

1939.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1939.

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

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Chairman, Victorian Railways Commissioners, 17th September, 1920, to 30th June, 1939.

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1939.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 31st August, 1939.

To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report in respect of the year ended 30th June, 1939.

The financial results for the period under review were:—

—	Railways.			Electric Tramways.			Road Motor Public Services.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE ..	9,283,465	12	8	54,269	14	3	22,593	17	2	9,360,329	4	1
WORKING EXPENSES ..	8,199,029	1	2	49,145	16	1	28,748	13	8	8,276,923	10	11
Less :—												
Charged to Unemployment Relief Funds ..	119,301	12	9	..			..			119,301	12	9
Charged to Federal Aid Roads and Works Grant	20,000	0	0	..			..			20,000	0	0
WORKING EXPENSES CHARGED TO RAIL- WAY REVENUE ..	8,059,727	8	5	49,145	16	1	28,748	13	8	8,137,621	18	2
NET REVENUE ..	1,223,738	4	3	5,123	18	2	-6,154	16	6	1,222,707	5	11
INTEREST CHARGES and EXPENSES (in- cluding Loan Conversion Expenses)	1,859,779	15	2	5,691	5	6	591	10	1	1,866,062	10	9
Exchange on Interest Payments and Redemp- tion	188,074	11	5	560	10	1	58	5	1	188,693	6	7
Contribution to National Debt Sinking Fund ..	119,605	6	2	373	13	4	38	16	9	120,017	16	3
TOTAL INTEREST, EXCHANGE, ETC.	2,167,459	12	9	6,625	8	11	688	11	11	2,174,773	13	7
DEFICIT	£943,721	8	6	£1,501	10	9	£6,843	8	5	£952,066	7	8

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

—	Year 1938-39.			Year 1937-38.			Increase (+), or Decrease (-); in 1938-39.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways	9,283,465	12	8	9,735,075	3	11	—	451,609	11 3
Electric Tramways .. .	54,269	14	3	53,592	16	8	+	676	17 7
Road Motor Public Services .. .	22,593	17	2	20,490	5	11	+	2,103	11 3
Total .. .	9,360,329	4	1	9,809,158	6	6	—	448,829	2 5
Working Expenses—									
Railways .. .	8,199,029	1	2	8,275,885	9	0	—	76,856	7 10
Less Charged to :—									
Unemployment Relief Funds .. .	119,301	12	9	148,232	19	2	+	28,931	6 5
Federal Aid Roads and Works Grant .. .	20,000	0	0	..			—	20,000	0 0
Public Account Advances Act, No. 4499 .. .	..			297,400	0	0	+	297,400	0 0
	8,059,727	8	5	7,830,252	9	10	+	229,474	18 7
Electric Tramways .. .	49,145	16	1	47,663	16	1	+	1,482	0 0
Less Charged to Public Account Advances Act, No. 4499 .. .	..			2,600	0	0	+	2,600	0 0
	49,145	16	1	45,063	16	1	+	4,082	0 0
Road Motor Public Services .. .	28,748	13	8	24,737	10	5	+	4,011	3 3
Total .. .	8,137,621	18	2	7,900,053	16	4	+	237,568	1 10
Net Revenue .. .	1,222,707	5	11	1,909,104	10	2	—	686,397	4 3
Interest Charges and Expenses (including Loan Conversion Expenses) .. .	1,866,062	10	9	1,846,971	7	0	+	19,091	3 9
Exchange on Interest Payments and Redemption .. .	188,693	6	7	184,651	8	11	+	4,041	17 8
Contribution to the National Debt Sinking Fund .. .	120,017	16	3	119,434	15	5	+	583	0 10
Total Interest, Exchange, &c.	2,174,773	13	7	2,151,057	11	4	+	23,716	2 3
Deficit .. .	£952,066	7	8	£241,953	1	2	+	£710,113	6 6

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

	Year 1938-1939.	Year 1937-1938.	Year 1936-1937.	Year 1935-1936.
Average Mileage of Railways operated	4,754	4,721	4,721	4,721
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	3,592,718	3,391,872	3,313,694	3,074,501
" " Rail Motors	863,837	873,848	820,975	804,413
" Suburban	7,634,439	7,452,910	7,345,897	7,128,576
" " Rail Motors	35,796	30,856	30,886	30,924
Mixed	614,911	677,543	751,697	839,224
Goods (including Live Stock)	5,147,933	5,489,734	4,949,135	4,513,305
Total	17,889,634(a)	17,916,763(a)	17,211,384	16,399,943
Number of Passenger Journeys { Country	6,577,828	5,850,581	6,013,655	5,502,020
{ Suburban	135,545,739	132,044,095	135,329,598	134,037,069
Tonnage of Goods	5,250,166	6,500,786	6,115,298	5,762,418
Tonnage of Live Stock	725,687	757,583	697,664	661,676
REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,543,882	£ 1,399,729	£ 1,485,346	£ 1,409,364
" Suburban	2,310,799	2,276,418	2,321,512	2,304,047
Parcels, Horses, Carriages, and Dogs	331,025	341,075	351,351	346,836
Mails	77,440	77,584	73,403	69,246
Miscellaneous	22,903	24,144	(c)	(c)
Total	4,286,049	4,118,950	4,231,612	4,129,493
Goods, &c., Business.				
Goods	3,608,945	4,277,092	4,264,660	4,045,594
Live Stock	606,299	608,265	764,146	722,533
Miscellaneous	60,703	59,449	(c)	(c)
Total	4,275,947	4,944,806	5,028,806	4,768,127
Other Services.				
Dining Car Services	32,574	27,844	21,733	20,655
Refreshment Services	338,410	319,018	320,131	301,265
Advertising	38,045	37,876	40,070	38,188
Bookstalls	72,594	68,327	66,494	64,036
Sale of Electrical Energy	481,623	453,065	448,428	424,144
Rentals	41,030	39,454	34,754	39,945
General Miscellaneous	140,052	139,334	136,221	137,958
Recoup of the loss resulting from the working of certain lines of railway, &c.	25,014	29,466	24,896	35,399
Recoup of the loss resulting from the reduction in outer suburban fares	33,750	..	211,461	163,859
Guarantees in respect of losses on certain lines .. ..	..	10,000	19,113	..
Total	9,283,465	9,735,075	10,135,291	9,689,925
Per mile of Railway worked	1,953	2,062	2,147	2,053
Per traffic train mile	10s. 4.54d.	10s. 10.40d.	11s. 9.33d.	11s. 9.88d.
WORKING EXPENSES.				
Transportation Branch	£ 2,254,293	£ 2,121,588	£ 1,874,436	£ 1,797,996
Way and Works Branch	1,513,563	1,777,119	1,626,953	1,516,786
Rolling-Stock Branch—Operating Expenses	1,411,125	1,337,054	1,154,077	1,069,742
" " Repairs and Renewals	1,164,518	1,300,597	1,238,164	1,163,884
" " Depreciation of Rolling-Stock .. ..	..	..	100,000	100,000
Contribution to Railway Renewals and Replacements Fund	225,000	250,000	..	..
Electrical Engineering Branch	280,262	248,194	221,943	201,471
Miscellaneous Operations	437,989	403,008	389,862	364,012
Stores Branch	126,564	121,524	106,009	98,824
General Expenses	211,275	206,564	186,624	173,454
Payment into Railway Accident and Fire Insurance Fund	40,762	25,856	18,978	18,807
Repayment to Public Account (Act No. 4499)	50,000	..	..	..
TOTAL WORKING EXPENSES (exclusive of Pensions.)	7,715,351	7,791,594	6,917,046	6,504,976
Per mile of Railway worked	1,623	1,650	1,465	1,378
Per traffic train mile	8s. 7.45d.	8s. 8.37d.	8s. 0.45d.	7s. 11.25d.
Pensions	483,678	484,381	593,845	489,392
Total Working Expenses	8,199,029(b)	8,275,885(b)	7,420,891	6,994,368
Per mile of Railway worked	1,725	1,753	1,572	1,482
Per traffic train mile	9s. 1.99d.	9s. 2.86d.	8s. 7.48d.	8s. 6.41d.
Less:—Expenditure charged to Unemployment Relief Funds, to the Commonwealth Grant for Rehabilitation (Storms and Floods), and to Federal Aid Roads and Works Grant	139,302	148,233	162,061	137,871
Expenditure charged to Public Account Advances Act No. 4499 .. ..	..	297,400	..	..
WORKING EXPENSES charged against Railway Revenue	8,059,727	7,830,252	7,258,830	6,856,497
Percentage to Gross Revenue	86.82	80.43	71.62	70.76
Net Revenue	1,223,738	1,904,823	2,876,461	2,833,428
Per mile of Railway worked	257	403	609	600
Per traffic train mile	1s. 4.42d.	2s. 1.52d.	3s. 4.11d.	3s. 5.49d.

(a) For details see Appendix No. 9. (b) For details see Appendix No. 3. (c) Included in passenger, parcels and goods.

Finance.

The financial result of the year's operations was a deficit of £952,066—a regression of £710,113 as compared with the result in the previous year.

This unsatisfactory position was contributed to materially by the prolonged and widespread drought.

The gross revenue was £448,829 less than in 1937-38. Goods and live stock revenue showed a decrease of £669,000, but this loss was offset to the extent of £220,000 by increases from passengers, refreshment services, and other items of revenue. The outstanding decrease was in respect of wheat, the tonnage carried (634,314 tons) being little more than half of that carried in 1937-38, while the revenue was £417,372 less.

Working expenses increased by £237,568. Substantial reductions effected under various headings, including goods train mileage, were more than counterbalanced by uncontrollable factors. Industrial awards affected the working costs to the extent of £281,000, while, apart from the increase in the price of other materials, the higher cost of coal represented approximately £40,000. The total additional expenditure under these two headings alone was thus £321,000. Since 1st July, 1937, the additional annual expenditure for increases in wages due to industrial awards is no less than £960,000 and for coal £90,000, or a total of £1,050,000 per annum.

In the year under review, interest, exchange and sinking fund charges amounted to £23,716 more than in 1937-38, due to the expenditure of additional Loan Capital.

The amount credited to the Renewals and Replacements Fund was £225,000, or little more than one-third of what should be provided each year to meet the loss of value that takes place in giving service.

The fact that adequate provision for renewal and replacement work is essential to the maintenance of efficient service has been emphasized in our previous Annual Reports. In addition, details were given of the excessive age of all classes of existing rolling stock, the continued use of which involves unreasonably high operating and maintenance costs. We are impelled to stress the increasing seriousness of the position and the urgent need for making regular provision over a period of several years for an increased works programme which should include the following:—

- (a) Additional passenger and goods locomotives.
- (b) Modern passenger carriages for country lines; also for the Melbourne-Adelaide service, partly at the cost of the South Australian Railways.
- (c) Suburban passenger carriages, in place of worn and obsolete stock and to provide extra trains on certain lines.
- (d) Additional passenger and goods vans to replace worn and obsolete stock.
- (e) Additional sheep, cattle and louvre trucks to enable proper service to be given.
- (f) Betterments and renewals of way and works, including relaying on the Bendigo and Adelaide lines and sections of the suburban lines, renewing and strengthening bridges, and reconditioning and improving departmental buildings generally.
- (g) Completion of the scheme for the conversion of the rolling stock to automatic coupling, including the replacement of older-type trucks by modern stock.
- (h) Replacement of the generating and steam raising equipment at the Newport "A" Power Station.

To provide for such essential renewals and replacements, and enable the service to operate efficiently, approximately £5,150,000 should be expended during the next three years. Of this amount approximately £2,275,000 would be chargeable to Capital, and the balance to other funds.

In the present condition of our finances, which precludes our providing adequately even for current maintenance, provision for these works cannot be made from railway funds. The importance of maintaining the State's greatest asset in a sound condition must, however, be evident, and it acquires an added significance in

the unsettled state of world affairs. If essential works continue to be postponed, it must inevitably lead to a further retrogression in the condition of the property and result in the railways being unprepared and unable to meet even normal demands, still less those which may arise in the event of emergency.

A special provision of £275,000 which, we understand, is being made in the Budget towards the cost of carrying out arrears of maintenance, renewals and replacements will improve the position to a limited extent, but falls far short of what is required.

Although neither the passenger nor the goods business has recovered to the extent of pre-depression levels, there are many urgent calls for expenditure upon the system beyond the ordinary demands of maintenance and renewals.

One reason for such expenditure is furnished by the very evident tendency of primary producers, in certain districts, to exploit the possibilities of stock-raising and to concentrate less upon the growing of wheat. As a result we receive constant demands—many of which it is necessary to satisfy—that stock-handling facilities should be provided or for further conveniences at existing yards, such as additional pen accommodation, unloading ramps, &c.

The initiation of the system of carrying grain in bulk furnishes another example, as large numbers of additional tarpaulins have to be provided to protect the bulk product in the open trucks in which it is carried, while the maintenance of the device for making the trucks wheat-proof is another item of new expenditure.

The amount involved in these and other directions is seldom substantial in individual cases, but in the aggregate is of some magnitude. At the same time the carriage of grain in bulk involves the loss of rentals for grain storage, and of revenue for the carriage of cornsacks, &c., amounting to thousands of pounds per annum.

In suburban passenger business we are faced with the position that while the traffic as a whole is virtually stationary in its dimensions, and at off-peak periods has actually been reduced by competitive services, the number of passengers at peak hours has become greater even than in the pre-depression period. The capacity on certain sections of the suburban lines is thus severely taxed for about two hours in the day, and considerable expenditure will be necessary in the near future to meet requirements during this restricted period.

Already we have been obliged to undertake the extension of automatic signalling on two heavily laden sections of the suburban area, at an estimated cost of more than £45,000, while throughout the State minor expenditures are constantly being incurred in the progressive improvement of safe-working equipment, in order to provide the requisite standard of safety and to admit of higher running speeds.

Apart from the requirements of traffic, we are obliged to keep in step with developments in social services. For example, the active programme of sewerage of country towns has necessitated the connexion of many railway stations and departmental residences, while the extension of electric lighting to new country areas has likewise made it essential to adopt this form of illumination at the local railway stations, wherever funds will admit of such a course.

It will be apparent that the need for protecting the railways from practically unrestricted road transport is of vital importance. Until this is done, the finances of the Department can give nothing but grave concern. We traverse fully the situation in this respect under a separate heading "Competitive Transport." Our vulnerability to road competition lies primarily in our graduated scale of goods rates. A flat rate for all classes of goods would be a complete answer to the competition, but this is out of the question as such an increase would be involved in the charges for the carriage of agricultural products that it would deal a heavy, if not a fatal blow, to primary production over a wide area.

Some increase in the rates for this class of traffic, however, cannot be regarded as impracticable, as the Victorian charges are relatively low by comparison with those in force on the railway systems of other states—in some cases very much lower.

There are, in our opinion, only three alternatives open for adoption, viz. :—

- (1) To suffer a continuance of heavy deficits ;
- (2) To eliminate the duplication of transport by controlling road operations, and conserving to the railways traffic which the existing system can handle with efficiency ; or
- (3) To increase the lower freight charges in the railway schedule.

In view of the importance of the issues involved, we strongly urge that the question as to which policy should be adopted is one that calls for immediate consideration and determination.

Revenue.

The revenue of the railways (exclusive of the electric tramways and the road motor public services) amounted to £9,283,465, or £451,610 (equivalent to 4.64 per cent.) less than that of the preceding year, viz., £9,735,075. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

	Revenue 1938-39.	Increase.		Decrease.	
		Amount.	Per cent.	Amount.	Per cent.
	£	£		£	
Passenger Traffic—					
Country	1,543,882	144,153	10.30	..	..
Suburban	2,310,799	34,381	1.51	..	..
Dining Car Services	32,574	4,730	16.99	..	..
Refreshment Services	338,410	19,392	6.08	..	..
Advertising	38,045	169	.45	..	..
Bookstalls	72,594	4,267	6.24	..	..
Parcels, &c.	331,025	..	..	10,050	2.95
Coaching Miscellaneous	22,903	..	..	1,241	5.14
Mails	77,440	..	..	144	.19
Goods	3,608,945	..	..	668,147	15.62
Goods Miscellaneous	60,703	1,254	2.11	..	..
Live Stock	606,299	..	..	1,966	.32
Sale of Electrical Energy	41,030	1,576	3.99	..	..
Rentals	140,052	718	.52	..	..
General Miscellaneous	25,014	..	..	4,452	15.11
Recoup of the loss resulting from the reduction in outer suburban fares	33,750	33,750	100.00	..	..
Guarantees in respect of losses on certain lines .. .. .	..	..	..	10,000	100.00
Total	9,283,465	244,390	..	696,000	..
Net Decrease .. .. .	..	..	£451,610	..	4.64

Contributing factors are explained in our comments under the heading "Analysis of Passenger, Goods, and Live Stock Traffic."

The revenue per traffic train mile was 10s. 4.54d., or 5.86d. less than that (10s. 10.40d.) in the preceding year.

For comparative purposes, the earnings per traffic train mile in each year of the four years ended 30th June, 1939, are furnished hereunder :—

Year.	Revenue per traffic train mile.	
	s.	d.
1935-36	11	9.88
1936-37	11	9.33
1937-38	10	10.40
1938-39	10	4.54

Working Expenses.

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

The percentage of working expenses to revenue was 81.61, as compared with 75.46 in 1937-38 and 66.65 in 1936-37. In the compilation of these figures the electric tramways and the road motor public services have been excluded, as well as pensions, &c., the expenditure charged to Unemployment Relief Funds, the Federal Aid Roads and Works Grant and the Public Account Advances Act, No. 4499. With pensions included, the percentage for 1938-39 was 86.82.

Reconciliation with Treasury Figures.

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

A reconciliation is embodied in Appendix No. 18.

Public Account Advances Act 1937 (No. 4499).

Under this Act the sum of £300,000 was advanced during 1937-38 for deferred maintenance and renewal works. The Act provides for repayment of the advance over a period of six years, and the first repayment of £50,000 was provided for in the year under review.

Pensions.

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

	1938-39.	1937-38.	Increase (+) or Decrease (-) in 1938-39.
	£	£	£
Pensions under Superannuation Act	370,363	361,697	+ 8,666
Pensions to officers and employees who were in the Service on 1st November, 1883	113,921	123,292	- 9,371
Total	£484,284	£484,989	- £705

Capital Expenditure.

The total amount (net) expended from the Capital Account on works and assets (i.e., excluding stores and materials) at 30th June, 1938, was

	£	s.	d.
50,990,477		19	9

During the year 1938-39 additional charges as shown hereunder were made:—

	Gross Expenditure.			Credits.			Net Expenditure.		
	£	s.	d.	£	s.	d.	£	s.	d.
Construction of New Lines and Surveys ..	1,095	3	10	316	6	0	778	17	10
Additions and Improve- ments to—									
Way, Works, &c. ..	348,449	8	1	11,890	11	6	336,558	16	7
Rolling Stock ..	199,995	16	2	9,269	5	3	190,726	10	11
	549,540	8	1	21,476	2	9	528,064	5	4

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

	£	s.	d.
528,064		5	4
making the total capital expenditure at 30th June, 1939	£51,518,542	5	1

Loan Funds.

	£	s.	d.
At 30th June, 1938, the total liability in respect of current loans was	44,495,193	18	4
The amount of Securities purchased and cancelled from National Debt Sinking Fund was	2,190,507	6	3
	<hr/>		
	46,685,701	4	7
During the year the liability was increased by the additional amount allocated	354,258	10	6
and by discounts and expenses on loans	7,532	4	4
	<hr/>		
	361,790	14	10
and reduced by repayment to State Loans Repayment Fund	624	15	4
	<hr/>		
	361,165	19	6
	<hr/>		
	47,046,867	4	1
Less the Securities purchased and cancelled from National Debt Sinking Fund in respect of the liability	2,445,093	5	3
	<hr/>		
	£44,601,773	18	10

Interest Account.

	£	s.	d.
The interest charges on current loans and loan conversion expenses amounted to	1,859,787	8	0
Expenses were incurred by the Treasury in connexion with the payment of interest to the extent of	6,275	2	9
	<hr/>		
The debit for interest charges and expenses (including loan conversion expenses) for the year 1938-39 was therefore .. which represents an increase of £19,091 as compared with the debit for the previous year.	1,866,062	10	9
The Contribution to the National Debt Sinking Fund was ..	120,017	16	3
Exchange on interest payments and redemption amounted to ..	188,693	6	7
	<hr/>		
The total of interest and exchange was thus	£2,174,773	13	7

Non-Interest Bearing Funds.

	£	s.	d.
At 30th June, 1938, the liability to the Consolidated Revenue and other funds provided for railway construction, equipment, stores, &c., on which interest is not charged was	5,458,242	13	6
Further moneys were provided during the year out of Consolidated Revenue and the National Recovery Loan, as shown hereunder :—			
Division 78 of the Appropriation Act	12	0	0
Developmental Railways Account	2	14	1
National Recovery Loan and Taxation Funds (for Unemployment Relief)	195,267	3	6
	<hr/>		
The total liability as at 30th June, 1939, was therefore ..	£5,653,524	11	1

Non-Paying Lines.

The following statement shows the losses on the operation of certain lines for the twelve months ended 28th February, 1939.

Line.	Loss incurred after charging Working Expenses and Interest on Capital, for the twelve months ended 28th February, 1939.
(a) Lines Constructed since 1896.	
	£
Alberton to Won Wron	2,935
Annuello to Robinvale	2,772
Bairnsdale to Orbost	15,761
Beeac to Newtown	1,788
Beech Forest to Crowes	2,538
Benalla to Tatong	1,057
Ben Nevis to Navarre	1,196
Bittern to Red Hill.. .. .	3,127
Bowser to Peechelba	954
Cavendish to Toolondo	2,815
Colac to Beech Forest	5,581
Darling to Glen Waverley	8,622
Elmore to Cohuna	7,404
Eltham to Hurstbridge	6,055
Fawkner to Somerton	833
Ferntree Gully to Gembrook.. .. .	8,308
Heywood to Puralka	5,065
Hopetoun to Patchewollock	2,028
Kerang to Murrabit.. .. .	4,077
Kooloonong to Yungera	945
Koo-wee-rup to Triholm	8,169
Linton to Skipton	1,131
Manangatang to Annuello	1,425
Marnoo to Bolangum	453
Merbein to Yelta	162
Meringur to Morkalla	54
Moe to Walhalla	685
Nandaly to Kulwin	2,570
Neerim South to Noojee	4,919
Piangil to Kooloonong	2,657
Puralka to South Australian Border	212
Redcliffs to Werrimull	6,197
Rushworth to Colbinabbin	538
Rushworth to Girgarre	2,260
Sea Lake to Nandaly	370
Tallangatta to Cudgewa	10,420
Wangaratta to Whitfield	2,637
Werrimull to Meringur	3,260
TOTAL	£131,980
(b) Lines Constructed prior to 1896.	
	£
Alberton to Port Albert	585
Avoca to Ararat	5,618
Ballarat to Buninyong	1,371
Birregurra to Forrest	3,489
Branxholme to Casterton	7,320
Castlemaine to Maldon	3,936
Cathkin to Koriella	192
Clarkefield to Lancefield	4,478
Everton to Yackandandah	9,770
Hamilton to Coleraine	4,341
Hamilton to Koroit	2,638
Jumbunna Junction to Outtrim	2,463
Korumburra Junction to Jumbunna Junction	195
Lilydale to Healesville	14,640
Lilydale to Warburton	7,417
Linton Junction to Linton	7,762
Maffra to Briagolong	415
Carried forward	76,630

NON-PAYING LINES—continued.

Line.					Loss incurred after charging Working Expenses and interest on Capital, for the twelve months ended 28th February, 1939.
					£
Brought forward	..	..	..	..	76,630
Maldon to Shelbourne	..	..	..	..	2,894
Maryborough to Avoca	..	..	..	..	935
Moe to Thorpdale	..	..	..	..	6,008
Moriac to Wensleydale	..	..	..	..	1,488
Morwell to North Mirboo	..	..	..	..	8,071
Redesdale Junction to Redesdale	..	..	..	..	3,257
South Geelong to Queenscliff	..	..	..	..	2,406
Tallarook to Mansfield	..	..	..	..	17,378
Terang to Mortlake	..	..	..	..	707
Thomastown to Whittlesea	..	..	..	..	9,101
Timboon Junction to Timboon	..	..	..	..	3,292
Warragul to Neerim South	..	..	..	..	4,870
TOTAL	..	..	..	..	£137,037

Mileage of Railways and Tracks Open for Traffic.

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

	At 30th June—		Average for Year—	
	1938.	1939.	1937-38.	1938-39.
RAILWAYS—				
Route Mileage	4720·77	4758·97	4720·77	4754·26
Track Mileage	5054·93	5093·13	5054·93	5088·42
Sidings	1038·74	1043·51	1037·70	1041·45
ELECTRIC TRAMWAYS—				
Route Mileage	7·60	7·60	7·60	7·60
Track Mileage	14·99	14·99	14·99	14·99
Sidings	1·40	1·40	1·40	1·40

The increase in railway mileage was due to our having taken over from the Constructing Authority the operation of the line from Yarrowonga to Oaklands, as from 15th August. This line, which runs into New South Wales from the Victorian terminus at Yarrowonga, was constructed under the provisions of the Border Railways (New South Wales and Victoria) Act, No. 3194.

St. Kilda and Brighton Electric Tramway.

The results of operating this tramway, contrasted with those of the preceding year, are embodied in Appendix No. 14. The position is summarized hereunder:—

	Year 1938-39		Year 1937-38	
Number of passengers	..	4,355,624	..	4,262,663
		£		£
Gross revenue	..	44,137	..	43,492
Working expenses	..	39,314	..	36,760*
Net revenue	..	4,823	..	6,732
		£		£
Interest charges	..	3,749	..	3,913
Exchange on interest payments, and redemption	..	369	..	387
Contribution to National Debt Sinking Fund	..	246	..	252
Net Profit	..	459	..	2,180

* Excluding £2,600 charged to Public Account Advances Act No. 4499.

The increase in working expenses was mainly due to higher rates of wage under awards, additional expenditure upon the track, and the higher cost of electric current.

The capital expenditure at 30th June, 1939, on the construction of the line— <i>vide</i> Appendix No. 8—was	£	90,098
and of rolling stock		13,942
Total		104,040

Sandringham to Black Rock Electric Tramway.

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

	Year 1938-39		Year 1937-38	
Number of passengers	1,054,269	..	1,037,083	..
	£		£	
Gross revenue	10,133	..	10,101	..
Working expenses	9,753	..	8,247	..
Net revenue	380	..	1,854	..
	£		£	
Interest charges	1,943	..	1,917	..
Exchange on interest payments, and redemption	191	..	190	..
Contribution to National Debt Sinking Fund	128	2,262	123	2,230
Net Loss	1,882		376	

The increase in working expenses was due mainly to expenditure in the maintenance of the track, the higher cost of electric current, and the cost of converting an additional car for "one-man" operation. Savings effected by the use of the latter were neutralized by increased wage awards.

The capital expenditure at 30th June, 1939, on the construction of the line— <i>vide</i> Appendix No. 8—was	£	40,648
and of rolling stock		7,724
Total		48,372

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

Details of the passenger business, compared with that of the preceding twelve months, are given in Appendix No. 24 and are summarized below:—

	Number of Journeys.		Increase.	Revenue.		Increase.
	1937-38.	1938-39.		1937-38.	1938-39	
				£	£	
Country passenger traffic	5,850,581	6,577,828	12.43	1,399,729	1,543,882	10.29
Suburban passenger traffic	132,044,095	135,545,739	2.65	2,276,418	2,344,549*	2.99
Total	137,894,676	142,123,567	3.06	3,676,147	3,888,431	5.77

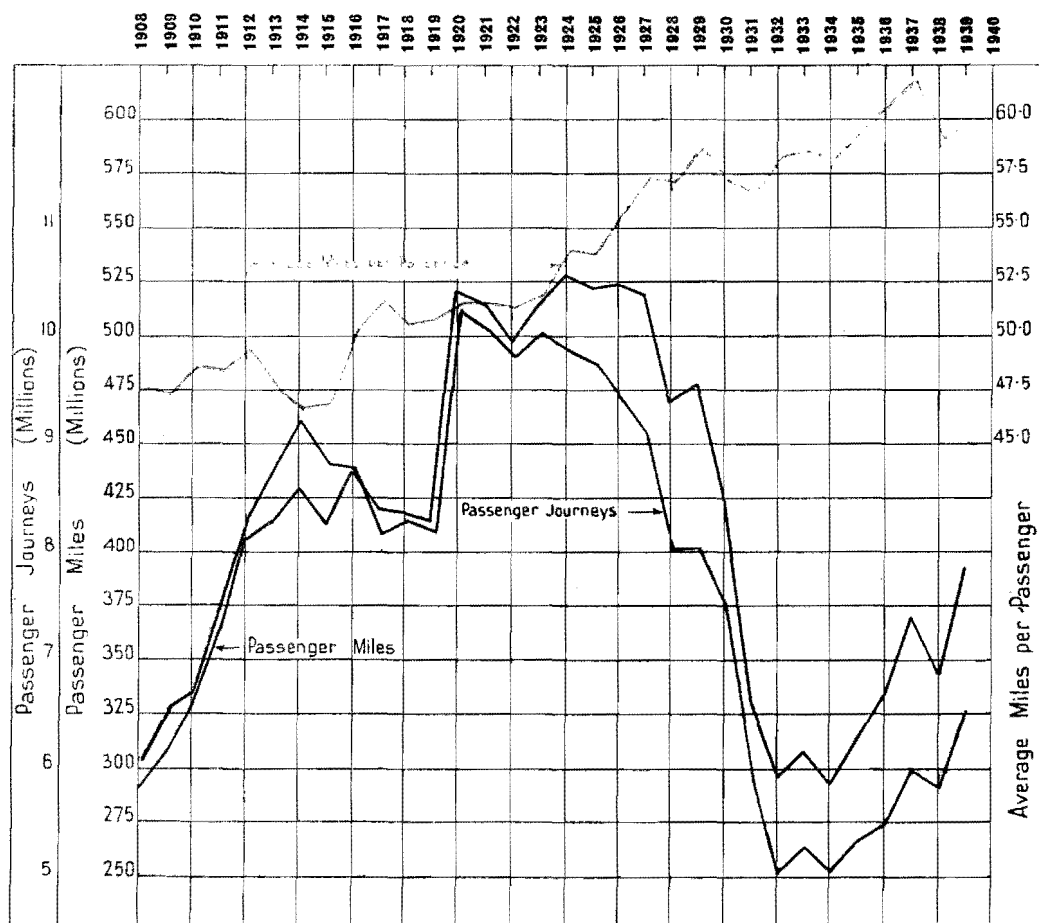
* Including recoup (£33,750) in respect of the loss resulting from the reduction in outer suburban fares.

The value of the comparison is affected by the fact that the infantile paralysis epidemic was responsible for a large diminution of traffic in 1937-38. A comparison between the figures for 1938-39 and those for 1936-37 shows that the country passenger traffic increased by 564,173 passenger journeys (or by 9.4 per cent.), but that the suburban passenger traffic merely maintained its volume, an increase of 216,141 passenger journeys being equivalent to only 0.16 per cent.

Country Passenger Traffic.

The following graph shows the trend of country passenger traffic from 1907-8 to 1919-20, and indicates the marked degree to which it has since been affected by alternative modes of transport, by financial stringency in the depression period, and by the epidemic of infantile paralysis in 1937-38:—

COUNTRY PASSENGER TRAFFIC, 1907-8 TO 1938-39.
YEAR ENDED 30TH JUNE—



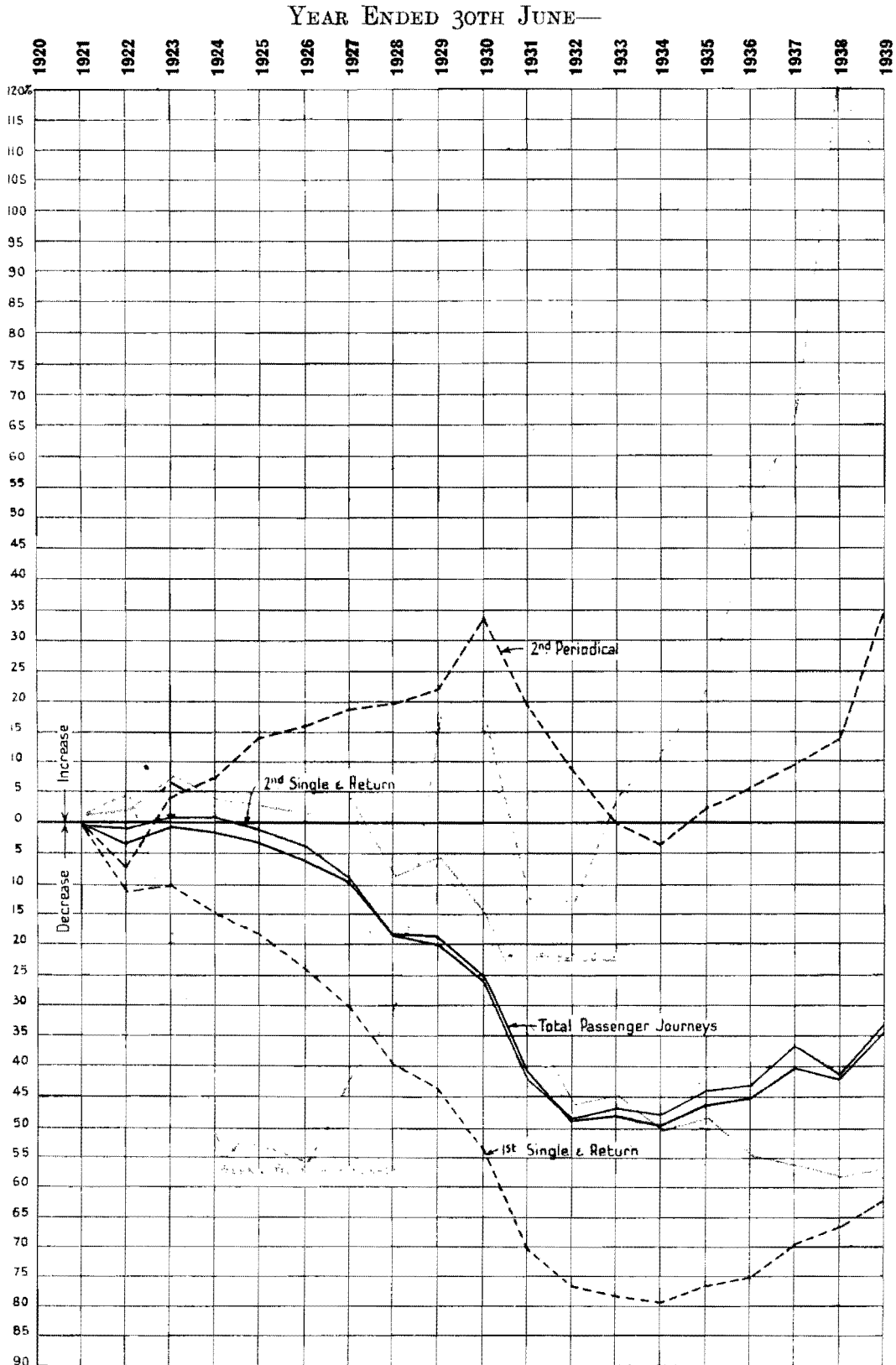
At the commencing point of the graph (1907-8) the country passenger journeys numbered 6,107,745. The peak was reached in 1919-20 with 10,263,863, while in 1938-39 the number was 6,577,828. The latter figure is 36 per cent. below that of 1919-20, and little higher than at the commencement of the graph 30 years ago.

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

Country Passenger Journeys.	1920-21.		1938-39.	
	Number.	Percentage.	Number.	Percentage.
1st class single and return	1,722,699	17.1	657,122	10.0
1st class periodical	1,214,328	12.1	501,753	7.6
		—29.2		—17.6
2nd class single and return	6,308,272	62.7	4,231,008	64.3
2nd class periodical	689,673	6.8	927,058	14.1
Workmen's weekly (2nd class)	126,894	1.3	260,887	4.0
		—70.8		—82.4
	10,061,866	100	6,577,828	100

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

PERCENTAGE INCREASE OR DECREASE IN COUNTRY PASSENGER JOURNEYS,
1920-21 TO 1938-39.

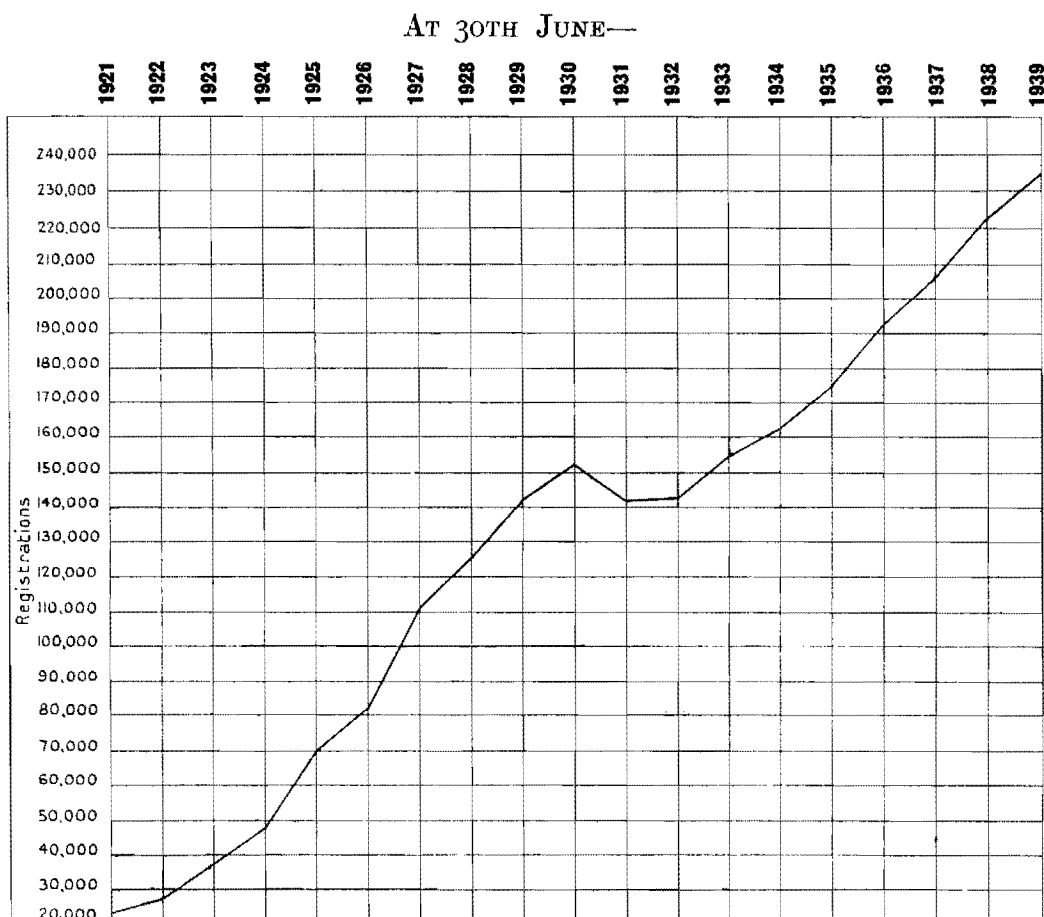


The marked decrease in workmen's weekly passenger journeys between 1922 and 1926 was attributable principally to the decline of mining in country districts. Increases in more recent years (except during the depression period) are ascribable to a reduction in the fares in the 21-27 mile zone from Melbourne, and to an increase in settlement within that zone.

Similarly, in the case of second-class periodical tickets, the higher level reached in 1930, but subsequently affected by the depression, was in a measure due to the introduction of weekly periodical tickets in the 21-27 mile zone.

MOTOR CAR REGISTRATIONS.

Registrations of automobiles and commercial vehicles, which are quoted here because of their influence upon railway revenue, again showed a substantial increase. The total registrations (234,719) current at 30th June, 1939, represented an increase of 11,966 vehicles (5.4 per cent.) over the record number at 30th June, 1938. The following graph shows the growth in the registrations since 1921:—



Suburban Passenger Traffic.

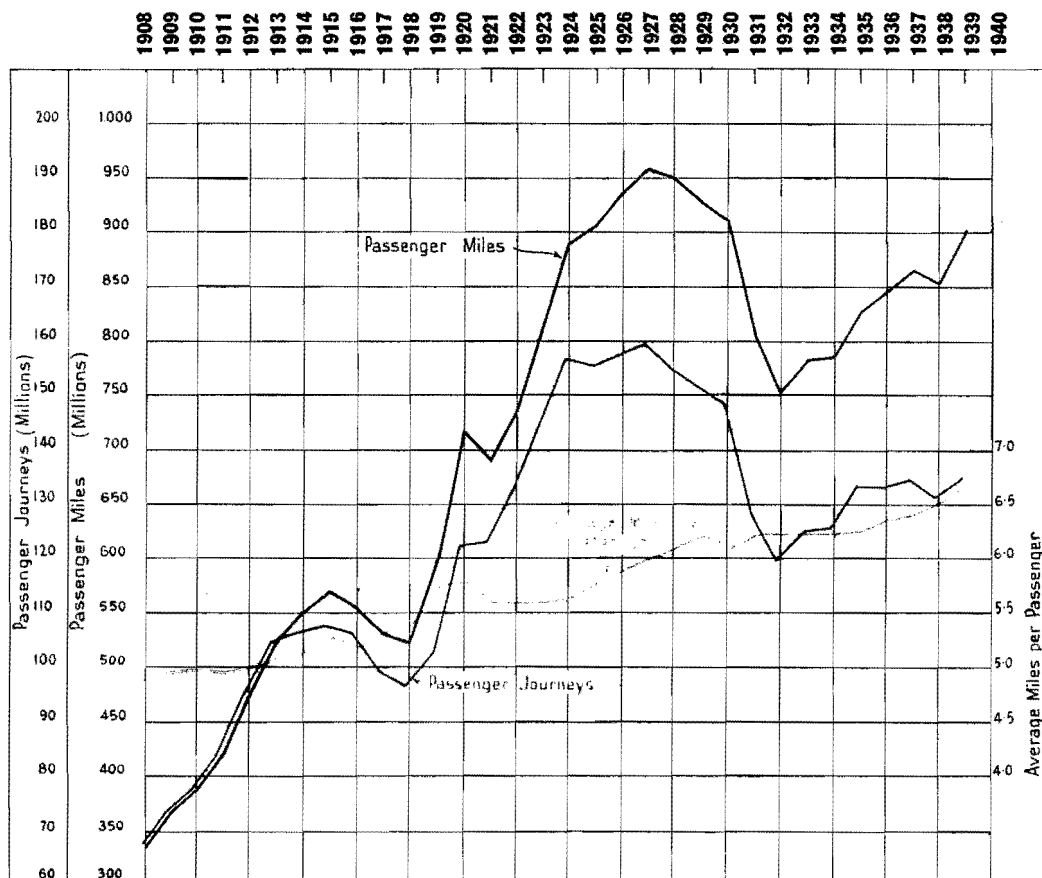
Under direction of the Governor in Council, a reduction of 20 per cent. was made, as from 1st October, in the periodical ticket fares between outer suburban stations and Melbourne, with consequential adjustments at some other stations. In accordance with the Railways Act, the loss of revenue involved will be paid into railway revenue by the Treasury, and the sum of £33,750 was so paid in respect of the loss for the nine months of 1938-39 during which the reduction was effective.

With a view to obtaining greater patronage of the regular Sunday suburban train service, day return fares representing a reduction of approximately 30 per cent. on the ordinary mileage fares were introduced on trial throughout the 20-mile zone and the electrified area commencing on 4th December. A feature of these special Sunday fares is a maximum of 9d. for children under 16 years of age travelling first class, and of 6d. for their second class travel. A further reduction of 10 per cent. on the adult fares is made for parties of at least twenty, together with one free ticket for the organizer of the party.

The development in the suburban traffic from 1907-8 (68,799,680 passenger journeys) until the peak in 1925-27 (160,154,499 passenger journeys), and the retrogression from that date until 1931-32 (120,848,507 passenger journeys) are shown graphically hereunder, as well as subsequent more favorable movements, with a total of 135,545,739 passenger journeys in 1938-39:—

SUBURBAN PASSENGER TRAFFIC, 1907-8 TO 1938-39.

YEAR ENDED 30TH JUNE—



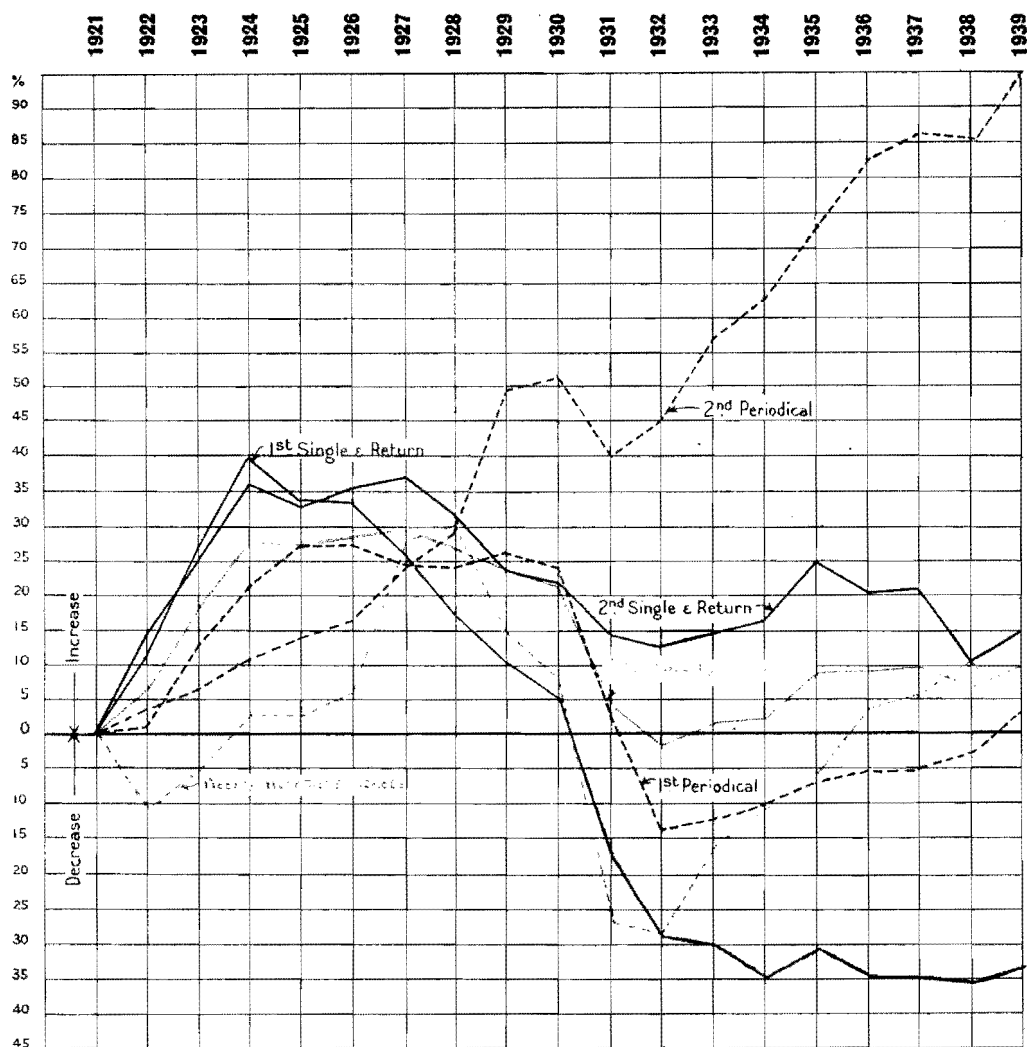
During recent years the composition of the suburban traffic has been undergoing changes similar to, though not so marked as, those which have taken place in the country traffic. This will be seen from the following figures:—

Suburban Passenger Journeys.	1920-21.		1938-39.	
	Number.	Percentage.	Number.	Percentage.
1st class single and return ..	31,937,385	25.8	21,295,673	15.7
1st class periodical ..	23,593,993	19.0	24,258,502	17.9
		44.8		33.6
2nd class single and return ..	39,495,944	31.8	45,219,109	33.4
2nd class periodical ..	16,981,741	13.7	33,213,772	24.5
Workmen's weekly (2nd class) ..	11,974,754	9.7	11,558,683	8.5
		55.2		66.4
	123,983,817	100	135,545,739	100

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

PERCENTAGE INCREASE OR DECREASE IN SUBURBAN PASSENGER JOURNEYS,
1920-21 TO 1938-39.

YEAR ENDED 30TH JUNE—



A movement from first to second class since 1924 is clearly indicated, though first class travel showed an improvement in 1938-39. The relativity of the various curves has been influenced by the introduction of weekly periodical tickets in June, 1928. This increased the number of passenger journeys upon periodical tickets, and correspondingly decreased those for which single and return and workmen's weekly tickets were utilized. The reduction of outer suburban periodical fares as from 1st October, 1938, was also responsible for some transfers from workmen's weekly to periodical tickets, which carry much greater travel privileges.

Goods and Live Stock Traffic.

Due mainly to the drought, and (to some extent) to the bush fires in January, the goods and live stock traffic decreased by 1,282,516 tons, and revenue by £668,859.

The comparison is as under:—

GOODS AND LIVE STOCK.

	Tons.	Revenue.
		£
1937-38	7,258,369	4,944,806
1938-39	5,975,853	4,275,947
<i>Decrease</i>	1,282,516 (17.7 per cent.)	668,859 (13.5 per cent.)

Details of the tonnage and revenue for the various classes of goods are shown in Appendix No. 25.

The principal decreases and increases were:—

	Tons.	Per Cent.	Revenue.	Per Cent.
			£	
<i>Decreases.</i>				
Wheat	628,129	49.8	417,372	52.8
Other agricultural produce	113,547	23.7	65,126	23.3
Goods not otherwise specified	234,676	32.0	19,541	17.2
Fruit	17,165	12.5	13,166	9.4
Fertilizers	74,519	14.7	24,412	13.5
Timber	70,184	27.2	30,924	21.0
Minerals (coal and coke)	47,716	19.3	11,890	16.1
Firewood and briquettes	42,693	5.3	22,062	5.8
Stone and gravel	18,023	8.6	3,765	6.1
Live stock	31,896	4.2	1,966	.3
<i>Increases.</i>				
Flour, bran and pollard	4,723	1.7	7,876*	5.0*
Hay, straw and chaff	15,193	7.4	16,784	15.4

* Decrease.

The increase in the tonnage of hay, straw, and chaff, bran, and pollard was due to the necessity to hand feed stock during the drought period. A large quantity of this traffic was carried at the reduced rate allowed for fodder for starving stock. Normally, a reduction of 20 per cent. is conceded, but from 6th February to 31st May, Victorian consignees obtained further assistance, as by means of a Governmental subsidy the freight charges were reduced to one-half of the usual rate.

Drought conditions also affected the tonnage of goods not otherwise specified, as in normal seasons a haulage charge is obtained from wheat when removed from the stacks at Williamstown and Geelong for shipment.

The decrease in the tonnage of hardwood timber was attributable to the losses and partial cessation of the industry through bush fires.

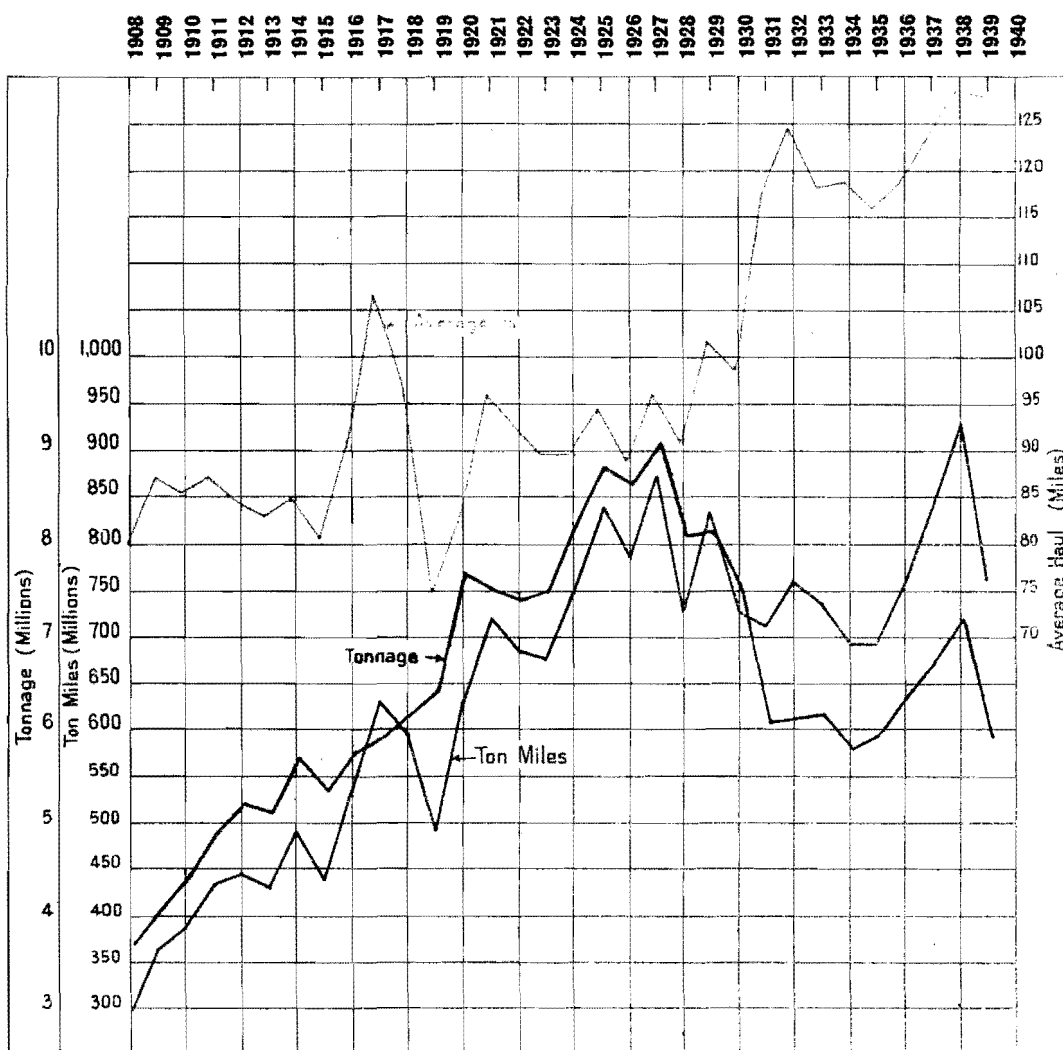
The decline in the firewood, briquette, and coal traffic was mainly due to the mild winter in 1938, to merchants having accumulated large stacks of firewood, and probably to economic conditions.

In the case of live stock, the decrease was due to the bad seasonal conditions, which, in particular, affected the export lamb traffic.

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

GOODS AND LIVE STOCK TRAFFIC, 1907-8 TO 1938-39.

YEAR ENDED 30TH JUNE—



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

The average haul, as will be seen from the graph, has also been the subject of wide fluctuation, due largely to variations in the wheat traffic, the average haul of which, in the last ten years, has fluctuated between 147 and 195·7 miles, the figure for the year just closed being 178·48.

Train Mileage, Train Loads, &c.

The total train mileage (including assistant, light and departmental coal mileage) was 18,933,207, or 70,972 miles less than in 1937-38.

Variations by comparison with the previous year were:—

							Train Miles.
<i>Increases.</i>							
Country passenger trains .. .. .	..	..	..	..	..	..	272,811
Suburban passenger trains .. .. .	..	..	..	..	..	..	181,529
							454,340
<i>Decreases.</i>							
Mixed trains .. .. .	..	..	..	..	..	..	62,479
Rail motor cars .. .. .	..	..	..	..	..	..	5,071
Goods trains .. .. .	..	..	..	..	..	..	440,610
Departmental coal mileage .. .. .	..	..	..	..	..	..	17,152
							525,312
Net decrease							70,972

The increase in the passenger train mileage was the outcome of the larger volume of passenger traffic, for which more attractive services were provided, both for ordinary and for special or holiday travel. Further references to this subject are made under the heading "Country Passenger Train Services." The failure of the wheat harvest was responsible for the reduction in goods train mileage.

Details of the train, locomotive, and vehicle mileage are given in Appendix No. 9.

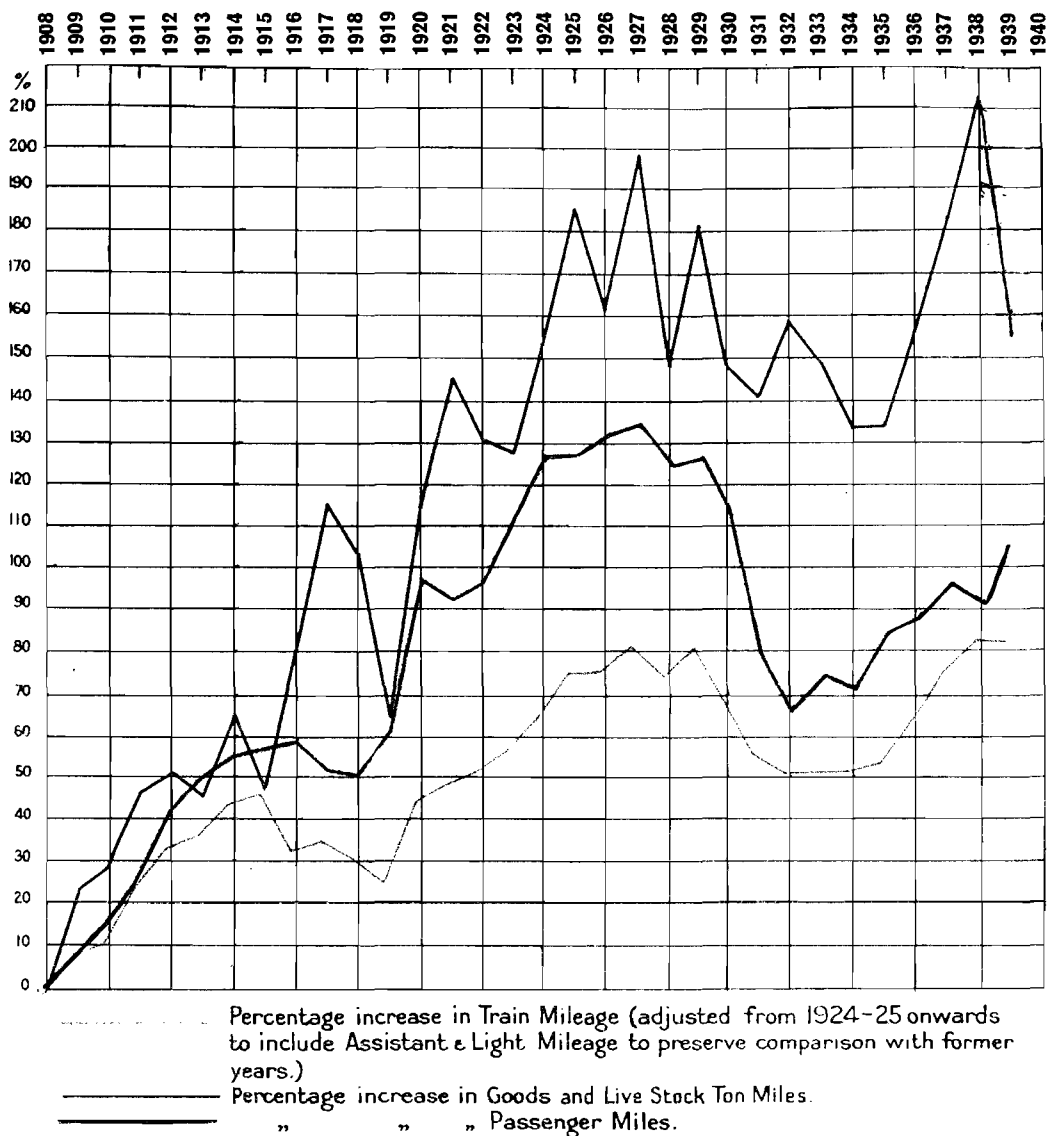
The train and truck performances for the past six years compare as follow:—

	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.
Average gross tonnage per traffic train mile —						
Passenger	206	208	196	204	198	205
Mixed	237	235	230	231	231	234
Goods	453	459	464	457	453	435
Average goods and live stock tonnage per loaded truck mile	8.7	8.7	8.7	8.9	8.9	8.2
Average goods and live stock tonnage per loaded truck mile during peak period (January to April inclusive)	9.7	9.0	9.6	9.7	9.8	8.7
Average miles per truck per day during peak period (January to April inclusive) ..	23.2	22.6	25.0	27.0	29.7	26.8
Number of passengers carried per passenger and mixed train mile, including rail motor mileage —						
Country	81	83	78	82	75	82
Suburban	114	119	118	117	115	118

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

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

YEAR ENDED 30TH JUNE—

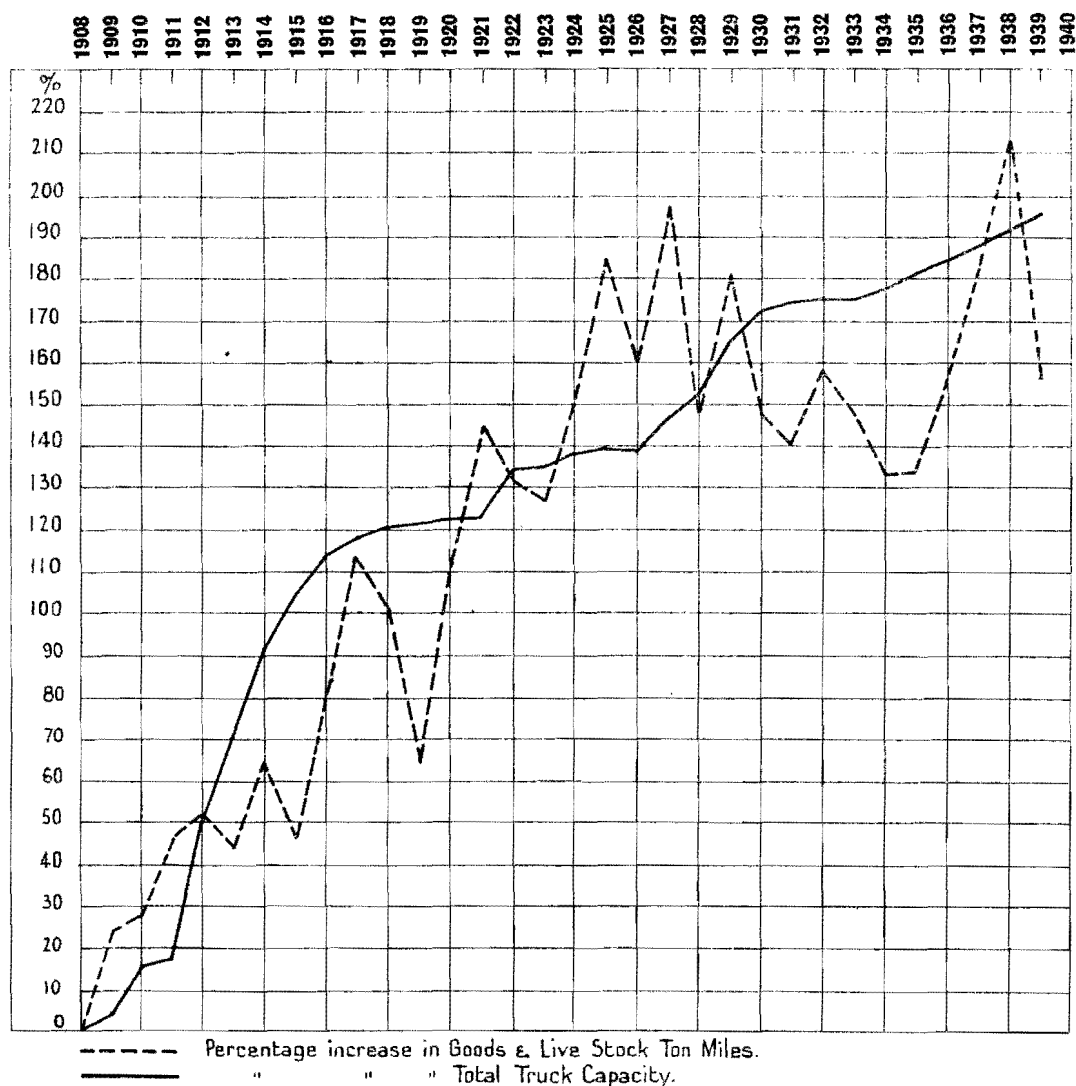


The graph shows that in 1938-39 the goods business and the passenger traffic, as represented by the goods ton-miles and the passenger miles, were 156.5 and 106.6 per cent. respectively greater than in 1907-08, yet the increase in train mileage was equivalent to only 82.3 per cent.—indicating substantial economic advantage.

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

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

YEAR ENDED 30TH JUNE—



The chart indicates graphically the result achieved, particularly in years of buoyant traffic, from the endeavours made to obtain the best use from the available rolling stock. In the recent years of depression the serious decline in goods business, and in 1938-39 the severity of the drought, caused the appropriate curve to fall below that representing the truck capacity.

Country Passenger Train Services.

The remodelling of our facilities for country passenger travel was proceeded with, and has in fact become a continuous process in our desire to provide a service sufficiently attractive for modern competitive conditions.

In last year's report we gave striking examples of the savings in time effected on many lines. Without a recapitulation of these, an idea of the cumulative effect of the alterations made in the last five years will be conveyed by the fact that the average overall speed of steam passenger trains (i.e., the average speed between terminals, including stoppages *en route*) has in this period increased from 27.9 to 32.2 miles per hour—equivalent to 15 per cent.

To enable the improved services to be provided, it has been necessary to incur additional train mileage, in some cases by scheduling separate through and roadside trains where one train had served both purposes, and in others by separating goods and passenger traffic which had been catered for by a "mixed" train.

Taking all country passenger-carrying services (including rail motors, and "mixed" and "car-goods" trains) the scheduled train mileage increased in five years from 79,235 to 92,412 per week, or by 16.6 per cent., whereas the time occupied in running such mileages decreased from 3,738 to 3,549 hours, or by 5.1 per cent.

The acceleration in the schedules of all regular passenger trains during the same period aggregated 711 hours per week, of which eighteen hours were attributable to alterations made in the year under review.

With the introduction of additional buffet cars into running, buffet facilities are now available on certain trains running in each direction on the Albury, Bendigo, Horsham and Warrnambool lines. The popularity of these cars has continued, and, by eliminating the necessity for lengthy stops for refreshments, they have enabled reductions to be effected in train schedules.

"Spirit of Progress," the streamlined, air-conditioned, all-steel train which was put into express service between Melbourne and Albury on 23rd November, 1937, and which has now a reputation throughout Australia and among many overseas travellers, has continued to give satisfaction to the large number of passengers on this main inter-capital route. With a daily run approaching 400 miles, "Spirit of Progress" had at 30th June, 1939, completed approximately 222,500 miles in service, with excellent results.

The increase in traffic which has been manifested upon this train is attributable in no small measure, in our opinion, to its outstanding qualities as regards smooth and quiet running, cleanliness, and circulation of clean air at appropriate temperatures.

Comparisons of the number of passengers with previous periods are made difficult by the loss of traffic from about July to December, 1937, due to the infantile paralysis epidemic. From 1st December, 1937, to 30th June, 1938, however, the passenger tallies on "Spirit of Progress" showed a total of 127,568, by comparison with 117,064 on the previous train in the corresponding period of 1936-37. From 1st December, 1938, to 30th June, 1939, there was a further increase to 136,965—7.4 per cent. more than in the same period in the previous year, and 17 per cent. more than in the corresponding period prior to the advent of "Spirit of Progress."

Consequent upon this additional traffic, there has been an increase in the patronage of the dining car. New records for this route were established by the serving of 178 dinners on the "down" journey on 15th April, 1938, and 228 breakfasts on the "up" journey on 28th October, 1938.

Suburban Train Services.

The principal changes made during the year were an increase of frequency in the off-peak services on the Heidelberg and Reservoir lines—15 minutes instead of 20 minutes—and the initiation of a 10-minute service throughout the day on the Port Melbourne line, where trains had previously been scheduled at intervals of 12 minutes during peak periods and of 20 minutes during the rest of the day.

On the Dandenong line, two of the evening peak trains were scheduled to run express for a portion of the journey, with savings of up to six minutes.

On the Kew line, where "through" peak services had been curtailed because of the heavy concentration of traffic on the main line portion of the route, the timetable was adjusted to enable five through trains, instead of two, to be run from Kew to Melbourne. As from 5th June, the branch line rail service was discontinued during off-peak periods, and the area served by a road motor bus, which maintains connexions with the 15-minute rail service at Hawthorn.

The departmental committee appointed to make an intensive study of present and future problems in the handling of the suburban traffic have continued to devote themselves exclusively to this task. A complete report on this important subject, including phases which already present some degree of urgency, is anticipated during the current financial year.

Goods Train Services.

The substantial improvements in frequency and running time, which were outlined in previous reports, were continued with satisfactory results to our patrons.

No outstanding alterations were made during the year, but revised schedules provide for daily arrivals of goods from Melbourne at Swan Hill at 11.45 a.m. (instead of at 12.30 p.m.) and at Port Fairy at noon instead of at 2.35 p.m. The fast goods service from Adelaide was also scheduled to run on six days per week instead of five.

Train Control System.

In October last, the selector system of train control was brought into operation throughout the suburban area. The equipment is regarded as being in the forefront of world development in this direction, and includes 234 control points at stations, signal boxes and depots, with three control desks and associated apparatus in the Administrative Offices, Spencer-street. Altogether 66 miles of cables were laid and 140 miles of open wire erected. The work also involved the re-arrangement of telephones and the provision of switchboards at 45 locations.

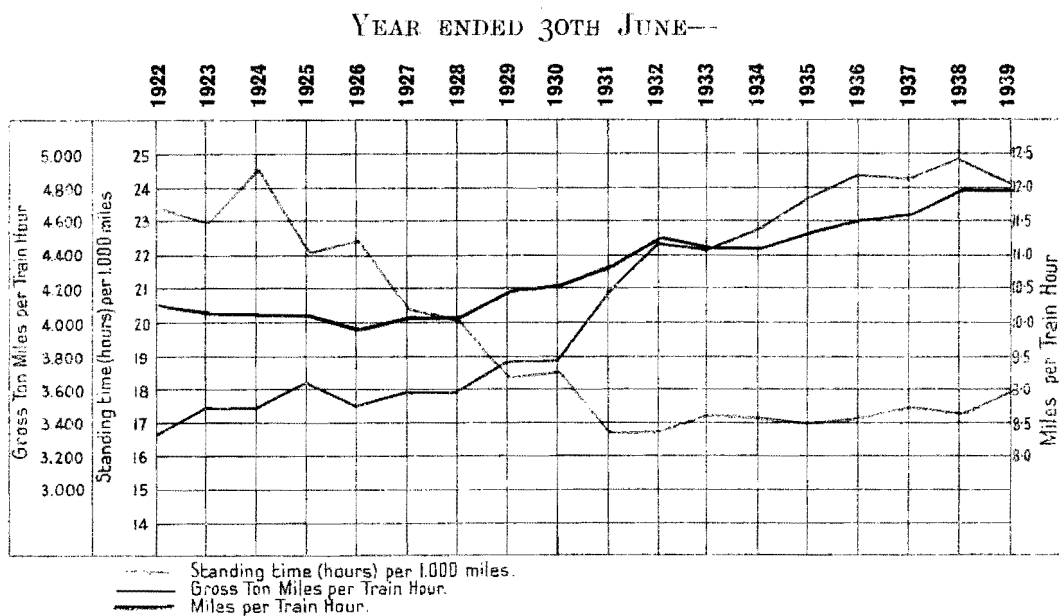
In addition facilities were afforded for direct telephonic communication between Control Officers and stations beyond Eltham, Reservoir, Upper Ferntree Gully, and Lilydale, by linking the selector system to station service telephone lines.

The train control system was also extended from Warrnambool to Koroit.

With these additions, the system now covers 2,240 route miles of country and suburban railway, and includes 712 control points.

By its means, a strict supervision is exercised over all traffic movements, and Train Despatchers are able to direct train movements and loading arrangements in the light of complete knowledge of the position of all trains, and of conditions at both wayside and terminal stations.

Operating statistics, reflecting the improvements following upon the train control system, in conjunction with other factors such as the provision of larger engines, locomotive and track improvements, and automatic coupling, are shown in the following graph:—



Some retrogression was inevitable in 1938-39 by reason of adverse conditions referred to elsewhere in this report, and of the greatly reduced volume of wheat and manure traffic. A clear indication of the value of the control system is given by the fact that, even under such conditions, the performances were much superior to any achieved prior to the system being instituted.

Timekeeping of Trains.

Throughout the year a succession of circumstances militated against punctuality in running. The timekeeping percentages, which are compared hereunder with those for the previous year, were consequently the lowest recorded for many years:—

	Percentage of trains strictly on time.	
	1937-38.	1938-39.
Country passenger trains	82.1	73.5
Country mixed trains	78.0	73.7
Suburban electric trains	86.0	76.0

In the case of country trains, the retrogression was mainly due to the unprecedented severity and variety of adverse weather conditions, viz., gales and dust storms during December; State-wide bush fires in January, which, apart from direct interruptions, frequently necessitated reduced speeds through a heavy smoke haze; and extensive flooding and washaways during April, causing speed restrictions to be imposed over damaged tracks. Speed restrictions were imposed also during the progress of track re-conditioning and other works on various lines.

Suburban train timekeeping, while influenced by somewhat similar conditions, was affected more seriously by industrial disaffection among a section of the running staff for a period of several weeks in October, 1938.

Claims for Missing and Damaged Consignments.

The amount of claims paid in respect of consignments missing, damaged or delayed, was £12,590, which was £886 less than in the preceding year, and represented 0.27 per cent. of the goods and coaching revenue.

Measures have been continued to improve the packing of consignments, with the co-operation of senders, and for maintaining a higher standard of stowing goods and of handling them after their acceptance for despatch.

It has still been necessary to incur considerable expense to control the movements of indigent men attempting to travel irregularly by goods trains.

The Wheat Harvest.

The area sown with wheat in Victoria for the 1938-39 season comprised 2,748,362 acres, or 62,305 acres more than in the preceding year. Owing to severe and widespread drought, however, production amounted only to 18,104,369 bushels, compared with the previous year's figure of 48,173,191 bushels, the average yield per acre falling from 17.93 to 6.59 bushels.

Apart from the Victorian product, we carried in the year the equivalent of 1,384,781 bags of wheat produced in New South Wales and South Australia, of which 663,636 were represented by wheat carried in bulk.

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

Year.	Number of Bushels Produced in Victoria.	Number of Bags of Wheat Carried by Rail from Country Districts including New South Wales and South Australia (approximately 3 bushels per bag).
1934-35	25,850,528	9,608,060
1935-36	37,552,062	11,748,878
1936-37	42,844,816	13,653,222
1937-38	48,173,191	14,950,528
1938-39	18,104,369	6,593,840
Record years	(1915-16) 58,521,706	(1916-17) 18,461,822

Wheat exported during the year amounted to 1,522,674 bags (all produced in 1937-38) as compared with 8,615,584 bags in 1937-38.

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

	Number of Bags of Wheat stacked at 30th June—			
	1936.	1937.	1938.	1939.
At Williamstown	717,088	662,440	623,205	4,967
At Geelong	361,917	826,011	1,077,995	21,700
At Country stations	2,412,542	2,666,091	2,297,539	920,693
Totals	3,491,547	4,154,548	3,998,739	947,360

Particulars of the number of bags of wheat despatched from the principal wheat loading stations during the last six years are contained in Appendix No. 27.

Fires and Floods.

Bush fires and floods of unusual severity were experienced in January and April respectively, and both caused serious damage to railway property and disarrangement of train services.

The damage of bridges by fire resulted in a cessation of train services on the Heywood—Mount Gambier line for four weeks, on the narrow gauge Crowes line for five weeks, and on the Nayook—Noojee line for three months, as well as for seven weeks earlier in the year. The Walhalla line was also affected for a short period.

Washaways necessitated the closing of the Crowlands—Navarre section for a fortnight, and interfered with normal services on the main lines to Albury, Serviceton, and Mildura and the Goulburn Valley line.

In a number of cases station buildings, bridges, sleepers, fencing, and telegraph and telephone lines were destroyed by the fires.

The expenditure incurred in the year in repairing flood and fire damage amounted to £31,275.

Lighting of Stations, Workshops, &c.

Electric lighting was installed during the year at Deer Park, Manangatang, and Glengarry stations, and at 23 departmental residences. Improved lighting was provided also at a number of other country stations.

Tests were carried out at the Newport Foundry with a group of high candle-power Mercury Gas Discharge lighting units, in order to improve the standard of visibility. This type of lighting is now being installed in the whole of the Foundry. Gaseous Discharge lighting equipment is also being installed in the Ballarat East locomotive sheds.

Way and Works Branch.

Operations during the year included the relaying of 88.04 miles of track, and the strengthening of tracks by the addition of 29,986 sleepers and 153,851 cubic yards of bluestone and gravel ballast. Of the total mileage relaid, 63.56 miles of 60, 75, 80, or 100 lb. were relaid with heavier rails—80, 90, 94 or 110 lb.

In the course of general renewals 115,977 cubic yards of ballast were used, including 48,543 cubic yards of ashes; 465,517 sleepers were renewed, and 82 miles of fencing rebuilt.

Unemployment Relief Works.

Works carried out under Governmental schemes of unemployment relief absorbed the services of approximately 3,410 men for periods of eight or eleven weeks, as well as an average of approximately 122 railwaymen who also would not otherwise have been employed.

The "relief" gangs were engaged mainly in reconditioning, strengthening, draining, and relaying the tracks on various lines.

On the Sunshine-Bendigo line, 30½ miles of 80-lb. rails were replaced by new 90 and 94-lb. rails welded into lengths of from 225 to 270 feet. The released 80-lb. rails were welded into lengths of approximately 180 feet, and were used to replace 13½ miles of 75-lb. rails on the Ballarat-Mildura line and to complete the replacement of 60-lb. rails on the Murtoa-Warracknabeal line.

During the course of relaying, the tracks were reconditioned and strengthened by the provision of additional sleepers and ballast.

The reconditioning and strengthening of 26 miles of the Geelong-Port Fairy line, and the reconditioning and draining of tracks at Riddell, Gisborne, Spencer-street and North Melbourne Junction, were also carried out.

Track formation was strengthened by the widening of cuttings and banks on approximately 46 miles of track on the Geelong-Port Fairy, Ballarat-Mildura, Sunshine-Ballararat, and Essendon-Wodonga lines.

Rail connexions in conjunction with the development of the Kirrak Area at the State Coal Mine, Wonthaggi, were practically completed.

During the year £322,896 was expended by this Department upon works carried out under unemployment relief schemes. Of this amount £314,569 was provided from Unemployment Relief Funds, whilst the balance (£8,327) was included in working expenses.

Welding of Rail Joints.

The automatic electric flash butt welding plant continued to prove very efficient and economical in operation. During the year approximately 15,500 welds were made by the use of this plant in serviceable 60, 66, 75, 80, 100 and new 90, 94, and 110-lb. rails. Most of these rails were used in the relaying operations mentioned under "Unemployment Relief Works." In addition, 230 welds were made in old 80-lb. double-headed rails for use as telegraph poles.

Approximately 5,450 welds in 80 and 90-lb. rails were made *in situ* by the Thermit process, about 2,800 of which were on the Wodonga line.

The total mileage of welded track is now approximately 325 miles.

Station Buildings, &c.

Flinders-street.—The fruit stall on the concourse at Flinders-street, and the adjoining flower stall and emergency booking office, were remodelled. The general appearance of the stalls was greatly improved by their being formed into one unit, and the Swanston-street elevation was brought into uniform alignment by the inclusion of large show cases in the flower stall.

Spencer-street.—A low ornamental brick wall was erected along the Spencer-street boundary of the enlarged motor parking yard.

Prahran.—New brick station buildings were erected on the "up" platform at Prahran, replacing the timber buildings erected in 1881.

The buildings are of simple modern design in which, to reduce future maintenance costs, internal plastering has been eliminated by finishing the walls in cream brick-work and the ceilings in natural colour insulating board.

Royal Park.—To permit of the improvement of track layout at Royal Park by the elimination of the curve through the station, the platforms and station buildings were relocated in a new position, with the previously curved platforms built on the straight.

Violet Town.—Extensive alterations to track work were carried out at Violet Town, mainly to obviate the blocking of traffic on the important road connecting the Hume Highway with Violet Town and the Mooropna and Shepparton districts. Interlocked vehicular gates and controlled pedestrian wicket gates were installed, and new station buildings and a signal box were erected nearer to the crossing, together with a new residence for the Stationmaster. The scheme also included alterations and improvements to stock races and sidings and the extension of the passenger platform.

Various.—New station buildings, with a steel cantilever verandah, were erected at Ouyen. Station buildings which were in excess of present requirements at certain localities were removed and re-erected to provide better accommodation at Burwood, Hartwell, and Redcliffs. The improvements at these localities included the sewerage and electric lighting of the buildings at Burwood and, at Redcliffs, a re-arrangement of trackwork, provision of a vehicular crossing on the “up” side of the station, and the erection of a steel cantilever verandah.

Asphalt pathways were provided at Glenhuntly, Murrumbeena and Preston stations, and improvements were effected at Camberwell to give direct access between Burke-road and the station buildings on the “down” side.

Many other station buildings were remodelled to meet existing requirements, with provision to prevent damage by termites.

Dwelling Accommodation for Employees.

In addition to the new Stationmaster's quarters at Violet Town, a new departmental residence was erected at Craigieburn, and improved dwelling accommodation was provided at Koonwarra by the removal and re-erection of a house from another location where it was no longer required. Many residences at other locations were improved and reconditioned, with, where necessary, precautions to guard against damage by termites.

Live Stock Facilities.

Trucking yards with siding accommodation were provided at the new municipal live stock saleyards at Swan Hill, a considerable portion of the labour and material being supplied or contributed to by the Shire of Swan Hill.

New or improved facilities for handling live stock traffic were provided also at Kerang and Warragul, and many other trucking yards were remodelled to standard.

The Chalet—Mt. Buffalo National Park.

The scheme of improvements to The Chalet was completed by the removal of the attic floor in the front of the main building, and the erection of a new story comprising eight large de luxe bedrooms with separate bathroom and lavatory accommodation for each, and nine single bedrooms with bathrooms and lavatories centrally situated. Above the centre portion of this wing an additional floor was built for housing the office staff.

New male staff quarters, with bathrooms and lavatory accommodation, were erected at the North-west corner of The Chalet.

New Hostel—“Hotham Heights.”

A new three-storied building was designed in place of the accommodation at Mt. Hotham which was destroyed by bush fires on 13th January. The first portion, with accommodation for 30 guests, was completed in time for the 1939 snow season.

The basement contains a boiler room, a drying room and a store room, while staff quarters are provided at ground level, and bedrooms and lavatory accommodation on the first floor. The basement is of masonry, and the other floors of timber frame, with external asbestos cement sheeting. Hot water, central heating, sewerage and electric light were installed. The elevation of this building is approximately 6,000 feet, and to increase the thermal efficiency insulating fibre boards were used exclusively for the internal lining of the walls and ceilings.

To facilitate construction in the limited time available the timbers, &c. were cut ready for assembly before being taken to the site, and the erection of a light steel frame enabled work on all floors to proceed simultaneously.

Improvements at Level Crossings.

Flashing light signals were installed at Main-street, Pakenham, and at Prince's Highway, Winchelsea. The number of level crossings equipped with flashing light or wig-wag signals was thus increased to forty-one.

It is inequitable that the full cost of installing and maintaining such special warning devices should devolve wholly on the Department. We are strongly of opinion that steps should be taken to determine a basis for allocating the cost as between road or municipal authorities and the railways, and to carry such determination into effect by means of legislation.

Safe-Working Facilities.

Electric staff instruments were installed at Woorinen and at the Swan Hill stock yards siding, and fog-signalling machines at Richmond and South Yarra. Tracklocking was installed at Burrumbeet, and the station yards at Tynong, Bunyip and Longwarry were partially interlocked.

Re-Alignment of Curves, &c., to Permit of Increased Speed.

Steady progress was made with the re-alignment of curves on main lines to provide particularly long transitions and permit of more comfortable riding and increased speeds, while at a number of stations on the North-Eastern line signals were relocated to minimize the checking of important fast passenger trains.

Loud Speaker Control of Goods Yard Operation.

Following the successful introduction at the Melbourne Gravitation signal box last year of powerful amplifiers for conveying directions from Signalmen to Shunters, additional amplifiers were installed at the Dudley-street signal box, the Leading shunter's cabin at the Gravitation neck, and at the Assistant Yard Superintendent's office, where all telephone facilities, as well as amplifier control, are concentrated on a specially fitted table. Loud speakers, connected to this system, were installed at several points in the Melbourne Yard for directing shunting movements and co-ordinating the activities of the various sections of the yard.

Bridges.

The replacement of the timber bridge at Ironbark Gully near Ingliston by a steel trestle structure, referred to in last year's report, was completed. Preparations are now in hand for strengthening the Melton viaduct, which will complete the programme of bridge reconstruction and strengthening on the Serviceton line.

To facilitate the handling of rail traffic, the level crossing through the Traralgon station yard was abolished. The timber bridge on the "up" side of the station was replaced by a permanent structure of concrete and steel, with increased openings for road traffic, whilst on the "down" side the road opening through a long timber bridge was widened by re-aligning certain piers and providing a steel superstructure over the opening. The timber footbridge at the station was replaced by a steel structure with ramped approaches.

The level crossing at Wimmera-street, Dimboola, was abolished, and a footbridge with ramped approaches erected.

The railway bridge over Mt. Dandenong-road, Croydon, was reconstructed to give increased roadway and improved road alignment, three quarters of the cost being borne by the Country Roads Board.

The railway bridge over Punt-road, Richmond, was widened at the expense of the Melbourne City Council, which defrayed also the cost of extending the footbridge over the lines near the Melbourne Cricket Ground in connexion with the construction of Brunton-avenue through Richmond Park.

At the cost of the Public Works Department, an additional opening was provided in the bridge over the Yarra at Hawthorn to accommodate the Yarra Boulevard.

Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1939, appears in Appendix No. 10.

Rolling Stock Construction.

New rolling stock completed during the year was as follows :—

Locomotives—	
“ X ” class (“ Mikado ”—tractive power, with booster, 46,040 lb.)	7
Cars—	
Steel buffet cars	3
Wagons—	
Sheep wagons—“ L ” class	80
Louvre type closed wagons—“ U ” class	50
Open wagons specially equipped for the carriage of wheat in bulk—“ GZ ” class	230

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

Cars	5
Electric tram cars	5
Van and sundry stock	18
Wagons	390

Buffet Cars.

Mention was made in last year's report of the construction of four steel air-conditioned buffet cars, two solely for buffet service and two composite buffet and sitting cars.

The first of these all-steel cars, a full-length buffet car, was named “ Wimmera ” and placed in running in December last. The second car, also solely for buffet service, and named “ Mitta Mitta ”, was completed in February. The first composite car, “ Moorabool ”, went into service in June, and the last car of the group, which will be named “ Tanjil ”, was approaching completion at the close of the year.

The conversion of two main line country passenger sitting cars to composite buffet cars is well advanced, and these cars, named “ Kiewa ” and “ Moyne ”, will be placed in running in the near future.

Buffet cars are fitted with stainless steel equipment, the latest type of slow combustion coke-burning stove, special electric refrigerators, drink mixers and fruit juice extractors. The equipment ensures a rapid, hygienic service of entrees, grills and other light refreshments. The full-length buffet cars are equipped with 27 cafeteria chairs, whilst the composite buffet and sitting cars have nineteen.

Air-Conditioning.

During the year one sitting car and one sleeping car were converted to air-conditioning. With the three buffet cars already mentioned, the total number of air-conditioned cars in service is now 27, as under :—

Sitting cars	16
Parlor car	1
Dining cars	2
Buffet cars	4
Sleeping cars	4

Locomotive Construction and Improvements.

In addition to the completion of seven "X" class locomotives, substantial progress was made with the construction of the "H" class locomotive (4-8-4).

An additional 29 locomotives were fitted with the improved front end arrangement, making a total of 297, composed of:—

"A" Class	..	..	..	..	..	175
"C" Class	..	..	..	..	..	26
"D ₃ " Class	..	..	..	..	..	57
"S" Class ..	..	..	..	..	..	4
"N" Class	..	..	..	..	..	22
"X" Class	..	..	..	..	..	13

Boiler Construction.

Thirty-seven boilers were constructed during the year, in replacement of existing boilers which had become unserviceable.

Superheater Locomotives.

The seven new "X" class locomotives brought the total number of superheated locomotives to 363, or 64 per cent. of the full locomotive strength.

Electric Headlights.

Seven additional locomotives were fitted with electric headlights, bringing the total so fitted up to 242.

Automatic Couplings.

An additional 374 wagons, 4 cars, and 16 steam locomotives (engine and tender) were fitted with automatic couplings.

The total number of cars, vans and wagons completely equipped, as at 30th June, 1939, was 16,879, including 78 per cent. of the total goods stock. In addition 588 vehicles of various classes have been prepared for conversion. At the same date, 326 locomotives (including tenders) were so fitted, representing 57 per cent of the total strength.

Modernization of Workshops Equipment.

Further progress was made with the installation of modern machinery and equipment in the Newport Workshops.

Of outstanding interest was a Flash Butt welding machine of 75 k.v.a., which enabled the application of high quality welding to be extended to a large field in which welding could not previously be applied; also a Spot welding machine capable of 2,000 spots per hour on stainless steel and of welding all steels, aluminium, &c.

Four modern high-speed centre lathes capable of 20-in. to 24-in. swing and up to 10 feet between centres, and a vertical spindle surface grinding machine with 60-in. travel of table, and hydraulic operation giving an infinite variation of table speed from 2 feet up to 100 feet per minute. were also installed.

In the Foundry, a 250-lb. capacity crucible furnace, oil fired, for melting non-ferrous and special alloy metals, and a double-headed disc grinding machine with 26-in. diameter discs for dressing end and bottom faces of car and wagon brasses, were installed. Other improvements included three propeller fans, each of 48-in. diameter, for removing the fumes generated when metal pouring.

A 300 tons capacity bulk fuel oil tank was erected at the Newport Workshops and connected by pipe line with the Commonwealth Oil Refineries Ltd. From this tank oil is gravitated to various operating centres, obviating the replacement of the obsolete rail tank wagons which had been used for the conveyance of fuel oil to the workshops.

In addition, a large number of portable and fixed machines have been installed at workshops to eliminate laborious hand operations and provide more efficient working.

The machinery and plant at Locomotive Depots is also receiving attention, and the supply of modern centre lathes and shaping machines to certain of them is in course.

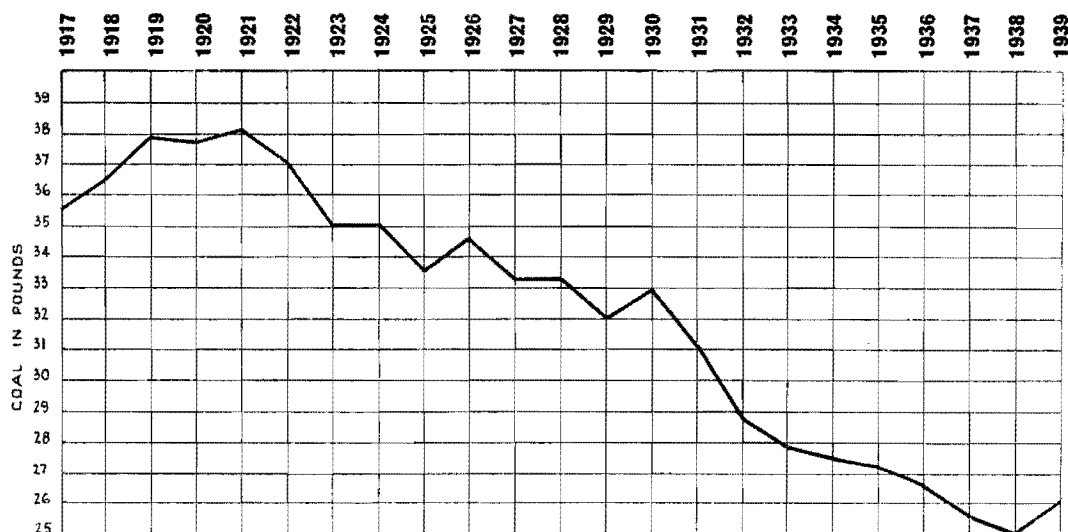
Fuel Conservation.

Very satisfactory results were obtained from the eighteen meetings of the Fuel Conservation Committees held at the various main centres. Three hundred and sixty-three suggestions were submitted, of which 81 were adopted or led to beneficial action. In addition to direct savings, considerable advantage results from the free discussion at the meetings, at which officers and employees meet on equal terms.

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

In the subjoined graph, the extent of the improvement which has taken place in this respect since 1918-19 is clearly shown:—

COAL USED PER 100 GROSS TON-MILES (WEIGHT OF ENGINE EXCLUDED IN CALCULATIONS), YEAR ENDED 30TH JUNE—



In 1920-21, 38.13 lb. of coal were used for every 100 gross ton-miles hauled by locomotives. The corresponding figure in 1938-39 was 26.09 lb. Our coal bill for the year (after equating for various classes of coal) was accordingly £220,000 less than if the consumption per ton-mile had been the same as in 1920-21.

Electrical Engineering Branch.

Suburban Overhead Electrical Equipment.

Supervisory control equipment has been ordered which will enable the Control Engineer to supervise effectively and continuously all sections and units supplying power to the electric traction system. It is anticipated that its installation will be commenced at an early date.

Electric Rolling Stock.

Tests with wax graphite lubricating compound in the pantograph pans of suburban electric rolling stock, which have been in progress for some time, were continued on the Box Hill and Clifton Hill lines. Progress results indicate that a longer life can be expected than from the standard grease lubrication.

Newport "A" Power Station.

An order for two pulverized fuel-fired boilers and accessories was placed in January, the cost involved being £288,755.

The boilers will have a capacity of 187,500 lb. steam per hour, at a pressure of 400 lb. per sq. inch and a temperature of 750° F., and will be fitted with electrostatic dust extractors to eliminate dust and grit from the flue gases.

As a result of fresh tenders invited for turbo-alternator plant, an order was placed in June for a single cylinder turbo-alternator of 30,000 kw. continuous maximum rating, at a cost of £141,411, including customs duty and primage.

The plant on order represents the first stage of a complete scheme of replacement of the boiler and turbine plant at this station. By the time it is in commission, i.e., early in 1941, it is anticipated that it will be necessary to proceed with the second stage of replacement.

Preliminary work in connexion with the installation of the new plant is well advanced.

Mr. H. P. Colwell, Chief Electrical Engineer, returned to Melbourne in July after carrying out extensive investigation into modern power station developments and equipment in England, Europe, and America. This ensured the adoption of modern practice in the modifications and improvements at Newport.

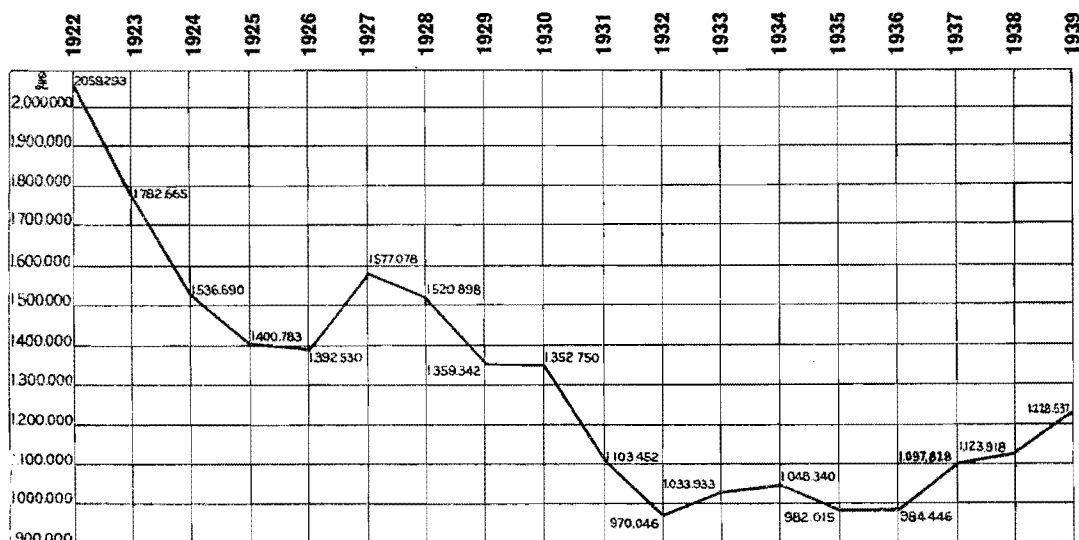
Consequent upon the modernization of Newport "A," and upon major extensions which are being carried out by the State Electricity Commission to their generating plant at Newport, it has been found necessary to investigate thoroughly the facilities for handling the coal requirements for Newport "A," "B," "B2" and "C." A scheme which has been devised to meet requirements is now under consideration by the two bodies concerned.

During the year 182,686,931 units were generated at Newport "A," compared with 179,748,948 in the previous year. The Department sold 16,334 units to the State Electricity Commission, and purchased from that body 5,879 units.

Stores Branch.

At 30th June, 1939, the value of stock held was £1,228,537. This was £104,619 more than at the close of the previous year, and, as will be seen from the following graph, was the highest since 1929-30:—

VALUE OF STOCK HELD AT 30TH JUNE—



The increase was due in part to higher prices of material, including coal, and the relatively long periods required by contractors to effect their deliveries. To a minor extent, the development of new activities requiring stocks to be held was a contributory factor.

The principal transactions in the first year shown on graph, and in each of the last five years, were as under :—

Year.	Stock.	Purchases.	Returns into stock and manufactures by the Department.	Issues.
1921-22	2,059,293	3,028,169	1,396,445	4,300,170
1934-35	982,015	1,414,530	822,352	2,303,609
1935-36	984,446	1,485,874	911,426	2,395,727
1936-37	1,097,828	1,861,837	1,010,087	2,760,809
1937-38	1,123,918	1,890,765	1,038,095	2,904,703
1938-39	1,228,537	1,764,624	986,790	2,648,298

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

By comparing the stock on hand at 30th June, 1939, with the issues for the year, it will be observed that on an average the stock was turned over 2.15 times during the twelve months. If "insurance" stocks were excluded, the turnover would be 2.46.

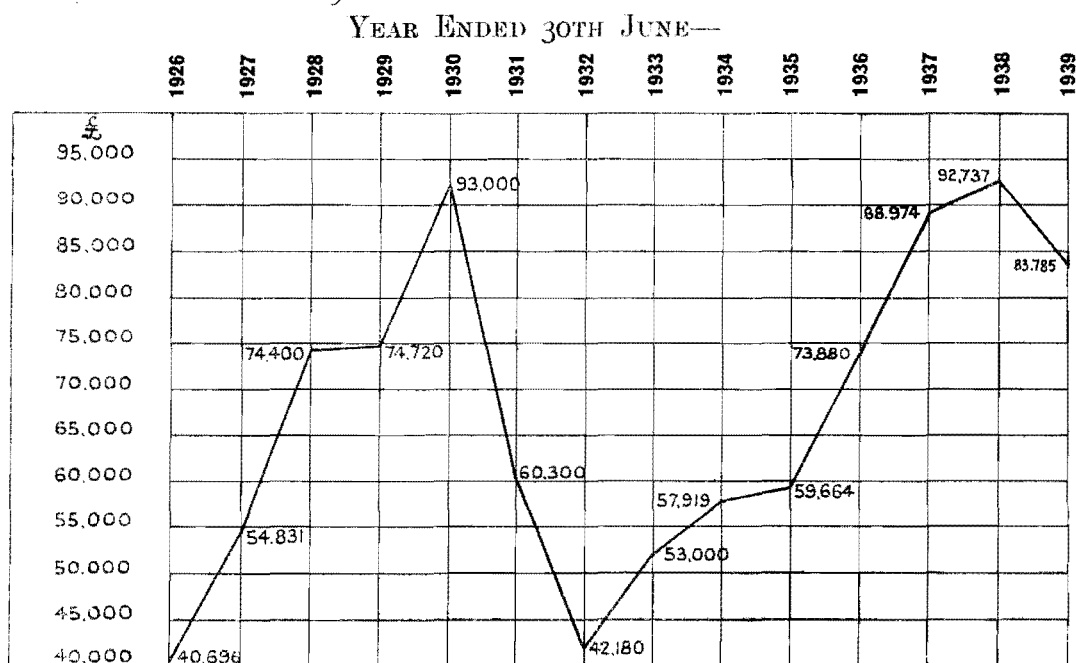
The departmental committee which is reviewing all stocks, with a view to simplifying the range of items, has practically completed its first review of all material held at metropolitan storehouses. So far, 73,784 items have been reviewed and 14,672 items eliminated.

Co-ordination with other Government Departments in obtaining supplies of certain materials was continued, and the value of material supplied to other Departments of the State was £8,297. We continued to obtain telephone equipment from the Postmaster-General's Department, bitumen from the Country Roads Board, and wire netting and blanketing from the Penal and Gaols Department.

Reclamation Depot.

At the Reclamation Depot, a substantial output was again maintained, the value of materials sold and/or issued during the year amounting to £83,785.

The graph below embodies similar information as to the activities of the depot since its establishment in 1926 :—



Coal Supplies.

The quantities of coal purchased were as follows:—

	From State Coal Mine.	From other Victorian Mines.	From New South Wales.	From Great Britain.	Total.
Large Coal	130,050	16	226,500	26,800	383,360
Small Coal	67,200	9,850	65,600	..	142,650
Total	197,250	9,866	292,100	26,800	526,016

The importation of the British coal was necessitated by a stoppage of work in all Victorian and New South Wales pits from 9th September till 24th October.

Consumption of large coal for all purposes amounted to 395,526 tons, and that of slack coal to 139,206 tons.

Fresh commitments made for the supply of New South Wales coal involved increased prices varying from 2s. 1d. to 3s. 7½d. per ton in the case of large coal, and 1s. 7d. per ton for slack coal. The prices of Wonthaggi coal, which are equated on the basis of Maitland rates, were raised by 1s. 11d. and 1s. 3d. per ton respectively.

The average rate of all large coal rose from 20s. 8.7d. in 1937-38 to 22s. 11.3d. in 1938-39, and that of small coal from 15s. 11.4d. to 17s. 7d. per ton. These rates have been computed on the basis of the price in trucks at Victoria Dock or Geelong in the case of New South Wales and British coal, and in trucks at the Mine in the case of Victorian coal. The increase was due to increased prices and, in the case of large coal, to the necessity to import from Great Britain at 43s. 3d. per ton.

Refreshment Services Branch.

An increase was experienced in the business at refreshment rooms and stalls, &c. The revenue amounted to £302,066, or £15,508 more than in 1937-38, but a portion of this was attributable to higher prices which we were obliged to impose because of rising costs.

Dining and buffet cars also earned a greater revenue, the total being £32,574, as compared with £27,844 in the preceding year. Of the increase of £4,730, the dining cars were responsible for £1,964, and the augmented buffet car service for £2,766.

The supply services forming part of the Branch organization assisted materially in its satisfactory working, and maintained a large output, the volume of which is apparent from the following particulars:—

Butchery .. ..	..	Meat handled, 272 tons, costing £15,576; poultry and fish, value £9,737.
Bakery Issues ..	..	Raisin bread, 110,866 loaves; pies, 41,040 dozen; fruit cake, 20,370 lb.; various other lines, 24,939 dozen.
Poultry farm ..	..	Supplied, 40,504 dozen eggs.
Laundry .. ..	..	Handled, 183,319 dozen articles.
Fruit Issues ..	..	46,078 cases at a cost of £27,889, including 22,506 cases of citrus fruit costing £12,209.
Milk .. ..	..	Bottles sold, 173,846.

The Children's Nursery has gained wide popularity, the daily average attendance being 81, compared with 59 per day for the three months in which the Nursery was open last financial year.

Advertising.

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

The revenue for the year (£38,045) showed a slight increase over that of the preceding year, and is considered satisfactory.

The Chalet, Mt. Buffalo National Park, &c.

The revenue at the Chalet increased by £1,526 over that of the preceding year, although the number of visitors (5,706) was 105 less.

Patronage during the summer months was seriously affected by many cancellations, due to the prevalence of bush fires in mountain and forest districts throughout the State.

Loss on normal trading amounted to £4,874, and as expenditure on special improvements reached £8,959, there was a total loss for the year of £13,833. These figures do not include those for the Bungalow at Mount Feathertop or for Hotham Heights, both of which are, however, incorporated in Appendix No. 15.

The structural additions and improvements referred to under the heading "Way and Works Branch" represent the completion of what we had in mind to bring the premises to a satisfactory standard, and future years will not have to bear the heavy debits to working expenses, for carrying out additions and improvements, which have characterized the accounts of recent years. Assuming normal conditions, much better financial results will be obtained in the future than in the past.

The buildings at Mount Hotham and Mount Feathertop were both destroyed by bush fires in January. No action has been taken to rebuild at Mount Feathertop, but in view of the popularity and importance of the Mount Hotham field as a ski-ing resort, immediate steps were taken to provide accommodation for the 1939 winter, as described under the heading "Way and Works Branch."

The Staff.

At the commencement of the year, the total permanent and supernumerary staff (including butty gang workers) was 23,978. In addition, casual laborers were employed to the equivalent of 597 men working full time, representing a total staff of 24,575. At 30th June, 1939, these figures had decreased to 23,860 and 479 respectively, making a total of 24,339. The average number (excluding butty gang workers) employed full time for the year was 24,403.

The strength of the operating staff is governed by traffic conditions. That of the manufacturing and works staff is influenced by Budget considerations. In the year under review, both were of course affected by the small wheat harvest due to the drought.

To provide for future requirements in the ranks of artisans, 125 apprentices to various trades were appointed during the year.

The amounts disbursed in salaries and wages in each of the past three years, excluding payments made from Unemployment Relief Funds, and payments made to butty gang workers, were:—

1936-37	..	..	..	..	..	£5,191,286
1937-38	..	..	..	..	..	5,871,451
1938-39	..	..	..	..	..	6,064,800

The selection of supernumerary employees for appointment to the permanent staff under the provisions of a special Act (No. 4520—which expired on 30th June, 1939) was completed during the year. After an exhaustive survey of requirements, 3,000 appointments were made, preference being given to supernumeraries in operating grades.

The great majority of the appointments will take effect as from 7th August, 1939, and the balance as from 2nd October, 1939.

Medical Division.

The Railways Medical Officer and his two assistants, together with a third assistant who was temporarily employed for three months, conducted 29,643 examinations, of which 19,294 related to physical capacity, and 10,349 to vision, colour sense and hearing. The majority of examinations comprised :—

- Examinations following injury or illness ;
- Examinations to determine the fitness of applicants for employment, and of supernumerary employees desirous of appointment to the permanent staff under the provisions of Act No. 4520 ;
- Periodical tests of general health, vision, colour-sense and hearing, &c., of employees engaged in safeworking ; and
- Examinations of retired employees to determine whether or not they were fit to resume duty under the “ recall ” section of the Superannuation Act.

Of these examinations, 1,907 were conducted at various country centres, to obviate the expense and inconvenience of bringing the employees to Melbourne.

The opportunity was taken during these country visits of inspecting various railway refreshment rooms, and the Assistant Medical Officer reported that a high standard of cleanliness and of hygienic conditions generally had been maintained.

To assist the Medical Officer in arriving at a determination, 224 X-ray examinations were arranged, and 175 employees performing safeworking duties were submitted to special tests by independent specialists.

Ambulance.

An active endeavour has been made, with considerable success, to stimulate the interest of the staff in ambulance work—qualification in which is highly desirable from the point of view of service to railway patrons, as well as to the individuals who qualify.

Enrolments in the various classes of instruction reached 3,356 for the year. In this period 1,455 employees were examined, of whom 1,009 passed the examination either in the first or in a higher course.

A satisfactory standard of proficiency was shown at the district competitions at various centres, as well as in the final tests at Mt. Evelyn. The nominations at the district events comprised 48 ambulance corps and 272 individuals.

Good results were obtained from the attention given by the trained nurses at the Casualty Room at Spencer-street to employees who remained on duty while suffering from minor injuries, also from the Casualty Rooms at Newport and Spotswood.

Wage Fixing Tribunals.

Further awards were made by the Railways Classification Board, acting as a State Industrial authority under the provisions of the Commonwealth Conciliation and Arbitration Act, in respect of 153 grades, covering 2,300 officers and employees. Increased rates of payment were conceded to many of these grades, at an additional cost of approximately £13,400 per annum.

The Commonwealth Arbitration Court also made awards in favour of the Professional Officers and the Electric Train Drivers, involving additions of approximately £4,000 and £5,800 respectively to the annual expenditure.

Increases granted by State Wages Boards in respect of employees still governed by their determinations added a further amount of approximately £3,100 per annum to the wages bill.

Quarterly cost of living adjustments raised the basic wage from 12s. 8d. to 12s. 10d. on 4th September, 1938, to 13s. on 11th December, 1938, and to 13s. 2d. on 11th June, 1939. Such increases account for an additional cost of approximately £177,700 per annum.

On the whole, these awards represented an additional annual cost of approximately £204,000.

Education and Recreation.

Another very successful year was experienced by the Victorian Railways Institute, and 1,792 new members were enrolled. The net increase was 404, bringing the membership to a record total of 14,956.

In pursuance of the policy of providing increased facilities for employees to widen their railway and general education, both in the metropolitan area and at country centres, a number of additional educational classes were established during the year. The total number of students enrolled in all classes was 3,085.

The library was maintained at a high level. Book exchanges aggregated 549,873, representing an average of 1,797 per day of operation, as compared with 1,739 in the previous year. The recataloguing of the technical section was completed. Additional technical books were purchased, and 356 of the existing volumes were rebound.

The country centres of the Institute continue to expand in membership and in their educational, social and recreative activities. A substantial sum was raised by the members at Dimboola for the purpose of providing new premises, and a commencement has been made with the work of erecting the building. Action has already been taken to enlarge the premises provided last year for the new branch at Hamilton, and funds are being raised to establish Institute sub-centres at Warragul and Shepparton.

In addition to educational and welfare work, the activities of the Institute cover a very wide field and embrace the Victorian Railways Military Band, the Newport Workshops Band, a Choral Society, a Public Speaking and Debating Club, a Wireless Club, and many branches of amateur sport, including cricket, tennis, football, baseball, table tennis, billiards, golf, amateur athletic clubs—both male and female, a gymnastic club, and a life-saving and swimming club.

All of these groups are playing an important part in their respective spheres, and are helping very materially in the development of their members and the promotion of goodwill between the railway staff and the community generally.

We are very appreciative of the valuable work rendered in the conduct of Institute affairs by the members of the Central Council and the Committees of the various centres and clubs, as well as by the many Ladies' Committees associated with the Institute in Melbourne and in the country. That this work is also appreciated by members generally is borne out by their agreeing, by an overwhelming majority, to the proposal of the Central Council to increase the subscription, to meet the increased operating costs and to provide for an expansion in the library services, &c.

Tourist and General Publicity.

In addition to issuing numerous folders and posters—in some cases in co-operation with district tourist organizations—we continued our policy of utilizing regular sessions on all Victorian metropolitan "B" class broadcasting stations, and inserting display advertisements in daily newspapers and periodical publications. Radio advertising was also carried out in Sydney, Brisbane, Adelaide, Perth, Hobart, and Mildura, through the medium of the branch tourist offices in those cities.

The wide Australian circulation of our tourist literature was supplemented abroad through the various agencies of the Australian National Travel Association in New Zealand, England, the United States of America, Canada, France, and in the East.

Tourist Activities.

We have maintained our policy of providing a comprehensive service at the Victorian Government Tourist Bureau, comprising the stimulation of travel by rail, road, sea and air, and information and booking facilities.

A branch office representing Victoria and Queensland, and towards the cost of which the Queensland Railways are contributing, was established during the year at Hobart. We also collaborated with New South Wales and Queensland in the opening in Perth of an Eastern States Government Tourist Bureau. As branches of the Victorian bureau were previously in existence in Sydney, Brisbane and Adelaide, we are now represented in every State in the Commonwealth.

The "personal touch" has been maintained in our tourist business in an increasing degree, and with satisfactory results. In particular, such contact is important in the case of bodies interested in group travel—a highly competitive field. The policy has resulted in much new business, more especially in regard to interstate travel, as well as the retention of similar business which had regularly flowed through the Bureau.

School tours were organized from every State on the mainland, except Western Australia.

The results achieved by our active tourist policy gave every encouragement to the belief that the tourist trade, already greatly increased, has by no means reached its maximum development.

Publicity to Assist the Primary Producer.

The interests of the primary producer were again well served by the issue of widespread publicity to stimulate the consumption of primary production. Appropriate posters and recipe booklets materially stimulated the demand for fruit, in which also our fruit juice drink stalls played a prominent part. Our fruit bill for the year amounted to £27,889, of which £12,209 represented citrus fruits, or nearly £6,000 more than in the preceding year.

Dried fruit purchases considerably augmented this practical assistance. During the year 20 tons were sold or utilized in our dining rooms, or in manufacturing raisin bread, &c., at the Departmental bakery.

As in former years, we co-operated with the Victorian Central Citrus Association and the Apple and Pear Council in publicity campaigns for their respective products. The berry fruit growers were accorded the usual assistance by means of publicity, and in the handling of small orders by station staffs, on behalf of the growers.

To assist the dairying industry, a pictorial poster and a reprint of the milk recipes booklet were widely circulated. The consumption of milk in our refreshment rooms and stalls amounted to 121,130 gallons.

At the request of the Australian Meat Board, posters and leaflets emphasizing the urgent necessity for the careful handling of lambs, also of pigs, were printed and given widespread distribution throughout Australia. Half of the cost of the Victorian portion of the publicity was borne by the Meat Board.

Suggestions and Inventions.

The number of suggestions submitted by the staff and the public indicated that interest was being maintained in the suggestions system. Out of 1,562 received in the year, 229 suggestions were adopted.

Since the inception of the scheme in 1921, 39,674 suggestions have been submitted, and 6,647 adopted.

Victorian National Resources Developmental Tours.

A second tour of both islands of New Zealand was undertaken in February last, in co-operation with the New Zealand Government Tourist and Publicity Department.

Practically every phase of the primary industries and the developmental work associated therewith was closely studied, and much valuable information was obtained by the members of the party.

In April and May, a party of New Zealand farmers visited Victoria. Using the "Reso" train, this party was enabled to see at first hand our primary industries and national undertakings. Victorians who came in contact with members of the party eagerly availed themselves of the opportunity of discussing methods for improving both quality and quantity of production.

Competitive Transport.

Intense competition by commercial road transport, resulting in very heavy losses of business and revenue, was again experienced. It is not practicable to make any precise estimate of the loss thus sustained this year, but from such information as is available it may safely be concluded that it was in the vicinity of £2,000,000. In this lies the complete explanation of the unsatisfactory financial results from the operations of the railways, although in the year under review the loss was accentuated by the abnormal seasonal conditions.

Passenger Competition.

No new competitive developments occurred in regard to passenger business on regular traffic routes. The chief losses in this respect were occasioned by the commercial road services which continued to operate between the metropolis and popular resorts such as Daylesford, Healesville, Lorne, the Mornington Peninsula and the nearer mountain districts.

Action taken by the Transport Regulation Board resulted in some decrease in the competition by goods vehicles for passengers on public holidays and at week-ends. On the other hand, there was an increase in the activities of large-capacity passenger vehicles operating under so-called "charter" conditions. Irrespective of the quality of railway service, these vehicles are permitted to operate, at highly competitive fares, for relatively long distances. During the year there was an increasing tendency on the part of sporting clubs and patrons, holiday-makers, and other similar groups to divert their patronage from the railways to this form of transport.

Since our last report there has been no outstanding development in competition by commercial air services. As we have previously stated, we fully realize the advantages of this latest medium of transport and the inevitability of its further expansion. We are nevertheless still of opinion that it should be subject to proper control with a view to obviating uneconomic competition. While we do not question the wisdom of subsidizing air services that are necessary or desirable from aspects of public welfare, we think it is debatable whether they should be permitted to utilize the public subsidies, upon which they are largely dependent, for the purpose of competing on the basis of fares with essential railway services. Our view is that the speedier air transport justifies non-competitive fares, and that its development should take place not in direct competition with the national railway system, but as an agency capable of creating its own traffic at reasonable charges.

Goods Competition.

The commercial freight vehicles most seriously competitive with the railways over long distances may be placed broadly in four main categories, viz. :—

- (a) those licensed for general carrying in accordance with Government policy, because they were so engaged during the month of August, 1933 ;
- (b) those authorized to operate anywhere within the State for the carriage of commodities described in the Transport Regulation Act as "Third Schedule" goods, e.g., petrol, live-stock, fruit, &c., &c. ;
- (c) those operated by merchant-owners for the carriage of their own goods ; and
- (d) those used by "primary producers" to carry their own or their neighbours' goods.

The total number of vehicles possessing these rights, as at 1st July, 1938, was 22,735. It is improbable that all of these numerous vehicles were in fact engaged in active long-distance competition with the railways, but it is known that thousands of

them were so employed, many of them regularly, others more or less spasmodically. The position is graphically illustrated by the diagram on the opposite page.

As the law stands, there is scarcely any limit to the competition which may be set up against the railways for the carriage of goods. Apart from the long-distance road hauliers who, solely because they were in existence in 1933, now possess established rights to engage in general competition between the metropolis and the more important towns throughout the State, the way is open to any one who so desires to deprive the railways of much valuable traffic. Since any person may carry his own goods "in the course of trade," many bona fide traders are utilizing their own road vehicles for the purpose, while, in addition, numbers of would-be hauliers have qualified for this right by the simple expedient of setting themselves up as dealers in the goods they carry. Also, the freedom of primary producers to carry their own or their neighbours' goods has resulted in hundreds of farmers now being largely engaged in competitive carrying. Furthermore, any person may obtain a licence to carry "Third Schedule" goods, which constitute an important source of railway revenue. In such cases, no proof as to the need for the service is required, nor is any qualification necessary beyond the means to acquire and the ability to operate a motor vehicle. Thus, many young men and others seeking a livelihood, amongst them numbers of recent arrivals in this country, have been encouraged to set themselves up as competitors with the railway system.

The competition created by the existence of numbers of hauliers in practically every district has in many cases reduced road rates to a level much below that generally believed to be necessary to meet all the proper costs of operation. Much evidence exists also that the low rates are frequently associated with over-loading of vehicles, overspeeding and a low standard of labour conditions. The position in this respect, unsatisfactory as it is in practically every phase of long-distance road transport, is accentuated in the carriage of "Third Schedule" goods, notably live-stock, petrol, and fruit.

Road charges for live-stock are generally quoted at per head, and overcrowding of animals is not uncommon as a result of the very low rates necessary to divert the traffic from the railways. The low competitive rates frequently depend upon their ability to obtain back loading. A large tonnage of petrol is available to be carried and intense competition for this commodity exists amongst the road operators. It will be obvious that overloading, overspeeding, and excessive hours of work are especially deplorable in the carriage of a highly dangerous substance such as petrol. Nevertheless, abundant evidence has been adduced that the road operators in very many cases are dependent upon these factors to continue their competition.

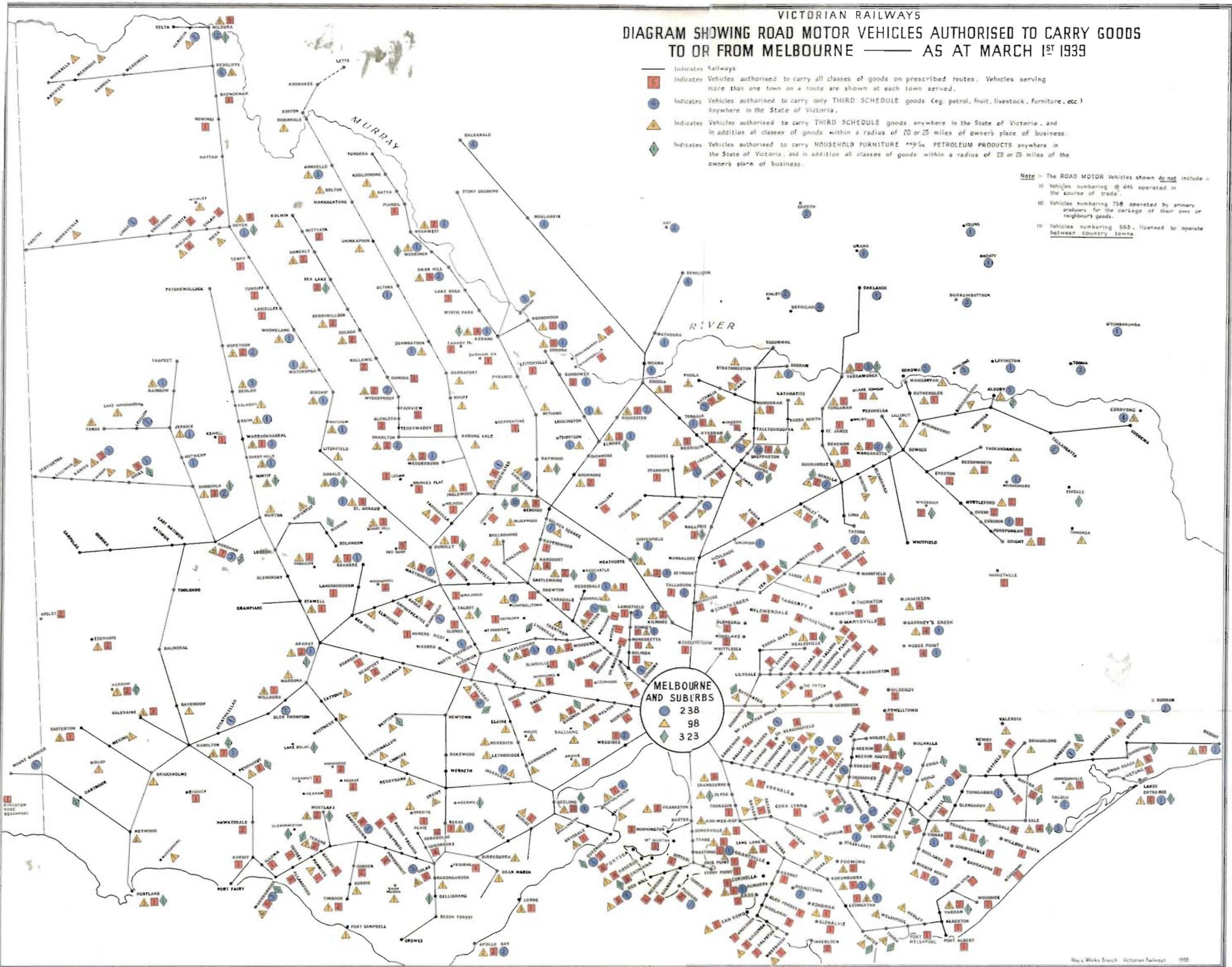
The existing wide-spread competition cannot be attributed to inability on the part of the railways to handle the traffic with complete efficiency. The quality of railway service has progressively improved year by year. During the year under review, it was maintained at a high standard, as is evidenced by the relatively negligible number of complaints from regular patrons and the many testimonials received from satisfied customers. The competition, whether by hauliers operating for hire or reward, or by persons using road vehicles to carry their own goods, is almost invariably attributable to the incidence of the railway rating structure. The railway policy of this State, as of almost every other country, has been to charge rates based broadly upon the value of the commodities to be carried, but designed, overall, to meet the total costs of operation. The rates for agricultural and other primary products are very low, and compensatory higher rates are necessary for other more valuable commodities. Through having none of the responsibilities which the railways accept for handling a large tonnage of low-rated traffic, and through being free to take or leave loading as it suits them, the road transporters can offer rates below the standard railway charges for the higher-rated goods.

Short of general reductions in rates for the total volume of vulnerable traffic, which would involve a net loss of railway revenue and which we have not therefore been prepared to adopt, no means are open to us to combat effectively the competition of the numerous road vehicles carrying "Third Schedule" goods or used by primary producers in long-distance operations. With regard to general merchandise, consisting largely of storekeepers' and hotel supplies which comprise the highest-rated classes in the standard schedule, a check has been placed on the competition by our policy, continued throughout the year, of contracting to give reduced rates to country traders

VICTORIAN RAILWAYS
 DIAGRAM SHOWING ROAD MOTOR VEHICLES AUTHORISED TO CARRY GOODS
 TO OR FROM MELBOURNE — AS AT MARCH 1ST 1939

- Indicates Railways
- Indicates Vehicles authorised to carry all classes of goods on prescribed routes; Vehicles serving more than one town on a route are shown at each town served.
- Indicates Vehicles authorised to carry only THIRD SCHEDULE goods (e.g. petrol, fruit, livestock, furniture, etc.) Anywhere in the State of Victoria.
- ▲ Indicates Vehicles authorised to carry THIRD SCHEDULE goods anywhere in the State of Victoria, and in addition all classes of goods within a radius of 20 or 25 miles of owner's place of business.
- ◆ Indicates Vehicles authorised to carry HOUSEHOLD FURNITURE and PETROLEUM PRODUCTS anywhere in the State of Victoria, and in addition all classes of goods within a radius of 20 or 25 miles of the owner's place of business.

Note: - The ROAD MOTOR Vehicles shown do not include -
 1) Vehicles numbering 55-645 operated in the "course of trade".
 2) Vehicles numbering 758 operated by primary producers for the carriage of their own or neighbour's goods.
 3) Vehicles numbering 555, licensed to operate between Country towns.



MELBOURNE AND SUBURBS
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in return for the whole of their business. By this means, a considerable tonnage of valuable business was conserved. Apart from the effect upon the competitive hauliers' activities, the contract rates were successful in dissuading many traders from using their own vehicles instead of the railways for the carriage of their supplies.

We again wish to emphasize that this method of protecting the railway asset is a costly expedient. At the same time we are fully convinced that it is far less costly than a policy of *laissez faire*.

Some criticism continued to be directed against this defensive action on our part, on the grounds that it created a non-uniform basis of railway rates. It is desirable, therefore, to repeat that the nature of the freight contract arrangements has in every case been dictated by the competitive conditions existing in the particular locality. The intensity of the competition varies in different places, according to the number of road hauliers seeking the available business or to the conditions under which they are prepared to operate. Consequently there is no uniformity of road rates. On the contrary, wide disparities exist in road hauliers' rates for journeys of comparable distance. For example, the road charge for traffic between Melbourne and one country town about 180 miles distant is about 50s. a ton; whereas to another town, approximately the same distance away, the rate offered is as low as 20s. a ton. Railway freight contracts at these places were accordingly adapted to meet the differing rates, because a substantial loss of revenue would be entailed if the 20s. rate were conceded to the first place, and the traffic would not be obtained at all at the latter if the rate of 50s. were adopted.

We have not been unmindful, however, of the effects which freight concessions at a particular place may have upon trading interests at some other place in the locality; and where it has appeared that dislocation of business might arise from our action, we have made appropriate adjustments in the rates to safeguard the interests of the traders concerned.

We are forced to conclude that the gravity of the situation that has been permitted to develop is not sufficiently realized. Despite the success of long-distance road transport in superimposing itself upon the commercial life of this country, the railways must continue to be depended upon to perform vastly wider functions in essential community service. In a national emergency, an inefficient railway system could spell disaster. Yet lack of revenue has, in fact, so impoverished the system that its capacity to meet any demands that may be made upon it is already seriously threatened. The amount of revenue of which the railways have been deprived by commercial road competition during the past six years probably amounts to not less than ten million pounds. Because the system is capable of handling much additional business with practically no increased expenditure beyond running costs, the traffic which has been lost would have made available for railway renewals and rehabilitation generally a sufficient sum to have placed it in a very favorable position. To-day its condition can only be regarded, especially in view of the trend of world affairs, as seriously unsatisfactory.

Losses of this nature are bound to continue so long as road transport is allowed its present freedom to compete with the railway system. We conceive it to be opposed to the interests of the general community that such losses should continue, and wish to reiterate our frequently expressed view that the only logical solution lies in legislation to place the means of transport on a rationalized basis and thus prevent unnecessary and wasteful duplication. Certainly no permanent or acceptable solution can be looked for in the destructive competitive processes which are now taking place.

Departmental Road Motor Services.

Two new passenger routes were introduced during the year. Following upon continued public demand for the provision of a bus service to cater for the Beaumaris district, we commenced operations on 15th December between Sandringham and Beaumaris, utilizing the Beach-road instead of the route of the tramway (now operated as far as Black Rock only) between these two points. The other new service—between Hawthorn and Kew—operates in off-peak hours only.

With a rail service in operation on the Kew line during portions of the day, and with periodical tickets available over both rail and bus routes, it is not practicable to segregate the bus revenue. Accordingly, both the revenue and the working expenses of the bus route are excluded from the Road Motor Services Accounts.

Revenue from all routes, with this exception, amounted to £22,594; working expenses (including depreciation) to £28,749; and interest charges, exchange, and sinking fund contributions to £688. The accounts thus indicate a loss of £6,843 for the year, which comprised a deficiency of £6,867 on the passenger services, less a profit of £24 from goods operations.

Details are embodied in Appendices Nos. 16 and 17.

The service between East Camberwell and East Kew, which accounted for £3,715 of the loss, mainly carries passengers travelling on combined rail and bus tickets, and the bus receives only the mileage proportion of the through fare, instead of a separate local fare as is usually the case with this form of transport. A satisfactory financial result cannot be shown in the accounts in such circumstances.

In any case, as we have pointed out in previous reports, the passenger services in general cannot be judged upon the book results, because of their primary value as feeders to the railway system.

State Coal Mine.

After the payment of working expenses, loan redemption and interest charges, and allowing £10,000 for depreciation, the operation of the Mine resulted in a loss of £125,584.

During the year everything practicable was done to reduce the cost of production. Heavy losses in working, however, cannot be averted unless there are further increases in the price of Maitland coal, which forms the basis of the price paid for State Mine coal used for railway purposes.

Inquiries are still proceeding in connexion with the use of coal-cutting machines and underground conveyors and loaders. Owing to the faulted nature and varying grade of the coal seam, it appears unwise to endeavour to adopt extensive mechanization, but the question is still being pursued.

The quantity of coal won during the year was 260,831 tons. The saleable output was 241,557 tons. Of this quantity, 192,819 tons were supplied for railway use; 6,686 tons to other public departments, and 42,052 tons to the general public.

The time lost as the result of strikes, stopwork meetings and the like was 37 days, as compared with sixteen days in the previous year.

The amount disbursed in wages was £280,696, and the net average earnings of contract miners were 22s. 5.92d. per shift.

The number of persons employed at 30th June, 1939, was 1,317.

For some years past wages, piece-work rates, and conditions of employment have been governed by awards of the State Coal Mine Industrial Tribunal. In August, however, the Australasian Coal and Shale Employees Federation served a claim on the Colliery Proprietors in New South Wales, Victoria, Queensland, and Tasmania, demanding:—

1. A five-day week of six hours per day, without reduction of pay.
2. A guaranteed minimum wage for all workers employed on piece-work or contract work.
3. A special Compensation Act to cover the coal mining industry.
4. A pension of £2 per week at the age of 60 years.
5. Fourteen days' annual holidays.
6. Weekly payment of wages.

A refusal to concede the claims resulted in a general strike in the coal mining industry in the States mentioned, and subsequently claims Nos. 1, 2, 5 and 6 were referred to the Commonwealth Court of Conciliation and Arbitration for determination.

Similar claims were received from the Amalgamated Engineering Union and from the Federated Engine-drivers' and Firemen's Association, the latter body also submitting a comprehensive log dealing with wages, hours and conditions. These claims were likewise referred to the Court.

After a protracted hearing, lasting some six months, interim awards covering the three main groups in the industry were issued by His Honor Judge Drake-Brockman just prior to the close of the financial year, and were made effective, so far as this State was concerned, as from 23rd July, 1939.

The award covering employees who are members of the Australasian Coal and Shale Employees Federation was, in certain respects, unacceptable to that Union, particularly with regard to the hours of surface employees engaged in handling coal from the face to the wagon, and this gave rise to a stoppage of the mine after the close of the year under review.

Acknowledgment of Services of Staff.

It is fitting that we should place on record our sincere appreciation of the manner in which all grades of the staff have carried out their duties during the year. We gratefully acknowledge their loyal and efficient co-operation.

Changes in Personnel.

The close of the financial year marked also the close of an eminently distinguished railway career, due to the retirement of Mr. Harold W. Clapp, with a record of high achievement as Chairman of Commissioners for nearly nineteen years. Vast improvements have been effected in that period in the physical assets of the system, and in the services rendered to railway patrons. In addition, Mr. Clapp's inspiration to the staff in the ideal of service will, in our opinion, continue to be a living influence for many years to come. Mr. Clapp relinquished office in order that he might accept a post of vital public importance under the Commonwealth Government—that of General Manager, Aircraft Construction.

Mr. J. M. Ashworth, Chief Civil Engineer, also retired during the year, after a valuable service extending over slightly more than 50 years. Mr. Ashworth reached the statutory retiring age on 7th September, but was retained until 7th March because of his knowledge of the important subject under investigation by the Committee of which he was Chairman, viz., suburban railway transport requirements. Although retired from the service and from his position of Head of the Way and Works Branch, Mr. Ashworth is still engaged in an expert capacity as Chairman of the Committee referred to.

We regret to record the retirement on 10th August, and the death three days later, of Mr. W. D. Bracher, Superintendent of Refreshment Services, after a long illness. Mr. Bracher, who was 62 years of age, had a record of valuable service extending over approximately 39 years.

At the close of the year the Heads of Branches were :—

Secretary .. .. .	.. .. .	Mr. E. C. Eyers.
Chief Mechanical Engineer .. .. .	.. .. .	Mr. A. C. Ahlston.
Chief Civil Engineer .. .. .	.. .. .	Mr. A. G. Fletcher.
General Superintendent of Transportation	.. .. .	Mr. M. A. Remfry.
Chief Electrical Engineer .. .. .	.. .. .	Mr. H. P. Colwell.
Comptroller of Accounts .. .. .	.. .. .	Mr. L. J. Williamson.
General Passenger and Freight Agent ..	.. .. .	Mr. J. McClelland.
Comptroller of Stores .. .. .	.. .. .	Mr. H. S. Sergeant.
Superintendent of Refreshment Services	.. .. .	Mr. A. W. Keown.

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 front of this Report, while maps appear at the end.

We have the honour to be,

Sir,

Your obedient servants,

N. C. HARRIS,	} Victorian Railways Commissioners.
M. J. CANNY,	

APPENDIX

BALANCE-SHEET AT

LIABILITIES.

	£	s.	d.	£	s.	d.
Face value of stocks and bonds allocated to the Railways ..	47,046,867	4	1			
Less securities purchased and cancelled by the National Debt Sinking Fund	2,445,093	5	3			
				44,601,773	18	10
Contribution from Revenue &c., and the National Recovery Loan for Capital purposes—						
Proceeds of sale of State Lands	2,825,740	6	1			
Consolidated Revenue	1,377,782	15	4			
Developmental Railways Account	108,489	16	11			
	£	s.	d.			
National Recovery Loan	2,375,275	19	5			
Unemployment Relief Fund	2,761	0	0			
	2,378,036	19	5			
Less expenditure on other than Capital Works	1,036,525	6	8			
				1,341,511	12	9
Advances from Public Account (Act No. 334I) for Capital purposes ..				5,653,524	11	1
Advances from Public Account (Act No. 4499) for Working purposes ..				215,442	0	2
National Debt Sinking Fund Reserve				2,566,727	12	5
Railway Accident and Fire Insurance Reserve				100,000	0	0
Creditors—						
Sundry Accounts				425,506	17	7
Consolidated Revenue—						
For income payments from Revenue Debtors				93,173	12	2
For deficits financed since 1st July, 1937				1,194,019	8	10
				1,287,193	1	0
Accrued depreciation (see contra)				671,445	11	6
				55,771,613	12	7

E. A. PEVERILL,
Auditor-General.

No. 1.

30TH JUNE, 1939.

		ASSETS.					
		£	s.	d.	£	s.	d.
Railways—							
Way, Works, Buildings and Equipment	..	44,154,054	1	7			
Rolling Stock	..	6,931,778	0	9			
					51,085,832	2	4
Electric Tramways—							
Way, Works, Buildings and Equipment	..	130,746	0	1			
Rolling Stock	..	21,665	16	2			
					152,411	16	3
Road Motor Public Services—							
Buildings and Equipment	..	6,702	2	2			
Rolling Stock	..	16,679	6	11			
					23,381	9	1
Surveys	..				63	5	5
Railways under construction	..				223,792	9	5
Bridges for Railways not yet constructed	..				33,061	2	7
					51,518,542	5	1
Stores and Materials	..	1,235,656	2	9			
Stores and Equipment at Refreshment Rooms	..	127,300	16	7			
Materials in course of manufacture	..	94,815	14	5			
					1,457,772	13	9
					52,976,314	18	10
Contribution to Renewals and Replacements Fund by proceeds of							
Sundry Abolitions, Sales, &c.	..				35,077	8	0
Less Renewals and Replacements Reserve	..				27,942	5	7
							7,135 2 11
Discounts and Expenses on Loans, less premiums	..						5,830 1 4
Expenditure charged to Public Account Advances Act, No. 4499	..						250,000 0 6
Cash at stations and in transit	..						73,467 19 4
Cash at Treasury—							
Trust Fund Surplus Railway Land	..				1,501	4	1
Railway Accident and Fire Insurance Fund	..				100,000	0	0
Railway Renewals and Replacements Fund	..				27,942	5	7
Railway Charges in Suspense	..				72,156	7	0
Railways Stores Suspense Account	..				5,516	15	4
Railways Repayment Fund	..				35,224	9	5
National Debt Sinking Fund	..				121,634	7	2
							363,975 8 7
Trust Securities	..						44,928 14 2
Sundry Debtors—							
Revenue Debtors to Consolidated Revenue	..				93,173	12	2
Other Debtors	..				91,322	14	11
							184,496 7 1
Property and equipment depreciation accrued since 1st July, 1937,							
but not provided for by cash appropriations	..						671,445 11 6
Accumulated Deficit since 1st July, 1937	..				241,953	1	2
Deficit for the year 1938-39	..				952,066	7	8
							1,194,019 8 10
							55,771,613 12 7

L. J. WILLIAMSON,
Comptroller of Accounts.
23rd August, 1939.

APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1939 AND 1938.
(Exclusive of Electric Tramways and Road Motor Public Services.)

Working Expenses.	See Abstract in Appendix No. 3.	Year ended 30th June—		Earnings.	See Appendix.	Year ended 30th June—	
		1939.	1938.			1939.	1938.
		£	£			£	£
To Maintenance of Way and Works ..	A	1,513,563	1,777,119	By Passengers	4	3,854,681	3,676,147
.. Rolling Stock—				.. Parcels, Horses, Carriages, &c.	4	331,025	341,075
.. General Superintendence, &c. ..	B	39,358	41,401	.. Mails	4	77,440	77,584
.. Maintenance of Rolling Stock ..	C	1,145,782	1,281,711	.. Miscellaneous	4	22,903	24,144
.. Motive Power	D	1,319,747	1,247,605				
.. Examination and Lubrication of Coaching and Goods Vehicles	E	70,756	66,934	.. Total Coaching .. .. .	..	4,286,049	4,118,950
.. Contribution to Railway Renewals and Replacements Fund	K	225,000	250,000	.. Goods and Live Stock	4	4,275,947	4,944,806
.. Transportation and Traffic	F	2,254,293	2,121,588	.. Sale of Electrical Energy	4	41,030	39,454
.. Electrical Engineering Branch	G	280,262	248,194	.. Rents and General Miscellaneous	4	165,066	168,800
.. Miscellaneous Operations	H	437,989	403,008	.. Dining Car and Refreshment Rooms Services	4	370,984	346,862
.. Stores Branch	I	126,564	121,524	.. Advertising	4	38,045	37,876
.. General Expenses	J	211,275	206,564	.. Bookstalls	4	72,594	68,327
.. Contribution to the Railway Accident and Fire Insurance Fund	K	40,762	25,856	.. Recoup of the loss resulting from the reduction in outer suburban fares	4	33,750	..
.. Pensions		483,678	484,381	.. Guarantees in respect of losses on certain lines	4	..	10,000
.. Repayment to Public Account (Act No. 4499)		50,000	..				
.. Credit for maintenance expenditure charged to:—							
.. Unemployment Relief Funds		Cr. 119,302	Cr. 148,233				
.. Public Account Advances Act No. 4499 .. .. .		..	Cr. 297,400				
.. Federal Aid Roads and Works Grant		Cr. 20,000	..				
		8,059,727	7,830,252				
.. Balance Net Earnings		1,223,738	1,904,823				
Total	£	9,283,465	9,735,075	Total	£	9,283,465	9,735,075

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1939 AND 1938
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June		Year ended 30th June	
	1939.	1938.	1939.	1938.
Average Miles of Single Track Open, including Sidings	6,137	6,093		
A.—MAINTENANCE OF WAY AND WORKS.				
Superintendence	£ 163,715	£ 159,670		
Stationery, Printing and Advertising	7,439	6,926		
Maintenance and Renewals of the Permanent Way	652,065	888,776		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	53,168	54,305		
Slips and Flood Repairs	16,591	2,511		
Bridges, Tunnels, Culverts, Retaining Walls and Drains	48,462	72,755		
Piers and Wharfs	48	32		
Weighbridges, Scales, Lifting Cranes, &c.	17,031	19,026		
Electric Power Station Buildings	6,402	6,402		
Other Buildings, Platforms and Fixtures	197,015	235,941		
Stock Yards	14,283	15,912		
Water Services	23,648	22,453		
Machinery, Tools and Supplies	79,480	66,981		
Signals and Interlocking, Signal Boxes and Track Bonds	156,325	149,332		
Telegraph and Telephone Lines and Instruments	33,799	38,922		
Injuries to Employees or others	6,630	8,355		
Betterments	34,285	24,640		
Other Expenses	5,177	5,080		
	1,513,563	1,777,119		
ROLLING STOCK.				
B.—GENERAL SUPERINTENDENCE, ETC.				
General Superintendence	36,558	38,067		
Stationery, Printing and Advertising	2,800	3,334		
	39,358	41,401		
C.—MAINTENANCE OF ROLLING STOCK.				
Motive Stock—				
Steam Locomotives	539,242	565,591		
Electric Locomotives	2,806	2,705		
Electrical Equipment of Electric Coaching Stock	33,582	32,837		
Coaching Stock, excluding Electrical Equipment	324,738	378,670		
Goods Stock	208,005	259,846		
Rail Motors	37,409	42,042		
	1,145,782	1,281,711		
D.—MOTIVE POWER.				
Superintendence	51,762	49,554		
Running Sheds, Labour and Supplies	80,199	76,924		
Drivers and Firemen	487,432	478,128		
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c.	474,938	431,423		
Oil, Tallow, Waste and other running supplies	22,187	20,235		
Water	28,924	26,762		
Electric Motormen, including Superintendence, Uniforms, and Supplies	133,804	125,606		
Rail Motor Operation	33,849	33,240		
Other Expenses	3,071	2,472		
Injuries to Employees or others	3,581	3,261		
	1,319,747	1,247,695		
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				
Excluding Electrical Equipment	62,131	58,643		
Electrical Equipment	8,625	8,291		
	70,756	66,934		
F.—TRANSPORTATION AND TRAFFIC.				
General Superintendence	£ 162,502	£ 155,319		
Stationery, Printing and Advertising	72,803	67,314		
Station Yard and Signal Service—				
Salaries, Wages, &c., of Staff	1,450,565	1,370,387		
Fuel and Light	38,462	37,521		
Uniforms for Staff	12,186	11,521		
Other Supplies	49,442	48,000		
Other Expenses	10,443	11,048		
Gatekeeping	32,918	32,398		
Guards and Conductors—				
Wages and Expenses	230,821	217,372		
Uniforms and Supplies	3,937	3,565		
Cleaning, Icing, &c., of Carriages	80,823	71,738		
Supplies, &c., for Carriages	18,126	17,137		
Light for Carriages	10,626	9,810		
Repairs and Renewals of Taraulins and Lashings	61,463	48,329		
Rail Motor Operation	5,662	5,372		
Operation of Grain Elevators and Grain Conveyors		1		
Operation of Coal Shipping Plants				
Injuries to Employees	6,786	6,323		
Loss and Damage to Property and Goods	2,707	4,865		
Compensation, Personal	6			
Other Expenses	4,015	3,568		
	2,254,293	2,121,588		
G.—ELECTRICAL ENGINEERING BRANCH.				
General Superintendence	20,582	19,976		
Stationery, Printing and Advertising	825	665		
Power Station	214,399	182,125		
Transmission, Distribution Systems and Sub-Stations	89,241	86,823		
Injuries to Employees or others	352	541		
Other Expenses	Cr. 11	28		
Other Operations	Cr. 45,126	Cr. 41,964		
	280,262	248,194		
H.—MISCELLANEOUS OPERATIONS.				
Dining Car Service	33,132	28,291		
Refreshment Rooms Service	324,048	299,209		
Advertising Service	15,953	14,256		
Bookstalls Service	64,856	61,252		
	437,989	403,008		
I.—STORES BRANCH.				
Salaries and Wages	118,919	113,899		
Charges for Services rendered by other Branches	14,130	14,640		
Printing	941	754		
Motor Transport	4,547	4,437		
Office Requisites and Stores	3,178	5,381		
Other Expenses	1,757	1,775		
Proportion of Percentage added to cost of Works charged to Capital, &c.	Cr. 16,908	Cr. 19,362		
	126,564	121,524		
J.—GENERAL EXPENSES.				
Commissioners' and Secretary's Offices	33,670	33,625		
Accountancy Branch	106,956	104,138		
Legal and Medical Expenses	14,673	13,417		
Stationery, Printing and Advertising	16,910	19,456		
Municipal and Shire Rates	820	789		
Sundry other General Charges	38,246	35,139		
	211,275	206,564		
K.—OTHER EXPENDITURE.				
Contribution to the Railway Accident and Fire Insurance Fund	40,762	25,856		
Pensions	483,678	484,381		
Contribution to Railway Renewals and Replacements Fund	225,000	250,000		
Repayment to Public Account (Act No. 4499)	50,000			
	799,440	760,237		
Total	8,199,029	8,275,885		
Less maintenance expenditure charged to—				
Unemployment Relief Funds	Cr. 119,302½	Cr. 148,233*		
Public Account Advances Act No. 4499		Cr. 297,400†		
Federal Aid Roads and Works Grant	Cr. 20,000†			
Working expenses charged against Railway Revenue	8,059,727	7,830,252		

‡ Maintenance of Way and Works.

* Maintenance of Way and Works—£148,133, Transportation and Traffic—£50, and Electrical Engineering Branch—£50.

† Maintenance of Way and Works—£222,400, Maintenance of Rolling Stock—£75,000.

APPENDIX No. 5

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1924, TO 30TH JUNE, 1939 (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.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1924-25	4,482	4,446	67,973,742	15,166	728	1,988	19,779	962	17,482,006	166,444,142	8,959,556	6,983,675	5,775,522	12,759,197	2,870	14/7'16
1925-26	4,625	4,526	69,643,388	15,058	704	2,033	19,662	966	17,575,547	168,054,308	8,728,496	7,105,610	5,565,451	12,671,061	2,800	14/5'03
1926-27	4,634	4,627	70,938,554	15,308	687	2,004	19,864	978	18,030,749	169,237,648	9,254,923	7,308,338	6,344,096	13,652,434	2,951	15/1'72
1927-28	4,697	4,661	72,523,192	15,440	663	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5'89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,913,291†	6,251,682	13,164,973	2,802	14/7'73
1929-30	4,713	4,708	74,849,542	15,882	647	1,931	20,674	1,028	17,670,565	157,119,071	7,513,606	6,402,624	5,599,182	12,001,806	2,549	13/7'01
1930-31	4,717	4,710	74,609,226	15,817	657	1,929	20,728	1,013	15,945,315	134,655,220	6,099,310	5,190,550	4,817,808	10,008,358	2,125	12/6'64
1931-32	4,721	4,720	74,701,372	15,823	650	1,863	20,723	999	15,363,776	125,990,585	6,186,081	4,648,566	4,805,738	9,454,304	2,003	12/3'69
1932-33	4,721	4,721	75,088,156	15,905	650	1,857	20,622	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3'97
1933-34	4,721	4,721	75,626,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,605,073	4,572,038	9,175,111	1,943	11/11'82
1934-35	4,721	4,721	75,795,924	16,055	602	1,837	20,686	984	15,536,111	139,689,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1'54
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9'88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9'33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	999	17,916,763	137,894,676	7,258,369	4,790,269	4,944,806	9,735,075	2,062	10/10'40
1938-39	4,759	4,754	78,107,793	16,413	581	1,823	20,643	982	17,889,634	142,123,567	5,975,853	5,007,518	4,275,947	9,283,465	1,953	10/4'54

* As from 1.7.37 the ledger values of capital assets were written down by £30,000,000 following the passing of the *Railways (Finances Adjustment) Act 1936* (No. 4429). The Construction cost herein shown does not reflect this writing down.

† 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, 1924, TO 30TH JUNE, 1939 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.			EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Repairs and Replacements Fund.	(A) Contributions to Melbourne Harbour Trust for the Spencer Street Bridge. (B) Repayment to Public Account (Act No. 4499).				
	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.				Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.			Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.														
	£	s. d.		£	£	s. d.	£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	£				
1924-25	2,664,697	3/0.58	20.88	1,964,635	442	2/2.97	15.40	1,770,939	2/0.31	13.88	1,730,972	1/11.76	13.57	216,130	2.97	1.69	564,264	...	430,151	47,823	0.66	0.38	...	...	
1925-26	2,701,124	3/0.88	21.32	1,929,938	426	2/2.35	15.23	1,821,763	2/0.88	14.37	1,770,727	2/0.18	13.98	238,621	3.26	1.88	466,770	80,162	452,755	65,945	0.90	0.52	...	...	
1926-27	2,822,524	3/1.57	20.67	2,277,359	492	2/6.31	16.68	1,914,543	2/1.48	14.02	1,832,378	2/0.39	13.42	256,214	3.41	1.88	410,671	90,180	484,281	62,757	0.84	0.46	...	...	
1927-28	2,673,941	3/0.27	20.86	2,119,124	455	2/4.74	16.53	1,812,107	2/0.58	14.13	1,848,364	2/1.07	14.42	248,374	3.37	1.94	346,808	111,706	493,011	31,301	0.42	0.24	...	...	
1928-29	2,605,790	2/10.78	19.79	1,926,157	410	2/1.71	14.64	1,738,142	1/11.20	13.20	1,841,478	2/0.58	13.99	240,212	3.21	1.82	349,566	141,094	481,537	31,724	0.42	0.24	...	(A) 16,666			
1929-30	2,536,655	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	336,410	5.21	1.97	345,566	133,922	464,777	44,417	0.60	0.37	...	(A) 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	...	(A) 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	2.65	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	193,941	85,389	313,995	28,284	0.44	0.30	...	...	
1933-34	1,647,482	2/1.82	17.96	1,564,771	331	2/0.53	14.32	965,480	1/3.13	10.53	1,191,226	1/6.67	12.98	165,575	2.59	1.80	187,369	87,361	321,579	19,775	0.31	0.22	...	...	
1934-35	1,713,789	2/2.47	18.19	1,570,137	333	2/0.26	14.84	1,003,370	1/3.50	10.65	1,178,256	1/6.20	12.51	171,379	2.65	1.82	212,429	94,855	346,162	13,501	0.21	0.14	...	...	
1935-36	1,797,996	2.2.33	18.56	1,516,786	321	1/10.21	14.23	1,069,742	1/3.66	11.04	1,263,884	1/6.50	13.04	173,454	2.54	1.79	201,471	98,824	364,012	18,807	0.28	0.19	...	...	
1936-37	1,874,436	2/2.14	18.49	1,626,053	345	1/10.69	14.45	1,154,077	1/4.10	11.39	1,338,164	1/6.66	13.20	186,624	2.60	1.84	221,943	106,009	389,862	18,978	0.26	0.19	...	...	
1937-38	2,121,588	2/4.42	21.79	1,777,119	376	1/11.80	14.45	1,337,054	1/5.91	13.73	1,300,597	1/5.42	12.59	206,564	2.77	2.12	248,194	121,524	403,008	25,856	0.34	0.26	250,000	...			
1938-39	2,254,293	2/6.24	24.28	1,513,563	318	1/8.30	14.80	1,411,125	1/6.93	15.20	1,164,518	1/3.63	12.54	211,275	2.83	2.28	280,262	126,564	437,989	40,762	0.55	0.44	225,000	(B) 50,000			

§ Includes amounts charged against Unemployment Relief Funds—year 1930-31, £12,250; year 1932-33, £69,135; year 1933-34, £251,104; year 1934-35, £151,139; year 1935-36, £135,551; year 1936-37, £162,061; year 1937-38, £148,133; year 1938-39 £119,302; for years 1934-35 and 1935-36, amounts of £20,800 and £2,320 respectively charged to the Commonwealth Grant for Rehabilitation (Storms and Floods), for the year 1937-38 £222,400 charged to Public Account Advances Act No. 4499, and for the year 1938-39 £20,000 charged to Federal Aid Roads and Works Grant.

|| Calculated on the net expenditure of the Branch after deducting amounts charged against other 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, 1932-33, 1933-34, 1934-35, 1935-36 and 1936-37, for depreciation of Rolling Stock.

¶ Includes payment into Rolling Stock Replacement Fund, year 1924-25, £200,000; and year 1925-26, £200,000.

In the year 1937-38, the amount for Rolling Stock repairs (£1,300,597) includes £75,000 charged to Public Account Advances Act No. 4499. Similarly the Transportation and Electrical Branches are affected to the extent of £50 each for Unemployment Relief Funds.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1924, TO 30TH JUNE, 1939 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN- SIONS.	Adjust- ments. — Border Railways and State Coal Mine.	TOTAL WORKING EXPENSES. (including Pensions, &c.).			Less Expenditure on Main- tenance of Way and Works charged to Unemployment Relief Funds, Commonwealth Grant, Public Account Advances Act, and Federal Aid Roads and Works Grant.	WORKING EX- PENSES CHARGED AGAINST RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.			Percentage of Profit to Cost of Construction of Open Lines, (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EX- PENSES (including Loan Con- version ex- penses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBU- TION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
	Amount.	Per Average Mile open.	Per Traffic Train Mile.			Amount.	Per Average Mile open.	Per Traffic Train Mile.		Amount.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.						Per cent. on Railway Loans. †
	£	£	s. d.	£	£	£	£	s. d.	£	£	Per cent.	£	£	s. d.	£	£	£	£	
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	Gr. 35,991*	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	3,223,873	402,705	694,494
1933-34 ...	6,150,618	1,303	8/0'41	424,056	52,841	6,627,515	1,404	8/7'88	251,104	6,376,411	69'50	2,798,700	593	3/7'87	3'69	3'70	3,181,736	354,335	737,371
1934-35 ...	6,303,876	1,335	8/1'38	450,867	50,845	6,805,588	1,442	8/9'13	171,939	6,633,649	70'41	2,787,443	590	3/7'06	3'68	3'68	3,056,766	300,301	569,624
1935-36 ...	6,504,976	1,378	7/11'25	489,392	...	6,994,368	1,482	8/6'41	137,871	6,856,497	70'76	2,833,428	600	3/5'49	3'73	3'72	3,032,530	301,530	500,632
1936-37 ...	6,917,046	1,465	8/0'45	503,845	...	7,420,891	1,572	8/7'48	162,061	7,258,830	71'42	2,876,461	609	3/4'11	3'77	3'75	3,005,341	299,632	428,512
1937-38 ...	7,791,504	1,650	8/8'37	484,381	...	8,275,885	1,753	9/2'86	445,633	7,830,252	80'43	1,904,823	403	2/1'52	4'08	2'46	1,840,531	303,034	238,742
1938-39 ...	7,715,351	1,623	8/7'45	483,678	...	8,199,029	1,725	9/1'99	139,302	8,059,727	86'82	1,223,738	257	1/4'42	2'60	1'57	1,859,780	307,679	943,721

* 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.

‡ This percentage is calculated on the loan liability allocated to the Railways. £30,000,000 of railway loan liability was transferred to the General Account of the State on 1.7.37.

APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1939, AND 30TH JUNE, 1938 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	Year ended 30th June—					
	1939.			1938.		
	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.
	£	£	£	£	£	£
Way and Works	215,229	1,231,014	1,446,243	179,021	1,230,716	1,409,737
Rolling Stock	323,723	1,805,204	2,128,927	366,897	1,738,064	2,104,961
Transportation	45,588	1,800,024	1,845,612	41,695	1,706,412	1,748,107
Electrical	23,239	184,111	207,350	28,079	171,937	200,016
Other Branches	10,716	518,128	528,844	10,907	489,564	500,471
Total	618,495	5,538,481	6,156,976	626,599	5,356,693	5,963,292

APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1939, AND 30th JUNE, 1938 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	1939.			1938.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	103	128	231	98	120	218
Accountancy	396	185	581	403	171	574
Stores	132	489	621	132	488	620
Way and Works	389	5,535	5,924	385	5,489	5,874
Rolling Stock	422	7,709	8,131	417	7,676	8,093
Transportation	1,872	5,323	7,195	1,902	5,166	7,068
Electrical	116	609	716	115	599	705
Other Branches	30	863	893	33	825	858
Total	3,460	20,822	24,292	3,485	20,525	24,010

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

CONSTRUCTION BRANCH (Board of Land and Works).

YEAR ENDED 30TH JUNE.

1939.			1938.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
27	42	69	30	121	151

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, 1939, AND 30TH JUNE, 1938.

How Employed.	1939.	1938.
On Working Expenses	21,989	21,636
On Capital and Other Funds (including Electric Tramways and Road Motor Services)	2,414	2,480
Total	24,403	24,116

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; AND ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1939.

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost.		
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	
LINES OPEN FOR TRAFFIC.									
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£
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	4,749,349	16 6	47,075
	Bendigo to Echuca (including cost of Bendigo Cattle yards and wharf at Echuca) ..	2.60	53.77	56.37	758	314	583,967	12 2	10,360
4.7.1876	*Deniliquin to Moama ..	0.30	43.76	44.06	..	..	168,050	10 11	3,814
4.7.1876	†Moama to Echuca (including portion of cost of Echuca Bridge used for Railway purposes only) ..	..	1.06	1.06	..	..	11,868	0 0	11,196
29.12.1878	†Echuca Bridge over the River Murray (exclusive of portion of cost of bridge used for Railway purposes) ..	..	..	..	..	..	22,001	7 10	..
26.3.1926	Barnes to Balranald ..	..	119.92	119.92	326	206	556,635	17 4	4,642
7.6.1881	Clarkefield to Lancefield ..	..	14.50	14.50	1,675	1,072	48,398	1 6	3,338
1.10.1888	Heathcote Junction to Bendigo (including cost of Cattle Siding) ..	..	67.82	67.82	1,450	526	290,689	13 10	4,286
22.8.1890	Carlsruhe to Daylesford ..	0.38	22.17	22.55	2,469	1,791	152,165	18 2	6,748
16.2.1880	Daylesford Junction to North Creswick ..	..	23.11	23.11	2,292	1,429	145,606	19 9	6,301
17.3.1880									
15.1.1891	Redesdale Junction to Redesdale ..	..	16.25	16.25	1,636	973	65,517	0 0	4,032
7.7.1874	Castlemaine to Dunolly ..	0.38	46.46	46.84	948	579	316,249	2 11	6,752
6.10.1874									
3.9.1878	Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ..	0.28	32.73	33.01	943	611	139,420	12 2	4,224
23.12.1878	St. Arnaud to Donald ..	..	23.86	23.86	868	374	90,179	7 9	3,780
26.1.1882									
22.4.1882	Donald to Birchip ..	..	32.30	32.30	394	330	80,267	0 10	2,485
28.3.1893									
18.9.1899	Birchip to Woomelang ..	..	26.45	26.45	351	260	76,925	1 6	2,908
15.1.1903	Woomelang to Mildura ..	..	110.15	110.15	334	128	384,025	4 3	3,486
27.10.1903									
4.7.1910	Mildura to Merbein ..	..	6.92	6.92	186	126	12,937	2 7	4,870
27.6.1925	Merbein to Yelta ..	..	5.87	5.87	184	116	30,511	0 4	5,198
11.4.1924	Red Cliffs to Werrimull ..	..	35.40	35.40	226	138	114,883	16 1	3,245
30.10.1925	Werrimull to Meringur ..	..	15.23	15.23	303	193	54,312	3 0	3,566
16.6.1931	Meringur to Morkalla ..	..	9.64	9.64	234	111	29,481	14 3	3,058
20.11.1888	Dunolly to Inglewood ..	..	24.24	24.24	794	457	58,302	6 8	2,405
25.6.1912	Onyen to Cowangie ..	..	56.39	56.39	351	137	108,070	0 2	1,916
25.6.1912	Cowangie to Murrayville ..	..	11.44	11.44	218	146	22,356	9 2	1,954
16.6.1884	Castlemaine (Maldon Junction) to Maldon ..	..	10.24	10.24	1,177	890	44,895	10 2	4,354
24.3.1891	Maldon (Laaneecorie Junction) to Shelbourne ..	..	9.89	9.89	1,126	649	51,566	14 1	5,214
7.7.1874	Maryborough to Ballarat ..	0.41	41.31	41.72	1,525	732	270,161	19 7	6,476
2.2.1875									
11.8.1881	Waubra Junction to Ballarat Racecourse ..	..	2.10	2.10	1,508	1,466	5,854	3 4	2,788
1.10.1888	Waubra Junction to Waubra ..	..	13.74	13.74	1,533	1,341	54,071	4 8	3,935
21.10.1876	Maryborough to Avoca ..	..	14.93	14.93	885	721	48,447	8 0	3,245
18.11.1890	Avoca to Ararat ..	..	39.04	39.04	1,215	763	108,874	4 9	2,789
28.5.1914	Ben Nevis (Crowlands) to Navarre ..	..	22.87	22.87	885	720	42,012	3 4	1,837
19.9.1876	Bendigo to Inglewood ..	0.68	28.25	28.93	779	443	172,538	15 1	5,964
18.11.1876									
15.4.1882	Inglewood to Charlton ..	..	42.82	42.82	639	422	198,080	8 11	4,626
20.4.1883									
1.10.1883	Charlton to Wycheproof ..	..	16.48	16.48	521	356	79,147	8 5	4,803
8.3.1895	Wycheproof to Sea Lake ..	..	47.89	47.89	357	172	76,067	16 4	1,588
29.6.1914	Sea Lake to Nandaly ..	..	17.68	17.68	265	172	36,414	6 0	2,060
28.5.1919	Nandaly to Kulwin ..	..	19.68	19.68	256	148	64,505	6 3	3,278
16.6.1920									
21.4.1887	Wedderburn Junction to Wedderburn ..	..	4.86	4.86	660	554	11,310	1 8	2,327
2.7.1883	Korong Vale to Boort ..	..	17.75	17.75	459	296	67,980	15 11	3,830
7.8.1894	Boort to Quambatook ..	..	21.96	21.96	419	287	58,909	12 6	2,683
1.3.1900	Quambatook to Ultima ..	..	30.23	30.23	371	256	51,142	3 11	1,692
1.7.1909	Ultima to Chillingollah ..	..	20.17	20.17	263	164	29,190	5 1	1,447
28.1.1914	Chillingollah to Manangatang ..	..	18.46	18.46	245	169	27,058	12 2	1,466
	Carried forward ..	105.92	1,239.79	1,345.71	..	..	9,810,400	19 10	..

* Taken over by this Department on 1.12.1923.

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

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost.			
		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	..	..	9,810,400	19	10	..
8.3.1921	Manangatang to Annuello .. ..	..	14.44	14.44	200	172	58,865	2	0	4,077
5.6.1924	Annuello to Robinvale .. ..	..	19.65	19.65	250	173	82,991	17	3	4,224
15.12.1882	Eaglehawk to Kerang .. ..	..	72.99	72.99	742	255	263,418	3	11	3,472
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	133,684	7	5	3,802
20.12.1924	Kerang to Murrabit .. ..	..	16.11	16.11	267	244	86,806	10	9	5,388
16.3.1928	*Murrabit to Stony Crossing (including portion of cost of Bridge over River Murray) .. ..	..	38.59	38.59	251	214	208,895	17	2	5,413
27.5.1915	Swan Hill to Piangil .. ..	..	27.39	27.39	291	216	51,988	7	2	1,898
24.3.1920	Piangil to Kooloonong .. ..	..	15.87	15.87	243	199	61,633	16	0	3,884
29.3.1926	Kooloonong to Yungera .. ..	..	6.71	6.71	230	187	32,325	17	4	4,818
10.11.1915	Elmore to Cohuna .. ..	..	57.09	57.09	438	264	95,438	19	2	1,672
1.7.1929	Albion to Broadmeadows	8.58	..	8.58	398	137	427,525	11	0	49,828
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5.50	0.37	5.87	66	8	187,780	15	11	31,990
24.9.1887	†Newport to Sunshine .. ..	..	4.29	4.29	110	48	18,567	13	4	4,328
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	1,377,092	4	5	35,130
6.4.1885										
1.10.1924	¶Williamstown Racecourse Junction to Altona Beach .. ..	..	1.85	1.85	..	..	6,483	2	8	3,504
25.11.1876	Geelong to Colac	1.26	48.98	50.24	469	10	337,885	6	7	6,725
27.7.1877										
21.6.1923	Colac to Alvie .. ..	..	9.65	9.65	518	402	46,996	5	7	4,870
2.7.1883	Colac to Camperdown .. ..	..	28.11	28.11	569	405	130,461	15	5	4,641
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	0.90	41.81	42.71	550	13	334,586	13	0	7,834
4.2.1890	Warrnambool to Koroit .. ..	..	9.36	9.36	245	19	71,928	1	7	7,685
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. ..	..	11.34	11.34	208	11	86,654	5	0	7,641
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. ..	..	20.72	20.72	264	10	96,798	12	1	4,672
17.3.1890	Moriac to Wensleydale .. ..	..	10.92	10.92	752	361	27,205	14	4	2,491
5.6.1891	Birregurra to Forrest .. ..	..	19.85	19.85	579	363	98,878	8	3	4,981
7.8.1889	Irrewarra to Beac .. ..	..	8.70	8.70	432	390	35,819	17	0	4,117
1.12.1910	Beac to Newtown .. ..	..	34.95	34.95	443	388	76,378	14	3	2,185
25.9.1911										
1.3.1902	†Colac to Beech Forest	0.21	29.45	29.66	1,748	225	41,314	4	9	1,393
20.6.1911	†Beech Forest to Crowes .. ..	..	14.11	14.11	1,826	1,356	28,274	16	5	2,004
5.4.1892	Timboon Junction to Timboon .. ..	..	22.32	22.32	673	52	83,058	9	6	3,721
4.2.1890	Terang to Mortlake .. ..	..	12.16	12.16	447	414	45,869	15	7	3,772
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5.50	47.75	53.25	1,725	46	1,704,727	9	1	32,014
9.9.1918	North Geelong to Fyansford .. ..	..	2.93	2.93	212	56	3,056	4	6	1,043
11.8.1874	Ballarat to Ararat	4.34	52.95	57.29	1,517	960	482,036	14	3	8,414
7.4.1875										
15.2.1876	Ararat to Stawell .. ..	..	18.85	18.85	1,086	761	238,028	8	6	12,627
14.4.1876										
17.12.1878	Stawell to Horsham	1.18	52.26	53.44	761	423	369,140	12	10	5,328
5.2.1879										
26.6.1905	†Stawell to Grampians .. ..	..	15.84	15.84	815	621	126,083	15	3	5,875
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)	1.35	61.87	63.22	631	315	397,539	19	1	6,288
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	253,873	8	2	11,726
1.4.1886										
22.12.1886	Parwan to Gordon .. ..	..	27.46	27.46	1,877	341	347,429	4	5	12,652
16.2.1887										
7.5.1879	Gordon to Warrenhelp .. ..	..	12.87	12.87	1,940	1,707	127,259	2	7	9,888
26.12.1900	†Bungaree Junction to Racecourse Reserve .. ..	..	1.53	1.53	1,884	1,848	2,209	17	7	1,444
8.8.1913	Gheringhap to Maroona .. ..	..	99.76	99.76	978	193	398,317	9	5	3,993
1.1.1886	†Lal Lal Racecourse Branch .. ..	..	2.00	2.00	1,539	1,532	8,108	12	4	4,055
12.9.1889	Ballarat East to Buninyong .. ..	..	6.84	6.84	1,626	1,436	55,260	13	9	8,079
	Carried forward	139.24	2,353.45	2,492.69	..	..	18,949,081	16	5	..

* 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.

¶ Includes certain expenditure for electrification works carried out since 1st July, 1923.

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.		
		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	224.45	3,375.96	3,600.41	..	..	25,427,940	1 7	..
13.1.1880	Toolamba to Tatura .. ..	..	6.83	6.83	385	371	34,083	3 10	4,990
19.8.1887	Tatura to Echuca .. ..	..	34.07	34.07	377	320	180,297	6 7	5,292
1.10.1888	Shepparton to Dookie .. ..	..	14.84	14.84	500	372	44,165	1 0	2,976
22.11.1892	Dookie to Katamatite .. ..	..	17.02	17.02	490	383	32,051	2 8	1,883
1.10.1888	Numurkah to Nathalia .. ..	..	13.79	13.79	356	335	36,038	15 0	2,613
15.12.1896	Nathalia to Picola .. ..	..	6.75	6.75	335	325	10,148	18 1	1,504
23.2.1905	Strathmerton to 8 miles 23 chains	..	8.20	8.20	390	358	17,755	15 10	2,165
9.7.1908	8 miles 23 chains to Tocumwal ..	..	2.07	2.07	372	365	17,745	14 8	8,573
3.9.1883	Benalla to St. James .. ..	..	20.33	20.33	583	450	67,857	14 0	3,338
6.5.1886	St. James to Yarrowonga .. ..	..	19.86	19.86	514	414	81,659	17 2	4,112
15.8.1938	Yarrowonga to Oaklands .. ..	..	38.20	38.20	488	412	224,517	11 9	5,877
30.6.1914	Benalla to Tatong .. ..	..	18.00	18.00	760	556	29,209	0 8	1,623
14.3.1899	*Wangaratta to Whitfield .. ..	..	30.49	30.49	811	481	17,924	17 0	588
7.7.1875	Bowser to Beechworth .. ..	..	22.26	22.26	1,831	502	135,404	3 5	6,083
30.9.1876	Beechworth to Yackandandah .. ..	..	12.84	12.84	1,912	981	79,933	6 6	6,225
23.7.1891	Everton to Myrtleford .. ..	..	16.56	16.56	989	581	62,021	19 8	3,745
17.10.1890	Myrtleford to Bright .. ..	..	18.54	18.54	1,004	688	71,101	9 10	3,835
29.1.1879	Springhurst to Wahgunyah .. ..	..	13.95	13.95	623	454	57,049	18 3	4,090
10.9.1889	Wodonga to Tallangatta .. ..	..	27.02	27.02	726	530	83,365	13 0	3,083
24.7.1891	Tallangatta to Cudgewa .. ..	..	42.33	42.33	2,580	625	222,367	7 0	5,253
13.6.1916	Spencer-street to Flinders-street	..	0.76	..	33	17	189,601	0 11	249,475
5.5.1921									
23.11.1891									
13.9.1854	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne)								
13.5.1857	¶Flinders-street to St. Kilda ..								
8.2.1859	Prince's-bridge to Richmond ..								
12.12.1859	Richmond to Cremorne								
19.12.1859	Windsor to North Brighton ..								
24.9.1860	¶Richmond to Picnic Station ..								
22.12.1860	Cremorne to Windsor								
13.4.1861	¶Picnic Station to Hawthorn ..								
21.12.1861	North Brighton to Brighton Beach								
21.10.1901	Prince's-bridge to Collingwood ..	2.22	..	2.22	85	23	163,053	10 8	73,448
8.5.1888	¶Collingwood to Heidelberg	2.97	2.52	5.49	196	68	205,793	7 6	37,485
5.6.1902	¶Heidelberg to Eltham .. ..	..	8.35	8.35	303	110	44,873	4 2	5,374
25.6.1912	¶Eltham to Furst's Bridge .. ..	..	6.64	6.64	248	116	49,169	6 8	7,405
2.9.1887	Brighton Beach to Sandringham ..	2.20	..	2.20	58	20	65,825	4 2	29,920
2.4.1879	South Yarra to Oakleigh	7.05	..	7.05	184	22	586,960	16 9	83,257
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	1,203,563	6 3	9,974
8.10.1887									
11.1.1922									
8.5.1888	Sale to Stratford Junction .. ..	..	8.97	8.97	64	33	33,227	0 0	3,704
24.3.1890	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	193,969	8 4	35,012
24.3.1891									
19.12.1881	¶Caulfield to Frankston	19.85	0.03	19.88	166	10	270,810	8 4	13,622
1.8.1882									
1.10.1888	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ..	..	18.99	18.99	327	10	86,698	8 9	4,565
17.12.1889									
10.9.1889	Baxter to Mornington .. ..	..	7.67	7.67	194	60	58,098	5 9	7,575
12.12.1921	Bittern to Red Hill .. ..	..	9.91	9.91	631	43	66,370	0 3	6,697
7.2.1904	Spring Vale Cemetery Line .. ..	..	1.60	1.60	231	145	6,496	4 7	4,060
1.10.1888	Dandenong Junction to Port Albert ..	1.63	115.65	117.28	746	19	688,477	9 8	5,870
13.1.1892									
29.6.1922	Koo-wee-rup to Triholm .. ..	..	25.06	25.06	353	22	157,528	2 9	6,286
9.5.1910	Nyora to Woolamai .. ..	..	15.56	15.56	410	58	64,142	12 0	4,122
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. ..	..	13.87	13.87	233	14	146,594	9 4	10,569
28.10.1892	Korumburra to Coal Creek .. ..	..	0.89	0.89	735	630	5,114	7 11	5,746
1.6.1894	Black Diamond Junction to Black Diamond .. ..	..	1.52	1.52	765	573	6,223	17 6	4,095
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. ..	..	3.74	3.74	796	619	17,706	4 0	4,734
	Carried forward	289.64	4,115.20	4,404.84			32,609,953	2 5	..

* 2-ft. 6-in. gauge.

¶ Includes certain expenditure for electrification works carried out since 1st July, 1923.

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.		
		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	289.64	4,115.20	4,404.84	..	..	32,609,953	2 5	..
5.2.1896	Jumbunna to Outtrim .. ..	..	2.40	2.40	649	539	22,900	8 11	9,542
26.6.1905	*Welshpool to Welshpool Jetty .. ..	..	3.23	3.23	57	6	1,629	19 2	505
8.2.1921	Alberton to Won Wron .. ..	..	12.05	12.05	213	33	84,257	6 9	6,992
16.12.1921	Won Wron to Woodside .. ..	..	9.68	9.68	326	139	40,457	0 10	4,173
22.6.1923	Warragul to Neerim South .. ..	..	13.49	13.49	681	349	103,846	9 8	7,698
12.5.1890									
18.3.1892									
27.3.1917	Neerim South to Noojee .. ..	..	14.01	14.01	1,415	676	101,261	11 1	7,228
28.4.1919									
8.5.1888	Moe to Thorpdale .. ..	..	10.67	10.67	798	219	93,165	13 10	8,731
3.5.1910	*Moe to Walhalla .. ..	..	26.06	26.06	1,323	174	67,303	2 5	2,583
10.4.1885	Morwell to North Mirboo .. ..	..	20.17	20.17	784	184	124,651	0 5	6,180
7.1.1886									
13.11.1883	Traralgon to Heyfield .. ..	..	22.06	22.06	262	93	71,474	6 9	3,240
18.3.1887	Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	165,622	2 6	3,324
8.5.1888									
10.4.1916	Bairnsdale to Orbost .. ..	..	60.24	60.24	423	23	298,818	0 8	4,960
7.8.1889	Maffra to Briagolong .. ..	..	11.79	11.79	238	109	41,291	18 5	3,502
24.3.1890	¶ Burnley to Darling	0.94	3.46	4.40	185	101	179,706	8 4	40,842
3.2.1929	¶ Darling (near) (cost of bridge over Winton-road and associated works) .. ..	..	..	..	..	..	8,971	7 6	..
3.2.1929	¶ Darling (near) to Glen Waverley .. ..	..	5.94	5.94	..	..	138,246	2 6	23,274
5.5.1930									
3.4.1882	¶ Hawthorn to Lilydale	11.52	8.20	19.72	484	41	624,830	13 6	31,685
1.12.1892									
15.5.1888	Lilydale to Healesville	0.26	15.11	15.37	351	230	175,131	6 5	11,394
1.3.1889									
19.12.1887	¶ Hawthorn to Kew .. ..	..	0.96	0.96	119	41	67,000	19 3	69,793
4.12.1889	¶ Ringwood to Upper Ferntree Gully .. ..	..	7.44	7.44	436	314	93,307	9 3	12,541
18.12.1900	*Upper Ferntree Gully to Gembrook .. ..	..	18.22	18.22	1,057	412	50,028	0 3	2,746
13.11.1901	Lilydale to Warburton .. ..	..	23.97	23.97	738	289	102,283	17 6	4,267
21.10.1928	South Kensington to West Footscray	2.44	..	2.44	86	14	570,868	8 8	233,862
	¶ Melbourne to Essendon Junction .. ..	..	..	..	..	..	1,838,402	8 11	..
	Railway Offices, Spencer-street .. ..	..	..	..	..	..	200,483	13 3	..
	Newport Workshops:—Buildings, plant and equipment .. ..	..	..	..	..	..	818,260	6 2	..
	Country Workshops:—Buildings, plant and equipment .. ..	..	..	..	..	..	149,892	12 7	..
	Refreshment Services Buildings .. ..	..	..	..	..	..	197,925	3 3	..
	General Construction Account (Capital Expenditure common to all lines) .. ..	..	..	..	..	..	1,718,223	8 0	..
	† Electrification Melbourne Suburban Lines .. ..	..	..	..	..	..	3,393,859	12 5	..
	Total cost of Way, Works, Buildings and Equipment (Railways) .. ..	..	..	..	..	..	44,154,054	1 7	..
	Total mileage open for traffic at 30th June, 1937	305.32	4,453.65	4,758.97					
	ROLLING-STOCK—								
	Broad-gauge .. ..	..	..	..	£6,410,028	10 5			
	.. .. Electrical Equipment of Suburban Passenger Coaches .. ..	..	..	..	483,692	10 8			
	Narrow-gauge .. ..	..	..	..	..	..	6,893,721	1 1	..
							38,056	19 8	..
	Total Rolling-stock (Railways) .. ..	..	..	..	..	..	6,931,778	0 9	..
	Stores and Materials on hand and in transit .. ..	..	..	..	..	..	1,235,656	2 9	..
	Stores and Equipment on hand at Refreshment Rooms .. ..	..	..	..	..	..	127,300	16 7	..
	Materials in course of Manufacture .. ..	..	..	..	..	..	94,815	14 5	..
	Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways) Carried forward .. ..	..	..	..	..	..	52,543,604	16 1	..

* 2-ft. 6-in. gauge.

† Does not include certain expenditure since 1st July, 1923.

¶ Includes certain expenditure for electrification works carried out since 1st July, 1923.

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.			
		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 ..	..	..	..	..	..	52,543,604	16	1	..
	ELECTRIC TRAMWAYS.									
	Way, Works, Buildings and Equipment.									
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda to Brighton	5.18	..	5.18	59	7	90,098	3	7	17,393
	Sandringham to Black Rock || .. ..	2.21	0.21	2.42	112	41	40,647	16	6	16,796
	Total .. ..	..	..	..	..	..	130,746	0	1	..
	Total mileage of Tramways open for traffic	7.39	0.21	7.60						
	Rolling-stock									
	St. Kilda to Brighton .. ..	..	..	..	..	..	13,941	18	0	..
	Sandringham to Black Rock .. ..	..	..	..	..	..	7,723	18	2	..
	Total .. ..	..	..	..	..	..	21,665	16	2	..
	Total Electric Tramways ..	..	..	..	..	..	152,411	16	3	..
	ROAD MOTOR PUBLIC SERVICES.									
	Garage Buildings and Equipment ..	..	..	..	..	..	6,702	2	2	..
	Road Motor Coaches and Trucks ..	..	..	..	..	..	16,679	6	11	..
	Total .. ..	..	..	..	..	..	23,381	9	1	..
	LINES UNDER CONSTRUCTION.									
	Nowingi to Mitlewa South .. ..	..	..	..	..	..	91,291	19	11	..
	* Euston to Lette (including portion of cost of bridge over River Murray) .. ..	..	..	..	..	..	132,500	9	6	..
	Total .. ..	..	..	..	..	..	223,792	9	5	..
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.									
	* Mildura and Abbotsford—Portion of cost of bridges over River Murray .. ..	..	..	..	..	..	23,803	14	7	..
	† Orbost—Snowy River bridge .. ..	..	..	..	..	..	9,257	8	0	..
	Total .. ..	..	..	..	..	..	33,061	2	7	..
	Surveys .. ..	..	..	..	..	..	63	5	5	..
	TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services ..						52,976,314	18	10	..

|| 4-ft. 8½-in. gauge, 2.42 miles.

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

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

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

As from 1st July, 1937, £30,000,000 of Loan Liability was transferred to the State's General Account (*vide* Act 4429 of 1936) and the assets were correspondingly written down. Full particulars are contained in Appendix No. 8 of the Annual Report for 1937-38.

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1939.	1938.		1939.	1938.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric Locomotive	1,539	2,275
Country—Steam	3,592,718	3,391,872	„ Steam	333,657	310,317
„ Fordson Tractor .. .. .	.. .. .	.. .. .	Ballast—Steam	213,517	209,137
„ Rail Motor	863,837	873,848	„ Electric Locomotive	521	2,786
Suburban—Steam	28,198	25,674	„ Fordson Tractor	823	56
„ Rail Motor	35,796	30,856	Electric Motor	6,607	7,681
„ Electric Motor	7,608,241	7,427,236	Inspection	7,008	7,266
„ Electric Locomotive .. .. .	.. .. .	.. .. .	Water	18,089	1,304
MIXED—Country—Steam	613,771	676,067	Departmental Coal	291,294†	308,446†
„ Suburban—Electric	1,140	1,476	Casualty and Doubling	3,769	3,824
GOODS—Steam	5,040,235	5,379,987	Miscellaneous	6,891	6,387
„ Electric Locomotive	96,758	101,515	Rail Motor	33,850	29,006
„ Electric Motor	4,724	4,894	Total Departmental Miles	917,565	888,485
„ Fordson Tractor	6,216	3,338	SHUNTING.		
Total Traffic Train Miles	17,889,634	17,916,763	Steam Locomotive	2,417,951	2,470,006
			Electric Locomotive	85,978	88,590
			„ Motor	2,749	4,230
			Fordson Tractor	2,465	994
			Rail Motor	7,253	6,976
			Total Shunting Miles	2,516,396	2,570,796
			LOCOMOTIVE MILEAGE.		
ASSISTANT MILEAGE—			Steam	13,295,873	13,542,211
Country Passenger—			Electric Locomotive	207,560	221,697
Steam	280,987	211,093	„ Motor	7,621,595	7,445,614
Mixed—Steam	155	43	Fordson Tractor	10,110	4,806
Goods—Steam	120,465	183,891	Rail Motor	940,736	940,686
„ Electric Locomotive	13,474	14,946	Total Locomotive and Motor Miles	22,075,874	22,155,014
Total Assistant Miles	415,081	409,973	PASSENGER VEHICLE MILEAGE.		
			Country—Steam	21,050,991	19,600,315
			„ Fordson Tractor	707	3,138
			„ Rail Motor	1,340,928	1,336,885
			Suburban—Steam	100,648	95,590
			„ Electric	38,214,656	37,340,682
			„ Rail Motor	44,536	34,716
			Total Passenger Vehicle Miles	60,752,466	58,411,326
			GOODS VEHICLE MILEAGE.		
			Loaded	111,059,042	121,425,270
			Empty	47,145,518	51,274,825
			Total Goods Vehicle Miles	158,204,560	172,700,095
			Total Vehicle Miles	218,957,026	231,111,421
			GROSS TON MILEAGE.		
			Passenger Trains—Steam	744,040,386	676,264,471
			„ „ Electric	1,440,477,509	1,408,166,704
			Rail Motor and Fordson Tractor	33,700,699	34,047,889
			Mixed Trains	142,385,469	154,970,589
			Goods Trains	2,374,300,302	2,633,228,409
			Total Gross Ton Miles	4,734,904,365	4,906,678,062
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES	18,641,913*	18,695,733*			

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, 1939.

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 ..	554	lb. 13,462,538	lb. 24,300	15	lb. 208,724	lb. 13,915	569	lb. 13,671,262	lb. 24,026
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	16	..	..	..	..	..	16	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	190	10,792	56	..	..	..	190	10,792	56
2nd Class	359	25,705	71	41	1,275	31	400	26,980	67
Composite	180	9,625	53	..	..	..	180	9,625	53
Sleeping Cars—									
1st Class	21	420	20	..	..	..	21	420	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars	6	145	24	..	..	..	6	145	24
Parlor Cars	3	98	32	..	..	..	3	98	32
Dining Cars	5	228	45	..	..	..	5	228	45
Buffet Cars	4	103	26	..	..	..	4	103	26
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans	599	..	..	6	..	..	605	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	78	..	..	..	..	..	78	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	5	(Included in Luggage Vans.)	..	..	..	..	5	..	..
Other Vehicles	5	..	..	..	..	..	5	..	..
Total	1,460	47,116	..	47	1,275	..	1,507	48,391	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
2nd Class	26	590	23	..	..	..	26	590	23
Composite	15	825	55	..	..	..	15	825	55
Trailers—									
2nd Class	23	564	24	..	..	..	23	564	24
Composite	12	786	65	..	..	..	12	786	65
Luggage	3	..	..	..	..	..	3	..	..
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	82	2,794	..	..	..	..	82	2,794	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	375	33,850	90	..	..	..	375	33,850	90
2nd Class	432	35,566	82	..	..	..	432	35,566	82
Composite	43	3,934	91	..	..	..	43	3,934	91
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	856	73,350	..	..	..	..	856	73,350	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	340	42
Double Bogie Cars .. ..	..	..	..	..	..	..	20	1,040	52
Total .. ..	..	..	..	..	..	..	28	1,380	..

APPENDIX No. 10—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock (continued).	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons	29	615	21·2	1	10	10·0	30	625	20·8
Coal Wagons	334	5,085	15·2	..	..	..	334	5,085	15·2
Open Goods Wagons	15,476	261,704	16·9	207	2,277	11·0	15,683	263,981	16·8
Cattle Wagons	663	7,130	10·7	15	150	10·0	678	7,280	10·7
Sheep Wagons	1,354	14,142	10·4	..	..	..	1,354	14,142	10·4
Louvréd Wagons	1,341	19,379	14·4	13	130	10·0	1,354	19,509	14·4
Refrigerator Wagons	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans	20	100	5·0	..	..	..	20	100	5·0
Flat Wagons	200	4,278	21·3	..	..	..	200	4,278	21·3
Bolster Wagons									
Brake Vans	(Included in Steam Coaching Stock.)								
Other Vehicles .. ..	..	..	..	..	..	..	..	..	..
Total	19,832	318,091	16·0	237	2,577	10·8	20,069	320,668	15·9
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	47	..	..	..	..	..	47	..	..
Water Trucks	196	..	..	..	..	..	196	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock.)								
Ballast Wagons	163	..	..	..	..	..	163	..	..
Gas Vehicles	6	..	..	..	..	..	6	..	..
Workmen's Sleeping Cars	327	..	..	..	..	..	327	..	..
Store Van	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks	12	..	..	..	..	..	12	..	..
Plough Vans	1	..	..	..	..	..	1	..	..
Motor Inspection Cars (Petrol)	1	..	..	..	..	..	1	..	..
Other Vehicles	154	..	..	..	..	..	154	..	..
Total	908	..	..	..	..	..	908	..	..
ROAD MOTOR VEHICLES.							Passengers.	Pass'grs.	
Coaches (Passenger) .. ..	..	..	..	..	..	..	22	462	21
								T. C. Q.	T. C. Q.
Trucks (Goods) .. ..	..	..	..	..	..	..	23	78 0 0	3 7 3
Trailers (Goods) .. ..	..	..	..	..	..	..	15	71 0 0	4 14 2
Service Stock (Cars) .. ..	..	..	..	..	..	..	9	..	..
Service Stock (Trucks) .. ..	..	..	..	..	..	..	40	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1929 TO 30TH JUNE, 1939.

Year.	Train Accidents.						Accidents on Line (Other than Train Accidents).						Shunting Accidents.						Employees proceeding to and from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.		
	Passengers.		Employees.		Number of Passengers Killed and Injured per Million Carried.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.												
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1929-30	..	47	..	..	..	·299	11	197	5	10	..	..	..	..	4	117	2	15	..	..	21	45	24	8	..	..	67	439	
1930-31	..	4	..	..	..	·029	11	146	2	34	..	1	..	..	..	4	68	1	6	2	..	12	38	24	7	..	..	57	303
1931-32	..	45	..	..	..	·357	4	148	4	57	..	..	4	..	1	3	75	2	4	..	..	20	27	26	16	..	..	59	377
1932-33	..	15	..	..	..	·115	6	163	2	52	..	..	..	..	3	67	..	2	1	..	..	19	28	22	11	..	..	53	338
1933-34	1	..	·000	4	147	3	43	..	..	..	..	1	90	2	6	2	..	..	15	29	22	6	..	..	49	322
1934-35	1	..	·000	8	150	6	26	..	..	..	..	1	93	..	5	..	..	7	20	19	5	..	..	41	300	
1935-36	..	8	1	..	..	·057	4	195	1	54	1	1	..	..	2	81	1	3	4	..	..	17	29	15	6	..	..	46	377
1936-37	·000	8	184	3	27	..	1	..	..	4	120	..	8	..	1	..	20	31	21	3	..	..	56	376
1937-38	..	25	..	2	..	·181	4	196	3	62	..	..	..	1	7	129	1	7	2	..	..	14	16	17	4	..	..	48	442
1938-39	..	7	1	2	..	·040	5	222	..	39	..	..	..	2	3	142	..	5	..	1	..	24	37	15	9	..	..	8	466

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

NOTE.—Figures for years prior to 1937-38 are revised figures.

APPENDIX No. 12.

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

Particulars.	Year 1938-39.	Year 1937-38.	
1. Average Mileage of Railways open for Traffic	4,754	4,721	
PASSENGER TRAFFIC.			
2. Passenger Train Mileage	4,763,440	4,603,753	
3. Earnings from Passengers Carried	7,670,805	7,484,504	
4. Number of Passengers Carried	£1,543,882	£1,399,729	
5. Number of Passengers Carried One Mile	£2,310,799	£2,276,418	
6. Average Miles each Passenger was Carried	6,577,828	5,850,581	
7. Average Number of Passengers per Car	135,545,739	132,044,095	
8. Average Earnings from each Passenger Journey	391,109,618	343,880,677	
9. Average Earnings per Passenger Mile	901,733,122	859,931,706	
	Country	59.46	58.78
	Suburban	6.65	6.51
	Country	17	16
	Suburban	24	23
	Country	4s. 8.33d.	4s. 9.42d.
	Suburban	4.09d.	4.14d.
	Country95d.	.98d.
	Suburban62d.	.64d.
<i>Per Average Mile of Railway Open.</i>			
10. Number of Passengers Carried	1,397	1,253	
11. Number of Passengers Carried One Mile	605,115	589,483	
12. Passenger Train Mileage	83,073	73,636	
13. Earnings from Passengers Carried	4,025,594	3,838,981	
	Country	1,012	986
	Suburban	34,245	33,413
	Country	£327.93	£299.73
	Suburban	£10,316.07	£10,162.58
<i>Per Passenger Train Mile.</i>			
14. Average Number of Passengers	82	75	
15. Average Number of Cars	118	115	
16. Average Earnings from Passengers Carried	5	5	
	Country	5	5
	Suburban	6s. 5.79d.	6s. 1.15d.
	Country	6s. 0.30d.	6s. 1.15d.
	Suburban		
GOODS AND LIVE STOCK TRAFFIC—PAYING.			
17. Goods Train Mileage	5,455,389	5,828,506	
18. Earnings from Goods and Live Stock	£4,275,947	£4,944,806	
19. Number of Tons Carried	5,975,853	7,258,369	
20. Number of Tons Carried One Mile	760,484,713	927,443,931	
21. Average Haul per Ton of Goods (Miles)	127.26	127.78	
22. Average Tonnage per Loaded Truck	8.25	8.94	
23. Average Train Load (Tons)	159	178	
24. Average Earnings per Goods Train Mile	15s. 8.11d.	16s. 11.61d.	
25. Average Earnings per Ton	14s. 3.73d.	13s. 7.50d.	
26. Average Earnings per Ton Mile	1.35d.	1.28d.	
<i>Per Average Mile of Railway Open.</i>			
27. Number of Tons Carried (Paying Traffic)	1,257	1,537	
28. Number of Tons Carried One Mile (Paying Traffic)	159,967	190,451	
29. Goods Train Mileage	1,148	1,235	
30. Earnings from Goods and Live Stock	£899	£1,047	
GOODS AND LIVE STOCK TRAFFIC—GROSS.			
31. Average Tonnage per Loaded Truck	18.60	18.62	
32. Average Train Load (Tons)	435	453	
33. Average Number of Vehicles per Train—Loaded	19	20	
34. Average Number of Vehicles per Train—Empty	8	8	

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759. SECTIONS 109 AND 110—AT 30TH JUNE, 1939.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1938	100,000 0 0	By Expenditure for the year ended 30th June, 1939—	
.. Payment to Fund during the year ended 30th June, 1939, included in the Working Expenses of the Year	41,000 0 0	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	447 12 3
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	1,159 3 3
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	..
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	10,141 11 0
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	20,679 7 8
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	8,486 4 4
		(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. ..	86 1 6
		.. Balance at 30th June, 1939	100,000 0 0
	£141,000 0 0		£141,000 0 0

APPENDIX No. 14.

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

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BEAUMARIS.	
	Year 1938-39.	Year 1937-38.	Year 1938-39.	Year 1937-38.
Average Mileage of Tramway Worked	5.18	5.18	2.42	2.42
Car Mileage	516,477	517,933	121,883	121,536
Number of Passengers carried	4,355,624	4,262,663	1,054,269	1,037,083
Average Fare paid per Passenger	2.42d.	2.40d.	2.28d.	2.31d.
GROSS REVENUE—				
Passengers	£43,902	£43,279	£9,999	£9,964
Parcels	15	16	25	43
Miscellaneous	220	197	109	94
TOTAL GROSS REVENUE	£44,137	£43,492	£10,133	£10,101
Per Passenger Car Mile	20.51d.	20.15d.	19.95d.	19.95d.
Per Mile of Single Track	£4,260	£4,198	£2,189	£2,182
ORDINARY WORKING EXPENSES—				
Transportation Account	£18,139	£16,833	£3,029	£3,030
Way and Works Account	7,501	7,075	2,776	2,183
Rolling stock Account	6,814	6,700	2,172	1,547
Power Account	5,346	4,676	1,619	1,305
General Expenditure	714	753	192	212
Payment into Railway Accident and Fire Insurance Fund	194	115	44	27
Pensions	606	608	..	..
TOTAL WORKING EXPENSES	£39,314	£36,760	£9,832	£8,304
Per cent. of Gross Revenue	89.07	84.52	97.03	82.21
Per Passenger Car Mile	18.27d.	17.03d.	18.82d.	16.40d.
Per Mile of Single Track	£3,795	£3,548	£2,123	£1,794
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£4,823	£6,732	£301	£1,797
INTEREST CHARGES .. £3,749	..	£3,913	£1,943	£1,917
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION 369	..	387	191	190
CONTRIBUTION TO NATIONAL DEBT SINKING FUND .. 246	..	252	128	123
	£4,364	£4,552	£2,262	£2,230
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	Profit £459	Profit £2,180	Loss £1,961*	Loss £433*

The Working Expenses on Way and Works Account for 1937-38, do not include an amount (£2,600) charged to the Public Account Advances Act, No. 4499.

* The line from Black Rock to Beaumaris was closed for traffic on 31st August, 1931. The loss in respect of the section since operated, viz., Sandringham to Black Rock, was £376 in 1937-38 and £1,882 in 1938-39. The balance (£57 in 1937-38 and £79 in 1938-39) is accounted for in the year 1937-38 by expenditure for patrolling the track, and in 1938-39 by expenditure for maintenance of the roadway and for patrolling the track, &c., on the Black Rock to Beaumaris Line.

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.
(Including Hostels at Mt. Feathertop and Mt. Hotham).*
CAPITAL EXPENDITURE AT 30TH JUNE, 1939.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements	74,467	7	6	93,367	7	6
Equipment	36,442	18	7			
Stock	3,208	13	5	39,651	12	0
				£133,018	19	6

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1939.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Stores, Freight, and Cartage ..	10,495	3	7	Accommodation and Buffet Sales ..	28,534	6	10
Salaries (including Superintendence), Wages and materials for operation and maintenance	23,038	0	7	Hire of Sports Material	2,155	1	5
Special Expenditure on improve- ments and additions	10,943	11	10	Motor Services	3,604	12	11
Interest, &c., on Capital Expendi- ture and Stock	5,717	11	5	Loss	15,900	6	3
	£50,194	7	5		£50,194	7	5

* Mt. Feathertop from 1.7.38 to 13.1.39.

APPENDIX No. 16.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1939.

	£	s.	d.
Coaches and Garages	9,976	3	2

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE—

<i>Dr.</i>	1939.			1938.			<i>Cr.</i>		
	£	s.	d.	£	s.	d.	£	s.	d.
Working Expenses—									
Superintendence, Printing, Advertising, &c.	809	7	0	..	..	..	..	..	..
Operating Expenses, Accident Compensation, Licence and Registration Fees and Tires	8,174	9	2	..	..	..	..	..	..
Repairs and Renewals, Tools, &c. ..	4,331	7	0	..	..	..	..	..	..
Maintenance of Garages, &c.	145	16	8	..	..	..	..	..	..
				13,460	19	10	12,313	2	6
Depreciation .. .. .	..	..	..	2,861	1	6	1,546	13	11
Interest .. .. .	..	..	..	164	3	5	164	9	10
Exchange on Interest Payments and Redemption .. .. .	..	..	..	16	3	5	16	5	9
Contribution to National Debt Sinking Fund .. .. .	..	..	..	10	15	7	10	11	9
				£16,513	3	9	£14,051	3	9
							£16,513	3	9
							£14,051	3	9

APPENDIX No. 17.

ROAD MOTOR PUBLIC GOODS SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1939. £ s. d.
 Trucks, Trailers, Containers, and Garages £13,405 6 11

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE—

<i>Dr.</i>	1939.			1938.			<i>Cr.</i>	1939.			1938.		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
Working Expenses—							Revenue						
Superintendence, Printing, Advertising, &c.	1,002	10	6	..		989 0 4	..	..	..	..	12,947 14 4	12,715 2 5	
Operating Expenses, Licence and Registration Fees and Tires	8,006	9	9	..		7,323 6 9							
Repairs and Renewals, Tools, &c.	1,752	4	4	..		1,752 0 1							
Maintenance of Garage, &c.	55	5	9	..		149 18 10							
				10,816	10	4	10,214	6	0				
Depreciation				1,610	2	0	663	8	0				
Interest				427	6	8	446	3	1				
Exchange on Interest Payments and Redemption ..				42	1	8	44	3	6				
Contribution to National Debt Sinking Fund ..				28	1	2	28	14	3				
Profit				23	12	6	1,318	7	7				
				£12,947	14	4	£12,715	2	5				
										£12,947	14	4	£12,715 2 5

APPENDIX No 18.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., AND DEFICIT
FOR THE YEAR 1938-39 (*VIDE* PAGE 11).

REVENUE.

	£	s.	d.	£	s.	d.
Revenue shown by the Railways	9,360,329	4	1			
To bring this amount into agreement with the Treasury figures deduct outstandings at 30th June, 1939, not included in the Treasury figures	93,173	12	2			
	9,267,155	11	11			
and add outstandings at 30th June, 1938, collected in 1938-39 and therefore included by the Treasury in that year	81,504	15	9			
	..	..	..	9,348,660	7	8

WORKING EXPENSES.

Working Expenses as shown by the Railways	8,137,621	18	2			
To bring this amount into agreement with the Treasury figures add—						
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	218	5	10			
(2) Exchange on Redemption Payments in London	6,000	0	0			
	..	..	..	8,143,840	4	0
Working Expenses as shown by the Treasury						
Net Revenue on the Treasury basis of Accounts				1,204,820	3	8

INTEREST EXCHANGE, ETC.

The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is	2,174,773	13	7			
To bring this amount into agreement with the Treasury figures deduct—						
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	£218	5	10			
(2) Exchange on Redemption Payments in London	6,000	0	0			
	6,218	5	10			
Interest, Exchange, &c., Charges as shown by the Treasury				2,168,555	7	9
Deficit as shown by the Treasury				£963,735	4	1

RAILWAY POSITION SUMMARIZED.

	£	s.	d.
Revenue	9,360,329	4	1
Working Expenses	8,137,621	18	2
	1,222,707	5	11
Net Revenue			
Interest, Exchange, &c.	2,174,773	13	7
	£952,066	7	8
Deficit			

APPENDIX No. 19.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1939

Section.	Miles.	Date Opened.
*Yarrowonga to Oaklands	38.2	15.8.38

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1939.

Section.	Miles.
Nowingi to Millewa South (construction suspended)	35½
†Euston to Lette	30¼

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1939.

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.	

* Prior to 15.8.38 traffic on this line was conducted by the Constructing Authority.
 † Traffic being conducted as far as Koorakee (14¼ miles). Construction beyond Koorakee suspended.

APPENDIX No. 20.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1938-1939.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4332.09	4637.20	4971.15	1033.61	6004.76
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.90	131.88
	Total ..	3.30	6.57	2.5	292.95	4453.65	4758.97	5093.13	1043.51	6136.64
	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	300.34	4453.86	4766.57	5108.12	1044.91	6153.03	
Year 1937-1938.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4293.89	4599.00	4932.95	1028.84	5961.79
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.90	131.88
	Total ..	3.30	6.57	2.5	292.95	4415.45	4720.77	5054.93	1038.74	6093.67
	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	300.34	4415.66	4728.37	5069.92	1040.14	6110.06	
		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 1938-1939.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4327.38	4632.49	4966.44	1031.55	5997.99
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.90	131.88
	Total ..	3.30	6.57	2.5	292.95	4448.94	4754.26	5088.42	1041.45	6129.87
	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	300.34	4449.15	4761.86	5103.41	1042.85	6146.26	
Year 1937-1938.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4293.89	4599.00	4932.95	1027.79	5960.74
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.91	131.89
	Total ..	3.30	6.57	2.5	292.95	4415.45	4720.77	5054.93	1037.70	6092.63
	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	300.34	4415.66	4728.37	5069.92	1039.10	6109.02	

APPENDIX No. 21.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1939.				<i>Cr.</i>	
	£	s.	d.	£	s.	d.
To funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896)	559,440	16	2			
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820.. .. .	50,000	0	0			
				509,440	16	2
„ Advances from Loan Account subsequent to 30th June, 1896 ..				630,000	0	0
„ Sundry Creditors				110,823	14	0
				£1,250,264	10	2
By Stores and Materials on hand and in transit					1,235,656	2 9
„ Sundry Debtors					9,091	12 1
„ Cash in Treasury and with Agent-General					5,516	15 4
					£1,250,264	10 2

APPENDIX No. 22.

Dr.		RAILWAY RENEWALS AND REPLACEMENTS FUND AT 30TH JUNE, 1939.				Cr.	
		£	s.	d.			
To	Balance at 30th June, 1938	91,349	17	0	By Renewals and Replacements during the year—	£	s. d.
„	Funds specially appropriated under Act No. 4429	200,000	0	0	Rolling Stock	229,972	13 0
„	Additional funds authorized for 1938-39 by Parliament	25,000	0	0	Way and Works	103,388	8 6
„	Rail Motor and Road Motor, etc., depreciation	26,191	10	4	Electrical Engineering	1,027	7 0
„	Sundry Sales and abolitions, etc.	19,789	6	9	„ Balance at 30th June, 1939	27,942	5 7
		<hr/>					
		£362,330	14	1			£362,330 14 1
		<hr/>					

APPENDIX No. 23.

ACCRUED DEPRECIATION AS AT 30TH JUNE, 1939.

PROVISION.				ACCRUAL.		
		£	s. d.			
Special Appropriations	400,000	0 0	Depreciation accrued since 1.7.1937—	£	s. d.
Additional funds authorized by Parliament	75,000	0 0	Way, Works, Buildings, etc.	222,588	7 1
Sundry depreciation provided in Working Expenses	49,387	15 7	Rolling Stock	729,203	10 7
Sundry Sales, abolitions, etc.	35,077	8 6	Electrical Engineering Plant and Equipment	229,051	0 0
Balance not provided for	671,445	11 6	Electric Tramways, Rail Motors and Road Motors	59,067	17 11
		<hr/>				
		£1,230,910	15 7			£1,230,910 15 7
		<hr/>				

APPENDIX No. 24.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1939, AND 1938.

	Year ended 30th June, 1939.						Year ended 30th June, 1938.					
	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	123,242	785,503	908,745	138,891	310,106	448,997	122,638	783,734	906,372	140,420	310,332	450,752
Return tickets	533,880	3,445,505	3,979,385	256,556	747,712	1,004,268	455,178	2,940,875	3,396,053	224,712	632,211	856,923
Periodical tickets	501,753	927,058	1,428,811	55,050	28,728	83,778	485,647	784,259	1,269,906	59,874	25,130	85,004
Workmen's weekly tickets .. ..	..	260,887	260,887	..	6,839	6,839	..	278,250	278,250	..	7,050	7,050
Total	1,158,875	5,418,953	6,577,828	450,497	1,093,385	1,543,882	1,063,463	4,787,118	5,850,581	425,006	974,723	1,399,729
METROPOLITAN (within 20 miles of Melbourne)—												
Single tickets	5,896,216	9,117,348	15,013,564	133,905	187,779	321,684	5,763,253	8,972,658	14,735,911	129,300	184,672	313,972
Return tickets	15,076,018	35,448,919	50,524,937	338,199	654,967	993,166	14,506,684	34,231,743	48,738,427	329,207	637,270	966,477
Race and special picnic tickets	323,439	652,842	976,281	13,515	18,282	31,797	315,656	600,025	915,681	13,284	18,609	31,893
Periodical tickets	24,258,502	33,213,772	57,472,274	370,959	410,019	780,978	22,882,351	31,569,125	54,451,476	357,423	395,134	752,557
Workmen's weekly tickets .. ..	..	11,558,683	11,558,683	..	183,174	183,174	..	13,202,600	13,202,600	..	211,519	211,519
Total	45,554,175	89,991,564	135,545,739	856,578	1,454,221	2,310,799*	43,467,944	88,576,151	132,044,095	829,214	1,447,204	2,276,418
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	46,713,050	95,410,517	142,123,567	1,307,075	2,547,606	3,854,681*	44,531,407	93,363,269	137,894,676	1,254,220	2,421,927	3,676,147
ROAD MOTOR PUBLIC SERVICES .. ..	..	..	1,009,784	..	..	9,490	..	..	856,845	..	..	7,625
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..	..	..	4,355,624	..	..	43,902	..	..	4,262,663	..	..	43,278
SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAY .. ..	..	..	1,054,269	..	..	9,999	..	..	1,037,083	..	..	9,964

* Excluding the sum of £33,750 paid by the Treasury in recoup of the loss sustained by the reduction of periodical fares between outer suburban stations and Melbourne, as from 1st October, 1938, under direction by the Governor-in-Council.

APPENDIX No. 25.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1939, AND 30TH JUNE, 1938
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year ended 30th June, 1939.							Year ended 30th June, 1938.	
	Total Tons Carried.	Percentage to Paying Total.	Revenue.		Ton Miles.	Average Haulage Miles per Ton.	Average Rate per Ton Mile.	Total Tons Carried.	Revenue.
			Total.	Percentage to Total.					
			£			d.		£	
2nd Class	268,438	5.11	551,751	14.90	36,701,641	136.72	3.608	274,842	566,406
1st Class									
"Smalls"									
"C" Class	191,416	3.65	314,856	8.50	24,834,594	129.74	3.043	187,718	313,139
"B" Class	164,196	3.13	189,846	5.13	19,377,068	118.01	2.351	172,395	194,200
"A" Class	456,663	8.70	439,257	11.86	63,497,608	139.05	1.660	450,656	429,234
Miscellaneous	119,438	2.27	57,318	1.55	10,366,351	86.79	1.327	130,497	64,229
Fish	2,491	.05	2,857	.08	392,304	157.49	1.748	2,288	3,756
Fruit	120,441	2.29	126,937	3.42	24,296,362	201.73	1.254	137,606	140,103
Butter	50,295	.90	57,371	1.55	6,687,413	132.96	2.059	53,706	61,227
Other Dairy Produce	16,334	.31	27,750	.75	2,120,975	129.85	3.140	18,025	30,393
Wine	6,432	.12	7,610	.21	1,192,719	185.44	1.531	7,032	9,545
Wool	81,701	1.50	163,462	4.41	12,651,386	154.85	3.101	84,129	184,106
Flour, Bran, Pollard, and Sharps	285,930	5.45	146,591	3.95	38,576,820	134.92	.912	281,207	154,467
Wheat	634,314	12.08	373,055	10.07	113,215,344	178.48	.791	1,262,443	790,427
All other Agricultural Produce	365,237	6.96	214,816	5.80	53,291,900	145.91	.967	478,784	279,942
Hay, Straw, and Chaff	219,182	4.17	125,611	3.39	36,408,442	166.11	.828	203,989	108,827
Fertilizers	431,960	8.23	156,277	4.22	71,427,136	165.36	.525	506,479	180,689
Minerals (including Coal, Coke, Ores, &c.)	199,581	3.80	61,851	1.67	11,759,133	58.92	1.262	247,297	73,741
Firewood and Briquettes	759,145	14.46	357,943	9.66	95,297,603	125.53	.901	801,838	380,005
Timber	188,263	3.58	115,959	3.13	21,355,184	113.43	1.303	258,447	146,883
Stone, Gravel, and Sand	190,707	3.63	58,176	1.57	11,367,333	59.61	1.228	208,730	61,941
All other Goods	498,002	9.49	94,144	2.54	7,199,583	14.46	3.138	732,678	113,685
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing .. .. .	..	..	60,703	1.64	..	..	..	..	59,449
Total Tonnage of Paying Goods carried, and Revenue derived therefrom	5,250,166	..	3,704,141	..	662,016,899	126.09	1.343	6,500,786	4,346,394
Live Stock	725,687	..	606,299	..	98,467,814	135.69	1.478	757,583	608,265
Total Tonnage of Paying Goods and Live Stock carried and Revenue derived therefrom	5,975,853	..	4,310,440	..	760,484,713	127.26	1.360	7,258,369	4,954,659
Departmental Traffic (Free) (Truck Loads)	1,155,546	..	..	..	84,200,609	72.87	..	1,172,708	..

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

NUMBER OF LIVE STOCK.

	Year Ended—			Year Ended—	
	30th June, 1939.	30th June, 1938.		30th June, 1939.	30th June, 1938.
Calves	178,148	248,164	Pigs	307,131	362,112
Cattle	541,855	541,898	Sheep	10,678,647	11,363,771
Horses	42,273	35,074			

APPENDIX No. 26.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1939.

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.	Net Expenditure.	Gross Expenditure.	Credits.	Net Expenditure.	Gross Expenditure.	Credits.	Net Expenditure.	Gross Expenditure.	Credits.	Net Expenditure.
	£	£	£	£	£	£	£	£	£	£	£	£
1920	235,870	..	235,870	213,829	67,611	146,218	150,621	..	150,621	367,376	..	367,376
1921	306,348	..	306,348	486,318	10,942	475,376	141,812	201,239	Cr. 59,427	804,909	..	804,909
1922	277,551	..	277,551	737,989	46,426	691,563	632,853	450	632,403	1,387,602	350	1,387,252
1923	286,972	30	286,942	635,465	54,610	580,855	423,562	..	423,562	603,430	1,591	601,839
1924	556,888	..	556,888	550,154	47,651	502,503	197,124	50,000	147,124	192,600	607	191,993
1925	525,077	..	525,077	718,099	91,768	626,331	299,568	56,050	243,518	92,692	1,628	91,064
1926	382,501	..	382,501	932,592	125,665	806,927	455,412	169,480	285,932	41,311	168,600	Cr. 127,289
1927	540,521	..	540,521	963,300	61,402	901,898	434,117	290,109	144,008	41,789	1,703	40,086
1928	756,902	..	756,902	919,255	59,329	859,926	667,648	261,376	406,272	55,210	817	54,393
1929	439,297	..	439,297	649,692	54,591	595,101	420,119	286,338	133,781	26,759	15,225	11,534
1930	182,005	..	182,005	452,736	60,728	392,008	362,187	262,845	99,342	11,740	12,704	Cr. 964
1931	69,430	11,476	57,954	175,544	50,671	124,873	223,683	269,122	Cr. 45,439	16,950	15,180	1,770
1932	25,869	5,103	20,766	82,832	9,815	73,017	140,683	119,879	20,804	18,018	3,465	14,553
1933	21,773	371	21,402	278,971	50,607	228,364	179,779	123,316	56,463	3,294	2,827	467
1934	6,598	..	6,598	486,967	27,335	459,632	173,427	119,866	53,561	4,348	2,248	2,100
1935	4,383	..	4,383	243,877	97,336	146,541	194,863	120,110	74,753	8,970	2,517	6,453
1936	978	..	978	241,567	26,897	214,670	245,620	117,719	127,901	16,516	3,888	12,628
1937	4,437	..	4,437	328,521	9,015	319,506	298,823	116,316	182,507	12,266	3,345	8,921
1938	452	..	452	262,750	36,477	226,273	229,638	139	229,499	8,161	..	8,161
1939	1,095	316	779	350,492	20,067	330,425	184,746	215	184,531	6,923	93	6,830
Total	4,624,947	17,296	4,607,651	9,710,950	1,008,943	8,702,007	6,056,285	2,564,569	3,491,716	3,720,864	236,788	3,484,076

APPENDIX No. 26—continued.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1939—continued.

Year ended 30th June—	Total Railways.			Electric Tramways (including Rolling Stock).			Road Motor Public Services (including Garage Accommodation).			Total.			—	
	Gross Expend- iture.	Credits.	Net Expend- iture.	Gross Expend- iture.	Credits.	Net Expend- iture.	Gross Expend- iture.	Credits.	Net Expend- iture.	Gross Expend- iture.	Credits.	Net Expend- iture.	Non-Interest Bearing Funds.	Interest Bearing Funds.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1920 ..	967,696	67,611	900,085	1,410	..	1,410	..	..	..	969,106	67,611	901,495	4,168	897,327
1921 ..	1,739,387	212,181	1,527,206	5,091	..	5,091	..	..	..	1,744,478	212,181	1,532,297	9,504	1,522,793
1922 ..	3,035,995	47,226	2,988,769	31,861	19	31,842	..	..	..	3,067,856	47,245	3,020,611	6,131	3,014,480
1923 ..	1,949,429	56,231	1,893,198	30,036	36	30,000	..	..	..	1,979,465	56,267	1,923,198	6,270	1,916,928
1924 ..	1,496,766	98,258	1,398,508	11,993	2,500	9,493	..	..	..	1,508,759	100,758	1,408,001	56,630	1,351,371
1925 ..	1,635,436	149,446	1,485,990	11,903	2,000	9,903	..	..	..	1,647,339	151,446	1,495,893	28,930	1,466,963
1926 ..	1,811,816	463,745	1,348,071	32,384	5,032	27,352	17,514	764	16,750	1,861,714	469,541	1,392,173	550	1,391,623
1927 ..	1,979,727	353,214	1,626,513	8,281	1,000	7,281	41,765	13,131	28,634	2,029,773	367,345	1,662,428	8,352	1,654,076
1928 ..	2,399,015	321,522	2,077,493	7,789	1,000	6,789	8,379	20,351	Cr. 11,972	2,415,183	342,873	2,072,310	19,363	2,052,947
1929 ..	1,535,867	356,154	1,179,713	951	1,179	Cr. 228	Cr. 1,079	6,755	Cr. 7,834	1,535,739	364,088	1,171,651	*221,560	950,091
1930 ..	1,008,668	336,277	672,391	852	..	852	17,953	3,322	14,631	1,027,473	339,599	687,874	10,200	677,674
1931 ..	485,607	346,449	139,158	1,607	..	1,607	Cr. 1,536	3,631	Cr. 5,167	485,678	350,080	135,598	31,915	103,683
1932 ..	267,402	138,262	129,140	418	..	418	..	3,376	Cr. 3,376	267,820	141,638	126,182	4,418	121,764
1933 ..	483,817	177,121	306,696	1,349	..	1,349	..	3,070	Cr. 3,070	485,166	180,191	304,975	228,438	76,537
1934 ..	671,340	149,449	521,891	1,136	..	1,136	3,178	1,717	1,461	675,654	151,166	524,488	380,883	143,605
1935 ..	452,093	219,963	232,130	864	..	864	Cr. 1,599	1,531	Cr. 3,130	451,358	221,494	229,864	132,939	96,925
1936 ..	504,681	148,504	356,177	..	6,611	Cr. 6,611	13	1,622	Cr. 1,609	504,694	156,737	347,957	123,794	224,163
1937 ..	644,047	128,676	515,371	1	344	Cr. 343	419	1,613	Cr. 1,194	644,467	130,633	513,834	182,574	331,260
1938 ..	501,001	36,616	464,385	2,517	..	2,517	Cr. 5,098	450	Cr. 5,548	498,420	37,066	461,354	106,211	355,143
1939 ..	543,256	20,691	522,565	696	3	693	5,588	782	4,806	549,540	21,476	528,064	195,282	332,782
	24,113,046	3,827,596	20,285,450	151,139	19,724	131,415	85,497	62,115	23,382	24,349,682	3,909,435	20,440,247	1,758,112	18,682,135

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

APPENDIX No. 27.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1939, 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, 1939.	Year ended 30th June, 1938.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	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 .. ..	..	29,015	32,384	22,883	..	23,383	58,496
Avonmore .. ..	..	24,252	27,309	32,759	23,659	..	32,759
Elmore	23,562	62,887	122,678	102,196	48,325	68,663	144,127
Rochester .. ..	..	60,454	34,212	33,093	38,191	47,180	130,037
Mathoura .. ..	..	..	25,331	26,588	..	20,622	72,138
Gulpha Siding .. ..	..	..	..	23,386	20,000	20,000	49,484
Southdown .. ..	..	..	..	..	23,973	..	25,477
Deniliquin .. ..	..	51,719	52,159	36,340	36,241	42,512	97,224
Shelbourne .. ..	..	48,992	54,691	54,233	31,169	30,296	113,952
Moolort .. ..	..	21,272	..	..	..	..	21,272
Bet Bet .. ..	..	20,409	..	..	..	..	20,409
St. Arnaud .. ..	..	34,612	26,104	33,375	..	..	56,742
Sutherland	43,568	104,610	76,483	72,366	89,835	44,044	122,013
Swanwater	44,485	58,415	82,785	64,440	59,665	65,156	108,494
Cope Cope	49,630	143,388	141,792	94,644	118,222	80,840	153,184
Donald	153,264	210,100	215,037	219,881	191,315	116,549	219,881
Litchfield	102,166	174,144	133,375	130,987	144,295	81,748	189,488
Massey	23,152	76,803	65,822	64,191	31,351	63,081	76,803
Watchem	45,384	174,475	114,576	90,980	72,733	83,767	174,475
Morton Plains .. ..	..	49,169	45,273	30,980	..	42,205	64,716
Birchip	24,579	73,431	61,393	62,946	36,732	64,919	101,037
Kinnabulla .. ..	..	131,443	70,118	64,629	44,218	85,218	131,443
Curyo .. ..	..	78,435	58,707	28,173	29,206	39,332	78,435
Watchupga .. ..	..	96,139	81,096	66,086	39,924	83,136	109,921
Woomelang	45,957	154,908	114,159	71,832	76,556	92,881	172,894
Lascelles .. ..	..	73,573	67,695	42,820	26,057	59,059	125,222
Gama .. ..	..	56,378	44,097	37,893	24,858	36,660	61,403
Turriff .. ..	..	43,052	44,093	..	..	..	81,723
Speed .. ..	..	51,713	46,870	35,028	23,099	27,795	102,568
Tempy .. ..	..	39,413	50,459	24,684	21,223	22,658	76,179
Bronzewing .. ..	..	..	..	..	..	20,210	46,440
Ouyen .. ..	..	32,745	35,510	28,752	..	23,258	126,811
Kiamal .. ..	..	26,786	28,786	20,108	..	23,971	107,437
Arnold .. ..	..	22,926	..	..	..	..	..
Tiega .. ..	..	22,473	..	..	..	..	..
Galah .. ..	..	38,192	23,497	..	..	22,463	121,512
Walpeup	36,291	85,966	64,490	53,959	69,276	32,775	148,171
Torrta .. ..	..	32,535	24,517	20,915	..	21,224	65,934
Underbool	24,814	41,005	42,085	38,900	32,502	30,312	136,889
Linga .. ..	..	26,506	28,255	32,744	..	24,613	78,264
Boinka .. ..	..	20,003	20,495	24,423	..	..	60,615
Tutye .. ..	..	25,518	23,859	24,186	..	31,139	57,623
Cowangie	30,436	44,709	48,225	23,028	25,919	43,426	108,483
Danyo .. ..	..	27,867	25,905	..	..	..	69,443
Murrayville	46,166	44,351	64,355	24,114	34,711	41,340	158,807
Carina	29,536	65,924	45,921	29,595	30,242	34,010	111,282
Panitva	85,327	73,030	75,039	34,090	56,218	57,310	101,074
Merrinee .. ..	..	31,561	20,032	..	..	21,956	108,371
Karawinna .. ..	..	40,964	26,079	..	..	25,276	147,777
Werrimull .. ..	..	56,157	30,700	..	..	38,009	121,055
Bambill .. ..	..	28,578	..	..	..	26,115	69,833
Yarrara .. ..	..	43,587	26,106	..	..	29,674	65,616

APPENDIX No. 27—*continued.*

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1939 ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1939.	Year ended 30th June, 1938.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	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.
Meringur .. ..	..	41,436	34,126	..	..	38,471	108,042
Karween .. ..	..	23,736	..	..	..	21,864	60,852
Morkalla .. ..	..	21,289	21,291	..	..	..	43,477
Leichardt .. ..	..	29,619	..	..	..	..	29,619
Bridgewater .. ..	..	..	43,260	37,240	*164,455	47,776	*164,455
Korong Vale .. ..	..	24,185	..	24,715	..	20,099	66,230
Wychitella .. ..	..	50,676	61,812	63,518	24,008	60,822	76,530
Buckrabanyule .. ..	..	26,090	32,000	38,862	31,247	43,447	88,208
Barrakee .. ..	..	44,478	32,308	51,043	32,664	36,509	92,556
Charlton	29,458	57,620	104,109	62,047	48,742	51,226	237,678
Teddywaddy .. ..	..	21,875	..	20,855	..	24,730	60,422
Glenloth .. ..	..	20,524	39,429	47,966	31,420	44,134	83,927
Wycheproof	63,714	129,027	113,321	157,500	69,191	104,227	207,984
Dumosa	33,026	57,959	74,951	66,804	26,268	66,699	123,291
Nullawit	35,992	49,594	81,234	67,810	38,625	59,482	110,524
Warne .. ..	..	36,521	33,240	32,633	..	29,225	55,728
Culgoa	28,413	48,414	80,141	66,492	40,683	89,697	152,048
Berriwillcock	73,871	137,243	91,967	101,112	90,303	110,529	188,994
Boigbeat .. ..	..	34,574	36,530	25,517	24,602	29,741	63,599
Sea Lake	93,104	104,975	86,988	80,870	55,876	86,086	170,367
Ninda .. ..	..	53,914	35,011	32,926	..	..	53,914
Nyarrin	24,912	43,085	39,733	..	..	22,422	83,631
Nandaly .. ..	..	39,062	33,186	..	..	..	58,610
Pier Millan .. ..	..	28,776	..	..	..	..	42,478
Mittyack .. ..	..	34,749	31,772	..	..	..	69,086
Kulwin .. ..	..	33,197	27,123	21,511	..	20,000	71,982
Wedderburn .. ..	..	55,617	35,732	43,478	23,098	..	86,790
Borong .. ..	..	..	25,829	31,150	..	..	77,154
Boort	35,621	59,778	70,404	54,319	64,095	81,559	125,960
Barraport .. ..	..	63,272	101,686	60,420	41,771	97,676	128,687
Gredgwin .. ..	..	22,575	43,259	42,999	..	38,515	45,869
Oakvale .. ..	..	..	64,015	24,427	..	42,967	64,015
Quambatook	26,957	129,647	126,149	54,531	108,287	105,580	157,217
Cannie .. ..	..	20,797	89,693	42,885	38,478	55,051	111,507
Lalbert .. ..	..	51,793	113,177	58,928	38,525	77,982	190,023
Meatian	33,950	54,292	94,677	65,504	52,798	92,766	119,558
Ultima .. ..	..	66,679	74,146	70,478	65,391	76,550	168,709
Gowanford .. ..	..	23,125	37,668	27,046	..	23,727	58,718
Waitchie .. ..	..	51,801	33,982	39,229	31,569	33,460	126,827
Chillingollah .. ..	..	28,256	23,976	22,708	..	21,547	99,303
Chinkapook .. ..	..	59,804	59,988	27,292	32,970	34,712	87,172
Cocamba .. ..	..	22,882	..	..	..	..	62,996
Manangatang .. ..	..	103,062	39,419	24,706	37,174	..	105,536
Bolton .. ..	..	21,956	..	..	..	..	44,454
Annuello .. ..	..	26,439	..	..	..	..	99,113
Raywood .. ..	..	36,419	24,319	26,703	..	..	77,555
Tundarra .. ..	..	41,720	32,943	28,708	21,828	29,192	78,426
Prairie .. ..	..	..	..	24,093	..	..	94,229
Mitiamo .. ..	..	..	21,853	21,835	..	25,278	114,645
Pyramid .. ..	..	..	..	..	..	20,247	61,768

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

APPENDIX No. 27—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1939,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1939.	Year ended 30th June, 1938.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	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.
Kerang .. ..	..	30,949	51,742	28,975	..	46,216	89,314
Mystic Park .. ..	..	..	32,466	22,237	..	..	56,074
Lake Boga .. ..	..	30,221	35,157	21,873	..	24,540	92,564
Swan Hill .. ..	..	28,250	57,705	..	..	..	158,641
Woorinen .. ..	..	..	25,001	..	..	..	39,611
Pira .. ..	..	32,426	39,801	23,177	27,668	..	69,575
Nyahwest .. ..	..	62,228	35,220	21,009	..	20,000	65,001
Miralie .. ..	..	25,721	..	..	..	..	39,397
Piangil	26,695	52,377	41,803	28,101	38,928	..	95,037
Natya .. ..	..	25,912	..	..	..	..	44,586
Kooloonong .. ..	..	24,520	..	..	..	..	62,090
Hunter .. ..	..	33,795	34,577	35,057	..	32,849	59,508
Warragamba .. ..	..	..	27,541	22,993	..	21,902	49,758
Kotta .. ..	..	..	..	..	..	20,815	61,370
Glenorchy .. ..	..	33,131	25,356	..	..	20,380	72,183
Lubeck .. ..	..	56,044	51,015	61,130	37,553	44,658	110,831
Murtoa .. ..	..	47,876	38,485	30,131	44,648	47,788	48,028
Jung	42,170	204,465	197,987	171,831	142,647	74,360	247,347
Dooen	26,482	186,572	130,561	128,240	147,738	83,088	186,572
Horsham	31,953	62,508	61,545	105,080	31,074	30,958	105,080
Dahlen .. ..	..	37,162	33,828	27,473	45,674	21,916	45,674
Pimpinio	51,166	118,701	86,597	72,532	93,406	64,956	136,430
Wail	33,767	207,954	112,687	130,400	144,722	92,638	248,147
Dimboola	60,820	179,947	125,353	110,650	165,833	72,920	179,947
Gerang Gerung	65,798	97,788	85,244	92,265	64,532	53,790	130,111
Kiata	29,705	52,928	40,104	32,537	39,385	28,717	96,784
Salisbury .. ..	..	60,169	31,905	28,532	37,035	..	60,169
Nhill	40,085	137,993	82,712	26,447	..	..	137,993
Tarranginnie .. ..	..	68,512	48,869	36,160	54,921	43,556	86,144
Diapur	32,875	..	30,455	31,580	27,126	28,654	74,611
Miram	56,585	76,923	81,458	60,349	82,168	58,731	137,749
Kaniva	74,932	92,616	71,365	79,725	91,692	34,541	130,709
Lilimur	89,341	77,193	95,508	54,445	95,046	56,864	140,884
Serviceton	56,408	59,937	73,208	37,626	92,870	31,137	92,870
Westmere .. ..	..	37,199	25,234	..	50,753	32,684	139,597
Tatyoan .. ..	..	25,921	..	..	..	..	91,990
Willaura	29,399	37,234	32,926	20,000	66,807	22,768	120,202
Jackson .. ..	..	37,283	51,019	50,644	50,424	..	51,019
Rupanyup .. ..	..	48,421	47,883	57,651	27,321	33,211	96,998
Burruan	45,239	88,135	130,850	157,786	78,751	42,268	157,786
Banyena	27,731	72,020	79,216	72,266	64,565	49,935	139,643
Marnoo	67,761	69,196	56,376	83,089	74,182	27,556	202,512
Bolangum .. ..	..	54,136	48,934	39,096	40,632	35,643	54,288
Coromby	33,901	59,275	70,402	46,654	56,950	41,251	114,877
Munyip	136,462	329,013	263,959	220,593	219,423	143,473	329,013
Nullan .. ..	..	42,012	43,571	55,332	50,083	26,403	100,864
Sheephills	170,729	172,064	180,541	150,973	171,284	113,886	245,792
Mellis .. ..	..	35,129	30,197	28,915	..	35,506	51,441
Warracknabeal	96,400	290,918	159,422	110,172	116,601	73,004	290,918
Batchica	60,106	67,849	29,471	52,432	..	45,339	67,849

APPENDIX No. 27—*continued.*

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1939
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1939.	Year ended 30th June, 1938.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	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.
Lah	37,488	153,747	81,025	95,370	83,704	107,008	167,188
Brim	81,196	273,187	185,880	106,280	149,998	87,223	273,187
Galaquil	56,891	182,370	101,489	68,078	62,892	65,973	182,370
Beulah	48,216	261,463	149,285	108,264	123,012	160,994	261,463
Rosebery	26,329	132,291	107,729	59,297	54,850	77,943	139,618
Goyura .. .. .	..	37,602	39,372	24,021	..	35,662	40,054
Hopetoun	118,629	135,148	153,547	100,586	67,288	97,780	228,519
Burroin .. .. .	..	20,290	23,556	..	..	..	26,102
Patchewollock ..	29,566	100,774	55,599	41,538	50,091	65,802	106,624
Remlaw	24,686	24,738	39,335	..	38,784	20,000	45,221
Vectis .. .. .	..	72,838	..	28,346	52,549	..	72,838
Noradjuha .. ..	..	22,770	..	..	..	..	23,806
Natimuk	30,777	82,862	62,191	82,477	49,306	50,314	128,704
Arapiles .. .. .	..	28,288	22,921	..	33,429	..	33,429
Mitre .. .. .	..	22,136	..	..	..	..	22,136
Goroke .. .. .	..	22,500	..	..	..	..	22,500
Carpolac	29,306	21,831	..	..	..	..	29,306
Arkona .. .. .	..	53,830	41,638	46,608	30,727	31,916	64,313
Antwerp	52,535	164,246	99,773	69,198	74,968	20,692	164,246
Tarranyurk	34,928	158,364	82,754	74,243	68,001	48,625	168,294
Jeparit	31,445	103,694	86,091	62,259	61,829	57,375	114,859
Ellam	25,692	101,284	75,329	60,160	52,283	55,267	101,284
Pullut	22,340	74,667	89,056	24,135	73,896	51,768	110,489
Rainbow	98,640	92,760	78,690	64,170	71,319	99,053	188,258
Albacutya .. ..	..	33,905	40,049	23,599	24,700	30,285	54,414
Yaapeet	63,066	90,837	77,095	40,500	48,556	51,937	116,830
Detpa	30,776	108,287	90,517	66,827	64,857	36,792	108,287
Lorquon	54,878	130,654	115,723	64,859	82,066	46,268	130,654
Netherby	75,711	65,654	74,240	66,128	74,941	50,669	116,022
Yanac	94,410	126,355	92,322	114,917	131,531	58,660	214,779
Wangaratta .. ..	..	20,325	21,691	..	..	..	34,319
Springhurst	22,682	20,570	23,965	28,423	22,134	..	44,664
Toolamba .. .. .	..	20,657	..	..	..	..	20,657
Congupna .. .. .	..	26,693	26,713	23,648	..	26,224	51,359
Tallygaroopna ..	30,524	23,578	49,945	57,574	28,029	42,302	105,322
Wunghnu .. .. .	..	41,810	58,772	36,910	45,773	31,770	66,295
Numurkah .. .. .	..	32,260	55,454	58,250	36,556	40,443	63,964
Katunga .. .. .	..	59,777	85,047	97,905	72,277	40,883	100,921
Strathmerton .. ..	..	..	29,215	35,379	20,346	20,403	75,204
Yarroweyah .. ..	..	..	21,281	27,689	..	20,000	39,485
Cobram	81,039	107,974	86,759	141,140	70,302	82,061	141,140
Colbinabbin .. ..	..	76,352	51,167	64,703	50,257	44,091	119,851
Kyabram .. .. .	..	..	..	20,148	..	..	93,653
Pine Lodge .. .. .	..	40,629	29,603	34,881	28,994	36,457	84,905
Cosgrove .. .. .	..	60,404	42,247	51,810	43,316	37,260	87,552
Dookie	26,746	51,186	52,559	37,322	44,941	40,236	55,061
Yabba South .. ..	..	22,789	28,375	..	..	30,575	30,575
Yabba North .. ..	..	29,238	24,309	42,837	24,167	26,762	65,685
Youanmite .. .. .	..	45,237	35,675	53,568	31,789	31,654	61,898
Katamatite	40,613	77,108	74,421	106,338	81,226	82,661	137,960

APPENDIX No. 27—*continued.*

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1939,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1929.	Year ended 30th June, 1932.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	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.
Waaia .. ..	..	39,508	77,735	101,127	39,122	56,774	104,714
Nathalia	20,375	61,587	99,669	67,787	66,423	81,675	176,082
Picola .. ..	..	55,487	88,483	80,223	33,668	61,132	121,601
Mywee .. ..	..	..	..	20,000	..	..	20,495
Tocumwal	88,960	170,151	165,428	90,145	68,265	..	170,151
Tocumwal (transhipped <i>ex N.S.W.</i>)	251,464	..	..	..	..	..	251,464
Goorambat .. ..	..	38,035	26,650	39,156	25,701	32,099	74,034
Devenish	29,727	63,621	43,587	39,351	42,028	33,354	85,002
St. James	25,555	49,950	39,534	61,491	45,751	56,789	101,327
Tungamah	39,004	67,866	44,833	60,865	35,708	56,884	81,229
Telford	34,769	64,757	61,437	60,912	40,372	51,469	103,129
Yarrawonga	26,858	92,613	83,223	77,725	56,025	51,844	359,643
Mulwala .. ..	..	..	..	..	..	30,184	30,184
Sloane	20,064	68,779	50,821	59,161	20,197	34,590	68,779
Warragoon .. ..	..	44,003	69,886	78,806	35,223	36,921	78,806
Rennie	38,327	80,807	114,428	127,275	69,376	52,743	127,275
Sangar	20,435	56,585	84,500	115,143	33,750	54,272	115,143
Wangamong .. ..	..	38,081	37,189	68,239	..	30,074	68,239
Oaklands	57,942	68,699	128,235	193,475	92,470	47,639	193,475
Oaklands (transhipped <i>ex N.S.W.</i>)	184,680	..	..	..	..	..	184,680
Peechelba .. ..	..	38,013	21,028	27,783	23,103	30,058	44,395
Rutherglen .. ..	..	47,319	26,206	30,296	..	32,518	53,736
Wahgunyah	40,467	22,359	38,042	32,903	..	21,245	104,213
Other Stations	1,070,379	1,348,610	1,565,647	1,541,380	1,348,969	2,212,907	..
TOTALS	5,892,960	14,950,528	13,653,222	11,748,878	9,608,060	10,638,640	..

APPENDIX NO. 28.—INDEX TO STATIONS—*continued*

Section No.	Section No.	Section No.	Section No.	Section No.
Wangamong .. 64	Weeapoinah .. 32	Whittlesea .. 53	Woodburn .. 4	Yanac .. 50
Wangaratta .. 51	Weerite .. 22	Whoorel .. 31	Woodend .. 2	Yangalake .. 21
Wannon .. 42	Wellsford .. 2	Willa .. 46	Woodfield .. 55	Yan Yean .. 53
Waranga .. 58	Welshpool .. 75	Willaura .. 41	Woodleigh .. 78	Yannathan .. 77
Warburton .. 93	Weshpool Jetty .. 80	Williams' Highfield ..	Woodside .. 76	Yarek .. 55
Warcoort .. 22	Wendouree .. 24	Siding .. 26	Woodvale .. 18	Yarra Glen .. 87
Warne .. 15	Wensleydale .. 30	Williamstown .. 25	Woolamal .. 78	Yarra Junction .. 93
Warracknabeal .. 46	Werneth .. 39	Williamstown Beach .. 25	Woolsthorpe .. 36	Yarragon .. 71
Warragamba .. 20	Werribee .. 22	Williamstown Pier .. 25	Woomelang .. 7	Yarram .. 76
Warragoon .. 64	Werrimull .. 14	Willie's Siding .. 26	Woori Yallock .. 93	Yarra .. 14
Warragul .. 71	Westburn .. 93	Willison .. 90	Woorinen .. 18	Yarraville .. 25
Warra Yadin .. 8	Westby .. 19	Wilowmavin .. 54	Wooragee .. 68	Yarrowonga .. 64
Warrenhelp .. 24	West Footscray .. 2	Wimba .. 32	Worubete .. 30	Yarroweyah .. 63
Warrnambool .. 22	Westgarth .. 94	Winchelsea .. 22	Wright .. 92	Yarto .. 46
Warrong .. 36	Westmere .. 37	Windsor .. 24	Wungah .. 57	Yatchaw .. 36
Watchem .. 7	West Richmond .. 94	Windsor .. 37	Wycheproof .. 15	Yatpool .. 7
Watchupga .. 7	Wetuppa .. 19	Wingeel .. 37	Wycheville .. 15	Yaughter .. 31
Watson .. 83	White City .. 2	Winnap .. 44	Wychelatta .. 32	Yea .. 56
Watsonia .. 94	White's Siding .. 24	Winton .. 51	Yaapeet .. 49	Yelta .. 7
Wattleglen .. 94	White Hills Siding .. 2	Wodonga .. 51	Yabba North .. 61	Yendon .. 23
Waubra .. 11	White Rock Lime ..	Wombat .. 4	Yabba South .. 61	Yering .. 87
Waubra Junction .. 10	Co.'s Siding .. 83	Wombot .. 21	Yackandandah .. 68	Yinnar .. 84
Waygara .. 71	Whitelaw .. 75	Wonthaggi .. 78	Yalakoot .. 21	Younamite .. 61
Wedderburn .. 16	Whitfield .. 67	Won Wron .. 76	Yalourn .. 71	Yungera .. 18
Wedderburn Junct. 15				

APPENDIX No. 28.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.		Outwards.			Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	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	1,114,466	396,801 15 7	} 148,412 19 5	} 693,936 8 5	} 1,272,041 11 10	492,511	833,975	69	27	535	241	105	740	704	1,798		
Spencer-street, Suburban	1,232,150	32,590 8 5			
MELBOURNE—Tourist Bureau, Country	276,880	209,290 15 7				209,310 2 8
Tourist Bureau, Suburban	1,232	19 7 1			
MELBOURNE—Flinders-street, Country	507,041	90,741 17 5	} 53,602 14 7	} ..	} 340,165 12 2	..	..	..	..	..	..	..	..	..
Flinders-street, Suburban	9,308,587	195,821 0 2				
MELBOURNE—Prince's Bridge, Country	69,283	7,139 8 5	..	..	37,758 7 5	..	..	..	..	..	..	..	..	..
Prince's Bridge, Suburban	1,579,905	30,618 19 0	..	..	..	..	..	..	..	..	..	..	..	..
Total—Country	1,967,670	703,973 17 0	202,015 14 0	693,936 8 5	1,859,275 14 1	492,511	833,975	69	27	535	241	105	740	704	1,798		
Suburban	12,121,874	259,349 14 8	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 2.—MELBOURNE-DENILQUIN LINE.</i>																	
North Melbourne	637,329	8,619 13 1	479 6 3	..	9,098 19 4	..	..	..	..	..	..	..	..	..
Arden-street .. .. .	..	..	..	19,830 7 4	19,830 7 4	27,359	102,287	..	..	..	..	..	..	..
Middle Footscray	397,732	5,695 5 10	40 3 3	..	5,735 9 1	..	..	..	..	..	..	..	..	..
West Footscray	708,227	10,451 10 3	487 3 9	19,967 3 5	30,905 17 5	30,274	52,738	..	..	..	..	..	..	..
Tottenham	123,754	1,931 19 5	36 11 6	..	1,968 10 11	..	..	..	..	..	..	..	..	..
White City	4,187	127 11 11	4 16 5	..	132 8 4	..	..	..	..	..	..	..	..	..
Sunshine	658,453	15,498 17 2	1,486 15 8	10,919 12 5	27,905 5 3	7,813	35,374	..	..	..	..	33	..	57
Albion	134,115	2,879 7 11	39 6 10	..	2,918 14 9	..	..	..	..	..	..	..	..	..
Albion Stone Siding .. .. .	..	..	..	693 0 2	693 0 2	2,015	133	..	..	..	..	..	..	..
Darling's Siding .. .. .	..	..	..	7,503 11 8	7,503 11 8	38,935	43,787	..	..	..	..	..	..	..
St. Alban's	126,581	2,360 10 8	52 9 7	47 17 11	2,460 18 2	167	390	..	..	..	..	..	..	..
Sydenham	6,821	154 0 7	17 7 4	641 0 10	812 8 9	1,370	1,738	60	2	1	..	91	73	4			
Digger's Rest	11,119	342 17 2	41 12 11	1,568 13 6	1,953 3 7	5,234	2,388	44	7	..	..	32	8	16	
Sunbury	40,081	2,267 12 1	138 14 8	750 17 3	3,157 4 0	1,231	3,424	77	36	21	15	69	48	63			
Clarkefield	4,760	383 16 8	25 10 8	806 4 3	1,215 11 7	300	358	159	49	4	..	176	76	6			
Riddell	5,932	636 3 1	43 19 5	356 1 2	1,036 3 8	389	602	75	11	11	..	21	11	15			
Gisborne	5,216	697 6 5	79 18 4	469 5 7	1,246 10 4	407	859	51	27	5	..	26	36	7			
Macedon	10,613	1,292 4 0	99 11 10	967 0 7	2,358 16 5	2,392	1,020	..	1	2	..	..	12	..	
Woodend	24,851	2,537 12 10	213 4 8	1,297 14 0	4,048 11 6	2,572	2,467	38	16	7	..	18	24	21			
Carlsruhe	1,240	82 9 10	51 0 1	120 6 3	253 16 2	31	69	33	6	..	..	28	..	1	
Kyneton	26,455	4,544 13 6	380 17 3	6,648 6 5	11,573 17 2	11,471	16,546	539	172	16	21	405	84	28			
Rosedale Junction	304	49 11 1	1 1 1	3 5 10	53 18 0	2	18	..	..	..	..	..	..	7
Malmsbury	6,351	723 1 8	48 2 1	544 10 6	1,315 14 3	438	922	64	23	4	..	64	18	7			
Taradale	3,922	318 15 4	20 11 4	116 9 6	455 16 2	299	47	..	..	..	..	..	..	..
Elphinstone	3,718	364 1 10	23 14 1	719 18 4	1,107 14 3	299	835	89	22	2	..	168	19	5			
Chewton	4,390	719 14 10	32 7 5	354 16 3	1,106 18 6	529	395	..	..	..	..	..	..	..
Castlemaine	47,815	9,303 15 11	571 17 7	3,641 7 7	13,517 1 1	2,954	14,894	17	12	5	1	155	38	5			
Harcourt	8,444	706 14 2	74 2 3	2,588 14 3	3,360 10 8	3,270	883	..	1	..	2	..	7	1			
Ravenswood	258	40 12 11	7 7 7	325 4 8	373 5 2	156	190	33	..	..	..	101	3	..
Kangaroo Flat	2,603	448 18 7	67 7 10	482 11 7	998 18 0	398	870	..	..	2	..	..	..	1

Golden Square	9,884	1,987 6 8	272 11 8	928 3 3	3,188 1 7	690	11,235	..	..	..	1	21	147	..	187
Bendigo	111,799	30,194 8 0	3,969 4 1	35,971 19 1	70,135 11 2	29,469	66,561	2,539	461	145	96	2,084	1,006	146	18
White Hills Siding	..	..	..	644 14 2	644 14 2	2,068	151	..	..	..	..	..	..	..	..
Epsom	617	48 19 6	23 13 11	1,077 15 4	1,150 8 9	1,770	2,349	..	..	..	..	..	..	1	..
Huntly	36	3 7 2	0 5 11	364 0 3	367 13 4	549	87	..	..	..	..	..	2	..	..
Bagshot	124	19 16 5	2 9 6	64 13 6	86 19 5	102	95	..	..	..	..	..	3	..	..
Wellsford	66	9 11 5	0 3 4	4 4 9	13 19 6	10	23	..	..	..	..	..	..	..	..
Goornong	1,632	216 8 8	21 7 7	753 5 2	991 1 5	948	1,056	77	21	2	..	38	21	7	..
Avonmore	122	24 4 0	4 2 7	21 17 5	50 4 0	9	319	..	..	..	..	23	13	..	..
Elmore	3,589	680 4 6	140 9 6	2,016 11 7	2,837 5 7	2,542	3,536	141	47	30	..	174	104	28	..
Rochester	6,983	1,913 5 11	334 10 10	5,330 11 6	7,578 8 3	2,736	6,285	378	163	26	53	361	279	33	2
Strathallan	185	43 10 11	7 1 11	545 7 9	596 0 7	49	305	105	11	2	..	44	21	..	..
Echuca	14,998	5,905 3 0	798 1 2	17,484 11 9	24,187 15 11	19,653	29,295	804	143	59	55	1,141	231	57	6
Echuca Wharf	..	..	..	357 16 0	357 16 0	496	70	..	..	..	..	..	..	..	..
Moama	738	163 10 0	46 10 4	1,561 14 10	1,771 15 2	225	577	388	39	3	..	446	22	1	..
Barnes	86	13 0 10	1 16 4	624 8 3	639 5 5	268	90	64	16	2	..	142	80	3	..
Moira	1,222	40 4 2	0 13 4	827 9 9	868 7 3	80	116	88	33	..	..	69	10	1	..
Mathoura	3,184	571 17 5	77 16 1	2,917 14 10	3,567 8 4	1,800	980	216	51	4	..	192	45	3	..
Gulpha Siding	104	29 9 11	..	749 19 8	779 9 7	538	332	49	32	3	..	92	27	9	..
Hill Plain Siding	18	11 9 9	..	..	11 9 9	..	..	..	..	..	..	..	..	..	..
Southdown	50	10 8 1	..	274 8 3	284 16 4	22	114	72	..	..	..	26	..	..	..
Deniliquin	4,249	2,748 7 9	486 6 11	21,062 18 9	24,297 13 5	16,516	11,164	916	180	29	..	994	372	26	..
<i>Section No. 3.—LANCIEFIELD LINE.</i>															
Bollnna	226	21 11 10	0 14 5	295 11 10	317 18 1	372	193	86	4	4	..	36	..	1	..
Monegeeta	885	55 3 5	2 7 3	16 4 10	73 15 9	20	253	..	..	..	..	19	1	..	..
North Monegeeta	312	33 6 10	9 8 9	5 2 5	38 18 0	4	19	..	..	..	..	..	..	6	..
Tomsey	5,510	544 12 7	64 16 11	1,195 12 6	1,805 2 0	2,453	950	90	3	4	1	41	4	6	..
Lancefield	5,231	603 19 5	67 7 3	1,995 9 5	2,666 16 1	4,308	2,420	210	20	3	..	68	2	2	..
<i>Section No. 4.—DAYLESFORD LINE.</i>															
Tylden	651	90 2 10	4 13 5	217 14 0	312 10 3	108	132	38	3	4	..	20	5	..	..
Fern Hill	1,110	212 10 2	34 11 3	2,130 16 9	2,377 18 2	3,769	496	..	..	3	..	1	2	7	..
Trentham	4,587	863 2 4	86 10 7	3,234 19 7	4,184 12 6	5,410	1,939	23	2	1	..	14	6	..	..
Lyonville	1,284	134 11 5	10 9 1	266 0 6	411 1 0	541	73	..	..	..	..	1	1	..	..
Bullarto	1,381	145 10 4	7 10 6	1,522 2 4	1,675 3 2	2,898	181	..	..	1	..	1	..	3	..
Musk	736	90 14 6	6 6 2	553 14 2	650 14 10	990	200	..	..	..	..	7	1	1	..
Daylesford	9,661	2,752 19 11	225 12 0	2,403 12 8	5,382 4 7	2,749	3,169	60	28	7	1	42	26	7	1
Woodburn	1	0 0 6	..	..	..	6	..	..	..	..	..	..	..	..	..
Sailor's Falls	17	1 7 3	..	532 18 10	531 6 1	1,814	48	..	..	..	..	..	..	..	..
Leonard	12	1 16 8	0 3 8	358 1 11	360 2 3	1,747	73	..	..	..	..	..	..	..	..
Wombat	93	7 15 8	0 3 0	49 16 10	57 15 6	222	4	..	..	..	..	..	..	..	..
Rocklyn	113	13 16 11	0 2 0	10 6 3	24 5 2	38	6	..	..	..	..	..	..	..	..
Newlyn	1,762	80 0 5	9 16 10	5,891 17 1	5,981 14 4	8,955	1,140	44	6	1	..	14	3	8	..
Kingston	2,249	142 19 9	11 12 0	4,259 15 7	4,414 7 4	7,054	1,205	1	2	3	..	2	1	2	..
Allendale	1,878	76 10 1	7 14 11	820 4 1	904 9 1	738	564	124	11	4	..	12	1	1	..
Broomfield	584	25 16 3	0 1 5	0 6 11	26 4 7	..	..	..	..	..	..	..	..	..	..
<i>Section N. 5.—REDESDALE LINE.</i>															
Edgcombe	386	42 11 5	..	..	42 11 5	..	..	..	..	..	..	..	..	..	..
Green Hill	44	4 18 2	0 1 10	54 3 0	59 3 0	80	30	..	..	..	..	..	..	..	..
East Metcalfe	44	6 10 10	0 19 8	64 6 1	71 16 7	7	5	..	..	..	..	..	..	..	..
Emberton	..	..	..	2 16 4	2 16 4	2	5	..	..	..	..	..	..	..	..
Barfold	50	8 17 0	0 6 9	389 12 6	398 16 3	166	61	..	..	..	..	..	..	..	..
Redesdale	158	25 16 8	3 11 7	1,640 5 9	1,669 14 0	3,495	346	509	1	..	..	..	..	..	..
<i>Section No. 6.—SHELBOURNE LINE.</i>															
Stopping Place No. 22	444	3 17 10	..	..	3 17 10	..	..	..	..	..	..	..	..	..	..
Muckleford	559	10 13 9	0 3 9	151 18 4	162 15 10	42	209	25	..	..	..	..	1	1	..
Maldon	12,127	544 3 3	73 14 3	686 17 6	1,304 15 0	627	1,471	46	3	3	..	12	..	3	..
Pollard	..	..	..	17 6 9	17 6 9	11	22	..	..	..	..	..	..	..	..
Shelbourne	2	0 14 9	0 18 3	1,555 3 9	1,556 16 9	2,492	877	70	..	..	..	..	..	..	..

APPENDIX NO. 28.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards	Outwards.		Outwards.	Inwards.	Outwards.				Inwards			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 7.—CASTLEMAINE-YELTA LINE.</i>															
Campbell	493	£ 53 14 6	£ 5 10 6	£ 78 4 0	137 9 0	101	149	..	..	..	..	..	..	..	..
Gulldford	644	130 1 4	9 5 7	61 18 10	201 5 9	45	326	..	..	..	..	5	1	..	..
Strangway	771	67 19 10	0 2 6	40 13 1	108 15 5	135	20	..	..	..	..	..	..	..	..
Newstead	2,482	416 7 0	62 6 9	1,779 6 8	2,258 0 5	546	918	137	78	4	50	34	43	2	49
Joyce's Creek	175	37 17 3	0 13 7	193 12 9	232 3 7	322	227	..	..	..	..	..	..	..	..
Moolort	328	69 15 3	5 7 7	848 17 5	924 0 3	517	310	127	..	2	..	20	1	2	..
State Rivers and Water Supply Siding	..	..	..	57 7 8	57 7 8	16	..	3	4	..	..	3	5	..	..
Carisbrook	1,162	254 7 2	73 7 9	2,121 14 8	2,449 9 7	751	1,256	308	53	1	6	162	52	2	6
Maryborough	18,600	6,123 13 8	671 0 3	7,581 8 4	14,376 2 3	11,776	15,850	27	25	16	..	38	50	20	2
Simson	85	6 5 5	..	..	6 5 5	..	..	..	..	..	..	..	..	..	..
Havelock	134	9 19 1	1 1 7	158 0 2	169 0 10	421	181	..	..	..	..	..	..	..	..
Bet Bet	724	74 10 10	4 13 5	12,584 13 6	12,663 17 9	21,655	404	..	..	..	..	1	..	..	..
Dunolly	3,519	922 1 3	78 6 0	6,856 16 3	7,857 3 6	11,548	1,148	22	3	2	..	11	..	6	..
Goldsborough	348	95 7 7	5 14 0	1,265 8 7	1,366 10 2	2,414	190	..	..	..	..	..	..	..	..
Bealiba	1,626	467 9 6	52 0 8	6,954 15 6	7,474 5 8	11,850	955	103	10	4	..	34	6	6	..
Maffescioni's Siding	..	..	..	473 10 10	473 10 10	897	38	..	..	..	..	..	..	..	..
Emu	286	103 17 4	11 3 8	3,065 19 9	3,181 0 9	5,332	330	13	1	4	..	13	1	3	..
Carapooce	198	64 7 3	7 18 9	2,734 12 11	2,806 18 11	4,586	157	3	..	1	..	3	..	..	..
St. Arnaud	7,503	4,088 6 9	419 14 8	22,878 12 9	27,386 14 2	35,577	13,479	293	27	31	..	106	12	15	..
Sutherland	120	34 11 8	3 16 5	1,879 15 7	1,918 3 8	3,762	589	93	..	..	..	30	1	..	..
Swanwater	54	28 18 8	0 0 8	1,786 10 6	1,815 9 10	3,516	342	50	..	2	..	45	..	5	..
Cope Cope	449	166 2 4	19 12 6	3,317 6 2	3,503 1 0	4,250	1,575	94	1	5	..	27	2	5	..
Donald	5,192	2,374 12 1	335 12 2	11,451 2 6	14,161 6 9	13,522	10,105	296	35	22	..	269	26	19	..
Buloke	3	2 17 9	..	111 4 9	114 2 6	225	348	..	..	..	..	7	17	..	..
Litchfield	394	125 2 10	9 1 10	6,140 2 4	6,274 7 0	8,475	2,016	159	..	1	..	57	2	1	..
Massey	75	23 6 2	1 6 5	1,224 12 9	1,249 5 4	1,982	344	..	1	..	..	..	..	..	..
Watchem	1,968	502 7 9	56 5 1	4,573 5 1	5,131 17 11	4,169	3,703	200	5	42	..	42	1	21	..
Morton Plains	38	8 15 11	..	977 15 5	986 11 4	1,120	217	39	..	..	..	28	..	3	..
Birchip	3,072	1,564 10 2	208 13 6	3,904 12 5	5,677 16 1	2,668	5,196	204	9	46	..	198	7	12	..
Karyrie	114	16 16 7	..	251 9 10	268 6 5	217	53	11	..	..	..	8	2	..	..
Kinnabulla	194	113 0 11	3 19 11	1,402 7 0	1,519 7 10	1,644	1,641	37	..	2	..	75	..	..	..
Curyo	804	230 3 9	17 12 0	1,697 17 7	1,945 13 4	1,610	1,567	54	11	13	..	13	11	2	..
Watchuppa	415	110 9 7	10 4 6	1,730 16 4	1,851 10 5	1,892	2,273	60	..	3	..	10	1	5	..
Woomelang	2,138	922 12 4	103 6 0	4,223 9 3	5,249 8 1	4,301	4,209	58	4	50	..	164	11	6	..
Lascelles	901	543 10 5	54 8 11	1,279 12 6	1,877 11 10	1,283	2,449	51	1	7	..	87	..	11	..
Gama	103	60 6 6	2 7 10	768 16 5	831 10 9	745	1,309	22	..	..	..	4	..	1	..
Torpey's Siding	..	..	..	85 2 1	85 2 1	101	78	..	..	..	..	..	..	..	..
Turriff	460	239 7 3	17 3 7	799 1 1	1,055 11 11	948	476	..	..	..	..	2	1	..	..
Speed	1,072	463 7 10	40 6 9	1,749 18 10	2,253 13 5	1,277	1,687	48	5	24	3	73	15	9	..
Tempy	817	315 1 6	31 13 10	1,737 13 7	2,084 8 11	1,663	2,002	56	1	4	..	39	5	5	..
Gypsum Siding	31	23 3 5	..	571 7 9	594 11 2	769	279	..	..	..	..	..	..	..	..
Bronzewing	60	31 13 4	0 15 2	565 1 9	597 10 3	740	236	2	..	..	..	..	..	..	..
Nunga	39	25 16 4	0 1 1	361 18 7	387 16 0	487	234	..	..	..	..	19	..	..	..
Ouyen	4,296	3,167 6 7	312 9 2	4,681 16 10	8,161 12 7	3,892	6,475	135	35	43	1	162	14	23	..
Kaimal	99	45 6 6	0 18 7	1,496 2 0	1,542 7 1	1,382	394	54	2	2	..	17	..	1	..

APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.															
	Outwards.					Outwards.	Outwards.	Outwards.	Inwards.	Outwards.				Inwards.									
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.						Tons.	Tons.	Number of Trucks.				Number of Trucks.							
						Sheep.	Cattle.	Horses.	Pigs.			Sheep.	Cattle.	Horses.	Pigs.								
<i>Section No. 13.—OUYEN-PANITYA LINE.—continued.</i>																							
Linga ..	122	£ 60 17 2	£ 9 0 1	£ 8,791 17 3	8,861 14 6	10,279	1,680	35	..	..	..	..	29	..	..	..	..		
Boinka ..	116	78 2 5	9 17 4	1,909 16 5	1,997 16 2	2,114	265	22	..	..	..	..	8	..	..	..	..		
Tutye ..	131	85 17 11	13 15 1	2,537 10 5	2,637 3 5	2,600	1,094	43	3	..	..	..	4	..	..	..	..		
Cowangie ..	212	190 17 3	29 10 8	5,477 12 0	5,697 19 11	4,814	1,346	146	5	5	..	..	13	2	..	..	..			
Danyo ..	41	44 7 11	2 7 4	2,706 9 5	2,753 4 8	2,575	368	48	..	..	..	..	7	..	..	..	..		
Murrayville ..	421	380 2 10	62 10 6	6,821 7 3	7,264 0 7	5,942	2,534	169	19	28	1	..	32	5	2	..	..				
Carina ..	15	4 10 9	0 2 9	3,108 8 7	3,113 2 1	3,314	819	74	..	..	..	..	14	..	..	..	..		
Panitya ..	18	1 19 9	5 18 7	10,689 7 5	10,697 5 9	9,256	918	354	..	..	..	..	70	..	1	..	2		
<i>Section No. 14.—REDELIUS-MORKALLA LINE.</i>																							
Thurla ..	..	..	1 16 0	22 15 0	24 11 0	9	32	1	..	..	..	..	4	..	..	..	..		
Benetook ..	6	0 10 5	1 15 7	69 17 8	72 3 8	9	39	4	..	..	..	..	5	..	..	..	..		
Pirlta ..	13	0 13 8	1 11 1	99 9 2	101 13 11	25	42	2	..	1	..	..	8	..	..	..	..		
Merrinee ..	49	13 12 3	3 10 5	557 14 7	574 17 3	913	1,367	17	2	2	..	..	28	..	2	..	..				
Karawinna ..	34	22 16 4	3 9 9	443 7 2	469 13 3	267	389	11	..	..	..	..	8	..	..	..	..		
Werrimull ..	94	87 19 1	14 10 4	1,373 17 10	1,476 7 3	343	830	41	3	23	..	..	1	..	1	..	..				
Bambill ..	23	15 12 1	2 14 3	729 8 6	738 14 10	444	194	36	..	3	..	..	9	..	1	..	..				
Yarrara ..	40	43 9 11	3 7 11	395 18 8	442 16 6	279	401	9	..	2	..	..	3	..	..	..	..		
Meringur ..	77	68 7 8	6 0 7	1,835 11 9	1,905 0 0	897	256	96	4	7	1	..	11	1	1	..	..				
Karween ..	10	0 11 3	0 19 3	378 3 9	379 14 3	413	145	13	..	1	..	..	..	1	..	..	..			
Morkalla ..	11	4 1 6	4 5 3	938 8 6	946 15 3	735	133	16	..	2	..	..	9	1	2	..	..				
<i>Section No. 15.—BENDIGO-KULWIN LINE.</i>																							
California Gully ..	1,170	26 2 11	..	36 9 3	62 12 2	43	3,964	..	..	..	..	..	..	..	..	..	..
Eaglehawk ..	2,511	369 1 3	89 4 7	553 10 4	1,011 16 2	681	4,511	..	..	..	..	..	..	..	..	..	..
Marong ..	267	50 9 8	9 2 10	98 19 4	158 11 10	49	1,665	20	..	1	..	..	16	6	..	..	..			
Leichardt ..	61	9 0 3	3 1 1	143 8 0	155 9 4	84	291	34	..	3	..	..	..	..	3	..	..				
Derby ..	81	16 15 4	6 9 7	185 4 11	208 9 10	139	364	37	1	..	..	..	19	2	12	..	..				
Bridgewater ..	1,144	231 19 5	36 9 4	15,152 4 5	15,420 13 2	25,727	28,824	156	38	15	..	..	93	15	20	..	..				
Inglewood ..	1,443	487 18 5	66 12 11	1,438 6 10	1,992 18 2	2,108	779	32	1	2	..	..	22	12	..	..	..			
Karting ..	54	13 10 8	3 8 8	361 3 5	378 2 9	628	145	35	..	1	..	..	14	..	..	..	..		
Glenalbyn ..	106	24 0 2	4 13 4	615 17 9	644 11 3	1,050	95	10	..	1	..	..	11	..	1	..	..				
Wedderburn Junction ..	310	137 7 9	20 11 11	281 19 3	439 18 11	257	146	33	..	1	..	..	30	10	2	..	..				
Korong Vale ..	1,751	482 6 1	75 5 4	1,104 9 11	1,662 1 4	1,787	2,136	44	26	..	..	..	17	13	1	..	..				
Wychitella ..	108	47 13 5	4 14 6	843 1 2	895 9 1	963	658	53	19	..	..	..	16	7	..	..	..			
Backrabanyule ..	176	63 13 9	9 7 8	851 11 6	924 12 11	1,609	420	28	..	2	..	..	11	..	2	..	..				
Barrakee ..	51	16 19 4	2 18 3	923 19 2	948 16 9	1,292	425	46	1	1	..	..	15	1	..	..	..			
Charlton ..	1,684	793 14 5	140 1 1	19,066 13 1	20,000 8 7	26,463	29,372	190	10	10	..	..	72	12	3	..	..				
Toddywaddy ..	40	12 11 4	2 19 5	379 15 7	395 6 4	405	307	27	..	1	..	..	18	1	1	..	..				
Glenloth ..	124	47 7 4	9 17 11	711 13 4	768 18 7	494	831	61	3	9	..	..	8	..	6	..	..				
Fairview ..	..	..	..	3 2 4	3 2 4	..	25	..	..	..	..	..	..	..	..	..	..
Wycheproof ..	1,137	495 2 6	121 15 7	5,116 3 3	5,733 1 4	5,609	4,095	260	22	31	..	..	138	23	20	..	..				
Dumosa ..	33	17 0 4	5 10 10	2,179 1 7	2,201 12 9	2,843	858	93	..	1	..	..	20	..	7	..	..				

Nullawil	122	77 18 11	22 3 6	2,499 11 4	2,899 13 9	3,151	1,325	100	3	11	..	25	1	6	..	
Warne	16	16 8 5	0 1 4	247 0 11	263 10 8	532	256	3	..	..	..	..	..	1	..
Culgoa	138	99 16 9	24 1 10	2,704 10 8	2,828 9 3	2,626	1,375	107	12	9	..	78	..	..	..
Berriwillock	173	130 19 5	36 8 5	4,200 18 5	4,368 6 3	6,259	1,729	80	1	5	..	24	2	1	..	
Boigbeat	15	13 13 1	0 12 11	720 2 1	734 8 1	1,007	517	11	..	1	..	..	..	..	..
Sea Lake	594	443 16 7	123 15 10	11,074 3 4	11,641 15 9	13,914	7,272	104	6	21	..	44	4	4	2	
Ninda	7	0 8 10	0 8 7	559 14 1	560 11 6	861	139	13	..	..	..	8	..	1	..
Nyarrin	79	24 11 10	2 12 1	1,651 1 10	1,878 5 9	2,277	368	34	1	3	..	5	..	..	..
Nandaly	143	47 11 4	12 2 8	1,072 12 10	1,132 6 10	1,021	619	30	..	8	..	..	..	2	..
Pier Millan	85	21 1 10	1 11 8	1,326 2 10	1,348 16 4	1,632	419	13	1	..	..	2	..	1	..
Mittyack	59	42 15 9	5 10 5	1,924 1 5	1,972 7 7	1,979	568	55	2	6	..	15	..	3	..	
Leitpar	13	4 17 11	0 5 7	523 15 7	528 19 1	685	228	..	..	..	..	..	..	..	..
Kulwin	48	39 17 4	6 2 0	1,978 15 4	2,024 14 8	1,810	520	54	3	4	..	1	1	1	..	
Section No. 16.—WEDDERBURN LINE.		388	20 18 5	32 6 10	3,751 1 7	3,804 6 10	5,826	2,081	67	3	6	..	13
Section No. 17.—KORONG YALE-LETTE LINE.		188	41 9 3	12 1 5	768 7 9	821 18 5	549	488	87	..	..	49	11	..	..
Borong	328	82 9 10	13 11 1	1,325 9 5	1,421 10 4	384	446	142	9	..	..	59	3	1	..
Mysia	1,312	594 3 2	160 10 0	4,841 0 6	5,595 13 8	5,171	3,165	299	29	19	17	147	25	8	..	
Boort	157	65 10 4	10 11 10	1,206 14 1	1,282 16 3	784	671	104	..	..	..	44	..	..	..
Barraport	245	69 18 0	5 8 3	793 5 4	778 11 7	1,095	242	24	12	..	..	10	..	5	..
Gregdwin	150	24 6 4	2 8 0	695 7 4	722 1 8	919	343	17	..	..	..	9	..	..	..
Oakvale	1,642	584 10 6	144 0 11	2,919 3 10	3,647 15 3	2,562	3,042	166	2	26	..	157	6	22	..	
Quambatook	166	58 1 7	2 14 9	899 15 9	960 12 1	1,143	578	15	..	..	..	5	..	..	..
Cannie	669	259 10 7	52 8 2	2,018 10 11	2,330 9 8	1,557	1,409	111	5	9	..	40	1	8	..	
Lalbert	124	66 11 8	5 18 8	2,522 14 0	2,595 4 4	3,014	945	62	..	..	..	17	..	..	..
Meatian	715	433 18 3	61 4 11	1,942 2 10	2,437 6 0	2,237	2,830	71	2	2	..	54	..	2	..	
Ultima	30	6 1 6	0 3 7	519 11 2	525 16 3	525	275	20	..	..	..	21	..	..	..
Gowanford	137	81 17 1	9 9 3	940 19 3	1,032 5 7	1,072	660	34	..	..	..	6	..	..	..
Waltchie	208	90 1 6	10 7 5	973 5 0	1,073 13 11	964	496	39	3	2	..	34	..	..	..
Chillingollah	167	143 11 4	18 14 2	1,538 1 0	1,700 6 6	1,302	1,003	52	..	..	..	7	..	2	..
Chinikapook	29	17 14 2	0 11 8	404 1 9	422 7 7	506	123	..	..	..	..	..	..	..	..
Cocamba	561	435 3 8	66 13 11	3,235 13 8	3,737 11 3	3,356	2,968	90	5	9	..	..	1	4	..
Manangatang	48	44 16 4	2 14 4	189 2 10	189 2 10	80	..	..	..	..	..	..	..	..	..
Public Works Siding	11	7 3 6	0 5 4	2,865 9 4	2,913 0 0	3,359	562	16	..	..	..	..	..	..	..
Bolton	141	125 17 2	14 7 1	3,483 6 8	3,623 10 11	3,245	775	74	3	9	1	2	..	..	..
Koimbo	11	8 10 7	0 0 8	76 11 8	85 2 11	91	45	..	..	..	..	..	..	..	..
Annuello	79	76 4 3	16 11 1	2,071 14 11	2,164 10 3	2,107	340	37	..	..	..	20	..	1	..
Margooya	229	194 5 9	50 19 10	4,210 4 2	4,455 9 9	3,742	807	24	1	1	..	8	1	2	..	
Bannerton .. .. .	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..
Robinvale .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Euston .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Benauec .. .. .	..	..	..	..	..	..	34	..	..	..	..	..	..	..	..
Koorakee .. .. .	..	..	..	..	..	..	28	..	..	..	..	..	..	..	..
Section No. 18.—EAGLEHAWK-YUNGERA LINE.		255	15 12 5	2 3 5	0 16 10	18 12 8	..	..	..	..	..	..	..	..	..
Myer's Flat	99	13 4 9	0 2 5	15 6 7	28 13 9	48	1,209	..	..	..	1	..	..	..	..
Woodvale	919	98 9 6	6 7 4	85 2 1	189 18 11	207	3,316	..	..	..	..	..	..	..	..
Sebastian	3,333	310 9 1	35 19 6	823 9 7	1,169 18 2	263	4,890	102	14	7	..	40	14	5	..	
Raywood	1,203	163 0 6	10 12 3	284 15 3	458 8 0	196	1,023	56	..	1	..	21	2	3	..	
Tandarra	1,588	272 2 9	29 13 3	928 13 8	1,235 9 8	321	964	170	72	14	..	110	26	6	..	
Dingee	643	154 13 4	8 16 4	830 18 4	994 8 0	297	825	115	..	..	..	44	12	3	..
Prairie	1,688	403 15 11	51 7 10	1,338 10 4	1,793 14 1	355	1,370	199	34	8	..	148	29	7	..	
Mitiamo	646	129 14 8	14 8 4	398 4 3	542 7 3	84	356	55	..	..	..	19	2	1	..
Mologa	2,687	930 13 1	184 18 1	7,277 8 2	8,392 19 4	15,986	2,950	311	117	12	45	82	34	9	..	
Pyramid	420	89 3 10	12 4 11	685 13 2	787 1 11	207	265	37	3	..	..	13	1	1	..
Mincha	1,213	377 0 6	27 15 10	1,432 1 3	1,836 17 7	490	978	131	84	1	12	31	18	3	1	
Macorna	357	96 7 8	12 4 5	608 6 7	716 18 8	238	338	44	6	..	..	27	1	1	..
Tragowel	24	14 12 6	0 1 3	..	14 13 9	..	..	..	..	..	..	..	..	..	..
South Kerang	8,563	4,332 3 3	608 14 10	13,342 17 10	18,483 15 11	9,018	18,234	524	176	38	60	364	163	32	15	
Kerang .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 18.—EAGLEHAWK-YUNGERA LINE—continued.</i>															
		£ s. d.	£ s. d.	£ s. d.	£ s. d.										
Fairley	52	9 10 5	3 3 3	77 7 10	90 1 6	6	1,559	10	..	..	..	..	..	..
Lake Charm	490	212 0 8	23 4 6	5,679 8 10	5,914 14 0	5,891	1,890	57	4	1	..	14	8	..	
Mystic Park	643	165 2 0	9 3 4	3,168 10 6	3,342 15 10	2,872	1,946	94	..	..	..	20	1	4
Tresco	629	237 18 10	12 19 9	1,878 5 0	2,129 3 7	1,504	710	..	..	..	..	2	..	..
Lake Boga	1,071	450 2 7	71 17 5	3,316 3 5	3,838 3 5	2,854	1,316	91	5	1	..	80	9	2	
Pental	3	2 0 9	..	27 15 8	29 16 5	32	40	..	..	..	..	..	..	..
Swan Hill	10,266	6,895 14 5	682 17 3	8,249 10 1	15,828 1 9	5,026	17,717	601	122	38	82	386	158	39	
Swan Hill Live Stock .. .. .	..	..	..	3,150 14 7	3,150 14 7	..	..	..	..	..	..	..	..	..
Woorinen	1,182	366 14 7	26 18 11	5,864 16 11	6,258 10 5	4,776	4,301	..	..	..	..	..	..	..
Pira	739	62 9 7	1 19 5	392 0 5	456 9 5	485	434	2	..	..	..	9	..	..
Nyahwest	2,186	832 6 6	101 5 4	8,138 17 10	9,072 9 8	6,586	5,978	28	1	7	..	37	..	7	
Miralic	167	30 5 5	1 1 2	318 5 0	349 11 7	479	316	..	..	..	..	..	..	..
Piangil	528	262 8 2	49 17 11	3,717 9 1	4,029 15 2	3,540	1,398	91	6	5	..	69	11	3	
Coonmur	2	2 3 4	..	135 1 1	137 4 5	215	27	..	..	..	..	16	..	..
Natya	53	20 17 2	2 7 0	1,496 3 4	1,519 7 6	1,556	346	61	..	..	..	..	..	..
Kooloonong	66	45 3 0	6 19 2	4,876 1 7	4,928 3 9	5,719	1,413	109	12	5	..	7	5	6	
Koorkab .. .. .	..	..	..	1,007 0 5	1,007 0 5	1,335	30	..	..	..	..	..	..	..
Yungera	24	17 1 6	36 13 3	646 14 7	700 9 4	649	151	32	..	..	..	..	..	..
<i>Section No. 19.—KFRANG STONY CROSSING LINE.</i>															
Westby	2	0 2 2	..	0 11 4	0 13 6	3	1,398	..	..	..	..	..	..	..
Myall	46	3 3 10	0 0 8	421 1 4	424 5 10	91	178	46	..	..	..	3	1	..
Murrabit	983	95 8 5	35 11 9	3,514 9 7	3,645 9 9	2,212	2,777	88	16	2	..	36	12	5	
Ballbank .. .. .	..	..	..	329 6 6	329 6 6	169	20	43	..	..	..	28	1	..
Nacurrie .. .. .	..	..	..	1,232 15 2	1,232 15 2	1,317	113	63	1	..	..	31	..	1
Wetuppa .. .. .	..	..	0 3 10	575 18 11	576 2 9	621	25	18	..	..	..	31	7	..
Coobool .. .. .	..	..	..	108 17 11	108 17 11	26	11	5	..	..	..	53	..	..
Dilpurra	1	1 9 9	..	2,608 7 1	2,609 16 10	2,823	231	46	..	2	..	65	4	..	
Tneloga .. .. .	..	..	..	0 18 5	0 18 5	7	1	..	..	..	..	..	..	..
Stony Crossing .. .. .	..	..	3 17 9	115 14 7	119 12 4	11	68	13	3	..	..	1	4	..
<i>Section No. 20.—COHUNA LINE.</i>															
Hunter	116	21 6 5	0 1 3	73 2 3	94 9 11	65	539	9	..	..	..	55	..	..
Warragamba	91	21 17 5	..	187 11 7	209 9 0	41	531	23	7	6	..	8	..	3	
McCull	8	1 15 2	..	398 15 8	400 10 10	33	259	108	..	..	..	38	2	2
Lockington	586	182 11 1	54 15 8	1,799 16 3	2,037 3 0	570	2,623	207	57	3	22	57	12	2	
Kotta	82	34 18 2	6 18 7	905 1 11	946 18 8	259	712	133	1	..	..	26	1	..
Roslynmead	50	20 6 11	..	319 11 2	339 18 1	60	70	42	..	..	..	3	..	1
Patho	99	45 18 7	4 5 9	211 8 6	261 12 10	47	79	31	12	..	..	3	1	..
Gunbower	472	221 18 7	44 16 5	2,718 7 8	2,985 2 8	1,347	918	104	91	10	27	13	12	6	
Leitchville	683	381 15 7	43 0 10	1,686 1 4	2,110 17 11	488	1,548	65	71	8	49	18	10	4	
Keely	66	40 6 4	0 5 5	29 9 8	70 1 5	42	74	..	..	..	..	..	..	..
Cohuna	1,267	847 16 1	131 19 1	4,535 10 2	5,515 5 4	1,735	3,692	189	172	6	87	21	62	1	

Section No. 21.—BALRANALD LINE.

Benarca	2	0 1 10	0 8 8	269 2 1	269 12 7	86	78	50	2	..	..	38	13	..	..
Womboota	28	5 8 8	5 18 0	973 17 11	985 4 7	67	268	147	11	..	..	128	72	..	5 .. 1
Thyra	6	1 9 6	0 15 9	562 18 8	565 3 11	61	187	77	5	1	..	121	31	..	1 ..
Bunnaloo	43	13 1 5	5 12 4	1,223 19 1	1,242 12 10	286	383	120	26	2	..	166	63	..	2 ..
Tantonan	22	9 0 6	1 14 1	978 10 11	989 14 6	1,308	123	36	..	..	1	48	..	..	1 ..
Caldwell	73	45 18 4	3 7 0	1,125 8 6	1,174 13 10	197	470	134	5	..	..	134	13	..	..
Yallakool	13	3 0 5	3 0 5	482 14 10	494 6 1	43	68	77	..	..	..	143	30	..	3 ..
Wakool	195	95 18 6	20 7 1	3,230 14 6	3,347 0 1	2,754	1,001	146	7	3	..	79	12	..	2 ..
Burraboi	67	46 8 11	4 1 0	4,089 9 6	4,139 19 5	4,357	350	124	7	1	..	51	10	..	1 ..
Jimaringle	20	14 3 6	0 15 1	142 13 8	157 12 3	41	33	12	..	..	..	..	..	..	..
Niemur	67	61 19 11	2 17 0	1,612 12 7	1,677 9 6	1,397	303	49	14	1	..	117	12	..	2 ..
Dhuragoon	17	12 15 5	3 4 3	733 0 10	749 0 6	946	96	..	..	..	..	3	1	..	..
Moulamein	336	281 13 1	65 12 11	3,455 7 2	3,802 13 2	1,367	1,704	159	6	6	..	303	47	..	5 ..
Berambong	2	1 18 10	0 5 9	..	2 4 7	..	5	..	..	..	..	..	2	..	..
Perekerten	36	34 8 5	2 13 11	631 9 11	668 12 3	73	146	63	2	1	..	66	..	..	..
Moolpa	5	6 4 8	0 5 3	90 9 2	96 19 1	30	23	..	..	..	..	2	..	..	..
Impimi	..	0 1 7	0 1 7	290 0 7	290 2 2	8	30	28	..	..	..	48	3	..	1 ..
Yangalake	2	0 18 6	2 1 6	159 13 11	162 13 11	38	586	4	..	1	..	21	1	..	2 ..
Balranald	121	94 17 2	91 17 10	11,451 3 1	11,637 18 1	8,082	3,097	76	73	5	..	104	2	..	5 ..

Section No. 22.—PAISLEY-PORT FAIRY LINE.

Paisley	2,915	37 13 10	..	..	37 13 10	..	..	..	..	..	..	..	..	..	..
Oil Refineries Siding	1,170	36 8 2	..	33,052 11 7	33,088 19 9	22,913	468	..	..	..	..	..	..	..	..
Galvin	109	5 3 11	..	..	5 3 11	..	..	..	..	..	..	..	..	..	..
Laverton	26,727	791 7 11	35 15 4	3,889 14 10	4,716 18 1	3,589	2,154	..	..	1	..	..	51	..	1 ..
Aviation Siding	33,610	1,406 9 5	0 4 9	..	1,406 14 2	..	221	..	..	..	..	..	..	..	..
Werribee	217,937	7,814 6 1	542 12 10	4,264 17 3	12,621 16 2	4,970	17,483	556	27	411	..	547	70	..	298 ..
Manor	4,160	95 10 8	3 7 0	203 16 1	302 13 9	260	35	39	..	..	..	6	..	..	..
Little River	11,755	577 13 9	31 14 11	685 5 5	1,294 14 1	1,349	565	78	10	4	..	87	10	..	3 ..
Lara	11,790	576 10 1	52 4 10	2,231 10 6	2,860 5 5	6,188	2,287	110	7	6	..	90	2	..	12 ..
Corio	12,881	1,089 16 0	63 17 10	56 13 10	1,210 7 8	6	1,062	..	..	..	..	..	..	..	..
Distillers' Siding	..	..	..	459 10 1	459 10 1	794	2,289	..	..	..	..	..	..	..	..
Phosphate Siding	..	..	..	56,901 8 5	56,901 8 5	143,401	2,736	..	..	..	..	..	..	..	..
North Shore	4,647	303 18 8	25 0 2	0 1 4	329 0 2	..	4,734	..	..	..	..	..	..	..	..
Corio Quay and Harbour Trust Siding	..	..	..	27,516 16 7	27,516 16 7	73,397	3,425	..	..	..	..	..	..	..	..
North Geelong	7,483	1,102 6 4	93 0 9	25,833 16 2	27,029 3 3	42,768	15,766	687	436	16	..	943	631	..	8 1
Geelong	327,761	49,178 15 8	4,312 4 5	27,992 16 1	81,483 16 2	91,095	100,191	2	16	99	75	4	10	..	159 4
Geelong Pier	..	..	..	27,242 18 0	27,242 18 0	140,663	102,738	..	..	..	..	..	..	..	..
South Geelong	5,231	626 4 2	96 19 5	157 10 1	157 10 1	221	69,111	..	..	..	..	..	..	..	..
Marshall	627	37 8 8	4 8 4	147 13 6	189 10 6	25	432	22	20	3	..	18	31	..	9 ..
Grovedale	264	18 16 0	1 8 11	..	20 4 11	..	..	..	..	..	..	..	..	..	..
Pettavel	71	7 2 2	1 15 5	120 13 1	129 10 8	210	63	..	..	..	..	5	..	..	..
Moriac	972	122 15 10	22 6 6	529 15 7	674 17 11	580	548	72	1	8	1	45	4	..	3 ..
Buckley	494	59 19 11	8 7 7	240 8 0	308 15 6	548	346	1	1	5	..	50	..	..	7 ..
Winchelsea	3,566	629 8 7	69 3 10	1,946 5 11	2,644 18 4	2,472	1,235	188	48	2	..	21	8	..	4 ..
Armytage	142	33 19 2	2 19 6	92 15 4	129 14 0	166	111	..	2	..	..	..	1	..	..
Birregurra	3,260	777 13 10	97 12 8	2,484 6 10	3,359 13 4	1,266	1,818	275	193	5	..	38	15	..	8 ..
Warncoort	514	118 8 6	13 5 6	346 14 6	478 8 6	493	545	6	..	..	..	1	..	..	..
Irrewarra	814	267 13 4	13 7 3	1,245 8 6	1,526 9 1	790	223	115	56	7	..	48	22	..	5 ..
Colac	22,978	7,223 13 10	826 8 1	12,170 15 8	20,220 17 7	11,627	23,566	269	713	130	286	170	256	..	101 10
Larpen	1,126	152 5 10	11 9 0	335 13 4	499 8 2	356	869	12	1	..	..	13	8	..	2 ..
Pirron Yallock	1,821	388 15 11	19 15 6	999 4 2	1,407 15 7	640	1,529	47	56	7	1	36	7	..	4 2
Stoneyford	608	132 9 5	6 8 1	28 16 10	167 14 4	42	269	..	..	..	..	3	..	..	..
Pomborneit	910	200 16 4	20 14 11	134 8 11	356 0 2	56	1,668	12	2	..	3	8	5	..	6 ..
Weerite	564	162 13 11	21 5 8	2,609 11 4	2,793 10 11	374	1,878	84	376	4	..	22	42	..	2 ..
Camperdown	14,446	5,091 6 1	472 12 3	9,186 10 8	14,750 9 0	3,327	16,263	371	737	31	75	76	92	..	37 ..
Boorcan	604	192 14 10	14 5 8	2,367 11 5	2,574 11 11	85	1,448	92	370	7	..	1	28	..	3 ..
Terang	11,245	4,166 17 0	413 1 5	14,237 4 1	18,817 2 6	4,853	14,075	453	1,199	22	95	51	91	..	29 2
Garvoc	987	189 0 9	29 2 2	651 11 3	869 14 2	66	2,097	34	92	..	..	8	7	..	1 ..
Panmure	1,200	263 9 6	14 0 8	132 16 5	410 6 7	53	1,880	..	..	..	..	4	2	..	4 ..
Cudgee	522	140 5 9	6 18 3	82 2 6	229 6 6	85	2,136	..	..	..	..	1	9	..	1 ..

APPENDIX NO. 28.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 22.—PAISLEY—PORT FAIRY LINE—continued.</i>															
Allansford	2,396	£ 628 18 5	43 6 1	3,365 5 11	4,037 10 5	898	6,085	57	385	5	..	4	12	6	..
Warrnambool	66,341	9,692 18 10	1,025 3 5	12,196 6 4	22,914 8 7	9,679	38,071	97	689	32	177	83	66	59	..
Warrnambool Boat Traffic .. .. .	..	..	..	470 11 10	470 11 10	3,956	3,956	..	..	..	..	..	..	..	..
Dennington	791	186 18 10	..	11,162 12 2	11,349 11 0	19,666	28,748	..	1	..	..	..	..	..	..
Hlowa	234	59 12 7	4 7 2	3,558 16 2	3,622 15 11	4,411	996	..	..	..	..	..	..	..	..
Koroit	2,303	573 9 4	80 18 2	6,238 1 8	6,892 9 2	2,287	3,453	250	434	9	..	33	69	8	..
Crossley	108	9 0 9	..	1,413 11 9	1,422 12 6	1,847	286	..	..	..	..	1	..	..	..
Kirkstall	176	49 15 1	..	15 19 2	65 14 3	5	331	..	..	..	..	..	..	..	..
Moyne	23	8 18 7	..	139 17 0	148 15 7	21	295	4	..	..	..	1	..	..	..
Rosebrook	17	3 13 6	..	0 0 9	3 14 3	..	258	..	..	..	..	..	..	..	..
Port Fairy	4,108	2,823 6 7	218 5 5	7,999 11 4	11,041 3 4	3,845	12,265	189	120	6	..	74	71	12	..
<i>Section No. 23.—GEE LONG—BALLARAT LINE.</i>															
Moorabool	2,310	74 9 4	3 12 1	122 6 6	200 7 11	152	30	12	..	..	..	24	..	2	..
Gheringhap	3,187	56 19 8	2 8 7	237 7 5	296 15 8	334	38	21	..	2	..	54	..	6	..
Bannockburn	3,444	277 5 6	21 3 9	213 6 6	511 15 9	404	589	9	..	4	1	12	1	6	..
Lethbridge	5,755	281 10 8	28 13 1	98 5 0	408 8 9	71	211	18	..	1	..	26	..	4	..
Lethbridge Quarries .. .. .	..	..	..	297 0 10	297 0 10	1,154	..	..	..	..	..	..	..	..	..
Medina Siding .. .. .	..	..	..	..	..	..	618	..	..	..	..	..	..	..	..
Meredith	3,340	402 5 5	30 6 8	1,447 2 4	1,879 14 5	2,774	918	122	16	4	..	22	1	4	..
Elaine	2,120	238 4 10	22 10 10	956 5 2	1,217 0 10	2,532	589	8	..	3	..	7	1	..	..
Lal Lal	1,571	131 17 7	9 1 11	395 10 5	536 9 11	902	152	..	..	..	..	5	..	..	..
Yendon	1,018	94 18 9	7 0 11	131 11 6	233 11 2	41	528	33	..	6	..	13	7	9	..
Navigator	929	42 19 1	0 12 9	0 1 11	43 13 9	..	..	..	..	..	..	..	..	..	..
<i>Section No. 24.—SUNSHINE—SERVICETON LINE.</i>															
Leather Cloth Siding .. .. .	..	..	..	..	..	..	5,899	..	..	..	..	..	..	..	..
Ardeer	10	0 5 7	..	2,259 2 3	2,259 7 10	478	1,420	..	..	..	..	..	..	..	..
Deer Park	18,936	352 3 5	9 13 10	87 14 6	449 11 9	98	617	..	..	..	..	21	6	..	..
Rockbank	5,883	268 0 1	32 3 9	744 5 1	1,044 8 11	2,389	2,357	14	..	..	..	15	..	1	..
Clark's Crossing	43	2 11 4	..	..	2 11 4	..	..	..	..	..	..	..	..	..	..
Melton	23,927	1,109 1 2	72 3 6	2,120 13 0	3,301 17 8	6,774	3,637	52	6	13	..	76	4	14	..
Staughton	66	4 1 6	..	66 15 5	70 16 11	260	32	..	..	..	..	..	..	..	..
Parwan	3,519	162 7 0	8 15 1	863 7 8	1,039 9 9	3,226	226	29	..	..	..	42	..	..	..
Bacchus Marsh	46,068	3,314 9 11	249 18 10	2,797 1 6	6,361 10 3	5,266	7,395	115	24	7	..	79	48	7	..
Rowlsley	579	27 9 5	2 6 11	2,029 2 4	2,058 18 8	6,441	295	..	..	..	..	1	..	..	..
Ingliston	697	50 11 4	5 13 7	73 14 10	129 19 9	37	390	8	..	1	..	28	..	2	..
Ballan	11,798	1,464 16 2	152 12 8	1,797 13 11	3,415 2 9	1,157	1,848	356	89	4	..	117	24	12	..
Bradshaw	65	7 7 3	0 13 5	0 17 11	8 18 7	..	15	..	..	..	..	..	..	..	..
Llandello	4	0 4 5	..	735 3 8	735 8 1	1,899	129	..	..	..	..	..	..	..	..
Gordon	5,898	621 2 8	31 10 3	1,348 4 5	2,000 17 4	3,122	650	2	..	1	..	1	..	3	..
Millbrook	1,951	165 16 5	6 15 10	338 7 4	510 19 7	447	136	39	8	..	..	15	1	1	..
Wallace	3,769	248 14 11	11 7 2	1,456 12 4	1,716 14 5	2,430	721	29	14	7	1	16	3	2	..
Bungaree	7,499	488 5 2	19 0 3	7,926 0 2	8,433 5 7	13,297	873	7	..	..	..	28	2	4	..
Dunnstown	5,468	197 5 6	4 11 2	472 11 9	674 8 5	1,118	508	..	..	..	..	2	..	..	..
Warrenheip	2,841	168 13 3	7 19 3	102 2 3	278 14 9	158	27	..	..	..	..	1	3	..	..

Ballarlat East																					
Ballarlat	8,655	1,357 14 1	317 11 5	3,546 3 5	5,221 8 11	4,882	18,979														
North Ballarat	162,749	39,040 3 1	4,698 4 10	46,824 19 9	90,563 7 8	35,592	98,858	1,279	512	304	215	1,506	738	359	274						
White's Siding	000	57 14 10	0 12 9		58 7 7																
Wendouree	39	11 4 1		1,487 15 7	1,487 15 7	2,999															
Windermere					11 4 1																
Burrumbect	341	43 11 0	5 19 1	1,363 18 5	1,413 8 6	2,267	281						38								
Trawalla	968	138 1 10	15 0 2	2,326 7 4	2,479 9 4	2,892	774	142	19	3			32	2							
Beaufort	803	126 2 0	14 5 3	1,162 0 2	1,302 7 5	1,297	1,021		32	2			31	1							
Middle Creek	9,632	2,037 10 10	260 15 0	3,997 19 10	6,296 5 8	4,318	4,239	291	60	5			37	18							
	435	80 13 3	8 11 10	1,227 3 11	1,316 9 0	1,142	455	59	60	2			9	14							
Buangor	1,298	215 14 6	17 2 4	1,061 16 3	1,294 13 1	1,182	895	83		2			12	7							
Dobie	173	43 5 1	5 14 1	122 19 6	171 18 8	96	297						1	1							
Ararat	27,243	7,850 1 10	753 2 2	4,295 8 2	12,898 12 2	2,487	14,562	257	25	22	5	160	114	21	4						
Armstrong	655	62 13 9	2 19 8	59 14 2	125 7 7	121			1												
Irvine's Siding				394 18 9	394 18 9	324		49													
Great Western																					
Stawell	735	156 2 0	25 1 5	3,586 16 8	3,768 0 1	10,191	852	1	1				1	1							
Deep Lead	24,544	6,496 2 7	495 11 6	18,306 13 6	25,298 7 7	32,910	18,702	139	27	12	3	125	64	13	4						
Glenorchy	89	9 13 11	1 10 3	290 19 6	302 3 8	1,281	52														
Wal Wal	4,495	393 19 10	79 8 9	5,170 13 10	5,644 2 5	9,090	1,197	86	13	8			60	4							
	282	44 2 5	6 1 2	915 0 10	965 4 5	1,274	267														
Lubeck	2,487	274 2 3	20 16 3	2,424 5 8	2,719 4 2	2,832	5,379	132		1			78	1							
Ashens	197	9 17 6			9 17 6																
Murtoa	10,335	3,113 19 10	223 4 2	18,888 2 1	22,225 6 1	26,324	23,628	97	37	1			97	15							
Jung	1,415	220 6 10	18 8 1	2,756 10 11	2,995 5 10	4,355	3,323						7								
Doon	445	204 0 4	19 5 7	2,124 0 5	2,347 6 4	2,505	4,272	43	1	15	3	52		7	1						
Horsham																					
Dahlen Siding	21,173	9,077 10 1	1,126 13 9	28,271 0 8	38,475 4 6	42,557	37,120	480	32	38		661	32	21							
Pimpino				1,048 19 5	1,048 19 5	1,621	234														
Wail	244	36 4 10	13 9 7	3,319 0 5	3,368 14 10	4,620	793	18		1											
Dimboola	294	26 5 9	2 8 5	1,641 13 3	1,670 7 5	2,586	973						4								
	6,174	2,110 6 5	292 6 5	9,089 0 10	11,491 13 8	14,264	9,943	156	21	64		86	11	49							
Gerang Gerung																					
Kiata	166	31 15 3	10 10 2	4,027 3 2	4,069 8 7	5,781	2,555			3	6		15								
Salisbury	391	75 0 11	32 18 4	2,273 8 6	2,358 6 11	2,595	865	41					7								
Nhill	94	17 4 10	1 17 7	1,329 18 6	1,349 0 11	1,914	1,523														
Tarranginnie	6,004	3,081 12 11	381 12 0	16,347 11 10	19,810 16 9	15,874	10,130	466	45	53		202	13	2							
	192	15 7 7	5 18 3	1,083 15 3	1,105 1 1	1,656	1,903	21				26	2								
Diapur	521	64 13 7	3 12 10	1,949 15 0	2,018 1 5	3,386	307						2								
Miram	538	86 5 7	32 18 4	5,042 1 9	5,161 5 8	5,932	2,983	39	5	23		19	2	3							
Kaniva	2,509	1,443 14 11	193 2 7	7,642 2 1	9,278 19 7	7,766	4,871	174	23	15		74	2	2							
Lillimur	284	53 8 4	16 12 4	7,428 5 11	7,498 6 7	9,713	4,146	73	13	2		15	1								
Serviceton	1,001	636 9 3	25 13 1	6,739 19 5	7,402 1 9	8,060	2,955	127	10	7		18	4								

Section No. 25.—WILLIAMSTOWN LINE.

South Kensington	228,760	2,950 16 6	29 14 1	6,418 15 7	9,399 6 2	25,353	59,472															
Angliss' Siding				2,983 17 9	2,983 17 9	19,751	5,436															
Footscray	3,522,311	58,948 4 1	1,534 0 0	69,821 0 10	130,303 4 11	127,869	45,985															
Seddon	1,321,228	19,667 14 0	147 17 5		19,815 11 5																	
Yarraville	1,617,114	25,073 6 10	232 19 6	46,754 5 7	72,060 11 11	96,826	14,657															
Spotswood	464,934	7,293 10 8	427 17 3	192,272 0 10	199,993 8 9	119,104	45,922															
Newport	1,858,542	33,956 10 11	416 0 5	8,438 4 9	42,810 16 1	9,408	41,249															
Austral Meat Siding				1,373 17 7	1,373 17 7	7,445	591															
North Williamstown	1,055,402	20,433 13 1	218 18 4	61 1 4	20,713 12 9	469	7,836					4,318	993									
Williamstown Beach	634,654	13,176 15 0	116 13 10		13,293 8 10																	
Williamstown	413,035	8,723 5 0	125 1 0		8,843 6 0																	
Williamstown Pier	7,240	194 5 3	8 9 5	16,095 13 3	16,303 7 11	79,656	36,039															

Section No. 26.—NEWPORT-SUNSHINE LINE.

Thomas' Siding				2,432 19 1	2,432 19 1	18,879	17,615															
Glass Manufacturers' Siding							292															
McKenzie and Holland's Siding				55 11 0	55 11 0	18																
Brooklyn Pty. Ltd. Siding				68 11 10	68 11 10	180																
Jas. Hardie and Co.'s Siding				3,662 14 3	3,662 14 3	2,591	12,446															

APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.																									
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.																					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.																					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.																		
<i>Section No. 26.—NEWPORT-SUNSHINE LINE—continued.</i>																																	
Borthwick's Siding		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.																				
Little Brooklyn Siding																																	
Prossor's Siding																																	
Willis' Siding																																	
Williams' Highfield Siding																																	
Melbourne Quarries Siding																																	
Stanley Quarries Siding																																	
Commonwealth Quarries Siding																																	
<i>Section No. 27.—ALTONA LINE.</i>																																	
Seaholme	165,327	3,125	16	2	7	3	3	3,132	19	5									
Altona	252,676	5,440	7	7	45	7	3	2	1	0	5,487	15	10	10	1,429									
<i>Section No. 28.—FYANSFORD LINE.</i>																																	
Fyansford	104,443	3	0	104,443	3	0	160,170	83,567									
<i>Section No. 29.—QUEENSCLIFF LINE.</i>																																	
Cheetham's Salt Siding	7,767	12	3	7,767	12	3	14,239	50									
Leopold	220	3	3	220	3	3	320	44									
Curlew's	72	7	2	72	7	2	83	17									
Drysdale	760	77	0	11	6	15	7	310	12	7	394	9	1	475	544	12	4	2	..	14	4	1									
Mannerim	44	2	6	44	4	0	79	116	2									
Queenscliff	1,319	254	12	1	26	0	10	177	2	5	457	15	4	130	2,361									
<i>Section No. 30.—WENSLEYDALE LINE.</i>																																	
Layard	3	8	8	3	8	8	7	45									
Gherang	753	0	3	753	0	3	3,106	30									
Wormbete	151	8	3	151	8	3	970									
Wensleydale	329	15	3	329	15	3	1,821	17									
<i>Section No. 31.—FORREST LINE.</i>																																	
Whoorel	48	3	8	9	1	8	2	137	12	6	142	9	5	221	112									
Dean Marsh	161	26	11	2	8	6	0	2,202	18	7	2,327	15	9	3,438	939									
Pennyroyal	121	25	7	6	1	8	1	38	15	10	65	11	5	62	199	..	..	..	..	..	..	..	..		
Murroon	77	24	4	1	1	2	2	220	12	1	245	18	4	211	102	18	23	1	..	9	..	..	..							
Barwon	352	92	10	11	2	6	3	1,652	0	0	1,746	17	2	2,058	539	..	..	..	..	..	..	..	..		
Gerangamete	67	15	1	4	0	16	7	21	16	10	37	14	9	19	138	..	..	..	..	..	..	..	..		
Yaugher	21	6	3	2	0	18	7	30	3	10	37	5	7	26	94	..	..	..	..	..	..	..	..		
Forrest	886	278	8	10	23	17	10	7,519	4	6	7,821	11	2	12,407	2,695	..	..	..	..	1	2	2	..						
<i>Section No. 32.—CROWES LINE.</i>																																	
Elliminyt	13	0	4	4	0	4	4									
Coram	47	1	19	5	..	..	..	..	..	..	1	19	5	..	..	..	..	..	..	..	..	..	..
Barongrook	81	5	0	1	0	8	10	33	1	10	38	10	9	243	16	..	..	..	..	..	..	..	..		
Birnam	36	2	17	3	..	..	..	..	..	..	2	17	3	..	11	..	..	..	..	..	..	..	..		
Kawarren	82	6	9	1	0	8	9	2,522	4	8	2,529	2	6	3,960	125	..	..	..	..	..	..	..	..		

Lovat	19	3 2 8	..	49 9 3	52 11 11	348	8	..	..	..	..	..	..	..	..	..
Gellibrand	94	13 14 2	.. 4 11 8	1,377 17 6	1,396 3 4	2,604	360	.. 6	.. 7	..	..	..	..	..	..	..
Banool	8	2 1 0	.. 0 8 8	204 14 11	207 4 7	349	8	..	..	..	..	..	..	..	..	..
Wimba	3	0 10 0	.. 0 5 2	29 4 4	29 19 6	11	44	.. 4	.. 1	..	..	..	..	..	..	..
McDevitt	2	0 4 4	.. ..	1 3 4	1 7 8	1	..	..	..	..	..	..	..	..	..	..
Dinmont	19	1 5 8	.. ..	86 13 9	87 19 5	101	..	..	..	..	..	..	..	..	..	..
Ditchley	13	4 11 7	.. 0 1 9	0 10 3	5 3 7	..	3	..	.. 1	..	..	..	..	..	..	..
Beech Forest	84	29 0 6	.. 12 6 5	588 11 7	629 18 6	629	933	.. 14	.. 18	.. 1	..	..	..	..	..	..
Ferguson	2	0 17 6	.. 0 3 11	358 15 5	359 16 10	562	833	..	..	..	..	..	..	..	..	..
Weaprounah	1	0 4 9	.. 0 1 3	469 15 8	470 1 8	617	224	.. 6	.. 2	.. 1	..	..	..	..	..	..
Pile Siding	..	..	.. ..	964 16 5	964 16 5	1,464	9	..	..	..	..	..	..	..	..	..
Wyclangta	7	0 11 4	.. 0 3 2	126 4 8	126 19 2	174	122	..	..	..	..	..	..	..	..	..
Stalker	2	0 10 8	.. 0 1 3	1,339 9 11	1,340 1 10	1,144	18	..	.. 2	..	..	..	..	..	..	..
Laver's Hill	10	4 6 10	.. 0 10 4	1,195 11 11	1,200 9 1	1,489	743	.. 1	.. 38	.. 1	..	..	..	..	..	..
Crowes	5	0 2 1	.. 9 10 10	40 7 11	50 0 10	47	7	..	..	..	..	..	..	..	..	..
Section No. 33.—ALVIE LINE.																
Cororooke	56	12 19 4	.. 0 0 8	1,558 9 4	1,571 9 4	2,800	1,129	..	..	..	..	..	..	..	..	..
Coragulae	92	15 0 11	.. 0 1 4	2,179 19 1	2,195 1 4	3,733	332	..	..	..	..	..	..	..	..	..
Alvie	38	8 15 9	.. ..	667 7 6	676 3 3	730	1,060	.. 43	..	..	..	..	..	..	..	..
Section No. 34.—TIMBOON LINE.																
Naroghid	..	..	.. 0 14 2	40 10 5	41 4 7	69	565	..	..	..	..	..	..	..	..	..
Cobden	18	1 10 4	.. 32 0 4	3,985 7 9	4,018 18 5	2,201	6,707	.. 47	.. 189	.. 11	..	..	..	..	..	..
Ellingamite	2	0 2 0	.. 0 3 4	286 17 5	287 2 9	6	213	.. 46	..	..	..	..	..	..	..	..
Glenfyne	20	1 16 8	.. 1 6 2	80 6 6	83 9 4	291	335	..	..	.. 1	..	..	..	..	..	..
Gurdie	53	2 7 0	.. 4 8 5	3,505 8 3	3,512 3 8	8,735	737	..	..	..	..	..	..	..	..	..
Timboon	144	59 9 10	.. 30 9 0	2,132 13 4	2,222 12 2	490	4,319	.. 173	.. 129	.. 11	..	..	..	..	..	..
Victorian Agricultural Lime Siding	..	..	.. ..	1,987 15 6	1,987 15 6	5,350	98	..	..	..	..	..	..	..	..	..
Section No. 35.—MORTLAKE LINE.																
Mortlake	456	50 11 9	.. 31 12 0	6,557 8 8	6,639 12 5	1,659	8,304	.. 497	.. 275	..	..	..	..	..	..	..
Section No. 36.—KOROIT-HAMILTON LINE.																
Warrong	..	..	.. ..	0 5 9	0 5 9	..	182	.. 10	..	..	..	..	..	..	..	..
Woolsthorpe	3	1 3 3	.. 2 17 0	1,098 18 0	1,102 18 3	71	1,782	.. 161	.. 1	.. 5	..	..	..	..	..	..
Hawkesdale	28	7 12 1	.. 1 2 11	5,392 3 10	5,400 18 10	522	1,968	.. 427	.. 303	.. 5	..	..	..	..	..	..
Minhamite	1	0 4 1	.. 0 15 9	726 16 10	727 16 8	505	680	.. 79	.. 3	..	..	..	..	..	..	..
Purdeet	2	0 1 6	.. ..	243 5 11	243 7 5	357	1,499	..	..	..	..	..	..	..	..	..
Penshurst	1,243	202 18 9	.. 57 8 6	5,348 10 9	5,608 18 0	689	3,662	.. 408	.. 316	.. 13	..	..	..	..	..	..
Tabor	2	0 4 0	.. ..	542 8 1	542 12 1	854	452	.. 14	.. 14	..	..	..	..	..	..	..
Yatchaw	2	0 3 6	.. ..	1,407 3 3	1,407 6 9	747	335	.. 109	.. 34	..	..	..	..	..	..	..
Section No. 37.—GHERINGHAP-MAROONA LINE.																
Murgheboluc	..	..	.. ..	27 15 7	27 15 7	70	62	..	..	..	..	..	..	..	..	..
Inverleigh	401	67 1 11	.. 26 18 3	549 9 7	643 9 9	320	370	.. 95	.. 43	.. 10	..	..	..	..	..	..
Doroq	2	0 5 3	.. 5 4 8	82 15 10	88 5 9	171	155	.. 7	..	..	..	..	..	..	..	..
Wingeel	31	6 14 8	.. 6 3 0	641 5 4	654 3 0	447	700	.. 102	.. 14	..	..	..	..	..	..	..
Poorneet	19	6 19 3	.. ..	144 2 0	151 1 3	124	89	.. 31	.. 1	..	..	..	..	..	..	..
Duverney	17	9 16 0	.. 1 17 7	555 12 9	567 6 4	1,167	339	..	..	..	..	..	..	..	..	..
Berrybank	105	31 16 6	.. 16 7 4	2,063 1 4	2,111 5 2	1,456	1,449	.. 287	.. 27	.. 8	..	..	..	..	..	..
Guarkeet	18	1 19 11	.. 2 10 8	818 0 7	822 11 2	793	762	.. 94	..	.. 1	..	..	..	..	..	..
Lismore	248	91 5 3	.. 74 5 3	3,709 11 10	3,875 2 4	1,396	2,739	.. 590	.. 97	.. 15	..	..	..	..	..	..
Derrinallum	279	105 11 9	.. 59 12 4	4,315 5 9	4,480 9 10	1,037	3,419	.. 397	.. 227	.. 16	..	..	..	..	..	..
Vite Vite	86	33 18 10	.. 8 9 8	1,156 19 9	1,199 8 3	392	942	.. 143	.. 1	..	..	..	..	..	..	..
Pura Pura	257	80 0 10	.. 8 4 7	2,607 1 5	2,695 6 10	499	2,111	.. 246	..	.. 6	..	..	..	..	..	..
Nerrin Nerrin	192	84 6 10	.. 16 15 8	1,579 12 4	1,680 14 10	288	632	.. 153	.. 81	.. 6	..	..	..	..	..	..
Westmere	296	111 18 4	.. 36 9 2	5,716 3 3	5,864 10 9	2,587	4,821	.. 515	.. 90	.. 11	..	..	..	..	..	..
Miniera	166	63 0 10	.. 25 10 3	1,685 2 7	1,773 13 8	1,386	664	.. 95	.. 22	..	..	..	..	..	..	..
Tatyoan	142	38 8 9	.. 15 3 0	2,213 4 2	2,266 15 11	1,365	663	.. 284	.. 5	..	..	..	..	..	..	..

APPENDIX NO. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.				Tons.	Tons.	Number of Trucks.				Number of Trucks.	
						Sheep.	Cattle.			Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.										
<i>Section No. 38.—BUNINYONG LINE.</i>															
Eureka	..	..	..	6,128 14 0	6,128 14 0	6,789	6,440	..	..	..	..	..	..	..	561
Canadian	..	..	..	..	..	..	44	..	..	..	..	..	..	..	..
Buninyong	..	..	0 2 5	34 12 10	34 15 3	39	479	..	..	..	..	..	..	..	..
<i>Section No. 39.—BALLARAT-IRREWARRA LINE.</i>															
Cardigan	706	9 2 0	..	..	9 2 0	..	..	..	..	..	..	..	..	..	..
Kopke	311	5 2 8	0 1 8	..	5 4 4	..	..	..	..	..	..	..	..	..	..
Haddon	381	13 1 5	0 5 7	50 0 3	63 7 3	76	447	..	..	..	..	..	..	..	..
Nintingbool	105	1 10 1	..	..	1 10 1	..	..	..	..	..	..	..	..	..	..
Smythesdale	650	53 11 7	8 10 7	12 2 8	74 4 10	11	213	..	..	..	..	..	3	..	..
Scarsdale	2,600	118 4 11	3 3 1	67 8 10	183 16 10	96	60	..	..	3	..	..	..	1	..
Newtown	3,047	149 3 5	12 11 1	66 14 8	228 9 2	39	324	10	..	..	..	..	..	..	..
Perringa	24	5 18 2	0 4 7	472 8 8	478 11 5	2,152	236	..	..	..	..	2	..	1	..
Illabarrook	24	4 2 8	3 0 7	231 10 8	238 13 11	201	327	33	3	..	..	7	1	3	..
Rokewood	13	2 18 0	2 12 10	749 13 4	749 4 2	808	850	47	8	1	..	10	1	..	..
Werneth	22	4 3 8	1 2 5	436 9 9	441 15 10	791	422	1	..	2	..	..	..	1	..
Cressy	267	89 14 3	31 9 2	2,135 18 1	2,257 1 6	803	1,056	412	76	17	..	61	10	14	..
Barpinba	4	0 8 3	0 17 8	608 11 5	609 17 4	685	194	62	..	..	..	..	..	..	..
Beaac	148	38 2 4	13 18 3	1,384 14 7	1,436 15 2	1,256	1,945	122	10	2	48	11	..	1	..
Ondit..	60	4 18 10	0 5 1	210 10 1	215 14 0	397	304	..	1	6	..	..	..	4	..
<i>Section No. 40.—NEWTOWN-SKIPTON LINE.</i>															
Happy Valley	1,424	47 13 2	..	..	47 13 2	..	..	..	..	..	..	..	..	..	..
Linton	5,618	288 16 1	20 16 5	511 2 4	820 14 10	586	901	18	6	..	..	..	..	..	..
Pittong	..	..	..	922 16 6	922 16 6	1,001	381	69	3	..	..	2	1	..	..
Skipton	324	71 2 1	7 16 6	3,117 16 9	3,196 15 4	1,774	3,068	252	84	4	..	18	1	7	..
<i>Section No. 41.—PORTLAND LINE.</i>															
Langi Logan	51	8 4 7	1 19 5	641 18 8	652 2 8	1,898	95	..	..	..	..	..	..	..	..
Maroona	688	142 6 11	23 10 11	1,369 16 2	1,525 14 0	332	600	166	38	1	..	79	11	..	..
Calvert Siding	15	7 5 1	..	157 15 1	165 0 2	261	152	..	..	..	..	..	..	..	..
Willaura	2,454	903 3 1	148 11 3	6,879 11 11	7,931 6 3	4,402	3,411	551	120	18	..	72	12	1	..
Stavely	287	36 15 2	7 18 10	1,029 19 2	1,104 13 2	495	270	108	..	1	..	5	..	..	..
Ghentompson	1,717	454 18 5	54 17 4	4,195 8 8	4,705 4 5	1,856	2,078	286	153	11	..	49	16	5	..
Dunkeld	3,610	618 18 1	81 11 5	5,577 7 3	6,277 16 9	2,001	1,998	272	158	9	..	93	9	11	..
Moutajup	199	39 1 9	4 13 1	1,025 4 4	1,069 4 2	1,397	687	..	1	2	..	..	1	1	..
Strathkellar	133	54 10 1	3 19 7	866 15 8	925 5 4	929	374	28	..	1	..	10	..	..	..
Hamilton	14,218	8,935 16 6	1,040 18 1	28,768 18 8	38,743 13 3	20,882	26,177	1,579	314	96	..	273	107	113	..
Branxholme	1,257	231 6 2	20 11 0	3,720 19 5	3,972 16 7	2,154	2,015	174	128	11	..	28	9	10	..
Condah	430	100 13 9	12 10 2	3,426 16 0	3,539 19 11	1,022	1,898	320	..	4	29	64	1	3	..
Myamyn	290	39 19 7	5 9 4	231 4 9	276 13 8	188	856	2	..	..	..	2	2	..	..
Milltown	138	36 13 9	3 17 4	59 13 7	100 4 8	78	160	..	..	..	..	..	..	..	..
Heywood	1,411	417 19 11	68 5 7	3,643 7 8	4,129 13 2	1,454	3,019	228	117	3	..	40	11	13	..

APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.										
Arapiles	18	1 16 7	0 2 9	374 7 7	376 6 11	1,138	159	..	..	..	..	..	..	..	..	..
Mitre	434	54 15 7	6 5 2	439 14 0	500 14 9	978	213	..	..	..	..	1	..	..	..	..
Duffholme	19	4 2 7	..	177 7 1	181 9 8	335	120	..	..	1	..	..	..	1	..	..
Gymbowen	387	90 2 11	7 11 2	1,863 13 10	1,961 7 11	2,321	811	..	..	..	..	2	1	..	..	..
Goroke	1,323	449 3 1	75 16 8	5,077 2 8	5,602 2 5	2,919	3,317	249	18	13	..	17	3	12	..	..
Mortat	2	0 8 11	..	2,235 4 8	2,235 13 7	1,607	1,789	101	..	..	..	15	1	..	..	..
Carpolac	2	0 13 8	0 3 9	8,590 15 1	8,591 12 6	6,382	2,002	2	..	..	..	14	2	4	..	..
<i>Section No. 48.—EAST NATIMUK—HAMILTON LINE.</i>																
Noradjuha	73	10 18 10	1 18 3	753 1 11	765 19 0	960	704	7	1	..	..	2	1	..	..	..
Jallumba	15	1 10 9	1 3 6	987 5 4	989 19 7	826	498	39	..	..	..	..	..	..	..	..
Toolondo	111	16 1 0	3 10 3	1,796 3 7	1,815 14 10	2,117	270	21	6	1	..	2	..	..	1	..
Jeffries	7	1 13 9	1 13 3	34 0 1	37 7 1	21	97	..	..	..	..	..	..	..	1	..
Kanagulk	21	4 16 4	1 7 7	3,017 8 8	3,023 12 7	2,915	1,168	8	..	..	..	1	..	1	..	..
Balmoral	126	44 2 9	34 8 8	4,384 12 9	4,463 4 2	3,456	1,826	89	31	10	..	33	1	16	..	..
Englefield	26	9 14 2	1 4 6	353 5 4	364 4 0	368	458	1	..	..	..	1	..	2	..	..
Vasey	32	4 3 3	1 18 8	778 14 5	782 16 4	329	757	48	5	5	..	14	1	8	..	..
Gatum	16	2 3 5	1 5 8	413 10 2	416 19 3	535	434	12	..	..	..	3	1	1	..	..
Urangara .. .. .	..	..	0 19 7	27 11 6	28 11 1	33	267	1	..	..	..	1	..	1	..	..
Cavendish	208	22 9 1	34 13 2	4,697 8 6	4,754 10 9	3,911	2,069	74	4	9	..	8	2	15	..	..
Kyup	16	1 12 2	0 4 5	121 8 8	123 5 3	88	548	..	..	..	..	1	..	1	..	..
Kanawalla	54	2 7 7	..	43 8 1	45 15 8	66	166	..	..	..	..	..	..	..	..	..
<i>Section No. 49.—DIMBOOLA—YAAPEET LINE.</i>																
Arkona	44	3 18 6	0 0 5	841 16 5	845 15 4	1,252	1,343	..	..	..	..	..	..	..	..	..
Antwerp	351	22 2 3	3 18 6	2,658 16 6	2,684 17 3	4,400	2,480	49	2	4	..	29	2	4	..	..
Tarranyurk	100	14 3 8	3 3 4	2,392 12 9	2,409 19 9	3,443	2,943	19	1	25	..	14	..	21	..	..
Jeparit	867	143 5 8	80 3 4	4,121 18 3	4,345 7 3	4,005	4,042	199	5	11	..	122	6	..	..	..
Ellam	21	4 4 9	0 0 9	2,097 4 8	2,101 10 2	2,653	2,308	22	1	..	..	7	2	..	..	..
Pullut	16	4 11 9	0 14 1	1,623 3 5	1,628 9 3	2,178	1,885	..	1	..	..	3	..	..	..	..
Rainbow	357	133 19 2	88 14 7	13,503 0 9	13,726 3 6	15,079	4,671	157	41	40	1	76	4	4	1	..
Albacutya .. .. .	..	..	..	974 10 8	974 10 8	1,364	349	..	..	..	..	..	..	..	..	..
Yaapect	11	1 18 11	3 2 8	4,521 14 10	4,526 16 5	5,952	878	9	..	..	..	2	..	2	..	..
<i>Section No. 50.—JEPART—YANAC LINE.</i>																
Detpa	5	0 9 8	0 1 7	2,560 9 8	2,561 0 11	3,345	2,130	14	..	1	..	..	..	..	..	..
Lorquon	8	0 14 10	1 1 1	4,694 14 10	4,696 10 9	5,710	2,633	27	..	12	..	..	..	..	..	..
Netherby	6	0 13 4	0 15 6	6,023 8 4	6,024 17 4	7,378	942	24	..	1	..	6	..	1	..	..
Yanac	3	0 10 4	9 5 5	7,628 1 1	7,637 16 10	9,428	1,303	23	..	1	..	..	..	4	..	..
<i>Section No. 51.—MELBOURNE—CUDGEWA LINE.</i>																
Kensington	1,110,431	13,731 4 1	160 13 9	11,205 3 1	25,097 0 11	36,439	124,055	9	..	..	..	12	..	..	..	..
Newmarket	1,109,214	15,068 7 1	2,874 11 10	39,791 14 8	57,734 13 7	5,309	20,673	12,028	2,967	455	..	38,121	21,799	498	..	..
Newmarket Show Siding	17,338	424 2 6	4 6 3	463 2 1	891 10 10	50	70	70	110	56	42	19	62	50	35	..

Ascot Vale	2,040,260	27,509 19 9	322 12 5	..	27,892 12 2	..	5	..	..	..	..	..	..	..	..	..	..	..	..
Moonee Ponds	2,016,700	30,828 16 4	496 8 4	..	31,324 19 8	..	5	..	..	..	..	..	..	..	..	..	..	..	..
Essendon	2,686,295	43,761 17 2	663 0 4	468 6 10	44,893 4 4	759	20,242	..	..	..	..	..	..	..	..	..	..	..	..
Glenlervie	347,648	5,917 14 11	91 12 2	..	6,009 7 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Essendon	231,790	3,680 2 6	29 17 0	..	3,709 19 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Paseo Vale	309,937	5,217 3 6	88 5 0	..	5,305 8 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glenroy	208,317	3,783 10 10	48 13 2	66 10 0	3,898 14 0	122	5,082	..	..	..	..	..	..	..	..	..	..	..	..
Broadmeadows	59,518	2,198 0 4	52 4 8	1,829 4 0	4,079 9 0	220	1,067	83	47	203	..	278	160	216	..	..	..	..	..
Somerton	12,689	277 4 4	24 9 5	9 12 6	311 6 3	28	1,408	..	..	..	..	..	..	..	..	..	..	..	..
Craigieburn	2,629	155 12 0	27 6 11	286 9 11	469 8 10	278	981	54	15	20	..	57	34	23	..	..	..	..	..
Donnybrook	2,914	200 9 8	183 0 3	570 9 11	953 19 10	683	406	105	16	9	..	71	12	3	..	..	..	..	..
Beveridge	1,577	101 18 1	25 18 1	308 0 8	435 16 10	285	1,051	74	12	3	..	47	..	2	..	..	..	..	..
Wallan	4,026	361 18 7	37 13 1	482 12 1	882 3 9	269	428	145	13	1	..	110	15	7	..	..	..	..	..
Ligtwood	..	..	..	1 9 8	1 9 8	2	11	..	..	..	..	..	..	..	..	..	..	..	..
Heathcote Junction	1,185	102 14 7	4 19 5	..	107 14 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wandong	3,181	250 13 8	18 13 7	555 14 8	825 1 11	2,354	242	5	..	..	..	28	..	3	..	..	..	..	..
Kilmore East	7,619	1,003 14 0	99 3 0	713 5 6	1,816 2 6	480	192	151	51	7	..	66	33	10	..	..	..	..	..
Broadford	11,760	1,536 10 1	121 14 6	1,755 8 7	3,413 8 2	2,967	1,868	151	82	19	..	91	24	19	..	..	..	..	..
McDougal	..	..	..	6,370 11 0	6,370 11 0	11,120	19,239	..	..	..	..	..	..	..	..	..	..	..	..
Tallaroek	3,341	400 8 1	62 6 7	749 0 5	1,211 15 1	1,004	690	74	40	4	..	51	7	10	..	..	..	..	..
Dysart	..	..	..	1,365 8 10	1,365 8 10	3,947	65	..	..	..	..	..	..	2	..	..	..	..	..
Seymour	32,627	6,889 13 1	374 10 4	5,384 3 3	12,648 6 8	7,385	10,488	292	95	35	..	210	136	41	..	..	..	..	..
Mangalore	371	71 11 2	6 9 4	168 14 11	246 15 5	57	127	37	1	2	..	22	8	2	..	..	..	..	..
Avenel	2,054	635 7 6	49 13 4	1,312 14 3	1,997 15 1	1,769	910	109	31	2	..	45	35	1	..	..	..	..	..
Monica	32	6 2 7	2 7 0	54 10 6	63 0 1	42	38	8	..	..	..	7	5	..	..	..	..	..	..
Locksley	579	85 1 3	11 6 10	214 1 6	310 9 7	58	110	41	2	..	..	8	4	..	..	..	..	..	..
Longwood	1,313	315 9 10	38 3 9	2,252 19 11	2,606 13 6	2,731	662	221	14	..	..	47	6	2	..	..	..	..	..
Creighton	171	38 5 1	13 16 4	32 17 11	84 19 4	18	84	..	..	..	..	..	..	..	..	..	..	..	..
Kuroa	8,924	2,801 13 0	329 2 3	5,232 11 1	8,363 6 4	2,726	6,306	557	118	5	..	173	304	12	..	..	..	..	..
Balmattun	237	44 11 11	5 4 3	642 11 5	692 7 7	34	178	132	..	..	..	30	20	..	..	..	..	..	..
Violet Town	3,372	879 1 0	188 1 2	3,446 10 5	4,513 12 7	3,407	1,961	313	44	7	..	104	21	8	..	..	..	..	..
Baddaginrie	937	191 9 9	25 11 1	1,049 17 2	1,266 18 0	149	1,545	121	41	8	..	20	21	12	..	..	..	..	..
Benalla	25,424	7,584 9 6	671 1 0	8,377 2 9	16,632 13 3	3,150	9,914	735	377	25	..	246	646	13	..	..	..	..	..
Winton	710	103 12 8	4 13 1	417 10 4	525 16 1	782	418	..	..	..	..	..	..	..	..	..	..	..	..
Head's Siding	..	..	..	181 10 1	181 10 1	319	137	..	..	..	..	2	..	..	..	..	..	..	..
Glenrowan	2,627	521 19 9	31 13 10	4,310 13 1	4,864 6 8	3,555	1,356	404	72	5	..	84	130	6	..	..	..	..	..
Wangaratta	34,207	12,065 0 9	904 3 2	16,199 12 5	29,168 16 4	14,702	20,409	584	613	74	114	257	352	84	70	..	..	..	..
Bowser	267	56 6 3	5 10 8	1,383 4 10	1,445 1 9	984	400	102	31	16	..	20	20	13	..	..	..	..	..
Springhurst	5,371	2,055 11 1	113 0 1	3,545 18 1	5,714 9 3	3,580	814	251	41	7	..	23	8	7	..	..	..	..	..
Chiltern	3,261	897 14 7	62 2 4	1,634 16 10	2,594 13 9	2,026	1,333	54	49	4	..	10	9	2	..	..	..	..	..
Earnawartha	1,599	493 12 3	29 12 11	4,788 0 10	5,311 6 0	3,177	1,020	196	179	11	..	1	42	1	..	..	..	..	..
Wodonga	10,171	3,310 16 1	431 12 11	30,191 17 8	33,934 6 8	3,485	12,935	1,839	1,785	230	113	772	316	254	24	..	..	..	..
Bandiana	15	1 4 5	..	..	1 4 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pongalla	33	1 15 3	..	..	1 15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 37	29	1 18 7	..	..	1 18 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Etden	112	11 11 10	2 6 1	1,187 15 6	1,201 13 5	74	473	109	94	2	..	5	7	1	..	..	..	..	..
Huon	491	150 0 8	6 15 6	3,728 7 3	3,885 3 5	1,526	2,069	16	114	5	44	2	5	4	..	..	..	..	..
Stopping Place No. 38	55	5 18 9	..	..	5 18 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rolga	80	25 15 5	0 2 10	2 11 6	28 9 9	..	50	..	..	..	..	..	..	..	..	..	..	..	..
Tatonga	17	4 16 1	..	501 16 8	506 12 9	..	4	..	70	..	..	..	6	..	..	..	..	..	..
Tallangatta	2,913	1,365 10 11	116 5 8	8,621 10 8	10,163 7 3	1,732	5,310	260	463	35	122	90	109	24	..	..	..	..	..
Bullioh	10	1 5 2	..	4 15 9	6 0 11	12	678	..	..	..	..	..	..	..	..	..	..	..	..
Darbyshire	28	3 12 2	0 12 10	2 17 0	7 2 0	2	14	..	..	..	..	..	..	..	..	..	..	..	..
Koetong	48	7 3 7	0 9 6	481 5 4	488 18 5	35	53	22	43	..	..	8	5	1	..	..	..	..	..
Shelley	76	40 17 0	3 13 0	1,292 11 11	1,337 1 11	351	1,088	32	53	3	..	10	3	1	..	..	..	..	..
Beetoomba	79	30 2 7	1 16 1	950 18 0	982 16 8	1,175	180	25	23	3	..	21	15	1	..	..	..	..	..
Wabba	13	0 7 3	..	0 15 1	11 2 4	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Cudgowa	348	291 10 6	37 18 7	14,266 16 3	1 506 5 4	2,339	4,651	237	1,291	57	48	82	68	54	2

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APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
Section No. 52.—COBURG LINE.															
Macaulay	388,062	4,396 14 11	84 11 0	1,250 13 8	5,731 19 7	1,087	8,636	..	..	..	..	..	..	..	..
Flemington Bridge	289,022	3,406 13 3	34 18 4	..	3,441 11 7	..	..	..	..	..	..	..	..	..	..
Royal Park	322,908	3,938 3 2	99 3 6	..	4,037 6 8	..	..	..	..	..	..	..	..	..	..
South Brunswick	285,333	4,202 2 4	452 0 6	3,566 7 8	8,220 10 6	4,828	14,524	..	..	..	..	..	..	..	..
Brunswick	487,487	6,684 16 8	404 10 3	436 3 4	7,525 10 3	745	5,547	..	..	..	..	..	..	..	..
North Brunswick	551,020	7,353 0 0	232 15 9	0 1 4	7,585 17 1	..	4	..	..	..	..	..	..	..	..
Moreland	942,976	12,033 0 0	453 11 3	1,480 5 9	13,966 17 0	2,334	39,536	..	..	..	..	..	..	..	..
Coburg	1,343,114	19,755 7 0	670 15 6	2,237 6 5	22,663 8 11	1,207	14,425	..	..	..	..	..	..	..	..
Batman	259,432	3,888 16 5	114 12 6	1 19 0	4,005 7 11	..	4,918	..	..	..	..	..	..	..	..
Merlynston	384,402	6,278 14 5	79 4 10	..	6,357 19 3	..	..	..	..	..	..	..	..	..	..
Fawkner	79,608	1,272 2 8	17 1 2	..	1,289 3 10	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 13	1,967	17 16 5	..	..	17 16 5	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 21	8	0 5 0	..	..	0 5 0	..	..	..	..	..	..	..	..	..	..
Campbellfield	21,349	394 19 10	2 2 7	..	397 2 5	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 14	9,773	186 5 9	..	..	186 5 9	..	..	..	..	..	..	..	..	..	..
North Campbellfield	1,834	27 6 1	0 15 1	..	28 1 2	..	..	..	..	..	..	..	..	..	..
Section No. 53.—PRESTON-WHITTLESEA LINE.															
North Carlton	207,320	2,446 9 0	88 11 4	20 11 3	2,555 11 7	20	6,776	..	..	..	..	..	..	..	..
North Fitzroy	337,538	4,191 9 6	299 1 11	549 15 1	5,040 6 6	393	10,036	..	..	2	..	..	..	..	..
Fitzroy .. .. .	..	..	..	527 16 9	527 16 9	534	43,562	..	..	..	..	..	..	..	..
Rushall	320,466	4,003 13 10	44 3 11	..	4,052 17 9	..	..	..	..	..	..	..	..	..	..
Merri	333,392	4,141 18 0	69 15 3	..	4,211 13 3	..	..	..	..	..	..	..	..	..	..
Northcote	852,178	10,132 14 9	268 1 7	2,598 5 4	12,999 1 8	3,703	15,769	..	..	..	..	..	..	..	..
Croxton	752,932	10,915 6 3	128 10 0	..	11,043 16 3	..	..	..	..	..	..	..	..	..	..
Thornbury	876,286	13,470 18 1	169 4 5	551 4 8	14,191 7 2	1,623	223	..	..	..	..	..	..	..	..
Bell	654,928	16,147 10 7	202 15 5	550 8 10	10,900 14 10	577	20,403	..	..	4	..	24	1	400	..
Preston	982,944	15,726 1 0	140 8 4	..	15,866 9 4	..	3	..	..	..	..	..	..	..	..
Regent	1,099,220	17,805 1 9	122 11 9	..	17,927 13 6	..	..	..	..	1	..	..	..	1	..
Reservoir	774,682	13,546 4 5	134 17 11	306 3 10	13,987 6 2	404	5,627	..	..	..	..	..	..	..	..
Keonpark	7,369	132 2 10	1 1 1	..	133 3 11	..	429	..	..	..	..	..	..	..	..
Fowler's Siding .. .. .	..	..	..	..	..	..	..	..	..	3	..	..	..	1	..
Thomastown	10,541	239 5 7	5 15 8	1 5 11	246 7 2	..	1,141	..	..	..	..	..	..	..	..
Stopping Place No. 8	23	1 1 8	..	..	1 1 8	..	..	..	..	..	..	..	..	..	..
Epping	25,043	551 6 4	12 9 9	48 9 3	612 5 4	65	1,858	..	..	8	..	21	12	8	..
Stopping Place No. 34	331	13 8 2	..	..	13 8 2	..	..	..	..	..	..	..	..	..	..
South Morang	12,859	346 15 7	16 17 0	24 5 8	387 18 3	39	445	..	..	1	..	..	..	3	..
Stopping Place No. 9	433	20 18 0	..	..	20 18 0	..	..	..	..	..	..	..	..	..	..
Mernda	15,509	471 11 11	30 2 11	66 8 10	568 3 8	93	976	26	..	..	..	9	4	1	..
Stopping Place No. 33	318	11 17 7	..	..	11 17 7	..	..	..	..	..	..	..	..	..	..
Yan Yean	5,324	215 18 3	13 16 11	98 7 10	328 3 0	424	1,147	..	..	1	..	4	..	4	..
Stopping Place No. 10	1,279	36 11 4	..	..	36 11 4	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 17	200	13 4 2	..	..	13 4 2	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 26	352	20 13 7	..	..	20 13 7	..	..	..	..	..	..	..	..	..	..
Whittlesea	26,914	1,050 5 11	48 10 5	236 1 7	1,334 17 11	237	2,167	31	16	..	..	5	..	17	6 14

Section No. 54.—WALLAN-BENDIGO LINE.

Leslie	116	12 2 2	3 1 3	12 1 6	27 4 11	47	14	..	..	..	..	..	..	..	..	..	..	..	..
Bylands	305	33 12 2	0 19 0	95 0 6	129 11 8	176	98	25	..	..	..	..	..	..	..	..	..	..	..
Kilmore	4,065	658 16 10	71 4 2	579 11 7	1,309 12 7	467	1,870	91	9	5	1	41	12	..	..	..	..	..	..
Wiltonmavin	100	13 12 10	0 7 4	216 4 6	230 4 8	178	109	59	..	4	..	26	..	..	..	..	..	..	..
Morandring	188	11 18 1	0 18 1	54 8 7	67 4 9	53	86	..	..	..	..	11	..	..	..	..	..	..	..
High Camp	86	17 10 6	7 7 0	284 1 0	308 18 6	171	148	81	9	2	..	35	..	..	..	..	..	..	..
Pyalong	476	75 7 11	29 1 8	1,068 6 9	1,172 16 4	2,378	175	73	8	..	..	32	..	..	..	..	..	..	..
Tooborac	853	148 17 0	11 15 7	2,689 3 8	2,849 16 3	6,617	330	76	10	..	..	46	4	..	..	..	..	..	..
Argyle	798	147 18 5	12 13 10	3,642 15 6	3,803 7 9	8,789	47	..	..	..	..	..	..	..	..	..	..	..	..
Heathcote	3,786	606 10 3	109 0 4	9,470 14 7	10,186 5 2	21,020	2,044	64	8	5	..	71	43	..	..	..	..	..	..
Derrinal	230	25 15 11	4 3 4	190 4 10	220 4 1	84	112	38	4	4	..	4	2	..	..	..	..	..	..
Knowsley	421	42 0 2	4 10 7	1,016 2 3	1,662 13 0	2,026	372	35	..	..	..	8	4	..	..	..	..	..	..
Ingham	3	0 5 3	..	27 11 1	27 16 4	61	..	..	..	..	..	..	..	..	..	..	..	..	..
Axedale	637	50 14 1	7 7 5	143 17 10	201 19 4	88	148	31	4	2	..	11	3	..	..	..	..	..	..
Longlea	433	28 2 5	0 8 2	36 19 1	65 9 8	41	141	..	..	..	..	..	..	..	..	..	..	..	..
Rife Butts	184	6 7 4	..	..	6 7 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Section No. 55.—MANSFIELD LINE.

Trawool	35	8 18 8	0 4 9	114 7 1	123 10 6	22	170	32	..	..	..	19	..	..	..	..	..	..	..
Granite	109	23 2 1	..	10 5 2	33 7 3	8	20	..	..	..	..	..	..	..	..	..	..	..	..
Kerriedale	262	50 16 3	5 1 8	145 1 7	200 19 6	94	215	18	16	3	..	6	6	..	..	..	..	..	..
Homewood	211	49 8 9	9 0 3	602 4 1	660 13 1	45	270	149	29	..	..	37	20	..	..	..	..	..	..
Yea	3,949	792 1 9	129 5 8	3,300 11 2	4,221 18 7	2,524	3,047	281	106	21	13	176	64	21	..	..	..	..	..
Cheviot	40	7 14 10	2 9 3	298 6 10	308 10 11	3	147	80	..	2	..	33	..	..	..	..	..	..	..
Molesworth	94	24 15 0	9 13 7	1,266 1 2	1,300 9 9	884	210	78	79	1	6	26	30	4	..	..	..	..	..
Cathkin	276	76 9 5	9 1 3	69 6 8	154 17 4	35	89	..	..	..	..	25	10	..	..	..	..	..	..
Yark	192	60 8 4	15 3 1	890 17 6	876 8 11	158	688	64	37	9	..	8	8	3	..	..	..	..	..
Kanumbra	15	7 5 6	5 15 0	369 18 4	382 18 10	86	247	52	..	..	..	6	1	..	..	..	..	..	..
Merton	235	51 7 0	15 2 10	812 10 4	879 0 2	95	806	103	35	..	..	30	13	2	..	..	..	..	..
Woodfield	35	12 11 11	3 3 10	537 11 7	553 7 4	73	144	61	..	..	..	1	1	..	..	..	..	..	..
Bonnie Doon	551	110 17 3	19 9 8	1,157 10 0	1,287 16 11	191	727	99	60	1	..	15	2	..	..	..	..	..	..
Maindample	190	22 2 4	3 16 6	951 19 9	977 18 7	150	424	109	31	..	..	10	6	..	..	..	..	..	..
Mansfield	1,068	419 8 8	156 19 9	12,258 4 3	12,834 12 8	5,137	5,738	676	505	22	4	45	18	..	..	..	..	..	..

Section No. 56.—ALEXANDRA LINE.

Korrella	61	22 7 1	1 7 4	831 0 6	854 14 11	953	253	69	1	..	..	16	1	1	..	..	..	..	..
Alexandra	1,294	398 18 0	81 8 5	13,024 17 0	13,505 3 5	14,103	3,983	143	44	9	14	68	30	13	..	..	..	..	..

Section No. 57.—SEYMOUR-TOCUMWAL LINE.

Tablik	430	103 2 5	21 14 6	511 6 2	636 3 1	171	422	108	13	4	..	45	63	1	..	..	..	..	..
Nagambie	5,179	979 13 9	136 16 9	5,028 5 9	6,144 16 3	9,452	1,309	237	86	24	..	219	70	16	..	..	..	..	..
Wahring	467	127 10 0	18 12 10	780 5 0	926 7 10	531	229	125	7	3	..	94	32	4	..	..	..	..	..
Murchison East	3,548	1,069 7 11	138 7 8	1,699 16 6	2,907 12 1	684	302	270	70	21	..	136	135	15	..	..	..	..	..
Arcadia	1,217	235 4 10	14 9 11	1,647 11 0	1,897 5 9	1,483	1,214	169	35	14	..	89	35	11	..	..	..	..	..
Toolamba	2,120	493 7 3	38 12 6	2,500 17 8	3,032 17 5	2,317	780	133	37	2	..	54	99	5	..	..	..	..	..
Mooroopna	4,365	1,679 16 4	133 15 1	19,542 16 10	21,356 8 3	26,616	20,981	92	31	11	..	119	80	5	..	..	..	..	..
Shepparton	24,130	9,180 11 3	1,276 17 5	32,737 12 5	43,195 1 1	33,274	35,864	625	131	62	60	234	339	63	2	..	..	..	..
Congupna	418	96 13 7	8 6 11	440 13 7	545 14 1	663	327	28	..	2	..	10	13	..	..	..	..	..	..
Tallygaroopna	1,365	316 14 4	34 10 7	2,095 6 10	2,446 11 9	3,010	1,214	52	7	1	..	29	1	..	..	..	..	..	..
Wunghnu	861	209 15 2	15 11 7	1,023 18 3	1,249 5 0	1,440	600	83	9	1	2	18	..	1	..	..	..	..	..
Numurkah	7,048	2,308 12 9	283 14 8	2,853 4 1	5,445 11 6	2,282	3,609	95	30	31	1	110	84	19	..	..	..	..	..
Katunga	219	64 8 7	15 2 11	890 0 1	879 11 7	1,013	846	27	9	1	..	33	5	4	..	..	..	..	..
Strathmerton	1,317	261 11 8	49 8 8	673 2 6	984 2 10	359	491	47	38	..	..	17	18	4	..	..	..	..	..
Mywee	105	24 7 1	1 5 11	277 16 11	303 9 11	70	122	38	..	..	..	19	8	3	..	..	..	..	..
Tocumwal	4,828	2,811 19 11	249 15 11	43,899 19 9	46,961 15 7	40,649	9,516	2,145	621	64	9	997	307	80	..	..	..	..	..

Section No. 58.—MURCHISON EAST-COLBINABBIN LINE.

Murchison	997	128 8 1	47 8 5	202 1 4	377 17 10	209	1,009	..	..	..	..	3	..	..	..	..	..	..	..
Waronga	1	0 0 10	..	703 19 10	704 0 8	1,583	..	..	..	..	..	..	..	..	..	..	..	..	..
Rushworth	2,025	523 19 8	58 17 10	6,296 12 7	6,879 10 1	10,299	1,373	79	6	..	..	45	1	1	..	..	..	..	..
Erwen	4	0 16 5	..	1,225 15 0	1,226 11 5	2,571	22	15	..	..	..	19	..	1	..	..	..	..	..
Wanalta	1	0 1 3	..	813 5 6	813 6 9	1,213	296	46	..	..	..	7	..	..	..	..	..	..	..
Colbinabbin	52	18 18 4	9 9 3	1,945 18 2	1,974 5 9	2,410	1,573	108	7	7	..	17	..	1	..	..	..	..	..

APPENDIX NO. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
£ s. d.		£ s. d.	£ s. d.	£ s. d.											
<i>Section No. 59.—GIRGARRE LINE.</i>															
Karook .. .. .	..	..	..	14 18 7	14 18 7	6	191	..	..	..	..	5	..	..	..
Stanhope	422	127 15 5	52 14 11	1,608 18 2	1,739 8 6	584	2,066	175	12	1	17	31	3	..	..
Girgarre	166	43 14 2	9 13 2	654 12 3	707 19 7	307	931	65	1	..	..	1	1	..	..
<i>Section No. 60.—TOOLAMBA—ECHUCA LINE.</i>															
Hendersyde	96	35 8 3	..	5,929 13 6	35 8 3	..	5,456	..	..	..	..	112	84	5	17
Tatura	4,470	1,378 16 7	297 2 1	337 3 7	407 1 4	67	6,207	251	85	33	87	26	68	..	..
Byrneside	195	69 17 9	..	1,959 0 10	2,495 8 9	1,194	1,82	50	11	1	7	112	44	5	..
Merrigum	1,860	490 1 9	46 6 2	13,221 0 5	15,895 2 5	11,911	1,960	154	1	7	1	264	161	30	..
Kyabram	7,059	2,386 2 9	287 9 3	..	..	..	11,205	411	135	37	79	..	..	..	..
Kyvalley	559	59 5 2	..	..	59 5 2	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 32	229	50 19 2	..	5,090 13 11	50 19 2	..	..	..	..	..	..	..	..	..	..
Tongala	18,886	1,359 13 10	112 5 0	3,618 15 1	31 16 8	1,826	2,999	258	115	21	40	187	62	17	1
Stopping Place No. 28	182	31 16 8	..	732 14 9	732 14 9	159	..	..	..	..	..	..	..	..	..
Koyuga	947	151 6 1	6 8 4	..	..	..	..	..	..	..	..	..	..	..	..
Kanyapella	217	13 2 9	..	13 2 9	13 2 9	..	65	..	..	..	..	..	..	..	..
Stopping Place No. 30	1,483	20 2 11	..	20 2 11	20 2 11	..	..	..	..	..	..	..	..	..	..
<i>Section No. 61.—KATAMATITE LINE.</i>															
Pine Lodge	105	20 13 7	0 0 9	313 8 5	334 2 9	1,277	280	..	..	..	..	..	..	..	..
Lamrock .. .. .	..	..	..	731 0 9	731 0 9	2,519	..	..	..	..	..	..	..	..	..
Coggrove	259	62 17 11	9 12 1	1,405 0 10	1,477 10 10	1,897	494	95	..	3	..	33	9	1	..
Dookie	1,138	375 15 0	67 4 8	2,307 0 11	2,750 0 7	2,674	1,561	85	22	15	..	54	6	8	1
Yabba South	8	1 8 8	..	404 14 5	406 3 1	1,022	36	..	..	..	..	..	..	..	..
Yabba North	152	60 12 10	9 7 0	924 8 11	994 8 9	982	471	59	..	..	..	1	..	..	..
Youanmite	102	27 1 9	5 10 11	709 4 8	741 17 4	704	490	58	..	..	..	17	..	..	..
Katamatite	465	169 18 7	29 2 1	2,461 0 6	2,660 1 2	3,442	971	83	19	2	1	68	..	..	1
<i>Section No. 62.—PICOLA LINE.</i>															
Waaina	168	28 12 9	14 16 5	858 12 2	902 1 4	1,419	538	28	2	4	..	29	2	3	..
Nathalia	1,973	559 18 5	116 4 3	2,861 17 7	3,538 0 3	2,330	2,271	161	13	16	1	39	28	5	..
Barwo .. .. .	..	..	..	0 12 4	0 12 4	..	..	..	..	..	..	..	..	..	..
Picola	430	188 15 7	46 2 8	1,843 9 4	2,078 7 7	787	1,160	128	56	8	..	23	24	13	..
<i>Section No. 63.—COBRAM LINE.</i>															
Yarroweyah	91	25 15 6	8 0 2	162 0 8	195 16 4	36	118	21	7	..	..	7	6	..	..
Cobram	1,355	662 17 10	162 6 2	11,436 3 7	12,261 7 7	11,796	4,422	279	45	21	..	287	54	11	..
<i>Section No. 64.—BENALLA—OAKLANDS LINE.</i>															
Chesney	33	3 5 1	..	92 16 6	96 1 7	157	38	..	..	..	..	..	..	..	..
Goorambat	1,095	181 14 4	15 19 9	2,504 13 5	2,702 7 6	2,096	743	204	31	4	..	10	3	5	..
Nooramunga	707	54 0 2	12 5 8	40 16 11	107 2 9	57	31	..	..	..	..	2	..	3	..
Devenish	2,367	366 18 8	31 13 4	3,056 13 9	3,455 5 9	3,444	1,003	170	8	11	..	34	15	9	..
St. James	1,940	489 14 2	57 15 6	3,412 13 6	3,960 3 2	2,913	1,382	222	31	3	..	36	6	2	..

Tungamah	1,798	591 19 3	41 13 6	3,472 19 6	4,106 12 3	4,120	1,167	153	22	3	..	44	21	..	..
Telford	261	108 6 8	7 6 9	2,105 15 11	2,221 9 4	3,016	378	60	7	..	..	11	1	..	..
Yarrawonga	6,409	3,979 7 9	333 7 5	11,623 11 9	15,036 6 11	11,976	15,020	420	74	24	..	314	74	29	..
State Rivers and Water Supply Siding	..	..	..	4,700 4 11	4,700 4 11	1,611	150	..	..	..	..	..	..	..	..
Mulwala	1	0 3 6	0 5 10	84 6 4	84 15 8	93	359	..	..	..	..	..	..	..	..
Sloane	..	..	..	2,204 6 3	2,204 6 3	2,862	300	162	30	..	..	20	4	2	..
Warragoon	..	..	..	962 10 1	962 10 1	1,031	342	74	13	3	..	18	5	..	..
Rennie	5	2 0 6	6 3 0	2,067 11 7	2,075 15 1	3,501	710	138	23	4	..	46	5	1	..
Sanger	1	1 5 0	0 2 7	2,734 3 3	2,735 10 10	3,644	565	128	20	..	..	23	1	..	..
Wangamong	50	40 10 5	0 4 8	7,532 14 2	7,573 9 3	10,906	660	34	..	4	..	5	7	3	..
Oaklands	62	45 7 9	0 15 5	2,699 8 2	2,745 11 4	2,876	432	257	41	8	..	170	67	6	..
<i>Section No. 65.—PERCHELBA LINE.</i>															
Boorhaman	2	0 3 8	0 0 5	531 9 11	531 14 0	432	221	56	..	..	..	..	..	..	..
Perchelba	4	0 9 0	0 15 8	3,470 17 5	3,472 2 1	5,421	528	108	1	..	..	..	..	..	..
<i>Section No. 66.—TATONG LINE.</i>															
Vacuum Oil Co.'s Siding	..	..	..	..	..	..	3,302	..	..	..	..	..	..	..	..
Karr	5	0 11 8	..	1 1 8	1 13 4	..	30	..	..	..	..	..	..	..	..
Lina	5	1 6 3	0 3 10	1,055 18 8	1,057 8 9	1,195	835	60	21	3	2	..	..	..	..
Mulham	1	0 2 3	..	6 13 2	6 15 5	3	1	..	..	..	..	..	..	..	..
Tatong	118	37 19 11	4 6 9	519 7 10	561 14 6	546	271	23	..	1	11	..	2	..	..
<i>Section No. 67.—WHITFIELD LINE.</i>															
Targoora	8	0 3 6	..	..	0 3 6	..	..	..	..	..	..	..	..	..	..
Lacey	9	0 7 4	..	..	0 7 4	..	..	..	..	..	..	..	..	..	..
Oxley	51	2 15 1	0 7 7	2 5 1	5 7 9	2	149	..	..	..	..	..	..	..	..
Skehan	25	1 15 5	..	1 15 5	1 15 5	..	..	..	..	..	..	..	..	..	..
Docker	63	4 13 4	1 0 1	34 0 1	39 13 6	70	320	..	..	..	..	..	..	..	..
Byrne	31	2 13 4	..	..	2 13 4	..	..	..	..	..	..	..	..	..	..
Moyhu	289	40 13 5	6 5 11	1,319 10 11	1,366 10 3	912	1,096	17	26	6	11	..	3	3	..
Angleside	44	2 1 7	..	..	2 1 7	..	..	..	..	..	..	..	..	..	..
Claremont	139	8 17 6	..	..	8 17 6	..	..	..	..	..	..	..	..	..	..
Dwyer	25	1 5 8	..	..	1 5 8	..	..	..	..	..	..	..	..	..	..
Edi	222	21 2 5	0 13 8	173 4 4	195 0 5	153	131	8	5	..	9	1	3	1	..
Hyem	25	1 19 9	..	..	1 19 9	..	..	..	..	..	..	..	..	..	..
King Valley	75	6 4 9	0 11 2	140 13 8	147 9 7	192	92	..	..	..	5	..	1	..	..
Jarrott	29	1 2 9	..	..	1 2 9	..	..	..	..	..	..	..	..	..	..
Pieper	10	0 16 4	..	..	0 16 4	..	..	..	..	..	..	..	..	..	..
Whitfield	227	40 11 10	4 16 4	416 5 8	461 13 10	227	842	3	25	2	7	..	1	4	..
<i>Section No. 68.—YACKANDANDAH LINE.</i>															
Londrigan	218	50 5 10	4 4 1	509 17 7	564 7 6	680	839	..	..	..	..	..	..	..	..
Tarrawingee	375	41 4 0	5 12 10	180 3 4	227 0 2	265	280	..	..	..	..	..	..	..	..
Everton	686	166 6 5	12 0 0	880 7 0	1,058 13 5	523	276	21	53	1	..	5	10	1	..
Baarnutha	103	5 6 5	0 2 2	8 18 5	14 7 0	1	4	..	..	..	8	33	3	1	..
Beechworth	3,526	2,403 6 3	276 13 6	1,570 6 5	4,250 6 2	1,242	6,042	2	6	..	..	..	..	..	..
Wooragee	12	3 12 9	0 13 11	10 15 5	15 2 1	10	125	..	..	..	..	..	..	..	..
Yackandandah	783	395 18 10	24 4 3	496 16 7	916 19 8	107	1,988	25	20	..	..	..	4	..	..
<i>Section No. 69.—BRIGHT LINE.</i>															
Brookfield	141	17 1 7	0 8 11	56 12 10	74 3 4	44	280	..	..	..	..	..	..	..	..
Bowman	324	94 13 10	7 6 11	798 5 3	900 6 0	405	611	49	44	..	..	8	2	1	..
Gapsted	255	61 15 7	1 9 3	198 12 6	261 17 4	172	374	..	..	..	..	..	..	..	..
Myrtleford	2,345	955 16 9	97 9 8	2,199 12 10	3,252 19 3	1,151	5,258	75	81	7	1	31	21	3	..
Ovens	409	194 6 3	11 14 8	468 16 7	674 17 6	511	1,243	..	..	1	..	..	1	1	..
Eurobin	207	75 1 6	5 6 8	166 15 8	247 3 10	122	602	..	..	..	..	6	2	..	..
Porepunkah	767	365 0 2	54 10 9	221 18 10	641 9 9	280	997	..	..	3	3	1	1	1	..
Bright	1,607	913 3 5	78 15 1	1,437 8 1	2,429 6 7	1,178	3,500	2	8	..	..	7	..	2	..
<i>Section No. 70.—WAHGUNYAH LINE.</i>															
Lilliput	141	20 5 7	0 3 10	214 0 8	234 10 1	567	204	..	..	..	..	1	..	..	..
Rutbergien	4,549	1,474 15 10	135 17 3	3,892 14 2	5,503 7 3	3,536	3,921	65	52	8	..	1	1	4	..
Wahgunyah	3,198	1,800 18 6	222 15 3	16,926 13 8	19,040 7 5	19,633	9,971	375	68	26	..	138	73	14	..

APPENDIX No. 28—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.		GOODS TONNAGE.		LIVE STOCK.																			
	Outwards.		Outwards.		Outwards.		Tons.	Tons.	Outwards.				Inwards.																	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Number of Trucks.				Number of Trucks.																				
						Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.																	
<i>Section No. 71.—MELBOURNE—DREBOST LINE.</i>																														
Hawksburn	1,155,779	17,038 2 10	193 8 7	230 10 11	925 7 9	17,231 11 5	308	20,742	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Toorak	771,176	12,858 7 10	278 2 5	473 9 9	..	14,014 6 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Armadale	1,021,645	17,560 7 0	278 2 5	..	..	17,838 9 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Malvern	1,970,438	36,387 11 3	..	..	38 8 1	36,899 9 1	30	8,561	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Caulfield	2,363,603	55,671 18 0	2,220 7 4	1,694 15 10	..	59,587 1 2	991	10,914	..	..	1	148	..	..	..	1	126	..	..	..	..	..	..	..	..	..	..
Carnegie	1,622,564	30,158 18 4	296 10 10	..	..	30,455 9 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murrumbidgee	1,406,194	26,128 17 5	226 9 7	25 9 6	..	26,380 16 6	50	4,551	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hughesdale	752,417	14,369 16 4	237 9 1	..	..	14,607 5 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oakleigh	2,130,207	41,801 9 1	562 5 11	2,487 6 3	..	44,851 1 3	3,239	32,870	..	..	..	37	..	..	..	..	190	47	..	..	..	..	..	..	..	..	..
Eastoakleigh	117,689	2,001 5 8	47 13 7	..	..	2,048 19 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clayton	233,405	4,714 19 9	188 15 7	20 1 10	..	4,923 17 2	11	2,943	..	..	1	2	..	..	..	1	2	..	..	..	..	..	..	..	..	..	..	..
Sandown Park	214	10 5 5	..	..	..	10 5 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spring Vale	464,294	10,365 12 6	271 10 3	7,231 8 2	..	17,918 10 11	5,823	16,210	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Noble Park	279,749	6,130 16 7	113 12 0	140 18 9	..	6,385 7 4	45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dandenong	590,933	19,245 11 8	1,507 5 6	4,562 1 0	..	25,314 18 2	3,058	24,203	50	555	71	48	237	1,261	204	823	..	..	..	..	..	..	..	..	..	..	..	..	..
Hallam	2,351	83 12 6	2 3 10	21 15 8	..	107 12 0	15	334	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Narre Warren	7,321	337 7 2	76 7 4	259 5 6	..	673 0 0	154	1,879	58	11	7	..	14	25	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Berwick	24,596	1,145 7 11	263 11 1	311 16 11	..	1,720 15 11	127	2,113	57	21	15	..	62	25	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deaconsfield	26,124	1,170 1 7	168 3 2	289 13 0	..	1,627 17 9	878	805	..	..	..	..	25	23	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Officer	8,344	405 18 10	70 19 9	1,063 9 1	..	1,540 7 8	971	1,060	90	21	1	..	56	14	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pakenham	18,622	1,624 6 2	184 16 8	1,084 12 2	..	2,893 15 0	1,941	3,852	97	15	11	..	110	29	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nar-nar-noon	7,002	754 1 8	70 6 4	564 14 10	..	1,380 2 10	1,079	1,671	56	8	3	..	52	53	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tynong	5,847	519 12 3	49 16 2	265 4 0	..	834 12 5	368	938	9	..	2	..	19	2	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Garfield	7,880	1,048 4 3	103 14 5	365 7 0	..	1,517 5 8	539	1,379	39	5	1	..	36	16	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bunyip	6,369	873 2 11	367 1 9	842 12 8	..	2,082 17 4	1,344	2,444	15	53	1	..	27	10	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Longwarry	6,597	872 7 7	161 7 5	315 19 2	..	1,349 14 2	269	4,100	20	23	7	..	33	16	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Drouin	11,337	1,812 12 10	211 17 2	2,478 16 9	..	4,503 6 9	2,923	6,518	53	153	18	..	64	17	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Warragul	38,094	7,444 3 5	797 13 4	6,782 5 7	..	15,024 2 4	3,487	27,451	198	722	10	97	294	374	22	43	..	..	..	..	..	..	..	..	..	..	..	..	..
Nilma	2,284	148 14 6	40 10 3	52 16 9	..	242 1 6	82	492	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Darnum	1,595	225 19 4	68 15 7	693 2 1	..	987 17 0	1,373	735	26	97	3	..	30	16	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Yarragon	5,574	1,025 1 10	111 7 7	1,630 14 0	..	2,767 3 5	2,953	3,754	11	71	..	..	17	52	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trafalgar	13,042	2,943 1 10	291 14 3	4,273 14 8	..	7,508 10 9	4,832	6,530	39	445	24	141	67	173	38	9	..	..	..	..	..	..	..	..	..	..	..	..	..
Moe	25,565	6,622 12 4	263 14 11	1,548 10 1	..	8,434 17 4	1,459	4,775	23	1	3	..	24	23	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Yallourn	775	160 2 6	163 11 3	192,164 4 5	..	192,487 18 2	403,179	7,182	..	..	..	..	25	5	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Morwell	13,837	3,948 4 6	776 10 7	3,435 19 10	..	8,160 14 11	1,451	5,343	255	180	8	21	175	84	13	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Maryvale .. .. .	..	..	..	3,984 8 5	..	3,984 8 5	6,112	18,393	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Traralgon	17,203	4,868 5 4	626 10 5	5,887 16 1	..	11,382 11 10	3,074	8,236	179	241	31	268	93	48	40	10	..	..	..	..	..	..	..	..	..	..	..	..	..
Loy Yang	12	1 16 11	..	6 0 5	..	7 17 4	15	7
Flynn	206	46 14 7	6 2 1	395 10 8	..	448 7 4	8	278	33	45	1	..	4	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rosedale	7,671	750 3 0	52 14 0	1,814 1 7	..	2,616 18 7	1,103	1,056	159	33	..	..	70	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kilmany	925	219 8 1	16 17 10	847 3 0	..	1,083 8 11	249	369	102	20	5	..	7	5	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fulham	403	48 0 2	4 14 9	183 4 5	..	235 19 4	293	146
Sale	15,735	6,462 15 4	939 6 6	8,409 7 11	..	15,811 9 9	5,227	18,009	269	286	39	113	50	73	32	26	..	..	..	..	..	..	..	..	..	..	..	..	..
Montgomery	31	9 1 4	38 12 4	529 17 5	..	577 11 1	151	455	44	19	3	..	7	9	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stratford	2,941	946 5 11	97 15 6	2,165 9 4	..	3,209 10 9	961	1,273	120	61	18	..	38	86	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Munro	171	29 6 4	1 15 5	374 16 8	405 18 5	1,858	148	..	..	..	..	1	..	..	..
Bernbank	1,208	269 14 6	13 0 7	1,126 6 3	1,409 1 4	1,915	323	15	..	..	..	10	..	2	..
Lindenow	1,619	699 14 0	25 16 11	3,372 0 6	4,097 11 5	5,955	1,078	117	77	8	1	45	11	6	..	
Hillside	436	158 4 0	6 8 2	1,829 16 8	1,994 8 10	3,012	193	41	116	..	..	18	6	..	5
Bairnsdale	16,743	9,782 12 6	643 19 3	14,127 17 2	24,554 8 10	6,779	17,292	373	749	52	113	81	98	95	4	
Nicholson	2	0 1 8	0 4 10	73 14 10	74 1 4	92	208	..	..	1	..	..	..	..	..
Claybank	..	..	..	15 15 10	15 15 10	10	..	..	..	..	..	..	..	..	..
Bumberrah	36	23 4 11	0 18 10	887 9 2	911 12 11	718	776	52	..	4	5	2	1	2	..	
Mosface	16	1 9 0	2 1 9	1,162 8 10	1,165 19 7	1,598	79	..	..	..	..	..	..	..	..
Bruthen	148	56 14 9	27 3 7	4,307 12 9	4,391 11 1	3,632	2,508	17	84	2	5	11	9	3	..	
Colquhoun	..	..	..	1 8 8	1 8 8	..	..	..	..	..	..	..	..	..	..
Nowa Nowa	75	18 15 8	9 12 6	1,525 11 4	1,553 19 6	1,348	1,509	18	16	2	..	3	5	3	..	
Tostarae	15	4 1 1	..	45 13 10	49 14 11	19	38	..	..	1	..	..	2	1	..
Waygara	2	0 3 0	0 7 1	3 18 7	4 8 8	..	16	..	..	..	..	..	..	..	..
Orbost	240	131 1 5	62 17 1	18,147 18 11	18,341 17 5	9,116	5,411	120	750	20	130	27	114	32	..	
Section No. 72.—STONY POINT LINE.																
Glenhuntly	1,727,468	32,908 15 9	1,048 17 2	719 7 7	34,677 0 6	280	25,479	..	..	..	..	..	..	..	..
Ormond	1,456,491	27,071 2 5	361 7 8	0 0 4	27,432 10 5	..	5	..	..	..	..	..	..	..	..
McKinnon	799,659	15,365 16 11	94 2 0	..	15,399 18 11	..	..	..	..	..	..	..	..	..	..
Bentleigh	1,191,927	22,328 14 11	404 16 10	..	23,333 11 9	..	5	..	..	..	..	..	..	..	..
Moorabbin	304,738	6,054 18 7	279 0 8	342 3 9	6,676 3 0	373	11,430	..	1	1	..	..	5	3	..
Highett	285,064	5,625 13 3	132 9 5	..	5,758 2 8	..	..	..	..	..	..	..	..	..	..
Cheltenham	705,477	14,797 9 11	462 14 0	82 19 9	15,343 3 8	111	11,711	..	1	3	..	..	..	10	..
Mentone	964,479	23,417 17 9	1,295 0 2	193 0 0	24,605 17 11	41	5,393	..	..	52	..	..	..	39	..
Parkdale	699,691	16,168 3 1	327 10 4	..	16,495 13 5	..	..	..	..	..	..	..	..	..	..
Mordialloc	675,559	17,720 1 4	1,312 17 5	176 11 9	19,209 10 6	33	1,994	..	..	36	..	..	4	35	..
Aspendale	176,996	4,630 2 11	36 19 7	14 3 2	4,681 5 8	2	934	..	..	..	..	..	..	..	..
Edithvale	357,432	8,599 8 10	59 10 10	..	8,658 19 8	..	..	..	..	..	..	..	..	..	..
Chelsea	668,570	17,234 13 5	138 15 7	63 18 11	17,437 7 11	127	2,654	..	..	..	..	..	..	..	..
Forsyth's Sidings	..	..	..	1,198 6 0	1,198 6 0	6,786	..	..	..	..	..	..	..	..	..
Bonbeach	104,199	3,566 7 6	26 16 9	..	3,593 4 3	..	..	..	..	..	..	..	..	..	..
Carrum	126,384	4,367 9 7	165 9 7	131 16 1	4,664 15 3	92	916	8	1	2	..	99	67	8	..	
Seaford	607,08	2,419 10 10	66 3 4	632 10 1	3,118 4 3	3,083	306	..	..	..	..	..	..	..	..
Frankston	312,326	16,629 0 1	788 0 9	234 18 10	17,651 19 8	110	5,047	..	2	..	..	48	15	2	..
Langwarrin	1,337	69 12 9	5 18 10	57 6 2	132 17 9	31	859	..	..	..	..	1	..	..	..
Baxter	6,095	235 12 6	61 11 3	68 13 8	360 17 5	48	337	..	1	1	..	1	..	..	..
Somerville	7,800	520 7 6	63 1 8	2,440 16 7	3,024 5 9	1,800	5,187	2	..	6	..	37	8	9	..	
Tyabb	5,389	316 1 11	53 12 1	1,100 0 9	1,469 14 9	1,336	1,386	..	..	1	..	..	2	6	..
Hastings	4,421	514 10 0	89 8 6	197 11 1	801 9 7	295	852	..	..	..	..	26	13	1	..
Bittern	4,421	579 2 6	48 8 3	578 11 10	1,206 2 7	776	514	57	19	5	..	44	32	11	..	
Crib Point	15,994	3,471 17 11	69 14 0	188 1 5	3,729 13 4	40	4,739	..	..	..	..	..	..	..	..
Crib Point Naval Base	20,572	2,819 8 9	..	..	2,819 8 9	..	..	..	..	..	..	..	..	..	..
Stony Point	3,398	722 1 9	331 13 5	450 3 5	1,503 18 7	578	1,688	41	2	1	..	38	2	5	..	
Section No. 73.—MORNINGTON LINE.																
Moorooduc	1,390	77 13 3	3 13 3	443 2 8	524 9 2	166	371	83	36	3	..	61	23	7	..	
Mornington	21,997	2,537 15 2	231 18 11	247 0 7	3,016 14 8	56	5,111	17	7	23	..	26	23	26	..	
Section No. 74.—RED HILL LINE.																
Balnarring	6	0 4 0	0 18 0	7 6 8	8 8 8	4	322	..	..	..	..	..	..	..	..
Merricks	3	0 11 2	1 6 8	361 11 9	363 9 7	103	1,065	61	39	..	..	23	..	2	..
Red Hill	2	0 9 10	2 16 2	294 1 9	297 7 9	541	1,768	1	..	1	..	7	..	1	..	
Section No. 75.—DASBENONG—PORT ALBERT LINE.																
Lyndhurst	2,036	125 3 11	37 19 9	190 5 1	353 8 9	762	980	..	..	..	..	4	..	..	..
Crantourne and Sidings	12,615	623 15 5	622 16 6	3,875 3 11	5,121 13 10	19,028	5,544	55	20	8	..	55	83	9	..	
Clyde	10,395	489 8 4	19 1 6	197 11 3	706 1 1	39	609	77	..	..	..	58	9	2	1
Tooradin	3,418	260 19 6	39 18 4	308 12 4	609 10 2	192	247	79	4	..	..	34	14	1	..
Dalmore	3,088	176 8 4	38 19 8	279 12 9	495 0 9	825	633	..	..	3	..	17	3	3	..

APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.	Outwards.		Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.		Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
<i>Section No. 75.—DANDENONG-PORT ALBERT LINE—continued.</i>																	
Koo-wee-rup	13,406	£ 1,086 11 8	92 19 4	4,777 11 6	5,957 2 6	18,248	3,909	52	56	5	..	37	33	5	..	..
Monomeith	1,700	115 8 4	21 6 2	1,043 1 5	1,179 15 11	76	278	59	322	19	..	43	136	29	..	..
Caldermeade	2,192	170 14 10	70 2 2	183 12 19	424 9 10	2	345	5	81	2	..	10	19	2	..	..
Lang Lang	5,502	776 19 2	134 14 10	523 18 6	1,435 12 6	357	2,127	25	52	7	..	59	88	7	..	..
Nyora	3,506	693 18 0	44 4 1	670 4 0	1,408 6 1	2,004	2,069	1	40	..	150	4	6	..	..	..
Loch	3,013	624 4 7	257 5 6	989 3 3	1,870 13 4	286	1,868	76	185	8	10	45	40	6	..	..
Jeetho	2,074	136 13 8	17 11 8	159 10 11	313 16 3	32	121	19	5	..	..	7	1	..	..	..
Bena	1,269	280 16 5	66 10 11	851 16 9	1,199 4 1	235	1,153	73	35	4	52	41	16	2	..	1	
Whitelaw	157	9 12 2	1 11 7	5 0 9	19 4 6	9	12	..	..	..	..	..	..	..	..	..
Kortumburra and Coal Creek Siding	12,406	2,987 4 5	560 5 10	7,282 17 3	10,830 7 6	12,333	12,824	95	319	12	102	69	69	22	..	..
Austral Coal Co's. Siding	2,021	182 5 7	16 6 11	2,282 12 2	2,282 12 2	7,519	..	..	..	..	..	..	..	..	..	..
Kardella	869	104 15 11	29 4 4	435 14 1	569 14 4	78	432	44	81	..	..	8	1	..	..	..
Ruby	11,846	3,658 11 8	663 6 0	6,114 11 7	10,436 9 3	3,866	12,074	195	448	15	257	144	96	17	..	4	
Leongatha .. .. .	..	..	..	238 15 9	..	810	..	..	..	..	..	..	..	..	..	..
Knox Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gwyther .. .. .	..	..	..	1 7 2	1 7 2	2	31	..	..	..	..	..	..	..	..	..
Koonwarra	1,566	129 7 1	11 8 3	378 6 3	519 1 7	85	715	44	32	..	..	17	4	..	..	..
Tarwin	618	171 15 9	29 14 8	498 2 9	699 19 2	373	580	23	14	..	4	11	7	4	..	..
Meenyan	2,332	621 4 3	70 18 10	2,219 12 3	2,911 15 4	1,053	3,369	53	130	2	122	52	62	1	..	..
Stony Creek	864	154 17 1	22 14 8	512 19 7	512 19 7	135	939	38	12	..	1	12	7	..	..	..
Buffalo	779	122 1 8	13 18 6	691 17 0	827 17 2	101	349	54	59	1	..	19	4	1	..	..
Boys	136	13 19 6	0 2 5	8 16 3	22 18 2	22	6	..	..	..	..	..	..	..	..	..
Fish Creek	1,939	592 13 1	67 19 0	1,770 10 7	2,341 2 8	924	2,616	77	165	5	4	44	89	18	..	..
Hoddle	395	66 10 5	17 4 7	46 13 4	130 8 4	58	152	..	..	..	..	8	..	..	..	..
Foster	2,307	743 19 6	92 13 1	1,788 4 7	2,624 17 2	876	3,127	46	36	8	54	64	55	15	..	..
Bennison	567	146 3 11	12 9 6	21 18 10	180 12 3	19	151	..	..	..	..	..	..	..	..	..
Toora	2,045	748 1 5	103 4 9	2,353 10 6	3,240 16 8	849	3,038	48	170	30	42	51	28	39	14	..	
Agnes	156	69 5 6	2 12 4	101 11 11	173 9 9	63	218	..	..	..	..	2	4	3	..	..
Welshpool	1,365	550 7 10	86 11 11	592 11 19	1,229 11 7	260	1,672	11	33	14	11	8	12	18	..	2	
Hedley	295	121 6 10	12 13 4	983 11 5	983 11 5	311	492	36	24	2	33	2	3	..	..	3
Gelliondale	534	230 11 4	13 8 4	1,003 1 0	1,247 6 8	33	186	49	115	1	10	3	6	..	..	2
Alberton	782	279 8 6	26 0 5	1,075 10 4	1,380 19 1	650	1,569	31	33	1	1	6	2	..	..	2
Port Albert	152	67 4 6	1 16 7	474 10 10	543 11 11	204	132	..	..	..	..	..	..	..	..	..
<i>Section No. 76.—ALBERTON-WOODSIDE LINE.</i>																	
Yarram	4,033	2,066 15 3	208 19 9	5,999 2 10	8,274 17 10	1,616	5,914	145	494	29	138	40	36	24	2	..	
Devon	28	6 16 6	..	..	6 16 6	..	42	..	..	..	..	..	..	..	..	..
Calrossie .. .. .	..	..	..	26 15 9	26 15 9	..	23	3	..	..	..	..	..	..	..	..
Won Wron	10	3 7 2	..	43 14 10	47 2 0	12	123	..	2	..	..	..	..	..	..	..
Napier .. .. .	..	..	..	219 5 11	219 5 11	343	11	..	..	..	..	..	..	..	..	..
Woodside	44	11 3 1	0 1 0	1,221 9 9	1,232 4 10	931	220	24	13	..	..	..	..	..	..	..
<i>Section No. 77.—TRIHOLM LINE.</i>																	
Bayles	14	2 7 0	7 4 0	1,101 2 9	1,110 13 9	4,301	2,749	2	..	1	..	..	1	1	..	..
Catani	17	3 5 7	8 14 10	262 16 2	274 16 7	584	1,154	..	..	1	..	9	1	..	..	..
Yannathan	60	5 2 8	2 19 11	219 16 5	227 19 0	33	640	20	48	..	..	6	2	..	..	..
Heathhill	15	2 16 4	2 13 1	14 15 3	20 4 8	21	79	..	..	..	..	8	..	..	..	..
Athlone	12	4 4 3	2 8 9	110 14 1	117 7 1	262	157	1	..	..	..	5	..	..	..	..

Topiram	12	1 19 6	2 2 5	218 1 4	222 3 3	29	348	26	35	1	..	15	..	..	..
Triholm	7	2 0 8	2 15 3	267 17 2	272 13 1	116	248	24	35	1	..	17	..	3	..
<i>Section No. 78.—WONTHAGGI LINE.</i>															
Woodleigh	733	148 13 11	529 4 4	285 3 2	963 1 5	43	278	36	32	7	..	8	12	4	..
Kernot	984	174 14 11	23 2 11	1,179 10 8	1,377 8 6	43	433	94	249	3	..	45	39	3	..
Amurta	705	135 3 1	25 13 11	649 0 8	809 17 8	40	316	52	122	..	..	52	39	3	..
Glen Forbes	506	89 10 11	236 13 3	302 2 3	628 6 5	45	290	47	22	3	..	35	3	4	..
Woolamal	1,098	231 4 2	261 4 11	473 18 1	966 7 2	81	679	35	44	1	23	13	4	..	..
Anderson	950	231 7 5	78 4 5	726 15 2	1,036 7 0	212	374	43	39	7	..	17	5	7	..
Mitchell's Siding .. .. .	..	..	..	5,874 7 0	5,874 7 0	17,566	..	..	..	..	..	..	..	..	..
Kileunda	1,239	187 11 8	13 19 11	21 0 0	222 11 7	9	160	..	..	..	..	..	..	..	..
Dalyston	669	142 6 4	22 12 1	1,605 4 10	1,770 3 3	1,096	3,726	48	43	9	44	23	30	9	..
State Coal Mine .. .. .	..	..	..	17,902 8 0	17,902 8 0	49,104	7,258	..	..	..	..	..	..	..	..
Wonthaggi	15,401	4,509 4 3	535 16 3	1,198 1 2	6,243 1 8	531	5,913	54	30	2	8	72	15	11	..
<i>Section No. 79.—OUTRIM LINE.</i>															
Jumbunna	30	1 16 5	8 19 8	1,235 3 7	1,245 19 8	2,774	2,139	2	..	..	50	..	..	..	..
Outrim .. .. .	..	..	0 9 7	59 14 5	60 4 0	133	93	..	..	..	..	..	..	..	..
<i>Section No. 80.—WELSHPOOL JETTY LINE.</i>															
Welshpool Jetty	294	8 6 3	7 8 1	170 16 10	186 11 2	66	8	..	..	..	..	..	..	..	..
<i>Section No. 81.—WARRAGUL-NOOJEE LINE.</i>															
Lillico .. .. .	..	..	..	0 8 4	0 8 4	..	89	..	..	..	..	..	..	..	..
Buin Buln	42	4 13 4	3 4 2	599 13 10	607 11 4	905	852	..	..	..	..	3	..	..	..
Bravington .. .. .	..	..	..	0 13 11	0 13 11	..	42	..	..	..	..	..	..	..	..
Rokeby	25	3 0 10	1 6 5	585 9 2	583 16 5	1,581	551	..	..	..	..	..	..	..	..
Crossover .. .. .	..	..	0 10 9	87 4 3	87 15 0	134	..	..	..	..	..	..	..	..	..
Neerim South	169	24 7 9	20 7 10	661 9 4	706 4 11	270	1,086	..	..	..	..	..	..	..	..
Neerim	86	12 16 1	5 9 3	1,333 9 3	1,351 14 7	2,502	529	..	..	..	..	..	..	..	..
Nayook	39	7 7 4	4 3 9	1,795 16 6	1,807 7 7	3,209	1,407	..	..	..	..	..	..	..	..
Noojee	44	4 18 0	5 13 11	1,726 10 9	1,737 11 8	2,975	383	..	..	..	..	..	..	..	..
<i>Section No. 82.—THORPDALE LINE.</i>															
David	17	0 13 0	..	6 1 11	6 14 11	5	6	..	..	..	..	..	..	..	..
Coalville	196	10 16 3	1 18 0	44 4 5	56 18 8	42	18	..	..	..	..	..	..	..	..
Narracan	24	2 9 3	1 11 3	114 1 2	118 1 8	62	454	11	4	..	..	5	..	2	1
Thorpdale	111	18 18 4	25 17 2	970 2 11	1,014 18 5	1,046	1,852	91	2	..	..	44	1	..	..
<i>Section No. 83.—WALHALLA LINE.</i>															
Gooding	16	0 11 8	2 14 2	..	3 5 10	..	..	..	..	..	..	..	..	..	..
Gould	480	44 15 11	6 1 3	39 1 2	89 18 4	77	31	..	..	..	..	1	..	..	..
Moondarra	362	25 15 6	7 4 8	1,323 1 2	1,361 1 4	2,101	138	2	1	..	..	..	..	..	..
Watson	193	18 10 5	3 1 5	22 1 3	43 13 1	25	6	..	..	..	..	..	..	..	..
Collins' Siding	38	2 7 9	1 7 4	8,875 19 11	8,879 15 0	15,015	286	..	..	..	..	..	..	..	..
Erica	1,066	263 19 0	20 14 4	3,086 14 2	3,371 7 6	5,128	895	6	..	..	..	6	3	..	..
Knott's Siding	33	9 10 3	2 14 10	37 13 7	49 18 8	26	146	..	..	..	..	..	..	..	..
Fullwood's Siding .. .. .	..	..	..	2,489 4 0	2,489 4 0	3,942	27	..	..	..	..	..	..	..	..
O'Shea and Bennett's Siding .. .. .	..	..	..	2,432 2 5	2,432 2 5	4,204	6	..	..	..	..	..	..	..	..
White Rock Co.'s Siding .. .. .	..	..	..	1,164 16 8	1,164 16 8	2,299	1,231	..	..	..	..	..	..	..	..
Platina	98	26 13 7	2 6 1	1,301 14 4	1,330 14 0	2,430	1,446	..	..	..	..	..	..	..	..
Thomson	10	1 13 4	0 4 3	..	1 17 7	..	..	..	..	..	..	..	..	..	..
Walhalla	198	52 16 2	9 7 1	78 14 10	140 18 1	43	212	..	..	..	..	..	1	1	..
<i>Section No. 84.—NORTH MIRBOO LINE.</i>															
Hazelwood	1	0 0 9	..	7 5 11	7 6 8	4	100	..	..	..	..	..	..	..	..
Yinnar	207	47 18 5	31 14 6	712 11 2	792 4 1	832	2,020	16	29	3	38	6	1	2	..
Boolarra	613	177 14 0	38 12 9	1,593 13 8	1,810 0 5	1,915	1,300	36	35	..	..	1	4	5	..
Darlinurra	362	14 16 0	0 7 10	9 19 10	25 3 8	9	4	..	..	..	..	..	..	..	..
North Mirboo	1,131	168 11 5	65 4 9	2,456 4 6	2,690 0 8	748	3,408	142	148	1	59	28	39	10	..

APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 85.—TEARALGON—STRATFORD LINE.</i>															
Glengarry	1,935	280 13 11	31 8 4	1,132 8 5	1,444 10 8	1,239	1,523	21	41	5	4	16	6	3	..
Toongabbie	922	171 11 5	15 0 4	433 19 7	820 11 4	430	460	25	1	..	..	9	1	..	..
Cowwarr	1,636	475 13 3	42 17 4	684 5 7	1,202 16 2	360	557	32	33	12	6	6	13	9	1
Dawson	61	23 5 9	0 3 0	3 14 1	27 2 10	2	1	..	..	..	..	..	..	..	..
Heyfield	2,324	792 5 8	80 1 8	2,148 3 5	3,020 10 9	1,309	1,311	82	143	6	4	27	19	2	..
Tinamba	1,683	683 8 2	47 16 7	3,196 15 4	3,928 0 1	869	1,476	88	222	11	129	16	73	4	1
Maffra	5,421	2,593 14 5	233 0 3	11,698 0 3	14,524 14 11	9,119	22,148	113	175	13	16	22	77	17	4
Powerscourt .. .. .	..	..	..	12 2 6	12 2 6	59	49	..	..	..	..	..	..	..	..
<i>Section No. 86.—BRIAGOLONG LINE.</i>															
Boisdale .. .. .	..	..	0 3 10	1,404 18 1	1,405 1 11	2,859	147	9	32	..	1	..	1	..	..
Bushy Park .. .. .	..	..	..	157 16 6	157 16 6	420	145	..	1	1	..	..	5	1	..
Briagolong .. .. .	..	..	0 5 1	1,468 1 4	1,468 6 5	4,778	439	..	3	..	..	..	..	..	..
<i>Section No. 87.—HEALESVILLE LINE.</i>															
East Richmond	451,006	6,044 5 8	222 16 5	..	6,267 2 1	..	..	..	..	..	..	..	..	..	..
Burnley	611,723	8,104 14 7	177 13 5	2,784 4 1	11,066 12 1	3,158	104,358	..	..	..	..	..	..	..	..
Hawthorn	653,236	9,470 1 8	666 17 10	300 10 1	10,437 9 7	107	4,659	..	..	..	..	..	..	..	..
Glenferrie	1,195,046	20,058 11 6	452 5 11	0 5 9	20,511 3 2	..	3	..	..	..	..	..	..	..	..
Auburn	1,147,898	18,781 2 7	168 9 3	..	18,949 11 10	..	3	..	..	..	..	..	..	..	..
Camberwell	1,410,166	26,235 14 10	491 10 11	618 11 0	27,345 16 9	440	18,533	..	..	..	..	..	..	..	..
East Camberwell	709,449	12,743 7 7	83 13 5	..	12,827 1 0	..	1	..	..	..	..	..	..	..	..
Canterbury	1,243,987	24,025 7 7	378 11 5	82 8 3	24,486 7 3	15	16	..	..	..	..	..	..	..	..
Chatham	964,531	17,157 13 8	98 13 4	..	17,256 7 0	..	..	..	..	..	..	..	..	..	..
Surrey Hills	1,163,432	21,266 3 0	181 12 5	146 3 2	21,593 18 7	101	9,220	..	..	..	..	..	..	..	..
Mont Albert	893,879	16,603 14 8	110 14 11	..	16,714 9 7	..	3	..	..	..	..	..	..	..	..
Box Hill	1,842,438	36,674 15 0	599 16 3	2,272 10 2	39,547 1 5	1,686	23,853	..	3	3	..	..	8	4	..
Blackburn	548,835	11,152 7 7	160 3 1	915 11 10	12,228 2 6	3,544	5,002	..	..	..	..	..	..	..	..
Tunstall	220,360	4,507 10 11	130 5 5	2 13 2	4,640 9 6	..	8	..	..	..	..	..	..	..	..
Mitcham	575,268	12,559 11 1	210 0 3	2,254 2 10	15,023 14 2	2,369	22,057	..	..	..	..	..	..	..	..
Ringwood	546,907	12,941 17 1	353 12 6	730 10 6	14,026 0 1	1,093	6,246	..	2	3	..	..	1	1	..
Ringwood East	53,586	1,186 5 3	10 4 2	..	1,196 9 5	..	1	..	..	..	..	..	..	..	..
Croydon	408,939	10,809 16 5	376 19 0	235 18 9	11,422 14 2	337	3,858	..	21	..	..	2	9	6	..
Mooroolbark	20,237	682 14 5	115 8 7	34 13 8	832 16 8	33	83	..	..	..	..	2	..	1	..
Cave Hill Siding .. .. .	..	..	..	7,654 5 11	7,654 5 11	23,606	..	..	..	..	..	..	..	..	..
Lilydale	110,987	5,006 16 1	212 5 1	1,188 13 9	6,407 14 11	988	6,917	40	31	6	..	45	43	9	..
Black's Siding .. .. .	..	..	..	1,185 11 6	1,185 11 6	4,852	..	..	..	..	..	..	..	..	..
Coldstream	3,220	151 19 7	34 12 3	226 1 0	412 12 10	258	929	55	4	2	..	34	12	5	..
Yering	1,028	75 3 3	11 7 3	285 13 11	372 4 5	13	637	60	45	1	..	45	85	1	..
Yarra Glen	7,920	521 15 9	276 11 6	320 8 5	1,118 15 8	371	1,442	48	11	8	..	48	7	5	..
Tarrawarra	606	52 14 6	15 9 1	17 10 11	86 3 6	11	139	4	..	1	..	4	3	..	..
Healesville	16,061	1,842 15 2	291 16 0	4,677 11 1	6,812 2 3	12,550	3,926	44	144	1	..	45	122	13	..

Section No. 88.—BURNLEY—GLEN WAVERLEY LINE.													
Heyington	116,850	1,894 6 8	15 17 1	..	1,910 3 9	..	..	..	..	..	..	..	..
Kooyong	286,116	4,944 5 9	43 6 10	..	4,987 12 7	..	..	..	..	..	..	..	..
Tooronga	912,752	13,931 13 10	145 19 4	63 3 9	14,140 16 11	78	8,448	..	..	..	..	..	..
Gardiner	774,619	13,630 8 9	111 1 1	..	13,741 9 10	..	..	..	..	..	..	..	..
Glen Iris	571,218	16,173 4 8	79 4 4	..	16,252 9 0	..	3	..	..	..	..	..	..
Darling	660,326	12,459 7 7	94 5 10	11 5 7	12,564 19 0	25	2,605	..	..	..	..	..	1
Eastmalvern	299,439	5,813 9 4	41 15 5	0 17 4	5,886 2 1	..	..	..	..	..	..	..	..
Holmesglen	8,118	146 2 0	2 1 5	..	148 3 5	..	..	..	..	..	..	..	..
Jordanville	11,902	269 7 6	2 6 6	..	271 14 0	..	..	..	..	..	..	..	..
Mount Waverley	27,450	558 12 3	18 8 11	2 6 6	579 7 8	..	310	..	..	..	..	..	..
Syndal	13,276	312 11 6	2 2 6	..	314 14 0	..	..	..	..	..	..	..	..
Glen Waverley	34,641	850 11 9	26 0 5	13 10 11	890 3 1	21	1,010	..	..	..	..	..	..
Section No. 89.—KEW LINE.													
Barker	202,819	2,840 12 2	36 8 2	..	2,886 0 4	..	..	..	..	..	..	..	..
Kew	513,759	6,536 13 8	223 18 10	235 2 7	6,995 15 1	95	12,560	..	..	..	..	..	..
Section No. 90.—ASHBURTON LINE.													
Riversdale	184,079	3,061 11 11	15 2 9	66 5 1	3,142 19 9	34	5,889	..	..	..	..	..	..
Willison	334,601	5,745 9 2	11 6 9	..	5,756 15 11	..	..	..	..	..	..	..	..
Hartwell	690,337	12,350 6 7	74 3 9	..	12,424 10 4	..	3	..	..	..	..	..	..
Burwood	616,023	10,563 14 2	200 18 0	11 14 4	10,776 6 6	41	4,454	..	..	..	..	..	..
Ashburton	404,714	7,322 8 9	82 10 0	8 14 8	7,408 13 5	..	901	..	..	..	..	..	..
Section No. 91.—EAST KEW LINE.													
Shenley	32,739	423 5 8	1 2 2	..	424 7 10	..	..	..	..	..	..	..	..
Roystead	102,014	1,433 0 9	1 1 11	..	1,434 2 8	..	..	..	..	..	..	..	..
Deepdene	284,490	3,426 11 2	4 12 1	..	3,431 3 3	..	..	..	..	..	..	..	..
East Kew	132,483	1,322 16 0	3 14 0	24 15 10	1,351 5 10	46	5,155	..	..	..	..	..	..
Section No. 92.—RINGWOOD—GEMBROOK LINE.													
Heathmont	35,614	790 2 2	13 15 0	..	812 17 2	..	..	..	..	..	..	..	..
Rayswater	173,248	4,555 9 0	225 15 9	36 14 6	4,817 19 3	32	2,502	..	..	1	..	8	3
Boronia	215,611	6,057 5 9	315 17 3	12 13 10	6,385 16 10	6	11	..	..	..	..	..	..
Lower Ferntree Gully	94,804	3,316 4 9	75 8 11	42 17 5	3,434 11 1	45	1,298	10	1	..	..	19	2
Upper Ferntree Gully	109,999	4,958 19 11	470 6 2	86 18 0	5,516 4 1	60	1,118	..	2	2	..	..	7
Upwey	25,531	1,050 2 9	21 17 7	5 12 7	1,077 12 11	2	28	..	..	..	..	..	..
Tecoma	7,823	326 5 7	6 10 0	0 1 5	332 17 0	..	..	..	..	..	..	..	..
Belgrave	20,739	883 18 11	38 1 2	12 2 0	934 2 1	3	819	..	..	1	..	..	1
Selby	1,064	57 3 2	..	1 10 0	58 13 2	..	..	..	..	..	..	..	..
Aura	467	17 6 4	0 12 7	1 1 10	19 0 9	..	64	..	1	..	..	..	..
Clematis	396	24 6 4	..	1 2 0	25 8 4	5	19	..	..	3	..	..	2
Emerald	1,756	132 17 9	41 16 5	121 1 6	295 15 8	34	587	3	..	..	..	30	16
Nobelius' Siding	49	3 11 1	16 16 10	343 2 5	383 10 4	100	38	..	..	..	..	..	..
Wright	31	1 6 0	..	..	1 6 0	..	..	..	..	..	..	..	..
Cockatoo	1,502	123 16 9	17 4 4	31 9 7	172 10 8	34	174	..	..	..	..	..	..
Fielder	26	1 19 3	..	..	1 19 3	..	..	..	..	..	..	..	..
Gembrook	344	36 13 9	26 13 5	1,069 12 11	1,133 0 1	3,051	590	9	1	3	..	20	6
Section No. 93.—WARBURTON LINE.													
Mount Evelyn	16,572	1,008 2 6	79 13 8	44 14 3	1,132 10 5	122	541	..	..	..	..	..	1
Wandin	7,752	511 12 3	156 12 5	107 2 10	775 7 6	279	964	..	..	3	..	1	9
Seville	2,921	220 16 1	34 10 7	219 6 5	474 13 1	1,026	287	7	7	..	..	21	13
Killara	924	45 12 9	4 12 3	26 2 9	76 7 9	78	124	3	11	..	..	25	12
Woori Yallock	2,513	263 11 3	45 9 6	306 1 11	615 2 8	356	238	25	7	..	..	60	35
Launching Place	2,931	328 17 2	526 3 9	383 11 5	1,238 12 4	877	592	7	24	2	7	22	25
Yarra Junction	5,480	673 1 6	109 19 11	7,386 16 1	8,169 17 6	15,159	1,470	..	..	5	..	10	1
Westburn	4,311	330 0 2	223 4 1	20 15 3	573 19 6	5	235	5	..	1	..	9	1
Millgrove	1,989	208 17 10	46 12 6	329 19 8	585 10 0	415	225	2	1	..	1	4	1
Warburton	7,187	1,213 10 1	153 19 10	2,605 8 7	3,972 18 6	1,753	7,263	4	1	2	..	27	14
La La Extension .. .. .	..	..	..	4,338 10 11	4,338 10 11	12,337	..	..	..	..	..	..	..

APPENDIX No 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.		Outwards.			Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.		Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.											
<i>Section No. 94.—HURSTBRIDGE LINE.</i>																	
Jolimont	226,904	2,639 19 11	49 3 8	..	..	2,689 3 7	..	..	..	..	..	..	..	..	..
West Richmond	591,012	7,563 18 8	687 9 7	..	..	8,251 8 3	..	..	..	..	..	..	..	..	..
North Richmond	505,726	7,392 12 1	590 17 0	..	0 1 0	7,983 10 1	..	2	..	..	..	..	..	..	..
Collingwood	465,673	6,541 15 11	558 10 6	..	..	7,130 6 5	..	..	..	..	..	..	..	..	..
Victoria Park	698,191	10,162 14 4	526 13 9	8,302 16 3	..	18,992 4 4	24,401	80,330	..	..	..	..	..	..	..
Clifton Hill	1,215,145	15,633 15 2	540 13 5	..	..	16,174 8 7	..	1	..	..	..	..	..	..	..
Westgarth	608,575	8,063 3 5	89 2 10	..	..	8,152 6 3	..	..	..	..	..	..	..	..	..
Dennis	814,759	12,028 5 6	86 13 0	..	..	12,114 18 6	..	..	..	..	..	..	..	..	..
Fairfield Park	1,816,986	20,583 4 5	242 12 7	4,246 9 9	..	25,072 6 9	3,247	19,048	..	..	..	..	..	..	..
Alphington	587,387	9,611 5 3	100 4 7	16 12 9	..	9,728 2 7	11	1,817	..	..	..	..	..	..	..
Darebin	366,258	6,902 2 8	43 17 10	..	..	6,946 0 6	..	..	..	..	..	..	..	..	..
Ivanhoe	1,117,247	21,489 14 3	155 17 6	69 3 1	..	21,714 14 10	40	3,875	..	..	..	..	..	..	..
Eaglemont	396,237	7,654 18 7	34 0 11	..	..	7,888 19 6	..	..	..	..	..	..	..	..	..
Heidelberg	691,654	14,056 15 4	142 11 9	130 6 11	..	14,329 14 0	56	6,629	..	..	..	..	23	..	..
Rosanna	179,804	3,160 2 5	18 18 10	..	..	3,179 1 3	..	..	8	..	..	..	..	..	..
Macleod	67,815	1,373 11 9	50 8 4	50 0 6	..	1,474 0 7	..	..	..	..	..	..	..	..	..
Mont Park	65,693	1,398 14 9	30 15 11	50 1 10	..	50 1 10	20	2,807	..	..	..	..	..	1	..
Watsonia	253,562	5,626 1 2	120 4 9	41 6 9	..	5,787 12 8	27	2,857	..	..	..	..	..	1	1
Greensborough	149,610	3,250 19 1	15 6 8	..	..	3,266 5 9	..	..	..	..	..	..	..	..	..
Montmorency	224,348	5,623 5 0	68 15 10	15 9 2	..	5,707 10 0	8	1,557	..	..	1	..	..	..	..
Eltham	67,063	1,708 3 6	82 0 11	36 8 4	..	1,826 12 9	114	239	..	..	..	..	..	2	1
Diamond Creek	18,940	633 10 3	0 2 10	0 10 9	..	634 3 10	..	..	..	..	..	..	..	..	..
Wattleglen	49,800	1,888 2 8	56 1 3	84 9 0	..	2,028 12 11	349	1,161	..	..	..	..	3	1	3
Hurstbridge .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 95.—PORT MELBOURNE LINE.</i>																	
Montague	186,119	2,393 5 5	30 14 0	..	..	2,423 19 5	..	..	..	..	..	..	..	..	..
North Port	469,838	6,106 3 2	92 0 4	..	..	6,198 3 6	..	..	..	..	..	..	..	..	..
Graham	730,610	8,666 18 3	185 17 11	0 3 9	..	9,052 19 11	..	..	..	..	..	..	..	..	..
Port Melbourne	214,999	3,228 12 4	54 3 10	30,961 4 9	..	34,244 0 11	102,992	257,441	2	..	14	..	20	25	17		
<i>Section No. 96.—ST. KILDA LINE.</i>																	
South Melbourne	893,490	10,574 10 6	389 6 0	36 10 7	..	11,000 7 1	4	4	..	..	..	..	..	..	..
Albert Park	1,641,109	18,712 18 2	248 14 10	1 13 9	..	18,963 6 9	..	1	..	..	..	..	..	..	..
Middle Park	1,545,118	15,950 4 1	164 17 6	1 3 10	..	16,116 5 5	..	..	..	..	..	..	..	..	..
St. Kilda	3,783,734	45,064 14 8	423 0 10	44 7 0	..	45,532 2 6	16	5,224	..	..	..	..	..	..	..
<i>Section No. 97.—BRIGHTON—SANDRINGHAM LINE.</i>																	
Richmond	1,482,888	21,786 5 2	1,565 0 10	0 1 4	..	23,351 7 4	..	3	..	..	..	..	..	..	..
South Yarra	1,523,572	20,868 18 4	1,065 11 10	..	..	21,934 10 2	..	11	..	..	..	..	..	..	..
Prahran	995,972	13,718 15 6	665 13 1	0 3 5	..	14,384 12 0	..	..	..	..	..	..	..	..	..
Windsor	1,269,813	17,262 6 10	337 15 7	839 8 0	..	18,429 10 5	476	26,628	..	..	..	..	..	..	..
Balaclava	1,263,620	20,262 15 2	265 15 0	..	..	20,528 10 2	..	8	..	..	..	..	..	..	..

Ripponlea	1,087,515	18,190 0 3	147 3 6	..	18,337 3 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Elsternwick	2,408,342	40,168 13 9	461 11 9	1,053 4 0	41,685 9 6	638	11,327	..	..	..	..	..	..	..	..	..	..	..	..
Gardenvale	1,344,059	23,903 13 9	218 13 11	..	24,122 7 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Brighton	1,739,688	33,505 17 1	417 10 11	405 13 10	34,329 1 10	161	9,572	..	..	..	..	..	..	..	..	..	..	..	..
Middle Brighton	1,494,759	28,923 18 6	510 6 7	241 10 6	29,735 15 7	149	8,588	..	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach	823,165	16,257 4 7	120 5 0	0 2 8	16,377 12 3	..	5	..	..	..	..	..	..	..	..	..	..	..	..
Hampton	1,775,485	36,021 18 0	228 5 11	9 19 11	36,260 3 10	..	12	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham	2,145,515	45,551 5 0	407 11 3	74 12 7	46,033 8 10	41	8,339	..	..	..	..	..	..	..	..	..	..	..	1

VARIOUS.

Traffic derived from New South Wales Stations	128,790	110,458 11 0	16,590 13 0	185,832 6 0	312,881 10 0	194,770	107,195	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Queensland Stations	8,640	2,705 5 6	518 7 1	11,143 15 10	14,367 8 5	11,504	1,024	..	..	..	..	..	..	..	..	..	..	..	..
.. .. South Australian Stations	52,432	74,418 4 4	10,521 3 5	187,180 13 4	272,120 1 1	130,670	41,596	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Commonwealth Stations	8,973	3,939 1 3	547 0 4	1,304 19 6	5,791 1 1	206	1,512	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Western Australian Stations	9,615	8,691 10 6	242 2 3	115 0 7	9,048 13 4	24	432	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Tasmania	301	362 13 7	..	..	362 13 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thos. Cook and Sons to New South Wales, South Australia, &c. ..	468	632 7 6	..	..	632 7 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..

ELECTRIC TRAMWAYS.

St. Kilda-Brighton	4,355,624	..	..	..	44,136 11 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham-Black Rock	1,054,269	10,133 2 8

ROAD MOTOR PUBLIC SERVICES.

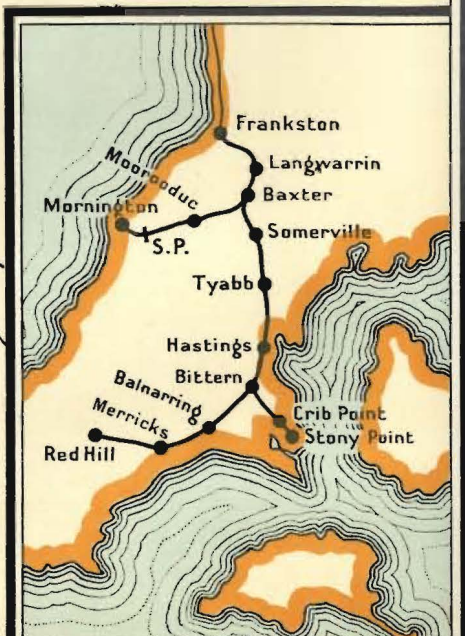
1,009,784	9,490 6 6	221 14 1	12,881 16 7	22,593 17 2
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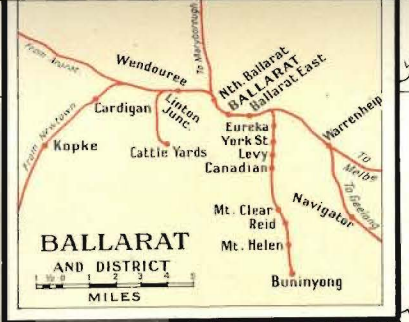
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Railway Map
OF
**Suburban Lines
MELBOURNE**

1939





RAILWAY MAP OF VICTORIA

1939

SCALE OF MILES
0 10 20 30 40

Showing Victorian Government Railways
[in Red]

A U S T R A L I A

S O U T H

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

NEW SOUTH WALES

W A L E S

CANBERRA
Commonwealth Territory

PRINCE'S HIGHWAY

WILSON'S PROMONTORY