14 0	..	..	..	..	..	..	..	..	..
North Port	489,098	6,713 8 5	60 3 8	1 11 4	..	6,775 3 5	..	1	..	..	..	..	..	..	..
Graham	708,798	8,966 15 0	86 5 1	0 15 2	..	9,053 15 9	..	1	..	..	..	..	..	..	..
Port Melbourne	215,111	3,310 5 6	67 15 7	0 9 8	24,385 11 2	27,764 1 11	74,610	230,532	..	..	25	..	2	13	41
<i>Section No. 97.—ST. KILDA LINE.</i>																
South Melbourne	892,862	10,635 19 2	539 8 10	0 18 9	..	11,176 6 9	..	4	..	..	..	..	..	..	..
Albert Park	1,802,381	20,523 1 1	185 18 0	3 7 7	..	20,712 6 8	..	9	..	..	..	..	..	..	..
Middle Park	1,552,659	15,828 18 10	78 7 10	0 18 3	..	15,908 4 11	..	2	..	..	..	..	..	..	..
St. Kilda	3,887,021	40,507 19 6	369 14 8	4 15 10	52 6 5	40,984 16 5	70	6,884	..	..	..	..	..	..	..
<i>Section No. 98.—BRIGHTON—SANDRINGHAM LINE.</i>																
Richmond	1,568,231	22,201 11 10	1,433 11 9	4 12 6	..	23,629 16 1	..	6	..	..	..	..	..	..	..
South Yarra	1,596,598	21,686 10 9	987 9 2	6 8 6	..	22,690 8 5	..	8	..	..	..	..	..	..	..
Prahran	989,639	13,604 1 9	775 5 11	1 11 8	5 8 2	14,386 7 6	3	4	..	..	..	..	..	..	..
Windsor	1,203,559	16,609 8 8	356 15 1	2 6 5	1,281 14 8	18,250 4 10	873	37,605	..	..	..	..	..	..	..
Balaclava	1,444,810	23,100 0 6	232 11 10	1 19 1	..	23,384 11 5	..	8	..	..	..	..	..	..	..
Ripponlea	966,450	16,326 8 2	126 6 9	3 0 10	2 5 6	16,458 1 3	1	6	..	..	..	..	..	..	..
Elsternwick	2,370,725	39,296 0 10	427 16 5	2 12 5	1,634 5 2	41,360 14 10	1,217	15,474	..	..	..	..	..	..	..
Gardenvale	1,866,999	25,482 1 7	188 17 0	3 17 6	..	25,674 16 1	..	8	..	..	..	..	..	..	..
North Brighton	1,583,532	32,459 13 10	293 9 9	2 19 10	664 5 9	33,420 9 2	481	10,398	..	..	..	..	..	..	..
Middle Brighton	1,248,046	26,314 6 7	360 16 10	1 16 3	1,300 1 10	27,977 1 6	955	8,605	..	..	..	..	..	..	..
Brighton Beach	737,044	16,312 15 6	65 19 11	0 15 7	3 1 11	16,382 12 11	6	1	..	..	..	..	..	..	..
Hampton	1,507,266	33,335 11 6	153 1 10	3 14 11	18 13 6	33,511 1 9	2	12	..	..	..	..	..	..	..
Sandringham	1,679,774	40,641 5 9	262 19 4	5 9 6	238 7 8	41,148 2 3	181	13,798	..	..	..	..	..	..	..
VARIOUS.																
Traffic derived from South Australian Stations	37,424	61,525 3 1	8,440 14 5	504 7 2	70,588 5 3	141,058 9 11	52,860	25,571	..	..	..	..	..	..	..
" " New South Wales Stations	97,056	89,326 4 8	11,201 14 10	735 8 10	92,862 5 1	194,125 13 5	69,215	106,032	..	..	..	..	..	..	..
" " Queensland Stations	6,064	6,498 8 9	306 18 4	5 7 6	13,542 3 4	20,352 17 11	15,229	1,027	..	..	..	..	..	..	..
" " Commonwealth Stations	7,567	2,576 3 7	253 1 6	1 5 3	971 4 6	3,801 14 10	362	2,050	..	..	..	..	..	..	..
" " Western Australian Stations	4,181	5,528 11 2	99 2 7	1 15 2	80 14 11	5,710 3 10	36	448	..	..	..	..	..	..	..
" " Tasmania	596	682 15 10	..	..	..	682 15 10	..	..	..	..	..	..	..	..	..
Thos. Cook and Sons to New South Wales, South Australia, &c.	304	418 8 6	..	..	..	418 8 6	..	..	..	..	..	..	..	..	..
ELECTRIC TRAMWAYS.																
St. Kilda and Brighton	4,190,379	..	..	..	..	43,110 5 10	..	..	..	..	..	..	..	..	..
Sandringham to Black Rock	997,678	9,752 15 3	
ROAD MOTOR PUBLIC SERVICES.																
	700,199	6,506 8 5	202 18 8	..	13,150 13 3	19,860 0 4	

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DIAGRAM N°1

AVERAGE MILEAGE OPERATED

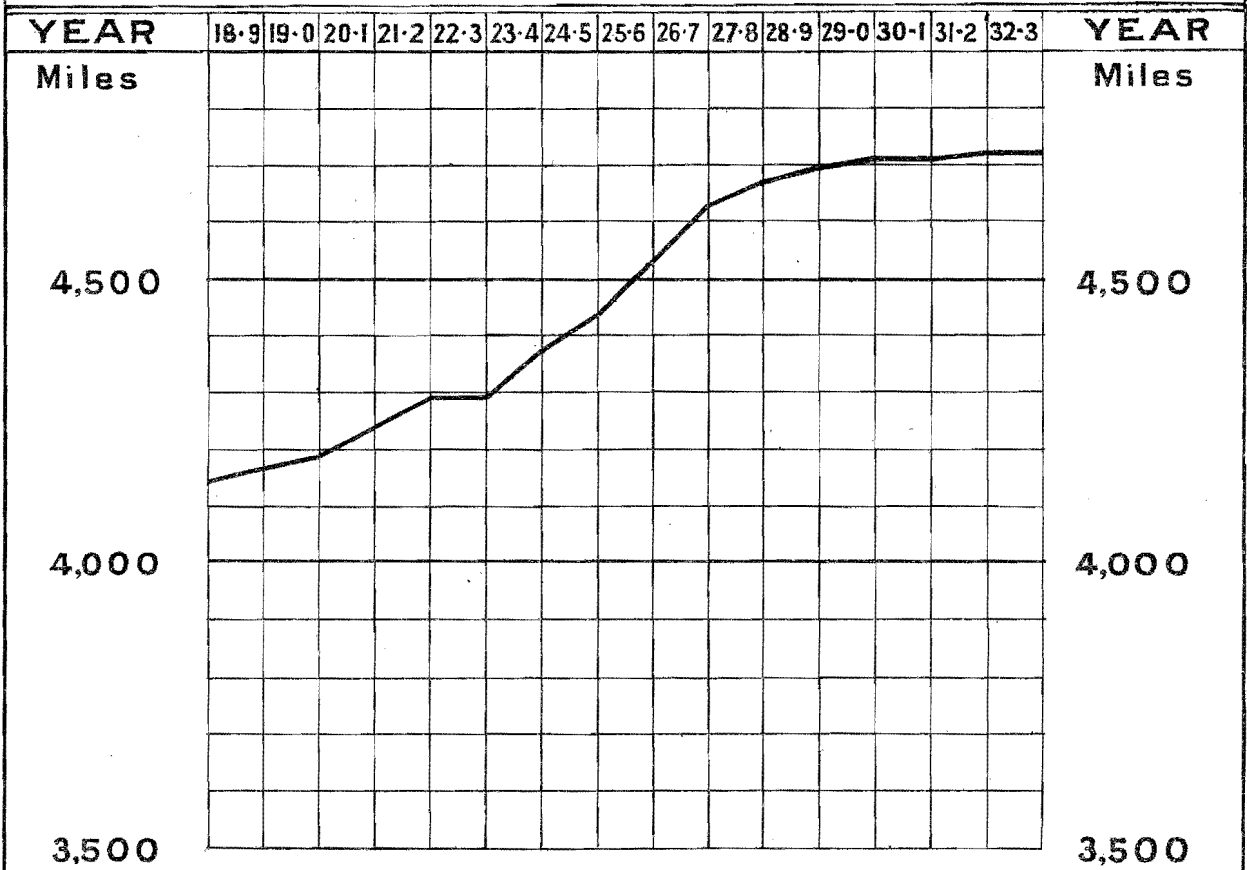


DIAGRAM N°2

AVERAGE COST OF CONSTRUCTION PER MILE

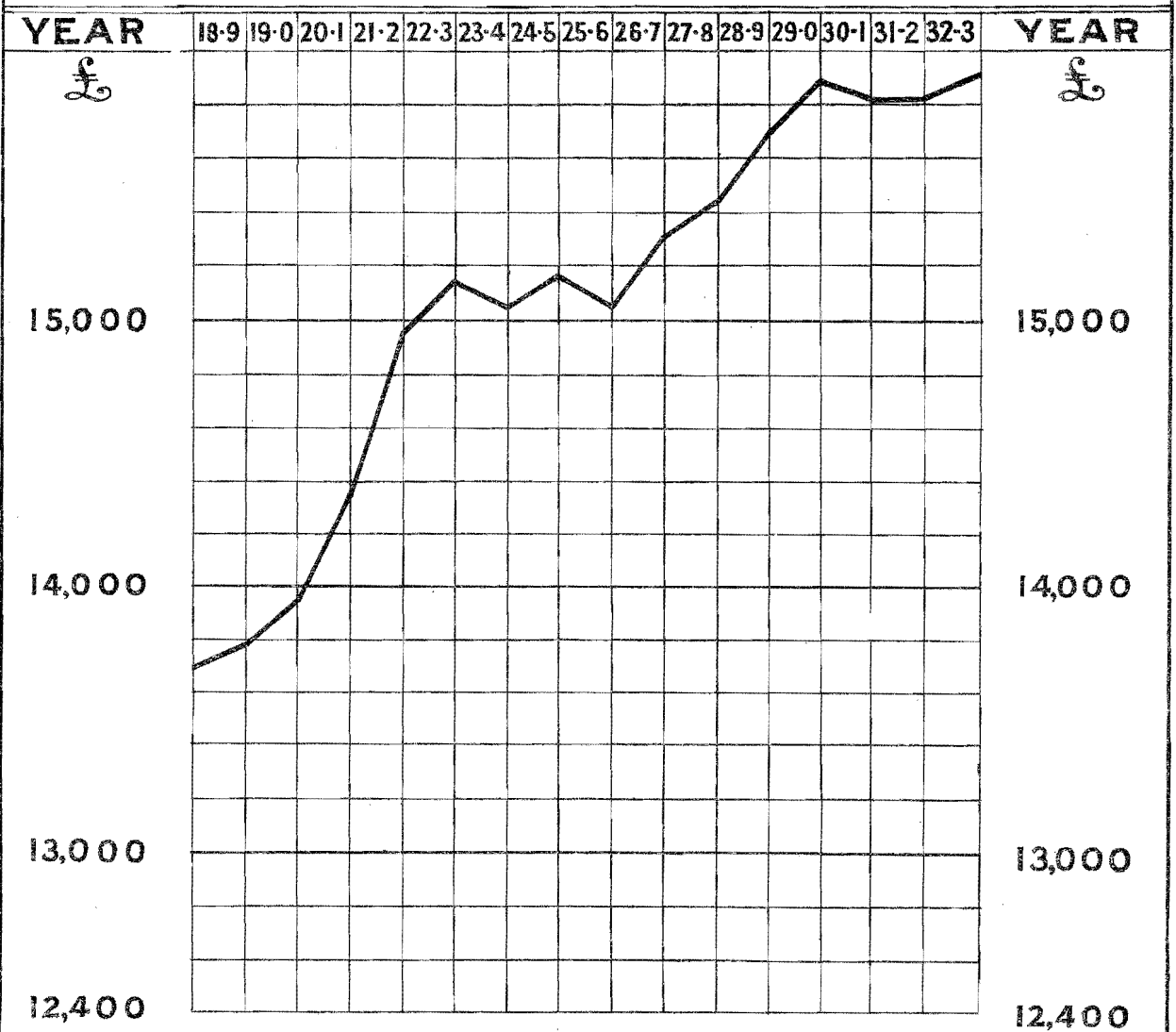


DIAGRAM NO 3

(Exclusive of Electric Tramways & Road Motor Public Services)

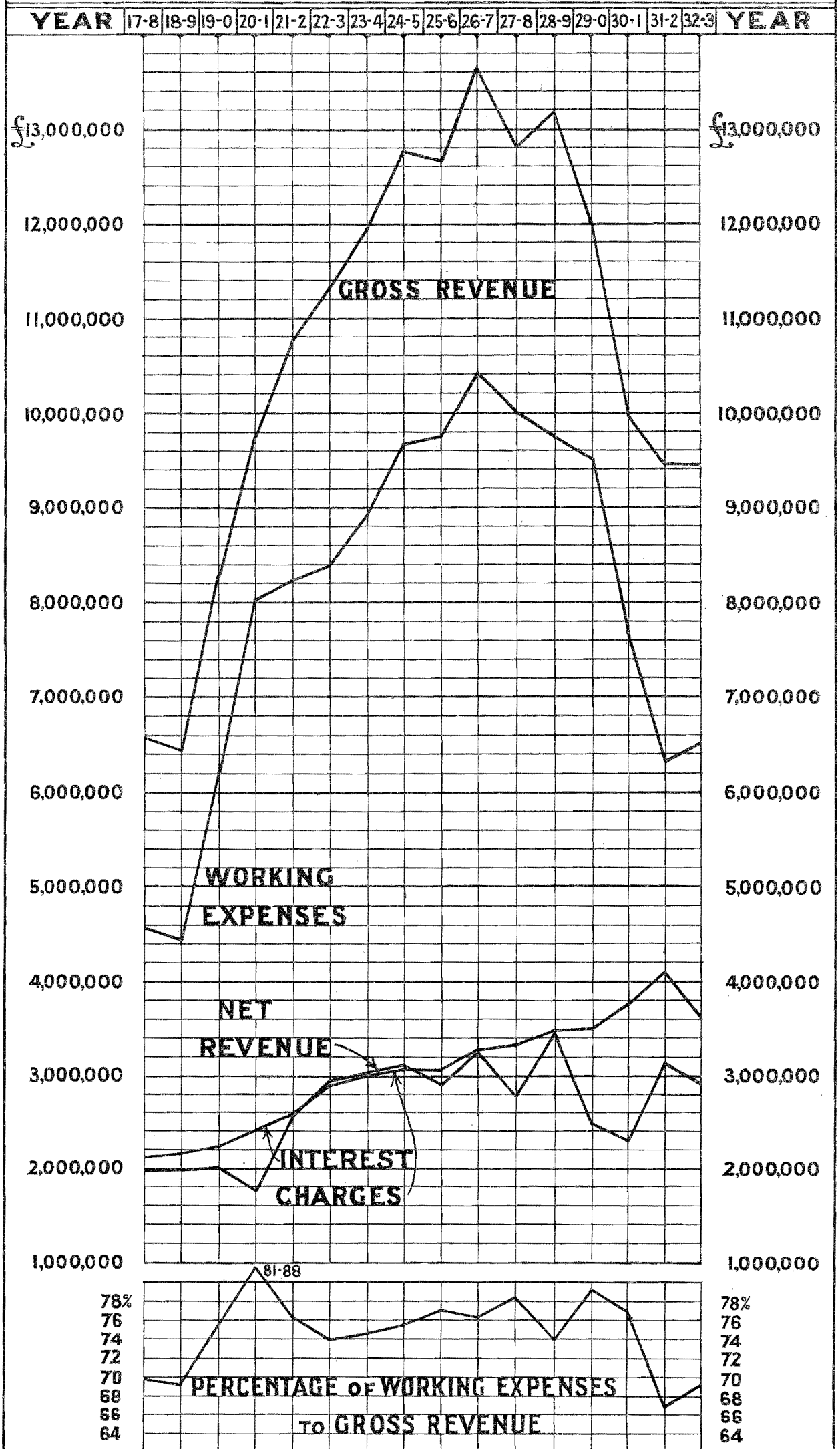


DIAGRAM N^o 4

PER AVERAGE MILE OF RAILWAY OPEN

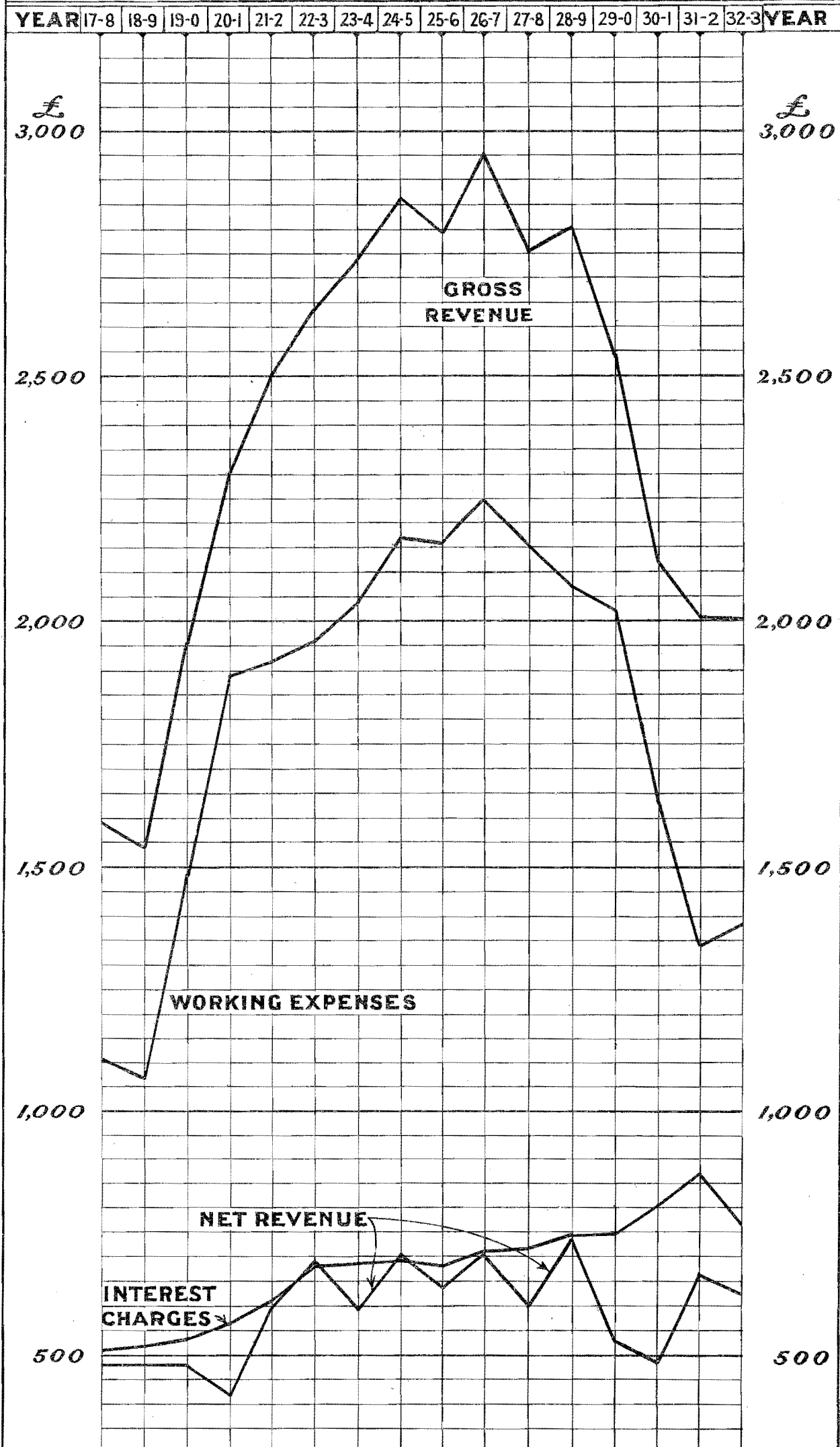


DIAGRAM NO 5

PER TRAIN MILE RUN

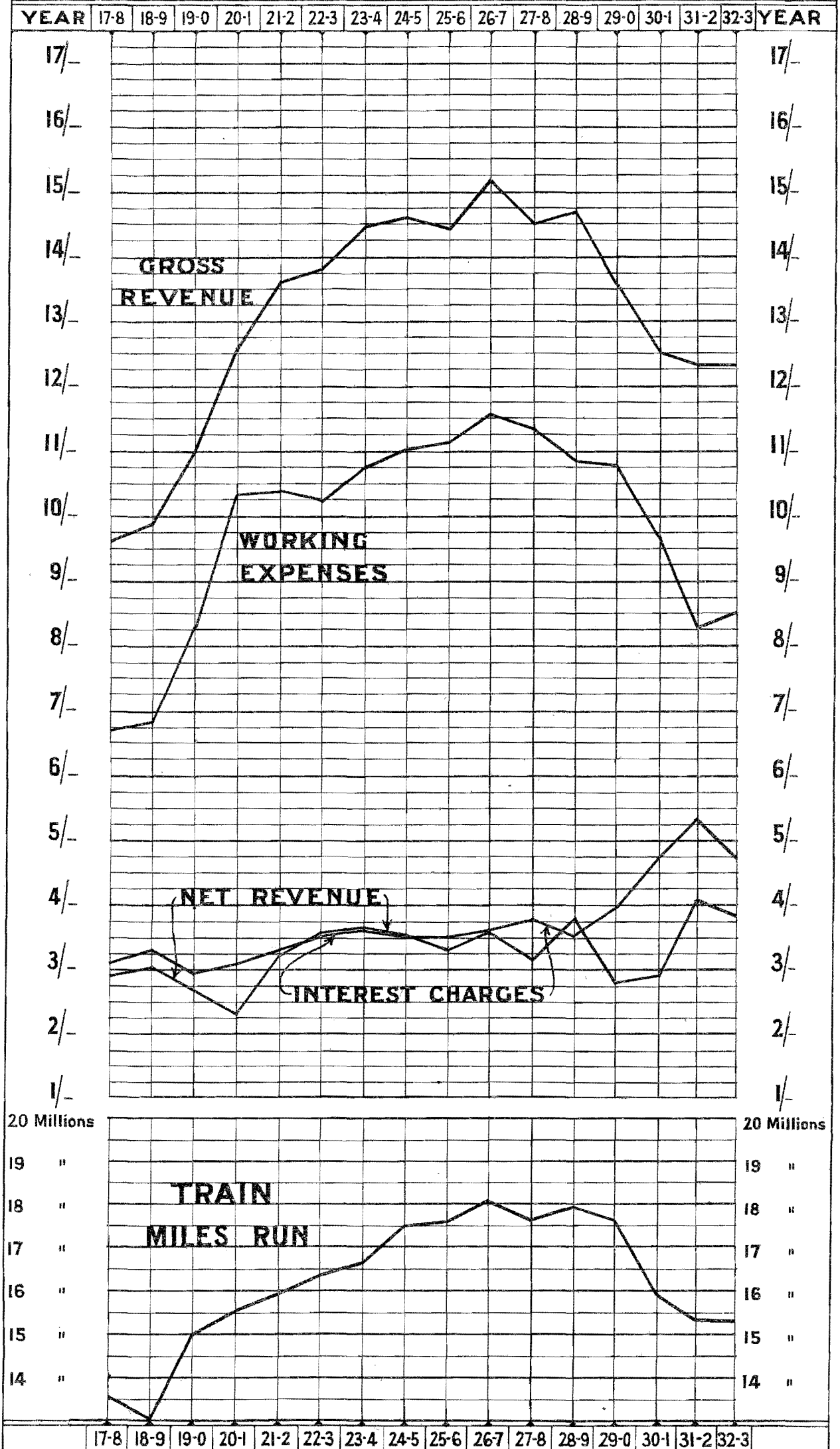
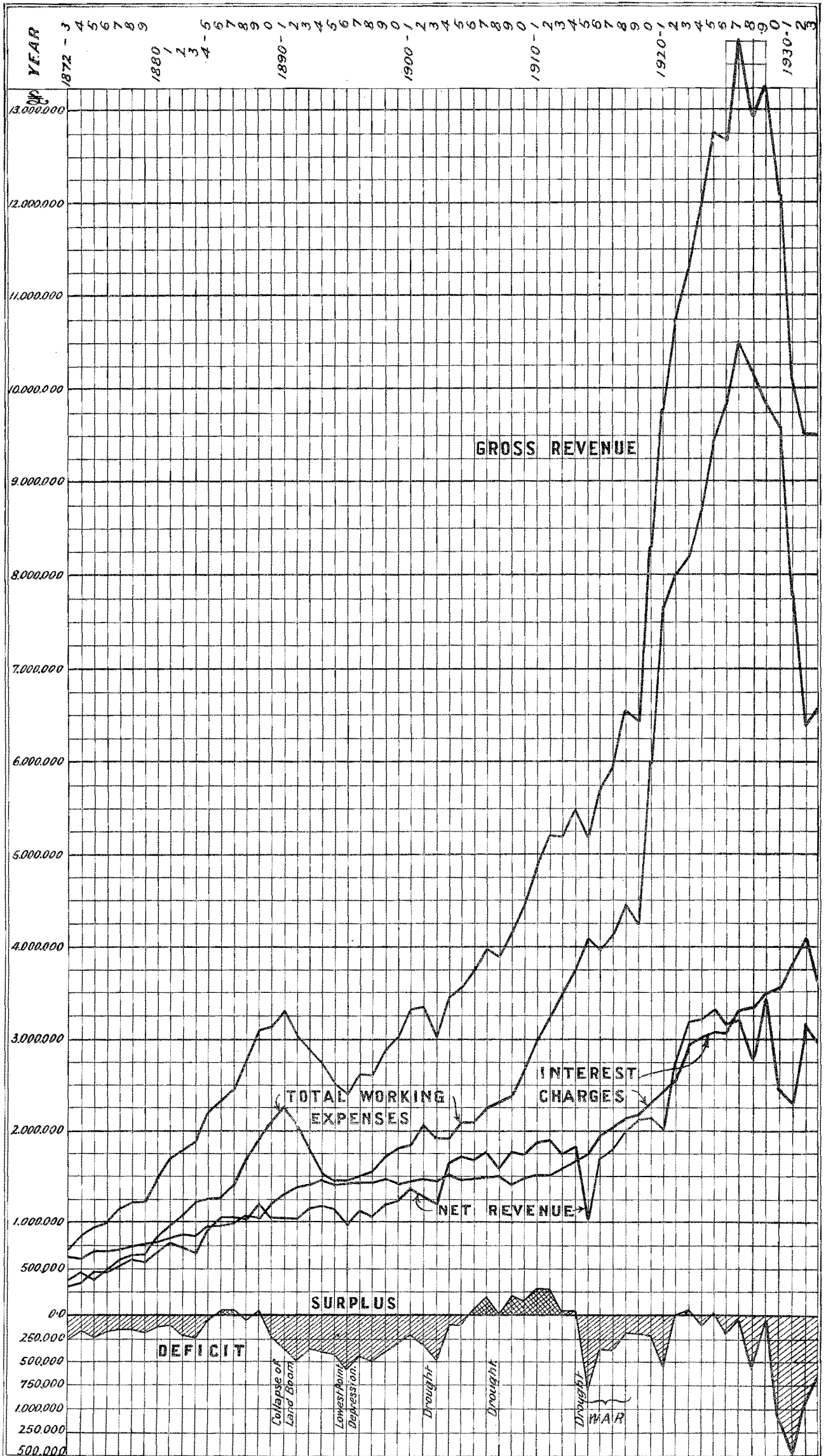
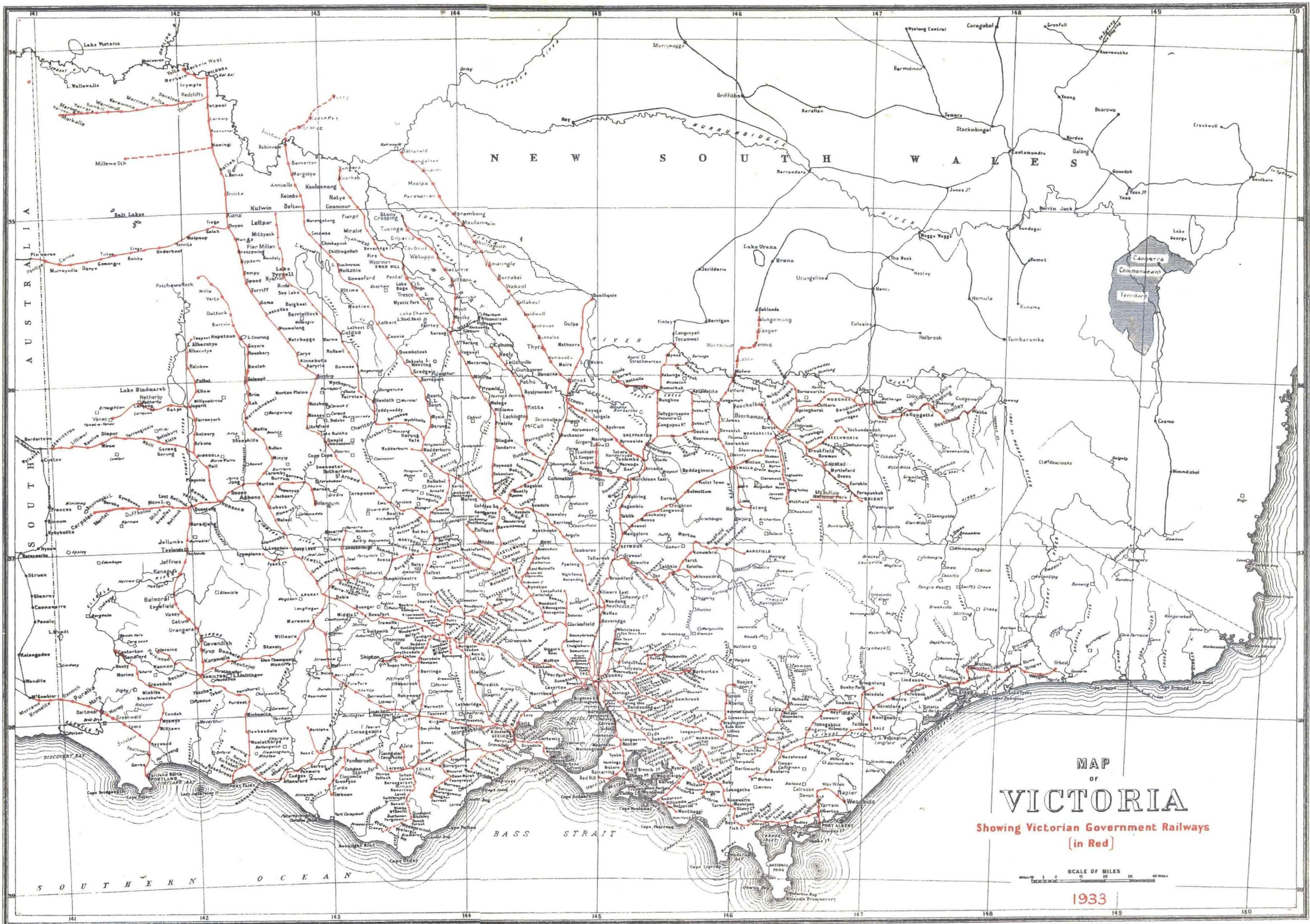


DIAGRAM N° 6





MAP
OF
VICTORIA

Showing Victorian Government Railways
(in Red)

SCALE OF MILES
0 10 20 30 40 50

1933