

1930.
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VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1930.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1930.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 30th August, 1930.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report in respect of the year ended 30th June, 1930.

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

	Railways.			St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways.			Road Motor Public Services.			Total		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—												
Earnings	11,798,809	3	3	68,265	18	3	14,991	14	4	11,882,066	15	10
Amount received in respect of the loss resulting from the working of certain lines of railway, and in respect of certain border railways, <i>vide</i> page 8 ..	201,997	0	0	2,616	0	0	..	..	..	204,613	0	0
	12,000,806	3	3	70,881	18	3	14,991	14	4	12,086,679	15	10
WORKING EXPENSES	9,513,418	16	5	58,145	19	6	27,328	5	1	9,598,893	1	0
NET REVENUE	2,487,387	6	10	12,735	18	9	12,336	10	9	2,487,786	14	10
INTEREST CHARGES and EXPENSES ..	3,508,657	12	1	16,113	0	0	1,346	2	8	3,526,116	14	9
	1,021,270	5	3	3,377	1	3	13,682	13	5	1,038,329	19	11
Guarantees by the Broadmeadows Shire and Sandringham City Council ..	1,000	0	0	333	0	0	..	..	..	1,333	0	0
DEFICIT	£1,020,270	5	3	£3,044	1	3	£13,682	13	5	£1,036,996	19	11

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

	Year 1929-30.			Year 1928-29.			Increase (+) Decrease (-)		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways—Earnings	11,798,809	3	3	12,972,253	18	9	- 1,173,444	15	6
„ Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8	201,997	0	0	190,719	0	0	+ 11,278	0	0
	12,000,806	3	3	13,162,972	18	9	- 1,162,166	15	6
St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways	68,265	18	3	71,500	19	5	- 3,235	1	2
Amount received in respect of the loss resulting from the working of the Black Rock to Beaumaris Electric Tramway, <i>vide</i> page 8	2,616	0	0	5,110	0	0	- 2,494	0	0
	70,881	18	3	76,610	19	5	- 5,729	1	2
Road Motor Public Services	14,991	14	4	15,136	3	3	- 144	8	11
Total	12,086,679	15	10	13,254,720	1	5	- 1,168,040	5	7
Working Expenses—									
Railways	9,513,418	16	5	9,741,926	12	3	- 228,507	15	10
St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways	58,145	19	6	62,830	5	3	- 4,684	5	9
Road Motor Public Services	27,328	5	1	28,701	16	0	- 1,373	10	11
Total	9,598,893	1	0	9,833,458	13	6	- 234,565	12	6
Net Revenue	2,487,786	14	10	3,421,261	7	11	- 933,474	13	1
Interest Charges and Expenses	3,526,116	14	9	3,491,757	7	10	+ 34,359	6	11
	1,038,329	19	11	70,495	19	11	+ 967,834	0	0
Guarantees by the Broadmeadows Shire and Sandringham City Council	1,333	0	0	7,667	0	0	- 6,334	0	0
Deficit	£1,036,996	19	11	£62,828	19	11	+ £974,168	0	0

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

	Year 1929-1930.	Year 1928-1929.	Year 1927-1928.	Year 1926-1927.
Average Mileage of Railways operated ...	4,708	4,698	4,661	4,627
TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	3,599,431	3,573,953	3,437,876	3,380,932
" Suburban ...	7,528,385	7,441,216	7,374,517	7,358,600
Mixed ...	2,120,062	2,176,995	2,205,345	2,213,451
Goods (including Live Stock) ...	4,422,687	4,787,055	4,677,190	5,077,766
Total ...	17,670,565(a)	17,979,219(a)	17,694,928	18,030,749
Number of Passenger Journeys { Country ...	7,547,240	8,161,894	8,181,235	9,083,149
{ Suburban ...	149,571,831	152,840,373	156,393,635	160,154,499
Tonnage of Goods ...	6,823,607	7,579,765	7,456,745	8,648,488
Tonnage of Live Stock ...	689,999	607,323	661,216	586,435
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country ...	£ 2,081,750	£ 2,405,387	£ 2,493,773	£ 2,714,002
" Rail Motors ...	43,778	48,213	46,186	46,914
" Suburban ...	2,703,885	2,768,160	2,818,489	2,879,642
" Rail Motors ...	485	464	327	474
Parcels, &c. ...	464,355	511,299	518,935	524,314
" Rail Motors ...	5,723	6,928	6,599	8,581
Horses, Carriages, and Dogs ...	34,140	38,482	41,215	45,260
Mails ...	94,234	92,104	89,859	85,195
	5,428,350	5,871,037	6,015,383	6,304,382
Goods, &c., Business.				
Goods ...	4,708,574	5,427,821	4,893,277	5,519,649
Live Stock ...	730,008	664,729	711,909	649,743
Minerals ...	160,600	159,132	158,515	174,704
	5,599,182	6,251,682	5,763,701	6,344,096
Other Services				
Dining Car Services ...	26,775	29,132	31,542	28,478
Refreshment Services ...	404,033	424,886	440,386	448,153
Advertising ...	57,580	54,462	50,686	43,778
Bookstalls ...	77,199	82,338	84,087	81,840
	565,587	590,818	606,701	602,249
Electrical Power ...	34,542	38,574	35,204	58,157
Rentals ...	159,161	149,118	145,089	141,503
Miscellaneous ...	11,987	11,440	7,798	15,205
Amount received in respect of the loss resulting from the working of certain lines of railway, &c. <i>Vide page 8</i> ...	201,997	190,719	203,410	186,842
Repayment by the State Coal Mine of portion of subsidies paid in previous years ...	...	59,585	43,773	...
Total ...	12,000,806	13,162,973	12,821,059	13,652,434
Per mile of Railway worked ...	2,549	2,802	2,751	2,951
Per traffic train mile ...	13s. 6'99d.	14s. 7'71d.	14s. 5'89d.	15s. 1'72d.
WORKING EXPENSES.				
Transportation Branch ...	£ 2,536,635	£ 2,605,790	£ 2,673,941	£ 2,822,524
Way and Works Branch ...	1,749,068	1,926,157	2,119,124	2,287,521
Rolling-Stock Branch—Operating Expenses ...	1,703,952	1,738,142	1,812,107	1,888,768
" " Repairs and Renewals ...	1,633,134	1,591,478	1,598,364	1,608,153
" " Repayment to Capital Account in respect of accrued depreciation on Rolling-Stock and of Rolling-Stock withdrawn from service ...	250,000	250,000	250,000	250,000
Electrical Engineering Branch ...	345,566	349,566	346,808	400,509
Miscellaneous Operations ...	464,777	481,537	493,011	484,251
Stores Branch ...	133,922	141,094	111,706	90,180
General Expenses ...	236,410	240,212	248,374	256,214
Payment into Railway Accident and Fire Insurance Fund ...	44,417	31,724	31,301	62,757
Repayment by the State Coal Mine of amount paid towards the cost of reconditioning the McBride tunnel ...	...	...	...	Cr. 37,268
Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge ...	16,667	16,666	...	...
TOTAL WORKING EXPENSES (exclusive of Pensions, Superannuation, &c.) ...	9,114,548	9,372,366	9,684,736	10,113,639
Per mile of Railway worked ...	1,936	1,995	2,078	2,186
Per traffic train mile ...	10s. 3'79d.	10s. 5'10d.	10s. 11'35d.	11s. 2'62d.
Percentage of Gross Revenue ...	75'95	71'20	75'53	74'08
Pensions and Gratuities ...	394,187	366,899	335,950	293,680
Border Railways Adjustment ...	4,684	2,662	6,156	1,367
Total Working Expenses ...	9,513,419(b)	9,741,927(b)	10,026,842	10,408,686
Per mile of Railway worked ...	2,021	2,074	2,151	2,250
Per traffic train mile ...	10s. 9'21d.	10s. 10'04d.	11s. 4'00d.	11s. 6'55d.
Percentage of Gross Revenue ...	79'27	74'01	78'21	76'24
Net Revenue ...	2,487,387	3,421,046	2,794,217	3,243,748
Per mile of Railway worked ...	528	728	600	701
Per traffic train mile ...	2s. 9'78d.	3s. 9'67d.	3s. 1'89d.	3s. 7'17d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

Gross Revenue of the Railways.

The gross revenue of the railways (exclusive of the electric tramways and the road motor public services) amounted to £12,000,806, which is a decrease of £1,162,167 as compared with the revenue earned in the preceding year, viz., £13,162,973, or equivalent to a decrease of 8·83 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

	Increase.		Decrease.	
	Amount.	Per cent.	Amount.	Per cent.
	£		£	
Passenger Traffic—				
Country ... ..	...	...	323,637	13·45
„ Rail Motor Services ... ..	...	...	4,435	9·20
Suburban ... ..	...	...	64,275	2·32
„ Rail Motor Services	21	4·53	...	...
Dining Car Services ... ..	...	...	2,357	8·09
Refreshment Services ... ..	...	...	20,853	4·91
Advertising	3,118	5·73	...	...
Bookstalls ... ..	...	...	5,139	6·24
Parcels, &c. ... ..	...	...	46,944	9·18
„ Rail Motor Services ... ..	...	...	1,205	17·39
Horses, Carriages, and Dogs ... ..	...	...	4,342	11·28
Mails	2,130	2·31	...	...
Goods ... ..	...	...	719,247	13·25
Live Stock	65,279	9·82	...	...
Minerals	1,468	·92	...	...
Electrical Power ... ..	...	...	4,032	10·45
Rentals	10,043	6·73	...	...
Miscellaneous	547	4·78	...	...
Amount paid (and payable) to the Department in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8	11,278	5·91	...	...
Repayment by the State Coal Mine of portion of subsidies paid in previous years ... ..	...	...	59,585	100·00
Total	93,884	...	1,256,051	...
Net Decrease	£1,162,167			

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

The gross revenue per traffic train mile was 13s. 6·99d., as compared with 14s. 7·71d. in the preceding year.

For comparative purposes, a statement is furnished hereunder showing the gross earnings per traffic train mile each year for the four years ended 30th June, 1930:—

Year.	Revenue per traffic train mile.	
	s.	d.
1926-27	15	1·72
1927-28	14	5·89
1928-29	14	7·71
1929-30	13	6·99

Working Expenses of the Railways.

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

The percentage of working expenses (exclusive of electric tramways, road motor coaches, and road motor public goods services, pensions, superannuation, &c.) to gross revenue was 75·95 by contrast with 71·20 in the preceding year, and 75·53 in 1927-28.

Reconciliation with Treasury Figures.

The figures relating to the revenue and working expenses, as shown in our accounts, do not agree with the Treasury figures because, in accordance with ordinary commercial practice, we credit the Revenue Account of each year with all the moneys which have been *earned* in such year, whether received or not, and debit the Working Expenses Account with the expenditure actually *incurred* in the year whether paid or not; whereas in the Treasury it is the practice to credit or debit each year with the amounts actually *received* or *paid* during the year.

A reconciliation is embodied in Appendix No. 18, so that the apparent discrepancies between the two sets of figures may be readily appreciated.

South Australian Border Railways Adjustment Account.

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

The adjustment in respect of the year ended 30th June, 1929, involved the payment to South Australia of the sum of £4,684, which has been charged to the working expenses of the year under review.

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

The amount which will be payable by Victoria under this portion of the agreement is not known, as the figures for the last financial year are not yet available, but it will be most substantial and may be in the vicinity of £225,000.

The question of making provision for meeting the liability of the State in this connexion is under consideration by the Government.

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

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

In accordance with the proposal to write off the cost of the line during the period in question, the sum of £7,664 in respect of the first ten years had been charged to working expenses and credited to capital account, at 30th June, 1929, and a sum of £758 was similarly dealt with in 1929-30.

Percentage of Net Revenue to Capital Liability.

The net revenue, after providing for the payment of working expenses, pensions and gratuities under Act No. 767, the adjustment with South Australia in connexion with the Border Railways, payment to the Superannuation Fund, and the repayment to capital account in respect of the North Geelong to Fyansford Line, was equivalent to 3.34 per cent. of the total loan liability, as compared with 4.63 in 1928-29.

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

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

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

	£
The loss incurred in connexion with the operation of certain non-paying lines (<i>vide</i> pages 10 and 11)	199,929
The sum paid to South Australia in respect of the operation of certain border railways (as referred to on page 7) ...	4,684
The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament ...	5,120
The loss incurred in connexion with the reduction of 10 per cent. in freight charges for certain classes of Agricultural produce, &c.	187,290
Total	<u>£397,023</u>

Pensions and Gratuities.

The amount paid in pensions and gratuities (to ex-employees or to their dependent relatives) was £201,871, a decrease of £7,258 as compared with the preceding year, in which £209,129 was paid. These figures relate to payment of pensions, &c., to employees who were in the Service at the date of the passing of Act No. 767 on 1st November, 1883, and not to pensions under the Superannuation Act which came into operation as from 1st January, 1926.

It is of interest to note that at 30th June, 1930, there remained in the Service only four employees entitled to the benefits of the Act of 1883, and one of these has since been retired.

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

On the other hand, the full effect of the Superannuation Act will not be felt for a number of years to come. Payments under the latter Act for the year ended 30th June, 1929, amounted to £157,770, and for the year ended 30th June, 1930, to £192,481, an increase of £34,711. It is estimated that the figure will increase to approximately £400,000 per annum in twelve years' time, and that the combined effect of the two schemes will then be somewhat in excess of £450,000, as against £394,352 in the year under review.

Capital Expenditure.

	£	s.	d.
The total expenditure charged to Capital Account at 30th June, 1929, was	74,332,446	1	7
and during the year the expenditure so charged was as follows :—			
	£	s.	d.
Construction of New Lines and Surveys	182,005	8	10
Additions and Improvements to—			
Way and Works	391,894	19	11
Rolling-stock	113,973	3	3
Total Increase in Expenditure on Capital Account	<u>687,873</u>	<u>12</u>	<u>0</u>
so that the total expenditure charged to Capital Account at 30th June, 1930, was	<u>£75,020,319</u>	<u>13</u>	<u>7</u>

Loan Funds.

	£	s.	d.
At 30th June, 1929, the total liability in respect of Current Loans was	74,306,497	5	2
and during the year the additional amount allocated was	1,105,289	3	6
	<u>75,411,786</u>	8	8
Less Securities purchased and cancelled from National Debt Sinking Fund	871,613	11	9
so that the total liability, at 30th June, 1930, in respect of Current Loans was	<u>£74,540,172</u>	16	11
	£	s.	d.
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1929, to	71,571,348	10	5
and as this amount was increased during the year ended 30th June, 1930, by	1,038,075	8	3
Less Securities purchased and cancelled from National Debt Sinking Fund	871,613	11	9
	<u>166,461</u>	16	6
the total proceeds of Loans at 30th June, 1930, were	<u>£71,737,810</u>	6	11
The difference between the increase in the proceeds of Loans and the net increase in the total amount of Current Loans allocated, which represents the Net Discount and Expenses for the year, was	<u>£67,213</u>	15	3

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans amounted to	3,518,239	14	5
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	7,877	0	4
The debit for Interest Charges and Expenses for the year 1929-30 was therefore	£3,526,116	14	9
which represents an increase of £34,359 as compared with the debit for the previous year.			

Non-Interest Bearing Funds.

	£	s.	d.
At 30th June, 1929, the amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., on which interest is not charged, was	4,278,488	17	2
and further moneys were provided during the year out of Consolidated Revenue as shown hereunder—			
Expenditure under Division 89 of the Appropriation Act	7,247	0	0
Expenditure under "Developmental Railways Account"	2,953	3	4
The total amount so provided as at 30th June, 1930 (<i>vide</i> Appendix No. 1), was therefore	<u>£4,288,689</u>	0	6

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
Dunkeld to Penshurst (dismantled) ...	15·87	£50,000
Canterbury Loop Line (dismantled) ...	0·21	
Ashburton to Oakleigh (of which 0·05 miles have been dismantled)	2·37	103,180
Fairfield Park near—30 chs. 48 lks to East Kew (of which 0·68 miles have been dismantled)	2·18	
Darling to Waverley (of which 0·83 miles have been dismantled)	1·16	8,900
Lancefield to Kilmore (dismantled) ...	18·10	107,873
Geelong Race-course Line (dismantled) ...	1·96	5,301
	<u>41·85</u>	<u>275,254</u>
Surveys for lines not constructed ...	...	421,088
Total ...	...	<u>£696,342</u>

Non-Paying Lines.

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

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

The operation of the following non-paying lines for the twelve months ended 28th February, 1930, after the payment of working expenses and interest charges, resulted in a loss of £207,334. The amount for which, in respect of non-paying lines, credit has been taken in the revenue account in accordance with the provisions of the *Railways Act* is £199,929, as shown hereunder.

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1930.
Alberton to Won Wron	£4,506
Annuello to Robinvale	6,308
Bairnsdale to Orbest	24,202
Beeac to Newtown	2,055
Benalla to Tatong	3,240
Ben Nevis (Crowlands) to Navarre	704
Bittern to Red Hill	3,740
†Black Rock to Beaumaris	4,616
Cavendish to Toolondo	5,524
Chillingollah to Manangatang	497
Colac to Alvie	599
Colac to Crowes	11,258
Elmore to Cohuna	2,050
Eltham to Hurstbridge	9,385
Fawkner to Somerton	2,715
Ferntree Gully to Gembrook	16,156
Goroke to Carpolac (Morea)	1,301
Heywood to Puralka (Mumbannar)	7,894
Hopetoun to Patchewollock	4,762
Kerang to Murrabit (Gonn Crossing)	4,790
Kooloonong (West Narrung) to Yungera	2,009
Koo-wee-rup to Strzelecki (McDonald's Track)	15,681
Linton to Skipton	6,160
Carried forward	<u>£139,952</u>

†Year ended 31.8.29.

NON-PAYING LINES—continued.

Line.					Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1930.
Brought forward	..	..	..	..	£139,952
Manangatang to Annuello (Bryden's Tank)	..	..	..	..	1,916
Marnoo to Bolangum (Wallaloo)	..	..	..	..	1,118
Merbein to Yelta (Abbotsford)	..	..	..	..	1,441
Moe to Walhalla	..	..	..	..	5,938
Nandaly to Kuiwin	..	..	..	..	3,693
Neerim South to Noojee (Toorongo River)	..	..	..	..	6,500
Newport to Altona	..	..	..	..	1,731
Noradjuha to Toolondo	..	..	..	..	252
*Ouyen to Murrayville	..	..	..	..	2,012
Piangil to Kooloonong (Pine Tank)	..	..	..	..	4,091
Redcliffs to Werrimull (Millewa North)	..	..	..	..	6,496
Rushworth to Girgarre (Stanhope North)	..	..	..	..	1,671
Sea Lake to Nandaly	..	..	..	..	3,526
Tallangatta to Cudgewa	..	..	..	..	16,955
Wangaratta to Whitfield	..	..	..	..	5,033
Werrimull to Meringur (The Hut)	..	..	..	..	4,133
Won Wron to Woodside	..	..	..	..	876
					207,334
<i>Less Profits</i> earned in previous years :—					
Ben Nevis (Crowlands) to Navarre	..	..	..	£704	
Chillingollah to Manangatang	..	..	..	497	
Colac to Alvie	..	..	..	599	
				£1,800	
<i>Less Amount</i> of interest claimed in the year 1928-29 on the original cost of the Fawkner-Somerton line 2,105					
<i>Less Amounts</i> Guaranteed :—					
†Black Rock to Beaumaris (Guarantor, Sandringham City Council)	..	..	..	£2,000	
Fawkner to Somerton (Guarantor, Broadmeadows Shire)	..	..	..	1,500	
				3,500	
					7,405
TOTAL	..	..	..	..	£199,929

† Year ended 31.8.29.

* Year ended 30.6.29.

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

Line.	Amount.	Funds to which Expenditure was Charged.
	£	
Hopetoun to Patchewollock	8,685	Developmental Railways Account
Kooloonong (West Narrung) to Yungera	12,000	Developmental Railways Account
Moe to Walhalla	30,000	Surplus Revenue Act
Moe to Walhalla	22,383	Public Works Votes
Won Wron to Woodside	49,633	Developmental Railways Account

A number of the lines on which substantial losses were sustained were constructed for the development of new wheat-growing areas in the North-Western portion of the State, and a succession of dry years has had a most adverse effect upon their financial results. If weather conditions during the current season remain as favorable as they have been up to the present, a vast improvement will be shown in the returns of these lines for the year 1930-31.

We have, however, been much concerned for some years past at the heavy losses upon the non-paying lines generally, and on more than one occasion in the past we have had the details of working closely-examined by a committee of Departmental officers. As a result, the losses have undoubtedly been minimized, but many of the lines are unable even to pay working expenses, while the others do not produce sufficient net revenue to meet interest charges in full.

A committee of this kind has again been functioning for some months past, and, as a result of its investigations, important alterations have been made in the method of operating the line from Neerim South to Noojee and the narrow-gauge line from Upper Ferntree Gully to Gembrook.

On the former the running of mixed trains has been discontinued. The goods service is still provided by rail, but a contract road motor service caters for the passenger traffic. On the Gembrook line a portion of the rail passenger service has been discontinued and replaced by an improved service of road motor cars operated by the Department.

In both instances the road services result in substantial savings in time to passengers. The journey from Warragul to Noojee can now be made in about 1½ hours, whereas the time taken by the mixed train was 3½ hours. On the Gembrook line the saving in time is a little over one hour.

It is estimated that these changes will decrease expenditure by approximately £1,200 per annum on the Noojee line, and £2,000 per annum on the Gembrook line.

A close scrutiny of the results and methods of operating other lines is still being made by the committee, and the possible advantages of making other similar changes will be closely pursued.

The Parliamentary Standing Committee on Railways is also engaged, at the request of the Government, in making a rigorous examination of the working of the Gembrook, Crowes, Strzelecki, and Murrayville lines. The Committee has commenced its investigation in respect of the first of these lines, and we will, of course, co-operate with it in every way possible.

New Lines of Railways.

During the year 13·70 route miles of new railways were opened for traffic, and at 30th June, 120½ miles were in course of construction. Details of the different lines are shown in Appendix No. 19.

Mileage of Railways and Tracks Open for Traffic.

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

	At 30th June.		Average for Year.	
	1930.	1929.	1929-30.	1928-29.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,712·72	4,699·02	4,708·40	4,697·78
Track Mileage	5,081·27	5,058·99	5,076·95	5,057·00
Sidings	1,028·47	1,021·92	1,026·12	1,016·61
Electric Tramways—				
Route Mileage	9·79	9·79	9·79	9·79
Track Mileage	17·18	17·18	17·18	17·18
Sidings	1·40	1·40	1·40	1·40

St. Kilda and Brighton Electric Tramway.

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

	Year 1929-30.	Year 1928-29.
Number of Passengers	5,197,617	5,380,698
	£	£
Gross Revenue	53,963	56,513
Working Expenses	46,174	49,728
Net Revenue	7,789	6,785
Interest Charges	9,269	9,644
Net Result	Loss £1480	Loss £2,859

The Capital Expenditure at 30th June, 1930, on account of					£
the construction of the line was	...	...	...	...	133,852
and of rolling-stock	...	...	...	...	68,896
Total	...	...	...	...	<u>£202,748</u>

Sandringham to Beaumaris Electric Tramway.

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

			Year 1929-30.	Year 1928-29.
Number of Passengers	...	...	1,543,830	1,606,685
			£	£
Gross Revenue	...	...	14,303	14,987
Working Expenses	...	...	11,972	13,102
Net Revenue	...	...	2,331	1,885
Interest Charges	...	...	6,844	6,800
Net Result	...	Loss	<u>£4,513</u>	Loss <u>£4,915</u>
Guarantee by the Sandringham City Council in connexion with the operation of the Black Rock to Beaumaris Electric Tramway	...	...	333	2,000
Loss after allowing for the guarantee in connexion with the operation of the Black Rock to Beaumaris Electric Tramway	...	...	<u>£4,180</u>	<u>£2,915</u>

NOTES.—(a) The amount due by the Sandringham City Council at 30.6.1930 for the period 1.9.26 to 31.8.29 in connexion with the guarantee was £6,000. Only £333 in respect of the period 1.7.29 to 31.8.29 has been included in the figures for the year 1929/30.

(b) The amounts of £5,110 and £2,616 recouped by the Treasury in respect of the loss on the Black Rock to Beaumaris line for the periods 1.9.26 to 31.8.28 and 1.9.28 to 31.8.29 respectively are not included in the above statement.

The Capital Expenditure at 30th June, 1930, on account					£
of the construction of the line was	...	...	...	...	103,128
and of rolling stock	...	...	...	...	31,842
Total	...	...	...	...	<u>£134,970</u>

Finance.

The results of operating for the year were the worst in the history of these railways, a deficit of £1,036,996 19s. 11d. having been incurred.

When the original forecast of the year's revenue was made in June, 1929, it was estimated that a total amount of £13,358,000 would be obtained, but before the end of July it became apparent, in the light of the poor seasonal prospects and the acute business depression, that this estimate would not be realized.

Active steps were immediately taken to curtail our working costs in every direction in which they were within our control, but we were seriously hampered in our efforts by the policy of the Government relative to employment and also by awards of the Arbitration Court, which alone added an amount of £140,000 to the wages cost. It will, of course, be appreciated that the fixation of salaries and wages, except for a few of the higher officers, is governed by Arbitration Court and other awards, and is entirely outside of our control.

Notwithstanding these difficulties, however, we did, in fact, by exercising rigid economies wherever practicable, reduce the working costs by £234,000. When the increase due to Arbitration Court Awards is taken into account, and also the increase of £27,000 in the pensions and superannuation cost, the actual decrease in the working costs was £401,000. But the decline in the revenue was greater than could possibly be counter-balanced by any economies in our power under existing conditions.

The actual revenue—£12,086,680—was over £1,000,000 less than the revenue of the preceding year (1928-29), which in turn was about £500,000 less than that of the year 1926-27.

This huge decrease in revenue is attributable to—

- (a) the nation-wide depression in business ;
- (b) the adverse season and the partial failure of the wheat crop ;
- (c) the diversion to the roads of a considerable volume of traffic which was formerly dealt with by rail.

The drought conditions which afflicted so large a part of the State appear to have passed, and we confidently look forward to a high production in our primary industries and to some improvement therefrom in our financial position.

The fact remains, however, that trade and commerce are practically paralysed, and that the ordinary business activities of the community are literally at a standstill, and it is clear that after the present crisis is surmounted a return to what in the recent past were regarded as normal conditions cannot be expected for some years to come.

One of our major difficulties, and one which has appreciably increased the cost of railway service to the community, is the diversion to road services of traffic for which the railways were constructed, and which can be efficiently and satisfactorily catered for by railway.

In our Annual Report for the year 1928-29, we estimated that the loss of traffic which had previously been handled by the railways involved a monetary loss of £1,000,000, or perhaps £1,500,000. Because of the depression and the unsatisfactory harvest, it is scarcely practicable to estimate the value of the loss last year, but an increase of approximately 2,000 in the registrations of commercial vehicles, and of 8,500 as regards private cars, shows that the transfer to the road was progressive.

The loss of this traffic was an important factor in last year's huge deficit.

The matter is one of the utmost importance. It is not merely one of road versus rail: it is a very grave economic question.

Unquestionably, primary production is the most vital factor in the welfare of the State. Unquestionably, also, the primary industries could not exist without the railways, which carry their products, as well as necessities to their production, at low rates which no other form of transportation could approach. The railways thus constitute one of the vital factors on which the financial safety of the State depends. They are indispensable and must be maintained and operated, and anything which tends to depreciate them and to obstruct their efficient and economic operation will depreciate the primary industries and can only be regarded as a menace to the solvency of the State.

The running of parallel rail and road services to provide service which the railways can adequately provide is an expense and an economic waste which positively the community cannot afford.

Depreciation and Reserves.

We invite attention to our references in previous reports to the non-provision of an adequate allowance for the depreciation of the property. The establishment of a Depreciation Fund is a matter of major importance, and the true results of working will not be shown until depreciation is adequately provided for.

In addition, we again urge the desirability of establishing a Reserve Fund to provide for losses in lean years and stabilize the financial position of the Department. The experience of the year just closed strongly confirms our recommendations in this connexion.

Another matter calling urgently for attention is the writing down of the railway capital by relieving it of the loss of value of the property which has accrued in past years, and which we have estimated at approximately £15,000,000. This amount is not properly a charge against the present-day users of the railways, and we again urge that means be taken of transferring it to the community as a whole.

In all these matters our views were strongly supported by the recommendations made by the Royal Commission in 1928.

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

Details of the passenger business during the year, as compared with that of the preceding twelve months, are given in Appendix No. 22, but for ready reference a summary is set out hereunder :—

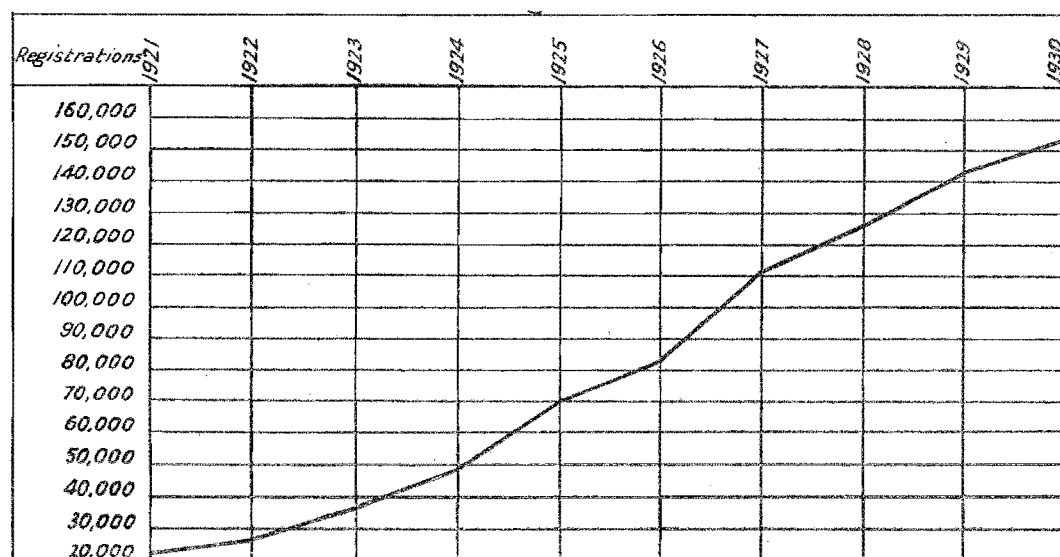
	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	1928-29.	1929-30.	1928-29.	1929-30.	1928-29.	1929-30.
Total number of journeys	8,161,894	7,547,240	152,840,373	149,571,831	161,002,267	157,119,071
Revenue	£2,453,600	£2,125,528	£2,768,624	£2,704,370	£5,222,224	£4,829,898

COUNTRY PASSENGER TRAFFIC.

There was a marked decrease during 1929-30 in country passenger traffic, the continued decline of which during recent years has been referred to in previous Reports. The primary cause was the progressive increase in the number and use of private motor cars, and in a smaller measure the decline was due to the operations of service cars, but during 1929-30 the position was, of course, materially contributed to by the general financial depression.

The net increase in the number of registrations of automobiles and commercial vehicles (buses and trucks) in the year ended 30th June, 1930, amounted to over 10,000, and the following graph shows the growth in the number of such vehicles since 1921.

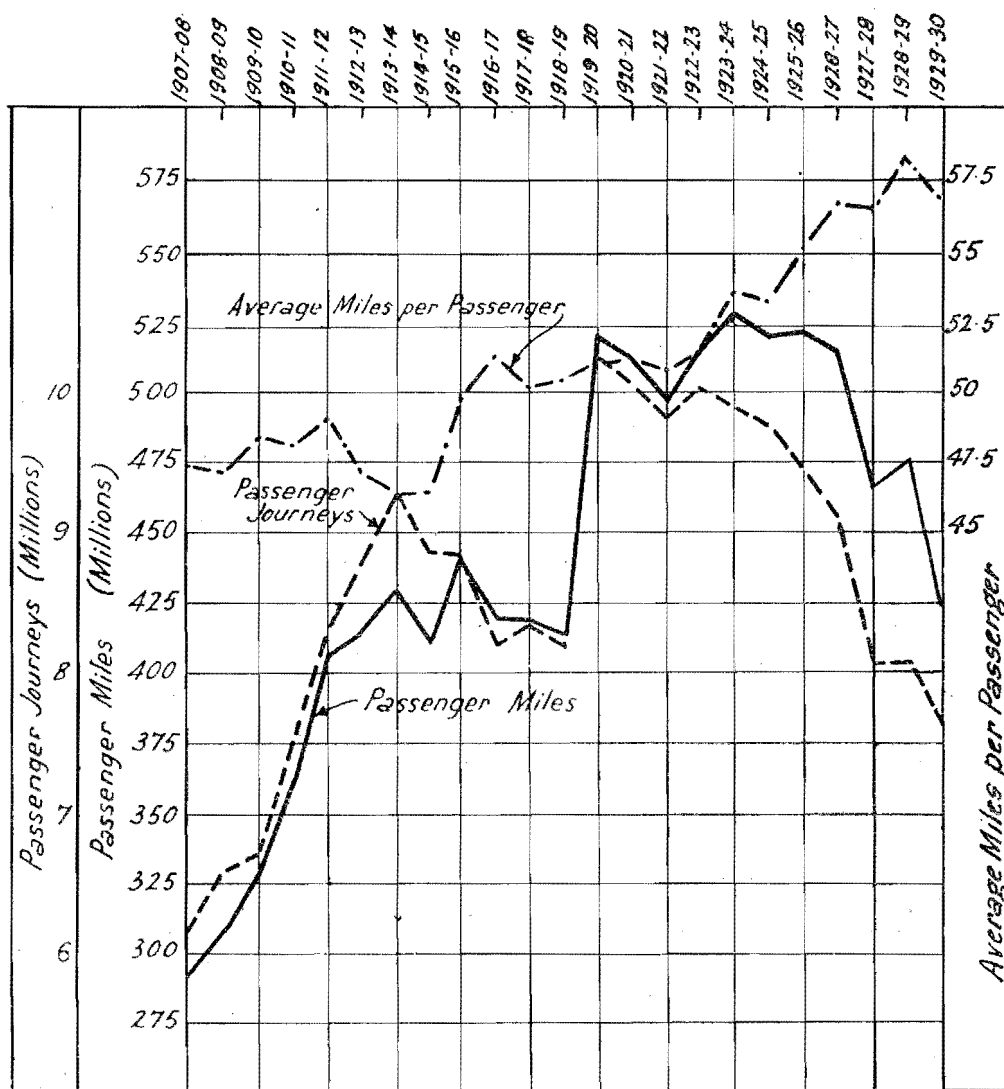
Year Ended 30th June.



The number of private cars increased from 116,880 at 30th June, 1929, to 125,315 at the close of the year under review.

The following graph indicates the trend of the country passenger business since 1907-08. In that year the number of passenger journeys was 6,107,745, and this figure rose to a maximum of 10,263,863 in 1919-20, but has now fallen to 7,547,240.

COUNTRY PASSENGER TRAFFIC, 1907-08 TO 1929-30.



It will be seen that the number of passenger journeys increased rapidly and consistently from 1907-08 until the outbreak of the war, after which it evinced a fairly substantial decline until a sharp rise produced the maximum figures of 1919-20.

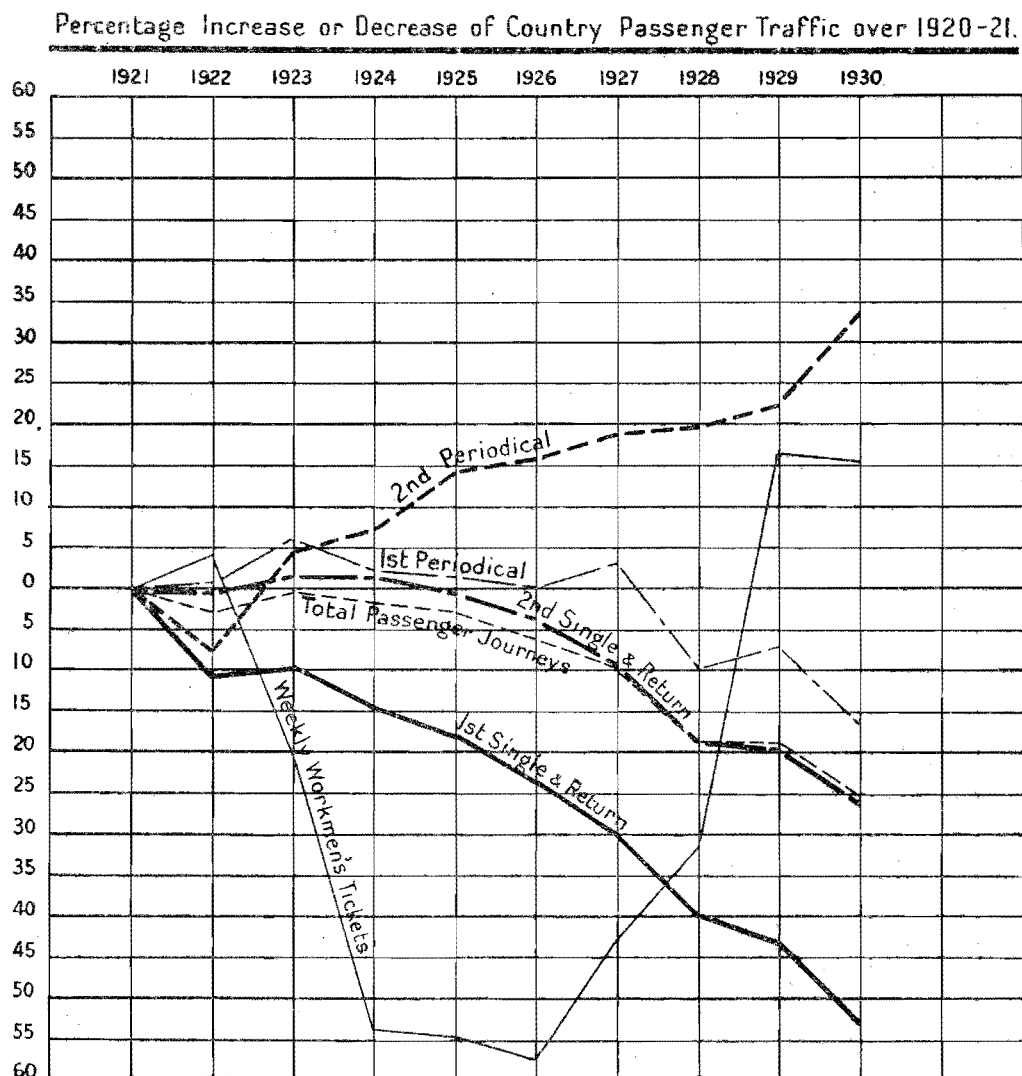
During the past ten years, however, there has been an almost steady retrogression in the number of country passengers, due to the causes previously stated, and the traffic has during the last two years reached a lower level than in 1911-12.

Reference to the graph will show that the average number of miles travelled per passenger has shown a fairly steady advance from 47.37 miles in 1907-08 to 58.2 in 1928-29, though there was a slight decrease to 56.30 miles in 1929-30. The overall increase is attributable partly to the construction of new lines into the more remote portions of the State and into New South Wales, and partly to the fact that the influence of motor traffic is more severely felt in respect of comparatively short journeys than in respect of journeys involving substantial distances.

As a result of the increase in the average haul, the passenger miles, which represent the equivalent number of passengers carried for one mile, show a little more favorably on the graph than the passenger journeys. But even the passenger miles show a marked retrogression since 1923-24, and were little higher in the year just closed than in 1914-15.

The composition of the country passenger traffic, as well as its volume, has undergone marked changes of recent years. Thus, while the total passenger journeys decreased by 25 per cent. in the ten years from 1920-21 to 1929-30, the type of traffic carrying the highest fares (first-class single and return tickets) decreased by over 52 per cent. in the same period. Second class single and return tickets showed a decrease of 26 per cent. which, while much less than the first-class figure, was still slightly over the general average. First-class periodical tickets fell by 16 per cent., whereas second-class periodicals showed an increase of 33 per cent., and weekly workmen's tickets an increase of 15 per cent.

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



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

In the case of second-class periodical tickets also the increase is in a measure due to the introduction of weekly periodical tickets in the 21-27 mile zone in 1928.

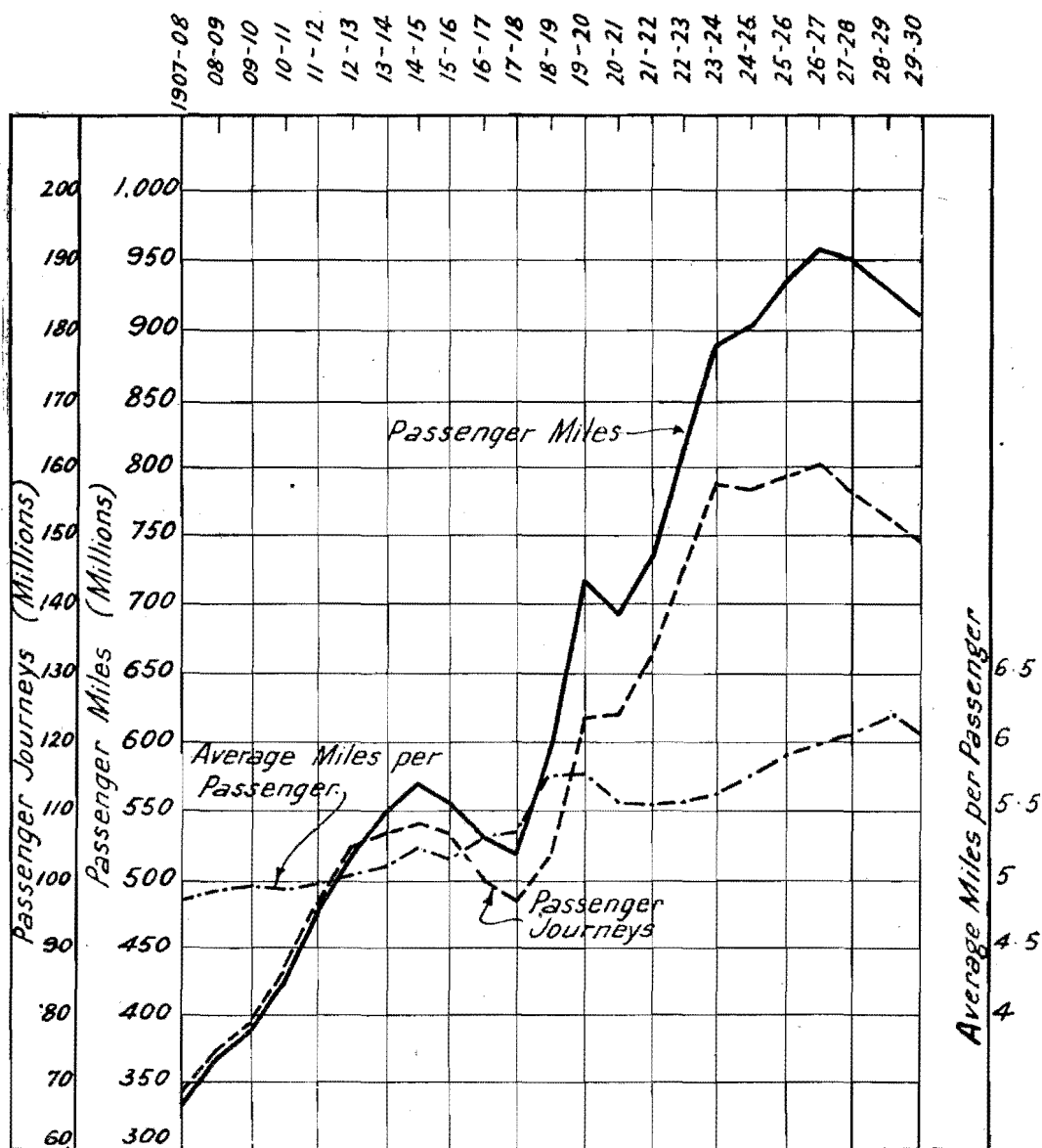
It will be obvious, however, that there has been a drift from first-class to second-class travel, while no doubt the falling off in traffic due to the use of private motor cars has affected the first-class substantially more than the second-class figures.

SUBURBAN PASSENGER TRAFFIC.

Compared with the previous year's results, there was a decrease last year in suburban passenger journeys of 3,268,542. This is attributable to the more acute financial depression and to the increasing use of private motor cars.

In the graph hereunder is depicted the very great development in the suburban passenger traffic which has taken place since the year 1907-08, when the number of passenger journeys amounted to 68,799,680, until it reached 160,154,499 in 1926-27, with a fall to 149,571,831 in 1929-30.

SUBURBAN PASSENGER TRAFFIC, 1907-08 TO 1929-30.



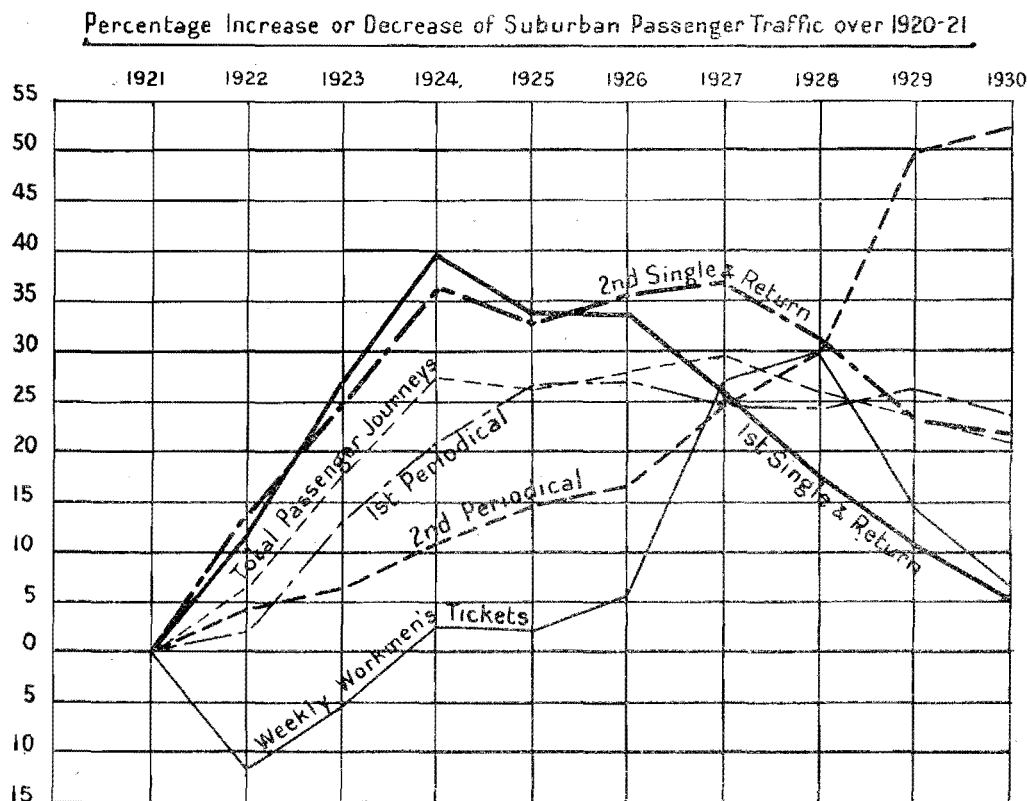
It will be seen that, except in the years affected by the war, the increase in passenger journeys was steady and substantial until 1923-24, but during the next three years this class of traffic was almost stationary, and it has shown a reduction in the last three years. Taking into account the fact that the metropolitan population has been increasing, the figures are evidence of the activities of competitive modes of transport.

No doubt, however, the decrease in both of the last two years was contributed to by the financial depression.

A gratifying feature of the suburban business is the increase in patronage from the more distant suburbs, which is encouraged by the fast, frequent, and comfortable train services made possible by electric traction. Even in the outer areas, however, there has been a decrease during recent months.

The effect of the increase in the outer suburban business is shown on the graph by the average number of miles travelled per passenger, which increased from 4.85 in 1907-08 to 6.20 in 1929-30. As a result of the greater average length of journey, the suburban passenger miles rose from 333,345,284 in 1907-08 to 959,402,370 in 1926-27, with a fall to 928,008,048 in 1929-30. Judged from this stand-point, the suburban passenger traffic is maintaining fairly well the substantial increase which has occurred since the electrification of the system.

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



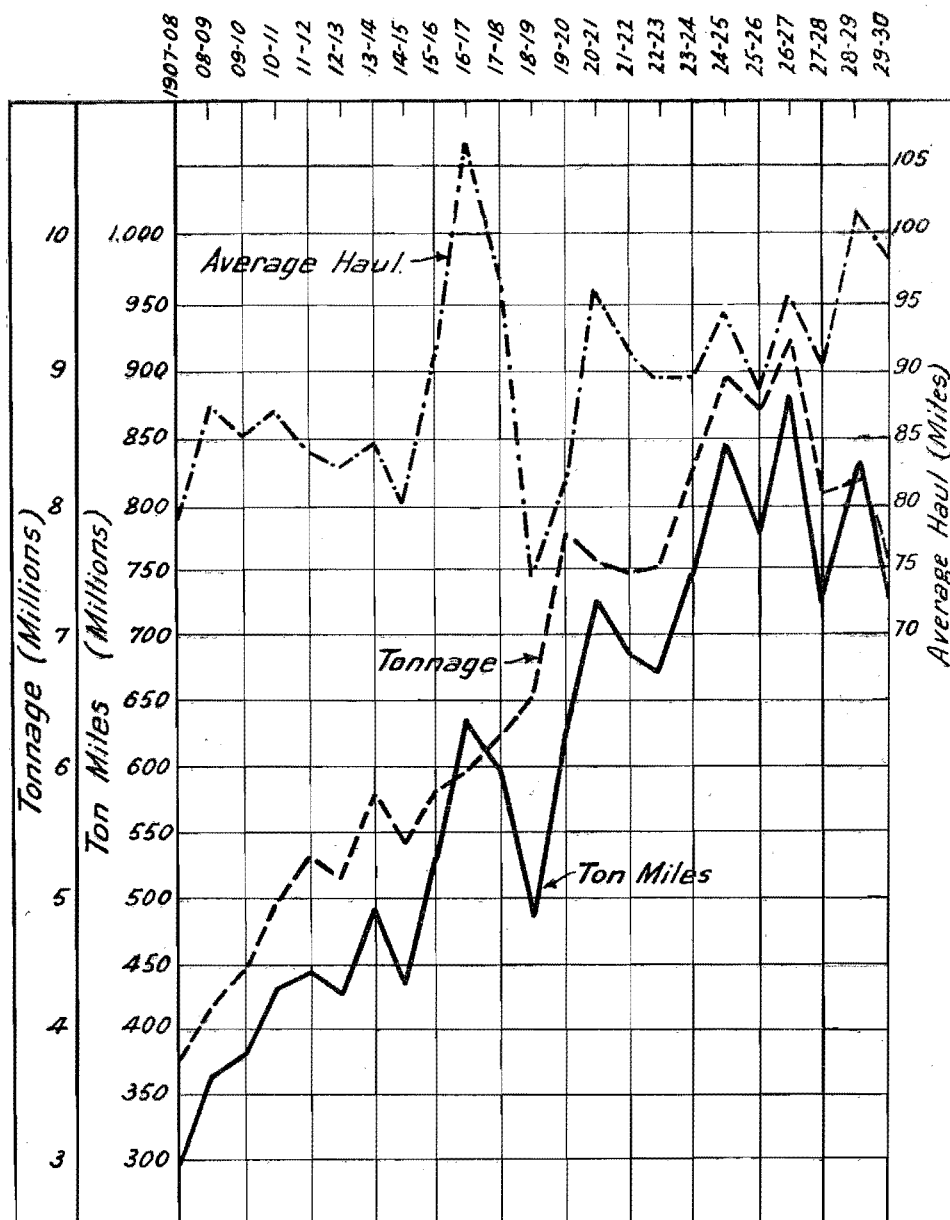
A movement from first to second class since 1924 is clearly indicated, but the relativity of the various curves has been affected by the introduction of weekly tickets in June, 1928. This increased the "periodical" figures, and correspondingly decreased those relating to single and return and weekly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

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

Goods and Live-stock Traffic.

The following graph illustrates the expansion in the goods and live-stock business of the Department since 1907-08, whether viewed in relation to the tonnage carried or the ton mileage, i.e., the equivalent number of tons carried one mile:—

Goods and Live Stock Traffic 1907-08 to 1929-30.



The increase in 1929-30 over 1907-08 in the paying tonnage carried (3,754,861 to 7,513,606) is equivalent to 100 per cent., while that in the ton miles (296,464,980 to 737,623,173) is equivalent to 148 per cent.

This growth of business, however, possesses the very unsatisfactory feature that of recent years there has been a decline in the volume of traffic in the higher-rated goods. Details in this respect are embodied in Appendix No. 23. The decrease in the tonnage of such goods is due to the fact that the road competition is practically confined to goods of the higher classes, to which the railways look for a margin of profit to counteract the exceedingly low charges on soil fertilizers, primary products, &c.

A striking feature of the graph, particularly in respect of the goods-ton mileage, is the series of peaks occurring at fairly regular intervals. These are due mainly to the effect of weather conditions upon the wheat harvest which, in turn, exercises an influence upon the general traffic as representing the relative prosperity of the community. For example, the peak of 1916-17 in the goods ton mileage was the result of a record wheat traffic, including a large carry-over from the preceding year, when a quantity of wheat had to be stacked in the country owing to a lack of shipping facilities.

The goods ton mileage is the actual reflex of the volume of traffic, as it takes into account the average haul as well as the tonnage carried. The average haul, as will be seen from the graph, has been the subject of wide fluctuation, being influenced by the variations in the wheat traffic to a greater extent than is the goods tonnage. This is due to the fact that the average haul of wheat (147 miles in 1929-30) is substantially more than that of all other classes of goods traffic combined (94.3 miles in 1929-30).

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

The large decrease in goods tonnage and revenue in 1929-30, compared with 1928-29, was due to the adverse economic situation, coupled with the poor wheat harvest, an abnormal proportion of which was not carried, the quantity on hand at country stations at the 30th June, 1930, being 5,788,074 bushels.

Large numbers of starving stock were carried from drought areas to localities where pastures were available, and the live-stock traffic constituted a record. There was also a heavy traffic in fodder for long distances to the dry areas. Both the starving stock and the fodder were carried at rates which produced considerably less revenue than the ordinary tariff charges.

Train Mileage, Train Loads, &c.

The total train mileage (including assistant, light engine, and locomotive coal mileage) for the year was 18,601,697, or 407,652 miles less than in 1928-29.

In the goods train mileage there was a decrease of 422,157, due to the lighter wheat yield and the general depression in trade.

The country passenger train mileage (including assistant mileage) decreased by 25,775. This reduction mainly occurred in assistant train miles, and was attributable principally to use of the Pacific class engines on the express trains between Melbourne and Albury.

Consequent upon the provision of additional petrol rail motors, the mileage run by this type of vehicle increased by 10,294.

The mixed train mileage decreased by 57,124 miles, due to reductions in services on various lines.

There was an increase of 87,325 suburban electric train miles. Factors in this increase were the electrification of the Reservoir-Thomastown section; the completion of the new line from Darling to Glen Waverley; and the improved Sunday train services provided in February, 1929, and which affected the mileage for only a portion of the year 1929-30.

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

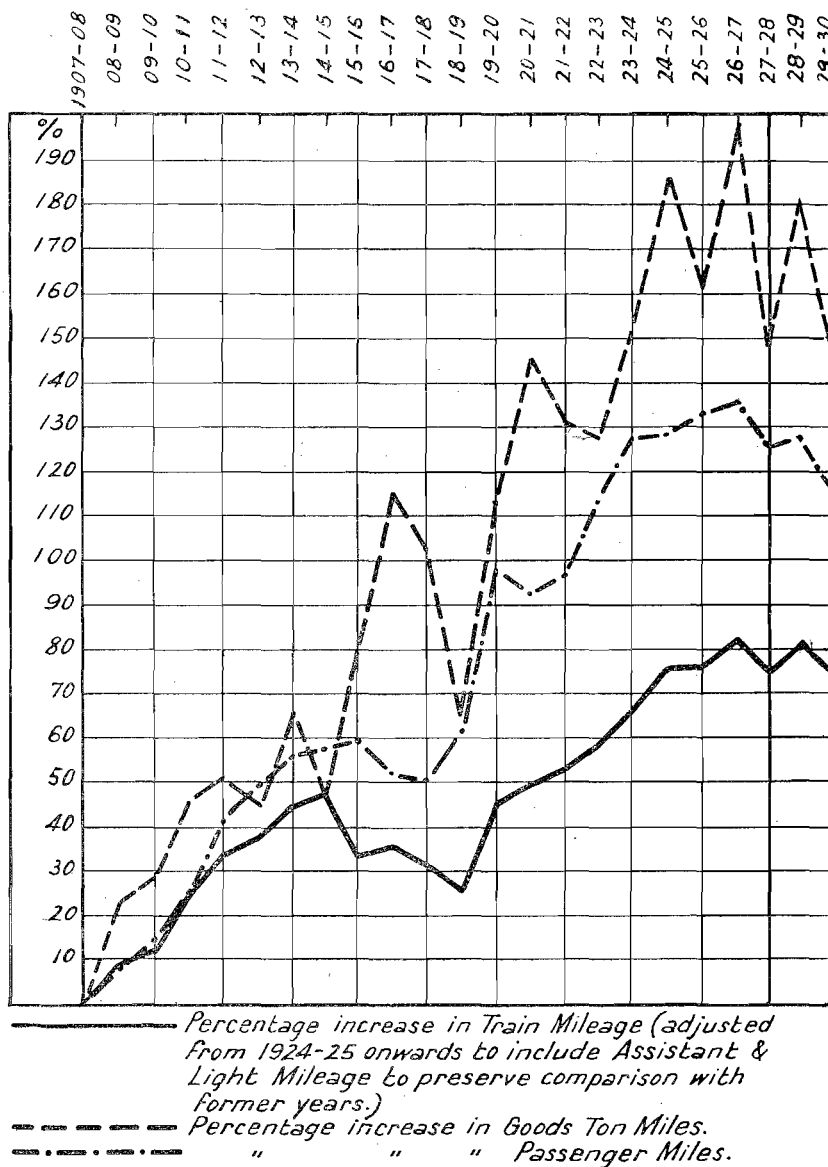
A comparison of the train and truck performances for the past six years is shown hereunder:—

		1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.
Percentage of actual to authorized load over ruling grade	Mixed ..	71	70	70	70	68	68
	Goods ..	83	82	81	80	80	80
Average gross tonnage per traffic train mile	Passenger ..	216	220	219	218	207	200
	Mixed ..	207	208	210	209	212	212
Average goods and live-stock tonnage per loaded truck mile ..	Goods ..	394	388	395	391	404	407
	..	8.9	8.2	8.8	8.3	8.7	8.3
Average goods and live-stock tonnage per loaded truck mile during peak period (January to April inclusive) ..		9.8	8.9	9.5	8.8	9.8	8.9
Average miles per truck per day during peak period (January to April inclusive) ..		31.0	27.6	30.1	26.7	28.9	24.3
Number of passengers carried per passenger and mixed train mile, including rail motor mileage	Country ..	118.40	117.37	115.18	102.53	101.90	91.2
	Suburban ..	125.75	128.20	130.38	129.01	127.06	123.27

The retrogression during recent years in the percentage of actual to authorized loads of mixed and goods trains was checked during the year under review, the figures for which were identical with those for the year 1928-29. The retrogression referred to in previous years was the result of the extension of rail motor services to country lines which previously were operated by mixed trains, and of the consequent necessity for scheduling regular goods trains, irrespective of the loading offering.

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

Percentage Increase, over 1907-08, in Train Mileage by Contrast with that in Traffic.



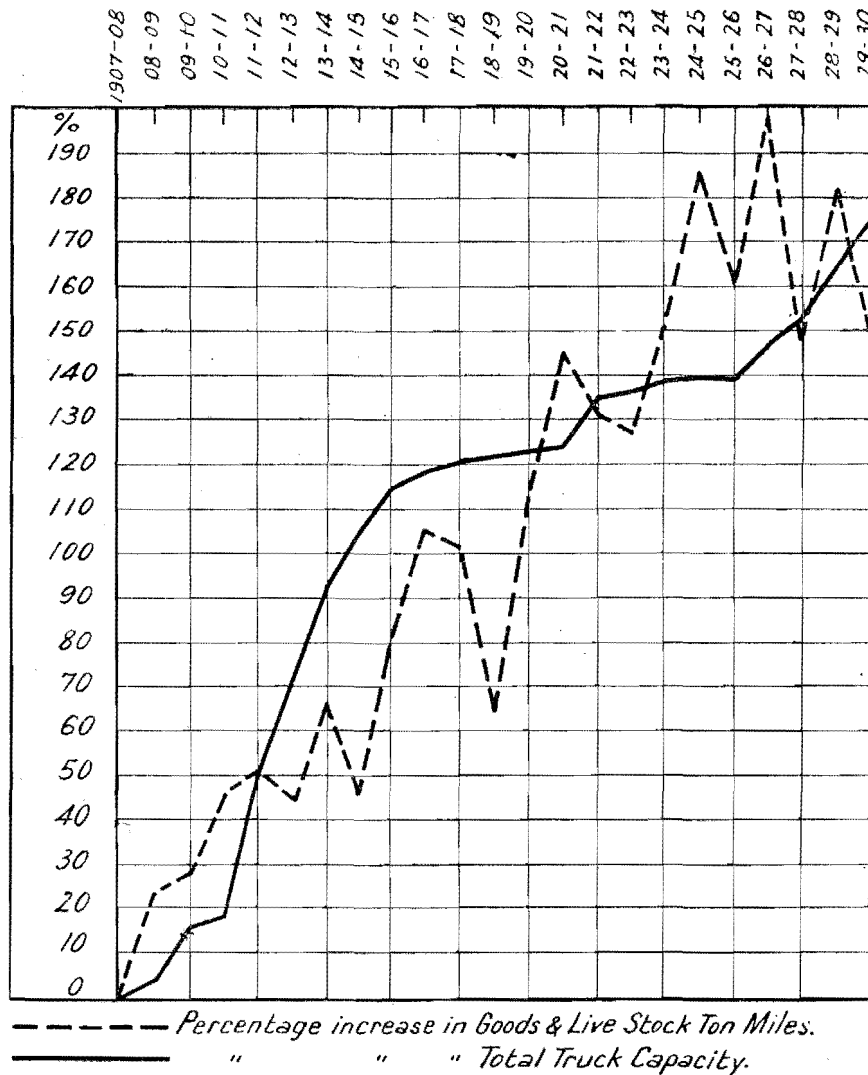
The train mileage curve represents all classes of running, and cannot be taken as indicating the individual percentage increase or decrease of any of the different classes of service—country passenger, suburban passenger, mixed or goods.

In the period of 23 years covered by a comparison between 1907-08 and 1929-30, the goods business increased by 148.80 per cent., and the passenger traffic by 116.24 per cent., yet the increase in train mileage was equivalent to only 76.36 per cent.

This striking comparison shows that much has been achieved, but the situation has always to be closely watched; and since the close of 1929-30 we have effected certain curtailments in train services, and have other curtailments in contemplation, consequent upon the substantial decline in traffic.

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

Percentage Increase, over 1907-08, in Goods and Live Stock Ton-milage, by Contrast with that in Total Truck Capacity.



This chart indicates graphically the result of the endeavours made, of recent years, to obtain the best use from the available rolling-stock, although in the year just closed (as in 1927-28) the failure of the wheat harvest caused the curve showing truck capacity to rise above that indicating the goods business.

The Wheat Harvest.

Owing to insufficient rainfall at the critical stages, the wheat yield for the 1929-30 season was only 25,412,567 bushels—the smallest for a period of ten years. The quantity transported by rail from the producing districts for the financial year amounted to 5,775,690 bags.

A comparison with preceding years is shown hereunder :—

Period.	No. of Bushels Produced.	No. of Bags of Wheat carried by Rail from Country Districts.
1925-26	29,255,534	7,636,133
1926-27	46,886,020	13,443,578
1927-28	26,160,814	6,709,149
1928-29	46,818,833	13,242,079
1929-30	25,412,567	5,775,690
Record Years (1915-16)	58,521,706	(1916-17) 18,461,822

During the year, 852,817 bags were exported, as compared with 8,072,043 bags in 1928-29.

At 30th June last the quantity of grain stacked at the seaboard and in the country was 2,629,051 bags. This compares as under with the quantity stacked on the same date in each of the previous three years:—

	Number of Bags of Wheat Stacked at 30th June—			
	1927.	1928.	1929.	1930.
At or in the vicinity of Williamstown ..	126,760	374,571	312,227	489,505
At or in the vicinity of Geelong ..	169,483	151,658	574,879	210,188
At country stations ..	1,302,207	1,082,486	1,459,193	1,929,358
Totals ..	1,598,450	1,608,715	2,346,299	2,629,051

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

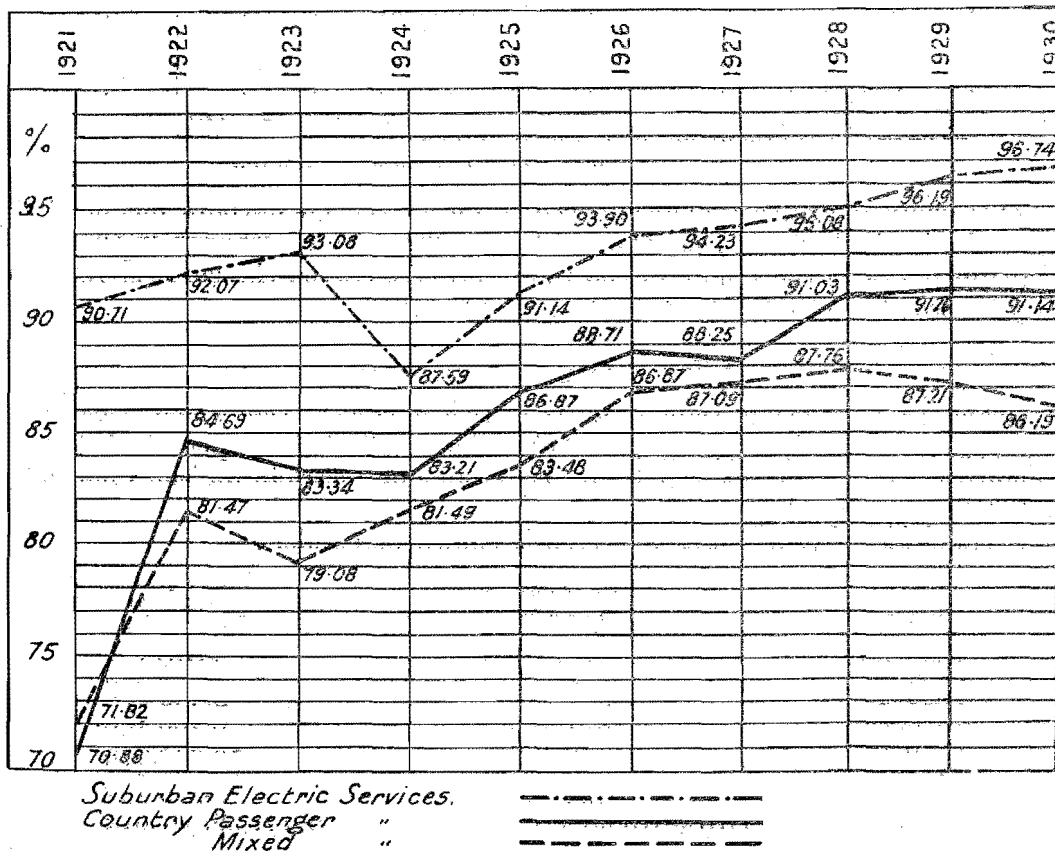
Timekeeping of Trains.

The percentage of trains on time is contrasted hereunder with the figures for the preceding year:—

		1928-29.		1929-30.
Country passenger trains ..	91.26	..	91.14	
Country mixed trains ..	87.21	..	86.19	
Suburban electric trains ..	96.19	..	96.74	

The retrogression in the timekeeping results of country passenger and mixed trains was due, in a measure, to the use of coals of a quality unfamiliar to enginemen, due to the cessation of supplies from the Maitland field of New South Wales; also to the additional work placed on mixed trains owing to the curtailment of goods train services.

The graph hereunder shows the results since 1920-21:—



Improved Country Passenger Train Services.

In pursuance of our policy of improving the passenger train services, the following curtailments in travelling time were effected during the year :—

Train.	Reduction in Overall Time.
6.40 a.m. Melbourne-Bendigo	30 minutes.
7.0 a.m. Bendigo-Melbourne	15 minutes.
3.15 p.m. Bendigo-Melbourne	10 minutes.
6.15 p.m. Maryborough-Ballararat	10 minutes.
8.10 a.m. Balranald-Echuca (Thursdays)	20 minutes.
8.0 a.m. Melbourne-Serviceton	60 minutes.
5.6 p.m. Melbourne-Ballararat	15 minutes.
6.45 p.m. Melbourne-Ballararat	35 minutes.
7.40 a.m. Ballararat-Melbourne	25 minutes.
10.55 a.m. Ballararat-Melbourne	60 minutes.
4.30 p.m. Adelaide-Melbourne	15 minutes.
1.30 p.m. Dimboola-Ballararat (Saturdays)	65 minutes.
11.15 a.m. Melbourne-Geelong	30 minutes.
9.50 a.m. Geelong-Melbourne	30 minutes.
5.0 p.m. Seymour-Melbourne	45 minutes.
2.52 p.m. Albury-Melbourne (three days per week)	43 minutes.
2.52 p.m. Albury-Melbourne (three days per week)	16 minutes.
3.55 p.m. Tocumwal-Melbourne (three days per week)	8 minutes.
6.18 p.m. Seymour-Numurkah	19 minutes.
6.8 a.m. Numurkah-Melbourne	32 minutes.
7.30 a.m. Albury-Melbourne	23 minutes.
5.30 p.m. Melbourne-Albury	29 minutes.

In addition, the train services between Bendigo, Wycheproof and Kulwin, and Bendigo, Ultima and Robinvale were readjusted. Accelerations on certain days up to 80 minutes and 65 minutes respectively were effected, together with earlier connexions to Melbourne.

Improvements to Rail Motor Services.

By the provision of a rail motor service between Bendigo and Elmore on Fridays (connecting with the 12.45 p.m. down from Melbourne instead of with the 8.30 a.m. as previously) the travelling time from Melbourne to stations Elmore to Cohuna has been reduced on this day by approximately two hours.

The allotment of one of the double-ended petrol rail motors to the Benalla-Yarrawonga line, in lieu of the smaller single-ended type of car, has enabled the journey to be shortened in each direction by ten minutes, besides providing more comfortable travelling.

The single-ended motor running on the Murtoa-Hopetoun line was replaced by one of the double-ended type which, in addition, replaced the mixed train from Murtoa to Hopetoun on Tuesday evenings and for the return journey on Wednesday mornings. This resulted in the overall time of these trains being curtailed by 125 minutes in each direction.

Sunday Trains.

Mention was made in our last Annual Report of the new Sunday passenger train services between Melbourne and Ballararat, Geelong, Bendigo, Daylesford and Stony Point. During the year these were supplemented, with the authority of the Governor in Council, by a service between Ballararat, Geelong and Queenscliff, which was commenced on 29th December and maintained during the summer months.

The revenue from these trains far exceeds the additional expenditure involved, and their running has not only filled a definite public requirement but is of substantial assistance to the railway finances.

Albury Junction Charges.

When rail connexion between Wodonga and Albury was established in 1883, it was decided that goods traffic between the two States, except traffic carried at "through" rates, should not be charged for the mileage between these two stations (about $3\frac{1}{2}$ miles), but should be subject to special "junction" charges, which substantially increased the amount of freight payable.

During the year we were able to effect a mutual arrangement with the New South Wales department for the abolition of these charges, and under by-laws made in each State, and operative from 27th November, 1929, the rates for the carriage of goods previously subject to the junction charges have been fixed (except where "through" rates apply) at the ordinary mileage rates usually applicable to inter-system consignments.

This alteration not only had the effect of relieving consignments passing over this line of a special charge, involving increased payments ranging up to 1s. 9d. per ton, but was of importance in assisting the railways to combat road motor competition.

Petrol-Electric and Petrol Rail Motors.

During the year five additional petrol-electric rail motor cars, of 220 horse-power, were placed in service on the following lines:—

Melbourne—Geelong,
Geelong—Queenscliff,
Melbourne—Bacchus Marsh,
Melbourne—Stony Point.

The new vehicles have been used on these lines partly in substitution for steam passenger trains and partly in lieu of petrol rail motors.

Whenever necessary these vehicles run with a carriage as trailer, giving a total seating capacity for 124 passengers. Their running cost is substantially lower than that of steam trains, and our experience is that the fast and comfortable service which they provide is popular among our patrons.

Since the close of the year an additional petrol-electric car has been delivered and placed in running, while the construction of two others is in an advanced stage. These are all of 220 horse-power. One twin-power unit of 440 horse-power is in the preliminary stages of construction.

Hereunder will be found statistics regarding rail-motor operation.

MOTOR CAR OPERATION COVERING 31 RAIL MOTOR CARS (INCLUDING ONE PETROL TROLLEY AND SIX PETROL ELECTRIC MOTORS.)

Period.	No.	Days Worked.	Total Working Cost.	Passenger Journeys.	Motor Car Miles.	Trailer Miles.	Gallons Petrol.	Hours Running.
			£					
1/7-3/8/29	1	596	3,590	33,526	56,793	35,769	7,740	2,730
4/8-31/8/29	2	483	2,792	26,618	46,284	28,752	6,059	2,227
1/9-28/9/29	3	486	2,804	29,784	46,781	29,838	6,360	2,259
29/9-26/10/29	4	584	3,705	35,600	58,323	32,366	8,632	2,682
27/10-23/11/29	5	602	3,870	37,349	57,789	33,419	8,658	2,668
24/11-21/12/29	6	596	3,907	37,192	57,423	32,909	8,892	2,672
22/12/29-18/1/30	7	536	3,427	36,149	48,916	29,387	7,243	2,313
19/1-15/2/30	8	568	3,691	35,817	55,480	31,101	8,829	2,557
16/2-15/3/30	9	578	3,726	36,346	56,083	31,317	8,603	2,595
16/3-12/4/30	10	578	3,697	38,078	55,918	31,807	8,781	2,584
13/4-10/5/30	11	566	3,545	37,668	52,843	31,291	9,228	2,429
11/5-7/6/30	12	589	3,877	35,006	56,292	30,784	11,061	2,556
8/6-30/6/30	13	529	3,757	31,212	52,042	31,884	12,123	2,329
Totals	..	7,291	46,388	450,345	700,967	410,624	112,209	32,601

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

AVERAGES.

Motor miles run per day	..	..	..	..	96
Trailer miles run per day	..	..	..	..	96
Passengers per car per day	..	..	..	..	39
Motor miles run per gallon of petrol	..	..	..	..	6'43
Miles run per hour (speed)	..	..	..	..	21'5
Working cost per mile (pence)	..	..	..	..	15'88

The Melbourne Suburban Electric System.

The suburban railway system was extended during the year by the completion of the construction of the line from Darling to Glen Waverley, 5.94 miles in length.

This line was built subject to the provision, imposed by the Act authorizing its construction, that the Darling to Glen Waverley Railway Construction Trust should guarantee the payment, for a period of five years from the date of opening the line, of any sum not exceeding £10,000 per annum which might be required to meet any loss resulting from its operation, after setting against the working expenses and interest charges the revenue received during the year.

The Trust is given power to levy rates for this purpose within its district, which embraces all lands which, in its opinion, will be materially enhanced in value by the construction of the line. In addition, the Trust possesses the usual powers under the Railway Lands Acquisition Act to levy rates for meeting the cost of purchasing the land required for the purposes of the line.

In accordance with the prescribed procedure the line, so far as track work and buildings, &c., are concerned, was constructed under the Chief Engineer for Railway Construction, but the overhead electrical equipment was provided and erected under our control by the Electrical Engineering Branch.

A portion of the line, about three-quarters of a mile in length, was opened for traffic before the beginning of the year under review. The remainder was opened on 5th May, 1930.

The section from Reservoir to Thomastown—2 $\frac{3}{4}$ miles in length—on the Whittlesea line, was converted to electric traction during the year, and a new station named Keonpark established about a mile from Thomastown.

This work was carried out under agreement with Mr. R. E. Lowe, who has undertaken to pay all additional annual costs involved, including interest, depreciation, &c., after allowing for increased revenue, for a period of ten years, subject to a maximum of £3,860 per annum.

Under electrification a much more frequent train service is provided to Thomastown, and the running time between Melbourne and Thomastown, which previously varied between 40 and 51 minutes, has been reduced to 33 minutes.

All goods sidings on the Heidelberg and Dandenong lines, and most of the sidings on the Frankston line, have been provided with overhead electrical equipment.

The overhead equipment in these goods sidings was erected on masts manufactured from old rails, while on the Glen Waverley line and the Thomastown extension wooden poles were used.

An additional 20,000-volt transmission line has been erected between Rosanna and Greensborough, in order to provide a duplicate supply to Greensborough substation. The overhead transmission lines for the supply to Glen Waverley substation were run from the overhead near Hughesdale station. The additional 20,000-volt overhead thus provided during the year totalled 10.7 miles in length.

An additional automatic substation, provided with mercury arc rectifying equipment, was installed at Glen Waverley, this making the fourth automatic rectifier substation on the system.

In order to minimize damage to overhead equipment and converting plant, and correspondingly reduce delays in train operation, 37 high-speed circuit breakers and 17 Bolton contactors have been installed in the Newmarket, Caulfield, East Camberwell, Middle Brighton, and Mentone substations.

Seaford substation has now been converted to automatic operation, and the operating staff withdrawn.

The number of electric locomotives in service was increased to twelve during the year, eight additional locomotives having been brought into operation. With the exception of certain private sidings on the Frankston line which are worked by steam locomotive, all goods sidings in the south suburban area are now operated electrically.

The 150 headlights previously ordered for electric rolling-stock have now practically all been delivered. Their installation on electric locomotives, parcels coaches, and suburban motor coaches on the Frankston and Dandenong lines is proceeding.

One of the chain grate fired boilers in No. 2 Boiler House, Newport "A" Power Station, is at present being converted for pulverized fuel firing. The boiler will be equipped with high-speed coal mill, two centrifugal type burners, and water-cooled furnace. The two latter items have not previously been used in Australia. It is expected that pulverized fuel firing will increase the rating of the boiler, improve its steaming efficiency, and reduce banking losses. The whole equipment is being installed by the Department's staff, and at the end of June was, approximately, 50 per cent. complete.

The total number of units generated at Newport "A" Station during the year was 175,994,006, compared with 174,528,580 in the previous year.

The additional mileage of electrified track brought into operation during the year was 16.2 miles, and the total mileage in operation in the electrified area at the end of June was 438.8 track miles or 172.4 route miles.

Way and Works Branch.

Owing to the prevailing financial conditions and to the serious way in which the revenue declined during the year, it was necessary to drastically curtail the works programme and to substantially reduce the amount of expenditure on maintenance work.

So far as maintenance work is concerned, however, special care has been taken to ensure that the reduction in expenditure has not in any way encroached upon the margin of safety.

During the year 48 miles of track were relaid with steel rails as shown hereunder:—

Description of Rails.	Miles of Track Relaid.
New 110 lbs.	3.5
New 100 lbs.	0.6
New 90 lbs.	16.0
New 80 lbs.	0.7
Serviceable 100 lbs. and 80 lbs.	24.0
Serviceable 75 lbs., 66 lbs., and 60 lbs.	3.2
Total	48.0

The tracks were strengthened by 23,639 additional sleepers and 22,111 cubic yards of additional bluestone ballast. In ordinary maintenance 20,503 cubic yards of bluestone ballast and 36,603 cubic yards of gravel and scoria ballast were used, 372,340 sleepers were renewed, and 162 miles of fencing rebuilt.

Spencer-street Station and Terminal Accommodation.

The only work undertaken during the year in this connexion was the removal of the surplus material from the area of resumed land along Adderley-street. Our proposals for the utilization of this area for extending the sidings, &c., in the yard—which will depend on the development of passenger traffic and the future demands for additional accommodation for rolling-stock—were investigated by the Parliamentary Standing Committee on Railways, and approved, with the proviso that only the earth-works and minor track additions should be undertaken for the present. The excavated material is being used for the completion of the embankments at the Tottenham Gravitation and Marshalling Yards. During the year 100,000 cubic yards out of a total of 150,000 cubic yards available were removed, necessitating the extensive use of explosives in order that the material could be economically handled by means of a steam shovel.

Tottenham Gravitation and Marshalling Yards.

During the year, the Parliamentary Standing Committee on Railways investigated and approved of our proposals for the completion of these yards.

The earthworks have progressed steadily. In addition to the 100,000 cubic yards from Adderley-street, 25,000 cubic yards of filling were deposited from other sources. Fifteen thousand cubic yards of excavation have been taken out, and a complete system of subsoil and surface drainage installed. A commencement has been made with the laying of tracks, and, providing sufficient funds are available, the whole yard should be completed and in full operation by 30th June, 1931.

The yards are at present being utilized as far as practicable for marshalling the goods traffic from the Albion—Sunshine industrial area and from the Brooklyn Loop, including a considerable amount of "to weigh" loading.

When the yards are completed they will deal with the marshalling and sorting of all the goods traffic of the State except that of Gippsland and (pending the construction of a connecting link) of the South-Western District.

Railway Facilities on Harbour Trust Territory.

In accordance with a Parliamentary resolution, the Parliamentary Standing Committee on Railways investigated our difference of opinion with the Melbourne and Geelong Harbour Trusts as to the responsibility for the provision and maintenance of railway facilities on Harbour Trust territory. On 20th August, 1929, the Committee presented to Parliament its views and recommendations on the matter, providing, amongst other things, that—

- (a) the responsibility for the provision and maintenance of railway works required for public purposes in the Ports of Melbourne and Geelong belongs to the Harbour Trust authorities;
- (b) payment be made by the Melbourne Harbour Trust to this Department of the value, as at 23rd January, 1913, of the railway works on the Railway Pier at Port Melbourne, and the Breakwater, Gellibrand, and Nelson Piers at Williamstown; the price paid by this Department to the Trust for railway works on the Prince's Pier and on the Victoria Dock, and the amount expended by this Department in the construction of railway works for public purposes in the Port of Melbourne since 23rd January, 1913;
- (c) payment be made by the Geelong Harbour Trust to this Department of the value, as at 12th December, 1905, of the railway works on the Railway Pier at Geelong, and of any additional works since provided there up till 1927, together with the cost incurred by this Department in removing and relaying the tracks and any necessary work associated therewith on the pier during the years 1927, 1928, and 1929.

In pursuance of these views and recommendations we rendered accounts on 18th December, 1929, to the Melbourne Harbour Trust for £63,210, and to the Geelong Harbour Trust for £8,881, but settlements have not yet been effected.

Improved Locomotive Facilities at Hamilton.

The improved locomotive facilities at Hamilton were brought into use towards the end of 1929.

They comprise an engine shed with a capacity of six locomotives, as well as two repair roads, repair shop, office, store, 70-ft. turntable and the necessary trackwork.

A mechanical coal-handling plant with bins to hold 250 tons was also provided, together with ash and inspection pits, a complete water supply and storage tanks with a capacity of 26,000 gallons.

The new arrangement is much appreciated as compared with the obsolete depot which it replaced, and Hamilton is now a good example of a well-designed, up-to-date small country locomotive depot.

Newport Workshops.

The building of the new Erecting Shop proceeded satisfactorily during the year. The whole of the trackwork, water supply, sewerage and drainage is completed, and the building itself, including steel columns, runway girders, and roof and wall framing is well advanced.

Considerable trouble was experienced with the foundations, which in some cases were carried down to a depth of 24 feet before rock was reached. As the columns will carry travelling cranes with a lifting capacity of 75 tons, the security of the foundations was of vital importance.

The reinforced concrete inspection pits in the Erecting and Machine Shops are completed, and most of the concrete and wood-blocked floors are laid.

Contracts have been let for the manufacture and supply of the 75-ton and 10-ton travelling cranes, and the installation of compressed air, steam and hydraulic systems is proceeding, together with concrete beds and foundations for machines.

The work necessitated the removal of the 500,000-gallon reservoir, used as a reserve water supply for fire protection in the Newport Workshops area. Another reservoir of similar capacity was constructed on an area near the Melbourne-road Fire Station, equipped with the necessary pumps and connected with the existing fire protection water mains.

Improved handling facilities were installed in the Foundry by an extension of the crane runways, together with an additional electric crane for the more economical transport of material between the Store Yard and the Foundry.

Other minor additions were made to the shops, such as meal rooms and a store for the Stores Branch and alterations to the Smithy.

Improved Station Yard and Other Facilities between Dandenong and Yallourn.

To cope satisfactorily with the contemplated increase in traffic due to the extension of the State Electricity Commission's briquetting factory at Yallourn and the normal increase in goods traffic, it was found necessary to effect improvements in changes of grade and train crossing facilities, &c., at certain locations on the Dandenong-Yallourn section.

During the year regrading operations were carried out between Narre Warren and Beaconsfield; additional facilities for crossing long trains were provided at Nar Nar Goon and Darnum; whilst a 70-ft. turntable was installed at Moe to replace a 53-ft. turntable.

Additional improvements are in hand or will be undertaken during the current financial year and, it is anticipated, will be completed by 31st December, 1930, in time for the increased traffic.

Other New Works.

For some years, the lack of adequate siding accommodation at Seymour caused considerable inconvenience in handling long goods trains, and in marshalling and dealing with "up" and "down" trains arriving simultaneously. Financial considerations prevented the adoption of a comprehensive scheme which was prepared for remodelling the accommodation, but a modified scheme was carried out, providing the minimum facilities necessary for the proper handling of the traffic.

Additional and improved siding accommodation, &c., was provided at various locations, including Eaglehawk, Euroa, Glenrowan, Kerang, Koo-wee-rup, Lindenow, Narre Warren, between Newport and Newport South, and Wonthaggi.

New station buildings were erected at Beulah and Lubeck, and additions and improvements effected at Ringwood and Frankston.

Additional accommodation was provided at refreshment rooms at Spencer-street and Murtoa; stalls for the sale of fruit or fruit juice drinks were erected at Prince's-bridge and Ouyen, and a commencement made with the extension of the fruit stall on the concourse at Flinders-street station.

A pedestrian subway was constructed at Victoria-street, Coburg, and the provision of a similar convenience at High-street, Newport, was put in hand.

During the year the reconstruction of the bridge over the Goulburn River at 60 miles 17 chains 21 links on the North-Eastern line, to provide for standard loading, was completed at a cost of approximately £13,000. The work necessitated the complete renewal of the two main 104-ft. spans and the two 40-ft. adjacent approach spans, the main spans being assembled on temporary staging alongside the old structure and rolled into position without any interference with traffic.

Forty-six timber bridges between Sunshine and Serviceton were replaced by permanent structures, to provide for standard loading. In addition, a number of timber bridges at various locations throughout the system were reduced in length or replaced by concrete culverts, thereby effecting economy in maintenance.

During the year, one hundred and sixty-four level crossings were remodelled, additional warning notices provided, guide fencing prominently located, and obstructions removed with the object of enforcing attention to the existence of the crossings. This completes our programme of work in this connexion.

The level crossing at Narre Warren station was abolished and replaced by interlocked gates, whilst the substitution of a bridge for the level crossing at 63 miles 27 chains 60 links between Seymour and Mangalore is in hand. The latter work is being carried out in conjunction with the Country Roads Board, which is making the approaches to the bridge.

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

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

Dwelling Accommodation for Employees.

Twelve dwellings of pre-cast concrete construction were completed during the year, including ten at Ararat mentioned in last year's Report, for occupation by employees transferred to that location following on the completion of the new locomotive depot.

Consequent on the transfer of staff necessitated by the re-arrangement of various Gangers' lengths as referred to above, and by the curtailment of train services on certain lines, a number of departmental residences at country locations have become vacant. Arrangements are in hand, where practicable and economical, to move these houses to other locations to meet requirements and avoid expenditure in the construction of new houses.

Shops at Nicholson-street, Footscray.

When the new goods line was constructed between West Footscray and South Kensington, the level crossing at Nicholson-street, Footscray, was replaced by a bridge over the tracks, of sufficient width to permit of the erection thereon of shops or other revenue-producing buildings when opportunity offered. During the year the matter was submitted to the Parliamentary Standing Committee on Railways, which approved of the provision of shops on the western side, leaving consideration of the erection of others on the eastern side until such time as the first instalment had justified itself.

Nine single-storey lock-up shops, with provision for an additional storey if required, and equipped with modern plate-glass fronts, cantilever verandahs and other conveniences, have been built and are let at satisfactory rentals.

Rolling-Stock Branch.

A statement of the rolling-stock in existence at 30th June, 1930, appears in Appendix No. 10.

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

<i>Locomotives—</i>				
“ X ” Class (“ Mikado,” tractive power, with booster, 46,040 lbs.)	..	..	..	4
“ X ” Class (not fitted with booster, tractive power, 37,040 lbs.)	..	..	..	2
Electric (tractive power, 22,150 lbs.)	..	..	..	8
<i>Carriages—</i>				
Petrol electric rail motors	..	..	..	6
<i>Trucks—</i>				
Open goods trucks (16 tons)	..	..	..	82
Open goods trucks (27 tons)	..	..	..	193
Open goods trucks (bogie, 30 tons)	..	..	..	1
Louvre trucks (bogie, 33 tons)	..	..	..	30
<i>Road Motor Vehicles—</i>				
Passenger cars	..	..	..	1
Trucks (goods)	..	..	..	9
Trailers (goods)	..	..	..	10

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

Locomotives	..	..	..	..	20
Cars	..	..	..	..	32
Vans	..	..	..	..	9
Trucks	..	..	..	..	102

Locomotive Construction.

The three Pacific “ S ” class engines have been engaged regularly in the Sydney express service between Melbourne and Albury, and have entirely fulfilled expectations. A further reduction of approximately 30 minutes was made between the two terminals, which permits of the “ Limited ” express reaching Melbourne at 12 noon and departing at 5.30 p.m., without affecting connecting trains at Albury. On the “ up ” journey the over-all average speed of this train, including stops, is now 42 miles per hour.

Construction of a fourth “ Pacific ” locomotive is progressing according to schedule. The advent of this locomotive will ensure continuity of the use of this type on both the “ Limited ” and the ordinary express trains between Melbourne and Albury, even when one of the existing “ S ” class locomotives is withdrawn for shopping. It will also be possible at holiday times to provide this class of power for extra divisions.

The year saw the balance (six) of the heavy type goods locomotives, “ X ” Mikado class, completed and placed in service. These engines, of which we now have eleven, represent our most powerful goods type, and they are operating satisfactorily on the sections between Melbourne and Bendigo, Melbourne and Seymour, and Geelong and Ararat.

To maintain the necessary light-line engine power and permit of the replacement of locomotives of this type withdrawn for scrapping, it has been found essential to embark on the construction of ten light Mikado locomotives (“ N ” class). These comprise the third group of this type, of which there are already twenty, and it is planned to place all of them in service by April, 1931.

Superheater Locomotives.

The six “ X ” class engines constructed during the year were fitted with superheaters, and 27 other locomotives were converted from saturated to superheater type. As four superheated engines (D2 class) were scrapped, there was a total at 30th June, 1930, of 305 locomotives fitted with superheaters.

Carriage Construction.

No carriage construction was carried out during the year, except in connexion with the provision of petrol-electric rail cars, to which special reference is made elsewhere in this Report.

The preparatory work in connexion with the construction of five trailer cars for use with petrol-electric rail cars has been completed, and it is anticipated that these cars will be ready for service before the end of October, 1930.

Truck Construction.

Thirty bogie louvre wagons were turned out during the year, making a total of 82 of these wagons in service.

Open goods wagon construction for the year comprised 82 16-ton wagons, completing the 300 of that type authorized and commenced in the preceding year. In addition, 193 27-ton trucks were completed, and construction of the 107 others is nearing completion. It is anticipated that the last of these will leave the shops by November next.

Five bogie oil tank wagons for the conveyance of fuel oil were built for and at the expense of private companies.

Automatic Couplers.

During the year 289 new vehicles were fitted with automatic couplers, and 28 with draw-gear suitable for automatic couplers and with temporary draw-hooks. In addition, 891 existing vehicles were converted, making a total, at 30th June, 1930, of 3,608 cars, vans, and wagons equipped with automatic couplers and 287 equipped with transition draw-gear. Of the 3,608 vehicles fully equipped, 3,310 were broad-gauge stock.

We are very desirous of pushing ahead with the conversion of the stock as rapidly as circumstances will permit. The inconveniences arising from the existence of two types of draw-gear, with the necessary transition appliances, will increase until appreciably more than half of the stock is converted, and will exist until the work is completed. Moreover, large benefits in operation cannot be secured from the expenditure which is being incurred each year in the fitting of automatic couplers until a much larger proportion of the rolling-stock is converted.

It is very desirable that we should be in a position to ascertain the financial prospects of maintaining continuity of the conversion programme sufficiently early to permit of the most economical preparations being adopted. Otherwise the cost of conversion will be appreciably increased, as progress in the shops is affected by the irregular flow of materials, which in turn causes marked fluctuations in the staff engaged in connexion with the conversion, while the lack of other works of any magnitude makes it extremely difficult to employ staff released by diminution of coupler conversion activities.

Spot System.

During the year considerable advances have been made in the application of the "Spot" system in the workshops in the construction and repair of rolling-stock and on automatic coupler conversions.

Briefly, the "Spot" system consists of subdividing a work into groups of operations, each to be carried out at one place, and assigning to each place or spot the staff and equipment necessary for performing the operations in a given time. As each group of operations is completed, the vehicles move forward, and another series of operations undertaken by the adjacent group of men. By this means, it is possible to obtain the benefits of specialization, and the handling and control of materials are greatly simplified.

So far the system has been applied to locomotive repairs, truck construction and repairs, and the conversion of truck stock to automatic couplers, and, in respect of all of these, an improved output has been secured, with appreciable economies.

With existing lifting and handling facilities, it has not been possible to establish an ideal application of the "Spot" system. It has been the aim, however, to improve production with the equipment available, and no effort is being spared in broadening the scope of the system with a view to securing additional economies.

Boiler Construction.

We are at present passing through a period when demands for boiler replacement are exceptionally heavy, a reflection of heavy locomotive construction and purchasing programmes about sixteen years ago.

In the year just closed, 62 new boilers were constructed, mainly for "A2," "DD," and "Y" class locomotives. In addition to the foregoing, advantage has been taken of the large number of "DD" boiler replacements now falling due to increase the boiler capacity of a number of this class of locomotive requiring new boilers. It has long been recognized that the capacity of the existing "DD" boilers was below economic limits, due to limitations of weight at the time the original designs were made. As a result, both loads and speeds in various localities are unduly restricted with this class of locomotive. During the year fifteen boilers of the larger type (known as the "D3") were constructed.

During the coming year also boiler construction will be heavy, and provision has had to be made for approximately 60 new boilers. There should then be a gradual diminution in numbers in succeeding years, in conformity with the slackening of construction programmes during the war years.

Signal and Telegraph Branch.

The following work was carried out during the year :—

Interlocking, &c.

Four interlocking machines were installed at new locations, i.e., Kerang, Narre Warren, Pascoe Vale, and Pakenham, whilst the old machines at Box Hill, Buangor, Footscray "A" and Eaglehawk were replaced by new ones. The machines at Pakenham and Eaglehawk are of the double-wire operating type, making a total of three of this type in use. In addition, extensive alterations were carried out to 14 other existing machines, 244 levers being provided and 257 abolished.

Additional staff, Annett and plunger locks, to the number of 54, were installed, and 12 were abolished, the net increase being 42.

At the end of June the total number of places where the points in the main line were either interlocked or otherwise protected was 1,063, or 94 per cent., of the places having points in the main line, the total number of levers being 9,995.

Interlocked gates were provided at the level crossings at Narre Warren and Pascoe Vale, also an additional set of controlled wickets at the "up" side of the level crossing at Glenhantly.

Wig-Wag Signals.

In connexion with the programme of providing better protection at level crossings, three wig-wag signals were provided at Wangaratta, i.e., two at Templeton-street and one at Rowan-street. Twenty-eight crossings are now equipped with signals of this type.

Automatic Signalling.

This system of signalling was extended from Surrey Hills to Box Hill and from West Footscray to St. Albans.

Tracklocking.

Progress with this work has been made on the North-Western line—Buangor, Lubeck, and Middle Creek having been completed. At Sunshine and Essendon, additional signals were track-controlled by platform roads.

Other Signalling Alterations.

Electric staff instruments were converted from battery to magneto operation on the following sections :—

Tallarook to Mansfield; Benalla to Wangaratta; Mangalore to Violet Town; Birchip to Woomelang.

Additional track bonding, in connexion with the electrification of sidings, was carried out within the electrified area. There are now 450 miles of track bonded for traction purposes.

Telephones and Telegraphs.

In connexion with the extension of the Train Despatcher system, the provision of selector telephones has been proceeded with, and the following sections were completed during the year :—

	Points.	Miles.
Ballarat-Dimboola ..	42	151
Maroona-Hamilton ..	6	57
	—	—
	48	208
	—	—

The mileage now equipped amounts to 1,556, and 405 points are connected. Station to station telephone services were provided between—

	Miles.
Ararat and Hamilton ..	67
Daylesford and Ballarat ..	37
Ararat and Maryborough ..	54
	—
	158
	—

Additional Morse services were provided between—

Geelong and Warrnambool;
Ararat and Melbourne.

At Geelong a complete automatic telephone exchange of 100 line capacity was provided, and 54 locations equipped with automatic telephones.

In connexion with the provision of the above and for other services, 27 miles of new pole lines, 190½ miles of copper, and 32 miles of iron wires were erected. One hundred and fifty-four miles of pole lines were re-built and telephone circuits thereon converted to metallic circuits with super-imposed morse operation, while 951½ miles of pole lines were overhauled, 936½ miles being in the country and 15 in the electrified area. In the latter area, 22 miles of wire and 4½ miles of cable were provided.

Iron rails were again utilized for poles for supporting telephone and telegraph wires—2,789 of these being used out of a total of 3,645 new poles erected.

Lighting of Stations.

To provide better illumination, the lighting of the following stations was converted from "Lux," gas, or kerosene to electric illumination, making a total of 160 country stations so lighted—

Berwick	Beaconsfield	Bunyip
Digger's Rest	Longwarry	Port Fairy.

Electric lighting was provided at 43 departmental residences, also at various refreshment rooms, fruit and book stalls. Signs and maps on stations were also illuminated.

Gas and "Lux" Lighting.

"Gloria" lighting installations have been provided at:—

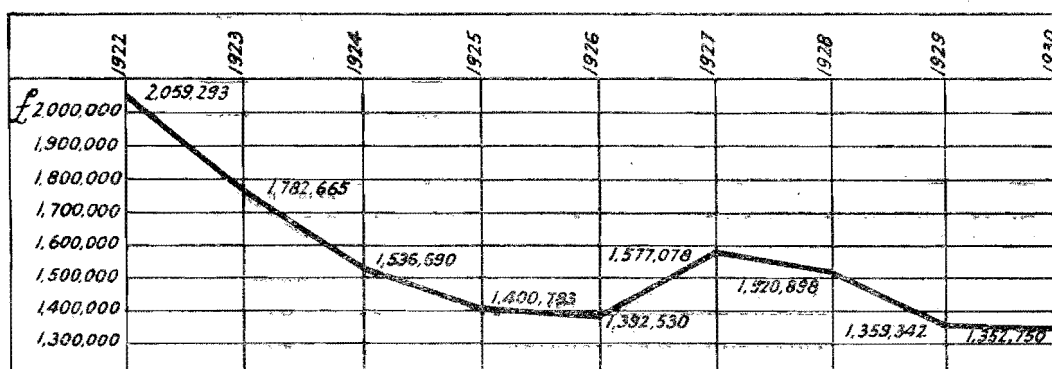
- Lubeck station ;
- Bridgewater (additional station lighting and S.M's. quarters) ;
- Cressy and Nyora refreshment rooms.

"Lux" lamps were installed at the stock-yards at Culgoa, Mystic Park, and Watchem.

Stores Branch.

The value of the stock on hand at 30th June, 1930, was £1,352,750, representing a decrease of £6,592 by comparison with the figure at the close of 1928-29.

The position at the close of each year from 1921-22 onward is indicated in the following graph:—



During the year under review Stores Suspense Account was released from carrying refreshment-room stock, the value of which at the 30th June, 1930, was £22,420.

Permanent-way material showed a decrease of £37,600, but on the other hand the value of coal in stock increased by £47,000.

The value of spares and other insurance items which are a permanent charge against the stock totals £117,000.

Taking the value on hand at the end of the year under review as a basis, the stock was turned over 2.7 times during the year.

Reduction of stocks at storehouses was continued, the systems and methods adopted under re-organization revealing slowly-moving items. Obsolete material has practically disappeared from storehouses.

The recovery and reclamation of material was continued, and increased considerably. The value of reclaimed and recovered material sold and issued during the year was £93,000.

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

Year.	Stock on hand at 30th June.	Purchases.	Returns into Stock and manufactures by the Department.	Issues, including Sales.
	£	£	£	£
1929-30	1,352,750	2,282,089	1,369,917	3,640,727
1928-29	1,359,342	2,470,458	1,559,782	4,204,573
1927-28	1,520,898	3,135,127	1,643,346	4,791,154
1926-27	1,577,078	3,379,546	2,278,948	5,488,056
1925-26	1,392,530	3,053,181	1,801,960	4,862,866
1924-25	1,400,783	2,766,777	1,460,969	4,326,428
1923-24	1,536,690	2,489,587	1,542,765	4,271,297
1922-23	1,782,665	2,117,527	1,560,502	3,921,762
1921-22	2,059,293	3,028,169	1,396,445	4,300,170
1920-21	1,927,715	3,056,881	1,220,667	3,508,474

Coal Supplies.

The total quantities of coal purchased during the year 1929-30 were as follow :—

	From State Coal Mine.	From New South Wales and Queensland.	From United Kingdom.	Total.
	Tons.	Tons.	Tons.	Tons.
Large coal	327,450	98,288	50,719	476,457
Slack coal	202,759	10,274	..	213,033
Totals	530,209	108,562	50,719	689,490

As work in the Maitland coal fields was not resumed until June, 1930, the reserves of such coal were depleted, and as no suitable substitute for the Maitland product was available from within the Commonwealth, a limited quantity of suitable coal was obtained from Great Britain.

The total consumption for the year was 666,120 tons, valued at £911,650, or an average of £1 7s. 4.46d. per ton.

Travelling Irregularities.

Particulars are shown hereunder of the number of travelling irregularities detected by Special Checkers, Conductors, station staffs, and the Special Barrier Checker for the year under review and the preceding year :—

	Number of Irregularities Detected—		Increase.	Decrease.	Net Increase.
	1928-29.	1929-30.			
Special Checkers on Suburban Trains and Barriers and Special Barrier Checker	10,237	10,725	488	..	..
Special Checkers on Country Trains	1,135	1,472	337	..	..
Conductors on Country Trains	844	752	..	92	..
Station Staffs	1,873	1,652	..	221	..
Totals	14,089	14,601	825	313	512

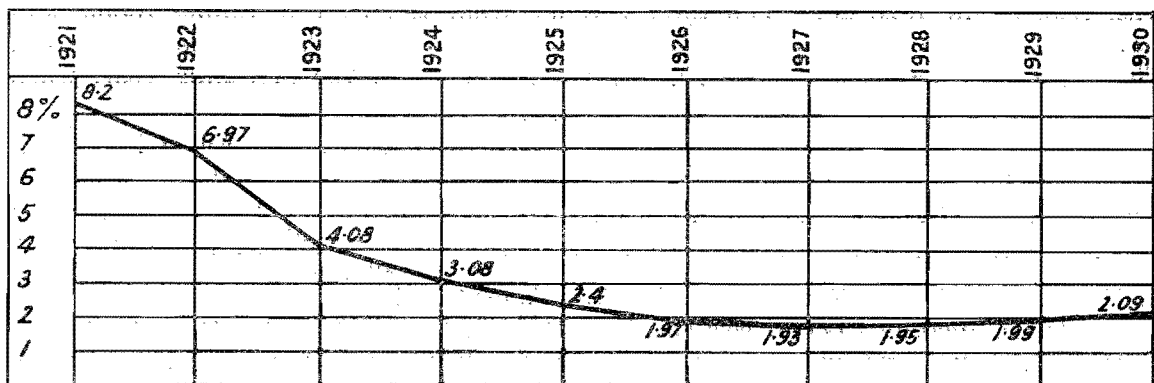
Although there was an increase by comparison with the preceding year, the number of irregularities detected was substantially less than in the year 1927-28, when 15,179 cases were detected.

In the great majority of instances the breaches of the by-laws were technical or trivial, but prosecutions were instituted in 1,929 cases in the year under review.

Ticket Collection.

The percentage of non-collected printed country tickets during 1929-30 was 2.09, as compared with 1.99 for the year 1928-29. The following graph indicates the substantial advance which has been achieved since 1920-21 :—

Year ended 30th June.



We appreciate the consistent efforts of the staff which have been necessary to obtain this gratifying result.

Claims for Missing and Damaged Consignments.

Claims paid during the year for goods, parcels, luggage, and live-stock, short delivered, damaged, and delayed, amounted to £17,701.

There has been a satisfactory reduction over a period of years in the compensation so paid, the figures since 1925-26 being as follow :—

1925-26	..	..	..	..	£24,241
1926-27	..	..	..	..	22,963
1927-28	..	..	..	..	21,770
1928-29	..	..	..	..	18,724
1929-30	..	..	..	..	17,701

This indicates a continual improvement in the handling of goods, and that the patrol of yards, stations, and trains has produced beneficial results.

Ambulance Organization and Equipment.

During the year, 1,027 employees enrolled in the "First Aid" classes conducted by the Department. Of these, 300 passed the examination. The remainder also acquired useful knowledge, and many of them are obtaining further instruction by attending classes now in course.

Due attention was given to the ambulance equipment throughout the system, a large proportion being overhauled. Replacements were made as required, but owing to better care by the staff, the losses have been considerably reduced.

The ambulance equipment at various stations, depots, &c., was supplemented during the year by 126 boxes and 19 stretchers, portion of which were withdrawn from other sources.

The "First Aid" work carried out at the Newport Workshops, Newport Signal Shops, Newport Power House, Jolimont Workshops, Bendigo Workshops, and Ballarat Workshops still continues satisfactorily. There was a substantial reduction in the number of cases dealt with, except at the Ballarat and Bendigo Workshops, where an increase was recorded. The figures, by comparison with those for 1928-29, are given hereunder :—

Location.	Number of "First Aid" Cases dealt with in year ended 30th June—		Decrease.	Increase.	Net Decrease.
	1929.	1930.			
Newport Workshops	20,791	18,763	2,028	..	..
Car and Wagon Shops	8,565	8,278	287	..	..
Jolimont Workshops	5,064	4,608	456	..	..
Signal Shops	3,357	2,144	1,213	..	..
North Bendigo Workshops ..	1,080	1,142	..	62	..
North Ballarat Workshops ..	1,639	1,883	..	244	..
Totals	40,496	36,818	3,984	306	3,678

Refreshment Services and Bookstalls.

The refreshment services were naturally affected by the substantial falling off in the passenger traffic, and the revenue showed a decrease in practically all sections. Fruit was an exception, as the revenue from its sale amounted to £42,800, compared with £38,703 in 1928-29. The total revenue from the railway dining rooms and associated activities, such as fruit and fruit juice drink stalls, &c., was £404,033. This represents a decrease of £20,853 by comparison with the preceding year, when the revenue from this source amounted to £424,886.

The refreshment rooms at Murtoa, Nyora, and Wycheproof, which previously were conducted by lessees, were brought under the direct management of the Branch during the year. The re-arrangement of train running schedules so as to provide more rapid transit necessitated the closing of the refreshment rooms at Bacchus Marsh and Stawell. A stall for the sale of fruit and fruit juice drinks was opened in Flinders-street near the entrance to Prince's-bridge station.

Approximately £43,000 was spent on the purchase of fruit for the refreshment rooms and stalls. 60,000 cases of fruit were handled. In addition, 30,000 cartons containing peaches or grapes were sold. The method of selling fruit in cartons proved to be very popular with the patrons of the railway stalls, and will be largely extended during the next grape and soft fruit seasons.

142,236 bottles of pasteurised milk were sold, and 46,912 luncheon cartons.

The poultry farm, conducted for the provision of eggs and poultry for refreshment rooms and dining cars, again proved of great assistance in maintaining supplies of good quality eggs and poultry. The output of eggs for the year was approximately 30,000 dozen, while poultry valued at £1,500 was supplied for table use.

The turnover of meat handled at the railway butchery was 313 tons, and the value £18,784. The butchery, with its cool storage facilities, also distributed a large quantity of poultry, fish, and butter.

The bakery was fully occupied, its output for the year comprising 189,961 loaves of raisin bread and 50,262 dozen pies. These figures represented an increase of 16,000 and 7,000 dozen respectively over those for the preceding year.

In addition, 23,670 lbs. of cake and 18,888 dozen of various other lines were produced.

During the year wholemeal raisin bread was introduced and proved very popular, the sales amounting to 30,000 loaves.

Approximately 1½ million articles were dealt with at the laundry, which handles all this class of work for the Department.

The dining cars continued to uphold their reputation for high-class catering. The number of meals supplied during the year was 110,815, while in addition the cars were also used for special tours to Yallourn, and for the "Reso" tours. Instead of coal fuel in the ranges on the dining cars, a trial was given to briquettes with highly satisfactory results.

The sales of newspapers, magazines, and other bookstall lines returned a revenue of £77,000, a decrease of £5,000 by comparison with the preceding year.

Advertising.

The Advertising Division was transferred during the year to the control of the Refreshment Services Branch, thus admitting of the amalgamation of the positions of Advertising Manager and Assistant Superintendent of Refreshment Services.

By the erection of new hoardings and the adoption of the latest types of electrical sign advertising, the organization has kept abreast of modern developments and shown an increase in revenue and profits, despite the continued trade depression, thus maintaining a record of continued expansion and improvement in each year since the inception of the Division in 1923.

The revenue totalled £57,580, and the working expenses £19,516, leaving a net profit of £38,064.

The Staff.

The total staff at the close of the year was 24,742, comprising 20,258 permanent officers and employees and 4,484 supernumerary employees, by comparison with a total staff of 27,645 at the 30th June, 1929.

The strength of each Branch at the close of the two years is shown in the following statement:—

Branch.	Number of Staff Employed.					
	At 30th June, 1929.			At 30th June, 1930.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	114	38	152	100	15	115*
Transportation	6,825	1,176	8,001	6,537	801	7,338
Rolling-stock	7,594	1,810	9,404	7,502	990	8,492
Way and Works	3,665	2,162	5,827	3,556	1,451	5,007
Accountancy	263	68	331	251	56	307
Audit	141	19	160	136	8	144
Stores	502	176	678	491	109	600
Electrical Engineering ..	627	191	818	604	137	741
Traffic	124	23	147	117	25	142
Refreshment Services ..	67	788	855	74	783	857*
Signal and Telegraph ..	955	317	1,272	890	109	999
Totals	20,877	6,768	27,645	20,258	4,484	24,742

* Advertising Division (35) transferred from Secretary's to Refreshment Services Branch on 16th September, 1929.

It will be seen that in the period of twelve months there was a decrease of 2,903 in the staff—619 permanent employees and 2,284 supernumeraries.

In the light of the general industrial conditions, we deemed it inadvisable to make any appointments to the permanent staff during the year, other than of 69 apprentices to various trades to be trained to fill future vacancies for artisans.

In order to absorb some of the surplus staff, arrangements were made for the various State Departments to call upon the Railways for any extra staff to meet their requirements, and about 60 officers of various grades were so absorbed during the year.

Arrangements were also made to spread employment by utilizing surplus staff to work off Sunday time and overtime wherever practicable instead of paying for it.

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

1927-28	..	..	£7,551,103
1928-29	..	..	£7,277,902
1929-30	..	..	£6,959,806

Wage-fixing Tribunals.

The Commonwealth Arbitration Court has, since 2nd July, 1928, been investigating the claims of the Australian Federated Union of Locomotive Enginemen and the counter claims of the Commissioners of the Victorian, New South Wales, South Australian, Tasmanian, and Commonwealth Railways. The hearing had not concluded at the close of the financial year, but was nearing finality.

In our counter claim we are seeking substantial relief from wages rates and working conditions imposed by the existing Federal award, which came into operation in April, 1925.

This is the first case to be heard by the Court in which the Commissioners have appeared as claimants.

We are still waiting to obtain relief in regard to conditions of work, under a counter claim which, in association with the New South Wales, South Australian, and Tasmanian Commissioners, we lodged against the various organizations of employees. These claims were referred into Court on 24th June, 1929.

Various interim awards made by Deputy President Sir John Quick, dating back to December, 1925, in the cases of the Australian Railways Union and the Federation of Salaried Officers, were made the subject of a consolidated award dealing with salaries and wages. This was issued on the 25th March, 1930, after Sir John Quick had spent about five years in dealing continuously and almost exclusively with railway cases. During the year Deputy President Sir John Quick also made an award for the Association of Professional Officers.

The "conditions" claims of the Australian Railways Union, the Salaried Officers' Federation, and the Association of Professional Officers, as well as the counter claims on working conditions by the Commissioners against those and other organizations, have not yet been dealt with by the Court.

The various metal trade organizations have claims before the Court, and an award has been made by His Honor Judge Beeby against outside employers, but the railways section of the case has not yet been undertaken.

The Railways Classification Board is obliged by statute to fix in each year the basic wage to be paid to railway employees not covered by State Wages Board determinations. Apart from carrying out this obligation, the Board did not function during the year excepting in dealing with a few minor matters.

Educational Facilities.

Despite reductions in the staff, the attendances at the classes in railway subjects conducted by the Victorian Railways Institute have been maintained, while the number of students undergoing tuition in such subjects by correspondence has shown a marked increase over the preceding year. The cost of the classes and tuition in railway subjects (as distinct from general education) is borne by the Department.

The membership of the Institute decreased from 11,474 to 9,996, due largely to the reduction in the number of supernumeraries, also to the fact that only 69 new appointments were made to the permanent staff during the year.

The social side of the Institute has been well maintained, additional clubs in swimming, rowing, and ice-skating having been formed. This phase of the Institute is self-supporting, and does much to foster the support and co-operation of members.

Owing to the reduced number of appointments during the last few years, the number of apprentices attending the Railways Technical College at the end of the financial year was only 76, while seventeen apprentices at the Ballarat and Bendigo Workshops were attending the local Schools of Mines for theoretical instruction. During the year 158 apprentices completed their school training, and it was therefore necessary to return to the Education Department two of the three instructors at the Departmental college.

The results obtained have been satisfactory, and compare favourably with those of past years.

Three apprentices who won Departmental scholarships for the diploma course in mechanical or electrical engineering attended the Working Men's College during the year. Another scholarship winner has been permitted to complete his diploma course at the Footscray Technical School at the expense of the Department, and if successful, will be accorded an opportunity of following a University course next year. In addition, six Engineering and three Commerce students were afforded facilities to avail themselves of free places awarded them by the Melbourne University. Three Pupil Engineers and two Pupil Architects also attended the University during the year.

Visit of Officers Abroad.

Industrial conditions overseas continue to prevent our pursuing the policy of granting extended leave without pay to suitable young men to obtain practical experience in other countries.

At the close of the financial year only two officers were abroad under this arrangement.

Tourist and General Publicity.

Consistent with the reduced amount set aside for advertising, a review of the year's work indicates a satisfactory achievement.

Posters, booklets, and pamphlets were the chief feature of the publicity and advertising work, the tourist literature receiving extensive circulation both in Victoria and other States, including distribution on interstate boats at Sydney.

Several tourist booklets and posters were produced in co-operation with Tourist Associations who desired to popularize their particular resorts by this means.

General publicity included appeals to the public and the staff for co-operation, and in the case of the latter for increased efficiency and active salesmanship. There is abundant evidence that the staff are becoming fully seized with the need for conserving and, wherever practicable, increasing railway business. A special appeal worthy of mention was one made to wool-growers to consign their wool by rail. By this means wool traffic was, in many instances, regained by the railways.

Extensive publicity has been given in various ways to the national importance of protecting the railway asset against the inroads made by road motor competition. There is abundant evidence of a growing realization that this question constitutes a grave economic issue, and that legislation to co-ordinate road and rail services and eliminate wasteful competition is of vital importance.

The staff publication, "The Victorian Railways Magazine," has kept railwaymen in touch with current railway news and events, and has continued its good work of promoting a spirit of fellowship amongst the staff and between them and the Administration. We regret that the serious position of the finances has forced upon us the necessity for temporarily discontinuing, as from an early date, the publication of this magazine.

The "Save for Your Holiday" scheme, established by the State Savings Bank in conjunction with this Department, further demonstrated its value as a potential travel promoter, the number of accounts opened for the year having reached the highly satisfactory figure of 25,000.

The Government Tourist Bureau functioned efficiently as a tourist and travel organization. Every avenue which suggested itself was fully exploited in an endeavour to promote travel and ensure new business.

Escorted tours numbered 79, compared with 82 in the preceding year. The number of passengers showed an increase of 287, the relative figures being 3,693 and 3,406, a satisfactory result having regard to the depression which has prevailed.

Of especial interest was the number of small parties of overseas tourists, principally from the United States, travelling under the auspices of American Travel Agencies, who were booked at the Bureau for Victorian journeys after travelling overland from Sydney. This, it is felt, is indicative of the growing interest abroad in Victoria and Australia generally.

With a view to stimulating interstate tourist traffic between Victoria and New South Wales, the Tourist Bureaux in those States now have representatives located in Sydney and Melbourne respectively. The Tasmanian Tourist Bureau, too, now has its representative at the Melbourne Bureau.

Publicity to Assist the Primary Producer.

Realizing that Australia's future is dependent upon primary production, which in turn is dependent upon the railways, we have continued our propaganda and publicity on behalf of the primary producer. Apart from the work associated with the "Reso" and Better Farming trains, to which reference is made under separate headings, Eat and Drink More Fruit publicity, including fresh and dried fruit, received the most attention. The State Rivers and Water Supply Commission again shared in the citrus fruit publicity, while the Federal Citrus Council of Australia also co-operated financially.

This publicity has materially assisted the fruit industry both in general and departmentally. During 1929-30 we purchased 35,023 cases of citrus fruit and paid £24,639 to the growers. Our fruit juice drink business showed an increase as compared with the previous year, no less than 1,769,876 drinks having been sold at the various fruit and fruit juice drink stalls, which now employ over 100 fruit juice extractors in this service. The figure for the previous year's fruit drinks was 1,535,380.

Dried fruit sales, too, showed an increase, the number of packets of raisins, sultanas, &c., sold being 67,967, representing a weight of nearly 5 tons of dried fruit. The previous year's figures were 48,269 packets, or approximately 4 tons of such fruit. Further, our bakery increased its output of raisin bread as compared with that of 1928-29, the 189,961 loaves produced entailing the use of nearly 18 tons of dried fruit. A total of approximately 23 tons was thus absorbed by our sales for the year.

The Apple Campaign Committee again functioned, and an attractive Apple Recipes Booklet was produced in conjunction with the Committee.

Another new recipes booklet which was widely distributed was one featuring black currants. This was produced in response to the request and at the cost of the Tasmanian Fruit Advisory Board, for the purpose of assisting in the disposal of the Tasmanian black currant crop.

Special efforts were made last summer to increase the consumption of grapes, which were offered for sale at railway fruit stalls in convenient cartons, this special "line" being well advertised by suitable publicity. The result was a gratifying increase in the disposal of this fruit.

Wholehearted co-operation was accorded to the State Government's "Grow More Wheat" campaign, and a poster produced by the Department was exhibited at country railway stations to assist in this movement, so vital to the prosperity of the community.

"Reso" Trains.

Three "Reso" trains were run during the year. One comprised a Victorian party, and embraced the Mildura and Mallee districts, while another consisted principally of Western Australians, whose tour included the Wimmera, Western, and North-Eastern districts.

The third tour consisted of overseas visitors from the American liner *Malolo*, which had been chartered by the San Francisco Chamber of Commerce for a visit to the countries of the Pacific. The tour, which was conducted by the Victorian and New South Wales railways, enabled the party to see some of the rural areas in Victoria and New South Wales, and was by many enthusiastically stated to be the most interesting and enjoyable feature of the cruise.

Following on the "Reso" tour conducted to Central Australia during 1927, and the subsequent investigation of the possibility of establishing an encampment at Palm Valley in that area, arrangements were made in conjunction with the Commissioners of the other Australian Railways for the operation of a series of tours during the winter months of the current year. The first party left towards the end of June, and three further tours were conducted after the close of the financial year.

Prior to the end of the year, arrangements were finalized for a party of 67 New Zealand farmers to participate in a "Reso" tour through the rural areas of Queensland, New South Wales, and Victoria. All the States worked in close co-operation with the view to ensuring the success of the tour. There is reason to believe that the visit will be the forerunner of further farmers' parties from the Dominion in the near future.

Other associated activities during the year included the booking of a party from the mainland for a "Reso" tour of Tasmania.

The booklet containing itineraries and charges for "Reso" tours in the various States and throughout the Commonwealth, which was issued last year and distributed abroad to leading tourist agencies and railway companies, &c., has been re-issued for the year 1930-31, and will be similarly distributed overseas. It is as yet too soon to expect concrete results from this propaganda, but, taken in conjunction with the extensive publicity now being issued abroad by the Australian National Travel Association, it is confidently expected to aid materially in inducing a greater flow of overseas visitors to Victoria.

The formation and enthusiasm of the Brotherhood of Resonians, comprising approximately 500 representative citizens who have participated in "Reso" tours, are a striking commentary upon the value of these tours in the eyes of those who have had experience of their educational and practical benefits.

The "Reso" trains have been of substantial assistance to the primary producer by providing opportunities, which previously did not exist, to secure a better understanding as between primary producers in different parts of the State, as well as between city, town, and business men throughout the State, and the primary producers. They also have performed a very real and valuable service in bringing under the notice of overseas visitors the vast possibilities of the State as a field for investment and development.

Suggestions and Inventions.

The year again witnessed a steady flow of ideas from the staff, the number submitted to the Betterment and Publicity Board totalling 2,387.

While this represented a decrease as compared with the previous year, when 2,513 were received, it is regarded as satisfactory, bearing in mind the reduced total staff employed.

The suggestions received again indicated considerable observation and ingenuity, and the following are cited as examples of adopted ideas:—

Suggestion concerning an improved costing system for the Printing Division.

This system involved the re-arrangement and a slight reduction of Administrative staff and greater production in the printing department, as it relieved the employees of this division of the preparation of their work records and docketts.

Suggestion concerning the booking of seats on "up" trains at Bairnsdale.

It was noted that many passengers from Lakes Entrance arrived early at the station and desired to leave their luggage and go into the town prior to train departure. The suggestion was adopted to establish seat booking, enabling seats in the train to be secured without any need for an early return to the station. The facility has been largely availed of, and additional revenue has thus been obtained.

Suggestion that locomotive little end brasses be cast in one piece to cheapen the machining costs.

It was formerly the practice to cast these brasses in two pieces, and, after certain of the machining had been completed, to sweat the halves together. The machining was then completed after marking off. The new method eliminates the primary machining and sweating and ensures a more accurate job.

Suggestion relative to economy in cutting closure rails.

This work was previously carried out by contract. Following the suggestion, it is now undertaken at the Spotswood Workshops at a much reduced cost.

Suggestion to improve the manufacture of troughing for relay racks.

Prior to the adoption of this suggestion, it was the practice to make the troughing for relay racks out of 26-gauge galvanized iron and solder them together. By making them from 16-gauge mild steel and oxy-welding the parts together, considerable economy has been effected.

The Board has now received since its inception in April, 1921, no less than 24,184 suggestions, and of these 4,401 have been adopted. This we regard as a very high percentage, and as evidencing much clear and thorough thought by suggestors.

For some time past, the various Australian Railways have been exchanging particulars of adopted suggestions thought to be suitable for use in other States, and it is interesting to record that this arrangement has resulted in a number of such exchanged ideas being adopted. The New Zealand Railways are included in this arrangement.

"Safety First."

Our "safety first" work was again fruitful of good results, a further reduction in the number of "lost time" accidents being recorded for the year as against the previous twelve months, the relative figures being 1,423 and 1,701 respectively.

While due allowance must be made for the reduction in total staff in the service, the results may be taken as an indication of the continued interest of the staff generally in the movement.

In conjunction with the National Safety Council of Australia, level crossing dangers were dealt with by "Careful Crossing" publicity. Other publicity under the heading of safety was conducted with the object of inducing land owners contiguous to the railway to make effective firebreaks, so as to co-operate with the Department in its efforts to minimize the risk of bush and grass fires.

"Better-Farming" Train.

During the year, we co-operated with the Agricultural Department in the running of four tours of the Better-Farming Train, upon which demonstrations were held at 39 centres.

At the invitation of the then Minister of Agriculture for South Australia, a tour was made in that State in October last, and at eight selected agricultural centres demonstrations were given. The officers of the two States collaborated to ensure the best results, and the tour was remarkably successful. The average attendance at the centres was over 1,000 people, and great appreciation was expressed by leading public men and representative agriculturists of the practical value of the exhibits, lectures and demonstrations. The acquiescence of the Victorian Government to the tour being undertaken, and the willing co-operation of the various departments concerned, were referred to in appreciative terms by members of the South Australian Ministry and the agricultural authorities in that State.

We understand that as a result of the tour a request has been made by the South Australian Department of Agriculture to its Government for the provision of a somewhat similar instrumentality for the dissemination of scientific practices and general agricultural knowledge.

The desire of the farming community to acquire information and expert advice which will lead to more economical production was manifested by the large attendances and the increasing interest shown during recent tours of the train. The close attention paid to the lectures by the large audiences during the last tour of East Gippsland was very gratifying. At re-visited centres, the attendances were larger than on the previous occasion, and district farmers were unanimous in their expressions of appreciation of the results that had accrued from the former tours.

Since the first visit of the train to Gippsland, remarkable progress has been made in the herd testing movement, which was strongly advocated by the dairying staff. In some of the Associations, the production of butter fat has been increased by as much as 100lbs. per cow. The application of fertilizers to grass lands, thereby increasing the carrying capacity, is now widely practised, and great improvement is noticed in the attention being paid to the breeding and care of pigs.

The women's section of the train continues to be a source of great interest to country womenfolk, and it is regretted that the accommodation in the cars is often inadequate for all who wish to witness the demonstrations in child welfare, needlecraft and cookery.

The example of Victoria in the running of such a train is to be emulated in Great Britain, where, according to reports which have appeared in the English press, steps are being taken for the inauguration of a "Better-Farming" Train on similar lines to those adopted in this State, and it is gratifying to record that many commendatory references have been made to the value of the work of the "Better-Farming" Train here.

It is learnt also that a similar proposal is being considered in Germany as a result of the information, photographs, &c., of Victoria's "Better-Farming" Train which were forwarded to the German Ministry of Agriculture, while following the visit of the Dewan Bahadur to Australia as representative of the Indian Government at the opening of the First Federal Parliament at Canberra, and his very favorable impressions of the Victorian train, "Better-Farming" trains are now being operated in India.

The Chalet, Mount Buffalo National Park.

The Chalet maintains its reputation as the premier tourist and health resort in the Commonwealth. The number of visitors during the year was 6,292, or five more than during the previous year. In view of the general financial depression, this must be regarded as a high tribute of the popularity of The Chalet, and to the unique attractions of the Mount Buffalo National Park. Since we assumed control in October, 1924, 27,699 visitors have stayed at The Chalet.

The whole of The Chalet has been completely painted and renovated both inside and outside. The cost was borne by revenue, which also is required to meet the interest on the capital cost of the buildings and equipment as well as the cost of their maintenance.

There was a small loss on the year's working, but if times were normal The Chalet would now be approaching the position of earning sufficient revenue to enable something to be written off the cost of the buildings every year.

Road Motor Services.

While the legislation enacted in 1927 to prohibit the operation of motor omnibuses over routes serving districts already adequately served by railway has had an immediate effect in reducing the extent of direct road motor competition for passenger traffic, there has since been, throughout the whole State, a steady growth of five-seater car services, which are exercising a seriously adverse effect upon the railway revenue.

An enactment passed during the year prohibits the operation, after the 31st December, 1930, of five-seater "service" cars on the five principal highways of the State, and it is anticipated that the railway revenue will thereby benefit to a substantial extent. There will, however, still be a large number of five-seater car services in operation; and we again urge the desirability of extending the principle contained in the existing legislation to all such services where they are in direct competition with the railways.

Similarly, there has been a steady development of the competition by motor freight vehicles, which are diverting from the railway system a very substantial amount of the higher class traffic—estimated at approximately 100,000 tons a year.

We have on every possible occasion continued to emphasize the pressing need for legislation to control road freight services, and all practicable means have been taken by us to awaken the community generally to the seriousness of the economic situation which the unnecessary duplication of transport is creating. Reference to the means adopted is made elsewhere in this report under the heading "Tourist and General Publicity."

We again wish to stress the paramount importance of this question. It is an incontrovertible fact that the railways must continue to be maintained and operated for the essential services which they render, and the interest bill of more than 3½ million pounds yearly must continue to be met. If these costs are not met out of railway revenue, they must of course come out of general taxation, and the question which must be faced is whether the community can afford to squander its resources by paying, in addition to these costs, the very considerable charges—which are none the less real because they are not immediately apparent—involved in the operation of competitive road services which are performing no task which cannot be carried out adequately by the existing railway service.

To some extent, the growth of road competition was kept in check by the authority which we obtained last year from the Government to enter into individual freight contracts with traders, under which special freight rates were conceded on the condition that the whole of the business was secured to the railways for a specified period.

In addition, during this year the Government agreed to our representations that in cases where any person patronized road services for the carriage of his higher-class freight, the Department should have authority to charge that person a rate higher than the ordinary schedule rate for any low-grade traffic consigned on his behalf by railway. This course, which has been formally sanctioned by the introduction of By-law No. 305, is considered to be an entirely logical answer to the methods of the competitive services. It must not be lost sight of that approximately 70 per cent. of the total railway traffic must be carried at very low rates in order that our primary production shall not be imperilled, and that it is necessary to charge commensurately higher rates for the more costly goods if an attempt is to be made to balance the ledger. In other words, the low rates can be retained only if higher rated business exists to compensate for them. Clearly then, the person who takes away from the railways the capacity to maintain the low rates cannot equitably consider himself entitled to those rates. Certainly, it could not be regarded as equitable that the taxpayers should be obliged to accept the transport costs of persons who, by removing their high-rated traffic from the railways, have accentuated the unsatisfactory financial position.

We are, however, firmly of opinion that the only real solution of the situation which now exists is the introduction of wise legislation which will lead to a proper co-ordination between rail and road services, and insure that commercial road transport shall be permitted to develop not along lines of destructive competition, but upon a basis which is economically sound and in the best interests of the community as a whole.

Departmental Road Motor Services.

We have continued to operate road motor bus services, connecting with the railway system, on the following sections :—

Upper Ferntree Gully—Belgrave—Monbulk,
East Camberwell—Deepdene—East Kew,
Lilydale—Warburton, and
Queenscliff—Geelong.

The Upper Ferntree Gully—Belgrave—Monbulk Service continued to show evidences of increased popularity, the passenger journeys having shown an increase of approximately 47,340 over the number in the previous year.

A marked increase was also recorded on the East Camberwell—Deepdene—East Kew route, amounting to 129,885 passenger journeys.

The Lilydale—Warburton Service is receiving fair patronage. The vehicle which had been hired for this service from its inception, was, on 17th April, 1930, replaced by a new 21-seater Thornycroft, owned by the Department.

There was a loss on the various passenger services (*vide* Appendix No. 16) of £13,157, after writing off depreciation to the extent of £2,694. Of this loss, an accident on the Monbulk route accounted for £3,577 in the payment of compensation and the cost of repairs, while the sum of £7,160 is booked as the loss on the East Camberwell—Deepdene—East Kew route.

Except for local journeys, the latter service is credited only with its mileage proportion of the combined rail and bus fare. The result is that although the traffic for the year amounted to 476,036 passenger journeys, the revenue credit was only £1,917, or equivalent to less than 1d. per passenger journey.

The substantial and increasing traffic on this route shows, despite the apparent heavy loss, that it is a valuable feeder service to the rail system, and this applies also to the other routes upon which road services are operated.

Increased traffic was handled by our goods service between Melbourne and Geelong. A system of collection and delivery of parcels at Geelong has been instituted, enabling firms in Melbourne to send goods or parcels by train to Geelong, and have them delivered by departmental road motor from the goods sheds or parcels office to the warehouses concerned. Goods are also picked up and brought to the Geelong Station for conveyance by rail to Melbourne and other parts. This has supplied a long-felt want in the transport of parcels and goods between Melbourne and Geelong.

Our road motor activities have been extended to effect a closer co-operation between road and rail services. Beer from the Ballarat Brewery is conveyed to the local station by a contract carrier, transported to Melbourne by rail, and transferred by departmental road motor to the Brewery's depot at South Melbourne. Empty hogsheads and crates are similarly dealt with for the return journey. Following the same co-operative principle, gin, which is conveyed from Corio to Melbourne by rail, is transferred to bond stores by departmental road motor. These arrangements have enabled traffic to be secured to the system which previously was handled entirely by road contractors.

The transfer of less than truck loads of freight between Melbourne and suburban stations by departmental road motor has been extended to include :—

Hawthorn—Box Hill (including Kew).
Sandringham Line, and Moorabbin to Mordialloc.
Victoria Park and Reservoir Line.
South Brunswick—Coburg—North Fitzroy.

These services result in quicker and more economical delivery.

Our equipment has been increased by the addition of eight 5-ton pneumatic tired "A.D.C." trucks, eight 5-ton pneumatic tired trailers, and sixteen insulated butter containers, which were purchased primarily for the transport of export butter from the Cool Stores to the ship's side under contract with the Agricultural Department.

Previously about half of the export butter was conveyed from the Cool Stores to the ships by rail, while for various reasons the remaining half was transported by carriers in open road vehicles. Our contract enables the whole of the business to be retained by this Department, either by rail or by road transport, and at the same time ensures the carriage of the butter at an even temperature, which is of vital importance in ensuring delivery abroad in the best possible condition.

This equipment was used extensively during the butter season, and after the export work had ceased, the trucks and trailers were economically and constantly used in connexion with our transfer and road goods services.

Re-organization of Clerical Work.

Powers Machines and Workshop Costing Method.

It is our policy to extend the use of the Powers machines installation as far as practicable so as to enable necessary clerical work to be performed more efficiently and at less cost.

With this object in view, effective use has been made of the Powers machines for the assembling of costs of work performed in departmental workshops.

The costing systems at the Newport Signal Shops and at the departmental garage at Batman-avenue have been re-organized, and the costs are now analyzed and tabulated by means of the Powers machines.

A similar re-organization of the costing system at the Newport Rolling Stock Branch Workshops has been proceeding for some time, and will soon be completed.

General.

Close attention is being given to the re-organization of all clerical work with a view to the elimination of unnecessary operations and the introduction of modern appliances and methods, and the amalgamation of related work, with a view to reducing the cost of supervision and of clerical labour.

Wherever practicable, female labour is being substituted for male clerks employed on machine work of a repetitive nature.

A time-clock system has been installed throughout the Administrative Offices for recording the attendance of officers and employees engaged in the Head Office. Concurrently the method of timekeeping and of preparing the pay-rolls was re-organized, and this work has been centralized in one office instead of being spread over the various Branches. As a result, a considerable saving in clerical labour has been effected, and under the new system the attendance of the staff is subject to a control which was not practicable under the previous method.

With a view to reducing the cost of printing and stationery, a comprehensive survey is being made of the books, forms, and stationery used throughout the Department. By reducing the quality of paper and binding, by amalgamating forms and records, and by eliminating obsolete and unnecessary forms, it is expected that a considerable annual saving will be effected.

State Coal Mine, Wonthaggi.

After the payment of working expenses, loan redemption and interest charges, and allowing for a contribution of £35,000 to the Depreciation Fund, the operations of the Wonthaggi mine resulted in a net profit of £119,205, of which £50,000 was appropriated by the Government under Act No. 3838.

The total output for the year amounted to 662,159 tons, an increase of 27,056 tons over that of the previous financial year.

Both the amount and the distribution of the output were affected by the prolonged stoppage of the coal mines in the Northern or Maitland area of New South Wales, as we found it necessary, in the emergency created by the depletion of our reserves of Maitland coal, to establish a reserve stock of the Wonthaggi product. The latter is not ordinarily used for this purpose, for which it is not suited because of its friability.

To enable sufficient Wonthaggi coal to be provided for this emergency reserve, the output was increased as far as practicable, while sales to the public were curtailed.

In these circumstances, the railways absorbed 524,579 tons of the total output of 662,159 tons. The corresponding figures for 1928-29 were 465,007 tons and 635,103 tons respectively.

Sales to other public departments amounted to 14,340 tons, while 98,831 tons were sold to the general public by comparison with 128,354 tons in the preceding year. The balance of 24,409 tons represented colliery consumption, sales to miners, &c.

Apart from small sectional stoppages, operations were suspended on account of strikes, stopwork meetings and the like for eighteen days, on account of fatal accidents for seven days, and on account of shortage of trade for one day—a total of 26 days as compared with thirteen days lost last year from all causes.

The average number of persons employed throughout the year was 1,776, as compared with 1,615 for 1928-29.

In the period under review an amount of £546,111 was disbursed in wages, or £47,150 more than in the preceding twelve months. The net average daily earnings of the miners, after deducting the cost of explosives, was 27s. 0.73d.

Acknowledgment of Services of Staff.

The staff have again given excellent service. We receive many indications of the improved and constantly growing spirit of co-operation between the employees and the patrons of the Department.

Heads of Branches.

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

Secretary	Mr. E. C. Eyers.
Chief Mechanical Engineer	„ N. C. Harris.
Chief Engineer of Way and Works	„ J. M. Ashworth.
General Superintendent of Transportation	„ M. J. Canny.
Chief Electrical Engineer	„ H. P. Colwell.
Chief Accountant	„ T. F. Brennan.
General Passenger and Freight Agent	„ J. McClelland.
Comptroller of Stores	„ C. W. J. Coleman.
Chief Engineer of Signals and Telegraphs	„ F. M. Calcutt.
Superintendent of Refreshment Services	„ W. D. Bracher.
Acting Auditor of Receipts	„ D. H. Falconer.

Appendices, &c.

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

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

We have the honour to be,

Sir,

Your obedient servants,

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

BALANCE-SHEET AT

LIABILITIES.	Reference.	£ s. d.		£ s. d.	
	Appendix. No.				
Face value of Bonds and Stock allocated to the Railways ... ..	...	75,411,786	8 8		
<i>Less</i> Securities purchased and cancelled from National Debt Sinking Fund ...	...	871,613	11 9	74,540,172	16 11
Contributions from Revenue for Capital Purposes :—					
Proceeds of Sale of State Lands ...	...	2,825,740	6 1		
Accrued Interest on Loan Moneys expended during the construction of certain lines ... ..	...	21,619	0 0		
Consolidated Revenue ... ..	...	1,359,267	9 4		
Developmental Railways Account ...	...	82,062	5 1	4,288,689	0 6
Advances from Public Account for Capital Purposes ... ..	...	...		229,946	14 4
Contributions to National Debt Sinking Fund ... ..	...	...		874,070	13 6
Special Funds :—					
Rolling Stock Replacement Fund ...	...	17,662	15 9		
Railway Accident and Fire Insurance Fund	13	100,000	0 0	117,662	15 9
Sundry Creditors ... ..	...	...		365,887	7 3
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue	...	...		44,849	13 0
Interest Charges and Expenses ... ..	...	3,526,116	14 9		
<i>Less</i> —Net Revenue for the year after providing for Working Expenses ... £2,487,786 14 10					
Guarantees by Broadmeadows Shire and Sandringham City Councils				1,333	0 0
	...	2,489,119	14 10	1,036,996	19 11
				£81,498,276	1 2

This statement has been examined with the Railway ledgers and found correct.
J. A. NORRIS, Auditor-General.

No. 1.

30TH JUNE, 1930.

ASSETS.	Reference.	£ s. d.			£ s. d.		
	Appendix No.						
Railways (Open Lines) :—							
Way, Works, Buildings and Equip- ment	8	59,807,491	18	2			
Rolling Stock	8	13,664,245	15	3			
					73,471,737	13	5
Stores and Materials on hand and in transit	8 and 21	1,354,170	16	1			
Materials in course of Manufacture ...	8	23,633	9	6	1,377,804	5	7
					74,849,541	19	0
Electric Tramways (Open Lines) :—							
Way, Works, Buildings and Equip- ment	8	236,980	2	1			
Rolling Stock	"	100,737	12	4			
					337,717	14	5
Road Motor Public Services :—							
Buildings and Equipment	"	8,016	13	1			
Rolling Stock	"	32,192	1	9			
					40,208	14	10
Railways under construction	"	...			377,366	13	1
Bridges over the Murray and Snowy Rivers for Railways not yet constructed	"	...			30,945	14	6
Railways closed for traffic	"	...			275,254	4	11
Surveys	"	...			421,088	6	2
Piers transferred to Melbourne Harbor Trust, at cost	"	279,830	0	0			
Less Repaid to Capital Account ...	"	213,829	7	9			
					66,000	12	3
					76,398,123	19	2
Stores and Equipment on hand at Re- freshment Rooms ... ..	...	...			149,658	6	6
Discount and Floating charges on Loans Less Premiums ... ..	...	3,256,291	4	6			
		453,928	14	6	2,802,362	10	0
Cash at Treasury—							
Special Funds ... ..	...	117,662	15	9			
Trust Funds ... ..	...	119,185	16	8			
					236,848	12	5
Cash at Bank and in hand ... ..	...	..			79,644	7	0
National Debt Sinking Fund ... ..	...	...			2,457	1	9
Securities held as Deposits on Contracts	...	...			36,605	8	5
Sundry Debtors ... ..	...	...			64,145	15	1
Balances of Moneys provided for Capital Purposes :—							
Railway Loans Repayment Fund ...	...	356,678	14	7			
Trust Funds Surplus Land Account	...	413	19	5			
Railways Stores Suspense Account	21	228,080	11	6			
Unexpended Balance of Loan Moneys	...	106,259	15	5			
					691,433	0	11
Deficit for year 1929-30 ... ..	...	...			1,036,996	19	11
					£81,498,276	1	2

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1930 AND 1929.
(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—	
		1930.	1929.			1930.	1929.
To Maintenance of Way and Works ..	A	£ 1,749,068	£ 1,926,157	By Passengers	4	£ 4,829,898	£ 5,222,224
„ Rolling Stock—				„ Parcels	4	470,078	518,227
General Superintendence, &c. ..	B	50,550	46,545	„ Horses, Carriages and			
Maintenance of Rolling Stock ..	C	1,858,395	1,818,702	Dogs	4	34,140	38,482
Motive Power	D	1,612,210	1,646,582	„ Mails	4	94,234	92,104
Examination and Lubrication of				Total Coaching .. ..	..	5,428,350	5,871,037
Coaching and Goods Vehicles	E	65,931	67,791	„ Goods and Live Stock ..	4	5,599,182	6,251,682
„ Transportation and Traffic ..	F	2,536,635	2,695,790	„ Electrical Power	4	34,542	38,574
„ Electrical Engineering Branch ..	G	345,566	349,566	„ Rents and Miscellaneous	4	171,148	160,558
„ Miscellaneous Operations	H	464,777	481,537	„ Dining Car and Refresh-			
„ Stores Branch	I	133,922	141,094	ment Rooms Services	4	430,808	454,018
„ General Expenses	J	236,410	240,212	„ Advertising	4	57,580	54,462
„ Contribution to the Railway Acci-				„ Bookstalls	4	77,199	82,338
dent and Fire Insurance Fund		44,417	31,724	„ Amount received in re-			
„ Contribution to Melbourne Harbour				spect of the loss result-			
Trust in connexion with the con-	K	16,667	16,666	ing from the working of			
struction of Spencer-street Bridge		394,187	366,899	certain lines of railway,			
„ Pensions and Gratuities				<i>vide</i> page 8	4	201,997	190,719
„ Border Railways Adjustment ..		4,684	2,662	„ Repayment by the State			
„ Balance Net Earnings .. ..	..	9,513,419	9,741,927	Coal Mine of portion	4	..	59,585
		2,487,387	3,421,046	of subsidies paid in			
				previous years			
Total		£ 12,000,806	£ 13,162,973	Total		£ 12,000,806	£ 13,162,973

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1930 AND 1929
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1930.	1929.		1930.	1929.
Average Miles of Single Track Open, including Sidings	6,103	6,074			
A.—MAINTENANCE OF WAY AND WORKS.	£	£	F.—TRANSPORTATION AND TRAFFIC.	£	£
Superintendence	198,470	194,857	General Superintendence	200,183	209,265
Stationery, Printing, and Advertising	6,408	6,544	Stationery, Printing, and Advertising	69,335	74,016
Maintenance and Renewals of the Permanent Way	815,495	894,366	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .	63,841	67,611	Salaries, Wages, &c., of Staff .. .	1,662,779	1,686,524
Slips and Flood Repairs	2,681	2,723	Fuel and Light	38,525	40,793
Bridges, Tunnels, Culverts, Retaining Walls, and Drains	95,086	103,800	Uniforms for Staff	16,793	17,750
Piers and Wharfs	710	20,034	Other Supplies	46,068	50,101
Weighbridges, Scales, Lifting Cranes, &c.	29,620	39,952	Other Expenses	9,716	10,280
Electric Power Station Buildings .. .	5,235	7,444	Gatekeeping	42,090	43,783
Other Buildings, Platforms, and Fixtures	212,435	249,569	Guards and Conductors—		
Stock Yards	10,143	16,170	Wages and Expenses	263,118	275,067
Water Services	33,604	24,830	Uniforms and Supplies	5,174	4,816
Machinery, Tools, and Supplies .. .	70,364	76,884	Cleaning, Icing, &c., of Carriages .. .	94,729	93,840
Signals and Interlocking, Signal Boxes, and Track Bonds	144,868	154,989	Supplies, &c., for Carriages	15,867	16,526
Telegraph and Telephone Lines and Instruments	47,201	40,848	Light for Carriages	15,374	16,070
Injuries to Employees or others .. .	4,855	5,809	Repairs and Renewals of Tarpaulins and Lashings	39,630	50,900
Betterments	7,127	9,866	Rail Motor Operation	3,756	3,520
Other Expenses	925	861	Operation of Grain Elevators and Grain Conveyors .. .. .	..	..
	1,749,068	1,926,157	Operation of Coal Shipping Plants .. .	..	..
ROLLING STOCK.			Injuries to Employees	3,908	4,061
B.—GENERAL SUPERINTENDENCE, ETC.			Loss and Damage to Property and Goods	1,818	2,053
General Superintendence	47,970	44,500	Compensation, Personal .. .. .	..	..
Stationery, Printing, and Advertising	2,580	2,045	Other Expenses	7,772	6,425
	50,550	46,545		2,536,635	2,605,790
C.—MAINTENANCE OF ROLLING STOCK.			G.—ELECTRICAL ENGINEERING BRANCH.		
Motive Stock—			General Superintendence	17,708	18,021
Steam Locomotives	716,983	611,488	Stationery, Printing, and Advertising	1,035	830
Electric Locomotives	2,703	927	Power Station	278,933	254,113
Electrical Equipment of Electric Coaching Stock	33,785	37,067	Transmission, Distribution Systems, and Sub-Stations	95,818	122,390
Coaching Stock, excluding Electrical Equipment	360,746	366,237	Injuries to Employees or others .. .	582	658
Goods Stock	469,442	529,494	Other Expenses	12	..
Rail Motors	24,736	23,489	Other Operations (Credit)	Cr. 48,572	Cr. 46,446
Repayment to Capital Account in respect of accrued depreciation on Rolling Stock, and of Rolling Stock withdrawn from service	250,000	250,000		345,566	349,566
	1,853,395	1,818,702	H.—MISCELLANEOUS OPERATIONS.		
D.—MOTIVE POWER.			Dining Car Service	26,516	28,060
Superintendence	54,942	51,678	Refreshment Rooms Service	350,648	361,872
Running Sheds, Labour and Supplies	110,674	109,121	Advertising Service	19,516	19,952
Drivers and Firemen	542,865	566,238	Bookstalls Service	68,097	71,653
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.	683,706	707,205		464,777	481,537
Oil, Tallow, Waste, and other running supplies	18,624	17,626	I.—STORES BRANCH.		
Water	32,317	36,426	Salaries and Wages	134,826	134,912
Electric Motormen, including Superintendence, Uniforms, and Supplies.. .	134,839	124,703	Char for Services rendered by other Branches	16,178	18,803
Rail Motor Operation	27,894	24,406	Printing	1,430	1,480
Other Expenses	4,546	6,854	Motor Transport	4,435	5,533
Injuries to Employees or others .. .	1,863	2,325	Office Requisites and Stores	2,089	3,035
	1,612,210	1,646,582	Other Expenses	1,396	787
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.			Proportion of Percentage added to cost of Works charged to Capital, &c. (Credit)	Cr. 26,432	Cr. 23,456
Excluding Electrical Equipment .. .	43,799	57,256		133,922	141,094
Electrical Equipment	22,132	10,535	J.—GENERAL EXPENSES.		
	65,931	67,791	Commissioners' and Secretary's Offices	37,509	39,161
			Accounts and Audit Branches .. .	134,119	135,191
			Legal and Medical Expenses	14,379	14,403
			Stationery, Printing, and Advertising	14,986	12,240
			Municipal and Shire Rates	765	314
			Sundry other General Charges	34,652	38,903
				236,410	240,212
			K.—OTHER EXPENDITURE.		
			Contribution to the Railway Accident and Fire Insurance Fund	44,417	31,724
			Contribution to Melbourne Harbor Trust in connexion with construction of the Spencer-street Bridge .. .	16,667	16,666
			Pensions and Gratitudes to the Staff	394,187	366,899
			Border Railways Adjustment	4,684	2,662
				459,955	417,951
			Total	9,513,419	9,741,927

APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1930, AND 1929 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—							
	1930.				1929.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	..		4,708		..		4,698	
	Traffic Train Mileage—							
	Passenger—				Passenger—			
	Country		4,659,369		Country		4,662,450	
	Suburban		7,528,478		Suburban		7,441,216	
	Goods		5,482,718		Goods		5,875,553	
	Total		17,670,565		Total		17,979,219	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
	Journeys	£	£	d.	Journeys.	£	£	d.
COUNTRY.	813,801	592,504	127'1	30'52	980,792	723,432	155'4	37'24
First Class Passengers	4,648,481	1,334,818	286'2	68'76	5,062,744	1,521,610	326'9	78'33
Second Class Passengers								
Season Tickets—								
First Class	1,017,899	151,746	32'5	7'82	1,129,029	171,225	36'8	8'81
Second Class	920,685	43,317	9'3	2'23	841,727	34,280	7'4	1'76
Workmen's Weekly Tickets—Second Class	146,374	3,143	7'7	1'16	147,602	3,053	6'6	1'16
Total Country	7,547,240	2,125,528	455'8	109'19	8,161,894	2,453,600	527'1	126'30
SUBURBAN.								
First Class Passengers	33,557,844	769,459	3,631'6	24'5	35,273,128	818,037	3,914'3	26'39
Second Class Passengers	48,192,089	947,299	4,532'5	30'20	48,657,965	957,522	4,581'4	30'88
Season Tickets—								
First Class	29,165,542	467,937	2,238'9	14'92	29,774,752	469,252	2,245'2	15'13
Second Class	25,872,268	325,335	1,556'6	10'37	2,400,962	315,643	1,510'3	10'18
Workmen's Weekly Tickets—Second Class	12,784,688	194,340	929'9	6'20	13,355,36	203,120	995'8	6'71
Total Suburban	149,571,831	2,704,370	12,939'5	86'22	152,403,73	2,768,624	13,247'0	89'29
Total Passenger	157,119,071	4,829,898	1,025'9	95'11	161,022,67	5,222,224	1,111'6	103'55
Parcels		470,078	99'8	9'26		518,227	110'3	10'28
Horses, Carriages, &c.		34,140	7'3	0'67		38,482	8'2	1'76
Mails		94,234	20'0	1'86		92,104	19'6	1'83
Total Parcels, &c.		598,452	127'1	11'79		648,813	138'1	12'87
Total Coaching		5,428,350	1,153'0	106'90		5,871,037	1,249'7	116'42
	Tons.				Tons.			
General Merchandise	5,107,896	4,160,298	883'7	182'11	5,723,71	4,812,061	1,024'3	196'56
Wool	91,189	247,362	52'5	10'83	105,255	287,650	61'2	11'75
Live Stock	689,999	780,098	155'1	31'96	607,323	664,729	141'5	27'15
Minerals—								
Coal, Coke, and Shale	485,060	160,000	34'1	7'03	467,362	159,132	33'9	6'50
Other than Coal, Coke, and Shale	1,189,962	300,914	63'9	13'17	1,283,407	328,110	69'8	13'40
Total Goods	7,513,606	5,599,182	1,189'3	245'10	8,187,088	6,251,682	1,330'7	255'36
Electrical Power		34,542	7'3	..		38,574	8'2	..
Rents		159,161	33'8	..		149,118	31'8	..
Miscellaneous		11,987	2'6	..		11,440	2'4	..
Total Power, Rents, and Miscellaneous		205,690	43'7	..		199,132	42'4	..
Dining Cars		26,775	5'7	..		29,132	6'2	..
Refreshment Rooms		404,033	85'8	..		424,836	90'4	..
Advertising		57,580	12'2	..		54,462	11'6	..
Bookstalls		77,199	16'4	..		82,338	17'5	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls		565,587	120'1	..		590,818	125'7	..
Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8		201,997	42'9	..		190,719	40'6	..
Repayment by the State Coal Mine of portion of the subsidies paid in previous years .. ..		..	..	..		59,585	12'7	..
Total Earnings		12,000,806	2,549'0	162'99		3,162,973	2,801'8	175'71
WORKING EXPENSES.								
	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.
	£	%	£	d.	£	%	£	d.
WORKING EXPENSES.	1,749,068	14'57	371'51	23'76	1,926,157	14'64	410'0	25'71
Maintenance of Way and Works								
Rolling Stock—								
General Superintendence, &c.	50,550	42	10'74	69	46,545	35	9'9	62
Maintenance of Rolling Stock	1,858,395	15'49	394'73	25'24	1,813,702	13'82	387'1	24'28
Locomotive Power	1,612,210	13'43	342'44	21'90	1,646,532	12'51	350'5	21'98
Examination and Lubrication of Coaching and Goods Vehicles	65,931	55	14'01	90	67,791	51	14'4	90
Transportation and Traffic	2,536,635	21'14	538'79	34'45	2,605,790	19'79	554'7	34'78
Electrical Engineering Branch	345,566	2'88	73'40	4'69	349,566	2'66	74'4	4'67
Miscellaneous Operations	464,777	3'87	98'72	6'31	481,537	3'66	102'5	6'43
Stores Branch	133,922	1'12	28'45	1'82	141,094	1'07	30'0	1'88
General Expenses	236,410	1'97	50'21	3'21	240,212	1'82	51'1	3'21
Pensions and Gratuities	394,187	3'28	83'73	5'35	366,899	2'79	78'1	4'90
Contribution to the Railway Accident and Fire Insurance Fund	44,417	37	9'43	60	31,724	24	6'8	42
Border Railways Adjustment	4,684	04	99	06	2,662	02	6	04
Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge	16,667	14	3'54	23	16,666	13	3'5	22
Total Working Expenses	9,513,419	79'27	2,020'69	129'21	9,741,927	74'01	2,073'6	130'04
	PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—79'27.				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—74'01.			
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
	Divisions of Expenditure.				Year ended 30th June—			
					1930.		1929.	
					%		%	
Maintenance of Way and Works .. ..	.. ..				18'33		19'77	
Rolling Stock—	.. ..				.. ..		.. ..
General Superintendence, &c. .. ..	.. ..				53		48	
Maintenance of Rolling Stock .. ..	.. ..				19'53		18'67	
Locomotive Power .. ..	.. ..				16'95		16'90	
Examination and Lubrication of Coaching and Goods Vehicles .. ..	.. ..				69		70	
Transportation and Traffic .. ..	.. ..				26'06		26'75	
Electrical Engineering Branch .. ..	.. ..				3'63		3'58	
Miscellaneous Operations .. ..	.. ..				4'9		4'94	
Stores Branch .. ..	.. ..				1'1		1'45	
General Expenses .. ..	.. ..				2'9		2'47	
Pensions and Gratuities .. ..	.. ..				4'14		3'76	
Contribution to the Railway Accident and Fire Insurance Fund .. ..	.. ..				47		33	
Border Railways Adjustment .. ..	.. ..				05		03	
Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge .. ..	.. ..				18		17	
					100.00		100.00	

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1915, TO 30TH JUNE, 1930 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year	Mileage of Railways 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.
1915-16	4,100	3,955	54,639,335	13,327	808	1,584	18,913	865	13,826,538	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8/3'03
1916-17	4,123	4,104	56,017,294	13,587	812	1,612	19,270	890	14,022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5'89
1917-18	4,152	4,139	56,874,585	13,698	817	1,641	19,380	912	13,626,371	105,753,073	6,231,093	3,424,712	3,137,547	6,562,259	1,585	9/7'58
1918-19	4,190	4,159	57,789,221	13,792	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,488	2,957,789	6,432,277	1,547	9/10'46
1919-20	4,214	4,194	58,721,037	13,936	788	1,693	19,532	910	15,022,465	134,012,162	7,770,694	4,503,850	3,721,122	8,224,972	1,961	10/11'40
1920-21	4,267	4,237	61,185,930	14,339	790	1,748	19,579	913	15,533,556	134,045,683	7,572,993	5,384,487	4,411,276	9,795,763	2,312	12/7'34
1921-22	4,322	4,284	64,593,531	14,945	799	1,782	19,694	921	15,856,815	142,456,924	7,491,031	5,976,026	4,815,056	10,791,082	2,519	13/7'33
1922-23	4,333	4,297	65,599,595	15,133	804	1,852	19,749	924	16,394,239	155,957,240	7,517,216	6,393,865	4,953,192	11,347,057	2,641	13/10'11
1923-24	4,435	4,369	66,762,259	15,053	777	1,929	19,751	943	16,594,833	167,861,864	8,309,543	6,754,109	5,204,526	11,958,635	2,737	14/4'90
1924-25	4,482	4,446	67,973,742	15,166	728	1,988	19,779	962	17,482,006	166,444,142	8,959,556	6,983,675	5,775,522	12,759,197	2,870	14/7'16
1925-26	4,625	4,526	69,643,388	15,058	704	2,033	19,662	966	17,575,547	168,054,308	8,728,426	7,105,610	5,565,451	12,671,061	2,800	14/5'03
1926-27	4,634	4,627	70,938,554	15,308	687	2,004	19,864	978	18,030,749	169,237,648	9,234,923	7,308,338	6,344,096	13,652,434	2,951	15/1'72
1927-28	4,697	4,661	72,523,192	15,440	663	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5'89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,911,291†	6,251,682	13,162,973	2,802	14/7'71
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	6,401,624	5,599,182	12,000,806	2,549	13/6'99

* Traffic Train Mileage as shown for the years prior to 1921-24 includes Assistant and Light Mileage.

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

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APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1915, TO 30TH JUNE, 1930 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS AND SIGNAL AND TELEGRAPH BRANCHES.				EXPENDITURE: ROLLING-STOCK BRANCH.					GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Melbourne Harbour Trust in connexion with the construction of the Spencer-street Bridge.			
	Amount	Per Traffic Train Mile.	Per cent. of Gross Revenue	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	WORKING.		REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.			Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.		Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.													Per cent. of Gross Revenue.
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	£	£	s. d.		£		
1915-16	1,110,321	1/7'27	19'46	998,619	252	1/5'33	17'50	1,075,002	1/6'66	18'84	¶672,317	0/11'67	11'79	95,380	0/1'66	1'67	...	...	28,526	0/0'50	0'50	...
1916-17	1,120,619	1/7'18	18'83	927,315	226	1/3'87	15'58	1,283,198	1/9'96	21'56	¶670,064	0/11'47	11'26	95,997	0/1'64	1'61	...	...	*39,763	0/0'68	0'67	...
1917-18	1,207,027	1/9'26	18'39	1,049,270	253	1/6'48	15'99	1,327,488	1/11'39	20'23	¶715,358	1/0'60	10'90	100,911	0/1'78	1'54	...	...	32,586	0/0'57	0'05	...
1918-19	1,243,666	1/10'90	19'33	870,123	209	1/4'02	13'53	1,320,274	2/0'32	20'53	¶696,296	1/0'82	10'83	100,094	0/1'84	1'56	3,397	...	31,794	0/0'59	0'49	...		
1919-20	1,720,607	2/3'49	20'92	1,262,069	301	1/8'16	15'35	1,722,967	2/3'53	20'95	¶976,684	1/3'60	11'87	124,012	0/1'98	1'51	85,963	...	40,668	0/0'65	0'49	...		
1920-21	2,246,443	2/10'71	22'93	1,578,206	372	2/0'38	16'11	2,139,809	2/9'6	21'84	¶1,255,460	1/7'40	12'82	159,174	0/2'46	1'62	146,698	...	*73,969	0/1'14	0'76	...		
1921-22	2,395,694	3/0'26	22'20	1,709,214	399	2/1'87	15'84	1,793,643	2/3'15	16'62	¶1,367,902	1/8'70	12'68	174,553	0/2'64	1'62	264,825	...	80,225	0/1'21	0'74	...		
1922-23	2,399,867	2/11'13	21'15	1,762,626	410	2/1'80	15'53	1,607,733	1/11'54	14'17	¶1,468,108	1/9'49	12'94	191,371	0/2'81	1'69	406,870	...	84,259	0/1'23	0'74	...		
1923-24	2,543,229	3/0'78	21'27	1,862,562	426	2/2'94	15'58	1,638,163	1/11'69	13'70	¶1,581,104	1/10'87	13'22	199,697	0/2'89	1'67	538,547	...	38,916	0/0'56	0'32	...		
1924-25	2,664,697	3/0'58	20'88	1,964,635	442	2/2'97	15'40	1,770,939	2/0'31	13'88	¶1,730,972	1/11'76	13'57	216,130	0/2'97	1'69	564,264	...	47,823	0/0'66	0'38	...		
1925-26	2,701,124	3/0'88	21'32	1,929,938	426	2/2'35	15'23	1,821,763	2/0'88	14'37	¶1,770,727	2/0'18	13'98	238,621	0/3'26	1'88	466,770	80,162	65,945	0/0'90	0'52	...		
1926-27	2,822,524	3/1'57	20'67	2,277,359	492	2/6'31	16'68	1,914,543	2/1'48	14'02	£,832,378	2/0'39	13'42	256,214	0/3'41	1'88	410,671	90,180	62,757	0/0'84	0'46	...		
1927-28	2,673,941	3/0'27	20'86	2,119,124	455	2/4'74	16'53	1,812,107	2/0'58	14'13	1,848,364	2/1'07	14'42	248,374	0/3'37	1'94	346,808	111,706	31,301	0/0'42	0'24	...		
1928-29	2,605,790	2/10'78	19'79	1,926,157	410	2/1'71	14'64	1,738,142	1/11'20	13'20	1,841,478	2/0'58	13'99	240,212	0/3'21	1'82	349,566	141,094	31,724	0/0'42	0'24	16,666		
1929-30	2,536,635	2/10'45	21'14	1,749,068	372	1/11'76	14'57	1,703,952	1/11'14	14'20	1,883,134	2/1'58	15'69	236,410	0/3'21	1'97	345,566	133,922	44,417	0/0'60	0'37	16,667		

¶ Includes payment into Rolling-stock Replacement Fund, year 1915-16, £30,000; year 1916-17, £50,000; year 1917-18, £50,000; year 1918-19, £50,000; year 1919-20, £50,000; year 1920-21, £187,098; year 1921-22, £150,000; year 1922-23, £200,000; year 1923-24, £200,000; year 1924-25, £200,000; and year 1925-26, £200,000.

* Includes Special Payment into Fund, year 1916-17, £10,000; year 1920-21, £25,000.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1915, TO 30TH JUNE, 1930 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Miscellaneous Operations.	TOTAL WORKING EXPENSES. (exclusive of Pensions and Gratuities.)				PENSIONS AND GRATUITIES.	Adjustments.— Border Railways and State Coal Mine.	TOTAL WORKING EXPENSES. (including Pensions and Gratuities.)				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines, (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES.	Guarantee by the Broadmeadows Saire	DEFICIT.	SURPLUS.
		Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue			Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. on Railway Loans.					
		£	£	s. d.		£	£	£	£	s. d.		£	£	s. d.	£		£	£	£	£
1915-16 ...	17,247	3,997,412	1,011	5/9'39	70'07	121,312	...	4,118,744	1,041	5/11'49	72'19	1,586,419	401	2/3'54	2'92	2'90	1,922,410	...	335,991	...
1916-17 ...	17,084	4,154,040	1,012	5/11'10	69'78	131,416	...	4,285,456	1,044	6/1'35	71'99	1,667,263	406	2/4'54	3'02	2'98	2,006,197	...	338,934	...
1917-18 ...	18,452	4,451,092	1,075	6/6'40	67'83	129,160	...	4,580,252	1,107	6/8'67	69'80	1,982,007	479	2/10'91	3'53	3'48	2,120,547	...	138,540	...
1918-19 ...	14,019	4,279,663	1,029	6'6'82	66'53	151,588	14,521	4,445,772	1,069	6/9'88	69'12	1,986,505	478	3/0'58	3'52	3'44	2,165,430	...	178,925	...
1919-20 ...	99,981	6,032,951	1,433	8/0'38	73'35	152,932	29,160	6,215,043	1,482	8/3'29	75'56	2,009,929	479	2/8'11	3'49	3'42	2,225,881	...	215,952	...
1920-21 ..	237,346	7,837,105	1,850	10/1'09	80'01	182,016	2,005	8,021,146	1,893	10/3'93	81'88	1,774,617	419	2/3'41	2'96	2'90	2,401,132	...	626,515	...
1921-22 ...	241,284	8,027,340	1,874	10/1'50	74'39	194,581	3,879	8,225,800	1,920	10/4'50	76'23	2,565,282	599	3/2'83	4'01	3'97	2,579,901	...	14,619	...
1922-23 ...	261,767	8,182,601	1,904	9/11'79	72'11	203,470	3,938	8,390,009	1,953	10/2'82	73'94	2,957,048	688	3/7'29	4'43	4'51	2,937,709	...	...	19,339
1923-24 ...	312,879	8,715,097	1,995	10/6'04	72'88	206,366	3,297	8,924,760	2,043	10/9'07	74'63	3,033,875	594	3/7'88	4'52	4'54	3,001,370	...	103,912‡	...
1924-25 ...	430,151	9,389,611	2,112	10/8'90	73'59	215,087	40,117†	9,644,815	2,169	11/0'41	75'59	3,114,382	701	3/6'75	4'59	4'58	3,085,648	...	...	28,734
1925-26 ...	452,755	9,527,805	2,105	10/10'11	75'19	238,108	1,650	9,767,543	2,158	11/1'38	77'09	2,903,518	642	3/3'65	4'16	4'17	3,077,904	...	174,386	...
1926-27 ...	484,281	10,150,907	2,194	11/3'11	74'35	293,680	Cr. 35,901*	10,408,686	2,250	11/6'55	76'24	3,243,748	701	3/7'17	4'52	4'57	3,269,628	...	25,880	...
1927-28 ...	493,011	9,684,736	2,078	10/11'35	75'53	335,950	6,156	10,026,842	2,151	11/4'00	78'21	2,794,217	600	3/1'89	3'80	3'85	3,321,727	...	527,510	...
1928-29 ...	481,537	9,372,366	1,995	10/5'10	71'20	366,899	2,662	9,741,927	2,074	10/10'04	74'01	3,421,046	728	3/9'67	4'63	4'64	3,473,575	2,000	50,529	...
1929-30 ...	464,777	9,114,548	1,936	10/3'79	75'95	394,187	4,684	9,513,419	2,021	10/9'21	79'27	2,487,387	528	2/9'78	3'34	3'32	3,508,658	1,000	1,020,270	...

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

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

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

APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID IN THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1930 AND 1929. (BUTTY GANGS EXCLUDED.)

Branch.	Year ended 30th June--					
	1930.			1929.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Permanent Way	192,450	1,225,877	1,418,327	292,108	1,289,717	1,581,825
Locomotive	513,565	1,912,437	2,426,002	608,341	1,898,880	2,507,221
Traffic	38,613	2,102,742	2,141,355	39,512	2,155,733	2,195,245
Electrical	49,332	195,555	244,887	51,740	192,879	244,619
Other Branches	91,050	775,391	866,441	144,978	762,643	907,621
Totals	885,010	6,212,002	7,097,012	1,136,679	6,299,852	7,436,531

APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1930 AND 1929.

Branch.	Year ended 30th June, 1930.			Year ended 30th June, 1929.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Commissioners' and Secretary's Office ..	113	23	136	122	41	163
Chief Accountant's	261	62	323	262	66	328
Traffic Audit	138	16	154	140	20	160
Stores	168	477	645	169	492	661
Permanent Way	399	4,850	5,249	409	5,617	6,026
Signalling	102	706	808	105	870	975
Locomotive	524	8,128	8,652	526	8,711	9,237
Traffic	2,416	5,381	7,797	2,499	5,844	8,343
Electrical	141	633	774	143	662	805
General	82	1,083	1,165	74	1,136	1,210
Totals	4,344	21,359	25,703	4,449	23,459	27,908
Rolling Stock (Locomotive) Branch Butty Gangs not included in above .. .. .	..	227	227	..	195	195

CONSTRUCTION BRANCH.

YEAR ENDED 30TH JUNE.

1930.			1929.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
50	493	543	51	900	951

AVERAGE NUMBER OF MEN* EMPLOYED (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) DURING THE YEARS ENDED 30TH JUNE, 1930 AND 1929.

How Employed.	1930.	1929.
On Working Expenses	22,574	23,696
On Capital and other funds (including Electric Tramways and Road Motor Services) ..	3,108	4,161
Totals	25,682	27,857

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

APPENDIX No. 8.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1930.

Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£ s. d.	£
LINES OPEN FOR TRAFFIC.								
Melbourne to Bendigo (exclusive of works, (Melbourne to Essendon Junction) ..	100·89	..	100·89	1,902	18	1 in 50	5,160,110 11 9	51,146
Bendigo to Echuca (including Bendigo Cattle yards and wharf at Echuca) ..	2·06	53·05	55·11	758	314	1 ,, 52	698,263 17 4	12,670
Moama to Deniliquin	43·82	43·82	..	..	1 ,, 264	196,337 6 3	4,481
Echuca to Moama	1·42	1·42	..	..	1 ,, 50	15,206 0 0	10,708
Echuca Bridge over the River Murray	33,163 7 10	..
Moama (Balranald Junction) to Balranald	119·92	119·92	326	206	1 ,, 200	691,482 2 0	5,766
Lancefield Junction to Lancefield	14·50	14·50	1,675	1,072	1 ,, 40	66,887 1 6	4,613
Kilmore Junction to Bendigo (Cattle Siding)	67·82	67·82	1,450	526	1 ,, 50	409,982 12 5	6,045
Carlsruhe to Daylesford	0·38	22·17	22·55	2,469	1,791	1 ,, 50	182,709 2 0	8,102
Daylesford Junction to North Creswick	23·11	23·11	2,292	1,429	1 ,, 40	181,782 10 4	7,866
Kyneton (Redesdale Junction) to Redesdale	16·25	16·25	1,636	973	1 ,, 50	90,685 18 7	5,581
Castlemaine to Dunolly	0·38	46·46	46·84	948	579	1 ,, 40	439,655 1 1	9,386
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ..	0·28	32·73	33·01	943	611	1 ,, 50	191,322 9 0	5,796
St. Arnaud to Donald	23·86	23·86	868	374	1 ,, 50	125,450 12 1	5,258
Donald to Birchip	32·30	32·30	394	330	1 ,, 100	103,414 12 6	3,202
Birchip to Woomelang (Cronomby)	26·45	26·45	351	260	1 ,, 75	87,906 17 3	3,324
Woomelang to Mildura	110·15	110·15	334	128	1 ,, 75	468,261 7 6	4,251
Mildura to Merbein	6·92	6·92	186	126	1 ,, 75	20,279 9 10	2,930
Merbein to Yelta (Abbotsford)	5·87	5·87	184	116	1 ,, 75	35,048 17 6	5,971
Red Cliffs to Werrimull (Millewa North)	35·40	35·40	226	138	1 ,, 100	134,927 8 8	3,811
Werrimull to Meringur (The Hut)	15·17	15·17	303	193	1 ,, 75	63,341 10 4	4,175
Dunolly to Inglewood	24·24	24·24	794	457	1 ,, 50	95,721 19 2	3,949
Ouyen to Kow Plains	56·39	56·39	351	137	1 ,, 60	143,816 3 4	2,550
Kow Plains to Murrayville	11·44	11·44	218	146	1 ,, 75	33,493 6 5	2,928
Murrayville to South Australian Border	12·53	12·53	351	192	1 ,, 80	19,280 8 11	1,539
South Australian Border to Pinnaroo (3·55 miles)	6,711 9 0	..
Castlemaine (Maldon Junction) to Maldon	10·24	10·24	1,177	890	1 in 40	67,610 0 5	6,603
Maldon (Laanecoorie Junction) to Shelbourne	9·89	9·89	1,126	649	1 ,, 50	68,568 2 4	6,933
Maryborough to Ballarat	0·26	41·47	41·73	1,525	732	1 ,, 40	304,918 7 0	7,307
Waubra Junction to Ballarat Racecourse	2·10	2·10	1,508	1,466	1 ,, 50	7,485 3 4	3,564
Pisgah Junction to Waubra	13·74	13·74	1,533	1,341	1 ,, 60	73,226 4 5	5,329
Maryborough to Avoca	14·93	14·93	885	721	1 ,, 40	66,678 8 0	4,466
Avoca to Ararat	39·04	39·04	1,215	763	1 ,, 50	176,890 12 11	4,531
Crowlands to Navarre	22·87	22·87	885	720	1 ,, 66	66,516 3 4	2,908
Bendigo to Inglewood	0·80	28·13	28·93	779	443	1 ,, 70	232,323 3 11	8,031
Inglewood to Charlton	42·82	42·82	639	422	1 ,, 50	287,864 12 7	6,723
Charlton to Wycheproof	16·48	16·48	521	356	1 ,, 50	109,794 8 1	6,662
Wycheproof to Sea Lake	47·89	47·89	357	172	1 ,, 94	91,992 12 2	1,921
Sea Lake to Nandaly	17·68	17·68	265	172	1 ,, 66	43,893 5 8	2,483
Nandaly to Kulwin	19·68	19·68	256	148	1 ,, 60	78,150 11 2	3,971
Wedderburn Junction to Wedderburn	4·86	4·86	660	554	1 ,, 50	17,779 1 8	3,658
Korong Vale to Boort	17·86	17·86	459	296	1 ,, 50	92,141 0 9	5,159
Boort to Quambatook	21·96	21·96	419	287	1 ,, 75	71,863 2 5	3,272
Quambatook to Ultima	30·31	30·31	371	256	1 ,, 100	61,616 6 7	2,033
Ultima to Chillingollah	20·14	20·14	263	164	1 ,, 60	36,124 11 2	1,794
Chillingollah to Manangatang	18·59	18·59	245	169	1 ,, 75	39,721 14 2	2,137
Manangatang to Annuello (Bryden's Tank)	14·19	14·19	200	172	1 ,, 75	68,852 2 6	4,852
Annuello to Robinvale	19·50	19·50	250	173	1 ,, 75	96,727 18 9	4,960
Eaglehawk to Kerang	72·99	72·99	742	255	1 ,, 70	372,086 11 10	5,098
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill)	35·16	35·16	286	225	1 ,, 100	180,216 14 7	5,126
Kerang to Murrabit (Gonn Crossing)	16·11	16·11	267	244	1 ,, 100	115,810 10 2	7,189
Gonn Crossing to Stony Crossing (including Bridge over River Murray)	38·59	38·59	251	214	1 ,, 200	257,146 18 4	6,664
Swan Hill to Piangil	27·39	27·39	291	216	1 ,, 75	73,425 13 9	2,681
Piangil to Kooloonong (Pine Tank)	15·87	15·87	243	199	1 ,, 75	72,043 16 10	4,540
Kooloonong to Yungera (West Narrung)	6·71	6·71	230	187	1 ,, 75	37,381 14 11	5,571
Carried forward	105·05	1,489·16	1,594·21	..	..	..	12,964,091 16 4	..

APPENDIX No. 8—continued.

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

Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.	
LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Brought forward	105·05	1,489·16	1,594·21	..	..	..	12,964,091	16 4	..
Elmore to Cohuna .. ..	..	57·09	57·09	438	264	1 in 100	146,834	3 0	2,572
Albion to Broadmeadows	8·58	..	8·58	398	137	..	506,074	9 7	58,983
Footscray to Williamstown (including cost of tracks on piers at Williamstown) ..	5·50	0·37	5·87	66	8	1 ,, 100	454,361	18 7	77,404
*Newport to Braybrook Junction .. ..	..	4·29	4·29	110	48	1 ,, 92	31,173	8 0	7,266
Newport to Geelong (including Williams-town Racecourse Branch and Geelong Pier)	3·99	35·21	39·20	113	10	1 ,, 81	1,508,074	12 5	38,471
Williamstown Racecourse Junction to Altona ..	..	1·85	1·85	..	..	..	11,951	4 7	6,460
Geelong to Colac	1·26	48·98	50·24	469	10	1 ,, 50	451,460	10 0	8,986
Colac to Alvie .. ..	..	9·65	9·65	518	402	1 ,, 50	59,095	6 4	6,124
Colac to Camperdown .. ..	..	28·11	28·11	569	405	1 ,, 50	158,528	7 1	5,640
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	0·90	41·81	42·71	550	13	1 ,, 50	400,223	11 11	9,371
Warrnambool to Koroit .. ..	..	9·36	9·36	245	19	1 ,, 50	90,428	14 7	9,661
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ..	..	11·34	11·34	208	11	1 ,, 60	107,405	11 6	9,471
Geelong (Queenscliff Junction) to Queenscliff	..	20·72	20·72	264	10	1 ,, 50	118,065	1 0	5,698
Mount Moriac to Wensleydale .. ..	..	10·92	10·92	752	361	1 ,, 50	39,203	14 4	3,590
Birregurra to Forrest .. ..	..	19·85	19·85	579	363	1 ,, 40	148,007	10 1	7,456
Irrewarra to Becac .. ..	..	8·70	8·70	432	390	1 ,, 66	47,767	19 9	5,480
Becac to Newtown .. ..	..	34·95	34·95	443	388	1 ,, 50	119,359	1 1	3,415
¶Colac to Beech Forest	0·21	29·45	29·66	1,748	225	1 ,, 30	79,372	8 7	2,676
¶Beech Forest to Crowes .. ..	..	14·11	14·11	1,826	1,356	1 ,, 30	44,694	2 11	3,168
Camperdown (Curdie's River Junction) to Timboon .. ..	..	22·32	22·32	673	52	1 ,, 40	116,831	12 0	5,234
Terang to Mortlake .. ..	..	12·16	12·16	447	414	1 ,, 60	57,738	0 7	4,748
North Geelong to Ballarat (including North Geelong Loop Line)	41·66	11·59	53·25	1,725	46	1 ,, 52	1,974,572	4 0	37,081
North Geelong to Fyansford .. ..	..	2·93	2·93	212	56	1 ,, 50	7,800	6 0	..
Ballarat to Ararat	4·34	52·95	57·29	1,617	960	1 ,, 50	602,355	7 7	10,523
Ararat to Stawell .. ..	..	18·85	18·85	1,086	761	1 ,, 100	210,924	0 0	11,190
Stawell to Horsham	1·18	52·26	53·44	761	423	1 ,, 100	444,061	1 9	6,410
*Stawell to Grampians .. ..	..	15·84	15·84	815	621	1 ,, 30			
Horsham to Dimboola	0·36	21·10	21·46	477	361	1 ,, 50			
Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway) ..	1·35	61·87	63·22	631	315	1 ,, 50	475,325	8 2	7,519
Braybrook Junction to Parwan	0·15	21·50	21·65	466	119	1 ,, 50	286,804	6 6	13,247
Parwan to Gordon .. ..	..	27·46	27·46	1,877	341	1 ,, 48	380,035	8 8	13,840
Gordon to Warrenheip .. ..	..	12·87	12·87	1,940	1,707	1 ,, 50	139,869	17 4	10,868
*Bungaree Junction to Racecourse Reserve	..	1·53	1·53	1,884	1,848	1 ,, 50	3,332	4 2	2,178
Gheringhap to Maroona .. ..	..	99·76	99·76	978	193	1 ,, 100	460,773	11 9	4,619
*Lal Lal Racecourse Branch .. ..	..	2·00	2·00	1,539	1,532	1 ,, 112	11,420	12 4	5,710
Ballarat East to Buninyong .. ..	..	6·84	6·84	1,626	1,436	1 ,, 40	65,830	4 2	9,624
*Ballarat Cattle-yards Branch .. ..	..	2·92	2·92	1,523	1,446	1 ,, 60	12,911	6 10	4,422
Ballarat (Linton Junction) to Scarsdale ..	..	13·12	13·12	1,516	1,157	1 ,, 50	59,912	16 4	4,567
Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	1 ,, 40	78,197	3 0	9,811
Linton to Skipton .. ..	..	12·75	12·75	1,383	944	1 ,, 37	56,897	17 8	4,463
*Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. ..	..	1·14	1·14	1,297	1,256	1 ,, 50	3,689	9 1	3,236
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1·28	64·78	66·06	1,028	572	1 ,, 50	451,127	0 0	6,829
Hamilton to Portland (including cost of sidings to piers at Portland)	0·24	53·58	53·82	606	11	1 ,, 40	329,910	17 6	6,115
Penshurst to Koroit .. ..	..	33·12	33·12	725	207	1 ,, 60	120,900	17 11	3,655
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ..	..	18·10	18·10	727	590	1 ,, 60	78,109	18 6	4,315
Hamilton (Coleraine Junction) to Coleraine ..	..	23·01	23·01	668	301	1 ,, 40	113,753	9 4	4,944
Hamilton to Cavendish .. ..	..	14·26	14·26	794	577	1 ,, 50	48,157	4 3	3,277
Cavendish to Toolondo .. ..	..	43·74	43·74	864	558	1 ,, 40	200,762	15 9	4,590
Branxholme to Casterton .. ..	..	32·09	32·09	572	149	1 ,, 40	182,670	18 9	5,692
Heywood to Puralka (Mumbannar) .. ..	..	38·51	38·51	422	85	1 ,, 50	141,364	14 7	3,671
Carried forward	176·24	2,678·65	2,854·89	..	..	..	24,754,352	5 4	..

* Trains run only as required for traffic.

† 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.		
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s.	d.	£
LINES OPEN FOR TRAFFIC—continued.										
Brought forward	176·24	2,678·65	2854·89	..	..	..	24,754,352	5	4	..
Puralka (Mumbannar) to South Australian Border .. .. .	..	5·65	5·65	223	209	1 in 100	6,854	6	5	1,213
South Australian Border to Mount Gambier (11·67 miles) .. .. .	..	..	..	..	..	..	40,563	0	9	..
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) .. .. .	..	9·77	9·77	487	455	1 in 147	45,308	1	6	4,637
Rupanyup to Marnoo .. .. .	..	15·33	15·33	494	450	1 „ 100	34,048	10	9	2,221
Marnoo to Wallaloo .. .. .	..	6·40	6·40	579	495	1 „ 60	37,763	0	10	5,900
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) .. .. .	..	31·20	31·20	464	360	1 „ 66	159,861	17	0	5,124
Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	1 „ 80	62,187	5	8	2,837
Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	1 „ 100	40,711	1	5	2,543
Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	1 „ 75	113,203	13	9	4,199
Horsham to Noradjuha .. .. .	..	19·95	19·95	488	395	1 „ 50	88,884	19	6	4,455
Noradjuha to Toolondo .. .. .	..	11·24	11·24	560	475	1 „ 100	29,729	14	11	2,645
Natimuk (East Natimuk) to Goroke .. .. .	..	28·64	28·64	624	394	1 „ 50	70,385	13	1	2,458
Goroke to Morea .. .. .	..	9·05	9·05	537	462	1 „ 50	49,805	4	6	5,503
Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	1 „ 75	53,416	18	9	2,474
Jeparit to Rainbow (Albacutya) .. .. .	..	18·47	18·47	388	263	1 „ 75	38,620	16	8	2,091
Jeparit to Lorquon .. .. .	..	13·68	13·68	395	271	1 „ 100	34,016	3	1	2,487
Lorquon to Yanac-a-Yanac .. .. .	..	18·38	18·38	473	355	1 „ 75	48,094	5	10	2,617
Rainbow to Yaapeet (Nypo) .. .. .	..	10·59	10·59	294	237	1 „ 75	27,705	18	9	2,616
Essendon Junction to Essendon (including Flemington Racecourse Branch)	5·00	..	5·00	148	14	1 „ 67	237,216	0	9	47,443
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61·27	120·72	181·99	1,147	105	1 „ 50	2,923,305	1	9	16,063
Bowser to Peechelba .. .. .	..	12·32	12·32	503	461	1 „ 200	65,143	12	6	5,288
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1·94	..	1·94	538	312	1 „ 75	68,999	14	7	35,567
North Melbourne to Coburg	5·07	..	5·07	202	13	1 „ 50	247,544	0	9	48,825
Coburg to Somerton .. .. .	..	7·16	7·16	530	202	1 „ 50	78,818	14	7	11,008
Royal Park (Junction) to Clifton Hill	2·21	0·18	2·39	136	103	1 „ 50	182,559	2	4	76,384
Fitzroy Branch .. .. .	..	0·89	0·89	119	85	1 „ 79	78,092	13	0	87,745
Fitzroy (Whittlesea Junction) to Whittlesea	4·67	17·39	22·06	639	119	1 „ 50	320,211	4	2	14,515
Northcote Loop Line	0·13	..	0·13	128	119	1 „ 70	10,351	11	8	79,631
Tallaroek to Yea .. .. .	..	23·69	23·69	698	488	1 „ 40	166,047	15	11	7,009
Yea to Mansfield and Alexandra-road .. .. .	..	55·82	55·82	1,304	557	1 „ 40	347,243	16	7	6,221
Alexandra-road to Alexandra .. .. .	..	4·32	4·32	922	716	1 „ 30	29,994	17	3	6,943
Mangalore to Shepparton	0·29	44·96	45·25	499	372	1 „ 100	309,821	1	9	6,847
Shepparton to Numurkah	2·14	18·61	20·75	376	348	1 „ 206	97,207	8	5	4,685
Numurkah to Cobram	0·20	21·47	21·67	376	355	1 „ 165	89,696	19	1	4,139
Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	1 „ 80	69,209	9	8	5,403
Rushworth to Colbinabbin	0·58	12·29	12·87	510	363	1 „ 50	41,257	3	0	3,206
Rushworth to Girgare (Stanhope North) .. .. .	..	13·62	13·62	516	347	1 „ 50	51,502	11	7	3,781
Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	1 „ 108	31,418	13	4	4,600
Tatura to Echuca .. .. .	..	34·07	34·07	377	320	1 „ 122	167,053	19	9	4,903
Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	1 „ 100	55,029	14	4	3,708
Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	1 „ 69	42,366	12	8	2,489
Numurkah to Nathalia .. .. .	..	13·79	13·79	356	335	1 „ 330	52,499	8	0	3,807
Nathalia to Picola .. .. .	..	6·75	6·75	335	325	1 „ 264	14,380	15	3	2,131
Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	1 „ 330	23,421	0	10	2,856
8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	1 „ 92	20,739	7	1	10,019
Benalla to St. James .. .. .	..	20·33	20·33	583	450	1 „ 75	80,479	2	3	3,959
St. James to Yarrawonga .. .. .	..	19·86	19·86	514	414	1 „ 50	98,059	19	9	4,938
Benalla to Tatong .. .. .	..	18·00	18·00	760	556	1 „ 60	50,709	12	1	2,817
Wangaratta to Whitfield .. .. .	..	30·49	30·49	811	481	1 „ 80	45,019	19	7	1,477
Wangaratta (Beechworth Junction) to Beechworth .. .. .	..	22·26	22·26	1,831	502	1 „ 30	166,907	0	5	7,498
Beechworth to Yackandandah .. .. .	..	12·84	12·84	1,912	981	1 „ 30	97,594	6	6	7,601
Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	1 „ 40	82,207	16	3	4,964
Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	1 „ 50	112,663	7	7	6,077
Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	1 „ 50	77,204	8	11	5,534
Wodonga to Tallangatta .. .. .	..	25·71	25·71	726	530	1 „ 40	194,597	2	9	7,569
Carried forward	259·74	3,631·84	3,891·58	..	..	..	32,562,088	5	2	..

* Trains run only as required for traffic.

† 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	s. d.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
LINE OPEN FOR TRAFFIC—continued.									
Brought forward	259·74	3,631·84	3,891·58	..	..	..	32,562,088	5 2	..
Tallangatta to Cudgewa .. ..	..	42·33	42·33	2,580	625	1 in 30	293,264	4 6	6,928
Spencer-street to Flinders-street ..	0·76	..	0·76	33	17	1 „ 40	280,118	2 5	368,576
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's-bridge to Chapel-street, and tracks, &c., on pier at Port Melbourne)	16·62	..	16·62	53	9	1 „ 66	2,915,080	8 2	175,395
Prince's-bridge to Collingwood	2·22	..	2·22	85	23	1 „ 62	205,295	4 11	92,475
Collingwood to Heidelberg	2·97	2·52	5·49	196	68	1 „ 50	292,585	0 0	53,294
Heidelberg to Eltham .. ..	..	8·35	8·35	303	110	1 „ 40	79,511	4 8	9,522
Eltham to Hurst's Bridge .. ..	..	6·64	6·64	248	116	1 „ 50	82,722	13 7	12,458
Brighton Beach to Sandringham	2·20	..	2·20	58	20	1 „ 97	83,838	14 3	38,109
South Yarra to Oakleigh	7·05	..	7·05	184	22	1 „ 54	685,639	19 7	96,841
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 „ 50	1,505,849	8 0	12,479
Sale to Stratford (Junction) .. ..	..	8·97	8·97	64	33	1 „ 66	47,543	1 8	5,300
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	1 „ 50	203,796	1 4	36,786
Caulfield to Frankston	19·85	0·03	19·88	166	10	1 „ 50	363,311	17 10	18,275
Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. ..	..	18·99	18·99	327	10	1 „ 50	116,454	10 7	6,132
Mornington Junction to Mornington .. ..	..	7·67	7·67	194	60	1 „ 50	70,484	13 10	9,190
Bittern to Red Hill .. ..	..	9·91	9·91	631	43	1 „ 30	77,211	19 1	7,791
Spring Vale Cemetery Line .. ..	..	1·60	1·60	231	145	1 „ 50	9,296	4 7	5,810
Dandenong (Great Southern Junction) to Port Albert	1·63	115·65	117·28	746	10	1 „ 40	1,085,905	7 1	9,259
Koo-wee-rup to Strzelecki (McDonald's Track) .. ..	..	30·55	30·55	988	22	1 „ 30	303,856	14 9	9,946
Nyora to Woolamai .. ..	..	15·56	15·56	410	58	1 „ 50	88,058	16 1	5,659
Woolamai to Powlett Coalfield (including sidings, Wonthaggi) .. ..	..	13·87	13·87	233	14	1 „ 60	163,018	15 11	11,753
Korumburra to Coal Creek .. ..	..	0·89	0·89	735	630	1 „ 30	5,741	7 11	6,451
Korumburra (Strzelecki Junction) to Black Diamond Junction .. ..	..	1·25	1·25	765	573	1 „ 30	7,337	17 6	3,261
Korumburra (Jumbunna Junction) to Jumbunna .. ..	..	3·74	3·74	796	619	1 „ 30	20,996	4 0	5,614
Jumbunna to Outtrim .. ..	..	2·40	2·40	649	539	1 „ 40	27,882	8 11	11,618
¶Welshpool to Welshpool Jetty .. ..	..	3·23	3·23	57	6	1 „ 100	3,199	19 2	991
Alberton to Won Wron .. ..	..	12·05	12·05	213	33	1 „ 60	102,359	11 4	8,495
Won Wron to Woodside .. ..	..	9·68	9·68	326	139	1 „ 40	50,701	14 4	5,238
Warragul to Neerim South .. ..	..	13·49	13·49	681	349	1 „ 40	124,887	16 5	9,258
Neerim South to Noojee (Toorong River) .. ..	..	14·01	14·01	1,415	676	1 „ 30	133,881	1 8	566
Moe (Junction) to Thorpdale .. ..	..	10·67	10·67	798	219	1 „ 40	118,933	17 3	11,147
¶Moe to Walhalla .. ..	..	26·06	26·06	1,323	174	1 „ 30	117,597	6 5	4,513
Morwell to North Mirboo .. ..	..	20·17	20·17	784	184	1 „ 40	155,091	6 7	7,689
Traralgon to Heyfield .. ..	..	22·06	22·06	262	93	1 „ 50	126,253	9 3	5,723
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	1 „ 50	310,933	19 4	6,241
Bairnsdale to Orbost .. ..	..	60·24	60·24	423	23	1 „ 50	441,333	13 9	7,326
Maffra to Briogolong .. ..	..	11·79	11·79	238	109	1 „ 50	62,849	18 1	5,331
Burnley to Darling	1·01	2·37	3·38	185	101	1 „ 60	221,526	13 8	50,462
Darling to Glen Waverley .. ..	..	5·94	5·94	..	..	..	160,370	11 11	26,999
Hawthorn to Lilydale	11·52	8·20	19·72	484	41	1 „ 40	845,393	19 8	42,869
Lilydale to Healesville	0·26	15·11	15·37	351	230	1 „ 40	228,484	4 10	14,866
Hawthorn (Kew Junction) to Kew .. ..	..	0·96	0·96	119	41	1 „ 40	76,582	14 0	79,744
Ringwood to Upper Ferntree Gully .. ..	..	7·44	7·44	436	314	1 „ 40	125,269	8 8	16,837
¶Ferntree Gully to Gembrook .. ..	..	18·22	18·22	1,057	412	1 „ 30	76,915	15 9	4,222
Lilydale to Warburton .. ..	..	23·97	23·97	738	289	1 „ 37½	154,617	10 5	6,450
South Kensington to West Footscray	2·44	..	2·44	86	14	1 „ 70	604,836	19 0	247,884
Carried forward	340·68	4,372·04	4,712·72	..	..	..	45,818,910	17 10	..

¶ 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	£
LINES OPEN FOR TRAFFIC—continued.								
Brought forward	340·68	4,372·04	4,712·72	..	..	..	45,818,910 17 10	
Works, Melbourne to Essendon Junction	2,671,399 4 9	
Railway Offices, Spencer-street	265,954 12 2	
Sheds and Workshops, Newport (including cost of machinery and equipment)	1,416,466 11 5	
Sheds and Workshops, Country Depots (including cost of machinery)	371,054 0 11	
Refreshment Services Buildings	276,051 14 0	
General Construction Account (Capital Expenditure common to all lines)	2,452,341 7 8	
Electrification Melbourne Suburban Lines	6,535,313 9 5	
Total cost of Way, Works, Buildings, and Equipment (Railways)	59,807,491 18 2	
Total mileage open for traffic at 30th June, 1930	340·68	4,372·04	4,712·72					
Rolling-stock, Broad-gauge	13,551,688 2 5	
Rolling-stock, Narrow-gauge	112,557 12 10	
Total Rolling-stock (Railways)	13,664,245 15 3	
Stores and Materials on hand and in transit	1,354,170 16 1	
Materials in course of Manufacture	23,633 9 6	
Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways)	74,849,541 19 0	
ELECTRIC TRAMWAYS.								
St. Kilda and Brighton	5·18	..	5·18	59	7	1 in 21½	133,852 15 5	25,840
Sandringham to Black Rock || .. ..	2·22	·19	2·41	112	41	1 „ 18½	70,027 13 2	29,057
Black Rock to Beaumaris 	2·20	2·20	..	..	..	33,099 13 6	15,045
Total cost of Way, Works, Buildings, and Equipment (Tramways)	236,980 2 1	
Total mileage of Tramways open for traffic	7·40	2·39	9·79					
Rolling-stock	100,737 12 4	
Total	337,717 14 5	
ROAD MOTOR PUBLIC SERVICES.								
Garage Buildings and Equipment	8,016 13 1	
Road Motor Coaches and Trucks	32,192 1 9	
Total	40,208 14 10	
LINES UNDER CONSTRUCTION.								
Nowingi to Millewa South	92,244 5 11	
Euston to Lette, including bridge over River Murray	127,643 9 0	
Yarrowonga to Oaklands	154,162 19 4	
Meringur to Morkalla	3,315 18 10	
Total	377,366 13 1	
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.								
Mildura and Abbotsford—Bridges over River Murray	21,688 6 6	
Orbost—Snowy River bridge	9,257 8 0	
Total	30,945 14 6	
Carried forward							75,635,780 15 10	

|| 4-ft. 8½-in. gauge, 4.61 miles.

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

Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile
	Miles.	Miles.	Miles.	Feet.	Feet.		£	£
Brought forward ..	..	..	..	..	..	..	75,635,780	15 10
LINES CLOSED FOR TRAFFIC.								
Dunkeld to Penshurst (dismantled 19th February, 1898) ..	..	15.87	15.87	..	..	..	50,000	0 0
Lancefield to Kilmore (dismantled) ..	..	18.10	18.10	..	..	..	107,873	7 2
Oakleigh to Fairfield Park— Fairfield near (30 chains 48 links to East Kew) (of which .68 miles have been dismantled) ..	..	2.18	2.18	..	..	..	103,180	0 0
Ashburton to Oakleigh (of which .05 miles have been dismantled) ..	0.20	2.17	2.37	..	..	..
Canterbury Loop Line (dismantled) ..	..	0.21	0.21	..	..	..
Darling to Waverley-road (of which .83 miles have been dismantled)	1.16	1.16		
Geelong Race-course Line (dismantled 28th May, 1909) ..	..	1.96	1.96	..	..	..	5,300	17 9
Total ..	..	..	..	..	..	..	275,254	4 11
Total mileage closed for traffic at 30th June, 1930 ..	0.20	41.65	41.85					
Surveys ..	..	..	..	..	..	..	421,088	6 2
Piers transferred to Melbourne Harbor Trust ..	..	..	..	..	..	..	66,000	12 3
TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services ..							76,398,123	19 2

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

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1930.	1929.		1930.	1929.
TRAFFIC TRAIN MILEAGE.					
PASSENGER—					
Country—Steam ..	2,934,489	2,919,246			
„ Rail Motor ..	664,942	654,707			
Suburban—Steam ..	45,106	45,321			
„ Rail Motor ..	35,612	35,553			
„ Electric Motor ..	7,443,966	7,359,914			
„ Electric Locomotive ..	3,701	428			
MIXED—Steam ..	2,119,876	2,176,995			
„ Electric Motor ..	186	..			
Goods—Steam ..	4,294,193	4,751,569			
„ Electric Locomotive ..	123,041	29,304			
„ Electric Motor ..	5,453	6,182			
Total Traffic Train Miles ..	17,670,565	17,979,219			
ASSISTANT MILES—					
Country Passenger—					
Steam	108,437	147,944			
Mixed—Steam ..	615	361			
Goods	145,370	161,185			
„ Electric Locomotive ..	5,041	..			
Total Assistant Miles ..	259,463	309,490			
LIGHT MILES—					
Country Passenger—					
Steam	36,042	37,553			
Mixed—Steam ..	2,744	3,189			
Goods	336,608	369,595			
„ Electric Locomotive ..	7,150	372			
„ Electric Motor ..	402	541			
Total Light Miles ..	382,946	411,250			
TOTAL TRAIN, INCLUDING ASSISTANT AND LIGHT MILES ..					
	*18,312,974	*18,699,959			
DEPARTMENTAL MILEAGE.					
Light—Electric Locomotive ..	818	632			
„ Steam	346,595	377,070			
Ballast	156,345	189,003			
Inspection	10,498	10,375			
Water	711	730			
Departmental Coal ..	288,723†	309,390†			
Casualty and Doubling ..	4,086	3,963			
Miscellaneous	6,375	14,320			
Rail Motor	23,407	20,675			
Total Departmental Miles ..	837,558	926,058			
SHUNTING—					
Steam Locomotive ..	2,406,496	2,592,813			
Electric Locomotive ..	78,134	44,984			
Electric Motor	5,885	6,980			
Rail Motor	5,469	5,126			
Total Shunting Miles ..	2,495,984	2,649,903			
LOCOMOTIVE MILEAGE.					
Steam	13,243,309	14,110,622			
Electric	217,885	75,620			
Total	13,461,194	14,186,242			
VEHICLE MILEAGE.					
PASSENGER—					
Country—Steam ..	24,059,921	25,490,446			
„ Rail Motor ..	1,086,331	1,054,970			
Suburban—Steam ..	153,202	169,814			
„ Electric ..	38,238,279	37,835,208			
„ Rail Motor ..	35,612	35,619			
Total	63,573,395	64,586,057			
GOODS—					
Loaded	107,633,156	114,622,809			
Empty	42,416,397	43,300,824			
Total	150,049,553	157,923,633			
TOTAL VEHICLE MILEAGE					
	213,622,948	222,509,690			
GROSS TON MILEAGE.					
Passenger Trains (Electric excepted) ..	630,286,948	655,531,497			
Rail Motor	14,771,247	13,025,386			
Mixed Trains	440,631,065	454,892,625			
Goods Trains	1,929,558,943	2,080,980,536			
Total	3,015,248,203	3,204,430,044			

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, 1930.

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 ..	618	lbs. 14,333,250	lbs. 23,193	17	lbs. 231,708	lbs. 13,630	635	lbs. 14,564,958	lbs. 22,937
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	17	..	..	..	..	..	17	..	..

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle.
STEAM COACHING STOCK.									
Passenger Cars—		No.	No.		No.	No.		No.	No.
1st Class	235	13,398	57	..	..	..	235	13,398	57
2nd Class	463	29,761	64	49	1,481	30	512	31,242	61
Composite	224	11,602	52	..	..	..	224	11,602	52
Sleeping Cars—									
1st Class	22	440	20	..	..	..	22	440	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars	6	145	24	..	..	..	6	145	24
Parlor Cars	2	66	33	..	..	..	2	66	33
Dining Cars	5	222	44	..	..	..	5	222	44
Mail Vans	3	..	..	..	..	..	3	..	..
Luggage Vans	647	..	..	6	..	..	653	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	78	..	..	..	..	..	78	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	..	..	..	..	..	..	..	..	..
Other Vehicles	4	..	..	..	..	..	4	..	..
Total	1,695	55,634	..	55	1,481	..	1,750	57,115	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class	10	288	29	..	..	..	10	288	29
2nd Class	8	338	42	..	..	..	8	338	42
Composite	13	642	49	..	..	..	13	642	49
Trailers—									
1st Class	2	139	70	..	..	..	2	139	70
2nd Class	23	567	25	..	..	..	23	567	25
Composite	4	280	70	..	..	..	4	280	70
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolleys (Petrol)—									
Mail Services only	26	..	..	..	..	..	26	..	..
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	89	2,283	..	..	..	..	89	2,283	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	369	33,440	91	..	..	..	369	33,440	91
2nd Class	374	30,034	80	..	..	..	374	30,034	80
Composite	108	9,938	92	..	..	..	108	9,938	92
Parcels Vans	5	..	..	..	..	..	5	..	..
Total	856	73,412	..	..	..	..	856	73,412	..
ELECTRIC TRAMWAY STOCK.									
Single Bogie Cars	13	580	45	..	..	..	13	580	45
Double Bogie Cars	20	1,040	52	..	..	..	20	1,040	52
Total	33	1,620	..	..	..	..	33	1,620	..

APPENDIX No. 10—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.									
Box Goods Wagons	77	1,144	14·0	2	20	10·0	79	1,164	14·7
Coal Wagons	343	5,184	15·1	..	..	..	343	5,184	15·1
Open Goods Wagons	15,710	242,132	15·4	211	2,320	11·0	15,921	244,452	15·4
Cattle Wagons	718	7,680	10·7	15	151	10·1	733	7,831	10·7
Sheep Wagons	1,274	13,342	10·5	..	..	..	1,274	13,342	10·5
Louvréd Wagons	1,148	16,429	14·3	14	141	10·1	1,162	16,570	14·3
Refrigerator Wagons	417	5,682	13·6	..	..	..	417	5,682	13·6
Powder Vans	22	110	5·0	..	..	..	22	110	5·0
Flat Wagons	212	4,376	20·6	..	..	..	212	4,376	20·6
Bolster Wagons			
Brake Vans	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Other Vehicles .. ..	..	..	..	..	..	..	..	..	..
Total	19,921	296,079	14·9	242	2,632	10·9	20,163	298,711	14·8
SERVICE STOCK.									
Casualty or Break Down Vans and Trucks	45	..	..	..	..	..	45	..	..
Water Trucks	177	..	..	1	..	..	178	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock)			..	..	..	..	..	..
Ballast Wagons	163	..	..	..	..	..	163	..	..
Gas Vehicles	7	..	..	..	..	..	7	..	..
Workmen's Sleeping Cars	241	..	..	..	..	..	241	..	..
Store Vans	3	..	..	..	..	..	3	..	..
Cranes (not Locomotives) on Trucks	13	..	..	..	..	..	13	..	..
Plough Vans	3	..	..	..	..	..	3	..	..
Motor Inspection Cars (Petrol)	3	..	..	..	..	..	3	..	..
Other Vehicles	119	..	..	..	..	..	119	..	..
Total	774	..	..	1	..	..	775	..	..
	Number.	Total.	Average per Vehicle.	Number.	Total.	Average per Vehicle.	Number.	Total.	Average per Vehicle.
ROAD MOTOR VEHICLES.									
Coaches (Passenger)	12	Passengers. 298	Passengers. 25	..	..	..	12	Passengers. 298	Passengers. 25
Trucks (Goods)	17	T. C. Q. 70 10 0	T. C. Q. 4 2 3	..	..	..	17	T. C. Q. 70 10 0	T. C. Q. 4 2 3
Trailers (Goods)	12	56 0 0	4 13 1	..	..	..	12	56 0 0	4 13 1
Total	41	..	..	..	..	..	41	..	..

APPENDIX No. 11

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1920, TO 30th JUNE, 1930.

Year.	Passengers						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employees while in the Execution of their Duty.						Employees proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.				Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.											
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1920-21	..	18	..	..	3	187	.000	.133	2	46	2	76	5	206	2	3	10	14	16	18	1	29	41	597
1921-22	..	10	..	1	10	134	.000	.070	1	35	4	49	9	142	..	2	12	12	19	7	3	16	58	408
1922-23	..	5	..	6	6	134	.000	.032	1	33	2	34	7	116	1	2	11	11	20	10	3	21	51	372
1923-24	..	3	..	4	8	112	.000	.017	..	29	2	36	8	146	3	2	10	15	18	2	2	13	51	362

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

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

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

APPENDIX No. 12.

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

Particulars.	Year 1929-30.	Year 1928-9.
Average Mileage of Railways open for Traffic	4,768	4,698
PASSENGER TRAFFIC.		
Passenger Train Mileage	4,659,369	4,662,450
Passenger Earnings	£2,125,528	£2,453,600
Number of Passengers Carried	149,571,831	152,840,373
Number of Passengers Carried One Mile	424,946,080	475,100,266
Average Miles each Passenger was carried	56·30	58·21
Average Number of Passengers per Car Mile	17	18
Average Earnings from Each Passenger	5s. 7·59d.	6s. 0·14d.
Average Earnings per Passenger Mile	1·20d.	1·24d.
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried	1,619	1,753
Number of Passengers Carried One Mile	91,131	102,062
Passenger Train Mileage	999	1,002
Passenger Earnings	£455·83	£527·09
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers	91	102
Average Number of Cars	5	6
Average Earnings from Passengers	9s. 1·49d.	10s. 6·30d.
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	5,482,718	5,875,563
Goods Earnings	£5,599,182	£6,251,682
Number of Tons Carried	7,513,606	8,187,088
Number of Tons Carried One Mile	737,623,173	834,604,712
Average Haul per Ton of Goods	98·17	101·94
Average Tonnage per Loaded Truck	8·32	8·96
Average Train Load (Tons)	166	173
Average Earnings per Ton	14s. 10·85d.	15s. 3·26d.
Average Earnings per Ton Mile	1·82d.	1·80d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	407	404
Average Number of Vehicles per Train—Loaded	18	18
Average Number of Vehicles per Train—Empty	7	7
<i>Per Average Mile of Railway Open.</i>		
Number of Tons Carried (Paying Traffic)	1,596	1,743
Number of Tons Carried One Mile (Paying Traffic)	156,674	177,651
Goods Train Mileage	1,165	1,251
Goods Earnings	£1,189	£1,331
<i>Per Goods Train Mile.</i>		
Average Earnings	£1 0s. 5·10d.	£1 1s. 3·36d.

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1930.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1929	100,000 0 0	By Expenditure for the year ended 30th June, 1930—	
„ Payment to Fund during the year ended 30th June, 1930, included in the Working Expenses of the Year	44,672 9 1	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	6,951 18 6
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	3,250 18 11
		(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 Commis- sioners for injuries sustained on duty or in the event of death to persons dependent upon such employees	12,922 14 4
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	4,235 6 10
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	13,880 18 0
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c.	3,480 12 6
		„ Balance at 30th June, 1930	100,000 0 0
	£144,672 9 1		£144,672 9 1

APPENDIX No. 14.

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

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BEAUMARIS.	
	Year 1929-30.	Year 1928-29.	Year 1929-30.	Year 1928-29.
Average Mileage of Railway Worked ...	5.18	5.18	4.61	4.61
Car Mileage ...	563,092	561,593	188,618	188,366
Number of Passengers carried ...	5,197,617	5,380,698	1,543,830	1,606,685
Average Fare paid per Passenger ...	2.47d.	2.50d.	2.19d.	2.20d.
GROSS REVENUE—				
Passengers ...	£53,593	£56,058	£14,064	£14,708
Parcels ...	3	3	65	62
Miscellaneous ...	367	452	174	217
TOTAL GROSS REVENUE ...	£53,963	£56,513	£14,303	£14,987
Per Passenger Car Mile ...	23.00d.	24.15d.	18.20d.	19.10d.
Per Mile of Single Track ...	£5,209	£5,455	£2,097	£2,147
ORDINARY WORKING EXPENSES—				
Transportation Account ...	£21,726	£21,396	£6,089	£6,012
Way and Works Account ...	9,051	11,967	1,774	2,715
Rolling Stock Account ...	7,554	8,524	1,790	1,938
Power Account ...	6,429	6,653	1,931	2,075
General Expenditure ...	1,047	1,049	335	326
Payment into Railway Accident and Fire Insurance Fund ...	202	139	53	36
Pensions and Gratuities ...	165	...	...	...
TOTAL WORKING EXPENSES ...	£46,174	£49,728	£11,972	£13,102
Per cent. of Gross Revenue ...	85.57	87.99	83.70	87.42
Per Passenger Car Mile ...	19.68d.	21.25d.	15.23d.	16.69d.
Per Mile of Single Track ...	£4,457	£4,800	£1,755	£1,877
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...	£7,789	£6,785	£2,331	£1,885
INTEREST CHARGES ...	£9,269	£9,644	£6,844	£6,800
LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ...	£1,480	£2,859	£4,513	£4,915
Guarantee by the Sandringham City Council in connexion with the operation of the Black Rock to Beaumaris Electric Tramway ...	...	...	£333	2,000
LOSS IN RESPECT OF THE SANDRINGHAM TO BEAUMARIS LINE AFTER ALLOWING FOR THE GUARANTEE IN CONNEXION WITH THE OPERATION OF THE BLACK ROCK TO BEAUMARIS ELECTRIC TRAMWAY ...	...	...	£4,180	£2,915

The amount due at 30th June, 1930, for the period 1.9.1926 to 31.8.1929 was £6,000. Only £333, representing the guarantee in respect of the period 1.7.1929 to 31.8.1929, has been included in the figures for the year 1929-30.

The amounts recouped by the Treasury (£5,110 in 1928-29, and £2,616 in 1929-30) in respect of the loss on the Black Rock to Beaumaris Line are not included in the above figures.

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.

CAPITAL EXPENDITURE AT 30TH JUNE, 1930.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements	52,740	12	3			
				71,640	12	3
Equipment	28,464	14	10			
Stock	2,655	0	0			
				31,119	14	10
				£102,760	7	1

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1930.

<i>Dr.</i>			<i>Cr.</i>		
	£	s. d.		£	s. d.
Stores, Freight, and Cartage ..	10,376	2 10	Accommodation and Buffet Sales ..	28,044	14 6
Superintendence, Salaries, Wages, and General Charges ..	18,512	10 8	Hire of Sports Material ..	1,194	3 4
Interest on Capital Expenditure ..	5,544	17 0	Motor Services ..	5,176	2 10
			Loss ..	18	9 10
	£34,433	10 6		£34,433	10 6

APPENDIX No. 16.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1930.				£	s.	d.
Cost of Coaches and Garages	..	..	..	56,015	18	6
Less Depreciation written off	..	..	..	42,072	10	0
Balance of Cost at 30th June, 1930	..	..	..	£13,943	8	6

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1930

Dr.				Cr.							
£	s.	d.	£	s.	d.	£	s.	d.			
Working Expenses—						Revenue	..	..	7,272	1	11
Superintendence, Printing, Advertising, &c.	733	10	9			Loss	..	..	13,156	15	4
Operating expenses, Accident Compensation, Licences and Registration Fees	..	11,466	18	10							
Repairs and Renewals, Tools, &c...	..	4,632	17	7							
Maintenance of Garages, &c.	..	90	19	1							
					16,924	6	3				
Depreciation	..	..	..	2,694	1	0					
Interest	..	..	..	810	10	0					
				£20,428	17	3			£20,428	17	3

APPENDIX No. 17.

ROAD MOTOR PUBLIC GOODS SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1930.

CAPITAL ACCOUNT AT 30TH JUNE, 1930.				£	s.	d.
Cost of Trucks, Trailer, and Garages	..	..	..	28,516	6	3
Less Depreciation written off	..	..	..	2,250	19	11
				£26,265	6	4

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1930.

Dr.				Cr.							
£	s.	d.	£	s.	d.	£	s.	d.			
Working Expenses—						Revenue	..	..	7,719	12	5
Superintendence, Printing, Advertising, &c.	503	7	1			Loss	..	..	525	18	1
Operating Expenses, Licence and Registration Fees	..	4,404	5	7							
Repairs and Renewals, Tools, &c.	..	1,899	11	2							
Maintenance of Garage, &c.	..	108	8	3							
					6,915	12	1				
Depreciation	..	..	..	794	5	9					
Interest	..	..	..	535	12	8					
				£8,245	10	6			£8,245	10	6

APPENDIX No. 18.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE AND WORKING EXPENSES (*VIDE* PAGE 7).

REVENUE.					£	s.	d.
Revenue as shown by the Railways ...	...	...	...	...	12,088,012	15	10
That total includes the net amount of accounts due but unpaid at 30th June, 1930, which amount is not included in the Treasury figures because it was not received on that date, and which, in order to agree with the Treasury, must be deducted, viz.							
	...	...	...	...	44,849	13	0
					<hr/>		
					12,043,163	2	10
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1929, which were paid in 1929-30, and therefore included in the Treasury figures, and which therefore require to be added, viz.							
	...	...	...	...	75,602	9	2
					<hr/>		
Revenue as shown by the Treasury ...	...	...	...	...	12,118,765	12	0

WORKING EXPENSES.

Working Expenses as shown by the Railways ...	...	...	...	...	9,598,893	1	0
In order to bring this sum into agreement with the Treasury figures, the following amounts must be added :—							
(1) Amount charged by Railways in 1928-29 and by the Treasury in 1929-30...	...	...	...	...	£	s.	d.
	...	...	...	...	8	0	0
(2) Amount of Interest paid on advances to Railways Stores Suspense Account from Public Account Advances Account ...	...	...	...	...	3,000	0	0
(3) Amount of Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn ...	...	...	...	...	£266	0	0
					<hr/>		
					3,274	0	0
					<hr/>		
					£9,602,167	1	0

The Working Expenses as shown by the Treasury are :—					£	s.	d.
Division 87, subdivision 1 of the Appropriation Act 1929-30 ...	...	...	...	...	8,875,388	11	5
Division 87, subdivision 2—Repayment to Capital Account in respect of rolling stock retired from service ...	...	...	...	...	250,000	0	0
Division 87, subdivision 2—Towards the cost of installing stronger draw-gear and automatic couplers on rolling stock ...	...	...	...	...	20,000	0	0
Division 87, subdivision 2—Railway Accident and Fire Insurance Fund ...	...	...	...	...	44,672	9	1
Division 87, subdivision 3—Amount paid to the State of South Australia in respect of adjustment Border Railways ...	...	...	...	...	4,684	0	0
Division 87, subdivision 4—Repayment to Capital Account in connexion with the North Geelong and Fyansford Line ...	...	...	...	...	758	0	0
Division 87, subdivision 5—Interest on Advance from Public Account—Advance Account to Railway Stores Suspense Account ...	...	...	...	...	3,000	0	0
Division 87, subdivision 6—Salary of the Chairman of the Board of Discipline ...	...	...	...	...	546	0	0
Division 87, subdivision 7—Interest charges paid to State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn ...	...	...	...	...	266	0	0
Division 88, Pensions, Gratuities ...	...	...	...	...	3,526	9	7
Act No. 3759, Pensions, Gratuities ...	...	...	...	...	198,344	13	6
Act No. 3759, Commissioners' Salaries ...	...	...	...	...	8,500	0	0
Act No. 3782, Payment to Superannuation Fund ...	...	...	...	...	192,480	17	5
					<hr/>		
					£9,602,167	1	0

APPENDIX No. 19.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1930.

Section.	Miles.	Date opened.
Albion to Broadmeadows	8.58 (double track)	1st July, 1929
Eastmalvern to Glen Waverley	5.12 (single track)	5th May, 1930

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1930.

Section.	Miles.
Yarrawonga to Oaklands	37
Nowingi to Millewa South	35½
Euston to Lette	30½
Wodonga to Tallangatta (deviation)	8½
Meringur to Morkalla	9½
	120½

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1930.

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

APPENDIX No. 20.

MILEAGE OF RAILWAYS AND TRACK.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1929-30.	5' 3" gauge ...	3'30	6'57	2'5	327'10	4251'48	4590'95	4959'29	1018'58	5977'87
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	327'31	4373'04	4712'72	5081'27	1028'47	6109'74
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2'21	2'40	4'61	6'82	'26	7'08
Grand Total	3'30	6'57	2'5	334'70	4375'44	4722'53	5098'45	1029'87	6128'32	
Year 1928-29.	5' 3" gauge ...	3'30	6'57	2'5	318'52	4246'36	4577'25	4937'01	1012'03	5949'04
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	318'73	4367'92	4699'02	5058'99	1021'92	6080'91
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2'21	2'40	4'61	6'82	'26	7'08
Grand Total	3'30	6'57	2'5	326'12	4370'32	4708'81	5076'17	1023'32	6099'49	
		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 1929-30.	5' 3" gauge ...	3'30	6'57	2'5	327'13	4247'13	4586'63	4954'97	1016'23	5971'20
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	327'34	4368'69	4708'40	5076'95	1026'12	6103'07
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2'21	2'40	4'61	6'82	'26	7'08
Grand Total	3'30	6'57	2'5	334'73	4371'09	4718'19	5094'13	1027'52	6121'65	
Year 1928-29.	5' 3" gauge ...	3'30	6'57	2'5	317'80	4245'84	4576'01	4935'02	1006'72	5941'74
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	318'01	4367'40	4697'78	5057'00	1016'61	6073'61
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2'21	2'40	4'61	6'82	'26	7'08
Grand Total	3'30	6'57	2'5	325'40	4369'80	4707'57	5074'18	1018'01	6092'19	

APPENDIX No. 21.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1930.				<i>Cr.</i>					
	£	s.	d.		£	s.	d.			
To funds provided at the date of the authorisation of the Stores Suspense Account (30th June, 1896)	559,440	16	2		By Stores and Materials on hand and in transit	1,354,170	16	1		
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820	50,000	0	0		„ Sundry debtors	4,526	6	0		
				509,440	16	2				
„ Advances from Loan Account subsequent to 30th June, 1896				905,000	0	0				
„ Advances from Public Account				75,000	0	0				
„ Sundry Creditors				97,336	17	5				
				£1,586,777	13	7				
								£1,586,777	13	7

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APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1930 AND 1929.

	Year ended 30th June, 1930.						Year ended 30th June, 1929.					
	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	381,647	1,979,618	2,361,265	427,070	789,760	1,216,830	482,814	2,275,019	2,757,833	525,862	936,624	1,462,486
Return Tickets	432,154	2,668,863	3,101,017	165,434	545,058	710,492	497,978	2,787,725	3,285,703	197,570	584,986	782,556
Periodical Tickets	1,017,899	920,685	1,938,584	151,746	43,317	195,063	1,129,029	841,727	1,970,756	171,225	34,280	205,505
Workmen's Weekly Tickets ... ..	...	146,374	146,374	...	3,143	3,143	...	147,602	147,602	...	3,053	3,053
Total	1,831,700	5,715,540	7,547,240	744,250	1,381,278	2,125,528	2,109,821	6,052,073	8,161,894	894,657	1,558,943	2,453,600
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets	7,792,089	9,675,588	17,467,677	187,914	205,243	393,157	8,118,021	9,627,339	17,745,360	198,083	205,638	403,721
Return Tickets	25,324,755	37,665,695	62,990,450	560,809	710,972	1,271,781	26,662,465	38,161,366	64,823,831	595,763	720,864	1,316,627
Race and Special Picnic Tickets	441,000	850,806	1,291,806	20,736	31,084	51,820	492,642	869,260	1,361,902	24,241	31,020	55,261
Periodical Tickets	29,165,542	25,872,268	55,037,810	467,937	325,335	793,272	29,774,752	25,400,962	55,175,714	469,252	315,643	784,895
Workmen's Weekly Tickets ... ..	...	12,784,088	12,784,088	...	194,340	194,340	...	13,733,566	13,733,566	...	208,120	208,120
Total	62,723,386	86,848,445	149,571,831	1,237,396	1,466,974	2,704,370	65,047,880	87,792,493	152,840,373	1,287,339	1,481,285	2,768,624
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	64,555,086	92,563,985	157,119,071	1,981,646	2,848,252	4,829,898	67,157,701	93,844,566	161,002,267	2,181,996	3,040,228	5,222,224
ROAD MOTOR COACH SERVICES	...	...	611,064	...	...	7,230	...	...	450,799	...	...	10,132
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY... ..	...	...	5,197,617	...	...	53,593	...	...	5,380,698	...	...	56,058
SANDRINGHAM-BEAUMARIS ELECTRIC TRAMWAY ... ..	...	...	1,543,830	...	...	14,064	...	...	1,606,685	...	...	14,709

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR
YEARS ENDED 30TH JUNE, 1930, AND 30TH JUNE, 1929.

Class of Goods.	Year ended 30th June, 1930.							Year ended 30th June, 1929.	
	Tons carried.	Percentage of each Class to Total Tonnage.	Revenue. £	Percentage of each Class to Total Revenue.	Ton Miles.	Average Haul Miles Per Ton.	Average Rate Per Ton Mile.	Tons carried.	Revenue. £
2nd Class ...	81,269	1.1	273,749	5.6	11,389,755	140.1	5.7	94,316	338,723
1st Class ...	88,593	1.2	198,537	4.0	8,801,249	99.3	5.4	115,090	278,977
"C" Class ...	224,625	3.2	484,083	9.9	25,060,743	111.5	4.6	224,827	510,785
"B" Class ...	205,044	3.0	263,634	5.4	20,212,422	98.5	3.1	231,277	298,442
"A" Class ...	398,637	5.8	373,245	7.6	42,954,688	107.7	2.0	399,421	389,035
Miscellaneous ...	170,259	2.4	73,131	1.5	11,369,175	66.7	1.5	193,529	84,530
Fish ...	4,743	.0	8,116	.1	596,076	125.6	3.2	4,130	7,144
Fruit ...	146,407	2.1	154,709	3.1	23,241,911	158.7	1.5	138,610	152,881
Butter ...	33,797	.4	54,047	1.1	4,168,710	123.3	3.1	36,466	59,190
Other Dairy Produce ...	33,355	.4	50,472	1.0	2,925,761	87.7	4.1	34,010	50,544
Wine ...	6,865	.1	9,459	.1	1,223,111	178.1	1.8	9,529	12,681
Wool ...	91,189	1.3	247,362	5.0	13,133,375	144.0	4.5	105,255	287,650
Flour, Bran, Sharps, and Pollard ...	244,384	3.5	139,770	2.8	31,252,310	127.8	1.0	272,255	158,178
Wheat ...	546,652	8.0	304,183	6.2	80,391,510	147.0	.9	1,153,538	750,102
All other Agricultural Produce ...	521,826	7.6	346,113	7.1	68,317,316	130.9	1.2	475,226	323,690
Hay, Straw, and Chaff...	356,651	5.2	197,753	4.0	46,594,494	130.6	1.0	251,701	127,639
Fertilizers ...	384,948	5.6	140,539	2.8	63,416,551	164.7	.5	379,485	136,452
Minerals (including Coal, Coke, Ores, &c.) ...	485,060	7.1	160,600	3.3	31,101,047	64.1	1.2	467,362	159,132
Firewood ...	711,351	10.4	303,948	6.2	74,764,372	105.1	.9	654,537	272,278
Timber ...	284,805	4.1	163,578	3.3	26,427,896	92.7	1.4	284,229	173,048
Stone, Gravel, and Sand	1,139,962	16.7	300,914	6.1	41,381,880	36.3	1.7	1,283,407	328,110
All other Goods ...	663,185	9.7	519,391	10.6	28,462,905	42.9	4.3	771,565	598,604
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ...	...	...	88,978	1.8	...	...	...	...	107,256
Total Tonnage of Goods carried, and Total Revenue derived therefrom ...	6,823,607	...	4,856,311	...	657,187,257	96.3	1.7	7,579,765	5,605,071
Live Stock ...	689,999	...	730,008	...	80,435,916	116.5	2.1	607,323	664,729
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ...	7,513,606	...	5,586,319	...	737,623,173	98.1	1.8	8,187,088	6,269,800

Number of Live Stock.

	Year ended 30th June, 1930.	Year ended 30th June, 1929
Calves ...	21,082	20,101
Cattle ...	443,102	460,344
Horses ...	66,248	39,935
Pigs ...	342,204	321,008
Sheep ...	11,196,289	9,043,285

APPENDIX No. 24.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1930.

Year ended 30th June—	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling Stock (exclusive of Electric Tramways Rolling Stock).	Electrification of the Melbourne Suburban Lines.	Total Railways.	Electric Tramways (including Rolling Stock).	Road Motors Public Services (including garage accommodation).	Total.
	£	£	£	£	£	£	£	£
1911	253,882	327,852	397,704	..	979,438	395	..	979,833
1912	355,959	444,924	913,923	..	1,714,806	1,583	..	1,716,389
1913	397,915	494,883	810,989	27,976	1,731,763	27,543	..	1,759,306
1914	481,459	614,840	812,809	151,618	2,060,726	7,361	..	2,068,087
1915	535,251	695,635	725,188	751,980	2,708,054	6,591	..	2,714,645
1916	346,855	717,486	494,805	690,483	2,249,629	44,398	..	2,294,027
1917	139,477	262,980	252,517	532,102	1,187,076	37,965	..	1,225,041
1918	127,262	304,916	124,767	290,038	846,983	9,644	..	856,627
1919	127,565	223,133	94,369	479,464	924,531	12,962	..	937,493
1920	235,870	146,218	125,755	392,242	900,085	1,410	..	901,495
1921	306,348	475,376	165,292	580,190	1,527,206	5,091	..	1,532,297
1922	277,551	691,563	399,530	1,620,125	2,988,769	31,842	..	3,020,611
1923	286,942	580,855	175,597	849,804	1,893,198	30,000	..	1,923,198
1924	556,888	502,503	126,380	212,737	1,398,508	9,493	..	1,408,001
1925	525,077	626,331	235,483	99,099	1,485,990	9,903	..	1,495,893
1926	382,501	806,927	406,235	Cr. 247,592	1,348,071	27,352	16,750	1,392,173
1927	540,521	901,898	144,009	40,085	1,626,513	7,281	28,634	1,662,428
1928	756,902	859,926	406,272	54,393	2,077,493	6,789	Cr. 11,972	2,072,310
1929	439,297	595,101	133,781	11,534	1,179,713	Cr. 228	Cr. 7,834	1,171,651
1930	182,005	392,008	99,342	Cr. 964	672,391	852	14,631	687,874
Total	7,255,527	10,665,355	7,044,747	6,535,314	31,500,943	278,227	40,209	31,819,379

APPENDIX No. 25.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1930, 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, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	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	43,622	20,010	42,085	30,816	44,424	39,484	58,496
Avonmore	27,919	..	..	..	30,924	..	30,924
Elmore	96,150	..	72,878	..	93,948	44,938	144,127
Rochester	60,722	28,056	43,080	20,322	67,968	24,596	130,087
Strathallan	34,618	..	25,823	..	33,240	..	85,105
Echuca .. ..	..	..	..	..	..	..	41,964
Moama	21,247	..	..	..	..	..	21,247
Mathoura	59,925	24,968	38,592	..	..	..	72,138
Gulpha Siding	38,790	27,175	35,166	..	24,720	..	49,484
Hill Plains	26,110	21,662	20,457	..	..	..	26,110
Southdown .. ..	..	..	..	..	21,156	..	21,156
Deniliquin	76,901	47,055	97,224	34,543	49,356	39,239	97,224
Shelbourne	48,955	24,467	50,962	41,132	59,232	38,083	113,952
Moolort .. ..	..	..	..	..	46,392	38,429	46,392
Maryborough .. ..	..	..	..	..	..	..	24,069
Bet Bet .. ..	..	..	..	..	26,484	..	26,484
Bealiba	28,099	..	..	..	24,540	..	57,150
Emu .. ..	..	..	..	..	20,940	..	20,940
Carapooee	25,224	..	21,820	..	..	..	40,078
St. Arnaud	28,952	..	..	..	33,720	..	56,742
Sutherland	122,013	87,902	86,702	82,018	67,093	22,423	122,013
Swanwater	108,494	61,291	78,668	46,513	83,616	..	108,494
Cope Cope	125,585	84,002	95,945	87,378	90,840	36,256	153,184
Donald	137,540	136,580	138,593	130,397	179,811	91,495	179,811
Litchfield	181,497	87,914	110,288	61,146	134,232	34,263	181,497
Massey	70,230	35,728	50,832	21,901	60,144	..	70,230
Watchem	151,138	70,655	88,912	45,842	116,418	30,226	165,982
Morton Plains	55,688	24,384	53,621	..	64,716	..	64,716
Birchip	86,448	31,358	94,114	30,918	75,132	..	94,114
Kinnabulla	66,348	28,877	75,031	24,235	51,948	23,122	75,361
Curyo	51,781	20,632	47,015	23,102	57,804	..	71,444
Watchupga	91,142	38,906	59,339	63,813	88,404	..	91,142
Woomelang	134,848	44,385	107,898	52,938	91,884	34,495	142,624
Lascelles	89,934	26,605	89,276	29,939	57,648	..	125,222
Gama	28,320	..	49,200	..	33,468	..	61,403
Turriff	21,934	..	38,055	..	33,912	..	81,723
Speed	27,375	..	39,291	..	33,804	..	102,568
Tempy	29,901	..	34,547	..	38,232	..	68,738
Gypsum Siding .. ..	..	..	22,671	..	..	..	22,671
Bronzewing .. ..	..	..	26,329	..	20,076	..	26,329
Nunga .. ..	..	..	24,752	..	..	..	78,207
Ouyen	32,411	..	44,447	..	28,092	..	126,811
Kiamal	21,313	..	40,216	..	..	..	66,111
Booononar .. ..	..	..	25,117	..	..	..	25,117
Carwarp	20,893	..	38,296	..	..	..	45,763
Yatpool .. ..	..	..	20,482	..	..	..	31,358
Merbein .. ..	..	..	25,926	..	..	..	25,926
Llanelly	36,869	..	..	..	29,688	..	36,869
Tiega .. ..	..	..	23,927	..	..	..	26,572
Galah	38,193	..	55,678	..	27,334	..	121,512

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1930,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	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.
Walpeup	119,433	42,263	84,774	54,053	71,748	..	148,171
Torrity	29,925	..	50,779	..	26,880	..	65,934
Underbool	73,830	31,143	78,528	25,094	50,388	..	136,889
Linga	32,451	..	38,676	..	..	..	78,264
Boinka	26,820	..	32,413	..	..	..	60,436
Tutye	35,928	..	38,385	..	..	..	57,056
Cowangie	53,832	45,292	71,326	..	39,780	..	108,483
Danyo	36,711	20,711	37,941	..	28,752	..	69,443
Murrayville	62,475	33,577	51,092	25,336	63,288	..	158,807
Carina	43,038	34,755	44,229	20,315	52,150	..	111,282
Panitya	64,404	45,006	62,797	22,777	66,084	..	99,846
Merrinee .. ..	..	..	35,255	..	29,832	..	35,255
Werrimull .. ..	..	..	..	..	26,806	..	26,806
Karrawinna .. ..	..	..	27,676	..	34,632	..	34,632
Meringur .. ..	..	..	..	..	25,413	..	25,413
Derby	21,330	..	..	..	..	..	33,521
Leichardt .. ..	..	..	..	..	27,288	..	27,288
Bridgewater	29,593	..	..	..	24,780	..	57,399
Kurting .. ..	..	..	22,601	..	27,744	..	34,063
Korong Vale	33,575	..	36,525	..	22,824	..	66,230
Wychitella	69,255	20,470	53,822	..	50,172	..	76,530
Buckrabanyule	58,141	24,794	43,246	27,488	36,806	..	88,208
Barrakee	81,320	32,870	72,673	25,125	58,248	..	92,556
Charlton	221,306	70,562	57,638	71,631	128,088	..	237,678
Teddywaddy	47,876	..	40,100	20,656	28,560	..	60,422
Glenloth	68,735	32,193	68,307	..	48,840	..	83,927
Wycheproof	109,734	71,715	151,907	57,246	119,532	..	175,585
Dumosa	76,188	36,896	78,305	27,668	57,564	..	85,035
Nullawil	92,842	42,288	77,629	32,436	49,860	..	92,482
Warne	35,564	..	52,598	..	27,612	..	52,598
Culgoa	103,747	38,327	99,742	..	58,788	..	152,048
Berriwillock	163,574	46,975	156,805	40,568	96,144	..	173,540
Boigbeat	58,512	..	54,244	..	32,882	..	59,379
Sea Lake	116,451	48,021	102,413	45,889	86,326	..	138,728
Ninda	38,060	..	27,746	..	27,804	..	47,399
Nyarrin	31,458	..	56,429	..	44,592	..	56,429
Nandaly	24,544	..	30,855	..	33,468	..	58,610
Pier Millan	24,027	..	25,974	..	23,556	..	32,994
Mittyack	20,615	..	32,295	..	26,712	..	35,438
Leitpar .. ..	..	..	..	..	..	..	23,394
Kulwin	24,803	..	42,954	..	22,284	..	42,954
Wedderburn	78,681	24,583	50,288	43,444	63,696	25,408	86,790
Borong	42,275	..	42,495	..	50,018	..	77,154
Mysia	30,296	..	29,161	..	29,964	..	46,774
Boort	125,960	31,391	92,526	31,988	93,672	..	125,960
Barraport	128,687	51,568	110,377	22,682	105,084	..	128,687
Gredgwin	45,869	..	44,366	..	36,696	..	45,869
Oakvale	55,190	20,568	56,528	..	35,616	..	56,528
Quambatook	149,171	49,257	132,566	20,591	126,348	..	157,217
Cannie	90,347	37,313	68,160	20,019	60,168	..	90,347

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1930, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	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.
Lalbert	95,859	36,263	99,541	..	..	..	115,799
Meatian	92,014	39,000	84,573	..	97,500	22,024	117,139
Ultima	108,947	29,336	101,041	..	122,964	..	168,709
Gowanford	57,808	..	46,447	..	45,732	..	57,808
Waitchie	74,734	22,867	70,429	..	50,208	..	126,827
Chillingollah	28,883	..	64,252	..	39,672	..	99,303
Chinkapook	53,858	24,588	66,000	..	65,664	..	87,172
Cocamba	21,804	..	32,815	..	24,072	..	62,996
Manangatang	41,589	..	68,791	..	34,500	..	81,846
Bolton .. ..	..	..	33,234	..	..	..	40,754
Koimbo .. ..	..	..	20,149	..	..	..	20,149
Annuello .. ..	..	..	45,471	..	..	..	45,471
Bannerton .. ..	..	..	42,526	..	..	..	42,526
Haywood	53,740	21,249	40,227	..	49,224	..	77,555
Tandarra	56,304	25,308	54,020	..	46,152	..	78,426
Dingee	44,778	23,942	38,349	..	43,680	..	98,007
Prairie	39,400	25,002	41,372	..	42,108	..	94,229
Mitiamo	53,167	32,126	47,211	..	36,624	..	114,645
Mologa	36,429	..	31,872	..	20,316	..	59,542
Pyramid	31,052	..	28,678	..	28,080	..	61,768
Kerang	38,384	..	42,886	..	50,280	..	89,314
Mystic Park .. ..	..	..	25,058	..	31,896	..	56,074
Lake Boga	42,500	..	43,607	..	..	..	92,564
Pental .. ..	..	..	28,935	..	..	..	28,935
Swan Hill	48,884	22,477	52,255	..	27,456	..	158,641
Woorinen .. ..	..	..	22,700	..	23,676	..	39,611
Pira	37,577	..	35,719	28,863	39,780	..	60,061
Nyahwest	40,178	26,211	45,575	..	37,668	..	65,001
Miralie	25,770	..	29,722	..	..	..	39,397
Piangil	26,632	..	46,729	..	41,026	..	61,562
Natya	24,740	..	44,586	..	..	..	44,586
Kooloonong	25,098	..	38,376	..	..	..	62,090
Hunter	56,974	20,610	42,916	..	55,704	26,461	56,974
Warragamba	40,380	..	25,440	..	40,188	..	49,758
McColl	25,117	..	..	..	..	..	40,043
Lockington	25,246	..	..	..	..	..	53,435
Kotta	61,370	..	28,256	..	22,764	25,853	61,370
Kyemery	25,664	..	..	..	..	..	32,703
Bunaloo	73,709	..	34,074	..	..	..	73,709
Womboota	25,485	..	..	..	..	..	25,485
Tantonan .. ..	..	..	21,570	..	..	..	21,570
Glenorohy	23,745	..	21,187	25,803	27,504	22,872	72,183
Lubeck	55,391	40,752	35,665	43,902	44,952	23,968	110,831
Murtoa	27,544	..	..	..	24,804	..	48,028
Jung	170,648	130,522	185,336	114,057	118,272	108,586	247,347
Dooen	121,538	106,691	118,803	36,949	102,600	42,483	136,437
Horsham	29,855	..	..	..	..	..	96,272
Dahlen	36,283	34,966	29,350	..	26,040	..	42,864
Pimpinio	136,430	88,915	105,267	59,056	78,768	27,163	136,430
Wail	248,147	111,338	164,667	57,827	127,044	53,360	248,147

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1930,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	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.
Dimboola	150,440	53,813	86,868	..	53,016	29,688	160,634
Gerang Gerung	117,215	55,657	72,021	36,441	65,016	63,665	117,215
Kiata	83,288	46,202	40,110	32,732	39,636	25,365	96,784
Salisbury	57,370	26,012	32,393	..	41,088	..	57,370
Nhill	47,244	..	..	..	41,736	..	92,311
Tarranginnie	59,165	38,879	72,500	38,736	58,000	65,802	72,500
Diapur	25,202	..	35,938	..	30,192	21,126	74,611
Miram	84,109	39,770	62,231	75,177	81,373	71,448	84,109
Kaniva	95,604	37,856	78,655	47,983	102,336	98,840	105,611
Lillimur	81,096	64,051	37,780	98,917	104,232	125,577	125,577
Serviceton	65,656	39,682	36,136	66,802	70,104	63,596	70,104
Parwan .. ..	..	..	..	..	..	27,025	27,025
Berrybank .. ..	..	..	..	..	..	21,807	21,807
Lismore .. ..	..	..	..	23,507	..	..	40,960
Westmere	58,137	39,618	45,834	35,787	75,360	45,715	100,324
Vite Vite .. ..	..	..	..	..	..	20,766	20,766
Mininera .. ..	..	..	..	26,195	25,320	..	87,584
Tatyoan	20,180	..	22,054	37,326	44,424	27,237	58,378
Skipton .. ..	..	..	..	31,012	30,312	..	49,696
Calvert .. ..	..	..	..	..	..	23,730	23,730
Willaura	45,488	36,357	37,884	52,312	42,792	..	92,245
Stavelly .. ..	..	..	..	..	23,279	..	57,173
Jackson	44,640	48,576	41,463	27,292	46,776	..	48,576
Rupanyup	54,986	25,324	..	..	..	20,080	96,998
Burrum	116,031	92,363	86,278	39,795	97,920	..	116,031
Banyena	134,334	76,234	81,255	68,614	96,228	..	134,334
Marmoo	148,731	82,352	114,294	86,060	81,492	50,659	202,512
Bolangum .. ..	..	..	..	32,073	46,212	21,892	46,212
Coromby	114,877	39,828	71,274	29,701	61,140	33,360	114,877
Minyip	321,140	136,711	241,328	82,337	164,736	90,203	321,140
Nullan	100,864	59,046	67,895	23,336	57,408	..	100,864
Sheephills	208,908	133,302	98,327	106,288	130,524	46,429	245,792
Mellis	51,441	20,058	32,236	..	34,896	..	51,441
Warracknabeal	164,887	36,506	54,245	100,119	80,988	28,530	188,401
Batchica .. ..	..	38,743	49,162	..	37,332	..	49,162
Lah	143,671	97,554	105,746	62,586	90,804	..	143,671
Brim	229,921	104,226	169,963	72,795	135,276	55,999	229,921
Galaquil	122,726	69,036	98,246	50,614	76,044	34,955	122,726
Beulah	193,213	110,597	130,528	102,146	160,992	61,967	212,022
Roseberry	88,435	47,266	74,609	21,554	103,692	..	106,011
Goyura	34,579	21,151	29,797	..	30,840	..	38,322
Hopetoun	159,779	80,675	103,075	89,642	98,616	74,138	214,647
Burroin .. ..	..	..	22,429	..	22,536	..	22,536
Patchewollock .. ..	..	24,637	84,499	32,410	62,004	..	84,499
Remlaw	34,813	22,368	25,423	..	29,028	..	45,221
Vectis	45,856	37,231	37,551	..	44,244	..	65,729
Noradjuha .. ..	..	..	..	..	..	..	23,806
Natimuk	81,749	52,641	74,091	36,016	77,112	40,427	128,704
Arapiles	24,786	..	..	..	28,536	..	28,536
Mitre .. ..	..	..	..	..	20,338	..	29,471

APPENDIX No. 25—*continued.*

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1930,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	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.
Gymbowen .. ..	..	..	..	..	..	27,148	27,148
Goroke	27,317	..	..	..	..	26,151	38,003
Mortat .. ..	..	..	..	..	..	26,732	26,732
Arkona	64,313	25,950	52,944	..	29,868	21,516	64,313
Antwerp	131,136	22,773	115,736	33,479	88,860	57,673	131,136
Tarranyurk	130,596	67,993	124,369	40,606	101,652	27,177	130,596
Jeparit	79,579	40,382	93,899	35,208	100,860	56,809	114,859
Ellam	93,125	52,212	96,539	27,564	75,010	37,427	96,539
Pullut	110,489	43,960	77,740	32,788	68,470	36,312	110,489
Rainbow	69,636	29,671	99,905	68,694	71,940	129,592	188,258
Albacutya	45,878	33,066	54,414	..	39,708	..	54,414
Yaapeet	99,449	46,119	72,248	49,128	60,108	58,975	116,830
Detpa	81,431	64,151	87,235	..	86,880	25,573	92,655
Lorquon	106,030	74,381	79,296	45,291	98,088	30,797	106,727
Netherby	86,489	50,930	75,655	27,260	94,018	52,723	94,018
Yanac	136,659	47,142	113,995	56,835	122,338	79,686	136,659
Wangaratta	25,674	..	..	..	34,319	..	34,319
Bowser	27,593	..	..	..	..	..	33,049
Springhurst	42,450	..	..	44,664	28,920	31,265	44,664
Barnawartha .. ..	..	..	..	20,387	..	..	20,387
Arcadia .. ..	..	..	..	..	..	25,162	25,162
Toolamba .. ..	..	..	..	..	23,977	..	23,977
Mooroopna	20,796	..	..	..	..	..	22,672
Shepparton	22,070	..	..	21,711	20,340	..	55,382
Congupna	36,030	..	..	..	27,528	23,425	51,359
Tallygaroopna	105,322	32,498	52,866	29,254	54,069	..	105,322
Wunghnu	66,295	29,804	33,028	30,358	49,864	44,659	66,295
Numurkah	63,964	27,127	40,967	27,330	44,515	..	63,964
Katunga	100,921	43,418	68,792	31,079	60,861	..	100,921
Strathmerton	75,204	..	41,005	..	31,035	..	75,204
Yarroweyah	39,485	..	27,074	..	..	..	39,485
Cobram	66,305	..	54,259	54,236	42,645	50,769	66,305
Colbinabbin	83,990	49,278	67,898	38,791	103,788	46,725	119,851
Girgarre	30,180	..	..	..	..	..	30,309
Merrigum	33,310	..	28,411	..	29,556	..	78,609
Kyabram	49,003	..	26,348	..	24,840	23,897	93,653
Pine Lodge	54,730	25,787	23,036	46,160	61,520	23,607	64,929
Cosgrove	66,763	25,395	28,162	44,534	51,894	49,121	87,552
Dookie	37,308	24,291	24,789	34,815	46,896	46,197	54,067
Yabba South.. ..	25,806	..	..	21,855	23,856	26,551	26,551
Yabba North.. ..	50,538	..	27,549	30,256	37,944	40,648	65,685
Youanmite	61,898	..	25,527	25,706	30,840	28,098	61,898
Katamatite	117,710	47,912	73,617	56,577	58,740	23,158	137,960
Waaia	104,714	21,790	67,717	25,066	51,996	42,206	104,714
Nathalia	176,082	52,520	40,119	47,421	76,752	38,427	176,082
Picola	111,826	41,164	76,455	44,405	40,512	..	121,601
Mywee .. ..	..	..	..	..	..	..	20,495
Tocumwal .. ..	..	33,364	32,731	..	35,382	40,951	40,951
Goorambat	44,974	21,713	..	49,646	49,332	31,190	65,048
Devenish	72,103	29,872	22,893	56,946	53,844	57,978	85,002

APPENDIX No. 25—*continued.*

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1930, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	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.
St. James	70,055	32,084	23,499	62,571	58,956	36,557	101,327
Tungamah	81,229	24,783	25,912	41,767	48,888	42,292	81,229
Telford	85,487	42,157	39,288	62,321	64,500	35,148	103,129
Yarrawonga	359,643	118,835	157,325	114,570	254,064	66,150	359,643
Peechelba .. ..	..	..	..	30,866	40,248	37,844	40,248
Rutherglen	53,736	..	30,095	42,808	34,716	49,308	53,736
Wahgunyah	43,964	..	..	..	62,352	28,545	104,213
Kilmany .. ..	..	..	24,806	32,428	25,206	35,682	35,682
Other Stations- ..	1,067,983	1,611,976	1,437,239	1,629,047	1,589,907	1,890,586	..
TOTALS ..	16,055,186	7,636,133	13,443,578	6,709,149	13,242,079	5,775,690	..

APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

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Agnes .. 103	Black's Siding .. 118	Clarkefield .. 2	Dunkeld .. 59	Golden Square .. 2	
Albacutya .. 72	Blowhard .. 14	Clayton .. 98	Dunneworthy .. 11	Goldsborough .. 9	
Alberton .. 103	Blue Metal Siding .. 98	Clematis .. 125	Dunnstown .. 43	Golf Links .. 122	
Albert Park .. 180	Bochara .. 60	Clifton Hill .. 127	Dunolly .. 9	Gooding .. 114	
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Alexandra .. 81	Boisdale .. 117	Coalville .. 113	Dysart .. 75	Gorae .. 59	
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Almurta .. 107	Bolinda .. 4	Coburg .. 77	East Camberwell .. 118	Gould .. 114	
Alphington .. 127	Bolton .. 26	Cocamba .. 25	East Kew .. 123	Gowanford .. 24	
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APPENDIX No 26.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.								
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.												
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.												
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.									
	£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.				
<i>Section No. 1.</i>																								
MELBOURNE—Spencer-street, Country	1,527,064	595,289	2 5	171,296	1 8½	2,371	3 2	667,380	899,817	1,070,803	12 11	115	297	450	249	137	575	601	1,717	1,898,282	19 6¼			
MELBOURNE—Spencer-street, Suburban	1,815,203	58,522	19 4																	253,804	1 9			
MELBOURNE—Tourist Bureau, Country	283,467	253,734	18 3																					
MELBOURNE—Tourist Bureau, Suburban	882	69	3 6																					
MELBOURNE—Flinders-street, Country	549,421	112,968	10 9	77,711	0 4	62	19 7													416,934	2 1			
MELBOURNE—Flinders-street, Suburban	10,584,315	220,191	11 5																					
MELBOURNE—Prince's-Bridge, Country	92,884	13,251	8 11																					
MELBOURNE—Prince's-Bridge, Suburban	1,973,765	38,454	8 2																		51,705	17 1		
Total—Country	2,452,836	975,244	0 4	249,007	2 0½	2,434	2 9	667,380	899,817	1,070,803	12 11	115	297	450	249	137	575	601	1,717	2,620,727	0 5½			
Total—Suburban	14,374,165	323,238	2 5																					
<i>Section No. 2.</i>																								
<i>MELBOURNE—ECHUCA LINE.</i>																								
North Melbourne	866,170	12,104	4 1	1,515	17 10	6	12 8	19,525	109,563	7,340	1 3										13,626	14 7		
Arden-street																						7,340	1 3	
Middle Footscray	447,582	6,659	3 4	26	17 1	0	18 5															6,686	18 10	
West Footscray	807,592	11,999	7 9	587	4 11	61	17 7	31,783	63,126	14,648	12 9											27,287	3 0	
Tottenham	185,323	2,044	13 0	30	3 9	0	17 1		1,061													2,075	13 10	
Sunshine	667,704	17,949	9 7	1,367	14 11	10	11 0	11,722	37,317	23,522	4 6											42,850	0 0	
Albion	144,274	3,413	8 1	16	2 7	0	4 2	290	6	124	8 9											3,554	3 7	
Albion Stone Siding								56,563	1,077	11,779	4 5											11,779	4 5	
Darling's Siding								42,064	43,305	9,058	7 1											9,058	7 1	
St. Albans	137,499	2,931	2 5	39	2 11	0	18 2	28,611	845	6,176	11 5											9,147	14 11	
Sydenham	5,425	212	8 2	46	7 6	1	10 2	2,156	484	806	19 0	78	2	6								1,067	4 10	
Digger's Rest	13,430	598	14 8	70	4 5	0	10 0	9,135	2,346	2,536	4 9	141	6	6								3,205	13 10	
Stnbury	38,763	3,088	14 5	176	7 7	41	7 11	3,945	3,141	2,800	19 3	299	221	61	11	223	120	45	1			6,107	9 2	
Naughton's Siding								287	5	109	0 1												109	0 1
Clarkefield	6,500	589	1 4	59	18 7	13	18 10	1,152	367	970	2 9	197	16	11								1,833	1 6	
Riddell	5,506	813	10 6	166	6 8	2	0 1	2,620	732	1,130	2 4	40	30	2								2,111	19 7	
Gisborne	9,770	1,105	1 6	110	14 7	4	13 1	3,549	1,587	2,435	6 0	195	50	18	1	267	86	16	1			3,655	15 2	
Macedon	15,666	2,288	5 9	716	2 3	15	16 0	1,153	3,684	540	12 10	2	5	3								3,560	16 10	
Woodend	31,481	4,178	3 0	310	10 8	19	5 7	4,863	4,178	3,369	7 5	113	21	38	1	111	35	41	2			7,877	6 8	
Carlruhe	4,461	191	2 1	12	12 5	0	11 8	254	454	254	4 5	29	1	8								458	10 7	

Kyneton	44,834	8,506 5 5	1,082 11 5	214 19 5	16,559	13,997	14,009 18 7	1,246	184	60	23	946	89	73	5	23,813 14 10
Redesdale Junction	423	85 16 10	33 9 6	0 2 2	66	579	43 4 5	..	..	..	..	..	..	..	..	182 12 11
Malmsbury	7,937	1,185 15 9	188 2 9	3 7 9	756	841	951 0 9	99	8	4	6	145	10	6	..	2,328 7 0
Taradale	5,495	423 5 0	88 12 9	0 18 2	453	600	210 1 6	..	..	..	..	4	..	..	1	722 17 5
Elphinstone	4,305	602 11 2	95 10 9	0 18 10	1,554	779	1,813 4 10	114	17	13	1	32	13	12	..	2,512 5 7
Chewton	6,380	648 16 10	86 14 9	0 8 5	136	182	91 7 8	..	..	..	..	..	..	..	..	827 7 8
Castlemaine	53,648	11,728 12 11	961 7 2	53 7 11	3,714	18,983	4,778 9 0	40	19	9	..	222	4	18	78	17,521 17 0
Harcourt	11,354	912 5 9	190 14 3	0 8 0	11,489	2,695	7,710 2 8	..	2	..	..	..	..	..	..	8,813 10 8
Ravenswood	1,233	164 17 10	40 18 8	1 3 10	1,283	118	1,054 3 7	58	7	..	..	46	10	..	..	1,261 8 11
Kangaroo Flat	3,100	725 19 8	87 9 7	39 19 3	2,085	1,143	1,781 17 5	..	1	1	..	..	..	..	..	2,635 5 11
Golden Square	9,289	2,003 18 0	618 6 1	3 11 3	2,989	10,163	4,133 5 0	..	..	..	..	..	56	..	322	6,759 0 4
Bendigo	170,720	46,533 0 10	5,815 14 2	1,639 11 9	38,651	80,409	60,564 5 2	4,043	520	252	51	4,274	1,066	247	58	114,552 11 11
White Hills Siding	..	..	..	..	66,124	455	20,482 1 2	..	..	..	..	..	..	..	..	20,482 1 2
Epsom	1,192	127 8 10	34 14 11	0 7 3	6,330	7,275	3,386 13 8	..	..	..	..	..	..	..	..	3,549 4 8
Huntly	304	49 12 5	6 15 6	26 4 11	1,523	590	1,174 8 9	..	1	6	..	..	..	1	..	1,257 1 7
Bagshot	257	41 0 1	7 10 10	..	1,210	942	640 19 8	1	..	..	..	2	3	..	..	689 10 7
Wellsford	40	8 4 3	0 8 1	..	78	89	14 12 7	..	..	..	..	..	..	..	..	23 4 11
Goornong	3,231	550 16 3	46 1 1	15 15 3	4,870	5,497	2,970 7 9	173	45	7	1	43	8	7	..	3,583 0 4
Avonmore	675	151 12 1	14 3 4	0 12 10	2,275	11,251	790 16 11	..	..	..	..	2	..	..	..	957 5 2
Elmore	10,242	2,419 2 0	229 2 6	77 12 4	6,808	22,902	5,683 9 1	355	148	4	9	125	25	11	..	8,409 5 11
Rochester	11,521	4,002 4 0	568 6 4	13 13 9	4,777	16,895	3,308 1 7	641	87	26	64	278	22	20	6	12,892 5 8
Strathallan	510	155 4 0	13 8 11	3 5 6	1,843	685	2,124 4 9	152	16	2	..	168	1	1	..	2,296 3 2
Echuca	28,572	12,810 10 3	1,119 8 9	289 1 8	14,961	29,055	19,230 16 11	520	53	56	2	776	105	69	29	32,929 17 7
Echuca Wharf	..	..	..	..	2,081	1,899	2,250 0 8	..	..	..	..	19	..	..	1	2,250 0 8
Section No. 3.																
DENILQUIN LINE.																
Moama	823	265 7 9	99 5 0	14 1 5	1,043	804	719 15 8	..	1	..	..	2	2	..	..	1,098 9 10
Barnes	210	57 16 3	3 11 6	0 7 0	3,735	472	3,347 14 11	168	3	..	..	54	..	..	..	3,409 9 8
Maira	93	13 5 8	0 14 3	9 4 4	1,222	416	3,124 11 1	226	93	..	..	62	48	4	..	3,147 15 4
Mathoura	2,412	725 15 10	129 12 1	7 8 4	9,104	2,038	9,245 8 2	342	51	9	1	58	8	2	..	16,108 4 5
Gulpha Siding	137	47 15 2	1 5 5	..	3,593	712	3,285 12 10	163	15	..	..	73	2	8	..	3,334 13 5
Hill Plain Siding	3	0 15 0	..	..	..	..	..	..	..	..	..	..	..	..	..	0 15 0
Southdown	9	3 10 5	..	..	..	..	..	..	..	..	..	..	..	..	..	392 17 1
Denilquin	5,464	4,874 18 0	614 13 6	234 12 2	6,993	14,195	34,057 4 6	2,671	58	26	6	1,010	24	20	..	39,781 8 2
Section No. 4.																
LANCIEFIELD LINE.																
Bolinda	776	97 1 2	3 10 7	..	679	171	649 15 11	168	26	1	5	58	5	4	..	750 7 8
Monegeetta	682	112 11 11	25 11 2	..	355	194	154 10 3	..	..	..	..	..	..	..	..	292 13 4
North Monegeetta	312	42 0 2	3 7 9	..	6	4	10 18 1	..	..	..	..	..	..	..	..	56 6 0
Romsey	5,892	1,101 15 11	151 10 1	5 7 1	6,607	1,663	3,547 5 5	242	29	0	13	119	15	5	3	4,805 18 6
Lancefield	5,066	1,317 14 7	121 2 1	2 17 10	13,543	2,625	5,943 6 9	272	39	6	4	119	10	7	..	7,385 1 3
Section No. 5.																
DAYLESFORD LINE.																
Tylden	386	115 16 7	13 4 8	0 10 2	338	197	431 2 4	67	12	3	..	17	3	1	..	560 13 9
Fern Hill	1,451	372 9 6	34 1 2	0 5 10	6,311	1,350	3,432 12 7	..	..	2	..	12	..	2	1	3,839 9 1
Trantham	7,754	1,303 0 7	150 7 5	2 12 9	2,369	4,659	4,659 12 4	82	8	3	2	39	8	4	..	6,115 13 1
Lyonville	4,113	292 0 2	24 13 10	0 8 0	1,301	187	699 0 7	..	..	1	..	..	..	2	1	1,016 2 7
Bullarto	3,875	257 2 6	16 14 3	0 0 9	3,303	229	1,781 0 1	..	1	..	..	..	2	6	..	2,054 17 7
Musk	1,888	116 14 1	13 6 10	0 5 1	1,244	287	692 2 4	..	..	..	..	4	..	..	..	822 8 4
Daylesford	11,912	3,645 1 0	419 7 5	26 9 0	5,928	5,265	4,557 14 6	78	12	11	13	101	60	19	1	6,648 11 11
Woodburn	40	2 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	3 7 3
Sailor's Falls	77	6 9 9	..	..	..	..	..	..	..	..	..	..	..	..	..	90 15 1
Leonard	86	9 14 0	11 13 7	..	1,160	198	478 9 0	..	..	..	..	..	..	..	..	509 1 7
Wombat	296	26 0 2	1 5 7	..	1,614	39	288 6 8	..	..	..	..	..	..	..	..	315 12 5
Rocklyn	951	58 1 3	7 1 11	0 1 11	1,170	55	62 4 7	..	..	..	..	3	..	..	..	127 9 8
Newlyn	5,886	234 14 0	55 4 11	7 10 11	17,018	1,465	11,753 2 10	225	62	16	13	69	22	16	1	12,050 12 8
Kingston	3,036	223 13 10	21 7 2	18 17 10	18,808	1,059	12,837 11 5	1	4	10	1	2	4	4	1	13,101 10 3
Allendale	4,467	265 11 1	31 6 0	1 17 1	2,654	1,107	2,830 0 2	310	46	12	52	30	1	8	1	3,128 14 4
Broomfield	515	22 14 2	0 7 2	..	..	56	0 4 8	..	..	..	..	..	..	..	..	23 6 0

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.						
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		
<i>Section No. 6.</i>																		
REDSDALE LINE.																		
Edgecombe	83	9 3 4	0 4 10	..	91	15	88 2 8	..	..	..	..	..	..	..	47 6 0
Green Hill	58	7 0 1	..	..	102	25	46 19 11	..	..	..	..	3	..	..	54 4 10
East Mccalfe	130	13 17 10	2 3 3	..	9	7	35 8 6	6	..	..	..	..	..	..	51 9 7
Emberton	19	3 13 11	0 8 5	..	150	3	86 1 11	..	..	..	..	..	..	..	40 4 3
Barfold	179	36 18 9	2 2 0	..	814	124	674 16 2	87	..	..	..	2	..	..	713 16 11
Redesdale	806	237 16 10	80 7 3	0 11 7	3,751	525	2,188 6 3	106	1	2	..	6	1	2	2,507 1 11			
<i>Section No. 7.</i>																		
SHELBOURNE LINE.																		
Muckleford	309	12 9 6	7 7 3	..	1,804	161	832 9 0	..	..	..	..	..	..	..	852 5 9
Maldon	27,174	1,999 8 9	286 3 3	19 18 7	973	1,518	1,227 6 5	31	5	..	..	2	6	1	3,532 17 0	
Pollard .. .. .	..	..	0 6 1	..	15	4	37 3 6	..	..	..	..	..	..	..	37 9 7
Shelbourne	59	5 13 7	6 8 6	..	5,548	1,443	2,945 8 8	40	1	..	..	4	1	..	2,957 10 9	
<i>Section No. 8.</i>																		
CASTLEMAINE-MARYBOROUGH LINE.																		
Campbell	804	99 11 6	75 15 4	10 1 2	778	202	371 2 8	..	..	..	..	..	..	..	556 10 8
Guildford	7,399	383 3 1	92 8 6	0 11 8	602	597	418 17 5	..	..	..	..	3	..	..	895 0 8
Strangway	607	90 11 6	26 1 1	..	144	45	78 6 4	..	..	..	..	..	..	..	192 18 11
Newstead	8,015	1,092 12 3	132 1 10	273 2 10	3,617	1,233	3,769 11 0	159	44	19	83	141	40	16	5,267 7 11			
Joyce's Creek	382	54 17 6	9 17 1	..	1,349	234	740 7 3	..	..	..	..	..	..	..	805 1 10
Moolort	649	198 9 11	17 16 8	1 15 4	4,464	1,118	2,600 6 3	73	..	..	..	12	..	5	2,818 8 2
State Rivers and Water Supply Siding .. .. .	..	..	..	..	2,536	..	1,813 14 2	..	..	..	..	..	..	..	1,813 14 2
Carisbrook	2,598	628 5 2	59 0 10	2 8 2	3,295	1,469	3,365 12 11	208	86	5	45	89	33	2	4,055 7 1			
Maryborough	23,730	9,047 11 2	984 13 4	41 2 3	13,306	18,003	9,323 15 3	20	15	6	..	67	42	28	19,402 2 0			
<i>Section No. 9.</i>																		
MARYBOROUGH-MILDURA LINE.																		
Simson	233	14 7 8	..	..	..	..	..	..	..	..	..	..	..	..	14 7 8
Havelock	363	18 13 5	0 13 5	..	1,404	57	652 14 5	..	..	..	..	..	..	..	872 1 3
Bet Bet	478	116 9 8	14 16 6	4 16 8	1,964	535	1,025 12 5	..	..	..	..	..	..	..	1,161 15 3
Dunolly	3,923	1,199 3 5	122 1 0	4 0 9	16,940	1,607	8,555 9 8	37	10	6	3	4	..	5	9,830 14 10			
Goldsbrough	714	129 5 10	8 0 10	0 11 5	4,830	120	2,376 11 4	..	..	..	..	..	..	..	2,514 9 5
Pealiba	2,976	889 16 8	75 17 9	1 8 11	16,241	1,589	9,438 10 1	153	19	7	2	52	8	7	10,405 13 5			
Maffesson's Siding .. .. .	..	..	..	..	2,907	54	1,527 5 8	..	..	..	..	..	..	..	1,527 5 8
Emu	701	200 1 11	25 12 1	14 2 2	14,443	549	6,719 1 0	3	..	3	..	4	..	2	6,958 17 2			
Carapoece	418	164 14 5	8 18 9	8 18 9	7,932	493	4,469 2 1	2	..	2	..	7	1	..	4,651 14 0			
St. Arnaud	9,774	6,236 4 6	655 19 1	40 4 11	11,047	15,963	10,207 7 11	221	72	22	..	97	17	8	17,139 16 5			

Sutherland	560	122 9 9	7 18 0	..	1,706	1,597	1,721 9 1	100	..	1	..	20	..	..	1,851 16 10
Swanwater	82	39 4 5	0 19 11	..	663	2,081	233 13 2	..	..	..	..	..	..	..	324 8 3
Cope Cope	532	270 17 2	26 2 8	3 19 5	3,736	2,391	3,627 7 4	165	2	10	..	21	..	..	3,928 6 7
Donald	6,063	3,930 4 5	477 16 1	164 18 11	8,955	11,262	10,585 16 6	364	100	122	3	113	17	50	15,108 15 11
Lake Buloke	1	0 9 11	0 4 9	..	283	931	153 15 1	..	..	..	..	..	..	..	159 9 9
Litchfield	526	178 12 11	18 6 4	1 14 1	2,743	3,319	2,693 11 3	80	..	1	..	17	..	2	2,892 4 7
Massey	80	24 18 0	1 16 7	0 12 0	79	603	36 1 8	..	..	..	..	..	..	..	64 8 3
Watchem	1,870	931 14 8	71 18 9	38 18 11	2,495	4,529	4,348 16 11	249	..	21	65	20	..	1	5,391 9 3
Morton Plains	131	41 8 10	0 8 4	..	96	501	235 14 2	17	..	..	..	6	..	..	277 11 4
Birchip	3,972	2,837 7 9	320 12 6	36 8 4	1,419	11,317	5,102 0 8	289	36	134	1	54	7	88	8,296 9 8
Karyrie	50	11 7 11	0 4 10	..	18	266	96 18 0	5	..	..	..	3	..	5	103 10 9
Kinnabulla	226	83 1 3	4 12 8	0 0 8	2,023	694	1,491 1 8	59	..	..	..	10	..	..	1,578 16 3
Curyo	520	201 11 1	11 12 3	0 8 10	398	2,364	1,003 10 8	53	1	21	..	15	..	24	1,222 2 10
Watchupga	347	139 13 0	19 11 3	1 3 8	1,040	1,652	1,000 3 5	25	..	..	..	8	3	5	1,160 11 4
Woomelang	2,548	1,566 7 2	155 1 9	40 0 4	3,981	3,631	3,852 16 5	106	23	14	..	36	6	15	5,614 5 8
Lascelles	1,081	749 8 9	50 6 1	7 14 8	2,550	1,877	2,362 13 5	62	..	2	..	14	2	5	3,170 2 11
Gama	62	39 10 3	9 9 5	..	1,786	712	1,281 8 1	..	..	3	..	..	..	3	1,330 7 9
Terpey's Siding	..	..	..	..	715	146	493 5 10	..	..	..	..	..	..	..	493 5 10
Turriff	398	233 16 5	24 11 2	1 1 4	2,856	1,297	2,091 6 6	1	..	2	..	2	..	2	2,350 15 5
Speed	781	540 2 10	51 3 0	1 10 2	2,646	1,321	3,066 5 8	99	20	21	3	7	6	12	3,659 1 8
Tempy	572	448 10 4	54 18 8	1 18 3	3,038	2,120	2,950 8 5	61	..	6	..	14	1	7	3,455 15 8
Gypsum Siding	43	20 16 2	0 2 5	..	6,448	1,042	5,360 17 0	..	..	3	..	..	..	1	5,381 15 7
Bronzewing	110	110 10 2	2 8 7	0 3 7	707	2,048	568 13 9	..	..	..	..	..	..	..	671 16 1
Nunga	47	50 12 9	0 7 10	..	495	882	441 19 10	..	..	..	..	..	..	1	493 0 5
Oryen	5,931	4,694 12 8	448 16 10	13 13 5	7,483	10,885	5,295 12 8	68	13	130	1	27	2	120	10,452 15 7
Klamal	175	101 2 2	2 1 11	..	1,764	3,088	1,403 13 4	3	..	1	..	..	..	1	1,503 17 5
Trinita	158	88 8 11	2 0 7	0 4 5	292	2,778	252 2 9	..	..	..	..	1	..	1	342 16 8
Hattah	461	160 2 0	13 11 0	0 2 2	1,445	652	413 12 11	8	3	7	..	..	..	10	587 8 1
Nowingi	327	118 11 10	6 16 2	1 1 8	694	2,503	437 4 5	..	..	..	..	8	..	9	563 14 1
Roosoonar	389	202 19 3	10 16 8	..	370	1,392	272 13 6	..	..	..	..	..	..	1	486 9 5
Carwarp	1,015	724 7 3	27 16 2	1 2 4	2,281	4,198	1,841 18 0	10	8	78	1	13	8	78	2,595 3 9
Yatpool	328	209 19 9	11 9 1	0 7 1	1,279	921	444 18 2	..	..	2	..	40	16	3	666 14 1
Redcliffs	5,222	6,072 13 2	441 10 11	19 1 5	16,131	20,433	31,030 15 8	..	4	5	1	15	13	5	37,564 1 2
Irymple	1,479	2,004 12 4	69 4 11	23 17 3	12,454	17,464	24,017 13 7	..	7	7	..	14	10	13	26,115 8 1
Mildura	15,380	20,063 3 6	1,463 19 6	195 15 7	16,829	30,589	28,878 6 8	36	4	21	11	319	139	4	50,601 5 3
Section No. 10.															
M&RBRIN-YELTA LINE.															
Merbein	729	203 9 11	134 2 2	3 14 9	17,344	12,513	34,385 15 8	1	3	1	..	15	4	2	34,727 2 6
Merbein West	5	0 2 6	0 12 8	..	27	356	91 15 11	..	..	..	..	11	4	..	92 11 1
Yelta	6	0 8 3	..	..	981	2,262	1,962 17 2	..	..	..	..	53	3	..	1,963 5 5
Section No. 11.															
MARYBOROUGH-ARARAT LINE															
Adelaide Lead	160	20 9 5	0 14 6	..	..	67	0 2 0	..	..	..	..	..	..	..	21 5 11
Bung Bong	94	8 8 6	3 18 6	..	433	..	235 4 0	..	..	..	..	..	..	..	247 11 0
Homebush	252	21 11 10	7 9 9	..	3,319	143	1,675 17 8	..	..	..	..	..	..	..	1,704 19 3
Avoca	2,947	727 2 9	293 14 1	49 18 2	19,593	2,547	9,994 14 11	65	25	11	..	15	23	5	10,975 9 11
Amphitheatre	818	135 3 9	28 18 0	1 12 4	1,557	573	1,557 7 7	7	..	..	..	2	..	3	1,723 1 8
Elmhurst	635	162 8 4	46 8 5	0 9 4	3,402	635	2,520 4 5	53	18	5	2	32	3	10	2,729 10 6
Eversley	50	13 18 6	3 14 8	..	727	76	411 13 6	..	..	..	..	..	1	..	429 6 3
Ben Nevis	306	47 15 9	6 17 4	..	349	75	300 6 8	..	..	..	..	3	..	..	354 19 9
Dunneworthy	75	6 1 10	..	..	330	25	156 17 6	..	..	..	..	..	..	..	162 19 4
Warra Yadin	13	1 2 10	..	..	12	5	24 7 10	..	..	..	..	..	..	..	25 10 8
Section No. 12.															
NAVARRÉ LINE.															
Crowlands	315	82 14 1	7 7 11	0 3 7	973	156	592 17 4	7	..	1	..	..	..	..	633 2 11
Joel	126	18 3 2	3 4 4	..	2,632	104	1,335 8 9	..	..	..	..	..	..	..	1,356 16 3
Landsborough	320	89 1 6	18 10 1	12 4 2	4,669	555	2,871 1 7	14	1	..	..	2	..	1	2,990 17 4
Tulkara	23	5 1 11	0 18 10	..	1,698	188	980 15 4	..	..	..	..	..	..	..	985 16 1
Navarre	192	110 16 1	10 7 5	0 2 2	16,543	709	10,869 15 4	29	..	..	..	1	..	..	10,991 1 0

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journey.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
<i>Section No. 13.</i>																	
BALLARAT-MARYBOROUGH LINE.																	
Seldirk's Siding .. .. .	..	..	..	..	14,770	2,080	8,455 12 5	..	..	..	..	..	..	..	..	8,455 12 5
Waubra Junction	1,722	75 17 6	4 10 2	..	..	..	0 2 5	..	..	..	..	..	..	..	..	80 10 1
Sulky	454	26 8 3	0 6 2	..	..	318	245	215 16 1	..	..	..	..	..	..	..	242 10 6
Bald Hills	628	28 10 2	0 8 7	..	..	..	0 14 5	..	..	..	..	..	..	..	..	29 13 2
Creswick	32,081	1,862 3 2	160 15 4	3 16 9	249	1,236	363 17 5	..	..	3	..	1	..	5	..	2,390 12 8
North Creswick	7,897	597 5 2	27 7 1	0 18 9	399	196	293 16 11	2	..	..	..	6	..	2	..	919 7 11
Tourelle	1,070	79 18 3	5 13 5	0 7 2	634	273	1,070 4 8	146	36	33	3	54	9	16	..	1,156 3 6	
Clunes	8,060	1,554 8 4	126 17 4	6 10 4	5,024	2,693	5,378 3 11	247	70	40	17	280	10	58	3	7,065 19 11	
Talbot	14,138	1,216 6 3	87 1 11	2 2 8	6,754	1,016	2,733 12 1	40	31	12	11	6	1	13	1	4,039 2 11	
Daisy Hill	74	5 11 6	0 15 9	..	..	..	0 13 9	..	..	..	..	..	..	..	..	7 1 0
<i>Section No. 14.</i>																	
WAUBRA LINE.																	
Pisgah	1,230	18 19 0	..	..	..	3	6 2 6	..	..	..	..	..	..	..	..	25 1 6
Midas	22	1 10 0	0 1 4	..	635	172	354 11 9	..	..	..	..	..	..	..	..	356 3 1
Blowhard	1,404	54 13 2	5 2 11	0 2 11	10,024	611	6,429 10 9	47	32	2	..	9	4	10	..	6,489 9 9	
Leammonth	919	53 5 1	7 7 5	0 17 9	7,886	712	4,768 17 8	1	2	1	..	..	3	1	..	4,835 7 11
North Leammonth	53	5 12 2	0 11 4	..	..	110	0 2 11	..	..	..	..	..	..	..	..	6 6 5
Addington	203	20 12 11	27 8 7	..	2,181	190	1,475 0 9	24	2	..	..	7	1	..	..	1,523 2 3
Waubra	774	63 1 8	22 9 5	0 3 4	10,931	1,161	7,928 12 7	163	67	17	9	17	28	21	..	8,019 7 0	
<i>Section No. 15.</i>																	
DUNOLLY-INGLEWOOD LINE.																	
Dunswick	2	0 1 8	..	..	756	1	313 7 10	..	..	..	..	..	..	..	..	313 9 6
Laurie	11	0 17 4	..	..	1,841	63	953 19 4	..	..	..	..	..	..	..	..	954 16 8
Tarnagulla	344	77 11 9	29 9 10	..	1,582	549	715 8 10	..	..	..	..	..	..	..	..	822 10 5
Llaneky	80	8 19 7	3 13 4	0 2 11	1,595	642	859 6 7	..	..	..	..	..	..	..	..	872 2 5
Arnold	145	16 11 6	6 7 4	..	3,253	369	2,007 7 5	46	..	1	..	..	..	..	..	2,030 6 3
Bullabul	34	4 19 0	0 18 3	..	11	21	9 2 11	..	..	..	..	..	..	..	..	15 0 2
<i>Section No. 16.</i>																	
MURRAYVILLE LINE.																	
Tiega	27	4 0 6	0 1 7	..	398	740	385 5 3	..	..	..	..	..	..	1	..	389 7 4
Galah	207	56 16 1	2 8 4	..	652	2,158	591 6 5	4	..	..	..	..	..	6	..	650 10 10
Walpenp	629	463 7 10	102 2 5	..	911	4,964	1,446 3 3	14	1	32	..	..	..	24	..	2,011 13 6
Torrifa	232	143 0 10	9 12 3	..	1,595	2,670	1,547 15 1	8	..	8	..	4	..	8	..	1,700 3 2	
Underbool	774	521 14 7	83 5 6	1 8 8	3,653	4,712	4,844 6 9	38	16	45	3	1	1	30	..	5,450 15 6	

Linga	328	132 13 10	14 11 0	0 7 1	1,974	1,553	1,991 10 1	9	1	1	..	..	1	3	..	2,139 2 0
Boinka	380	184 0 1	20 18 2	0 9 4	690	1,675	726 6 3	4	4	2	..	..	..	..	..	931 13 10
Tutya	328	131 7 11	33 14 6	4 10 9	1,138	1,132	1,124 19 3	9	3	6	..	..	..	..	..	1,354 12 5
Cowangle	447	308 7 11	61 13 2	2 10 2	1,305	3,006	1,573 14 11	9	..	13	..	2	..	4	..	1,946 6 2
Danyo	150	39 14 3	6 3 4	..	2,071	1,058	1,915 13 10	9	..	..	..	2	..	..	..	1,961 11 5
Murrayville	1,313	992 15 9	89 17 7	0 10 10	2,113	4,042	2,520 15 10	13	6	3	1	4	5	3	..	3,604 0 0

Section No. 17.

MURRAYVILLE-PINNAROO LINE.

Carina	21	4 19 11	3 3 10	..	1,801	972	1,238 11 1	1	2	..	..	1	..	..	..	1,246 14 10
Panfya	40	16 2 7	7 3 2	0 10 1	1,534	1,310	1,335 13 6	2	..	..	..	23	2	..	..	1,359 9 4

Section No. 18.

REDCLIFFS-WERRIMULL LINE.

Thuria	3	0 4 6	0 1 0	..	91	178	57 10 6	..	..	..	..	3	..	..	..	57 16 0
Benefook	85	32 4 1	2 5 6	..	2,927	1,218	501 17 6	..	..	2	..	4	..	5	..	530 7 1
Pirla	122	57 0 11	2 8 4	..	6,456	2,112	1,185 15 4	..	2	9	..	11	..	15	..	1,245 4 7
Merrince	289	126 3 1	9 7 5	0 10 1	..	6,659	1,940 0 11	4	..	42	..	4	3	36	..	2,076 1 6
Karrawinna	218	92 13 1	8 14 10	..	147	2,400	328 17 0	..	..	10	..	12	..	6	..	430 4 11
Werrimull	372	176 18 1	17 11 2	1 12 6	2,123	6,606	1,109 18 3	8	2	23	..	..	1	29	..	1,306 0 0

Section No. 19.

WERRIMULL-MERINGUR LINE.

Bambill	66	25 7 2	5 19 3	0 10 4	395	1,555	210 16 1	..	3	3	..	..	2	7	..	242 12 10
Yarrara	59	24 6 7	6 18 3	0 2 11	206	1,966	134 0 10	..	2	4	..	3	..	7	..	165 8 7
Meringur	397	252 18 8	94 17 2	0 13 10	265	6,974	611 17 10	..	..	10	..	9	5	26	..	960 7 6

Section No. 20.

BENDIGO-SEA LAKE LINE.

California Gully	..	..	..	..	291	3,449	398 17 9	..	..	..	..	..	..	..	..	398 17 9
Eaglehawk	4,026	651 9 1	125 17 6	18 5 8	1,020	2,947	1,086 2 5	..	..	..	..	..	..	..	..	1,831 14 8
Marong	943	135 6 5	16 6 5	13 16 6	1,233	2,119	1,039 16 4	..	..	22	..	..	..	20	..	1,205 5 8
Leichardt	215	31 18 11	3 12 4	..	1,518	439	590 11 5	39	..	2	..	4	1	1	..	626 2 8
Derby	302	65 3 8	10 2 4	0 1 6	1,833	694	714 11 3	34	3	..	..	12	4	2	..	739 18 9
Bridgewater	2,265	501 3 2	76 2 0	17 5 5	20,608	7,440	13,071 2 11	279	96	18	..	71	47	15	..	13,665 13 6
Inglewood	3,579	1,123 15 5	153 4 7	13 6 9	3,315	2,037	2,206 7 8	40	..	1	..	23	2	1	1	3,495 14 5
Karling	186	37 6 0	11 6 4	..	2,512	1,739	1,267 14 9	68	..	..	..	20	..	..	..	1,316 7 1
Glenalbyn	282	68 0 0	14 15 9	1 2 8	1,826	1,319	999 4 2	12	1	1	..	2	..	..	..	1,033 2 7
Wedderburn Junction	557	248 12 8	28 18 3	19 4 6	367	256	453 4 10	41	..	1	..	4	6	..	..	750 0 3
Korong Vale	2,449	926 9 0	86 2 10	11 7 7	3,113	1,708	2,560 9 9	56	25	3	..	35	13	5	..	3,584 9 2
Country Roads Board Gravel Siding	..	..	..	..	44,457	327	10,621 15 11	..	..	..	..	..	..	..	..	10,621 15 11
Wycheella	195	84 18 1	29 5 6	0 5 9	288	1,961	561 1 9	32	..	6	20	..	6	1	9	675 11 1
Buckrabanyule	262	132 16 1	17 13 5	1 19 2	574	1,442	693 9 11	64	..	6	1	27	..	8	..	845 18 7
Barrakee	130	35 5 1	4 9 11	..	284	1,415	385 17 5	25	2	1	..	2	2	7	..	425 12 5
Charlton	2,487	1,193 9 10	236 5 10	22 11 11	15,101	29,547	11,791 10 6	213	22	30	1	71	27	19	1	13,243 18 1
Teddywaddy	145	33 2 6	4 4 10	0 5 9	209	1,640	280 5 8	15	..	1	..	..	..	..	..	317 18 9
Glenloch	574	190 13 3	20 2 9	0 15 11	507	3,940	1,391 14 10	96	8	19	..	28	5	10	..	1,603 6 9
Fairview	4	4 16 1	..	..	..	4,738	2 2 4	..	..	..	..	..	..	..	..	6 18 5
Wycheproof	2,288	1,296 10 7	174 8 4	25 1 10	1,166	36,598	4,620 11 9	274	36	80	2	132	14	51	..	6,116 12 6
Dumosa	265	62 15 5	8 0 7	2 11 4	656	2,337	1,350 13 1	118	1	4	1	32	4	10	..	1,424 5 5
Nullawil	583	230 4 7	27 19 8	3 13 7	699	3,187	1,894 18 1	128	5	46	..	20	5	26	..	2,156 15 11
Warne	10	6 14 2	0 2 5	..	297	838	312 8 3	9	..	..	..	..	..	4	..	319 4 10
Culgoa	701	354 6 10	45 8 6	1 11 0	500	3,293	2,102 8 8	123	14	41	..	9	..	24	..	2,503 15 0
Berrillilock	700	424 6 3	40 11 1	4 0 2	1,107	3,707	1,910 7 3	102	..	..	..	10	3	2	..	2,379 4 9
Boigbeat	19	4 11 2	3 10 11	..	795	646	902 4 11	31	..	..	..	1	..	..	..	910 7 0
Sea Lake	1,917	1,306 13 8	188 6 10	5 4 2	2,929	6,243	3,756 6 10	134	9	26	2	38	2	14	..	5,256 11 6

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
Section No. 21.																	
NANDALY LINE.																	
Minda	5	2 16 9	0 14 11	..	961	351	568 18 11	4	2	..	..	..	..	..	572 10 7
Nyarrin	119	81 14 1	1 16 10	..	1,334	1,337	1,538 5 1	27	1	1	..	..	..	1	1,621 16 0
Nandaly	491	167 5 1	41 1 3	3 16 1	2,010	1,226	1,952 11 0	39	5	5	2	3	1	2	2,164 13 5		
Section No. 22.																	
NANDALY-KULWIN LINE.																	
Pier Milton	122	79 19 4	6 7 10	..	3,231	805	2,519 13 6	16	..	..	..	3	3	..	2,606 0 8
Mittyack	123	118 15 5	15 17 0	..	6,365	1,851	5,227 18 5	22	..	2	..	22	1	2	5,362 10 10		
Leifpar	33	42 1 3	1 3 5	..	2,067	306	1,560 2 4	..	..	..	..	1	..	..	1,603 7 0
Kulwin	115	136 8 9	15 6 6	1 0 2	1,674	3,150	1,523 18 4	11	3	24	..	1	..	17	1,676 13 9		
Section No. 23.																	
WEDDERBURN LINE.																	
Wedderburn	2,201	612 18 7	91 4 9	2 9 5	9,927	3,906	6,336 2 9	64	8	4	1	26	12	1	7,042 15 6		
Section No. 24.																	
KORONG VALE-CHILLINGOLLAH LINE.																	
Borong	198	32 10 4	25 11 0	0 4 4	380	1,020	806 13 5	83	..	1	..	5	..	2	864 19 1		
Mysia	689	125 3 4	29 8 5	0 7 11	332	1,329	1,526 18 4	112	4	4	..	30	1	5	1,681 18 0		
Boort	3,007	1,390 12 3	231 16 7	45 5 10	2,489	6,252	5,350 4 2	315	45	46	9	37	14	14	7,017 17 10		
Barraport	364	68 19 1	11 17 11	..	1,130	3,455	1,816 2 11	141	..	..	..	6	..	..	1,911 19 11
Gredgwin	489	118 0 1	7 0 7	6 5 2	489	523	533 12 0	12	4	..	..	12	..	4	664 17 10
Oakvale	68	37 11 4	5 7 0	0 0 3	623	700	525 15 3	28	..	1	..	6	..	..	569 2 10
Quambatook	1,774	881 12 1	120 6 5	3 17 3	2,133	5,265	4,074 19 5	298	10	27	..	58	5	22	5,080 15 2		
Canule	134	59 13 7	2 3 3	0 0 0	1,573	946	1,251 13 5	39	..	..	..	3	2	..	1,313 11 5
Lalbert	1,055	340 12 9	39 0 11	2 13 0	1,268	3,016	2,696 1 1	233	12	36	..	76	2	21	3,078 12 9		
Meatlan	164	102 12 10	13 18 7	0 13 3	2,374	1,688	2,461 0 4	91	..	..	..	7	..	1	2,578 5 0
Ultima	1,675	920 0 1	78 14 7	10 13 8	3,368	3,869	3,704 16 4	160	6	24	..	26	..	16	4,714 4 8		
Gowanford	34	15 7 8	1 10 0	..	2,024	901	1,904 7 10	51	..	..	..	18	..	..	1,921 5 6
Waitchie	258	119 8 7	30 0 0	0 14 0	1,208	1,616	1,616 11 5	73	..	..	..	4	1	..	2,006 14 0
Chillingollah	217	116 11 7	30 16 2	0 5 1	6,305	1,646	6,023 4 9	80	5	8	..	7	..	9	6,170 17 7		
Section No. 25.																	
MANANGATANG LINE.																	
Chinkapook	651	334 18 8	24 19 1	1 1 3	2,169	1,806	3,255 14 9	132	1	4	..	20	3	1	3,616 13 9		
Cocamba	85	52 3 1	2 4 8	..	1,650	420	1,157 13 9	..	..	..	..	18	1	..	1,212 1 6
Manangatang	808	653 8 3	95 3 11	0 15 11	4,829	3,314	5,242 5 7	94	9	25	..	14	3	19	5,991 13 8		

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Section No. 26.

ANNUELLO LINE

Bohton	252	124 6 5	11 5 2	0 5 9	2,794	1,879	2,330 14 5	17	7	..	1	..	2,466 11 9
Kohnho	40	31 5 7	1 4 7	..	1,366	626	1,012 18 6	..	1	..	..	..	..	..	..	1,045 8 8
Annuello	497	299 4 5	28 19 6	2 18 3	2,669	6,557	2,800 2 11	43	3	80	..	8	2	74	..	3,131 5 1

Section No. 27.

ANNUELLO-BOBINVALE LINE.

Margooya	42	10 8 5	0 18 7	..	98	337	80 14 8	..	..	..	..	..	..	2	..	92 1 8
Bannerton	130	107 7 1	26 17 2	0 12 4	141	1,508	278 7 10	..	..	..	..	11	..	9	..	413 4 5
Robinvale	811	468 0 11	37 13 6	24 14 0	410	2,101	1,434 10 8	41	6	1	..	22	7	..	..	1,964 19 1

Section No. 28.

LETTE LINE.

*Euston	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..
*Renance	..	..	..	..	..	81	..	..	..	..	..	..	..	..	..	..
*Koorakee	..	..	..	..	..	90	..	..	..	..	..	..	..	..	..	..

Section No. 29.

SWAN HILL LINE.

Myer's Flat	334	15 1 0	3 13 4	..	2	3	8 17 5	..	..	..	..	..	..	..	..	27 11 9
Woodvale	157	24 7 4	4 17 7	..	1,333	259	773 6 2	..	..	..	..	..	..	..	..	802 11 1
Schastian	711	100 8 11	11 13 0	7 13 4	4,811	333	1,899 18 11	11	..	..	..	..	..	..	..	2,019 14 2
Raywood	1,292	284 10 0	36 17 2	27 18 0	3,429	1,327	2,681 19 1	162	27	1	..	16	3	1	..	3,031 4 3	
Tandarra	787	143 0 3	15 7 4	0 12 8	1,332	1,290	1,089 12 6	130	..	1	..	65	3	1	..	1,248 12 9	
Dingee	1,255	320 12 6	34 8 4	0 18 8	1,638	1,847	1,789 15 3	302	75	5	1	110	20	2	..	2,145 14 9	
Prairie	522	154 3 2	21 6 0	0 8 1	1,357	1,802	1,845 7 1	184	..	1	..	55	5	5	..	2,021 4 4	
Mitiamo	1,797	576 11 4	61 3 2	10 6 7	1,436	2,575	3,055 18 7	349	43	13	..	96	11	3	..	3,703 19 8	
Molaga	727	194 0 5	22 16 7	0 10 10	1,013	1,081	932 16 1	70	..	1	..	15	4	2	..	1,150 3 11	
Pyramid	3,573	1,351 17 5	192 19 0	15 5 10	5,833	3,102	5,411 16 4	350	126	20	25	89	18	19	..	6,971 18 7	
Mincha	533	142 1 6	23 1 6	0 13 9	349	633	1,111 17 0	86	13	..	3	39	5	..	..	1,277 13 9
Macorna	1,149	529 8 10	41 11 0	9 11 11	550	1,443	2,209 19 2	157	49	7	..	28	33	11	2	10	2,790 10 11
Tragowel	386	161 7 6	17 8 7	0 7 6	179	892	990 18 7	45	15	..	22	33	4	..	3	1,170 2 2	
South Kerang	39	24 7 9	..	..	..	11	2 18 4	..	..	..	..	..	..	..	..	27 6 1
Kerang	11,289	7,205 4 9	831 10 9	52 12 1	12,677	18,863	20,084 3 0	559	153	40	105	130	86	23	64	28,173 10 7	
Fairley	31	3 13 8	0 1 0	..	98	67	260 19 3	4	..	..	..	2	..	..	..	264 13 11
Lake Charm	667	194 9 3	31 2 9	25 4 5	2,020	1,960	2,289 7 10	64	7	3	..	11	5	1	..	2,490 4 3	
Mystic Park	1,089	252 11 1	34 9 11	0 18 10	2,887	6,176	3,668 18 5	118	..	..	11	2	..	1	..	3,956 18 3
Tresco	653	292 12 11	22 16 7	0 7 1	2,363	3,519	3,033 5 8	..	..	..	..	..	1	..	..	3,349 2 3
Lake Boga	1,486	768 2 1	108 11 2	7 14 10	1,943	1,997	3,496 18 5	98	4	1	..	36	..	..	..	4,331 6 6
Pental	6	0 4 11	0 0 8	..	194	83	124 4 7	..	..	..	..	..	..	..	..	124 10 2
Swan Hill	10,162	7,438 14 4	796 10 5	287 16 5	5,447	15,546	11,338 0 0	482	88	31	26	143	65	18	4	19,861 1 2	

Section No. 30.

SWAN HILL-PIANGIL LINE.

Woerinen	798	408 10 11	26 19 3	1 2 4	3,918	2,354	5,529 14 11	..	..	1	..	..	..	..	..	5,966 7 5
Pira	380	83 7 2	5 2 7	0 9 3	806	927	997 16 9	41	..	..	..	..	..	1	..	1,086 15 9
Nyahwest	1,851	1,410 17 3	158 9 1	4 18 5	6,844	5,779	9,947 11 8	73	2	7	..	11	2	4	..	11,521 16 5
Miralie	223	102 8 5	12 3 10	0 9 9	790	854	539 11 6	..	..	..	..	..	2	2	..	654 13 6
Piangil	1,274	756 15 1	95 11 2	8 4 4	2,405	4,111	4,297 13 8	214	22	4	1	75	14	4	..	5,158 4 3

Section No. 31.

PIANGIL-KOOLOONONG LINE.

Coornair	38	17 13 2	0 14 7	..	504	150	324 1 9	..	..	1	..	2	..	..	..	342 9 6
Natya	251	159 12 1	22 8 5	0 2 2	2,255	1,065	1,635 6 8	24	..	1	..	19	..	4	2	1,817 9 4
Kooloonong	363	352 7 6	36 18 7	3 11 7	3,616	4,562	3,258 8 6	113	5	32	2	37	2	30	..	3,651 6 2

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.						
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.			
		£ s. d.	£ s. d.	£ s. d.			£ s. d.									£ s. d.		
<i>Section No. 32.</i>																		
YUNGERA LINE.																		
Koorkab	8	6 14 2	0 9 2	5 10 0	699	777	493 13 9	..	..	..	8	..	..	5	3	7	..	506 7 1
Yungera	103	76 8 0	44 19 2	3 8 4	665	1,554	574 16 1	..	..	..	..	..	..	..	..	..	..	699 11 7
<i>Section No. 33.</i>																		
MURRABIT LINE.																		
Westby	41	3 13 6	0 17 4	0 0 9	308	157	899 1 4	..	..	..	..	..	..	15	1	..	..	903 12 11
Myall	178	35 10 5	2 12 2	0 2 11	83	1,590	161 3 0	50	..	..	..	..	..	27	1	..	..	199 8 6
Murrabit	1,694	466 16 3	77 1 2	3 5 6	1,732	2,066	3,231 12 5	94	10	6	17	..	..	3	5	..	..	3,778 15 4
<i>Section No. 34.</i>																		
STONY CROSSING LINE.																		
Ballbank	19	2 7 11	2 9 10	..	390	24	618 19 0	44	..	..	..	..	..	20	..	..	..	623 16 9
Nacurrie	60	39 18 5	1 9 7	0 8 7	3,740	178	4,627 4 4	214	14	1	..	..	..	39	1	..	..	4,669 0 11
Wetuppa	26	21 17 1	2 18 10	0 7 1	474	54	736 4 9	46	..	1	..	..	..	..	..	..	..	761 7 8
Coochoo	14	5 15 7	..	..	399	77	261 2 9	..	..	..	..	..	..	22	..	..	..	266 18 4
Dilpurra	2	2 19 6	0 13 3	8 1 11	833	420	3,850 11 4	351	1	4	..	..	..	24	..	2	..	3,862 6 0
Tudoga	..	..	..	..	3	127	25 16 7	..	..	..	..	..	..	1	..	..	..	25 16 7
Stony Crossing	30	21 4 1	14 5 1	0 14 2	345	446	1,120 4 10	45	1	5	..	..	..	1	..	..	..	1,156 8 2
<i>Section No. 35.</i>																		
COHUNA LINE.																		
Hunter	149	44 6 3	2 11 10	..	2,526	3,299	1,625 18 1	40	21	1	..	..	..	1	1	1	..	1,672 16 2
Warregamba	124	33 9 5	4 0 9	..	1,649	484	1,316 19 4	68	35	1	..	..	..	6	..	..	..	1,354 9 6
McColl	86	33 13 2	..	..	1,032	521	1,558 18 2	68	28	..	..	..	..	53	2	1	..	1,592 11 4
Lockington	940	434 16 0	77 13 9	2 2 5	2,004	4,702	4,639 15 1	511	55	6	19	104	6	6	3	..	..	5,154 7 3
Kotta	194	110 7 8	8 11 0	0 13 2	2,666	1,645	2,983 6 5	100	..	..	2	19	4	..	..	..	..	3,102 18 3
Roslynmead	43	21 13 6	0 16 0	1 12 8	782	307	1,027 11 9	31	..	..	..	..	..	..	1	..	..	1,051 13 11
Patho	110	73 18 10	7 14 2	..	388	273	944 9 9	51	5	..	..	..	..	3	..	..	..	1,026 2 9
Gunbower	624	446 12 8	71 14 6	1 2 6	830	1,004	2,597 7 11	114	40	2	11	27	7	..	1	..	2	3,118 17 7
Letchville	1,187	732 2 10	89 0 11	11 1 7	1,243	2,124	2,605 14 9	74	100	11	42	2	6	4	..	..	..	3,438 0 1
Keely	87	58 5 9	4 18 5	..	33	80	67 4 9	..	..	..	..	..	..	1	1	..	..	130 8 11
Cohuna	2,040	1,572 15 7	272 18 10	14 9 8	2,131	4,766	5,145 18 10	161	62	3	57	45	15	2	..	..	..	7,006 2 11
<i>Section No. 36.</i>																		
BALRANALD LINE.																		
Benarca	18	3 16 10	0 1 6	..	493	180	1,631 10 1	183	12	..	..	..	..	33	..	..	..	1,635 8 5
Womboota	68	33 7 9	2 10 6	0 7 11	989	556	4,710 7 1	493	33	1	..	168	2	..	..	..	..	4,746 13 3
Thyra	11	3 6 3	0 9 4	..	904	292	2,030 9 9	196	1	..	..	45	7	..	..	..	..	2,034 5 4
Bunnaloo	243	90 14 6	20 19 6	1 0 9	1,355	1,027	4,878 12 10	447	59	5	..	77	1	6	..	..	..	4,989 7 7
Tantonan	74	29 9 11	0 15 8	..	516	392	515 1 9	20	..	..	2	1	..	..	..	..	..	545 7 4

Caldwell	150	91 0 6	5 8 5	2 15 0	550	851	3,005 14 1	326	16	..	..	181	2	2	..	3,104 18 0
Yallakool	51	33 2 0	1 11 2	..	105	356	2,501 9 0	239	23	..	..	103	2	2	..	2,536 2 2
Wakool	463	257 13 10	37 17 3	2 2 0	2,634	966	5,382 2 6	291	26	1	..	114	6	1	..	5,059 15 7
Burraboi	116	88 14 4	4 0 11	0 9 3	692	537	4,248 16 8	361	19	..	..	66	1	4	..	4,342 1 2
Jimaringle	35	25 7 11	1 0 10	..	810	54	624 13 10	..	..	..	..	..	..	..	..	651 2 7
Niemur	131	121 11 4	18 18 7	0 6 6	148	320	2,369 3 6	207	6	..	..	30	..	1	..	2,509 19 11
Dhuragoo	88	70 4 9	4 19 2	0 1 2	279	60	378 17 3	..	..	1	..	1	..	..	..	454 2 4
Moulamein	1,162	1,180 12 2	200 0 11	36 16 0	1,817	2,734	9,887 11 3	548	24	..	..	214	20	1	..	11,305 0 4
Berambong	..	..	0 6 8	..	103	179	66 6 9	..	..	..	..	..	..	..	..	66 13 5
Perekerton	83	69 3 3	4 14 1	1 18 2	183	322	1,768 12 11	144	7	..	..	61	..	..	..	1,844 8 5
Moolpa	40	44 16 9	0 14 4	..	310	130	459 16 8	..	..	..	..	6	..	..	..	505 7 9
Impimi	31	31 0 1	0 16 1	0 8 7	134	206	533 8 10	59	3	..	..	33	..	..	..	565 13 7
Yangalake	13	12 5 4	..	..	72	46	2,406 15 4	171	..	..	..	66	3	..	..	2,419 0 8
Balranald	1,053	1,421 10 2	227 11 11	35 17 0	1,590	3,049	8,521 19 6	161	66	16	..	164	11	1	..	10,206 18 7

Section No. 37.

MELBOURNE-GEELONG LINE.

*Paisley	53	0 19 7	..	..	..	..	..	..	..	..	..	..	..	..	..	0 19 7
Oil Refineries Siding	689	23 7 5	..	..	31,852	3,987	34,378 13 2	..	..	..	..	..	..	..	..	34,402 0 7
Galvin	60	2 0 3	..	..	..	..	..	..	..	..	..	..	..	..	..	2 0 3
Laverton	28,572	1,101 6 8	83 13 6	0 8 0	8,934	6,465	7,009 19 9	..	1	1	..	44	10	2	..	8,195 7 11
Aviation Siding	9,213	409 12 3	..	..	2	569	8 18 6	..	..	..	..	..	..	..	..	418 10 9
Werribee	163,517	8,516 12 2	1,319 7 11	67 12 0	9,595	24,182	6,577 4 1	515	236	182	..	570	635	180	..	16,480 16 2
Manor	3,537	186 17 11	6 2 1	4 13 9	1,378	135	408 15 3	31	..	..	..	26	..	..	..	606 9 0
Little River	9,928	820 10 4	82 3 16	13 2 8	4,498	2,325	1,631 13 3	135	35	4	..	170	14	2	..	2,547 15 1
Lara	14,316	1,168 12 2	227 16 6	12 15 10	26,534	2,672	8,722 18 0	54	6	3	..	61	8	3	..	10,132 2 6
Corio	16,099	1,508 15 4	83 12 9	19 0 8	59	7,773	459 19 4	..	..	..	..	..	..	..	..	2,071 8 1
Distillers Siding	..	..	..	..	1,127	..	498 12 6	..	..	..	..	..	..	..	..	498 12 6
Phosphate Siding	..	..	..	..	64,594	2,317	25,251 13 6	..	..	..	..	..	..	..	..	25,251 13 6
Geelong Freezing Works Siding	..	..	..	..	16	1,464	4 13 0	..	..	..	..	..	..	..	..	4 13 0
North Shore	7,069	507 16 2	7 17 9	0 4 4	5,076	2,932	11,254 11 7	..	..	..	..	..	..	..	..	11,770 9 10
Corio Quay and Harbour Trust Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Geelong	8,640	1,747 10 11	132 1 4	2 18 1	103,187	72,220	50,306 11 8	606	329	9	..	950	199	5	..	52,189 2 0
Geelong	327,297	61,832 11 7	6,031 1 1	329 18 4	83,425	131,693	43,934 4 2	10	78	90	102	17	149	75	68	112,127 15 2
Geelong Pier	..	..	..	..	129,758	33,718	18,969 11 1	..	..	..	..	..	..	..	..	18,969 11 1

Section No. 38.

GEELONG-BALLARAT LINE.

Mostrabool	2,337	137 4 8	14 7 7	0 5 1	924	189	484 15 2	29	8	..	1	38	1	3	..	636 12 4
Gheringhap	3,126	132 11 11	15 18 7	0 2 3	543	118	260 13 0	2	..	1	..	173	6	..	..	409 5 9
Barnockburn	8,926	753 13 6	87 17 2	1 3 8	2,934	947	1,536 3 10	62	27	11	..	16	16	8	..	2,378 18 2
Lethbridge	4,562	404 19 5	66 1 2	0 15 4	1,904	337	766 1 2	19	..	..	1	5	3	1	..	1,237 17 1
Lethbridge Quarries	..	..	..	..	5,904	3	1,448 9 5	..	..	..	..	..	..	..	..	1,448 9 5
Medina Siding	..	..	..	..	401	47	95 13 7	..	..	..	..	..	..	..	..	95 13 7
Meredith	8,530	1,137 4 5	118 15 8	2 19 8	3,739	736	1,767 9 2	94	14	13	7	27	5	15	..	3,026 8 11
Elaine	3,277	488 9 2	74 5 3	1 5 9	5,813	642	2,067 7 5	41	3	..	6	35	6	1	..	2,609 7 7
Lal Lal	3,037	355 15 5	35 6 0	1 9 10	2,236	135	718 3 8	1	..	4	1	16	2	1	..	1,110 14 11
Yendon	1,928	217 0 4	18 2 9	2 16 9	534	263	372 14 11	25	..	2	1	21	..	6	..	610 14 9
Navigator	1,752	111 14 2	2 17 8	..	..	..	..	..	..	..	..	..	..	..	..	114 11 10
Watsonhip	4,813	326 13 0	12 4 2	6 11 2	577	76	306 7 4	..	..	..	..	1	14	4	..	651 15 3
Ballarat East	15,577	2,539 9 8	733 10 0	7 16 9	9,538	24,279	5,432 18 8	..	..	..	..	..	..	..	..	8,733 15 1
Ballarat	217,399	54,150 8 5	9,971 6 9	632 17 1	40,972	119,614	69,950 14 7	1,534	329	449	129	3,798	1,023	320	783	134,705 6 10

Section No. 39.

BALLARAT-SERVICETON LINE.

North Ballarat	2,216	249 6 7	0 14 2	0 6 7	..	..	..	..	..	..	..	..	..	..	..	250 7 4
White's Siding	..	..	..	..	1,803	21	932 4 9	..	..	..	..	..	..	..	..	932 4 9
Wendourea	716	61 9 9	..	..	..	..	..	..	..	..	..	..	..	..	..	61 9 9
Dowling	71	4 13 7	..	..	..	..	..	..	..	..	..	..	..	..	..	4 13 7
Windermore	1,463	113 8 6	6 18 8	8 4 8	6,370	796	3,832 5 6	..	..	..	..	22	6	10	..	3,980 17 4

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.					
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.									
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.									
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.						
Section No. 39—continued.		£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.
BALLARAT-SERVICETON LINE—continued.																					
Burrumbeet	2,668	328 15 6	30 11 0	34 6 8	8,064	1,882	5,227 18 4	98	27	9	..	48	15	12	..	5,621 11 6					
Trawalla	1,011	275 17 6	41 16 10	13 9 10	9,467	474	4,230 18 0	18	3	7	..	27	4	15	..	4,562 2 2					
Beaufort	10,580	2,896 12 6	310 10 6	27 1 0	10,166	3,563	6,240 11 9	302	49	31	3	140	154	49	2	9,474 15 9					
Middle Creek	702	184 15 3	13 7 4	0 10 9	1,814	342	1,591 4 8	71	20	11	..	25	20	11	..	1,789 18 0					
Buangor	1,327	378 14 9	39 15 10	55 10 8	2,693	718	1,941 4 4	29	1	..	..	17	5	2	..	2,415 5 7			
Dobie	834	59 2 9	16 1 11	..	619	533	578 19 6	..	..	..	..	..	..	..	..	654 4 2
Ararat	29,883	12,902 11 9	1,019 16 6	275 19 10	6,988	13,452	7,840 14 10	175	38	63	5	203	109	76	6	22,039 2 11					
Armstrong	472	40 17 10	7 11 8	..	1,352	105	534 12 9	..	1	..	..	..	2	..	..	583 2 3
Irvine's Siding .. .. .	..	..	..	..	410	..	477 17 0	..	..	..	..	..	..	..	..	477 17 0
Great Western	1,425	306 8 0	50 0 11	0 17 6	43,688	1,000	16,178 10 2	..	..	..	..	..	..	1	..	16,535 16 7
Stawell	34,410	9,247 10 5	845 7 3	121 14 5	12,054	11,038	10,695 10 2	108	31	7	3	128	55	14	4	20,910 2 3					
Deep Lead	98	18 6 4	3 16 10	0 5 9	79	158	49 19 6	..	..	..	..	..	..	..	..	72 8 5
Glenorchy	1,705	592 2 6	95 17 8	69 16 3	12,750	1,722	8,582 17 7	154	2	6	..	69	8	1	..	9,340 14 0					
Wal Wal	563	116 17 10	15 19 5	0 3 10	1,513	605	1,179 19 7	..	..	..	..	..	..	..	..	1,313 0 8
Lubeck	1,419	352 9 0	35 18 8	1 11 2	4,149	1,230	3,496 2 1	84	..	1	..	48	2	2	..	3,885 15 11					
Ashens	137	6 16 2	..	..	..	..	..	..	..	..	..	..	..	..	..	6 16 2
Murtoa	10,683	4,822 1 2	271 19 7	49 4 5	15,615	23,632	11,333 17 8	44	21	14	2	48	13	13	1	16,527 2 10					
Jung	1,918	367 3 8	27 18 0	35 15 3	9,518	2,810	6,824 0 4	..	..	4	..	1	2	6	..	7,254 17 3			
Doonen	796	338 9 7	45 19 4	0 2 2	3,649	1,172	3,241 19 5	56	1	2	2	..	2	..	..	3,626 10 6			
Hersham	24,595	11,910 13 11	1,210 3 0	255 10 11	27,121	39,528	25,413 6 11	197	56	56	3	183	47	44	..	38,789 14 9					
Dahlen .. .. .	..	..	..	..	771	417	361 8 4	..	..	..	..	..	..	..	..	361 8 4
Pimpinio	1,634	158 7 4	32 2 4	..	2,601	1,082	2,138 15 6	16	..	..	..	..	..	1	..	2,329 5 2
Wail	511	72 13 8	7 0 3	..	4,481	1,307	3,172 17 6	..	..	..	..	..	..	..	..	3,252 11 5
Dimboola	11,007	5,721 14 7	987 10 10	123 2 6	7,304	12,404	6,199 7 11	93	6	44	1	49	30	21	..	12,431 15 10					
Gerang Gerang	509	95 6 9	21 2 8	11 1 8	5,480	1,052	4,275 4 4	..	..	1	..	..	1	1	..	4,402 15 5	
Kiata	328	81 15 10	19 12 9	0 5 1	2,233	590	1,787 11 0	13	..	..	..	4	..	1	..	1,889 4 8		
Salisbury	120	31 16 5	3 19 3	..	453	245	372 14 0	..	..	..	..	..	..	1	..	408 9 8
Nhill	8,351	5,755 16 11	463 5 9	46 0 6	12,135	12,476	12,666 11 11	355	140	26	2	145	69	15	..	18,931 15 1					
Tarranginnie	124	8 12 8	4 19 11	0 7 1	5,930	796	3,196 11 3	4	..	..	..	5	..	..	..	3,210 10 11
Diapur	283	71 11 7	12 9 6	5 6 11	2,397	634	1,438 15 5	..	..	..	..	1	..	..	..	1,528 3 5
Miram	421	86 11 7	18 1 1	0 15 1	6,773	1,753	5,024 18 5	18	..	..	..	15	3	..	..	5,130 6 2
Kaniva	3,281	2,110 9 7	166 15 11	22 11 5	10,457	5,452	9,885 18 0	63	3	24	..	23	6	17	..	12,185 14 11					
Lillimur	193	37 10 6	13 14 5	17 15 6	11,855	1,863	9,205 6 8	9	..	2	..	6	..	4	..	9,274 7 1					
Serviceton	2,444	1,567 9 2	31 6 2	2 4 5	6,727	1,266	5,377 6 10	50	7	19	..	179	6	20	..	6,978 6 7					
Section No. 40.																					
WILLIAMSTOWN LINE.																					
South Kensington	284,126	3,765 7 3	24 15 0	0 15 9	28,577	67,761	8,786 14 7	..	..	..	..	..	..	..	..	12,577 12 7
Angliss Siding .. .. .	..	..	..	..	9,605	4,502	1,970 10 5	..	..	..	..	..	..	..	..	1,979 10 5
Footscray	3,809,281	67,127 16 6	2,311 18 9	29 19 8	140,259	108,521	80,036 12 2	..	..	..	..	..	..	..	..	149,506 7 1
Seddon	1,432,191	22,326 8 3	88 1 11	0 15 11	..	2	..	..	..	..	..	..	..	..	..	22,915 6 1
Yarraville	1,934,434	29,946 6 9	270 7 7	3 16 9	92,421	18,088	60,881 9 5	..	..	..	..	..	..	..	..	91,102 0 6

Spotswood	510,817	8,216 5 9	611 17 4	0 9 2	109,810	40,443	257,449 14 11	..	..	..	..	..	..	..	..	..	..	266,278 7 2
Newport	1,866,394	36,271 15 4	325 8 3	27 14 10	16,684	58,729	10,179 11 3	..	..	..	..	..	..	..	..	..	..	46,804 9 8
Austral Meat Siding .. .. .	..	..	..	..	6,172	1,863	1,120 3 10	..	..	..	..	..	..	896	..	..	..	1,120 3 10
North Williamstown	1,039,812	22,334 1 6	176 1 3	2 8 4	471	6,367	70 1 4	..	..	..	..	..	..	..	..	..	..	22,582 12 5
Williamstown Beach	683,470	15,281 1 3	70 0 5	0 17 6	..	1	..	..	..	..	..	..	..	..	..	..	..	15,351 19 2
Williamstown	440,370	10,045 2 7	166 1 2	0 10 4	..	1	..	..	..	..	..	..	..	..	..	..	..	10,211 14 1
Williamstown Pier	31,141	759 4 4	16 18 11	..	119,819	90,589	23,874 6 8	..	..	..	..	..	..	1	..	..	..	24,650 9 11

Section No. 41.

NEWPORT-SUNSHINE LINE.

Thomas's Siding .. .. .	..	..	..	..	22,017	282	3,512 5 6	..	..	..	..	..	..	..	..	..	..	3,512 5 6
McKenzie and Holland's Siding .. .. .	..	..	..	..	107	223	54 10 4	..	..	..	..	..	..	..	..	..	..	54 10 4
Gray Bros.' Siding .. .. .	..	..	..	..	2,707	7,499	7,566 19 1	..	..	..	..	..	..	..	..	..	..	7,566 19 1
Brooklyn Pty. Ltd. Siding .. .. .	..	..	..	..	21,653	..	4,627 3 7	..	..	..	..	..	..	..	..	..	..	4,627 3 7
Jas. Hardie and Co.'s Siding .. .. .	..	..	..	..	708	2,470	1,319 8 0	..	..	..	..	..	..	..	..	..	..	1,319 8 0
Borthwick's Siding .. .. .	..	..	..	..	10,722	2,878	2,241 12 8	..	..	..	..	..	..	2,245	..	..	..	2,241 12 8
Kingsville Quarries Pty. Ltd. .. .. .	..	..	..	..	3,084	..	731 8 7	..	..	..	..	..	..	..	..	..	..	731 8 7
Little Brooklyn Siding .. .. .	..	..	..	..	1,367	4,253	576 13 2	..	..	..	..	..	..	..	..	..	..	576 13 2
Victorian Iron Moulding Co.'s Siding .. .. .	..	..	..	..	..	133	0 16 4	..	..	..	..	..	..	..	..	..	..	0 16 4
Prossor's Siding .. .. .	..	..	..	..	2,798	1,234	514 5 11	..	..	..	..	..	..	161	..	7	..	329
Braybrook Pty. Co.'s Siding .. .. .	..	..	..	..	1,381	..	371 19 4	..	..	..	..	..	..	..	..	..	..	371 19 4
Willis's Siding .. .. .	..	..	..	..	16,148	25	3,403 2 5	..	..	..	..	..	..	..	..	..	..	3,403 2 5
Highfield Siding .. .. .	..	..	..	..	12,123	612	2,528 11 8	..	..	..	..	..	..	..	..	..	..	2,528 11 8
Melbourne Quarries Siding .. .. .	..	..	..	..	26,841	28	5,907 2 11	..	..	..	..	..	..	..	..	..	..	5,907 2 11
Stanley Quarries Pty. Ltd. Siding .. .. .	..	..	..	..	45,362	35	9,890 16 2	..	..	..	..	..	..	..	..	..	..	9,890 16 2
Commonwealth Quarries .. .. .	..	..	..	..	4,591	462	978 1 2	..	..	..	..	..	..	..	..	..	..	978 1 2

Section No. 42.

ALTONA BEACH LINE.

Seaholme	130,287	2,581 11 6	0 8 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,582 0 4
Altona Beach	198,568	4,006 16 6	35 11 1	0 2 11	..	2,583	..	..	..	..	..	..	..	..	..	..	..	4,642 10 6

Section No. 43.

BACCHUS MARSH LINE.

Federal Manure Siding .. .. .	..	..	..	..	11,147	8,361	5,313 8 4	..	..	..	..	..	..	..	..	..	..	5,313 8 4
Deer Park	12,032	322 1 11	32 11 9	0 15 9	403	2,804	123 10 2	..	..	..	..	..	..	29	..	..	..	478 19 7
Rockbank	8,616	433 5 5	96 2 4	47 6 5	8,139	1,603	2,060 10 6	107	..	..	..	..	..	136	..	..	..	2,637 4 8
Melton	19,768	1,395 0 8	427 7 6	77 2 4	11,517	3,269	4,423 17 0	203	89	33	..	..	..	166	..	..	..	6,323 7 6
Staughton .. .. .	..	..	..	..	521	106	140 4 2	..	..	..	..	..	..	..	..	..	..	140 4 2
Parwan	2,725	243 12 10	34 16 5	1 19 6	7,401	912	2,217 17 1	73	1	..	..	..	..	69	..	..	..	2,498 5 10
Bacchus Marsh	31,538	3,810 0 6	863 18 9	152 4 7	10,205	6,821	6,211 15 0	278	338	42	..	..	..	230	100	..	..	11,037 18 10
Rowsley	236	32 0 4	7 11 0	..	7,077	698	2,164 16 0	..	..	..	..	..	..	4	..	..	..	2,204 7 4
Ingliston	513	104 4 3	38 15 4	1 6 0	314	70	163 9 0	..	..	..	..	..	..	12	..	..	..	307 14 7
Ballan	12,956	1,981 4 6	413 15 1	11 6 0	3,235	2,690	4,067 13 7	576	73	57	15	..	..	242	43	..	..	6,473 19 2
Bradshaw	112	12 18 2	53 19 3	..	..	1	1 17 9	..	..	..	..	..	..	..	..	..	..	68 15 2
Llandello .. .. .	..	..	..	..	1,371	372	249 3 10	..	..	..	..	..	..	9	..	..	..	249 3 10
Gordon	7,745	886 2 4	130 2 3	5 18 11	3,757	695	1,710 11 7	..	..	..	..	..	..	1	..	..	..	2,732 15 1
Millbrook	1,990	189 18 9	13 2 5	0 5 9	2,136	218	1,492 17 11	119	17	18	..	..	..	47	..	..	..	1,696 4 10
Wallace	6,798	443 13 10	31 18 7	5 12 5	7,373	857	4,815 10 7	62	19	10	..	..	..	19	..	..	..	5,266 15 5
Bungaree	7,815	954 5 4	48 14 7	19 18 1	15,901	2,386	9,688 17 10	..	..	..	..	..	..	2	..	..	..	10,711 15 10
Dunnstown	6,320	263 6 10	7 6 0	0 5 10	4,934	5,428	2,540 3 3	..	..	..	..	..	..	31	..	..	..	2,811 1 11

Section No. 44.

FYANSFORD LINE.

Fyansford	150,842	82,405	94,014 11 6	94,014 11 6
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APPENDIX NO. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
<i>Section No. 45.</i>																	
QUEENSLIFF LINE.																	
South Geelong	9,768	1,046 4 5	154 12 2	3 13 7	1,573	34,952	1,043 2 3	..	..	..	..	..	..	..	2,247 12 5
Cheetham Salt Sliding .. .. .	..	..	..	..	14,305	160	8,486 19 6	..	..	..	..	..	..	..	8,486 19 6
Moolap	227	10 10 10	0 3 7	..	..	..	0 5 3	..	..	..	..	..	..	..	10 19 8
Leopold	187	14 10 6	0 10 3	..	601	245	352 1 6	..	..	1	..	..	2	..	367 2 3
Curlewis	192	25 11 10	0 19 2	0 5 1	588	183	266 15 7	..	..	..	..	..	..	..	293 11 8
Drysdale	4,250	562 15 9	141 18 4	15 4 1	7,880	1,118	4,245 8 9	49	16	14	..	41	3	9	4,965 6 11		
Mannerim	700	75 0 2	1 9 4	0 4 4	2,558	543	872 6 10	..	..	5	..	6	..	5	949 0 8
Marcus	801	82 9 10	2 4 7	63 9 0	10	2	33 18 8	..	..	9	..	..	..	9	182 2 1
Queenscliff	12,840	2,173 1 2	273 2 7	4 18 10	1,772	3,480	1,522 18 9	..	2	2	..	1	2	1	3,974 1 4		
<i>Section No. 46.</i>																	
GBELONG—PORT FAIRY LINE.																	
Marshall	572	56 15 3	131 2 9	4 6 10	1,886	753	788 7 3	28	1	..	15	83	15	8	986 12 1		
Grovedale	596	60 16 11	5 4 9	0 3 0	..	12	..	..	..	..	..	..	..	..	66 4 8
Pettavel	1,569	60 15 0	7 6 5	0 0 9	2,040	696	783 11 5	..	..	..	..	..	2	1	851 13 7
Moriac	3,767	339 5 9	42 4 1	1 4 8	5,630	1,087	2,658 6 6	77	2	5	..	82	3	1	3,041 1 0		
Buckley	885	102 11 7	7 11 4	0 16 2	3,439	344	1,443 1 10	1	..	2	..	14	3	4	1,554 0 11		
Winchelsea	6,218	1,275 7 3	296 8 10	46 19 10	8,670	3,203	4,823 12 5	112	41	8	11	25	4	15	6,352 8 4		
Arnytage	188	43 18 3	8 14 6	..	1,204	688	552 19 10	..	..	1	..	8	1	..	605 12 7
Birregurra	7,186	1,932 4 8	227 16 5	6 12 5	3,399	6,147	3,484 8 4	170	45	3	15	45	23	6	5,651 1 10		
Warncoort	497	178 14 3	32 4 11	..	1,393	347	1,000 9 4	18	..	..	..	5	..	2	1,211 8 6
Irrewarra	1,332	511 7 3	490 19 4	4 17 2	2,055	229	1,005 17 7	21	29	4	..	46	80	9	2,013 1 4		
Colac	41,967	13,545 19 4	1,839 19 6	331 4 10	54,595	23,466	24,985 16 8	154	522	125	343	185	423	60	40,703 0 4		
Larport	831	148 11 7	202 12 10	1 3 7	883	809	636 15 3	16	1	..	..	12	12	..	939 3 3
Pirron Yallock	2,338	778 1 2	31 12 7	4 8 7	1,398	1,272	1,326 14 0	63	41	3	..	71	20	2	2,140 16 4		
Stoneyford	1,409	290 16 7	36 0 3	0 7 11	1,200	2,064	170 9 1	..	..	..	..	..	..	..	497 13 10
Pomborneit	1,372	339 7 3	47 15 4	10 12 5	264	11,056	460 15 0	13	9	11	14	13	11	8	858 10 0		
Weerite	906	291 8 10	124 17 6	10 4 7	206	8,954	2,021 10 8	94	118	31	3	52	115	28	2,448 1 7		
Camperdown	24,512	10,713 19 0	1,375 15 6	306 8 8	7,041	20,045	9,827 19 2	300	151	38	71	160	102	51	22,224 2 4		
Booran	511	222 13 11	22 15 2	1 9 9	96	11,801	2,105 8 11	140	170	..	1	16	271	1	2,352 7 9		
Terang	18,769	5,951 14 8	585 0 11	145 2 11	9,053	26,712	13,450 18 5	237	318	50	112	97	182	51	20,132 16 11		
Garvoe	1,815	399 4 0	25 11 5	4 10 10	1,068	5,065	1,483 19 11	17	27	2	..	3	14	1	1,913 6 2		
Panmure	2,156	450 10 0	55 1 10	2 15 3	1,330	1,370	406 1 8	..	..	..	..	16	11	..	914 8 9
Gudgee	930	227 11 1	14 4 3	3 17 2	79	1,433	155 4 6	..	..	..	..	1	..	..	400 17 0
Albansford	3,058	932 12 4	1,936 14 6	71 17 6	1,325	8,071	3,458 6 3	21	81	1	..	19	49	..	6,399 10 7		
Warrnambool	86,305	14,972 17 7	1,397 10 6	820 19 7	43,870	49,384	23,270 14 9	57	208	17	110	202	146	28	40,462 2 5		
Dennington	877	60 12 2	305 4 6	0 10 7	20,183	38,518	16,816 12 10	..	..	..	..	..	..	..	17,183 0 1

Howa	1,296	255 7 0	11 0 2	16 8 6	8,462	1,652	6,391 12 6	..	..	..	..	..	..	..	..	..	..	..	6,874 8 2
Koroff	9,269	2,398 13 3	205 7 9	195 1 7	9,479	5,482	9,200 9 2	154	135	45	..	..	..	..	..	..	..	..	11,999 11 9
Crossley	154	9 8 11	0 7 10	..	3,606	630	2,618 10 7	..	..	..	..	..	..	..	..	..	..	..	2,628 7 4
Kirkstall	178	11 4 4	15 6 1	2 14 4	23	172	34 18 7	..	..	..	..	..	..	..	..	..	..	..	63 18 4
Moyné	97	7 2 0	1 8 4	..	396	153	320 3 7	..	..	..	..	..	..	..	..	..	..	..	328 8 11
Rosebrook	106	9 15 10	..	..	..	93	540 10 0	..	..	..	..	..	..	..	..	..	..	..	550 5 10
Port Fairy	6,089	3,322 5 6	579 10 0	75 11 11	4,783	6,040	7,827 17 7	80	13	18	..	..	..	..	..	..	..	..	11,805 5 0

Section No. 47.

WENSLEYDALE LINE.

Gravel's Ltd. Siding	..	..	..	..	73	..	162 0 4	..	..	..	..	..	..	..	..	..	..	..	162 0 4
Layard	..	..	..	..	1,065	142	372 3 6	..	..	..	..	..	..	..	..	..	..	..	372 3 6
Gherang	..	..	..	..	15,832	45	3,844 19 1	..	..	..	..	..	..	..	..	..	..	..	3,844 19 1
Wormbete	..	..	..	..	2,763	9	517 7 3	..	..	..	..	..	..	..	..	..	..	..	517 7 3
Wensleydale	..	..	..	..	1,813	63	296 11 7	..	..	..	..	..	..	..	..	..	..	..	296 11 7

Section No. 48.

FORREST LINE.

Whoorel	80	6 16 1	3 14 9	..	2,464	1,837	1,855 10 11	2	..	1	..	..	..	..	..	..	..	..	1,866 1 9
Dean Marsh	958	148 8 3	16 5 5	0 11 7	1,012	2,590	916 17 1	..	..	..	..	..	..	..	..	..	..	..	1,082 2 4
Pennyroyal	356	55 13 8	9 13 5	..	652	1,587	361 14 11	..	..	..	..	..	..	..	..	..	..	..	427 1 10
Murron	541	78 2 9	24 1 0	0 0 9	384	2,238	493 11 10	26	14	3	..	..	..	..	..	..	..	..	595 16 4
Barwon	945	181 15 8	18 15 0	..	4,997	2,361	2,945 8 10	..	..	..	..	..	..	..	..	..	..	..	3,140 19 6
Gerangmete	85	10 17 1	7 14 0	..	1,175	120	287 19 7	..	..	..	..	..	..	..	..	..	..	..	306 10 8
Yaughter	37	6 3 6	0 12 11	..	218	157	196 9 5	3	1	3	..	..	..	..	..	..	..	..	203 5 10
Forrest	1,556	482 11 9	175 13 1	0 10 1	6,428	2,249	4,350 19 10	1	1	2	..	..	..	..	..	..	..	..	5,009 14 9

Section No. 49.

CROWES LINE.

Elmhurst	66	6 4 8	0 0 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 5 4
Tulloh	50	3 18 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 18 5
Coram	184	9 0 4	..	..	..	..	0 9 7	..	..	..	..	..	..	..	..	..	..	..	9 9 11
Barongarook	174	10 17 9	2 8 6	0 0 9	1,602	39	271 12 9	..	..	..	..	..	..	..	..	..	..	..	284 14 9
Birnam	81	6 16 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 16 10
Kawarren	373	30 9 9	4 18 9	..	4,436	255	2,058 19 6	..	..	..	..	..	..	..	..	..	..	..	2,094 8 0
Levat	141	18 11 4	0 15 6	..	1,843	36	386 11 9	..	..	..	..	..	..	..	..	..	..	..	400 18 7
Gellibrand	2,072	261 8 8	37 17 8	0 12 0	3,371	852	1,485 6 4	10	4	1	..	..	..	..	..	..	..	..	1,785 4 8
Banool	95	12 17 6	2 5 0	..	96	34	24 0 2	..	..	..	..	..	..	..	..	..	..	..	39 2 8
Wimba	228	34 18 10	3 0 6	0 5 2	537	40	270 17 3	4	6	..	..	..	..	..	..	..	..	..	309 1 9
McDevitt	31	3 15 3	0 8 2	..	..	9	0 12 6	..	..	..	..	..	..	..	..	..	..	..	4 16 1
Dimmont	131	9 2 0	1 5 8	..	..	844	448 0 5	..	..	..	..	..	..	..	..	..	..	..	458 8 1
Ditchley	32	8 6 7	..	..	..	27	22 10 7	..	..	..	..	..	..	..	..	..	..	..	30 17 2
Beech Forest	2,247	646 0 1	175 18 10	1 17 2	4,696	2,582	3,556 16 8	13	9	3	..	..	..	..	..	..	..	..	4,380 12 9
Ferguson	451	76 13 1	6 14 7	0 1 6	2,672	720	1,994 16 0	..	..	..	..	..	..	..	..	..	..	..	2,078 5 2
Weeapoinah	232	37 15 6	2 18 8	..	797	238	642 3 3	3	6	1	..	..	..	..	..	..	..	..	682 17 5
Pile Siding	21	1 0 0	0 0 9	..	1,542	52	1,129 13 5	..	..	..	..	..	..	..	..	..	..	..	1,130 14 2
Kincaid	208	20 14 10	1 2 4	..	69	2	25 14 10	..	..	..	..	..	..	..	..	..	..	..	47 12 0
Wylangta	215	43 13 9	5 13 8	0 5 2	994	170	643 7 5	..	..	..	..	..	..	..	..	..	..	..	693 0 9
Pettitt's Siding	6	0 2 8	0 16 3	..	98	28	58 11 10	..	..	..	..	..	..	..	..	..	..	..	59 10 0
Stalker	160	39 13 9	3 8 7	..	1,735	90	1,631 1 6	..	..	..	..	..	..	..	..	..	..	..	1,674 3 10
Laver's Hill	398	159 5 5	36 0 3	0 9 4	361	816	929 13 4	28	95	..	..	..	..	..	..	..	..	..	1,125 8 4
Crowes	183	79 5 3	38 7 8	..	1,056	1,407	984 3 10	6	..	..	..	..	..	..	..	..	..	..	1,101 16 9

Section No. 50.

ALVIE LINE.

Cororooke	985	92 7 6	10 12 8	..	5,521	3,926	3,614 18 11	..	..	..	..	..	..	..	..	..	..	..	3,717 19 1
Corogulac	496	88 2 11	3 2 2	0 3 8	7,465	1,359	4,298 5 11	..	..	..	..	..	..	..	..	..	..	..	4,384 14 8
Alvie	595	105 0 7	10 17 0	0 6 2	1,912	2,475	1,385 19 3	38	..	..	..	..	..	..	..	..	..	..	1,502 3 0

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
<i>Section No. 51.</i>																	
TIMBOON LINE.																	
Naroghid	24	3 9 8	..	..	107	296	83 1 9	..	..	..	..	..	..	..	..	86 11 5
Cobden	1,591	322 10 3	567 16 2	1 12 6	1,760	4,301	3,234 2 9	63	4	2	14	43	12	1	..	4,126 1 8	
Elingamite	45	6 1 1	4 2 5	..	937	97	179 5 7	..	..	..	..	22	3	..	..	189 9 1
Glenfyne	133	12 18 9	3 2 1	..	4,859	163	766 1 9	..	..	..	..	..	..	1	..	782 2 7
Curdie	744	92 12 0	10 13 6	0 8 10	2,071	167	1,590 7 10	..	..	..	..	..	..	..	..	1,994 2 2
Timboon	1,420	353 16 7	66 6 0	0 6 7	4,562	4,126	2,272 18 6	44	15	4	19	20	24	2	1	2,693 7 8	
<i>Section No. 52.</i>																	
MORRLAKE LINE.																	
Morrlake	3,701	1,403 13 8	204 8 11	62 4 7	2,047	6,348	5,265 11 11	74	24	17	..	26	61	20	..	6,935 19 1	
<i>Section No. 53.</i>																	
KOROH-HAMILTON LINE.																	
Warrong	6	0 11 0	0 2 2	..	3	150	6 14 0	..	..	..	..	..	..	..	..	7 7 2
Woolsthorpe	45	12 9 8	0 12 10	..	306	477	664 8 4	39	..	..	..	3	2	1	..	677 10 10
Hawkesdale	436	200 2 6	19 1 6	3 18 3	2,149	933	4,224 19 7	115	67	5	..	18	3	6	..	4,448 1 10	
Stopping Place No. 11	11	5 4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	5 4 0
Minhamite	141	72 12 0	13 6 8	1 9 7	955	286	1,162 2 3	67	..	..	..	11	2	..	..	1,249 10 6
Purdett	134	43 0 2	7 1 6	..	135	450	245 6 9	..	..	..	..	..	..	..	..	295 8 5
Penshurst	1,885	930 10 6	114 13 0	28 19 11	3,623	2,444	7,069 9 2	173	152	12	18	14	22	12	..	8,143 12 7	
Stopping Place No. 7	32	4 9 3	..	..	..	..	..	..	..	..	..	..	..	..	..	4 9 3
Stopping Place No. 19	10	1 1 3	..	..	..	..	..	..	..	..	..	..	..	..	..	1 1 3
Taber	105	19 12 9	0 13 0	..	3,310	330	2,501 16 2	..	1	..	..	..	10	..	..	2,522 1 11
Yatchaw	57	12 2 1	1 0 2	..	2,425	187	2,472 18 7	48	28	..	..	4	..	..	..	2,486 0 10
<i>Section No. 54.</i>																	
GHERINGHAP-MAROONA LINE.																	
Murghebolue	18	3 0 4	1 3 7	..	212	39	76 10 9	..	..	..	..	..	..	..	..	80 14 8
Inverleigh	976	188 11 1	51 14 2	0 4 4	1,898	608	1,313 17 4	103	26	4	22	39	4	2	..	1,564 6 11	
Doroq	51	10 5 0	1 16 4	0 7 1	1,494	778	646 4 10	14	..	..	..	3	1	..	..	658 13 3
Wingcel	202	64 0 10	37 16 8	2 1 8	541	182	532 13 7	81	..	..	..	..	11	..	..	636 12 9
Poorneet	94	31 9 8	13 19 3	0 17 7	1,106	191	572 5 9	26	4	2	..	3	4	2	..	618 12 3	
Duverney	128	45 0 5	5 10 5	0 2 11	5,610	1,215	3,309 8 9	..	..	..	..	3	..	2	..	3,360 2 6
Berrybank	546	225 11 11	36 17 2	3 19 2	7,684	1,550	5,033 14 1	122	..	4	6	24	1	10	..	5,800 2 4	
Gnarkeet	74	41 9 1	9 1 3	0 3 7	3,767	837	2,107 17 4	16	..	..	..	1	..	2	..	2,158 11 3
Lismore	1,153	568 17 0	118 8 1	5 4 10	3,497	4,484	4,491 15 7	157	21	8	3	58	59	17	..	5,184 5 6	
Derrinalum	738	347 2 10	164 13 4	77 13 9	2,159	2,705	4,611 12 0	128	218	..	28	67	11	..	24	5,201 1 11	
Vite Vite	205	93 6 0	20 2 1	..	2,744	821	1,907 7 3	43	..	3	..	2	..	5	..	2,020 15 4	
Pura Pura	474	153 8 2	33 0 10	1 16 3	776	362	1,748 16 2	118	1	7	1	117	6	7	..	1,937 1 5	
Nerrin Nerrin	372	192 10 11	36 7 3	0 15 11	817	391	1,353 14 11	43	22	22	..	64	13	13	..	1,533 9 0	
Westmere	721	385 7 2	92 8 2	8 2 3	7,632	4,386	7,384 0 3	192	18	20	..	6	6	12	..	7,869 17 10	
Mininera	217	97 0 11	28 9 4	0 8 0	2,725	1,155	2,288 11 8	41	..	1	..	9	..	7	..	2,414 9 11	
Tatyoan	181	68 15 8	28 1 1	0 16 5	3,403	1,436	2,745 1 6	90	3	2	..	45	8	4	..	2,842 14 8	

Section No. 55.

BUNINYONG LINE.

Bureka	1,188	23 16 5				3,342	3,305	2,063 8 5										620	2,087 4 10
York-street	934	15 8 3																	15 8 3
Levy	1,864	28 13 11					14												28 13 11
Canadian	3,526	53 9 11					133	0 3 4											53 13 3
Mount Clear	1,233	24 3 8																	24 3 8
Reid	2,053	49 2 4																	49 2 4
Mount Helen	874	22 3 5																	22 3 5
Buninyong	39,059	1,145 6 4	39 18 6	1 13 9	1,376	663	826 12 3			2		12	3	14					2,013 10 10

Section No. 56.

BALLARAT-IRREWARRA LINE.

Cardigan	51	1 19 2																	1 19 2
Kopke	169	9 8 2		0 0 9															9 8 11
Haddon	670	37 15 0		1 15 11		979	202	625 14 7											665 5 6
Nintingbool	162	6 19 9																	6 19 9
Smythesdale	3,489	200 13 8	20 14 7	0 14 7	9,553	193	4,055 6 6		2	1									4,277 9 4
Scarsdale	4,247	204 17 2	13 3 1	0 3 7	5,558	205	1,158 13 10		1			2	2	2	1				1,376 17 8
Newtown	3,777	183 13 3	32 10 11	4 9 5	1,418	200	360 10 6	8	3	2		15	1	6					581 4 1
Berringa	99	6 4 4	4 4 1	0 2 2	3,133	79	755 14 9												766 5 4
Ilabarook	126	29 16 6	34 4 11	0 2 4	7,110	423	2,504 11 9	22				12	6	8					2,568 15 6
Rokewood	59	11 16 4	6 9 8	14 6	2,354	518	1,180 9 1	30	13	1		14	10	13					1,200 9 7
Werneth	44	10 8 3	3 9 10		2,568	469	1,841 7 6				3	2	2	3					1,355 5 7
Cressy	1,744	599 1 7	69 3 7	6 1 6	1,785	1,802	3,007 1 1	336	62	37	7	97	16	30	3				3,631 7 9
Berpinba	215	52 14 0	4 18 4	5 13 2	975	627	785 15 11	66	4	1		6	4	8	1				849 1 5
Beac	988	289 9 7	70 11 6	2 18 0	1,240	4,249	1,861 5 3	80	13	2	108	10	2	5	3				2,174 4 4
Ondit	236	32 13 6	0 8 5	11 10 4	166	432	135 1 5												179 13 8

Section No. 57.

LINTON LINE.

Happy Valley	881	48 8 0																	48 8 0
Linton	4,982	297 8 9	47 6 8	0 14 9	4,576	767	1,879 2 11	21	18	5		11	5	12					2,224 13 1

Section No. 58.

LINTON-SKIPTON LINE.

Pittong	192	23 11 4	1 10 9	6 13 7	1,484	217	1,111 11 7	38	6	7		17	3	10					1,143 7 3
Skipton	1,222	252 17 8	81 10 1	3 4 5	5,987	2,666	4,879 14 5	88	57	44	6	31	32	59					5,217 6 7

Section No. 59.

PORTLAND LINE.

Country Roads Board Siding					425	5	277 17 4												277 17 4
Langi Logan	121	17 16 2	4 12 0	0 17 8	9,626	160	4,145 11 4												4,168 17 2
New Langi Logan Siding					47		26 13 10												26 13 10
Maroona	863	230 8 0	36 16 4	13 10 11	2,146	731	2,102 13 5	53	10	2		78	2	10					2,338 8 8
Calvert Siding	34	3 3 4			2,039	332	1,157 7 0												1,160 10 4
Willaura	2,733	1,232 4 8	281 16 2	11 17 8	5,104	3,780	6,519 13 10	284	41	20		86	19	26	2				8,045 12 4
Stavely	282	76 16 4	8 5 10	0 1 6	3,464	486	2,735 17 10	64	2	1		9	1	4					2,821 1 6
Glen Thompson	1,878	720 5 7	95 0 5	3 4 6	2,714	1,415	3,272 1 10	130	23	16		31	29	22					4,090 12 4
Dunkeld	3,167	971 9 9	113 16 10	71 17 4	2,219	1,443	4,016 18 5	201	60	15		170	54	22					5,174 2 4
Moutajup	286	54 8 7	4 19 5		3,516	515	2,625 9 9	2	1	8									2,684 17 9
Strathkellar	154	30 14 7	4 3 0	0 2 11	1,542	534	1,472 1 9	6	1	1		4	2						1,507 2 3
Hamilton	22,087	10,986 18 10	1,908 10 8	417 6 6	31,132	28,488	30,561 2 3	342	146	115	2	384	106	127	3				43,873 18 3
Braxholme	2,980	733 5 3	56 10 8	36 14 10	1,797	1,094	2,248 9 6	20	36	15		12	13	12					3,080 0 3
Condah	1,533	430 7 0	41 15 2	27 14 1	2,459	1,286	3,886 6 0	109	4	9	56	73	8	16	2				4,386 2 3
Myamyn	1,127	113 9 2	9 6 10	3 0 9	591	369	746 5 7		1	1			1	1					872 2 4

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.								
<i>Section No. 59—continued.</i>																
<i>PORTLAND LINE—continued.</i>																
Milbourn	551	109 7 0	6 19 10	..	1,867	235	741 19 5	..	..	..	..	..	..	..	..	858 6 3
Heywood	4,528	1,080 8 9	173 7 3	9 2 3	3,495	2,205	3,729 0 0	112	31	7	..	71	9	6	..	4,991 18 3
Heathmere	82	11 3 8	0 4 2	..	683	123	469 16 0	..	..	..	..	..	..	..	..	481 3 10
Gorae	165	19 12 1	3 7 11	..	1,764	258	1,944 3 0	..	..	..	..	..	..	..	..	1,967 3 0
Portland North	941	231 9 4	16 19 6	1 2 4	4,827	2,028	8,845 5 1	10	4	1	25	32	20	4	..	9,094 16 3
Portland	3,936	2,195 19 2	1,019 1 11	7 16 4	8,451	8,326	12,326 13 3	..	..	..	..	..	..	..	..	15,549 10 8
Portland Pier .. .. .	..	..	..	..	..	2,581	3 12 0	..	..	..	..	..	..	..	..	3 12 0
<i>Section No. 60.</i>																
<i>COLERAINE LINE.</i>																
Bochara	11	0 15 4	0 2 5	..	431	102	316 4 4	..	..	..	..	..	..	..	..	317 2 1
Wannon	556	64 0 7	15 14 0	..	668	110	810 17 8	23	..	..	..	2	..	..	..	890 12 3
Parkwood	74	8 2 3	0 10 3	..	825	277	492 6 0	..	..	..	..	..	..	..	..	500 18 6
Coleraine	4,206	1,830 15 7	192 18 8	19 18 9	8,264	4,490	12,560 6 11	189	104	86	58	84	13	80	..	14,603 19 11
<i>Section No. 61.</i>																
<i>CASTERTON LINE.</i>																
Miaktie	8	2 1 8	..	..	..	..	..	..	..	..	..	..	..	..	..	2 1 8
Grassdale	542	180 9 0	13 8 2	1 11 5	314	525	1,962 8 7	77	61	11	..	34	3	4	..	2,157 17 2
Merino	3,339	1,065 15 4	134 16 9	10 15 8	1,082	2,601	3,136 18 3	67	2	2	51	18	33	9	..	4,348 6 0
Henty	872	92 2 4	7 19 2	0 8 8	179	250	2,079 8 6	62	105	12	23	23	48	3	1	2,179 15 8
Sandford	3,009	230 7 5	13 9 11	1 2 11	223	245	4,910 17 5	271	160	15	14	146	21	9	..	5,155 17 3
Casterton	4,426	1,729 17 10	384 5 0	123 1 6	4,471	5,739	8,511 4 4	9	1	5	32	80	4	18	1	10,748 8 8
<i>Section No. 62.</i>																
<i>MOUNT GAMBIER—BORDER LINE.</i>																
Sinclair	101	9 7 2	0 8 6	..	177	55	68 9 0	..	..	..	..	..	..	..	..	78 4 8
Lyons	156	43 18 11	1 3 11	0 2 11	1,672	264	874 3 1	8	3	..	..	1	..	..	..	919 8 10
Greenwald	309	74 10 1	1 9 11	..	482	144	225 16 6	..	..	..	..	..	..	..	..	301 16 6
Winnap	500	114 5 8	6 15 5	0 3 10	341	309	473 13 3	22	..	..	..	20	..	2	..	594 18 2
Dartmoor	1,203	288 2 0	24 13 4	0 19 8	840	802	1,049 18 2	17	9	1	..	8	3	..	..	1,363 13 2
Marp	56	6 14 1	0 2 2	..	..	28	7 2 8	..	..	..	..	..	..	..	..	13 18 11
Puralka	92	22 11 7	1 1 2	..	175	158	513 15 3	4	..	..	..	..	..	..	..	537 8 0
Rennick	241	98 1 9	0 7 5	..	85	183	247 18 4	..	..	..	..	87	40	1	..	346 7 6
<i>Section No. 63.</i>																
<i>GRAMPIANS LINE.</i>																
Ryan's Creek .. .. .	..	..	..	..	499	7	339 3 2	..	..	..	..	..	..	..	..	339 3 2
Grampians .. .. .	..	..	..	..	7,112	2	3,768 15 6	..	..	..	..	..	..	..	..	3,768 15 6

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.						
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		
<i>Section No. 70.</i>																		
EAST NATIMUK—HAMILTON LINE.																		
Noradjuha	353	65 7 8	12 3 9	2 17 5	2,046	908	1,559 17 5	11	..	..	..	1	..	2	..	1,640 6 3
Jallumba	124	25 4 0	7 7 6	..	1,449	358	1,204 6 11	29	..	1	..	11	..	4	..	1,236 18 5		
Toolondo	262	92 11 9	18 8 6	0 9 3	912	208	849 8 3	12	11	2	..	11	..	1	..	960 17 9		
Jeffries	60	15 6 7	1 13 3	..	156	74	153 13 7	..	..	..	..	2	..	1	..	170 13 5
Kanagulk	111	46 8 6	10 11 8	..	1,375	444	1,427 2 2	1	1	..	..	2	1	..	..	1,484 2 4
Balmoral	1,242	604 9 3	96 12 9	5 7 2	3,197	1,437	3,066 18 8	73	11	9	..	84	22	27	..	4,373 7 10		
Englefield	189	45 7 9	1 0 7	0 13 0	2,943	160	2,562 5 5	..	..	..	..	5	2	1	..	2,609 6 9
Vasey	430	102 17 9	1 16 6	1 13 9	3,886	403	2,578 19 3	3	..	2	..	6	1	8	..	2,685 7 3		
Gatum	189	33 0 4	0 10 8	0 10 0	908	157	527 7 0	3	..	..	..	10	..	..	..	561 8 0
Urangara	37	5 8 1	0 10 2	0 1 6	3,758	56	1,486 13 8	..	..	..	..	1	..	1	..	1,492 13 5
Cavendish	1,234	223 1 8	69 0 7	12 11 2	5,934	1,385	5,242 2 10	50	7	4	..	41	2	7	..	5,546 16 3		
Kyup	76	7 0 6	0 11 4	0 0 9	1,274	130	1,074 5 5	..	..	..	..	..	..	..	..	1,081 18 0
Kanawalla	117	7 0 9	0 3 6	..	512	42	311 17 0	..	..	..	..	..	..	..	..	319 1 3
<i>Section No. 71.</i>																		
RAINBOW LINE.																		
Arkona	75	7 7 7	1 8 4	..	1,763	513	1,214 7 8	..	..	..	..	..	..	..	..	1,223 3 7
Antwerp	480	45 18 1	17 8 1	..	5,281	2,053	3,233 15 9	21	..	..	..	1	..	..	..	3,297 1 11
Tarranyurk	260	35 16 5	11 12 0	4 4 6	2,620	1,348	1,760 4 6	..	..	15	..	..	1	12	..	1,811 17 5
Jeparit	2,009	912 6 9	237 7 4	11 0 3	5,804	4,214	4,890 17 8	107	6	23	..	27	5	9	..	6,051 12 0		
Ellam	38	13 1 4	1 19 9	0 5 9	3,496	924	2,906 13 10	33	..	..	..	5	1	..	..	2,922 0 8
Pullut	80	19 0 6	2 0 3	..	3,817	762	2,400 11 4	..	..	1	..	..	..	..	..	2,421 12 1
Rainbow	2,230	1,465 10 9	190 4 0	47 12 0	11,609	5,496	9,740 3 2	158	26	1	1	15	12	4	..	11,443 9 11		
<i>Section No. 72.</i>																		
YAAPERT LINE.																		
Albacutya	10	0 12 6	0 13 2	..	1,338	582	946 7 11	..	..	4	..	1	..	2	..	947 13
Yaapert	179	35 7 4	13 7 3	38 15 5	5,882	1,778	4,596 16 9	3	..	..	..	1	..	2	..	4,684 6 9
<i>Section No. 73.</i>																		
LORQUON LINE.																		
Detpa	10	1 4 10	1 8 2	..	2,442	1,081	2,077 14 0	10	..	..	..	..	..	..	..	2,080 7 0
Lorquon	235	45 5 11	10 15 2	..	2,632	1,567	2,120 7 4	8	..	..	..	..	1	..	..	2,176 8 5
<i>Section No. 74.</i>																		
YANAC LINE.																		
Netherby	109	29 7 9	15 13 11	..	4,601	1,370	4,002 15 11	11	..	2	..	..	..	1	..	4,047 17 7
Yanac	31	7 9 1	8 6 11	..	7,589	2,026	6,715 7 1	14	1	..	..	5	1	..	..	6,731 3 1

Section No. 75.

MELBOURNE-TALLANGATTA LINE.

Kensington	1,337,769	17,637 17 0	154 14 9	4 2 7	34,932	120,549	11,490 15 3	29	..	..	..	..	13	..	..	..	..	..	29,287 9 7
Newmarket	1,596,147	23,530 11 1	424 14 5	4,654 7 3	7,906	28,770	61,292 2 6	14,793	2,882	565	..	..	42,741	16,474	962	..	..	..	89,901 15 3
Newmarket Show Siding .. .. .	..	..	0 5 10	..	183	172	709 0 9	37	140	70	88	40	200	71	68	..	..	..	709 6 7
Ascot Vale	2,710,714	39,203 6 10	269 9 9	5 16 3	..	7	..	..	..	..	..	..	..	..	..	..	..	..	39,478 12 10
Moonee Ponds	2,577,151	42,660 1 11	469 2 7	5 12 3	..	7	..	..	..	..	..	..	..	..	..	..	..	..	43,134 16 9
Essendon	3,003,727	53,958 14 8	631 12 11	27 10 8	770	27,750	1,138 9 0	..	..	1	..	..	..	..	..	..	..	..	55,756 7 3
Glenbervie	347,289	6,499 6 7	35 6 3	17 1 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,551 14 7
North Essendon	165,966	2,799 2 5	8 15 0	0 8 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,808 5 5
Pascoe Vale	347,637	6,367 13 0	28 18 6	0 8 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,397 0 4
Glenroy	196,191	4,086 6 2	36 3 6	5 2 7	10	3,462	7 12 1	..	..	..	..	..	..	..	..	..	..	..	4,135 4 4
Broadmeadows	47,094	1,299 0 1	49 13 4	7 17 0	573	1,127	824 3 11	34	33	37	..	1,373	321	46	..	..	..	..	2,180 14 4
Somerton	9,644	301 8 3	6 17 9	17 17 11	287	1,597	135 19 3	7	1	..	..	7	2	3	..	..	..	..	462 3 2
Craigieburn	7,947	594 15 3	113 4 11	17 0 11	2,819	2,257	1,783 19 10	189	90	39	..	315	192	37	..	..	..	..	2,509 0 11
Donnybrook	4,521	403 2 7	461 1 2	4 15 11	2,452	1,764	1,904 19 10	237	74	6	..	300	148	16	..	..	..	..	2,773 19 6
Beveridge	2,220	212 13 6	197 7 1	1 5 5	1,288	1,429	552 7 9	98	1	..	..	93	13	..	..	..	..	..	963 13 9
Walian	7,225	913 11 9	211 5 9	5 7 0	2,369	1,464	1,512 2 7	191	64	10	..	252	35	13	..	..	..	..	2,642 7 1
Lightwood .. .. .	..	..	..	..	1,023	..	233 14 4	..	..	..	..	..	..	..	..	..	..	..	233 14 4
Heathcote Junction	969	110 16 4	6 15 8	1 3 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	118 15 5
Wandong	3,385	445 13 3	46 9 11	2 11 4	3,497	266	994 9 3	1	..	1	..	20	2	1	..	..	..	..	1,489 3 9
Kilmore East	7,282	1,532 15 4	138 5 1	23 8 10	1,192	182	1,477 17 9	200	146	9	..	298	139	14	..	..	..	..	3,172 7 0
Broadford	18,061	2,033 3 6	267 19 11	54 12 9	5,866	2,066	3,437 12 11	182	30	9	2	76	23	6	..	..	..	..	5,793 9 1
McDongall .. .. .	..	..	..	..	7,500	24,377	5,232 0 0	..	..	..	..	..	..	..	..	..	..	..	5,232 0 0
Tallaroek	8,411	1,231 10 1	122 2 7	7 4 11	1,248	941	1,138 14 1	100	30	9	3	46	15	17	..	..	..	..	2,549 11 8
Dysart .. .. .	..	..	..	..	50	63	10 7 10	..	..	..	..	..	..	..	..	..	..	..	10 7 10
Seymour	35,919	8,525 1 3	647 15 8	61 12 8	13,331	10,857	7,108 16 6	254	114	71	7	174	56	65	..	..	..	..	16,343 6 1
Mangalore	4,155	427 3 4	19 1 7	34 7 11	13,520	883	4,315 3 2	..	7	..	4	1	2	..	..	..	..	..	4,795 16 0
Avenel	5,431	825 15 11	111 18 8	37 1 2	1,180	2,874	1,474 6 9	127	26	4	..	24	10	4	..	..	..	..	2,449 2 6
Moonea	80	12 3 8	2 19 5	0 9 4	334	332	173 5 5	3	..	..	..	..	..	..	..	..	..	..	188 17 10
Locksley	929	136 18 1	21 8 9	0 8 0	1,462	1,005	867 13 5	27	..	1	..	5	..	..	..	..	..	..	1,026 8 3
Longwood	2,991	580 11 2	64 18 8	18 18 3	2,432	1,333	2,501 4 5	210	6	1	..	56	6	2	..	..	..	..	3,165 12 6
Creighton	371	43 15 1	12 9 6	0 2 11	525	75	212 19 6	..	..	..	..	..	..	..	..	..	..	..	269 7 0
Euroa	13,618	4,518 18 11	482 14 1	84 16 5	2,943	5,595	6,535 9 10	410	156	32	3	54	62	20	..	..	..	..	11,621 19 3
Balmattum	473	125 9 6	6 4 2	1 0 8	77	82	519 6 5	63	..	..	..	..	..	..	..	..	..	..	652 0 9
Violet Town	4,297	1,473 13 1	151 9 7	71 12 5	5,593	3,671	5,333 12 7	258	42	18	12	41	8	12	..	..	..	..	7,030 7 8
Baddaginnie	1,638	348 5 5	32 17 5	1 4 3	6,382	1,085	4,488 5 4	78	43	18	3	15	5	19	..	..	..	..	4,870 12 5
Benalla	26,661	9,285 19 3	938 1 10	206 13 2	4,391	20,382	9,693 5 5	405	344	32	51	157	79	43	9	..	..	..	20,123 19 8
Winton	677	174 6 9	11 8 1	11 18 6	271	280	159 14 0	..	..	..	..	..	..	..	..	..	..	..	357 7 4
Head's Siding .. .. .	..	..	..	..	1,305	95	705 10 4	..	..	..	..	..	..	..	..	..	..	..	705 10 4
Glenrowan	3,561	766 0 4	63 15 4	15 9 5	12,769	1,909	5,324 9 7	170	132	9	..	69	75	10	..	..	..	..	6,174 14 8
Wangaratta	33,617	14,436 5 6	1,308 4 11	636 1 8	20,266	29,216	20,799 10 4	559	482	155	138	334	221	108	191	..	..	..	37,030 2 5
Bowser	330	68 13 6	9 8 0	55 4 11	1,759	474	970 8 10	..	..	5	..	3	2	1	..	..	..	..	1,103 15 3
Springhurst	4,932	1,989 7 9	144 5 7	25 3 9	3,984	1,515	4,696 15 3	187	93	13	..	11	5	9	3	..	..	..	6,835 12 4
Chiltern	4,750	1,730 19 3	176 11 3	34 3 6	13,627	2,446	4,395 7 5	29	13	3	1	25	4	1	..	..	..	..	6,387 1 5
Barnawartha	1,912	630 19 0	75 0 1	2 12 7	3,294	1,408	4,764 19 9	226	120	4	11	8	7	4	2	..	..	..	5,473 11 5
Wodonga	14,811	6,632 3 7	574 16 3	207 3 2	3,375	9,722	61,158 5 2	4,089	2,880	478	39	3,581	2,908	308	40	..	..	..	68,572 3 2
Bandiana	6	0 3 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 3 2
Bonegilla	24	1 7 2	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1 7 2
Ebden	756	233 12 7	40 15 1	1 19 9	425	19,698	4,546 9 0	203	252	5	..	5	18	7	..	..	..	..	4,872 16 5
Huon	700	208 0 11	39 14 9	0 0 9	1,771	1,843	5,118 1 11	60	245	10	38	8	13	2	..	..	..	..	5,365 13 4
Bolga	31	4 0 2	3 4 6	0 19 10	13	75	28 13 9	..	..	..	..	..	..	..	..	..	..	..	36 13 3
Tatonga .. .. .	..	..	..	..	..	..	522 15 6	..	57	4	..	..	6	1	..	..	..	..	522 15 6
Tallangatta	3,452	1,861 13 1	297 8 4	22 12 5	1,481	5,215	11,751 15 8	499	457	24	91	207	74	19	16	..	..	..	13,933 9 6

Section No. 76.

TALLANGATTA-CUDGEWA LINE.

Bullioh	30	5 4 7	..	0 2 4	33	745	88 6 0	..	..	2	..	95	..	..	..	..	..	..	93 12 11
Darbyshire	10	1 15 1	0 8 6	..	..	10	0 13 6	..	..	..	..	..	..	..	..	..	..	..	2 17 1

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.													
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.																	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.																	
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.														
															£	s.	d.												
<i>Section No. 76—continued.</i>																													
<i>TALLANGATTA-CUDGEWA LINE—continued.</i>																													
Koetong	86	20 14 11	2 9 2	..	46	50	2,084 9 3	127	92	2	..	41	9	1	..	2,107 13 4													
Shelley	132	45 3 4	10 12 7	10 7 2	249	336	1,460 7 5	82	34	..	..	59	3	2	..	1,526 10 6											
Bectoomba	314	125 19 2	20 8 5	0 8 1	1,334	302	3,856 10 5	241	27	..	..	120	13	1	..	4,003 6 1											
Wabba	8	2 9 7	0 3 6	6 15 0	..	1	0 12 4	..	..	..	..	..	..	..	..	10 0 5					
Cudgewa	1,133	956 2 6	87 6 1	143 6 3	1,506	4,381	21,872 2 1	454	1,165	62	37	257	65	44	..	23,058 16 11													
<i>Section No. 77.</i>																													
<i>COBURG LINE.</i>																													
Macaulay	406,134	4,905 6 10	76 3 10	32 19 0	1,479	8,296	595 14 9	..	..	..	..	..	..	..	..	5,610 4 11					
Flemington Bridge	437,585	5,773 8 2	49 1 10	0 15 8	..	..	..	..	..	..	..	..	..	..	..	5,823 5 8		
Royal Park	423,383	5,747 13 3	43 9 10	59 5 8	..	..	..	..	..	..	..	..	..	..	..	5,850 8 9		
South Brunswick	469,681	6,899 13 10	436 15 2	3 14 2	14,255	27,178	7,587 3 11	..	..	..	..	..	..	..	..	14,927 7 1					
Brunswick	652,568	9,669 3 4	486 16 0	5 2 3	1,234	16,415	484 2 4	..	..	..	..	..	..	..	..	10,645 3 11					
North Brunswick	732,529	10,562 9 8	140 16 1	2 9 9	..	1	..	..	..	..	..	..	..	..	..	10,705 15 6				
Moreland	1,414,415	19,623 10 10	677 12 2	6 17 8	4,714	42,155	2,292 7 9	..	..	..	..	..	..	..	..	22,600 8 5					
Coburg	2,013,020	30,570 0 1	735 14 4	6 9 7	1,025	25,289	2,437 17 10	..	..	..	..	..	..	..	..	33,750 1 10					
Batman	233,931	4,674 14 7	122 14 6	0 9 3	..	4,028	..	..	..	..	..	..	..	..	..	4,797 18 4				
Merlynston	428,089	7,140 15 7	49 14 2	1 2 10	..	1	..	..	..	..	..	..	..	..	..	7,191 12 7				
Fawtner	73,645	1,284 12 6	7 18 6	0 2 11	..	..	..	..	..	..	..	..	..	..	..	1,292 13 11		
Stopping Place No. 13	3,724	48 13 11	..	..	..	..	..	..	..	..	..	..	..	..	..	48 13 11
Campbellfield	23,624	522 4 5	..	..	..	..	..	..	..	..	..	..	..	..	..	522 4 5
Stopping Place No. 18	406	7 9 11	..	..	..	..	..	..	..	..	..	..	..	..	..	7 9 11
Stopping Place No. 14	5,970	143 13 7	..	..	..	..	..	..	..	..	..	..	..	..	..	143 13 7
North Campbellfield	661	24 17 5	..	..	..	..	..	..	..	..	..	..	..	..	..	24 17 5
<i>Section No. 78.</i>																													
<i>PRESTON-WHITTLESEA LINE.</i>																													
North Carlton	317,804	4,082 2 3	125 11 5	0 14 6	413	9,642	321 9 8	..	..	..	..	..	..	..	..	4,529 17 10					
North Fitzroy	464,056	6,228 5 9	644 16 2	14 17 0	1,262	16,207	2,366 1 10	..	..	..	..	..	..	..	..	9,254 0 9					
Fitzroy .. .. .	..	..	..	..	1,695	51,106	1,106 2 11	..	..	..	..	..	..	..	..	1,106 2 11	
Rushall	372,902	5,030 0 7	40 6 8	1 10 2	..	..	..	..	..	..	..	..	..	..	..	5,071 17 5		
Merril	433,425	5,752 16 9	75 16 9	1 0 5	..	..	..	..	..	..	..	..	..	..	..	5,829 13 11		
Northcote	1,049,571	12,948 10 4	388 18 6	1 19 8	11,364	27,833	4,928 16 2	..	..	..	..	..	..	..	..	18,268 4 8					
Croxton	1,074,354	16,106 5 0	141 5 8	2 4 4	..	3	0 1 0	..	..	..	..	..	..	..	..	16,249 16 0					
Thornbury	1,262,680	20,241 19 4	259 15 6	0 16 4	16,514	2,194	4,058 11 9	..	..	..	..	..	..	..	..	24,561 2 11					
Bell	967,989	15,736 0 7	240 8 4	6 11 0	2,846	39,399	1,554 1 6	..	6	..	8	..	79	3	790	17,557 1 5													
Preston	1,226,774	20,586 3 9	186 18 6	3 13 4	..	4	..	..	..	..	..	..	..	..	..	20,776 15 7				
Regent	1,250,306	21,236 9 9	101 5 6	1 18 4	..	3	..	..	..	..	..	..	..	..	..	21,389 13 7				
Reservoir	830,237	15,814 11 6	99 8 2	2 5 7	830	14,339	322 16 3	..	..	..	..	..	..	..	..	16,239 1 6					
Keonpark	5,428	117 19 11	0 3 0	..	..	..	..	..	..	..	..	..	..	..	..	118 2 11	
Fowler's Siding .. .. .	..	..	..	..	..	1,822	..	..	..	..	..	..	..	..	..	..			
Thomastown	18,592	456 15 10	27 2 3	1 1 8	116	..	92 5 5	..	13	..	..	8	9	2	..	577 5 2											

Stopping Place No. 8	22	0 17 6	0 17 6
Epping	30,331	707 18 4	19 18 0	15 3 1	1,493	1,772	638 12 4	9	11	12	..	67	16	12	..	..	..	..	1,331 11 9
Epping Quarry Siding	232	8 16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 18 7
South Morang	17,999	540 3 2	26 9 5	7 6 1	133	955	81 11 4	1	9	2	..	17	15	11	..	..	..	..	655 10 6
Stopping Place No. 9	212	13 4 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13 4 11
Mernda	15,726	604 5 8	73 8 1	1 4 4	1,608	925	703 19 9	110	12	2	..	87	30	11	..	..	..	..	1,882 17 10
Van Yean	5,628	324 18 11	138 18 8	7 3 7	1,286	642	371 8 5	4	10	8	..	50	13	5	..	..	..	..	842 9 7
Stopping Place No. 10	109	10 2 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 2 4
Stopping Place No. 17	115	10 8 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 8 3
Whittlesea	16,599	1,179 11 8	306 8 10	4 10 4	5,199	1,498	1,912 7 10	93	63	16	..	104	40	13	..	..	..	..	3,402 18 8

Section No. 79.

WALLAN-BENDIGO LINE.

Leslie	106	18 12 2	1 18 6	..	520	3	113 10 4	..	..	..	..	..	..	..	..	..	..	..	133 16 0
Bylands	186	32 12 1	1 4 10	..	912	315	458 5 0	62	..	..	..	10	..	..	..	..	..	..	492 1 11
Kilmore	2,301	549 12 3	73 1 0	6 12 4	971	5,130	1,007 19 0	58	26	19	5	58	35	11	100	..	..	..	1,637 4 7
Willowmavin	204	52 4 6	0 16 7	0 2 2	167	107	377 17 10	76	..	2	..	26	2	2	..	..	..	..	431 1 1
Morandng	336	21 19 6	5 7 9	..	926	48	343 6 6	..	..	..	..	..	..	..	..	..	..	..	370 13 9
High Camp	276	67 16 11	23 1 1	3 11 4	5,036	227	2,061 11 1	127	4	1	..	54	3	5	..	..	..	..	2,156 0 5
Pyalong	831	208 8 6	65 3 10	2 12 0	10,942	432	4,627 8 6	136	11	12	..	29	18	9	..	..	..	..	4,903 12 10
Tooborac	1,307	307 10 10	46 5 10	0 5 1	1,331	375	1,501 10 1	119	8	3	..	38	2	2	..	..	..	..	1,855 11 10
McIvor Timber Co.'s Siding .. .. .	..	..	..	..	2,470	69	1,100 18 4	..	..	..	..	..	..	..	..	..	..	..	1,100 18 4
Argyle	1,078	304 16 1	82 5 5	0 5 1	4,538	139	2,101 8 3	..	..	..	..	..	..	..	..	..	..	..	2,488 14 10
Heathcote	4,684	1,406 2 11	165 16 4	30 15 8	9,353	2,519	5,454 8 6	126	14	4	..	64	34	8	..	..	..	..	7,057 3 5
Derrinal	491	82 14 0	7 14 8	..	659	153	717 13 6	64	19	..	..	20	1	2	..	..	..	..	808 2 2
Knowsley	803	143 15 5	14 0 5	0 9 5	5,447	411	2,540 19 1	55	..	..	..	6	1	..	..	..	..	..	2,699 4 4
Ingham	1	0 0 10	..	..	5,325	34	1,416 13 5	..	..	..	..	..	..	..	..	..	..	..	1,416 14 3
Axedale	1,399	302 15 1	24 2 4	8 14 11	8,584	388	3,867 0 5	59	44	2	..	3	10	..	..	..	..	..	3,202 12 9
Longlea	361	27 10 0	2 16 0	..	225	412	130 17 9	..	..	..	..	..	..	..	..	..	..	..	161 3 9

Section No. 80.

MANSFIELD LINE.

Trarwool	179	49 5 5	12 18 4	0 9 5	156	192	143 13 3	3	1	..	1	7	3	..	..	..	..	..	206 6 5
Granite	247	66 5 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	66 5 10
Kerrisdale	462	85 9 2	56 4 2	0 17 11	613	254	559 8 10	31	14	1	..	32	31	..	..	..	..	..	702 0 1
Homewood	528	103 15 10	11 9 10	5 0 7	216	198	906 5 5	117	47	2	..	24	3	3	..	..	..	..	1,026 11 8
Yea	6,273	1,881 19 9	265 12 0	20 9 16	1,735	3,009	3,346 9 6	220	70	18	9	147	16	13	1	..	..	..	5,514 11 1
Cheviot	104	20 7 8	6 11 2	0 2 11	10,165	725	6,436 6 5	..	..	..	..	..	..	..	..	..	..	..	6,463 8 2
Molesworth	689	210 14 6	31 5 7	1 1 11	522	610	1,170 12 9	69	64	1	2	123	25	2	..	..	..	..	1,413 14 9
Cathkin	1,060	338 10 4	22 7 5	5 4 0	157	73	179 5 3	1	..	..	..	19	20	1	..	..	..	..	545 7 0
Yarek	716	229 15 9	39 19 3	4 19 2	1,393	604	1,434 0 6	68	14	..	2	22	2	..	..	..	..	..	1,708 14 8
Kanumbra	241	75 7 1	14 0 11	..	595	194	732 0 7	52	..	1	..	7	1	1	..	..	..	..	821 8 7
Merton	490	157 3 11	42 19 1	2 3 3	711	529	1,144 6 3	51	12	1	..	18	11	1	..	..	..	..	1,346 12 6
Woodfield	84	21 2 1	5 16 10	..	101	69	494 11 5	41	9	..	..	8	..	..	..	..	..	..	521 10 4
Bonnie Doon	1,983	437 2 1	43 14 9	8 17 6	372	489	1,415 12 10	69	59	..	..	24	23	2	..	..	..	..	1,905 7 2
Maindample	470	96 14 5	14 4 5	0 4 5	185	483	916 7 4	50	23	1	..	9	..	..	..	..	..	..	1,027 10 7
Mansfield	2,808	1,595 17 9	330 10 5	55 7 10	1,927	4,759	8,504 2 11	371	367	14	11	63	50	10	1	..	..	..	10,435 18 11

Section No. 81.

ALEXANDRA LINE.

Koriella	61	24 3 9	3 15 8	..	499	137	568 2 3	39	..	..	..	7	1	..	..	..	..	..	596 1 8
Alexandra	2,934	941 15 4	214 12 8	11 9 5	14,405	6,141	15,182 9 6	103	125	13	25	76	31	6	3	..	..	..	16,350 6 11

Section No. 82.

SEYMOUR-TOCUMWAL LINE.

Tablik	1,432	269 9 0	35 13 3	25 7 1	1,616	330	1,402 19 3	93	14	5	..	24	8	7	..	..	..	..	1,733 8 7
Nagamble	11,191	2,070 19 4	206 16 11	131 2 8	9,216	2,429	5,955 14 6	224	78	63	..	31	24	31	..	..	..	..	8,364 13 5
Wahring	1,755	369 13 8	35 8 2	80 16 7	1,558	533	1,432 17 9	103	..	2	..	13	1	5	..	..	..	..	1,988 16 2
Noorlim .. .. .	..	..	..	54 8 11	283	49	264 16 5	..	..	48	..	..	..	7	..	..	..	..	319 5 4
Murchison East	5,734	2,006 10 0	115 1 1	40 2 7	1,473	456	3,947 15 11	369	212	22	15	135	70	10	..	..	..	..	6,109 9 7

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CABRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
													£	s.	d.	
<i>Section No. 82—continued.</i>																
<i>SEYMOUR-TOCUMWAL LINE—continued.</i>																
Arcadia	2,134	471 14 3	28 2 9	33 7 9	4,395	1,114	3,398 19 3	162	18	12	..	10	6	11	..	3,932 4 0
Toolamba	4,796	1,066 3 1	61 8 8	81 10 6	4,584	1,827	3,820 6 7	146	38	16	14	88	7	6	17	5,029 8 10
Mooroopna	8,526	3,141 10 8	256 6 11	45 11 1	29,317	23,121	22,822 18 6	108	35	11	..	49	7	2	..	26,266 7 2
Shepparton	27,761	11,794 14 5	1,661 16 8	209 7 10	36,290	47,462	37,467 12 5	800	98	66	13	481	73	44	65	51,133 11 4
Congupna	412	181 11 8	16 0 7	13 18 9	2,216	826	1,738 16 8	65	11	..	..	30	10	..	..	1,950 7 8
Tallygaroopna	1,846	589 14 9	57 14 9	0 9 4	1,548	7,637	1,985 6 7	90	22	1	5	6	19	..	..	2,633 5 5
Wunghnu	1,382	409 11 11	23 18 6	0 6 8	4,364	1,762	2,830 6 1	101	7	2	..	11	2	1	1	3,264 3 2
Numurkah	9,089	3,837 3 0	428 15 11	91 1 8	3,157	5,575	4,429 4 0	169	37	38	7	50	16	30	8	8,786 4 7
Katunga	479	136 15 6	18 15 5	0 0 10	1,312	916	1,469 17 10	89	15	3	..	7	8	..	..	1,625 9 7
Strathmerton	1,852	564 16 2	63 6 10	7 1 0	1,538	956	2,034 0 2	86	36	5	1	4	3	3	1	2,669 4 2
Mywee	46	16 14 8	3 14 11	..	971	183	887 17 9	48	..	..	1	..	..	..	..	908 7 4
Tocumwal	5,339	3,295 11 3	223 5 1	94 5 4	13,850	5,869	43,591 15 5	3,596	893	51	5	262	52	33	1	47,204 17 1
<i>Section No. 83.</i>																
<i>RUSHWORTH LINE.</i>																
Murchison	510	69 11 2	57 15 9	2 7 3	1,298	5,549	1,034 8 4	..	..	..	..	..	..	..	..	1,164 2 6
Hammond .. .. .	..	..	..	..	1,407	27	620 13 10	..	..	..	..	..	..	..	..	620 13 10
Waranga	26	1 3 2	0 9 1	..	3,267	2	1,464 13 0	..	..	..	..	3	..	..	..	1,466 5 3
Rushworth	5,363	1,561 2 9	229 13 10	1 18 4	5,842	2,467	4,165 4 8	47	5	10	..	5	3	1	..	5,957 19 7
<i>Section No. 84.</i>																
<i>COLBINABBIN LINE.</i>																
Erwen .. .. .	..	..	..	..	9,794	2,129	4,429 16 5	..	..	..	..	..	..	..	..	4,429 16 5
Wanalta	10	1 2 5	..	..	1,683	275	1,360 10 8	29	..	..	..	3	..	..	..	1,361 13 1
Colbinabbin	275	106 11 6	19 18 3	0 3 7	15,738	2,601	9,261 19 11	148	2	..	..	7	..	2	..	9,388 13 3
<i>Section No. 85.</i>																
<i>GIRGARRE LINE.</i>																
Karook	4	2 15 3	..	..	133	61	70 16 1	..	..	..	..	..	..	..	..	73 11 4
Stanhope	517	252 18 6	98 4 0	1 11 0	2,100	3,190	5,411 5 2	472	58	5	39	78	22	..	1	5,758 19 5
Girgarre	191	87 18 0	21 14 0	7 13 8	1,118	846	2,237 12 10	188	5	4	2	74	5	3	..	2,354 18 6
<i>Section No. 86.</i>																
<i>TOOLAMBA-ECHUCA LINE.</i>																
Hendersyde	135	5 12 4	..	..	..	..	..	..	..	..	..	..	..	..	..	5 12 4
Tatara	8,285	2,780 13 2	500 2 11	67 1 11	5,429	8,444	7,984 9 10	344	89	37	60	162	35	16	2	11,332 7 10
Hyneside	649	189 10 8	12 11 9	0 7 3	662	8,998	1,394 9 7	87	30	2	24	41	5	1	..	1,396 10 3
Merrigum	4,129	976 19 0	74 6 6	2 4 10	5,513	3,230	6,670 2 1	308	11	4	..	102	16	2	..	7,723 12 5
Kyabram	9,093	3,832 3 1	432 16 7	62 13 1	14,502	14,365	17,588 15 3	517	116	22	63	295	45	19	18	21,966 8 0

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
<i>Section No. 94.</i>																	
<i>WHITEFIELD LINE.</i>																	
Targoora	7	0 14 4	..	..	..	..	..	..	..	..	..	..	..	..	..	0 14 4
Laceyby	4	0 3 4	..	..	..	..	..	..	..	..	..	..	..	..	..	0 3 4
Oxley	75	6 18 1	2 0 10	..	..	100	319	60 5 10	..	..	..	..	..	..	..	69 10 9
Shehan	98	6 10 2	..	..	..	..	..	..	..	..	..	..	..	..	..	6 10 2
Docker	316	41 5 4	2 8 5	0 12 10	1,048	318	475 13 1	..	..	..	..	..	..	..	..	519 19 8
Byrne	162	17 17 4	..	..	..	..	..	..	..	..	..	..	..	..	..	17 17 4
Moyhu	748	117 18 3	12 1 11	0 7 3	1,229	1,149	1,290 11 3	50	13	2	8	38	7	1	6	1,420 18 8	
Angleside	137	15 4 6	..	..	..	..	..	..	..	..	..	..	..	..	..	15 4 6
Claremont	62	7 7 10	..	..	..	..	..	..	..	..	..	..	..	..	..	7 7 10
Dwyer	37	7 7 9	..	..	..	..	..	..	..	..	..	..	..	..	..	7 7 9
Edi	519	89 15 3	4 0 1	..	323	176	224 7 4	43	1	2	..	23	3	1	..	318 2 8	
Hyem	59	8 13 11	..	..	..	..	..	..	..	..	..	..	..	..	..	8 13 11
King Valley	286	60 3 11	3 2 4	..	303	227	147 9 9	..	..	..	3	8	1	1	3	210 17 0
Jarrott	118	30 6 5	..	..	..	..	..	..	..	..	..	..	..	..	..	30 6 5
Pieper	186	46 3 7	..	..	..	..	..	..	..	..	..	..	..	..	..	46 3 7
Whitfield	1,412	351 11 0	43 12 7	1 5 4	603	748	749 13 9	40	28	2	46	69	21	..	3	1,146 2 8	
<i>Section No. 95.</i>																	
<i>YACKANDANDAM LINE.</i>																	
Londrigan	545	118 1 11	12 10 0	0 11 3	1,119	357	539 13 9	..	1	..	..	..	..	..	..	670 16 11
Tarrawingee	396	80 8 11	8 13 11	4 1 10	888	347	578 1 8	..	..	1	..	..	..	..	..	671 6 4
Evorton	1,415	404 8 11	23 9 9	2 6 10	1,833	373	1,407 0 11	29	27	..	..	10	7	..	..	1,837 6 5
Baarmutha	390	14 19 0	1 1 9	1 4 9	2	4	7 17 3	..	..	..	..	..	..	..	..	25 2 9
Beechworth	6,687	3,065 0 9	343 9 0	24 8 11	3,008	5,134	2,502 13 9	11	4	5	..	47	4	4	2	5,935 12 5	
Wooragee	95	7 19 7	3 19 8	..	55	79	66 11 1	..	..	..	..	..	..	..	..	78 10 4
Yackandandah	1,069	559 16 2	64 19 10	0 13 9	429	1,584	957 12 2	30	19	2	21	1	2	3	1	1,583 1 11	
<i>Section No. 96.</i>																	
<i>BRIGHT LINE.</i>																	
Brookfield	405	20 16 5	0 16 0	..	84	112	164 15 5	..	..	..	..	..	..	..	..	186 7 10
Bowman	671	287 18 3	20 5 3	26 6 0	1,032	1,022	1,088 13 6	59	38	..	..	5	10	..	..	1,423 3 0
Gapstead	290	43 8 6	3 6 7	9 16 8	173	104	193 18 4	..	..	..	..	..	..	..	..	250 10 1
Myrtleford	4,046	1,346 7 9	117 7 6	1 5 11	1,618	4,062	2,887 7 10	89	116	5	23	20	17	3	1	4,352 9 0	
Ovens	762	216 2 0	7 16 0	1 13 0	214	357	304 13 4	..	..	..	..	..	2	2	..	530 5 2
Eurobin	788	341 18 9	12 8 9	0 11 6	286	527	709 12 2	..	..	..	..	..	..	..	..	1,064 11 2
Porepunkah	1,074	456 18 9	42 12 3	0 8 9	209	392	347 13 1	7	..	1	6	10	1	..	2	847 12 10	
Bright	2,950	1,580 9 6	134 1 6	2 16 10	176	1,614	646 7 8	5	5	..	25	25	4	4	..	2,363 15 6	

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.		GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
<i>Section No. 99.</i>																	
ORBOST LINE.																	
Nicholson	220	18 7 9	0 4 10	..	122	61	137 14 8	..	..	..	..	..	1	..	..	..	156 7 3
Stopping Place No. 4	63	16 9 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16 9 9
Bumberrah	687	95 6 6	9 4 11	0 14 6	490	318	795 15 10	14	1	..	9	..	3	..	..	901 1 9	
Stopping Place No. 15	22	3 6 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 6 6
Mossface	692	98 0 0	6 5 1	0 1 2	2,346	181	1,782 8 11	..	..	..	..	..	..	..	..	..	1,886 15 2
Stopping Place No. 5	19	4 14 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4 14 11
Bruthen	1,758	452 5 6	112 12 11	7 16 1	2,006	2,640	4,848 18 11	93	120	4	14	8	19	2	..	..	5,421 13 5
Stopping Place No. 6	47	8 14 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 14 3
Colquhoun	194	9 3 9	4 9 2	..	3,892	362	1,006 16 4	..	..	..	..	..	..	..	..	..	1,020 9 3
Nowa Nowa	1,802	788 10 0	53 15 0	17 11 0	3,303	1,235	3,473 6 10	3	9	1	..	11	29	8	..	..	4,333 2 10
Tostaree	147	59 8 8	3 19 2	..	338	94	246 0 1	..	..	..	..	..	..	..	..	..	309 7 11
Waygara	63	21 17 5	1 14 5	0 2 2	358	32	288 17 10	..	..	..	..	..	..	..	..	..	312 11 10
Newmerella	14	4 16 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4 16 3
Orbost	4,483	3,807 7 11	379 7 8	25 12 5	8,399	5,503	18,350 4 3	154	572	31	103	23	42	17	1	..	22,562 12 3
<i>Section No. 100.</i>																	
STONY POINT LINE.																	
Glenhuntly	1,745,792	38,850 8 6	359 11 11	4 4 7	702	71,655	1,377 15 7	..	..	..	..	..	..	..	..	..	40,592 0 7
Ormond	1,254,953	26,510 6 5	234 6 8	20 3 9	..	11	..	..	..	..	..	..	..	..	..	..	26,764 16 10
McKinnon	583,476	12,665 14 10	49 2 10	0 19 0	..	..	..	..	..	..	..	..	..	..	..	..	12,715 16 8
Bentleigh	1,064,305	23,651 13 4	211 5 5	1 16 0	..	5	..	..	..	..	..	..	..	..	..	..	23,864 14 9
Moorabbin	264,810	5,925 10 9	124 9 8	60 16 3	363	38,202	407 19 4	..	8	6	..	..	7	4	..	..	6,518 16 0
Highett	268,089	5,801 17 6	86 4 1	25 15 0	..	..	..	..	..	..	..	..	..	..	..	..	5,913 16 7
Cheltenham	597,342	15,000 0 3	324 3 6	3 19 8	1,715	21,230	529 12 9	..	3	5	..	..	3	4	..	..	15,857 16 2
Mentone	816,103	22,485 5 5	172 1 11	1,220 18 0	547	19,129	550 17 3	..	..	41	..	..	..	44	..	..	24,429 2 7
Parkdale	536,115	14,294 16 8	78 17 6	0 9 0	..	1	..	..	..	..	..	..	..	..	..	..	14,374 3 2
Mordialloc	597,078	17,753 7 0	241 0 4	863 14 8	894	7,329	419 5 8	..	5	8	..	3	10	12	..	..	19,282 7 8
Aspendale	190,735	5,624 18 6	36 6 9	0 1 2	28	3,418	27 0 9	..	1	..	..	..	1	..	..	..	5,688 7 2
Edithvale	300,597	8,551 15 8	90 3 5	1 2 2	..	..	..	..	..	..	..	..	..	..	..	..	8,613 1 3
Chelsea	521,673	16,129 7 1	158 7 10	2 9 7	356	14,175	146 14 9	..	..	..	..	..	..	..	..	..	16,436 19 3
Forsyth's Siding .. .. .	..	..	..	..	10,601	..	2,486 11 3	..	..	..	..	..	..	..	..	..	2,486 11 3
Bonbeach	68,723	2,680 1 9	22 18 9	..	..	..	..	..	..	..	..	..	..	..	..	..	2,703 0 6
Carrum	88,771	3,655 18 10	71 17 1	0 12 5	7,338	1,617	1,825 14 4	4	3	..	..	120	27	..	..	..	5,554 2 8
Seaford	46,027	2,206 8 0	43 1 2	1 6 6	85,663	1,141	19,433 10 11	..	..	..	..	..	5	..	..	..	21,734 6 7
Frankston	222,937	14,414 13 8	609 18 11	6 9 8	..	4,042	8,471	1,427 11 1	3	..	..	..	18	..	..	..	16,458 13 4
McCulloch Sand Siding .. .. .	..	..	..	..	24,028	..	5,897 15 4	..	..	..	..	..	..	..	..	..	5,397 15 4
Langwarrin	2,676	173 8 1	48 1 6	0 14 1	2,789	1,050	793 9 6	1	..	..	..	..	..	..	..	..	1,015 13 2
Baxter	5,576	306 0 7	84 6 2	0 12 5	165	484	136 0 2	..	..	2	..	3	..	2	..	..	526 19 4
Somerville	9,803	618 0 9	192 4 10	2 4 11	2,176	2,848	1,577 4 7	5	11	4	..	22	19	7	1	..	2,389 15 1
Tyabb	2,144	271 7 4	171 6 8	0 5 2	..	846	2,146 6 2	3	..	1	..	19	..	..	..	..	2,539 5 4
Hastings	6,180	630 6 8	240 18 10	0 5 10	1,796	1,593	853 15 5	28	16	1,725 6 9
Bittern	2,727	477 12 10	117 4 6	3 12 9	1,554	679	677 19 4	38	28	7	..	49	35	13	1,276 9 5

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Crib Point	11,748	2,328 12 10	187 9 6	1 15 10	34	3,588	132 8 1	2,650 6 3
Crib Point Naval Base Siding	12,831	2,458 13 11	2,458 13 11
Stony Point	4,985	1,208 19 5	633 11 9	4 4 8	827	3,025	583 18 6	13	2	..	..	..	..	..	..	..	..	2,430 14 4
Section No. 101.																		
MORNINGTON LINE.																		
Moorooduc	2,884	169 11 7	16 6 8	17 12 6	2,038	445	934 18 0	72	1	6	..	156	51	11	..	..	..	1,138 8 9
Mornington	26,887	2,239 6 5	526 9 0	53 0 11	722	6,572	546 7 1	11	41	4	..	70	70	13	..	..	..	3,365 3 5
Section No. 102.																		
RED HILL LINE.																		
Balnarring	55	9 11 11	2 3 8	..	45	202	23 3 8	..	..	..	..	..	..	..	..	..	..	34 19 3
Merricks	21	4 17 1	11 19 3	4 1 8	332	795	748 12 0	125	24	3	..	66	20	3	..	..	..	769 10 0
Red Hill	18	4 14 8	6 12 7	0 5 9	1,336	1,825	822 0 7	46	1	1	..	46	2	2	..	..	..	833 13 7
Section No. 103.																		
ALBERTON LINE.																		
Lyndhurst	2,612	146 9 11	194 16 5	0 8 6	5,781	3,277	1,372 1 5	2	2	..	..	23	13	1	..	..	..	1,713 16 3
Cranbourne and Sidings	14,963	1,010 10 1	1,693 7 10	27 1 6	130,689	3,777	34,796 11 5	107	41	21	..	91	83	14	..	..	..	37,527 10 10
Clyde	8,920	498 15 9	300 15 6	8 13 8	1,903	1,066	657 15 2	103	3	2	..	106	12	6	..	..	..	1,464 0 1
Tooradin	3,046	469 7 3	523 3 4	3 9 4	605	890	748 13 0	105	12	10	2	84	11	8	..	..	..	1,739 12 11
Dalmore	2,565	400 16 6	22 17 11	0 3 0	10,088	1,898	3,765 14 1	15	..	1	2	47	4	4	..	..	..	4,189 11 6
Koo-wee-rup	16,093	2,072 6 2	279 11 4	9 12 9	86,512	7,496	29,901 4 3	119	43	9	..	128	66	20	..	..	..	32,262 14 6
Monomeith	819	154 11 7	330 12 4	6 10 1	85	177	1,447 9 5	78	220	23	..	69	182	20	..	..	..	1,939 3 5
Caldermeade	2,104	348 8 7	3,067 0 10	1 2 4	513	621	990 4 9	49	85	11	..	42	99	11	..	..	..	4,106 16 6
Lang Lang	4,879	1,173 2 2	1,263 2 6	19 19 3	1,119	2,097	1,083 2 10	66	59	18	..	110	51	28	..	..	..	3,539 6 9
Nyora	5,110	1,189 7 11	181 1 8	2 17 11	5,205	1,452	1,963 19 9	33	16	17	..	35	33	5	..	..	..	3,317 7 3
Lech	4,325	820 3 5	740 11 6	4 2 2	1,954	1,832	1,556 17 5	70	113	7	1	78	51	20	..	..	..	3,121 14 6
Jeecho	1,926	277 18 3	621 4 2	1 6 11	365	186	398 16 4	29	13	..	..	19	5	1	..	..	..	1,299 5 8
Bera	3,636	454 4 4	1,436 0 11	5 10 8	897	2,638	1,233 2 10	47	14	2	59	36	24	4	..	..	..	3,128 18 9
Whitelaw	161	19 0 4	2 5 8	..	33	251	22 12 6	..	..	..	..	..	..	..	..	..	..	43 18 6
Korumburra	19,642	4,569 8 9	791 8 10	44 14 3	44,502	12,548	19,973 2 8	124	293	19	67	221	134	29	1	..	..	25,378 14 6
Kardella	2,550	227 0 1	19 4 7	0 14 11	273	210	321 19 9	26	..	..	..	14	17	..	..	..	..	568 19 4
Ruly	1,414	171 11 0	45 15 4	0 3 0	685	336	707 18 5	17	24	..	1	34	10	3	..	..	..	925 7 9
Longatha	13,866	4,201 7 5	1,204 5 7	31 19 11	7,151	8,342	7,313 16 4	288	109	25	81	256	89	38	9	..	..	12,751 9 3
Riox Siding	..	..	..	..	15,635	30	4,745 14 7	..	..	..	..	..	..	..	..	..	..	4,745 14 7
Gwyther	..	..	..	..	184	52	92 6 1	..	..	..	..	..	..	..	..	..	..	92 6 1
Koonwarra	1,198	135 0 4	60 8 10	0 8 6	633	613	575 16 3	9	3	..	..	24	2	..	..	..	..	771 13 11
Tarwin	1,717	276 15 10	42 6 0	1 9 9	988	525	1,156 8 8	30	39	3	..	30	5	4	..	..	..	1,477 0 3
Mceenyan	3,163	877 5 9	119 16 7	5 1 4	1,504	4,278	2,299 10 0	62	55	1	110	71	21	6	..	..	..	3,301 13 8
Stony Creek	1,106	319 7 4	50 17 9	0 11 4	702	1,100	1,126 19 6	27	5	1	20	23	8	2	..	..	..	1,497 15 11
Buhalo	762	199 7 10	31 18 3	0 7 3	1,335	378	1,555 12 11	23	78	1	..	17	15	1	..	..	..	1,787 6 3
Boys	108	29 4 11	1 13 3	0 6 7	362	72	148 4 9	..	..	..	..	..	..	..	..	..	..	174 9 6
Fish Creek	2,977	780 3 6	85 8 4	1 3 10	14,321	2,006	5,142 8 4	27	38	..	..	40	38	..	..	..	..	6,009 4 0
Hodgkiss Range	880	119 18 5	21 17 10	0 12 9	412	148	301 18 1	..	..	..	..	..	..	..	..	..	..	444 7 1
Foster	3,091	1,049 13 0	260 12 11	18 11 11	1,577	4,968	2,789 1 9	65	38	32	22	52	37	29	10	..	..	4,103 19 7
Bennison	836	201 8 0	78 14 10	0 1 6	227	289	440 3 9	..	..	..	..	..	..	..	..	..	..	720 8 1
Toora	2,666	925 12 3	131 16 4	0 16 10	721	4,165	1,832 4 1	47	63	6	2	69	7	6	1	..	..	2,890 9 6
Agnes	279	94 10 5	5 17 10	7 7 2	39	2,833	68 2 7	..	3	1	..	10	10	3	..	..	..	175 18 0
Welshpool	2,081	643 2 0	117 1 2	1 8 10	839	5,527	1,566 3 11	46	40	15	60	78	9	13	4	..	..	2,327 15 11
Hedley	618	160 7 5	18 17 0	1 3 3	346	3,232	432 1 4	3	2	1	14	32	12	3	..	..	..	632 9 0
Gelmondale	699	326 15 1	53 5 0	0 12 3	2,781	305	3,215 2 11	18	223	5	23	25	82	6	1	..	..	3,595 15 3
Alberton	1,333	334 11 8	62 5 8	2 12 3	751	1,091	1,286 18 9	24	17	..	..	5	5	1	..	..	..	1,686 8 4
Section No. 104.																		
ALBERTON-WON WRON LINK.																		
Yarram	4,520	2,493 7 7	414 5 6	5 11 3	2,196	6,578	5,848 16 10	82	169	19	69	59	11	22	1	..	..	8,267 1 2
Devon	9	3 14 7	..	..	..	40	4 5 10	..	..	..	..	..	..	..	..	..	..	8 0 5
Calrossie	9	0 7 11	..	..	1,412	154	1,120 8 8	10	2	..	..	5	..	..	..	..	..	1,120 16 7
Won Wron	4	0 4 2	0 3 10	..	1,084	203	826 17 9	9	4	2	..	..	2	3	..	..	..	827 5 9

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
		£ s. d.	£ s. d.	£ s. d.			£ s. d.									£ s. d.
<i>Section No. 105.</i>																
WON WRON-WOODSIDE LINE.																
Napier	3	0 2 0	..	..	756	90	467 2 2	..	..	..	..	..	..	..	..	467 4 2
Woodside	34	19 2 10	27 12 1	..	1,257	527	2,223 3 8	51	6	2	40	6	2	3	..	2,269 18 7
<i>Section No. 106.</i>																
STRZELECKI LINE.																
Bayles	536	128 0 4	30 13 10	0 5 1	9,092	1,918	3,879 10 9	7	..	3	..	12	1	1	..	4,038 10 0
Cafani	559	139 17 1	606 3 7	..	5,259	1,450	2,777 0 8	25	1	1	2	30	5	1	..	3,523 1 4
Yannathan	460	98 4 11	527 1 10	0 2 2	491	512	921 18 4	50	81	13	..	35	85	..	..	1,547 7 3
Heathhill	84	24 4 0	8 13 11	0 2 2	831	76	268 11 10	..	..	2	..	9	..	4	..	301 11 11
Athlone	203	59 19 4	3 12 9	0 8 8	1,700	160	488 14 10	..	..	..	..	22	11	2	..	552 15 7
Topiram	191	58 17 10	25 12 10	0 3 2	1,516	1,450	1,089 7 8	95	73	9	..	64	18	2	..	1,174 1 6
Triholm	163	56 0 5	16 0 2	0 7 11	414	379	781 4 4	77	37	2	18	84	3	..	..	853 12 10
Strzelecki	82	27 17 0	21 18 5	0 4 4	975	245	1,293 4 0	83	22	..	51	40	3	..	..	1,343 3 9
<i>Section No. 107.</i>																
WONTHAGGI LINE.																
Woodleigh	1,418	251 1 7	653 6 4	1 13 7	434	414	450 19 2	25	36	4	..	63	12	2	..	1,357 0 8
Kernot	933	201 13 10	21 18 5	0 12 4	6,977	493	2,532 1 11	80	73	1	1	33	30	..	..	2,756 6 6
Almurta	1,784	457 5 10	163 19 8	2 19 2	2,963	712	2,744 8 3	195	244	1	2	87	145	1	..	3,368 12 11
Glen Forbes	1,459	335 4 1	736 13 7	23 15 2	320	437	492 13 4	22	25	9	..	24	10	4	..	1,588 6 2
Woolamai	1,893	347 14 7	208 14 9	18 15 2	384	603	940 10 2	52	42	4	22	62	31	8	2	1,515 14 8
Anderson	1,325	299 15 11	219 18 1	6 1 4	71	255	541 9 10	45	12	..	..	41	20	4	..	1,067 5 2
Mitchell's Siding	..	..	..	..	35,165	61	13,892 5 9	..	..	..	..	..	..	..	..	13,892 5 9
Kilcunda	3,090	398 1 4	37 10 8	0 2 11	26	654	49 6 7	..	..	..	..	..	..	..	..	485 1 6
Dalyston	1,248	313 15 10	84 14 3	0 8 0	698	1,951	2,141 18 9	91	15	3	79	48	4	4	..	2,540 16 10
State Coal Mine	..	..	..	..	113,390	25,450	59,705 12 7	..	..	..	..	..	..	..	..	59,705 12 7
Wonthaggi	25,943	6,577 10 7	744 7 9	68 14 7	1,235	17,666	1,519 14 10	21	10	7	..	152	30	10	1	8,910 7 9
<i>Section No. 108.</i>																
OUTTRIM LINE.																
Jumbunna	1,270	62 19 1	27 13 9	1 10 5	2,870	1,769	1,828 6 7	9	3	1	95	14	2	1	..	1,920 9 10
Outtrim North	559	24 0 2	..	..	..	..	..	..	..	..	..	..	..	..	..	24 0 2
Outtrim	644	49 5 6	3 1 9	..	9,562	265	2,302 3 2	..	..	..	..	..	..	..	..	2,854 10 5
<i>Section No. 109.</i>																
PORT WELSHPOOL LINE.																
Welshpool Jetty	2,011	54 11 7	61 0 0	..	324	121	888 7 8	..	..	..	..	..	..	..	..	1,003 19 3

Section No. 110.																			
PORT ALBERT LINE.																			
Port Albert	698	104 6 2	42 17 10	..	256	222	591 2 9	..	..	..	..	..	..	..	..	..	..	738 6 9
Section No. 111.																			
NEERIM SOUTH LINE.																			
Lillico	141	7 2 4	5 11 7	..	114	73	62 1 8	..	..	..	..	..	..	..	..	..	..	74 15 7
Bulu Bulu	844	71 4 10	49 8 1	0 2 11	780	652	377 19 7	..	..	..	..	..	..	..	..	..	..	498 15 5
Bravington	154	12 8 4	0 13 11	..	86	87	18 10 7	..	..	..	..	..	..	..	..	..	..	29 12 10
Rokeby	328	37 4 4	10 3 5	0 1 2	4,887	452	1,721 17 6	1	1	..	8	1	1	..	..	..	..	1,769 6 5
Crossover	317	50 11 8	1 19 7	0 10 10	1,383	162	608 10 3	..	..	..	..	..	..	..	..	..	..	661 12 4
Neerim South	1,349	263 1 5	48 18 5	3 6 5	2,589	1,695	2,147 10 5	17	128	3	17	18	37	2	22	..	..	2,462 16 8
Section No. 112.																			
NOOJEE LINE.																			
Neerim	527	106 6 1	14 8 0	0 13 7	3,174	540	2,115 7 8	3	2	..	1	37	5	15	3	..	..	2,236 15 4
Nayook	686	116 18 1	14 8 1	0 2 11	1,536	994	1,081 2 10	6	18	..	34	9	22	11	..	..	..	1,212 11 11
Noojee	328	98 5 4	40 5 3	0 6 7	13,654	1,061	8,437 2 8	1	..	3	..	12	11	..	..	..	..	3,575 19 10
Section No. 113.																			
THORPDALE LINE.																			
David	22	1 16 1	..	..	..	14	..	..	..	..	..	..	..	..	..	..	..	1 16 1
Coalville	427	56 17 10	8 0 0	..	281	82	155 6 1	..	..	..	10	..	..	..	..	..	..	220 3 11
Narracan	248	47 13 6	14 0 6	0 1 11	406	506	514 1 5	34	..	..	..	32	..	..	..	..	..	575 17 4
Thorpdale	504	176 6 5	64 5 6	0 5 11	1,936	1,875	1,888 6 8	85	8	3	30	59	5	5	1	1	..	2,129 4 6	
Section No. 114.																			
WALHALLA LINE.																			
Gooding	34	1 7 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 7 1
Gould	780	109 7 6	5 9 0	0 6 8	2,372	154	1,243 14 2	..	..	..	..	..	..	..	..	..	..	1,358 17 4
Moondarra	461	64 4 5	5 19 9	0 3 8	123	177	121 9 5	1	2	..	12	..	3	1	..	..	..	191 17 3
Watson	239	62 14 7	4 1 2	0 5 9	29	41	44 7 1	..	..	..	..	..	..	..	..	..	..	111 8 7
Collins' Siding	15	1 3 11	..	..	24,378	305	14,699 9 8	..	..	..	..	..	..	..	..	..	..	14,700 13 7
Erica	2,766	838 19 5	65 7 8	0 14 6	184	923	278 9 4	2	1	4	18	47	46	4	4	..	..	1,133 10 11
Knott's Siding	375	124 18 6	4 14 2	0 3 7	52	243	40 14 3	..	..	..	..	..	..	..	..	..	..	170 10 6
Fullwood's Siding	..	..	..	..	4,329	61	2,806 18 7	..	..	..	..	..	..	..	..	..	..	2,806 18 7
O'Shea and Bennett's Siding	..	..	..	..	3,995	75	2,437 19 9	..	..	..	..	..	..	..	..	..	..	2,437 19 9
White Rock Lime Siding	..	..	..	..	2,246	57	1,388 7 11	..	..	..	..	..	..	..	..	..	..	1,388 7 11
Platina	202	68 2 10	1 5 10	..	2,968	857	1,636 10 9	..	..	..	..	..	..	..	..	..	..	1,705 19 5
Thomson	12	1 11 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 11 10
Walhalla	1,119	362 2 4	40 1 2	1 3 9	100	403	116 13 0	..	..	..	..	..	..	..	..	..	..	520 0 3
Section No. 115.																			
NORTH MIRBOO LINE.																			
Hazelwood	61	2 2 5	0 6 7	..	243	128	170 12 1	5	..	..	..	10	..	..	..	..	..	173 1 1
Yinnar	1,497	280 19 2	141 17 7	1 3 3	489	1,449	1,032 6 5	14	10	..	68	23	6	..	..	..	..	1,456 6 5
Boolarra	2,060	688 19 7	70 14 4	5 14 4	1,500	1,740	1,076 18 0	59	25	8	1	10	11	..	..	..	..	2,442 6 3
Darl murla	865	47 6 6	6 8 6	0 2 2	180	43	116 0 1	..	..	..	..	..	..	..	..	..	..	169 17 3
North Mirboo	2,836	761 11 0	133 18 4	3 3 5	4,165	2,710	4,778 5 2	112	108	2	68	68	56	2	4	..	..	5,676 17 11

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	£ s. d.	
Section No. 116.																
TEARAJONG-STRAFORD LINE.																
Glenagarry	3,160	425 18 11	40 9 11	5 17 6	1,408	387	1,477 5 3	29	22	1	31	4	5	1	1	1,949 11 7
Toongabbie	1,301	270 16 9	45 8 11	0 13 2	625	311	703 14 2	12	4	3	..	1	8	1	..	1,020 13 0
Cowwarr	2,972	813 4 11	83 14 4	35 13 6	5,213	965	2,557 16 2	34	49	20	47	15	9	14	18	3,490 8 11
Dayson	31	12 2 10	0 8 2	..	295	31	184 15 10	..	..	..	..	..	..	..	..	197 6 10
Heyfield	4,219	1,221 4 6	162 7 8	10 5 2	4,874	1,670	4,298 10 7	78	86	7	25	14	75	5	0	5,090 7 11
Tinamba	2,464	789 11 1	138 12 8	15 13 1	2,538	1,188	4,075 4 2	86	139	12	145	21	44	6	36	5,019 1 0
Maffra	7,470	2,726 1 0	1,498 4 3	46 19 9	8,763	35,707	12,421 8 7	61	79	12	24	19	52	18	6	16,632 13 7
Powerscourt	..	..	..	..	3,750	75	354 10 4	..	..	..	..	..	..	..	..	354 10 4
Section No. 117.																
BRIAGOLONG LINE.																
Boisdale	223	62 10 4	42 4 0	0 11 6	2,689	407	1,459 2 3	13	28	1	23	..	6	2	..	1,564 8 1
Bushy Park	3	1 18 8	0 3 8	5 11 8	2,497	80	1,114 9 0	..	..	..	..	..	..	..	..	1,122 3 0
Briagolong	277	122 9 9	47 3 4	2 1 3	7,717	532	1,898 19 3	8	2	1	12	..	3	2	..	2,070 13 7
Section No. 118.																
HEALESVILLE LINE.																
East Richmond	645,711	8,827 15 5	237 3 0	1 5 7	..	..	..	..	..	..	..	..	..	..	..	9,066 4 0
Burnley	764,650	10,578 8 4	202 0 1	3 4 2	6,727	114,252	3,703 11 9	..	..	..	..	..	..	..	..	14,487 4 4
Hawthorn	901,370	13,606 8 8	277 8 4	0 6 6	216	10,840	462 11 0	..	..	..	..	..	..	..	..	14,350 14 6
Glenferrie	1,505,953	26,625 0 10	535 11 5	3 10 5	..	3	..	..	..	..	..	..	..	..	..	27,164 2 8
Auburn	1,312,337	22,131 16 8	236 6 11	1 11 8	..	4	..	..	..	..	..	..	..	..	..	22,369 15 3
Camberwell	1,772,786	34,885 5 5	514 7 7	3 2 3	732	32,974	2,148 2 1	..	..	..	..	..	..	..	..	37,550 17 4
East Camberwell	906,208	17,016 14 3	68 14 11	0 17 0	..	..	..	..	..	..	..	..	..	..	..	17,084 6 2
Canterbury	1,239,777	24,765 15 3	409 3 2	7 1 5	2	4	8 9 0	..	1	2	..	..	..	..	..	25,190 8 10
Chatham	889,956	17,498 12 8	64 8 10	0 13 7	..	..	..	..	..	..	..	..	..	..	..	17,564 0 1
Surrey Hills	1,248,201	2,074 10 10	166 14 10	2 13 5	309	33,338	600 15 8	..	..	..	..	..	..	..	..	25,844 14 9
Mont Albert	966,923	19,465 0 9	84 9 0	1 15 9	..	..	..	..	..	..	..	..	..	..	..	19,551 5 6
Box Hill	1,726,320	38,770 7 3	596 7 5	5 10 2	3,444	54,438	2,309 18 5	1	24	30	..	..	58	31	..	42,288 3 3
Blackburn	503,847	11,464 16 6	146 14 4	0 18 0	5,334	10,765	2,975 17 1	..	1	..	..	..	1	..	..	14,588 6 5
Tunstall	205,183	4,729 9 0	143 5 3	0 8 5	..	32	1 7 9	..	..	..	..	..	..	..	..	4,879 10 5
Mitcham	444,738	11,358 11 0	209 3 8	2 16 3	2,357	26,549	1,746 11 5	..	3	..	..	..	4	1	..	13,317 2 4
Ringwood	456,632	12,751 12 3	395 4 1	3 17 10	1,152	9,145	752 14 5	4	61	16	..	47	4	8	..	13,903 8 7
Ringwood East	46,509	1,163 4 7	20 0 1	0 6 7	..	..	..	..	..	..	..	..	..	..	..	1,153 11 3
Croydon	312,977	10,536 0 10	421 19 4	0 16 1	1,171	5,922	737 6 5	2	6	10	1	16	13	6	..	11,696 2 8
Mooroobark	17,182	717 2 4	391 1 1	0 11 3	85	163	34 0 5	..	..	..	..	..	..	..	..	1,142 15 1
Cave Hill Siding	..	..	..	..	19,765	11	4,888 0 9	..	..	..	..	..	..	..	..	4,888 0 9
Lilydale	36,481	5,558 13 10	511 18 0	50 2 7	850	10,032	1,031 19 1	85	92	10	1	112	89	9	..	7,152 13 6
Black's Siding	..	..	..	..	45,259	..	11,364 17 9	..	..	..	..	..	..	..	..	11,364 17 9
Coldstream	2,262	195 3 5	416 1 9	7 14 7	1,286	485	474 17 2	65	5	5	..	49	23	1	..	1,093 16 11
Yering	1,809	209 15 10	951 16 3	8 18 5	179	638	1,105 17 11	163	100	62	..	130	130	63	..	2,267 8 5
Yarra Glen	11,355	1,149 0 11	761 17 1	29 16 2	2,523	2,888	1,335 14 8	89	96	12	2	100	60	16	..	3,276 8 10
Tarrawarra	1,673	180 5 1	384 19 1	1 4 3	214	178	94 3 3	..	2	2	..	15	21	1	..	660 11 8
Healesville	18,769	2,854 1 5	401 3 2	25 8 5	2,786	5,007	1,674 17 8	56	80	6	..	126	114	14	..	4,955 10 9

Section No. 119.

DARLING LINE.

Heyington	103,836	1,708 7 11	11 16 9	0 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,720 6 2
Kooyong	260,429	4,510 8 1	40 6 1	0 0 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,550 14 11
Tooronga	737,901	11,743 18 1	128 5 4	1 14 4	264	24,003	487 9 11	..	..	..	..	..	..	..	..	..	..	..	..	12,361 7 8
Gardiner	691,432	12,642 6 6	88 9 5	0 13 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,731 9 5
Glen Iris	693,833	13,425 2 6	59 15 5	1 11 3	..	1	0 1 1	..	..	..	..	..	..	..	..	..	..	..	..	13,436 10 3
Darling	554,132	11,332 19 0	90 8 0	0 13 8	500	12,902	338 18 2	..	..	..	..	..	..	..	..	..	..	..	..	11,762 16 8

Section No. 120.

GLEN WAVERLEY LINE.

Eastmalvern	184,021	3,932 10 0	19 4 9	0 2 11	..	666	..	..	..	..	..	..	..	..	..	..	..	..	..	3,951 17 8
*Holmesglen	641	14 5 8	0 3 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14 9 1
*Jordanville	1,127	31 18 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	31 18 5
*Mount Waverley	1,750	47 10 8	0 4 6	..	..	3,394	0 2 8	..	..	..	..	..	..	..	..	..	..	..	..	47 17 10
*Syndal	3,028	30 7 3	0 3 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	80 11 2
*Glen Waverley	4,551	144 10 0	1 10 1	..	110	217	22 18 1	..	..	..	..	..	..	..	..	..	..	..	..	168 18 2

Section No. 121.

KEW LINE.

Barker	316,265	5,125 5 0	34 15 10	0 3 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,160 4 6
Kew	770,004	12,316 10 6	338 2 11	3 15 3	142	20,591	361 8 8	..	11	..	..	..	..	..	..	..	..	..	..	13,014 17 6

Section No. 122.

ASHBURTON LINE.

Riversdale	103,606	1,622 5 4	23 3 0	0 5 9	56	57,597	252 6 9	..	..	..	..	..	..	..	..	..	..	..	..	1,898 0 10
Golf Links	166,226	2,828 7 1	..	0 2 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,828 9 4
Hartwell	400,443	7,472 16 0	24 16 7	0 3 10	..	..	3 18 0	..	..	..	..	..	..	..	..	..	..	..	..	7,501 14 5
Burwood	314,587	5,716 2 5	102 7 7	1 8 2	155	13,623	195 12 4	..	..	..	..	..	..	..	..	..	..	..	..	6,015 5 6
Ashburton	196,806	3,832 8 3	72 7 8	0 3 5	76	3,140	144 11 1	..	..	..	..	..	..	..	..	..	..	..	..	4,049 10 5

Section No. 123.

DEEPDENE LINE.

Shenley	57,367	997 18 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	997 18 3
Roystead	54,275	980 7 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	980 7 6
Deepdene	191,694	1,871 19 8	15 19 9	0 2 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,888 1 7
East Kew	62,971	1,274 2 2	0 0 8	..	26	13,257	13 18 8	..	..	..	..	..	..	..	..	..	..	..	..	1,288 1 6

Section No. 124.

FERRTREE GULLY LINE.

Heathmont	22,696	596 1 6	9 8 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	605 10 4
Bayswater	132,959	3,955 15 2	380 10 5	232 9 11	124	2,766	180 15 2	..	..	..	..	..	..	..	..	..	..	..	..	4,749 10 8
Boronia	101,232	3,581 5 10	253 11 9	1 5 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,839 2 10
Lower Ferntree Gully	59,764	2,638 15 5	109 12 6	6 6 3	274	2,258	564 17 4	43	32	16	1	185	23	3	..	..	..	..	..	3,319 11 3
Heron's Siding	..	..	..	..	..	25,802	5,439 6 3	..	..	..	..	..	..	..	..	..	..	..	..	5,439 6 3
Upper Ferntree Gully	93,133	5,390 14 1	171 8 11	11 2 4	10,237	1,320	2,990 7 10	..	..	..	..	..	..	..	..	..	..	..	..	8,563 13 2

Section No. 125.

GEMSBROOK LINE.

Upwey	20,779	1,142 3 9	82 8 11	4 13 1	5	117	14 5 7	..	..	..	..	..	..	..	..	..	..	..	..	1,243 11 4
Tecoma	13,198	630 16 1	39 1 2	1 9 4	..	..	0 6 1	..	..	..	..	..	..	..	..	..	..	..	..	671 11 8
Belgrave	23,848	1,448 15 3	149 0 9	4 15 8	91	1,415	69 7 4	..	..	..	..	..	..	..	..	..	..	..	..	1,671 19 0
Selby	3,201	253 15 7	10 6 2	2 2 11	3	40	2 5 8	..	..	..	..	..	..	..	..	..	..	..	..	268 10 4
Tank's Siding	3	0 2 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 2 0

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
<i>Section No. 125—continued.</i>																	
<i>GEMBROOK LINE—continued.</i>																	
Aura	1,862	118 14 7	17 6 8	0 18 9	494	253	194 10 1	6	1	..	..	..	..	1	..	331 10 1
Clematis	2,010	190 2 3	12 2 4	0 10 0	184	154	81 18 5	..	..	..	..	5	..	1	..	284 13 0
Emerald	4,932	528 0 8	108 17 11	0 11 4	418	1,758	349 16 7	3	2	..	..	..	19	14	..	987 6 6
Nobelius' Siding	203	24 13 6	33 3 1	..	109	40	244 4 11	..	..	..	..	..	..	..	..	302 1 6
Wright	227	28 6 2	..	..	..	..	..	..	..	..	..	..	..	..	..	28 6 2
Cockatoo	3,795	484 1 4	150 13 10	3 15 10	743	830	318 13 3	1	..	..	..	..	1	..	..	957 4 3
Fielder	258	18 9 11	..	..	..	..	0 1 3	..	..	..	..	..	..	..	..	18 11 2
Gembrook	1,425	227 3 7	51 17 4	1 12 8	6,013	1,352	2,446 2 8	10	4	1	..	..	18	22	1	2,726 16 3
<i>Section No. 126.</i>																	
<i>WARBURTON LINE.</i>																	
Mount Evelyn	20,011	1,550 2 0	239 18 10	5 12 8	1,192	19,748	436 6 10	..	..	1	..	..	1	2	3	2,232 0 4
Wandin	10,837	872 8 3	956 4 2	1 0 1	3,064	5,014	1,085 4 7	..	..	3	..	..	2	2	6	2,614 17 1
Seville	3,368	353 14 1	117 7 0	0 6 0	2,062	1,108	503 0 4	..	..	..	1	..	37	16	1	974 7 5
Killara	650	87 16 9	21 13 7	0 4 6	627	441	215 2 10	15	..	1	..	..	18	14	1	324 17 8
Woori Yallock	3,480	368 7 5	66 4 1	0 16 3	1,093	1,950	634 12 10	24	81	2	..	1	33	25	3	1,070 0 7	
Launching Place	3,523	491 13 5	641 10 10	1 7 5	4,402	677	1,462 12 4	10	33	2	1	..	17	29	5	2,597 4 0	
Yarra Junction	10,567	1,533 10 5	137 13 0	8 13 9	31,855	2,476	11,018 3 2	..	..	1	..	..	33	9	8	12,698 0 4
Britannia .. .. .	..	..	..	..	5,774	127	2,815 7 9	..	..	1	..	..	..	..	..	2,815 7 9
Westburn	2,466	326 7 0	106 11 11	4 4 6	219	395	108 12 6	..	3	3	..	..	36	5	1	545 15 11
Millgrove	3,057	290 10 4	56 2 0	0 10 8	2,466	325	1,975 3 3	..	..	..	..	..	..	1	1	2,322 6 3
Warburton	11,810	2,415 16 5	234 17 1	4 1 2	1,088	7,831	1,219 9 6	12	1	5	12	..	21	23	4	3,874 4 2	
La La Extension .. .. .	..	..	..	..	25,949	188	9,202 5 7	..	..	..	..	..	..	..	..	9,202 5 7
<i>Section No. 127.</i>																	
<i>HEIDELBERG-ELTHAM LINE.</i>																	
Jolimont	243,248	3,043 5 8	40 1 2	0 2 4	..	..	..	..	..	..	..	..	..	..	..	3,083 9 2
West Richmond	766,641	9,962 1 5	488 12 8	0 14 9	..	..	..	..	..	..	..	..	..	..	..	10,451 8 10
North Richmond	736,753	10,973 15 9	492 0 2	2 5 3	..	1	..	..	..	..	..	..	..	..	..	11,468 1 2
Collingwood	657,823	9,259 19 2	427 11 2	1 16 4	..	..	0 1 0	..	..	..	..	..	..	..	..	9,689 7 8
Victoria Park	1,016,496	15,339 10 3	915 0 5	4 6 7	15,629	111,078	7,180 7 9	..	..	..	..	..	..	..	..	23,439 5 0
Clifton Hill	1,517,316	20,937 0 3	837 13 4	1 7 5	..	12	..	..	..	..	..	..	..	..	..	21,776 1 0
Westgarth	782,710	10,993 4 5	81 12 3	0 10 8	..	..	..	..	..	..	..	..	..	..	..	11,075 7 4
Dennis	970,346	14,346 13 9	80 12 3	1 3 7	..	3	..	..	..	..	..	..	..	..	..	14,928 9 7
Fairfield Park	1,730,428	27,617 19 6	156 9 2	2 12 1	1,595	42,396	2,801 14 10	..	..	..	..	..	..	..	..	30,578 15 7
Alphington	742,582	12,882 0 9	53 4 3	1 3 4	12,232	3,176	2,959 0 7	..	..	..	..	..	..	..	..	15,895 8 11

Darebin	409,924	8,268 10 11	38 7 4	0 8 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,307 6 4
Ivanhoe	1,127,581	23,343 6 4	138 4 4	6 7 8	21	5,937	25 6 5	..	..	..	..	..	..	..	..	..	..	..	23,513 4 9
Eaglemont	827,132	7,115 6 8	32 3 5	3 19 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,151 9 3
Heidelberg	760,186	16,925 17 2	161 13 6	13 17 8	276	16,702	351 10 11	..	22	8	..	..	..	..	..	..	..	..	17,452 19 3
Rosanna	121,389	2,545 9 2	14 16 5	0 1 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,560 6 9
Macleod	100,524	2,667 13 4	14 7 3	35 4 6	..	1	56 10 10	..	..	..	..	..	..	..	..	..	..	..	2,773 15 11
Mont Park .. .. .	..	..	..	..	46	4,012	82 2 6	..	..	..	..	..	..	..	..	..	..	..	82 2 6
Watsonia	51,406	1,232 3 11	10 17 9	2 11 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,245 13 6
Greensborough	215,926	5,839 19 7	93 3 8	47 6 1	89	1,416	89 8 1	..	6	8	..	7	2	7	..	..	..	..	6,069 17 5
Montmorency	122,795	2,900 14 0	13 4 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,913 18 6
Eltham	210,988	6,344 4 1	49 19 7	0 13 7	423	1,028	91 11 4	2	1	..	..	5	3	1	..	..	..	..	6,486 8 7

Section No. 128.

ELTHAM-HURSTBRIDGE LINE.

Diamond Creek	57,661	1,910 1 4	71 12 3	0 9 1	126	508	83 0 2	2	..	2	..	44	1	1	..	..	..	..	2,065 2 10
Wattle Glen	10,435	374 14 3	0 5 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	374 19 3
Hurstbridge	35,231	1,637 10 0	99 5 9	1 19 10	2,706	1,062	521 19 0	9	..	1	..	12	1	..	..	..	..	..	2,310 14 7

Section No. 129.

PORT MELBOURNE LINE.

Montague	300,670	4,063 2 3	140 9 5	0 3 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,203 15 4
North Port	639,268	9,410 13 1	76 4 4	1 4 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9,488 1 9
Grabam	898,073	11,711 7 10	101 3 1	1 2 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,313 13 3
Port Melbourne	312,165	4,852 9 4	109 1 5	0 10 7	131,902	233,888	39,885 17 11	..	..	18	..	6	1	21	..	..	..	..	44,797 19 3

Section No. 130.

ST. KILDA LINE.

South Melbourne	1,073,052	13,854 10 11	841 11 2	2 0 10	..	9	..	..	..	..	..	..	..	..	..	..	..	..	14,698 2 11
Albert Park	2,098,501	25,441 15 1	295 14 7	2 6 10	..	5	..	..	..	..	..	..	..	..	..	..	..	..	25,739 16 6
Middle Park	1,827,080	19,755 18 2	132 1 4	0 7 0	..	1	..	..	..	..	..	..	..	..	..	..	..	..	19,888 6 6
St. Kilda	4,052,234	49,987 1 6	464 16 5	2 9 8	37	16,016	51 9 0	..	..	..	..	..	..	..	..	..	..	..	50,505 16 7

Section No. 131.

BRIGHTON-SANDRINGHAM LINE.

Richmond	1,747,691	28,300 19 2	1,813 7 1	4 7 0	..	2	..	..	..	..	..	..	..	..	..	..	..	..	30,118 13 3
South Yarra	1,824,527	26,603 2 10	1,371 8 9	5 11 11	..	5	..	..	..	..	..	..	..	..	..	..	..	..	27,980 3 6
Prahran	1,220,238	17,550 2 10	1,624 7 11	1 12 8	..	3	..	..	..	..	..	..	..	..	..	..	..	..	19,176 3 5
Windsor	1,471,829	20,980 19 2	408 13 10	2 4 9	1,110	47,811	1,375 6 11	..	..	..	..	..	..	..	..	..	..	..	22,967 4 8
Palaeclava	1,904,043	31,176 18 8	299 10 5	4 2 10	..	6	..	..	..	..	..	..	..	..	..	..	..	..	31,480 11 11
Ripponlea	1,227,170	21,438 16 3	168 15 10	2 10 4	..	2	..	..	..	..	..	..	..	..	..	..	..	..	21,610 2 5
Elsternwick	2,639,565	47,655 16 0	521 10 6	4 14 2	259	22,928	462 9 3	..	..	..	..	..	..	..	..	..	..	..	48,644 9 11
Gardenvale	1,540,135	30,195 15 9	189 7 0	3 15 11	..	5	..	..	..	..	..	..	..	..	..	..	..	..	30,358 18 8
North Brighton	1,816,343	38,196 0 0	322 3 6	4 0 8	498	33,907	846 16 11	..	..	..	..	..	..	..	..	..	..	..	39,369 1 1
Middle Brighton	1,359,430	29,433 5 0	557 15 8	2 13 7	248	20,772	132 12 7	..	..	..	..	..	..	..	..	..	..	..	30,126 6 10
Brighton Beach	816,302	18,860 18 11	79 8 0	1 2 8	..	2	..	..	..	..	..	..	..	..	..	..	..	..	18,941 9 7
Hampton	1,628,967	37,810 6 7	229 6 4	2 6 11	..	6	..	..	..	..	..	..	..	..	..	..	..	..	38,041 19 10
Sandringham	1,987,893	50,280 10 3	303 18 10	3 16 1	386	32,267	372 9 3	..	..	..	..	..	..	..	..	..	..	..	50,960 14 5

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.																	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.																					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.																					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.																		
VARIOUS.		£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.												
Subsidy from Treasury Account, 10 per cent. reduction in Agricultural Produce rates .. .. .	..	..	..	..	..	..	..	143,611	16	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	143,611	16	0				
Road Motor Coach Services	611,064	7,230	5	10½	41	16	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14,991	14	4½	
Traffic derived from South Australian Stations	55,366	91,021	10	7	12,552	16	6	858	7	8	61,205	37,776	95,614	9	3	..	..	..	..	..	..	..	..	..	..	..	..	..	200,047	4	0
Traffic derived from New South Wales Stations	141,006	141,049	4	4	19,067	8	0	1,393	8	10	55,023	160,509	89,408	5	6	..	..	..	..	..	..	..	..	..	..	..	..	..	250,918	6	8
Traffic derived from Queensland Stations	6,821	5,647	16	5	436	9	3	1	4	4	14,866	3,873	11,887	16	4	..	..	..	..	..	..	..	..	..	..	..	..	..	17,973	6	4
Traffic derived from Commonwealth Stations	5,351	4,110	5	5	412	18	3	2	17	9	264	1,515	953	15	7	..	..	..	..	..	..	..	..	..	..	..	..	..	5,479	17	0
Traffic derived from Western Australian Stations	6,341	9,290	12	8	271	17	10	3	12	6	4	309	38	17	3	..	..	..	..	..	..	..	..	..	..	..	..	..	9,605	0	3
Traffic derived from Tasmania	487	536	4	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	536	4	7
Steamer	32,150	772	14	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	772	14	4
Thos. Cook and Son to New South Wales, South Australia, &c.	720	816	0	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	816	0	9
Totals	157,759,594	4,923,164	6	0½	472,906	16	11½	34,749	7	2	6,870,166	6,823,607	5,726,366	0	11	94,007	31,373	9,838	5,842	94,597	37,097	9,171	5,042	..	..	..	..	..	11,157,186	11	1
Adjustments Account—unallotted Credit Notes, &c.	29,459	86,035	16	8½	2,787	11	4	609	18	10	..	..	94,619	3	4	..	..	..	..	..	..	..	..	..	..	..	..	..	184,052	10	2½
Less Goods and Live Stock in transit in June, not brought to account until July, when delivery was effected	46,559	..	24,844	12	0	24,844	12	0	
	157,780,135	4,837,128	9	4	470,119	5	7½	34,139	8	4	6,870,166	6,823,607	5,681,746	17	7	94,007	31,373	9,838	5,842	94,597	37,097	9,171	5,042	..	..	..	..	..	10,973,134	0	10½
	157,780,135	4,837,128	9	4	470,119	5	7½	34,139	8	4	6,823,607	6,823,607	5,606,902	5	7	94,007	31,373	9,838	5,842	94,597	37,097	9,171	5,042	..	..	..	..	..	10,948,289	8	10½
Mails	94,233	18	8	
Telegraph	1,045	0	0	
Power	34,541	19	8
Rentals	159,161	5	3
Miscellaneous	10,941	17	6½
Dining Car Service	26,774	17	11
Refreshment Room Service	404,033	6	4
Advertising	57,579	17	11
Bookstalls	77,199	5	5
GRAND TOTAL, RAILWAYS	157,780,135	4,837,128	9	4	470,119	5	7½	34,139	8	4	6,823,607	6,823,607	5,606,902	5	7	94,007	31,373	9,838	5,842	94,597	37,097	9,171	5,042	11,813,800	17	7	
St. Kilda and Brighton Electric Tramway	5,197,617	53,963	7	0
Sandringham and Beaumaris Electric Tramway	1,543,830	14,302	11	3½
GRAND TOTALS	164,471,582	4,837,128	9	4	470,119	5	7½	34,139	8	4	6,823,607	6,823,607	5,606,902	5	7	94,007	31,373	9,838	5,842	94,597	37,097	9,171	5,042	11,882,066	15	10½	

* Station open for only portion of the year.

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DIAGRAM N^o 1 AVERAGE MILEAGE OPERATED

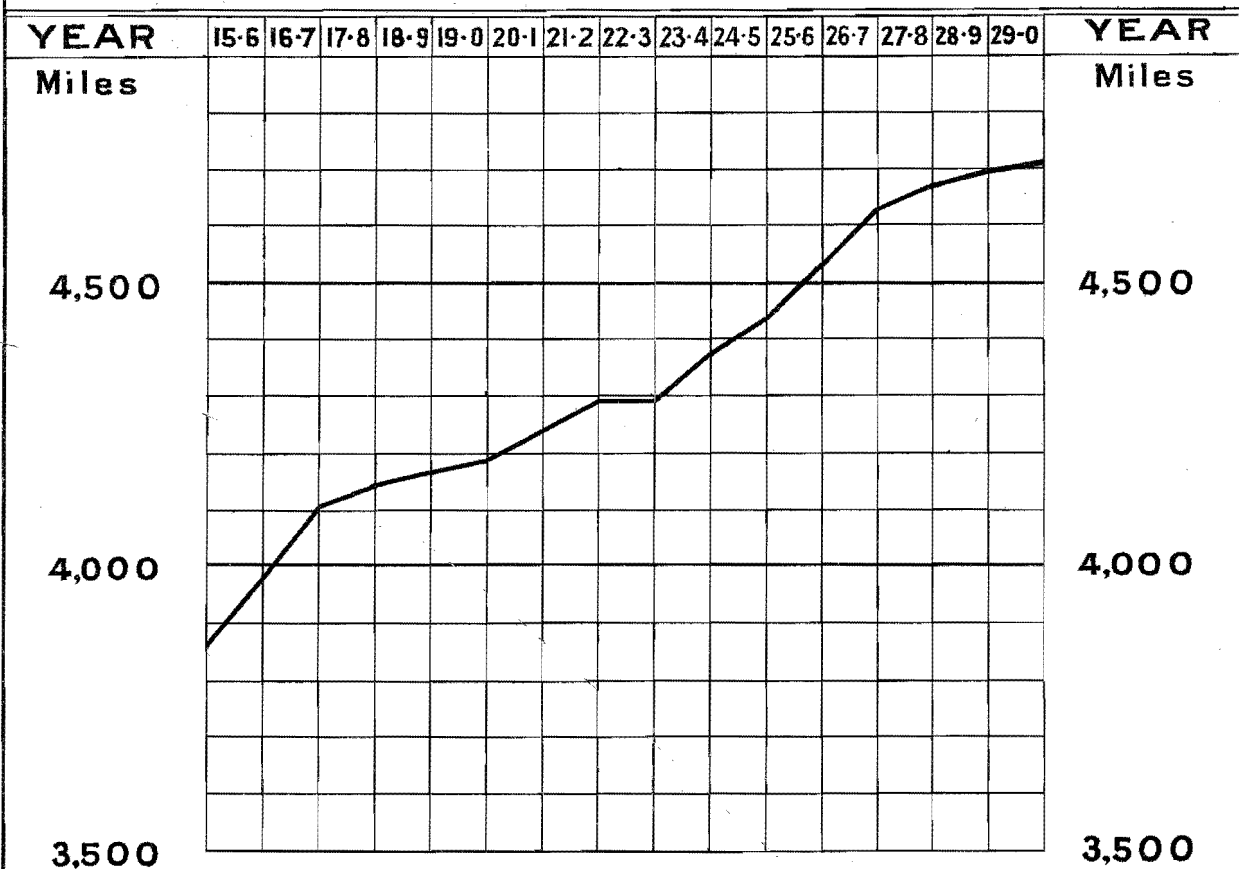


DIAGRAM N^o 2 AVERAGE COST OF CONSTRUCTION PER MILE

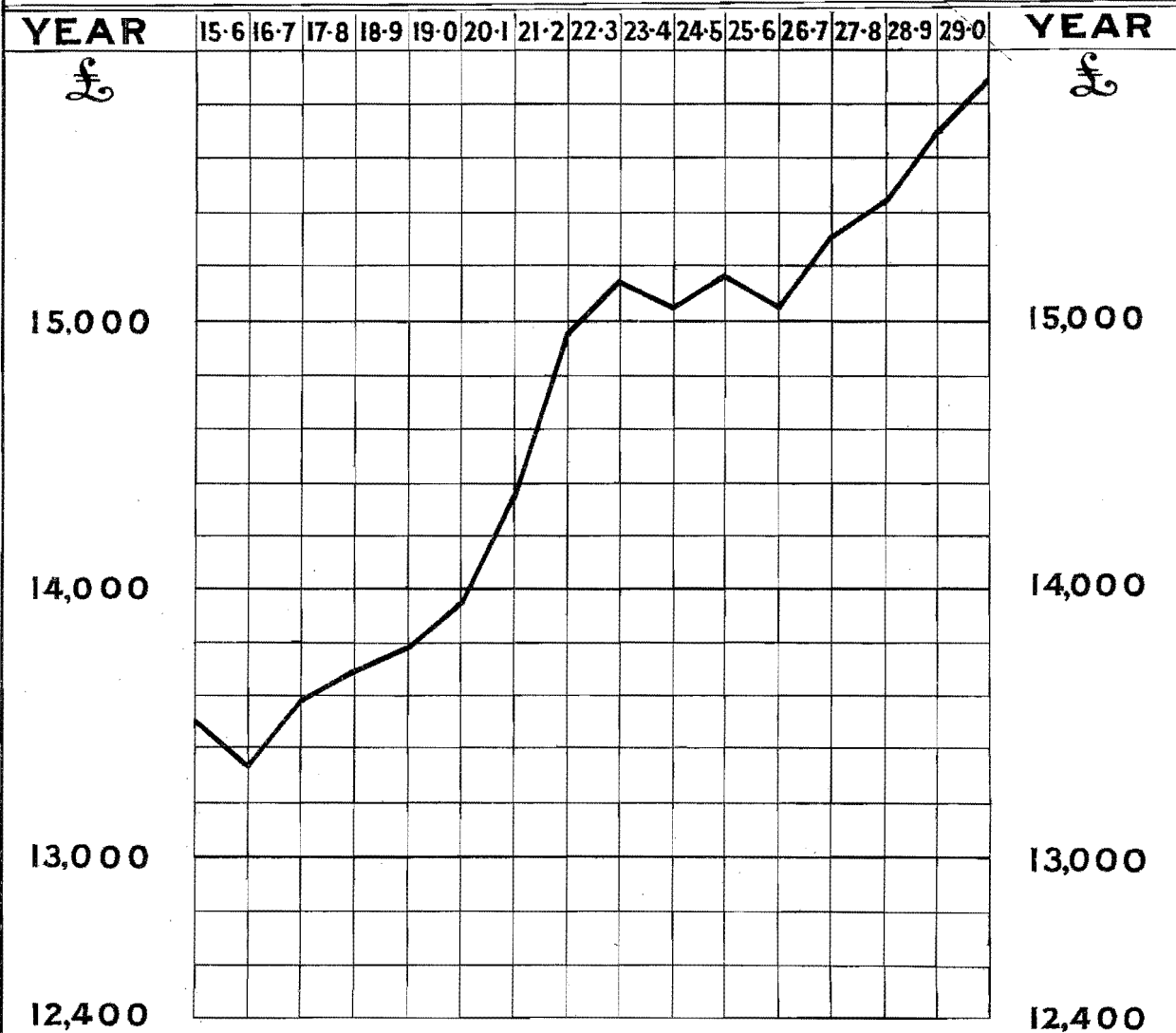


DIAGRAM N° 3

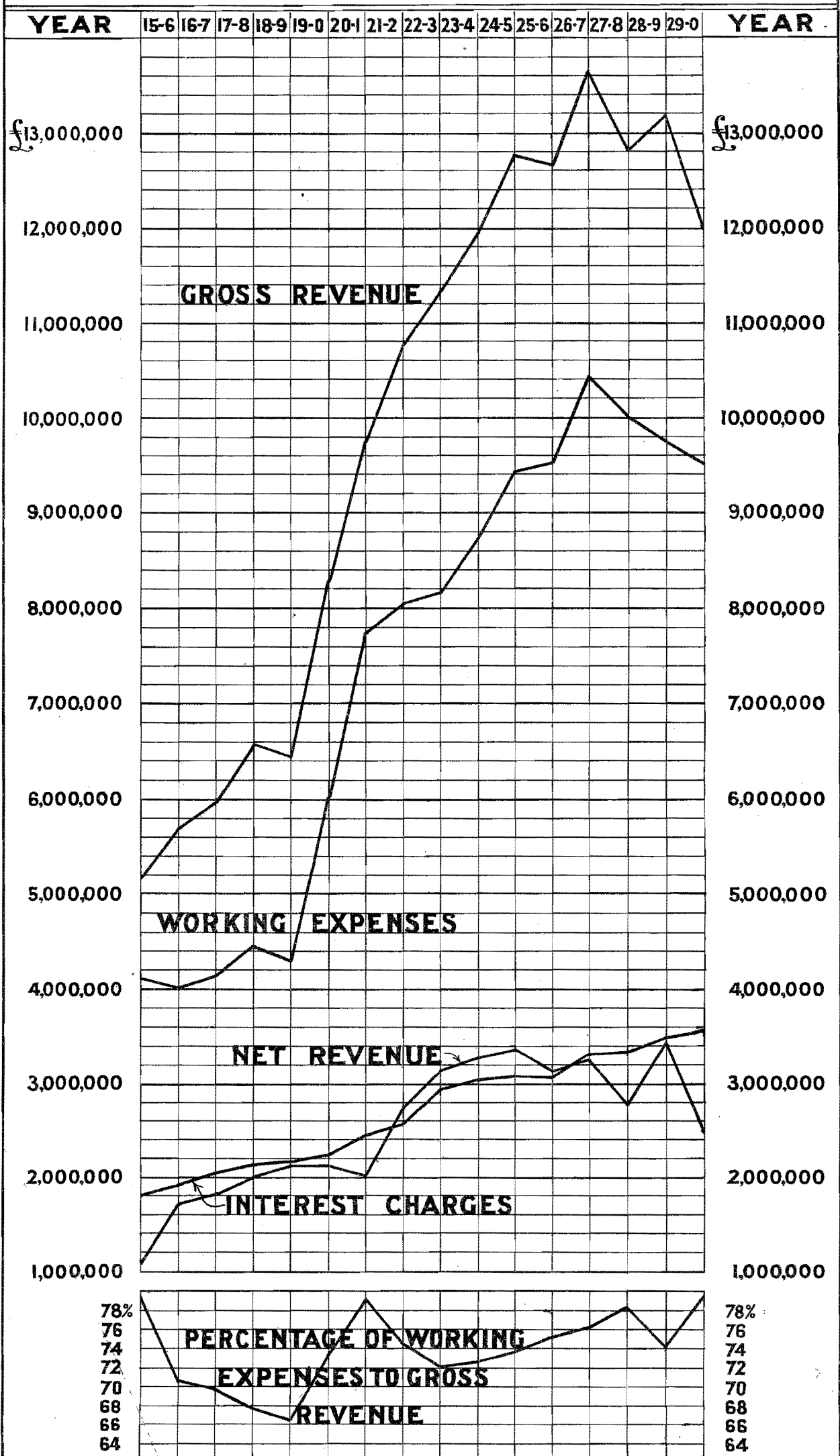


DIAGRAM N° 4

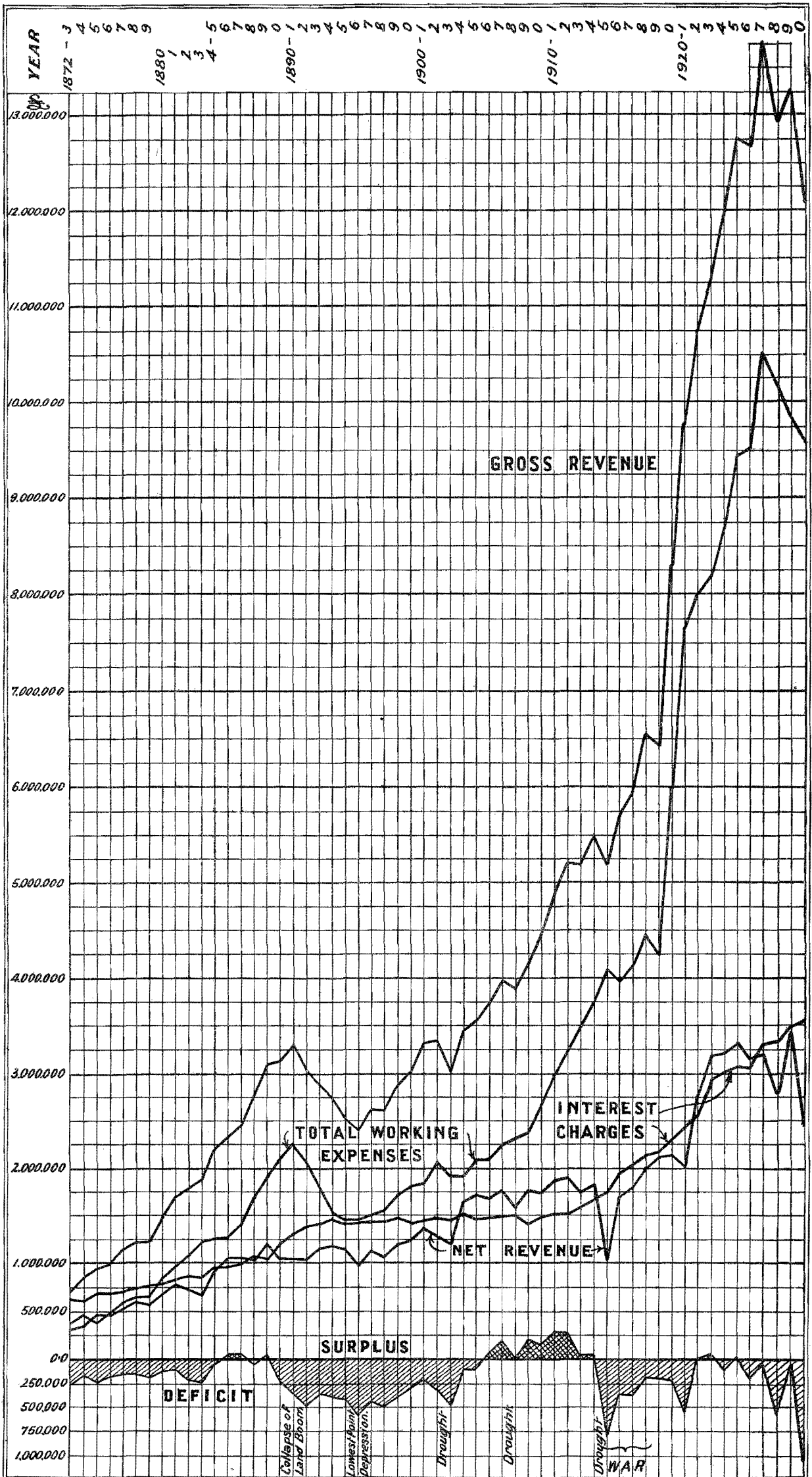
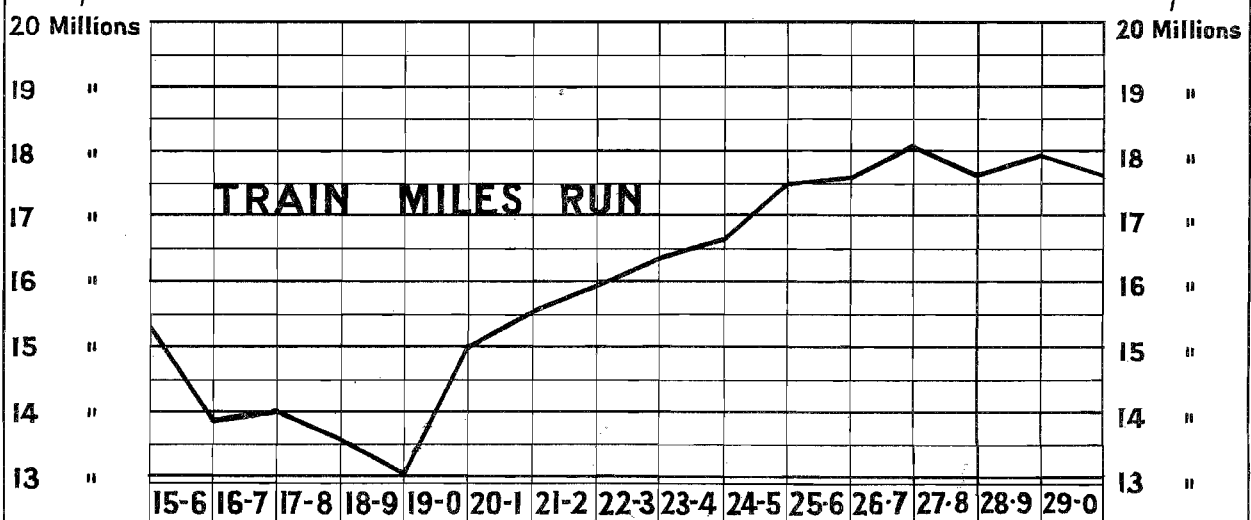
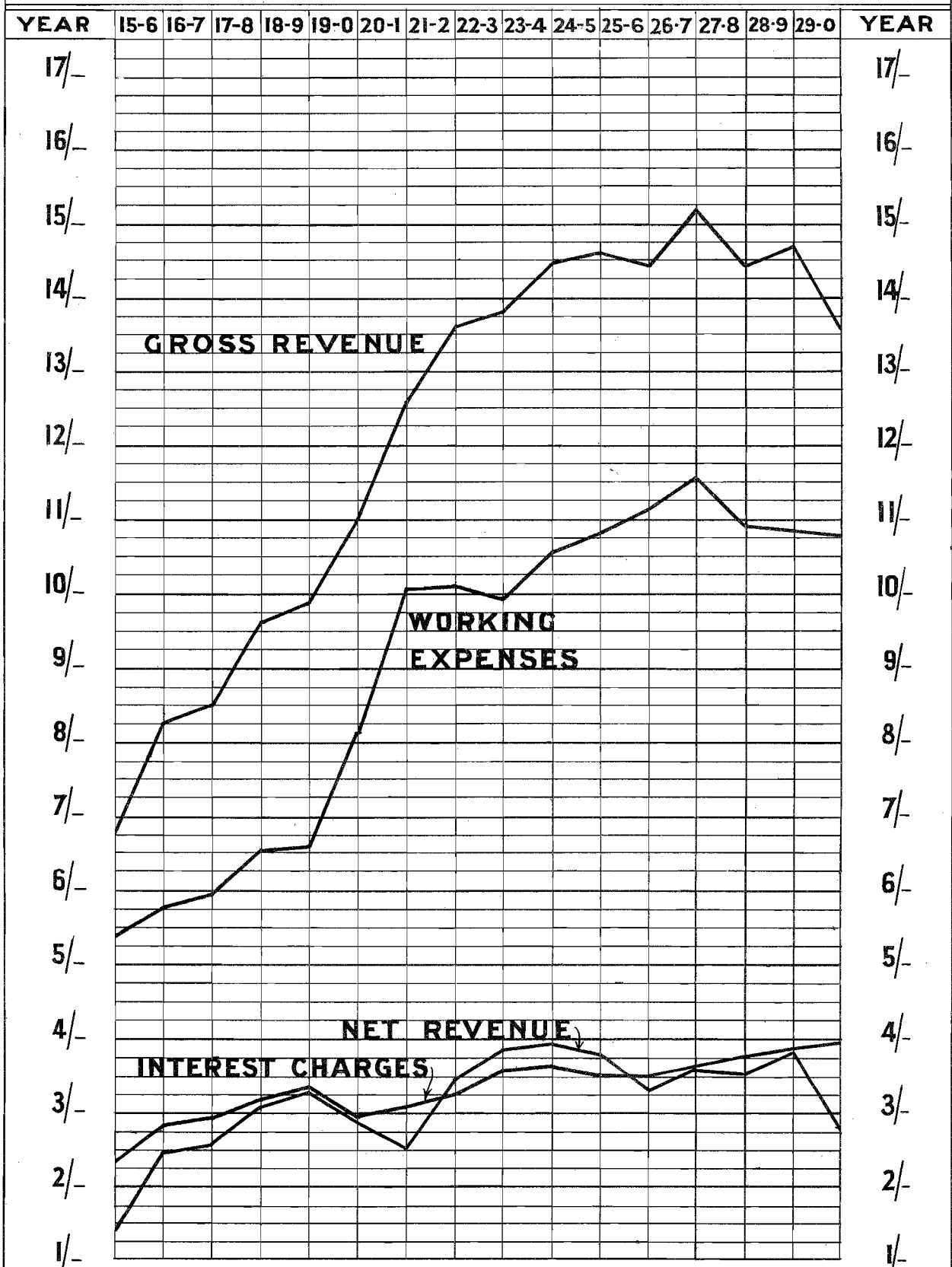
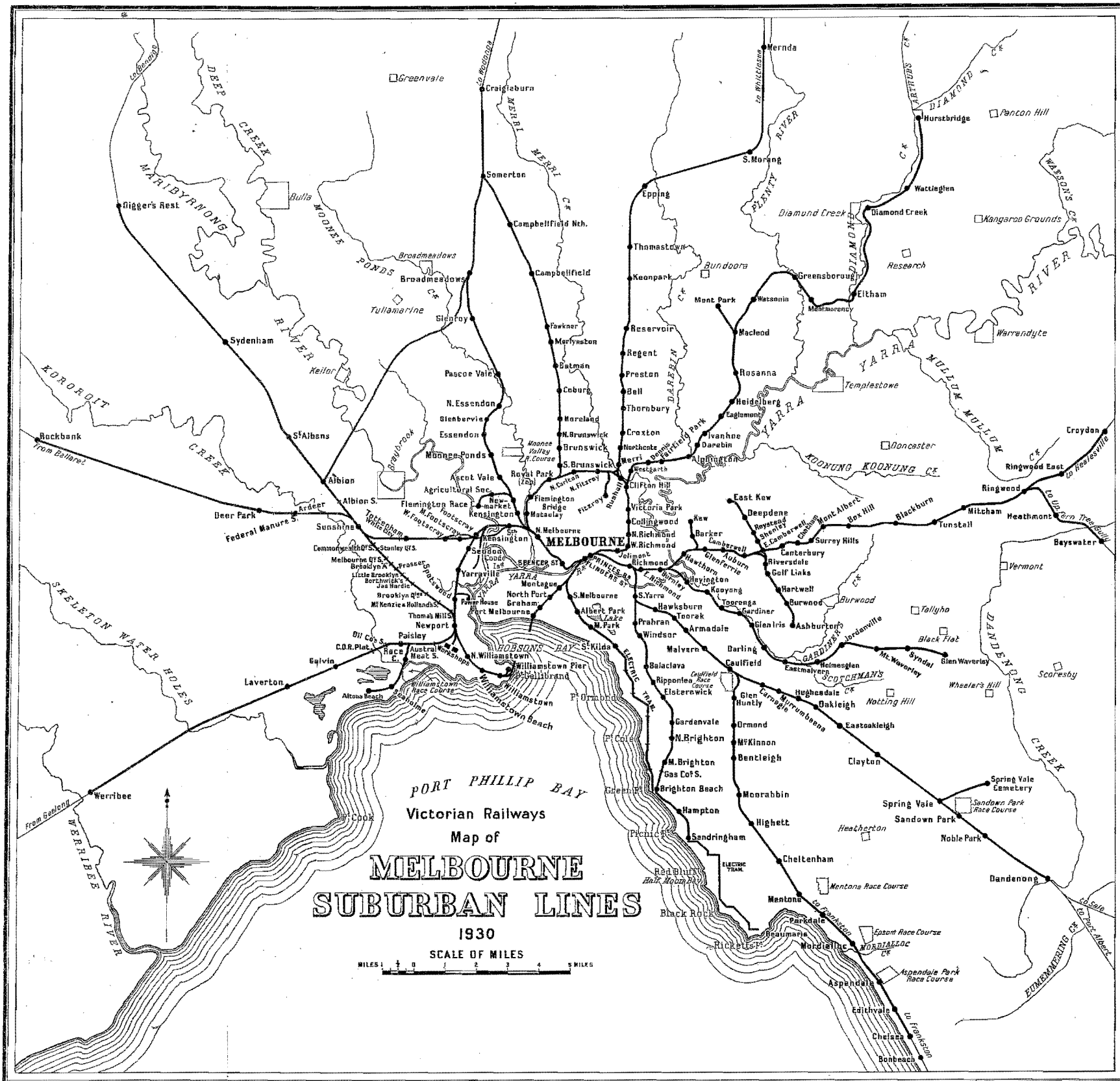
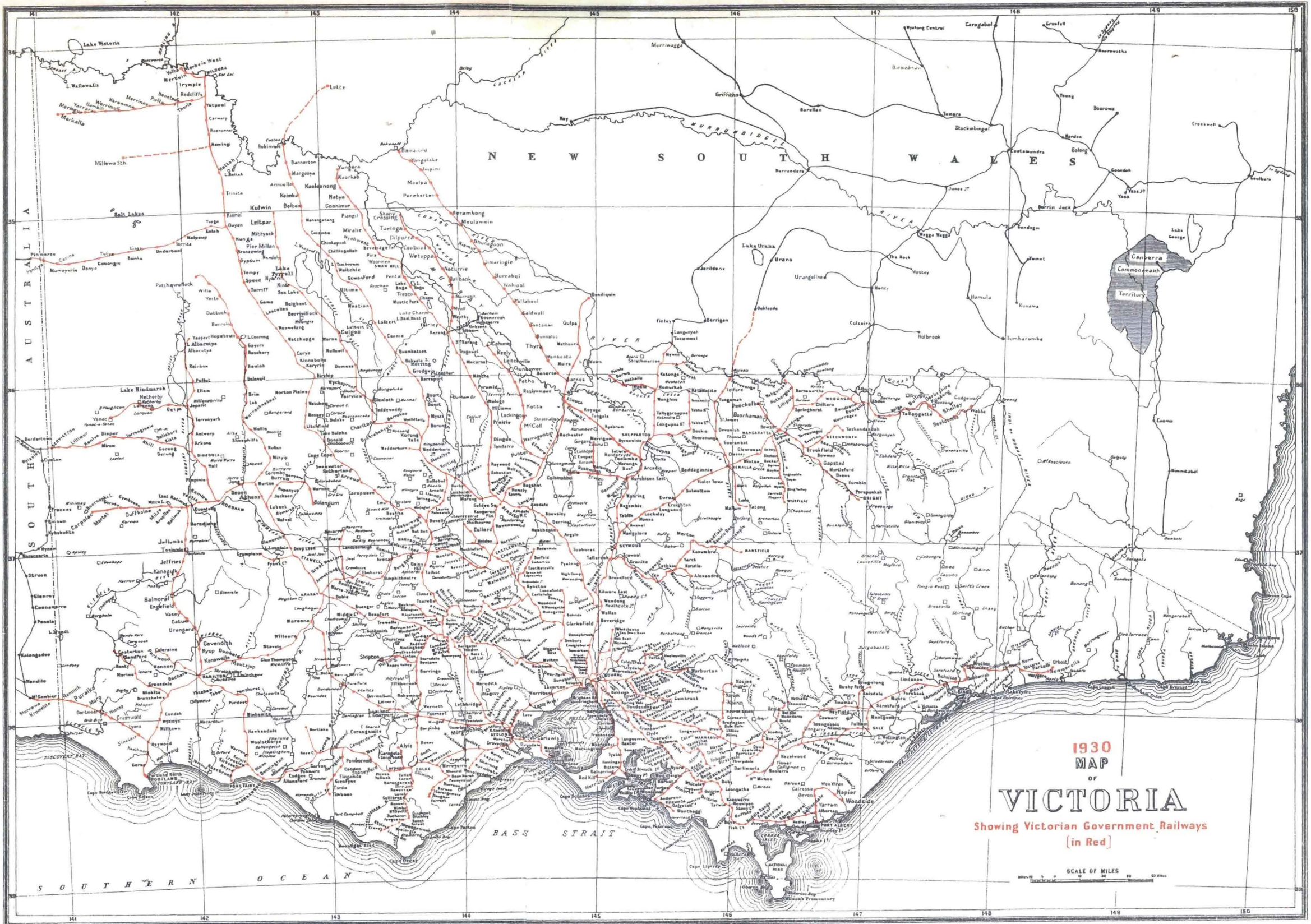


DIAGRAM N° 6

PER TRAIN MILE RUN







1930
MAP
OF
VICTORIA

Showing Victorian Government Railways
(in Red)

SCALE OF MILES
0 10 20 30 40 50