

1934.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1934.

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, 1934.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 27th August, 1934.

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, 1934.

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

	Railways.			Electric Tramways.			Road Motor Public Services.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—												
Earnings	9,040,686	16	9	53,353	18	4	19,389	12	7	9,113,430	7	8
Amount received in respect of the loss resulting from the working of certain lines of railway, <i>vide</i> page 10 ..	134,424	0	0	2,012	0	0	..			136,436	0	0
TOTAL REVENUE ..	9,175,110	16	9	55,365	18	4	19,389	12	7	9,249,866	7	8
WORKING EXPENSES ..	6,627,514	11	10	36,063	5	1	19,316	8	11	6,682,894	5	10
Less charged to Unemployment Relief Funds, <i>vide</i> page 7	251,103	8	9	..			..			251,103	8	9
WORKING EXPENSES CHARGED TO RAILWAY REVENUE ..	6,376,411	3	1	36,063	5	1	19,316	8	11	6,431,790	17	1
NET REVENUE ..	2,798,699	13	8	19,302	13	3	73	3	8	2,818,075	10	7
INTEREST CHARGES and EXPENSES ..	3,181,735	14	10	14,270	13	3	904	0	2	3,196,910	8	3
DEFICIT before providing for Exchange on Interest Payments and Redemption ..	383,036	1	2	5,032	0	0	830	16	6	378,834	17	8
Exchange on Interest Payments and Redemption	354,334	11	4	1,838	2	10	111	14	8	356,284	8	10
DEFICIT	£737,370	12	6	£3,193	17	2	£942	11	2	£735,119	6	6

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

—	Year 1933-34.			Year 1932-33.			Increase (+) or Decrease (-) in 1933-34.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways—Earnings	9,040,686	16	9	9,310,332	15	6	— 269,645	18	9
„ Amount received in respect of the loss resulting from the working of certain lines of railway, <i>vide</i> page 10	134,424	0	0	124,288	0	0	+ 10,136	0	0
„ Guarantees in respect of losses on certain lines .. .. .	..			11,500	0	0	— 11,500	0	0
	9,175,110	16	9	9,446,120	15	6	— 271,009	18	9
Electric Tramways	53,353	18	4	52,863	1	1	+ 490	17	3
Amount received in respect of the loss resulting from the working of the Black Rock to Beaumaris Electric Tramway, <i>vide</i> page 10	2,012	0	0	2,026	0	0	— 14	0	0
	55,365	18	4	54,889	1	1	+ 476	17	3
Road Motor Public Services	19,389	12	7	19,860	0	4	— 470	7	9
Total	9,249,866	7	8	9,520,869	16	11	— 271,003	9	3
Working Expenses—									
Railways	6,627,514	11	10	6,583,171	16	5	+ 44,342	15	5
Less charged to Unemployment Relief Funds, <i>vide</i> page 7	251,103	8	9	69,135	4	9	+ 181,968	4	0
	6,376,411	3	1	6,514,036	11	8	— 137,625	8	7
Electric Tramways	36,063	5	1	38,467	14	3	— 2,404	9	2
Road Motor Public Services	19,316	8	11	20,284	8	8	— 967	19	9
Total	6,431,790	17	1	6,572,788	14	7	— 140,997	17	6
Net Revenue	2,818,075	10	7	2,948,081	2	4	— 130,005	11	9
Interest Charges and Expenses	3,196,910	8	3	3,239,010	6	2	— 42,099	17	11
DEFICIT before providing for Exchange on Interest Payments and Redemption	378,834	17	8	290,929	3	10	+ 87,905	13	10
Exchange on Interest Payments and Redemption	356,284	8	10	404,867	1	2	— 48,582	12	4
Deficit	£735,119	6	6	£695,796	5	0	+ £39,323	1	6

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

	Year 1933-1934.	Year 1932-1933.	Year 1931-1932.	Year 1930-1931.
Average Mileage of Railways operated	4,721	4,721	4,720	4,710
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,246,945	2,243,424	2,191,907	2,334,350
" " Rail Motors	789,307	794,475	802,090	809,510
" Suburban	6,893,862	6,887,608	6,933,794	7,120,459
" " Rail Motors	35,224	29,491	27,937	35,626
Mixed	1,188,113	1,171,575	1,156,485	1,532,043
Goods (including Live Stock)	4,158,010	4,194,825	4,251,503	4,113,327
Total	15,311,461(a)	15,321,398(a)	15,363,776	15,945,315
Number of Passenger Journeys { Country	5,072,729	5,291,679	5,142,078	5,906,293
Suburban	126,294,486	124,898,334	120,848,507	128,748,927
Tonnage of Goods	5,272,190	5,760,572	5,682,312	5,557,176
Tonnage of Live Stock	586,187	483,774	503,769	542,134
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,312,203	£ 1,382,695	£ 1,382,121	£ 1,579,790
" Suburban	2,190,310	2,178,893	2,131,983	2,310,814
Parcels, &c.	322,693	322,057	336,198	375,798
Horses, Carriages, and Dogs	15,261	16,656	21,098	26,539
Mails	64,196	68,570	74,653	85,221
Total	3,904,663	3,968,871	3,946,053	4,378,162
Goods, &c., Business.				
Goods	3,829,675	4,114,451	4,182,815	4,154,965
Live Stock	675,450	590,691	550,461	572,658
Minerals	66,913	68,557	72,462	90,185
Total	4,572,038	4,773,699	4,805,738	4,817,808
Other Services.				
Dining Car Services	11,013	10,832	10,757	12,627
Refreshment Services	286,062	279,469	265,539	305,174
Advertising	40,865	41,798	42,423	55,425
Bookstalls	57,922	58,021	57,348	63,972
Total	395,862	390,120	376,067	437,198
Electrical Power	27,761	28,595	27,394	43,840
Rentals	131,185	130,000	139,989	149,865
Miscellaneous	9,178	19,048	15,710	10,122
Amount received in respect of the loss resulting from the working of certain lines of railway, &c. <i>Vide page 10</i>	134,424	124,288	139,429	158,508
Guarantees in respect of losses on certain lines .. .. .	..	11,500	3,924	12,855
Total	9,175,111	9,446,121	9,454,304	10,008,358
Per mile of Railway worked	1,943	2,001	2,003	2,125
Per traffic train mile	11s. 11.82d.	12s. 3.97d.	12s. 3.69d.	12s. 6.64d.
WORKING EXPENSES.				
Transportation Branch	£ 1,647,182	£ 1,628,237	£ 1,690,542	£ 2,026,918
Way and Works Branch	1,564,771	1,464,041	1,110,987	1,406,435
Rolling-Stock Branch—Operating Expenses	965,480	988,674	1,066,778	1,293,150
" " Repairs and Renewals	1,091,226	1,142,974	1,093,374	1,297,031
" " Payments in respect of accrued depreciation on Rolling-Stock and of Rolling-Stock withdrawn from service	100,000	100,000	100,000	250,000
Electrical Engineering Branch	187,369	192,941	187,805	273,682
Miscellaneous Operations	321,579	313,993	305,561	302,222
Stores Branch	87,361	85,389	88,636	110,810
General Expenses	165,575	166,023	168,571	197,544
Payment into Railway Accident and Fire Insurance Fund	19,775	28,284	18,926	26,603
Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge .. .. .	..	..	..	16,667
TOTAL WORKING EXPENSES (exclusive of Superannuation, Pensions, &c.)	6,150,618	6,110,556	5,831,180	7,261,062
Per mile of Railway worked	1,303	1,294	1,235	1,542
Per traffic train mile	8s. 0.41d.	7s. 11.72d.	7s. 7.09d.	9s. 1.29d.
Superannuation and Pensions	424,056	417,651	424,602	425,334
Border Railways Adjustment	52,841	54,965	84,760	20,998
Total Working Expenses	6,627,515(b)	6,583,172(b)	6,340,542	7,707,394
Per mile of Railway worked	1,404	1,394	1,343	1,636
Per traffic train mile	8s. 7.88d.	8s. 7.12d.	8s. 3.05d.	9s. 8.01d.
Less Expenditure charged to Unemployment Relief Funds, <i>vide page 7</i>	251,104	69,135	..	12,250
WORKING EXPENSES charged against Railway Revenue	6,376,411	6,514,037	6,340,542	7,695,144
Percentage to Gross Revenue	69.50	68.96	67.06	76.89
Net Revenue	2,798,700	2,932,084	3,113,762	2,313,214
Per mile of Railway worked	593	621	660	491
Per traffic train mile	3s. 7.87d.	3s. 9.93d.	4s. 0.64d.	2s. 10.82d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

Finance.

Since 1928-29 the trend of revenue has continued progressively in a downward direction. The revenue for the year under review (£9,249,866) was £271,003 less than for the preceding year, and was the lowest return since 1919-20, when fares and freight rates were appreciably lower than they now are.

Working expenses, amounting to £6,431,791, were (with the exception of 1931-32) also the lowest since 1919-20, and represent a decrease of £140,998 compared with last year. In addition, there was a reduction of £90,682 in interest charges and exchange. The sum of these decreases, however, was less by £39,323 than the decline in revenue, so that the deficit was increased by that amount to £735,119.

The continuance of the drift in revenue is largely due to low prices for primary products, diminished purchasing power in the country, and to unregulated road services operating throughout the State. The last named aspect is referred to in the paragraph "Road Motor Competition".

Every practicable step open to us has been taken to arrest the decline in revenue. Pending the deliberations of the Transport Regulation Board, and in order to stem the drift, we were obliged to continue, and indeed to extend, the system of freight contracts at much reduced rates for the carriage of higher class goods to a large number of localities. By this means we succeeded either in retaining or regaining much of the traffic that would otherwise have been diverted from the railways.

Substantial reductions in fares made during the Easter holidays, with a view to attracting better patronage, resulted in an increase in the number of passengers, which, however, was not sufficient to bring the revenue up to that of the previous Easter period. Nevertheless, it is considered that the experiment was responsible for the retention of traffic which in other circumstances would have been lost to the railway, and it is our intention to repeat it.

The reduction of 25 per cent. made in the freights upon wool from 1st July, 1933, at the direction of the Government, whilst of benefit to the producers, did not, unfortunately, have the effect of securing more traffic, as a lesser percentage of the wool clip was hauled by the railways in 1933-34 than in the preceding year. A similar reduction was made in live stock freights, by direction of the Government, as from 7th September, 1933. This also, whilst benefiting the producer, did not create new business and was not of any advantage to railway revenue.

The decrease of £140,998 in working expenses was secured notwithstanding that awards of the Arbitration Court and Railways Classification Board increased the wages of the staff by approximately £60,000. But for this increase in wages, the net results of operation for the year would have been an improvement upon those of the previous year to the extent of £21,000, despite the decrease of £271,003 in revenue.

We desire to emphasize that this result was achieved only by the exercise of a rigid curtailment of expenditure in every direction, including the deferment of maintenance work at the expense of future years. Consequent upon the depression, the natural and economical practice of so maintaining the property from year to year as to ensure long-term physical stability without violent financial fluctuations, has been necessarily modified by reduced earning capacity and by the limited means at our disposal. It is inevitable that the ultimate cost of deferred maintenance should substantially exceed that of working to a consistent policy, and whilst there is no suggestion that deferments have been so applied as to impair safety of operation, the allocation of additional amounts to maintenance in the near future is the only alternative to a lowering in the standard of railway service.

Funds made available by the Government in connexion with unemployment relief schemes, however, have enabled us to put in hand a number of very desirable betterment and rehabilitation works (described in more detail under the heading "Way and Works Branch") which otherwise could not have been undertaken.

It is again necessary to draw attention to the inadequate provision made for depreciation accruing during the year. The annual amount of such depreciation was estimated by a Special Committee of Inquiry at £630,000, of which only £151,000 was provided for in the year's operations, leaving approximately £479,000 which will have to be met in the future.

To exemplify the position in respect of rolling-stock, we quote hereunder the average ages of the different broad divisions of stock at various dates from 1919 onwards, which indicate clearly the extent to which depreciation is accruing:—

Class of Stock.	Number on Register.	At 30th June.	Average Age (Years).
Locomotives	787	1919	17
	661	1928	18.2
	638	1933	21.68
	607	1934	22.19
Trucks	19,481	1919	17.8
	19,946	1928	24.3
	20,622	1933	27.75
	20,621	1934	28.29
Cars	1,663	1919	20.9
	1,934	1928	22.7
	1,857	1933	25.4
	1,840	1934	26.2
Vans and sundries ..	911	1919	19.7
	980	1928	25.7
	996	1933	27.1
	991	1934	27.2

Attention is directed to the fact that there is included in the balance-sheet a liability under the head "National Recovery Loan Fund" in respect of a sum of £320,238 which was expended on the property on works connected with the relief of unemployment, the cost of which works, had they been carried out under normal conditions, would have been charged to working expenses. This amount should not be confused with normal maintenance, but represents in principle the cost of dismantling and restoring the equivalent of the asset which is affected in the course of betterment works.

No new or additional asset was obtained from this expenditure, of which £69,135 was incurred in 1932-33 and £251,103 in 1933-34. It merely provided for the replacement of previously existing assets.

Having in view this fact we submit that steps should be taken, at the earliest possible moment, to remove from the balance-sheet the items in question, and in this connexion we invite attention to the fact that the report of the Special Committee appointed by the Honorable the Minister of Railways in 1932, embodied a recommendation that other amounts which are not represented by assets should be transferred from the railway capital account, viz. :—

	Amount shown by Committee in April, 1933.	Amount as at 30th June, 1934.
	£	£
Expenditure upon closed lines	423,572	423,271
Surveys for lines not constructed	409,777	412,439
Balance of cost of piers transferred to Melbourne Harbour Trust and assets abandoned, but not written off	58,668	50,825
Estimated amount charged to Capital Account in respect of other assets no longer existent	2,685,000	2,685,000
Discounts and floating charges on loans (less premiums)	3,070,432	3,318,224
Total	£6,647,449	£6,889,759

It will be remembered that the Special Committee recommended that a total sum of £29,623,032 (including the above amount of £6,647,449) should be so transferred, and such action, which is closely associated with the question of making proper provision for depreciation, is essential if railway performance is to be judged by financial results.

Until the economic position of the State has been re-established, or a large percentage of the traffic lost to the road has been regained, we regret that we can see no means of avoiding a substantial deficit in the railway finances. Working expenses have been greatly reduced—to the extent of £3,838,000 (or 36 per cent.) in 1933-34 by comparison with the peak year (1926-27) and have been curtailed beyond the point necessary to provide for the future maintenance of the standard of service which is not only desirable for the convenience of patrons, but essential if competition is to be successfully resisted.

Gross Revenue of the Railways.

The gross revenue of the railways (exclusive of the electric tramways and the road motor public services) amounted to £9,175,111, or £271,010 (equivalent to 2.9 per cent.) less than that of the preceding year, viz., £9,446,121. 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 ... ..	...	...	70,492	5.10
Suburban	11,417	.52	...	...
Dining Car Services	181	1.67	...	...
Refreshment Services	6,593	2.36	...	...
Advertising ... ..	...	...	933	2.23
Bookstalls ... ..	...	...	99	.17
Parcels, &c.	636	.20	...	...
Horses, Carriages, and Dogs ... ..	...	...	1,395	8.38
Mails ... ..	...	...	4,374	6.38
Goods ... ..	...	...	284,776	6.92
Live Stock	84,759	14.35	...	...
Minerals ... ..	...	...	1,644	2.40
Electrical Power ... ..	...	...	834	2.92
Rentals	1,185	.91	...	...
Miscellaneous ... ..	...	...	9,870	51.82
Amount paid to the Department in respect of the loss resulting from the working of certain lines of railway, <i>vide</i> page 10	10,136	8.16	...	...
Guarantees in respect of losses on certain lines ... ..	...	...	11,500	100.00
Total	114,907	...	385,917	...
Net Decrease	£271,010			

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 11s. 11.82d., or 4.15d. less than that (12s. 3.97d.) 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, 1934:—

Year.	Revenue per traffic train mile.	
	s.	d.
1930-31	12	6.64
1931-32	12	3.69
1932-33	12	3.97
1933-34	11	11.82

Working Expenses of the Railways.

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

The percentage of working expenses to gross revenue (exclusive of electric tramways, road motor public services, superannuation, pensions, &c., and of expenditure charged to Unemployment Relief Funds) was 64.30, as compared with 63.96 in 1932-33, and 61.68 in 1931-32.

Reconciliation with Treasury Figures.

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

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

A reconciliation is embodied in Appendix No. 18.

South Australian Border Railways Adjustment Account.

Under the agreement which was made in 1912 between the Victorian and South Australian Governments—and which was ratified by Act No. 2424—in connexion with the construction of the lines from Murrayville to Pinnaroo, and from Malanganee to Mount Gambier, this State is obliged to pay to South Australia, in such manner as may be agreed upon, a capitalization on a 4 per cent. basis of the average annual profit made by Victoria “at the expense” of South Australia during the seven financial years ended 30th June, 1930. The annual “profit” made by one State at the expense of the other is the net railway revenue derived in one State from all traffic entering or leaving such State by way of the border lines, in excess of the net revenue (similarly calculated) derived by the other State.

Of the amount (£236,800) thus due to South Australia, the following instalments have been paid—

	£			
1930-31	..	..	..	20,000
1931-32	..	..	..	69,200
1932-33	..	..	..	49,200
1933-34	..	..	..	49,200
				£187,600

as well as interest to the extent of £15,560 in 1931-32, £5,765 in 1932-33 and £3,641 in 1933-34.

The balance still payable (excluding interest) is therefore £49,200.

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

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 providing a guarantee to pay to the Commissioners any sum by which, during the period of fifteen years following the opening of the line, the revenue in any year should be less than the amount—as fixed by the Act—required to cover working expenses and interest.

The guarantee—which has now expired—has been fully complied with and the capital cost of the line (less the estimated residual value of the materials in it) has been written off.

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

By legislation now embodied in section 102 of the *Railways Act* 1928, it is provided that any losses incurred in respect of the working of lines of railway constructed since 1896, or any increase of expenditure or decrease of revenue occasioned by a direction given by Parliament or the Governor in Council on a matter of policy, shall be notified in writing by the Commissioners to the Auditor-General, and, if certified by him, shall be provided by Parliament in the Annual Appropriation Act, and paid to the Commissioners.

The amounts for which credit 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 (vide pages 12, 13, and 14)	136,436
The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament ..	350
The loss incurred in connexion with the reduction of 10 per cent. in freight charges for certain classes of agricultural produce, &c., effective as from 1st October, 1924	153,176
The loss incurred in connexion with the reduction of 25 per cent. in freight charges for wool, effective as from 1st July, 1933 ..	49,307
The loss incurred in connexion with the reduction in freight charges for live stock, effective as from 7th September, 1933	155,607
Total	£494,876

Superannuation and Pensions.

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

	1933-34.	1932-33.	Decrease, 1933-34.	Increase, 1933-34.
	£	£	£	£
Payments under Superannuation Act operative as from 1st January, 1926	289,521	270,773	..	18,748
Pensions to retired employees who were in the Service on 1st November, 1883	134,906	147,199	12,293	..
Total superannuation and pensions	£424,427	£417,972	..	£6,455

Capital Expenditure.

The total amount (net) expended from the Capital Account on works and assets (i.e., excluding stores and materials) and charged against the loan proceeds at the 30th June, 1933, was ... £ 75,587,073 19 8
During the year 1933-34 additional charges as shown hereunder were made:—

	Gross Expenditure.			Credits.			Net Expenditure.		
	£	s.	d.	£	s.	d.	£	s.	d.
Construction of New Lines and Surveys	£6,598	3	1	..	..	..	6,598	3	1
Additions and Improvements to:—									
Way and Works	492,450	1	2	29,582	10	4	462,867	10	10
Rolling Stock ...	176,605	10	3	121,583	9	4	55,022	0	11
	<u>£675,653</u>	<u>14</u>	<u>6</u>	<u>£151,165</u>	<u>19</u>	<u>8</u>	<u>£524,487</u>	<u>14</u>	<u>10</u>

The net increase in the Capital Account during the year was ... 524,487 14 10

making the total capital expenditure at 30th June, 1934 ... £76,111,561 14 6

Loan Funds.

	£	s.	d.
At 30th June, 1933, the total liability in respect of current loans was	73,839,637	14	3
and during the year the liability was increased by discount and expenses on renewal loans to the extent of ..	215,050	10	0
making a gross total of	74,054,688	4	3
Less Securities purchased and cancelled from National Debt Sinking Fund	461,686	7	10
so that the total liability, at 30th June, 1934, in respect of current loans outstanding was	<u>£73,593,001</u>	<u>16</u>	<u>5</u>

Interest Account.

	£	s.	d.
The interest charges on current loans amounted to ...	3,187,595	15	3
In addition expenses were incurred by the Treasury in connexion with the payment of interest to the extent of	9,314	13	0
The debit for interest charges and expenses for the year 1933-34 was therefore	£3,196,910	8	3
which represents a decrease of £42,100 as compared with the debit for the previous year.			
Exchange on interest payments amounted to	356,284	8	10
The total of interest and exchange was thus	<u>£3,553,194</u>	<u>17</u>	<u>1</u>

Non-Interest Bearing Funds.

	£	s.	d.
At 30th June, 1933, the amount provided out of Consolidated Revenue and the National Recovery Loan for railway construction, equipment, stores, &c., on which interest is not charged, was	4,553,459	10	3
and further moneys were provided during the year out of Consolidated Revenue and the National Recovery Loan, as shown hereunder—			
Division 89 of the Appropriation Act	2,007	0	0
“Developmental Railways Account”	3	10	1
National Recovery Loan	378,873	0	3
The total amount as at 30th June, 1934 was therefore ...	<u>£4,934,343</u>	<u>0</u>	<u>7</u>

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

Lines Closed for Traffic. Railways.	Miles.	Approximate Capital Cost.
Dunkeld to Panshurst (dismantled) ...	15.87	.. £50,000
Canterbury Loop Line (dismantled) ...	0.21	} ... 109,623
Ashburton to Oakleigh (of which .05 miles have been dismantled) ...	2.34	
Fairfield Park (near—30 chs. 48 lks.) to East Kew (of which .68 miles have been dismantled) ...	2.18	
Darling to Waverley76		... 6,987
Lancefield to Kilmore (dismantled) ...	18.10	... 107,523
Geelong Race-course Line (dismantled) ...	1.96	... 5,301
Triholm to Strzelecki ...	5.49	... 110,755
	46.91	£390,189
Electric Tramways.		
Black Rock-Beaumaris (closed 1.9.31) ...	2.19	33,082
	49.10	£423,271
Surveys for lines not constructed ...	...	412,439
Total ...	...	£835,710

Non-Paying Lines.

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

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

The operation of the following non-paying lines for the twelve months ended 28th February, 1934, after the payment of working expenses and interest charges, resulted in a loss of £152,061. 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 £136,436, as shown hereunder:—

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th Feb- ruary, 1934.
	£
Alberton to Won Wron	4,052
Annuello to Robinvale	5,638
Bairnsdale to Orbost	29,236
Beeac to Newtown	1,599
Benalla to Tatong	2,785
Bittern to Red Hill	3,376
Black Rock to Beaumaris	2,012
Cavendish to Toolondo	1,132
Colac to Crowes	6,942
*Darling to Glen Waverley	10,017
Eltham to Hurstbridge	5,375
Fawkner to Somerton	1,321
Ferntree Gully to Gembrook	7,892
Goroke to Carpolac	581
Carried forward	81,958

NON-PAYING LINES—*continued.*

Line.					Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1934.
					£
					81,958
					£
					6,478
					2,700
					4,183
					1,279
					13,459
					2,258
					2,236
					799
					630
					3,193
					3,782
					965
					2,571
					2,919
					371
					899
					2,488
					1,925
					3,359
					11,158
					1,938
					513
					152,061
<i>Less Profits accrued in previous years :—</i>					
				£	£
				799	
				899	
				2,488	
				926	
				513	
				5,625	
<i>Less Amount guaranteed :—</i>					
					10,000
					15,625
				TOTAL	£136,436

* Year ended 4.5.33.

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 to Yungera	12,000	Developmental Railways Account
Nowingi to Millewa South	384	Developmental Railways Account
Rushworth to Colbinabbin	4,826	Unemployment Relief Funds
Sea Lake to Nandaly	2,244	Unemployment Relief Funds

As is mentioned above there are, in addition to those lines in respect of which we are entitled to be reimbursed the losses incurred in operating them, certain other lines the operation of which results in a loss. Records have been kept of a number of these lines for the twelve months ended 28th February, 1934, and the results are shown hereunder:—

Line.	Loss after Paying Working Expenses and Interest on Capital Cost, for the Twelve Months ended 28th February, 1934.
	£
Ballarat to Buninyong	2,499
Birregurra to Forrest	9,164
Branxholme to Casterton	8,965
*Castlemaine to Maldon	4,262
Cathkin to Koriella	613
Clarkefield to Lancefield	3,169
Everton to Yackandandah	9,885
Hamilton to Coleraine	6,308
Hamilton to Koroit	5,975
Linton Junction to Linton	7,138
Lilydale to Healesville	14,940
†Lilydale to Warburton	2,379
Maffra to Briagolong	1,753
*Maldon to Shelbourne	1,941
Moe to Thorpdale	6,258
Morwell to North Mirboo	7,085
Redesdale Junction to Redesdale	4,223
Tallarook to Mansfield	28,516
Terang to Mortlake	2,057
Timboon Junction to Timboon	4,920
Warragul to Neerim South	5,318
Total Losses	£137,368

* From 1.7.33 to 28.2.34.

† From 1.9.33 to 28.2.34.

New Lines of Railways.

During the year no new lines of railways were opened for traffic, but at 30th June, 38 miles were in course of construction (*vide* Appendix No. 19).

Mileage of Railways and Tracks Open for Traffic.

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

	At 30th June.		Average for Year.	
	1934.	1933.	1933-34.	1932-33.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,720.77	4,720.77	4,720.77	4,720.77
Track Mileage	5,084.71	5,090.12	5,089.67	5,090.12
Sidings	1,036.52	1,036.08	1,036.20	1,035.94
Electric Tramways—				
Route Mileage	7.60	7.60	7.60	7.60
Track Mileage	14.99	14.99	14.99	14.99
Sidings	1.40	1.40	1.40	1.40

St. Kilda and Brighton Electric Tramway.

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

		Year 1933-34.		Year 1932-33.	
Number of passengers ...	...	4,243,432	...	4,190,379	
		£		£	
Gross revenue ...	...	43,665	...	43,110	
Working expenses ...	...	29,933	...	32,098	
Net revenue ...	...	13,732	...	11,012	
		£		£	
Interest charges ...	8,477	...	8,405	...	
Exchange on interest pay- ments and redemption	1,092	9,569	1,201	9,606	
Net result ...	Profit	£4,163	Profit	£1,406	

The capital expenditure at 30th June, 1934, on account of					£
the construction of the line was	...	...	...	...	137,624
and of rolling-stock	...	...	...	...	68,896
Total	...	...	...	...	£206,520

Sandringham to Black Rock Electric Tramway.

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

		Year 1933-34.		Year 1932-33.	
Number of passengers ..	..	989,498	..	997,678	
		£		£	
Gross revenue ..	..	9,689	..	9,753	
Working expenses ..	..	6,125	..	6,365	
Net revenue ..	..	3,564	..	3,388	
		£		£	
Interest charges ..	4,017	..	3,972	..	
Exchange on interest pay- ments and redemption	517	4,534	567	4,539	
Net result ..	..	Loss	£970	Loss	£1,151

The capital expenditure at 30th June, 1934, on account					£
of the construction of the line was	..	..	..	..	70,028
and of rolling-stock	..	..	..	..	32,578
Total	..	..	..	..	£102,606

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

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

	Total Number of Journeys.		Percentage Increase (+) or Decrease (-) in 1933-34.	Revenue.		Percentage Increase (+) or Decrease (-) in 1933-34.
	1933-34.	1932-33.		1933-34.	1932-33.	
Country Passenger Traffic	5,072,729	5,291,679	- 4.14	£ 1,312,203	£ 1,382,695	- 5.09
Suburban Passenger Traffic	126,294,486	124,898,334	+ 1.12	2,190,310	2,178,893	+ 0.52
Totals	131,367,215	130,190,013	+ 0.90	3,502,513	3,561,588	- 1.66

COUNTRY PASSENGER TRAFFIC.

The decline in country passenger traffic was distributed amongst all classes of such travel, and is attributed to the continued increase in private motor car registrations and to the operations of service cars, which, owing to the circumstances set out under the heading "Road Motor Competition," were quite unrestricted during the latter half of the year.

To prevent further losses of revenue and to induce traffic, a trial was made of substantially reducing the fares for race and special excursion traffic. Additional patronage eventuated, and the drift of this traffic away from the railways appears to have been arrested, but the revenue did not equal that for the previous year.

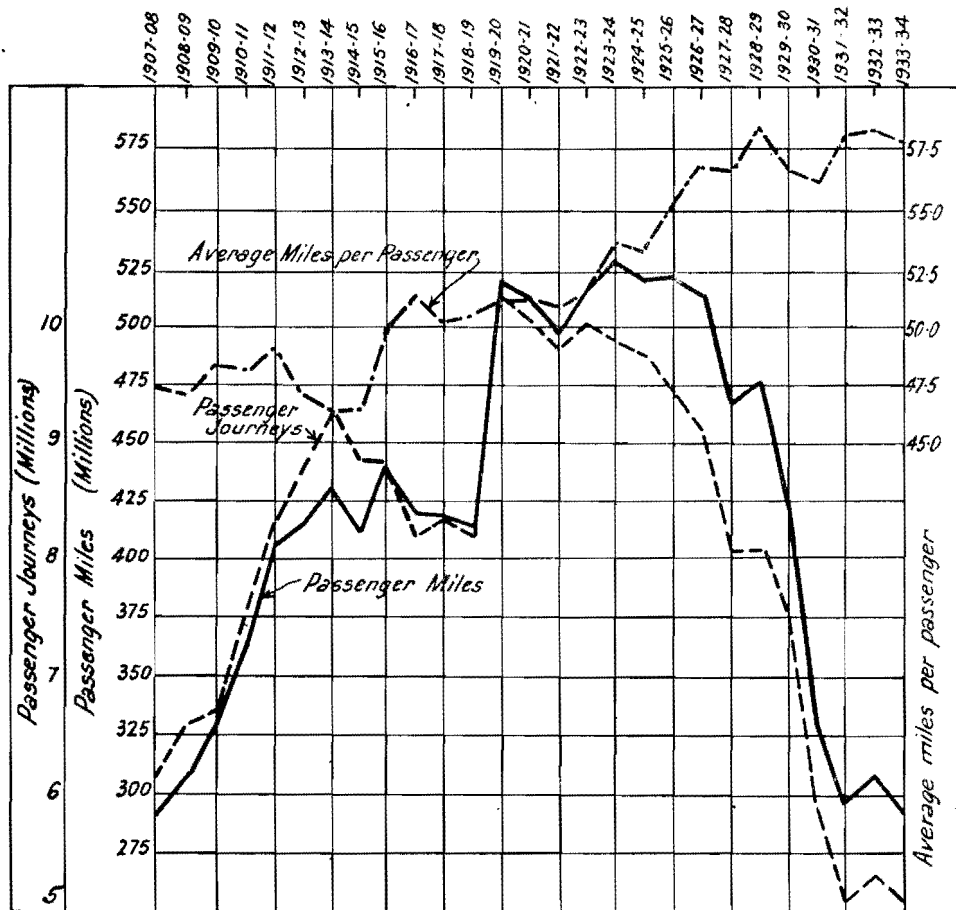
An experiment was also made in providing reduced excursion fares for Easter, 1934, which had the effect not only of protecting revenue that would otherwise have been lost to intense unregulated road competition, but of securing a slight increase in traffic. The revenue, however, was somewhat lower than the Easter revenue in 1933.

In computing the reduced Easter excursion fares, provision was made for a reduction in the differential between first and second class fares, which resulted in an increase in the first class travel.

A number of interstate cheap excursions by special trains were run between Sydney and Melbourne, and one from Adelaide to Melbourne. All were well patronized.

The following graph shows the growth of the country passenger traffic from 1907-8 to 1919-20, together with the marked degree to which it has since been affected by the use of private motor cars, the competition of service cars and—during the last five years—by acute financial depression :—

COUNTRY PASSENGER TRAFFIC, 1907-8 TO 1933-34.



At the commencing point of the graph (1907-8) the country passenger journeys numbered 6,107,745. The peak was reached in 1919-20 with 10,263,863, and almost continuous decreases have since been experienced until, in 1933-34, the country passenger journeys fell to 5,072,729—the lowest in the whole period of 27 years, and 50.57 per cent. below the figure of 1919-20.

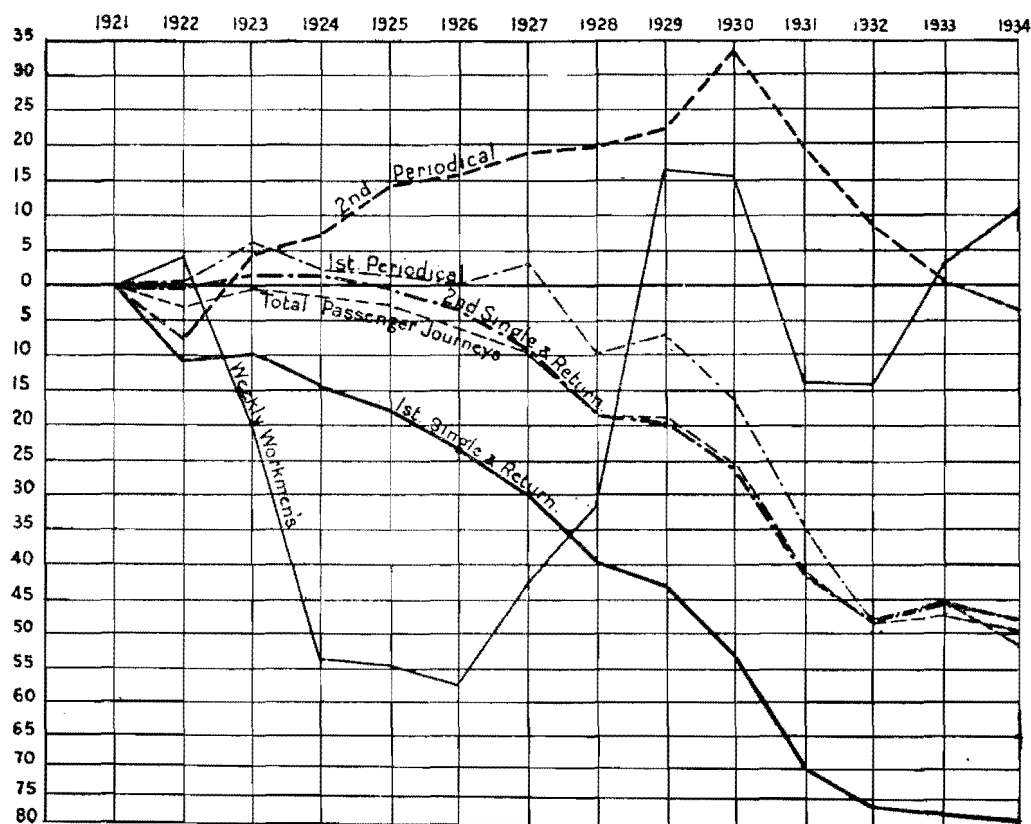
The average mileage per country passenger has shown a fairly continuous increase, having risen from 47.37 miles in 1907-8 to 57.78 miles in 1933-34. This increase is attributable partly to the construction of new lines into the more remote portions of the State and into New South Wales, and partly to the losses to the road being most severely felt in respect of comparatively short journeys.

The composition of the country passenger traffic, as well as its volume, has undergone marked changes in recent years. Thus, while the total passenger journeys decreased by 49.5 per cent. in the thirteen years from 1920-21 to 1933-34, the type of traffic carrying the highest fares (first-class single and return tickets) decreased by 78.1 per cent. in the same period. Second-class single and return tickets, and first-class periodical tickets showed decreases of 47.6 and 51.8 per cent. respectively, whereas second-class periodicals decreased by only 3.3 per cent. and weekly workmen's tickets increased by 10.6 per cent.

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

PERCENTAGE INCREASE OR DECREASE OF COUNTRY PASSENGER JOURNEYS,
1920-21 TO 1933-34.

YEAR ENDED 30TH JUNE.



The marked decrease in weekly workmen's passenger journeys between 1922 and 1926 was attributable principally to the decline of mining in country districts. The subsequent increase in this class of traffic was ascribable to a reduction in the fares in

the 21-27 mile zone from Melbourne in 1928. Depressed conditions led to a substantial decrease in 1930-31, but there was a gratifying recovery in the last two years.

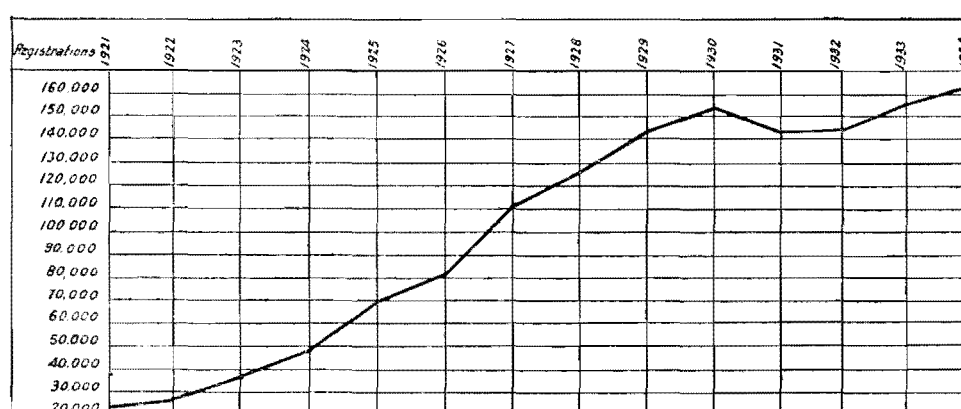
In the case of second-class periodical tickets, also, the increase was in a measure due to the introduction of weekly periodical tickets in the 21-27 mile zone in 1928. Adverse conditions resulted in a heavy decline in the last four years.

First-class travel has suffered more severely than second-class, and represented only 19 per cent. of the total in 1933-34, as compared with 29 per cent. in 1920-21.

MOTOR CAR REGISTRATIONS.

Registrations of automobiles and commercial vehicles again showed a large increase. The total registrations (163,810) current at 30th June, 1934, constituted a record, and represented an increase of 8,494 vehicles (5.5 per cent.) over the number at 30th June, 1933, and of 9,954 (6.5 per cent.) by comparison with the number at the close of the previous peak year (1929-30). The following graph shows the growth in the registrations since 1921 :—

YEAR ENDED 30TH JUNE.



SUBURBAN PASSENGER TRAFFIC.

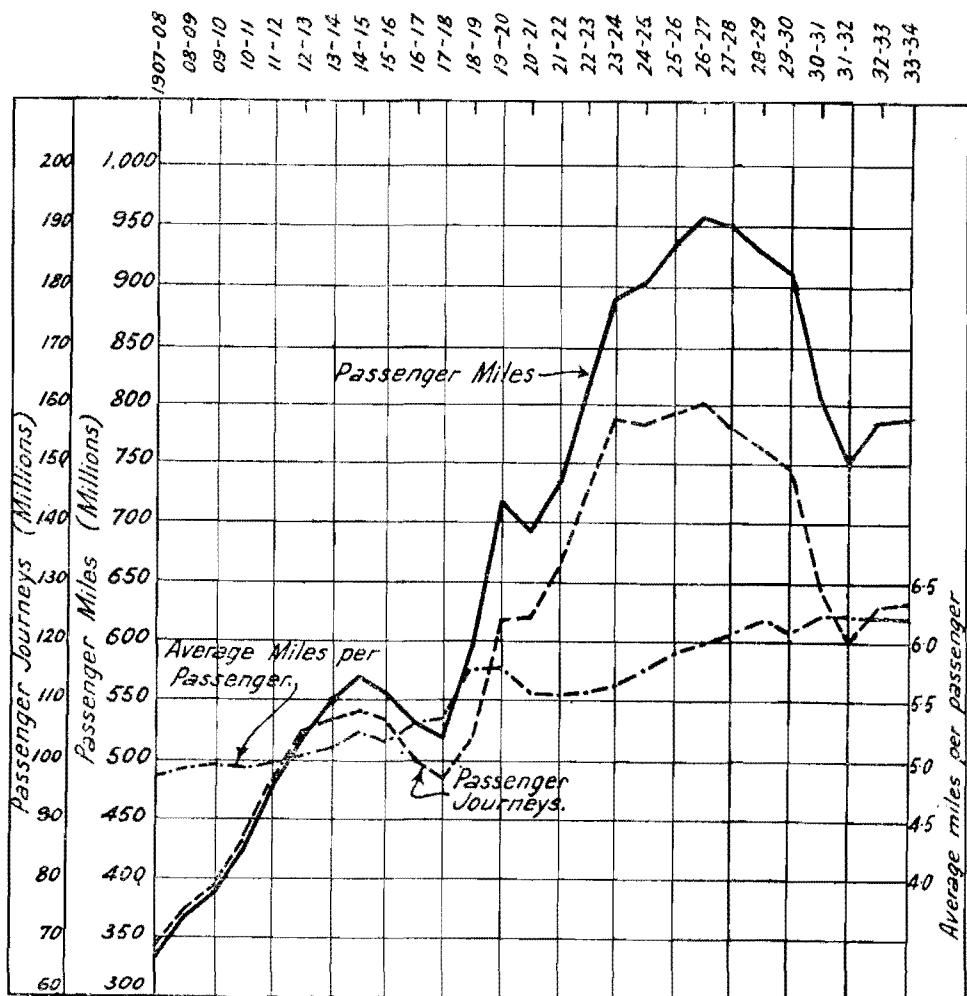
Suburban passenger traffic continued to improve, due principally to the decrease in unemployment.

First-class travel continues to decline, its percentage being 33 per cent. for 1933-34, as compared with 45 per cent. of the total in 1920-21.

In order to meet this diversion of traffic from the superior class, additional second-class accommodation has been provided on the Sandringham-Essendon and Frankston-Dandenong-Williamstown lines, by the conversion to second class of one composite first and second class car running on each train during busy hours. The position generally is being closely watched with a view to meeting the requirements of traffic as far as practicable.

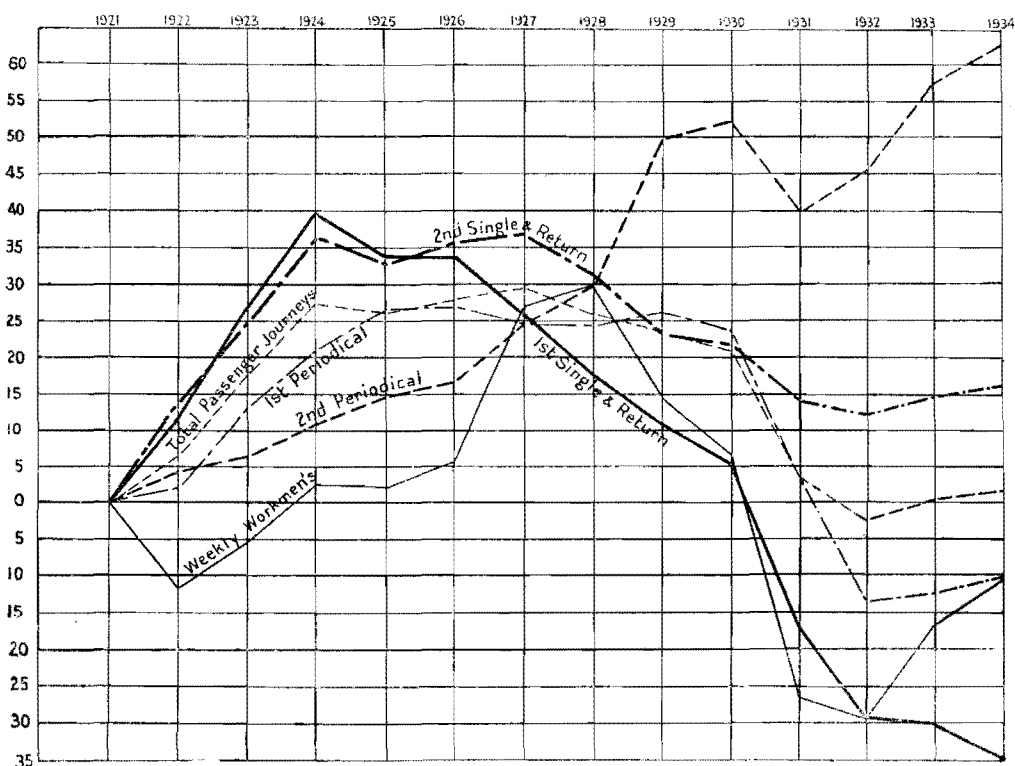
The development in the suburban passenger traffic from 1907-8 (68,799,680 passenger journeys) until 1926-27 (160,154,499 passenger journeys), and the retrogression from that date until 1931-32 (120,848,507 passenger journeys) are shown graphically hereunder, as well as the slight increase during the last two years, with a total of 126,294,486 passenger journeys in 1933-34 :—

SUBURBAN PASSENGER TRAFFIC, 1907-8 TO 1933-34.



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

YEAR ENDED 30TH JUNE.



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

Goods and Live Stock Traffic.

By comparison with 1932-33, goods traffic decreased to the extent of 488,382 tons (8.5 per cent.) and revenue declined by £282,758 (6.8 per cent.).

The principal decrease occurred in wheat, viz., 249,399 tons (22.6 per cent.) and £188,635 in revenue (24.9 per cent.). The reduction in the quantity of wheat carried was due to a smaller harvest and an abnormally large carry-over at the end of the year (*vide* paragraph "The Wheat Harvest"), and to the fact that the f.a.q. standard of wheat in 1933-34 was 60 lb. per bushel, compared with 62 lb. in the preceding year. The revenue was affected also by the fact that the average haul declined from 187 miles in 1932-33 to 177 miles in 1933-34.

Flour and other agricultural produce declined by 60,798 tons, with a reduction of £68,635 in revenue, due to loss of export trade in flour to the East, and to decreased movement of potatoes, onions, and other agricultural produce.

The Victorian wool clip declined by 10 per cent., but the quantity railed declined to a much greater extent, viz., 21 per cent. (18,552 tons), notwithstanding that a reduction of 25 per cent. in wool rates was made as from 1st July, 1933, at the direction of the Government, which recouped us the decrease in revenue thereby involved. On the other hand, the quantity of wool carried by competitive road transport increased, the road rates generally being reduced to a level below the railway freight charges.

Live stock traffic was the heaviest since 1930. Compared with 1932-33, there was an increase of approximately 2,300,000 in the number of sheep carried, due to increased trading in store sheep in the first nine months of the financial year following the marked improvement in the price of wool, while the abnormally dry weather from April to June caused large numbers of sheep to be forwarded to the metropolitan market.

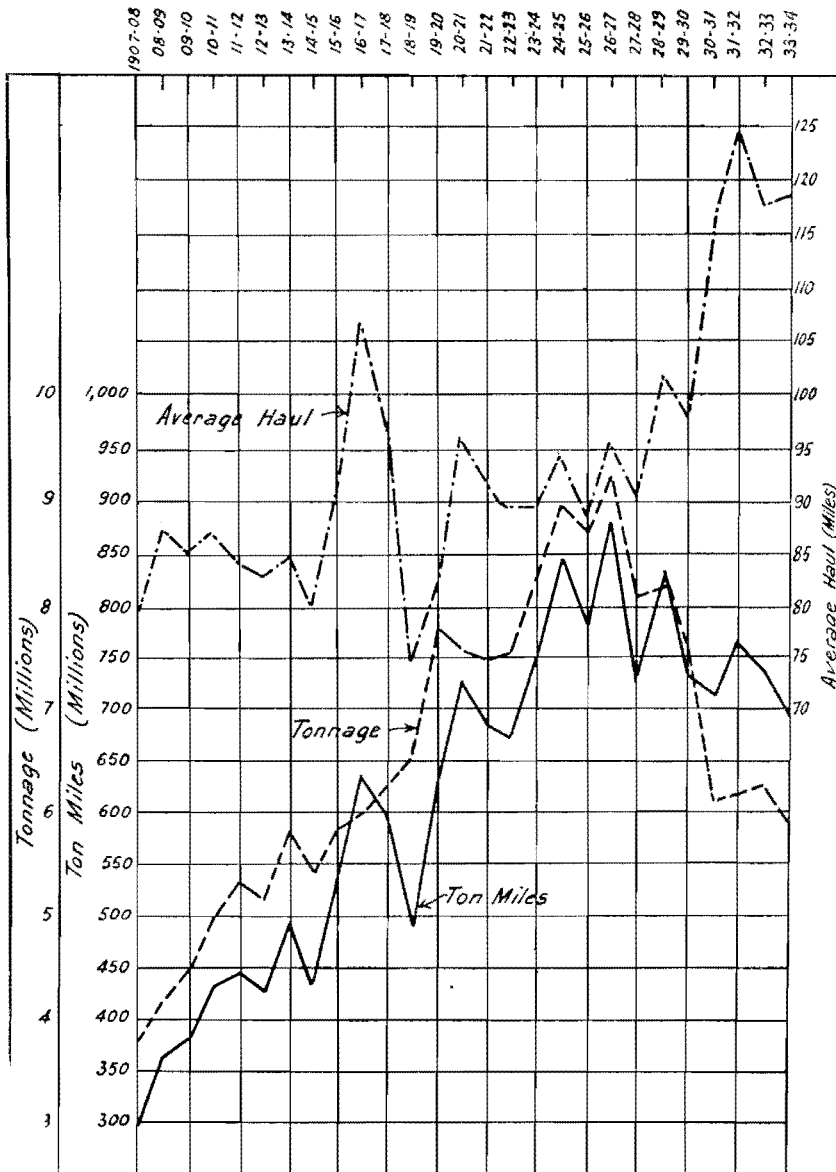
On the 7th September, at the direction of the Government, live stock rates were reduced by 25 per cent. up to 200 miles, with an increasing percentage reduction for longer mileages, the loss of revenue involved in this case also being recouped to the Department.

Revenue from the higher classes of goods ("2," "1," and "smalls" minimum charges) declined by £25,570. Traffic in these classes continued to be subject to intense competition, necessitating the continuance (and in some cases the further reduction) of reduced rates under freight contracts.

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

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

GOODS AND LIVE STOCK TRAFFIC, 1907-8 TO 1933-34.



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

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

The average haul, as will be seen from the graph, has also been the subject of wide fluctuation, due largely to variations in the wheat traffic, the average haul of which, in the last seven years, has fluctuated between 146 and 195.7 miles, the figure for the year just closed being 176.9 miles.

Train Mileage, Train Loads, &c.

The total train mileage (including assistant, light and departmental coal mileage) for the year was 16,147,602, or 5,928 miles less than in 1932-33.

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

<i>Decreases—</i>		<i>Train Miles.</i>	<i>Train Miles.</i>
Goods trains .. .. .	.. .. .	32,827	
Departmental coal mileage		2,554	
		<hr/>	35,381
<i>Increases—</i>			
Country passenger trains ..	.. .. .	4,022	
Suburban passenger trains		6,254	
Mixed trains .. .. .	.. .. .	18,612	
Rail motor cars .. .. .	.. .. .	565	
		<hr/>	29,453
		Net decrease ..	<hr/> 5,928 <hr/>

The decrease in goods train mileage was attributable to a reduction in the volume of goods traffic offering during the year, the scheduling of mixed instead of goods trains on certain lines to cater more adequately for general requirements, and an increase in engine loads which enabled the goods business to be conducted with fewer trains.

In country passenger services, the increased train mileage was principally due to the improved schedules provided on the North-Eastern and Goulburn Valley lines, which are referred to under the heading "Train Services," whilst the increase in suburban passenger train mileage was contributed to by the establishment of "through" services between Melbourne and Ashburton during peak periods of the day, and by various minor alterations.

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

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

	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
Average gross tonnage per traffic train mile						
{ Passenger ..	207	200	196	191	193	206
{ Mixed ..	212	212	217	230	230	237
{ Goods ..	404	407	421	441	443	453
Average goods and live-stock tonnage per loaded truck mile	8.7	8.3	9.0	9.2	8.9	8.7
Average goods and live-stock tonnage per loaded truck mile during peak period (January to April inclusive)	9.8	8.9	10.1	10.3	10.6	9.7
Average miles per truck per day during peak period (January to April inclusive) ..	28.9	24.3	23.1	26.0	26.5	23.2
Number of passengers carried per passenger and mixed train mile, including rail motor mileage						
{ Country ..	101.90	91.2	84.54	83.53	85.12	80.70
{ Suburban ..	127.06	123.27	112.29	108.42	112.62	113.54

The avoidance of unnecessary train mileage, by making the greatest possible use of the available tractive power, is essential to economic working. It is interesting, therefore, to observe from the graph below the increase in the train mileage over a period of years by comparison with the increase in business. The train mileage

curve represents all classes of running, whereas the volume of traffic is represented under two headings, viz., passenger miles and goods ton-miles, because they cannot readily be equated into one unit.

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



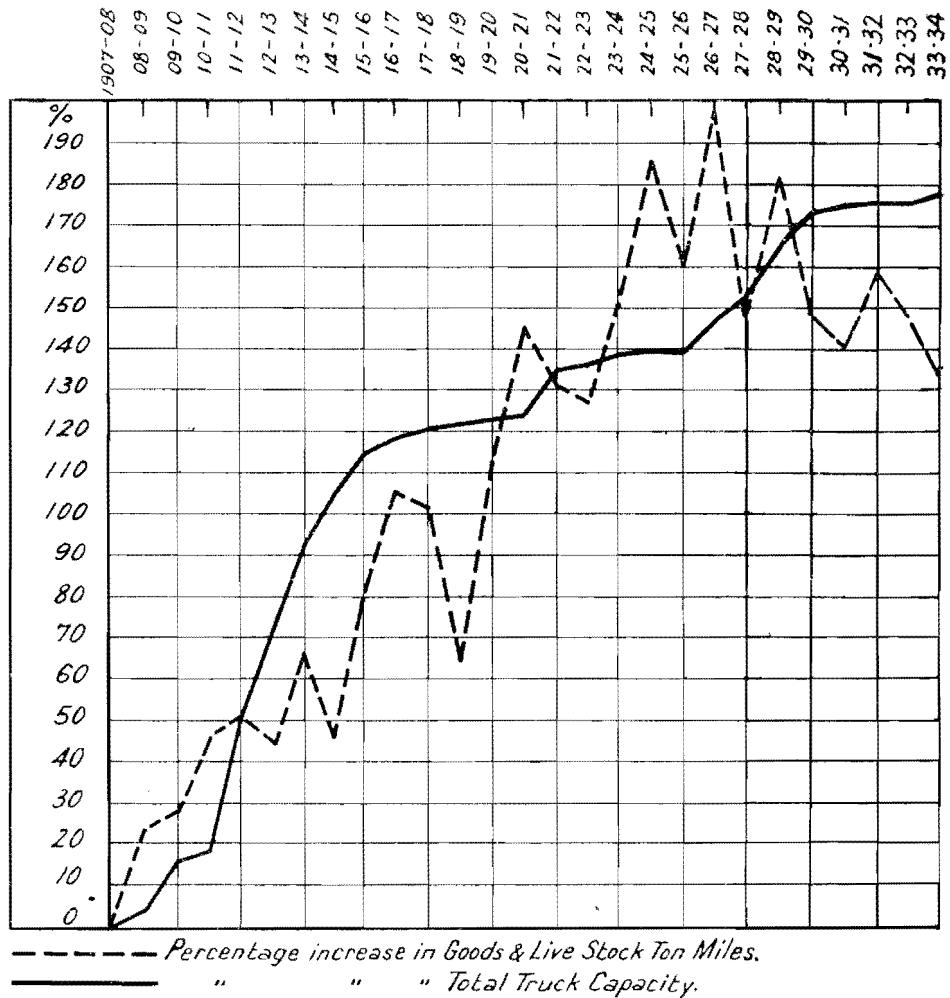
The graph shows that in 1933-34 the goods business and the passenger traffic were 134.00 and 72.61 per cent. respectively greater than in 1907-8, yet the increase in train mileage was equivalent to only 53.11 per cent.—indicating substantial economic advantage.

Steady progress has been maintained in the review of train loads by the committee of officers referred to in our last report, and during the year increases were authorized on 66 sections, including the busy Ararat-Maroon-Geelong line (123 miles) on which it was found practicable to increase the through ruling grade loads for the various classes by up to 70 tons. This is an improvement of nearly 9 per cent. in the load previously laid down for the type of locomotive most frequently used on the line, and affords scope for substantial reductions in train mileage.

The data collected in the course of tests with the dynamometer car is proving invaluable, an example of particular and far-reaching importance being the increased loads which it has been demonstrated can be handled on heavy grades by the "A" class locomotives, a type which is utilized to a considerable extent on goods train haulage on all the main lines throughout the State. Preparations were in hand at the close of the year to conduct tests on the various lines in order to demonstrate practical application of the results obtained on the tests with the dynamometer car, and if anticipations are realized the increase in through ruling grade loads will represent one of the most progressive advances made in recent years.

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

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



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

Train Control.

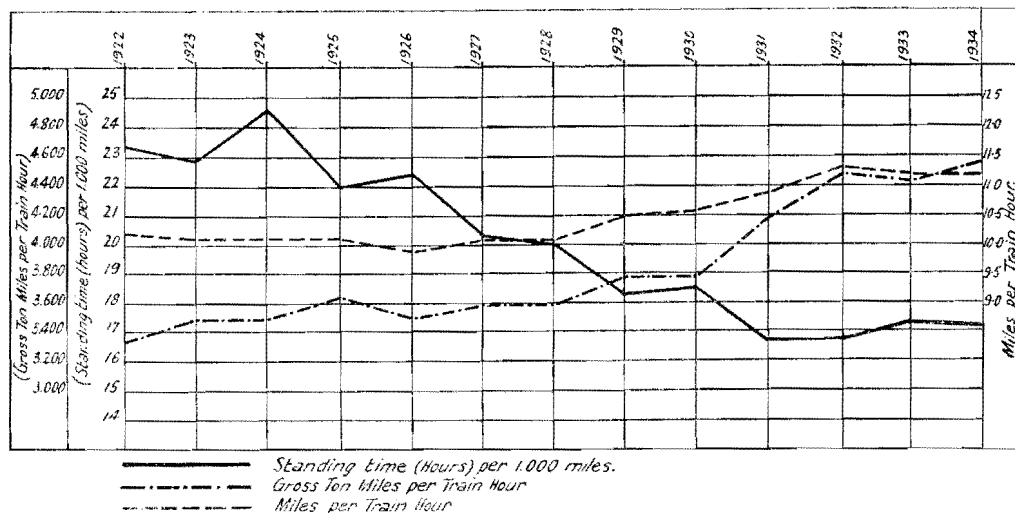
The ramifications of the train control system, which has resulted in substantial savings in respect of train working and staff expenses, and has considerably increased the capacity of the lines, were outlined in last year's report. During the year the operation of the system was continued with satisfactory results, and was extended, through the medium of selector telephones, for a distance of 74 miles between Birchip and Ouyen.

Selector telephones are being installed between Traralgon and Bairnsdale via both Maffra and Sale—an addition of 97½ miles. The completion of these sections will bring the total mileage operated under the system up to 2,007½ miles.

In addition, the superimposed Western Electric telephone between Echuca and Balranald (127¼ miles) has been adapted for direct contact with the Control Centre at Seymour.

Operating statistics present a clear indication of the value of the train control system. Between 1925-26 and 1933-34, the standing time of locomotives per 1,000 miles run has been reduced from 22.4 hours to 17.2 hours; the speed of trains in "miles per train hour" has improved from 9.9 to 11.2; and the "gross ton miles per train hour" has advanced from 3,500 to 4,556. The improvement in the latter figure, which is the index of efficient goods train operating and is the summation of load, distance of haul and speed, has of course been assisted materially by the provision of larger engines and of automatic couplers.

A graph showing the progress made in these three directions is appended:—



Timekeeping of Trains.

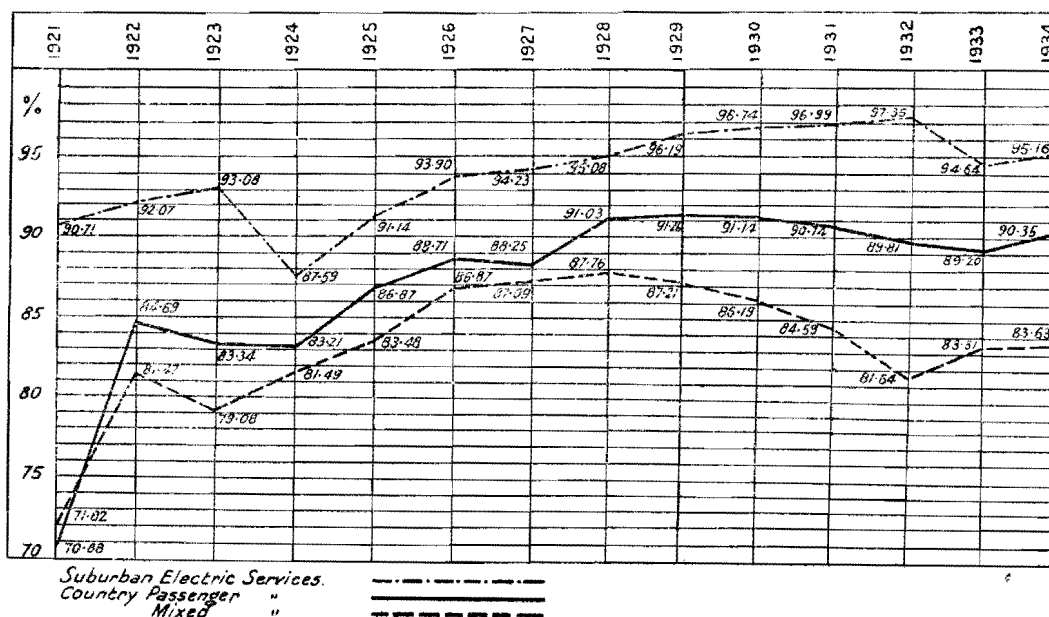
A comparison is furnished hereunder of the percentage of trains on time in each of the last two years:—

	1932-33.	1933-34.
Country passenger trains	89.20	90.35
Country mixed trains	83.31	83.63
Suburban electric trains	94.64	95.16

In 1932-33 there was a greater number of speed restrictions necessitated by the reconditioning and regrading of tracks, and this contributed to the general improvement recorded in 1933-34.

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

YEAR ENDED 30TH JUNE.



The percentages have been compiled on the basis generally operative prior to 1st January, 1933, under which suburban trains less than 3 minutes late, and country trains less than 6 minutes late, were regarded as having been "on time". As from the date mentioned, records have also been maintained on the basis of the arrival times without any marginal allowance, and it will accordingly be practicable to furnish a comparison on the amended basis in the next annual report.

Train Services.

In recent years the country passenger train services have been substantially revised in order to afford added convenience—mainly in the direction of reducing the time occupied on the journey, and providing for the later departure of early morning trains and the earlier arrival of evening trains. Particulars of such alterations have been shown in detail in previous reports.

During the year under review, an intensive study enabled us to effect further improvements. The most important alterations are indicated below :—

South-Western Line.

The time of departure of the afternoon train from Melbourne to Warrnambool was altered from 4.45 p.m. to 5.5 p.m. In addition the journey was reduced by 20 minutes to Warrnambool, and by 30 minutes on the through journey to Port Fairy.

Melbourne to Maroona via Geelong.

A branch line train from Geelong now connects daily with the 8.20 a.m. "Flier" from Melbourne to Geelong. Previously this service (4 days per week only) connected with the 6.30 a.m. train. By this alteration and an improvement in the branch line schedule, a saving of 1 hour 40 minutes was made on the journey from Melbourne to Maroona, with the advantage of a commencing time 1 hour 50 minutes later than formerly.

North-Eastern Line.

The morning train now departs at 7.45 a.m. instead of at 6.30 a.m.—1 hour 15 minutes later—and the journey to Albury has been reduced by 45 minutes. A through train is provided, whereas previously a change at Seymour was necessary, except on Mondays.

A local train from Melbourne to Seymour at 7 a.m. (30 minutes later than previously), with an improved schedule, permits branch line passengers to complete their journey to various terminals in lesser time to an extent varying from 15 to 30 minutes.

The morning train from Seymour to Melbourne was altered to depart at 7.30 a.m. instead of at 7 a.m., and in addition connecting branch line schedules were amended, effecting an improvement of from 15 to 40 minutes in the journey from the terminals to Melbourne or to Bendigo via Heathcote Junction.

Goulburn Valley Line.

The time of departure from Melbourne by the morning train is now 7.45 a.m. instead of 7.25 a.m. on Mondays and 6.30 a.m. on other days. Improvements in the schedule have reduced the time occupied between Melbourne and Tocumwal by 60 minutes on five days a week.

South-Eastern Line.

The time occupied from Melbourne to Yarram was reduced by 10 minutes, and in the reverse direction by 15 minutes.

In addition a number of comparatively minor alterations were effected, all of which improved the quality of the service.

The goods train schedules also have been closely studied and various improvements have been found practicable, particularly on the North-Eastern and South-Western lines.

The Wheat Harvest.

The wheat yield for the 1933-34 season was 42,613,106 bushels, and the quantity railed from the producing districts amounted to 10,638,640 bags. These figures are compared hereunder with those of the four preceding years:—

Year.	Number of Bushels Produced.	Number of bags of wheat carried by Rail from Country Districts.
1929-30	25,412,567	5,775,690
1930-31	53,814,369	14,601,317
1931-32	41,955,856	15,619,699
1932-33	47,843,129	13,028,628
1933-34	42,613,106	10,638,640
Record Years	(1915-16) 58,521,706	(1916-17) 18,461,822

Due to adverse prices, only 3,445,706 bags were exported during the year as compared with 6,936,894 bags in 1932-33. The effect of this is apparent in the relatively small quantity railed and in the increased quantities stacked at the seaboard and in the country, which are indicated by the following comparative statement:—

	Number of Bags of Wheat Stacked at 30th June—			
	1931.	1932.	1933.	1934.
At or in the vicinity of Williamstown	377,152	978,095	323,627	738,494
At or in the vicinity of Geelong ..	293,347	946,392	561,725	989,833
At country stations	2,893,621	589,017	2,166,209	3,976,841
Totals	3,564,120	2,513,504	3,051,561	5,705,168

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

Way and Works Branch.

Financial stringency again restricted the activities of this Branch, apart from works carried out in conjunction with the unemployment relief scheme, but every care was taken to ensure that the permanent way was maintained to a standard consistent with safety in operation.

During the year 76.73 miles of track were relaid, and the tracks were strengthened by 227,455 additional sleepers and 408,211 cubic yards of additional bluestone, gravel and scoria ballast. In ordinary maintenance 76,981 cubic yards of ballast were used, 778,853 sleepers were renewed, and 28 miles of fencing rebuilt.

Unemployment Relief Works.

As in the year 1932-33, the foregoing figures in regard to ballast and sleepers represent a substantial increase over those of recent years, due to the works being carried out in conjunction with the Government's scheme for the relief of unemployment. Under this scheme approximately 9,500 men were given employment for limited periods during the year.

The "relief" gangs were employed on various lines throughout the State in re-conditioning and strengthening tracks by the provision of additional sleepers and ballast, and in relaying and regrading works, and, in the case of suburban lines, in improving the drainage of tracks. The country lines on which track strengthening operations were carried out during the year were Gheringhap-Maroon, Ballarat-Donald, Sunshine-Serviceton, Ararat-Hamilton, Kerang-Swan Hill, Korong Vale-Nandaly, Boort-Chillingollah, Benalla-Yarrowonga, Goulburn Valley line and branches and Dandenong-Moe. Regrading operations were completed at Woomelang and between Chesney and Goorambat, and similar work between Ararat and Glenorchy

and between Dandenong and Moe is nearing completion. In addition, the conversion of the Bannockburn-Warrenheip line from double to single track is being carried out by unemployment relief labour, the section from Bannockburn to Lethbridge having been completed during the year.

During 1933-34, £786,295 was expended by this Department upon works carried out under the unemployment relief scheme. Of this amount £629,976 was provided from Unemployment Relief Funds, embracing £251,104 which would have been met from working expenses if the Department had been able to undertake the works in the ordinary course, and £378,872 which would have been a capital charge. Of the balance (£156,319), an amount of £125,562 was included in the working expenses of the year, and £30,757 was charged to capital. The substantial amount made available has enabled us to put in hand works which will result in marked economy and efficiency in operating and maintenance, but which otherwise would have had to be postponed for financial considerations.

Welding of Rail Joints.

Further progress was made with the welding of joints of 110-lb. and 100-lb. rails in the suburban area by the Thermit process, approximately 14 miles of single track being dealt with during the year. In addition, about 2 miles of single track—80-lb rails—between Sunshine and Deer Park on the Ballarat line were welded by this process, making a total of approximately 35 miles completed at 30th June.

No further welding by the Electric Arc or the Linde (Acetylene) process was carried out during the year.

Strengthening Taradale Viaduct.

This work, reference to which was made in last year's report, was completed on 23rd November.

New Station Buildings.

The construction of new station buildings on the "up" side at North Brighton was completed on 14th November.

Subway at Glenbervie.

A pedestrian subway 8 feet wide, with ramped approaches, is being constructed at Glenbervie station to replace the existing footbridge, which will be removed when the subway is completed. The work is being carried out by the Essendon City Council as an unemployment relief measure, but this Department is contributing £500 towards the cost.

Railways Institute Buildings, &c.

During the year improvements to Railways Institute buildings were carried out at various country centres, notably at Ararat and Geelong.

At Ararat a new social hall was constructed in brick. The hall is completely equipped with retiring rooms, kitchen, &c., and conforms with Board of Health regulations. This addition makes Ararat one of the most complete and up-to-date Institute centres in the State.

At Geelong a new Institute building is being erected on a central site at the corner of Latrobe-terrace and Gordon-avenue. The building, which is of timber, was originally portion of the offices of the Signal Shops at Newport. Class rooms, a social hall, and billiards room, with good lighting and ventilation, are provided, and there is sufficient area around the building for an ornamental garden. The work is nearing completion.

Further progress was made with the Institute sports ground at Royal Park where, in addition to a substantial club house, facilities are provided for football, cricket, hockey, and tennis. The surrounding areas have been planted in lawns, shrubs, hedges, and garden plots, with the necessary water supply to ensure proper maintenance.

The cost of providing the social hall at Ararat and the sports ground at Royal Park is being met by the Institute, which is also meeting portion of the cost of the new building at Geelong.

Strengthening Bridges.

A policy of progressively replacing old timber bridges of obsolete type with structures more suited to modern requirements has been in operation for some years past. Because of financial stringency this work has been more or less interrupted, but during

1933-34 particular attention was paid to the section between Ararat and Serviceton, on which a number of small timber bridges of comparatively light construction are being reconstructed in concrete or replaced by reinforced concrete pipes. Seventeen of such bridges were so dealt with, and nine are in course of reconstruction or about to be commenced.

Bridge over tracks at Station Pier, Port Melbourne.

To improve access to the Station and Prince's piers at Port Melbourne, the Melbourne Harbour Trust is erecting a reinforced concrete bridge over the railway tracks between Port Melbourne station and the shore end of the Station pier.

The structure, which will be 80 feet wide with ramped approaches from the streets at each end, and a third ramp leading down to the Station pier, has been designed with a view to improving the appearance of the sea-front, and substantial progress has been made with the work, which, it is anticipated, will be completed in time for the Royal visit and the Centenary celebrations.

As the bridge is being built almost entirely on railway land, the work has necessitated considerable alteration to tracks, signals, and electrification structures, the cost of which is being borne by the Trust. Arrangements are in hand for the necessary adjustments of boundaries and the transfer free of cost to the Trust of the areas required.

Office Accommodation.

The extension of the scheme of co-ordinated control of district activities necessitated alterations and additions to office accommodation at some centres. At Bendigo and Ballarat improved accommodation, including an up-to-date telephone system, has been provided, and extensions to the Geelong office have been completed.

Signalling and Interlocking.

The conversion of the Bannockburn-Lethbridge section from double to single line, referred to under the heading "Unemployment Relief Works," necessitated the replacement of the interlocking machine at Bannockburn by a larger machine and the installation of a machine at Lethbridge.

Power Signalling.

The installation of power operated signals and points at Caulfield, with automatic signalling to Glenhuntly and Carnegie, was completed and brought into use.

Selector Telephones.

Selector telephones were installed on the Birchip-Ouyen section, a distance of 74 miles, making a total of 1,910 miles equipped for the train control system.

Railway Automatic Telephone Exchange.

In our last report, reference was made to the necessity to replace the existing exchange by a new installation, in order to afford modern and efficient service. A contract has been let for the supply of the equipment, and it is anticipated that the installation will be completed in December next.

Rolling-Stock Branch.

A statement of the rolling-stock in existence at 30th June, 1934, appears in Appendix No. 10.

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

Van and Sundry Stock—				
Workmen's sleeping cars	..	..	..	15
Trucks—				
"IZ" Open goods type	..	..	..	201

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

Locomotives, including one steam crane	..	..	..	32
Cars	..	..	..	16
Van and sundry stock	..	..	..	20
Trucks	..	..	..	202

Boiler Construction.

During the year 43 new boilers, including 21 commenced but not completed in the previous year, were constructed in replacement of existing locomotive boilers which had outlived their usefulness.

Superheater Locomotives.

Fourteen locomotives were converted from saturated to superheated steam, bringing the total number of superheated locomotives on the register to 338, or 55 per cent. of the full locomotive strength.

Locomotive Improvements.

During the year considerable attention was given to increasing the horse-power of existing locomotives.

Initial action towards attaining this objective was taken in respect to the "C" class (freight) locomotives, in which self-cleaning smoke-boxes were installed. An improvement in the steaming capabilities of these locomotives was at once effected, while accumulation of ashes in the smoke-box was obviated. The results thus obtained demonstrated the advisability of further study of locomotive front end arrangement, and progressive alterations were made to the height of the blast pipe, the diameter of the blast pipe cap, the chimney diameter and the dimensions of the superheater elements.

These modifications produced very satisfactory cumulative results, and direct benefits are now being realized in the way of faster train running schedules and reduced engine requirement times.

In addition to the "C" class, the modified front end arrangement has been applied experimentally to an "A2" class locomotive, and performances equally as satisfactory as those obtained from the "C" class have been registered during the trials so far carried out. Further experiments are being conducted with a view to arriving at the best combination of characteristics, following which the whole of this important group of passenger and freight locomotives will be converted in similar manner to the trial engine.

Welding Activities.

During the past twelve months steady development has taken place in the practice of metallic arc welding, and the application of this method to the construction and repair of rolling-stock has now definitely emerged from the experimental stage.

The development of technique for the manufacture of mild steel fabricated components by the welding process, in lieu of the purchase of steel castings, has also progressed along sound lines, and many tons of varied items were manufactured at Newport Workshops to meet service requirements. Apart from attractive production costs, the welded articles, owing to superior reliability, are distinctly advantageous where they replace castings difficult of manufacture. In other instances, due to the employment of all-welded design, with attachments made integral with the main members, it has been possible to eliminate almost entirely the use of castings or forgings, and in all such cases the resultant economies have been very substantial.

This latter principle has been applied, with acceptable reduction in overall cost and weight, to the conversion of freight wagons to automatic coupler drawgear, and 59 bogie type and 646 fixed wheel type freight wagons have already been converted in accordance with this method. The process has also been extended successfully, and with substantial economies, to the repair and construction of locomotive tender tanks.

In the construction of open type wagons of 27 tons capacity for general freight service, it has been demonstrated conclusively that the all-welded vehicle offers distinct advantages, both as regards structural stability and economy in production, in comparison with the former standard truck built according to riveted design. In consequence the all-welded method of construction has now been adopted as standard practice for this type of freight wagon, of which 156 welded units were placed in service during the year.

Automatic Couplers.

In furtherance of the policy of equipping our rolling-stock with draw and buffing gear of modern design, an additional 2,033 wagons, 15 vans and sundry stock, 53 steam locomotives (engine and tender) and 12 other locomotives (the tenders of which had previously been equipped) were fitted with automatic couplers and gear incidental thereto.

These additions brought the total number of cars, vans and wagons completely equipped with automatic couplers, as at 30th June, 1934, to 13,298, of which number 12,936 comprise broad gauge freight wagons, representing 63 per cent. of this stock. A further 530 vehicles of various classes have been prepared to receive couplers. At the same date the engine and tender of 203 locomotives, representing 33 per cent. of the total strength, and the tenders only of an additional 8 locomotives, had been fitted with automatic couplers.

The conversion scheme is still in the transition stage, consequently the full benefits derivable from this betterment are not yet practicable of achievement. Nevertheless no opportunity has been neglected of exploiting efficient utilization of the vehicles already converted, and this has been one of the factors enabling us to secure better train loads over numerous sections, accompanied by a reduction in train mileages to more economic working levels.

Fuel Conservation.

Continuance of the Fuel Conservation movement has been attended by very satisfactory results. During the year eighteen meetings were held at the different main centres, at which the attendances were consistently good, and were representative of all sections of the operating staff. The sustained interest in the movement is indicated by the fact that 275 suggestions covering a variety of operations were submitted. Of these 104 have been adopted or have given rise to beneficial action.

These meetings, besides proving of considerable benefit in this direction, are of substantial advantage because of their educational value to the staff.

Electrical Engineering Branch.

Melbourne Suburban Electrified System.

There has been no major extension of the overhead electrical equipment during the year. An alteration to siding accommodation and the provision of a cross-over in the Melbourne Yard slightly increased (to 439.5 miles) the track mileage of lines under electric operation, the route mileage remaining at 172.7 miles.

The 80 electric motor headlights which were under manufacture last year were completed, and installed on trains running on the Clifton Hill group of lines and on the Newport-Altona Section. With the 200 equipments previously installed and three released from stock, a total of 283 headlights are now installed on suburban rolling-stock. A further 80 headlights have been manufactured by the Department, and during 1934-35 trains on the Fawkner-St. Albans, Kew-Eastmalvern group of lines will be provided with these equipments.

An improved method of testing for flaws in the pinions of electric railway motors has been developed and put into operation. The method consists of suitably magnetizing the pinions and detecting any cracks by the application of a special fluid. The necessary magnetizing equipment was designed by this Branch and manufactured at the Newport and Jolimont Workshops.

Further progress has been made in the programme of protecting the overhead system and electric rolling-stock against damage from lightning and other external causes, by the installation of automatic reclosing high-speed circuit-breakers in seven of the automatic sub-stations. These circuit-breakers are of Australian manufacture, and the automatic reclosing apparatus which controls them was developed and built within the Branch.

The pulverized fuel boiler at Newport Power Station was operated during the year with satisfactory results, and the equipment was further improved by the provision of a new superheater. This has enabled the full increase of 75 per cent. to be obtained in the steaming rate without any detrimental effects in regard to the steaming temperature or the drop of pressure across the superheater.

The treatment of circulating water with chlorine to maintain the condenser tubes in a clean condition was continued during the year, and as a result of the improvement shown in condenser operation the equipment has been permanently installed with automatic admission of the chlorine to the circulating water.

A new type of illuminated indicator for showing the platform numbers at Flinders-street station has been installed, and found to be much more satisfactory than the old type of painted board indicator.

Trials have been carried out with large enamelled name-plates for suburban stations, and arrangements have been made to equip the stations from Hawksburn to Caulfield inclusive, with the improved type. On platform lighting standards, name-plates 28 inches long with a 14-in. disc and 4-in. letters will be mounted, whilst under verandahs in proximity to the lights, name-plates 56 inches long with a 28-in. disc and 8-in. letters will be placed. Passengers should find it much more convenient to identify the names of the stations, especially at night-time, but financial considerations will prevent the general adoption of the new types of sign as quickly as we would like to install them.

The number of units generated at Newport "A" station during the year was 162,405,234, compared with 160,639,177 in the previous year, whilst 6,887 units were purchased from and 59,715 units sold to the State Electricity Commission.

Electrolysis.

Since 1927 the Department has been represented on the Electrolysis Committee and has co-operated in the investigation and mitigation of electrolysis in the suburban area. The Committee consists of representatives of the State Electricity Commission of Victoria, the Postmaster-General's Department, the Melbourne and Metropolitan Tramways Board, the Melbourne and Metropolitan Board of Works, the Metropolitan Gas Company, the Melbourne City Council Electric Supply and the Victorian Railways.

As a result of the operation of this Committee, there has been a considerable decrease in the number of failures and the cost of repairs on pipes and cables which are liable to electrolytic damage from stray currents from the railway tracks. This reduction is particularly marked in the case of telephone cables, but a considerable reduction has also been effected on large steel water mains. In a few areas such as Oakleigh-Mulgrave and Moorabbin, failures of steel mains continue to occur, although it is probable that soil corrosion is the most prominent factor in these particular cases.

Improvements to Plant, State Coal Mine, Wonthaggi.

Marked improvements were made to the power station plant at Wonthaggi. The old boiler plant, consisting of eight Lancashire boilers, was removed and replaced by two water tube boilers of the Kidwell type, each capable of evaporating 40,000 lb. of water per hour and delivering steam at a pressure of 270-lb. per square inch and a temperature of 660 degrees Fahrenheit. The boilers are fired with pulverized fuel and arranged to burn "duff" coal.

The improved boiler room and steel coal bunker were completed, and a new coal handling plant consisting of an automatic skip hoist and a rubber belt conveyor was installed.

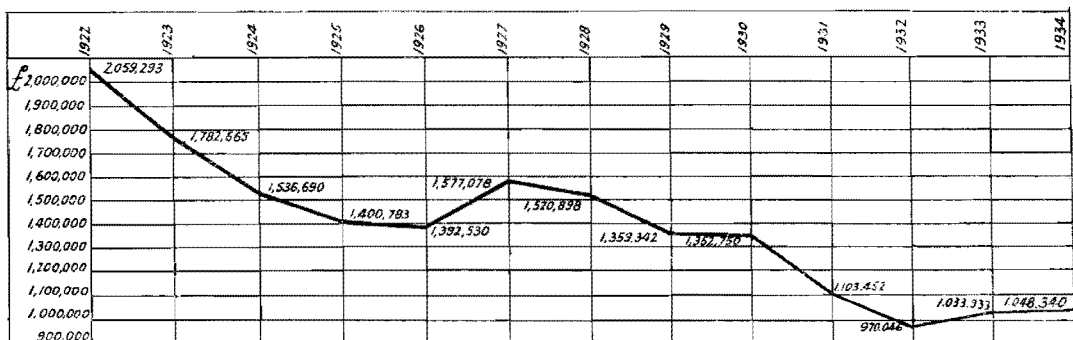
New steam and feed ranges were provided, and a de-aerator installed for treating the feed water.

Modern auxiliary electrical equipment was installed to serve the boiler-room and the turbine-room, and both rooms were provided with an improved system of illumination.

Stores Branch.

The value of the stock held at 30th June, 1934, was £1,048,340—an increase of £14,407 upon the value at the close of the previous year. The increase was due to the quantity of permanent way material held in anticipation of a programme of unemployment relief work.

In the following graph is illustrated the progress made in the reduction of stocks during the past twelve years:—



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

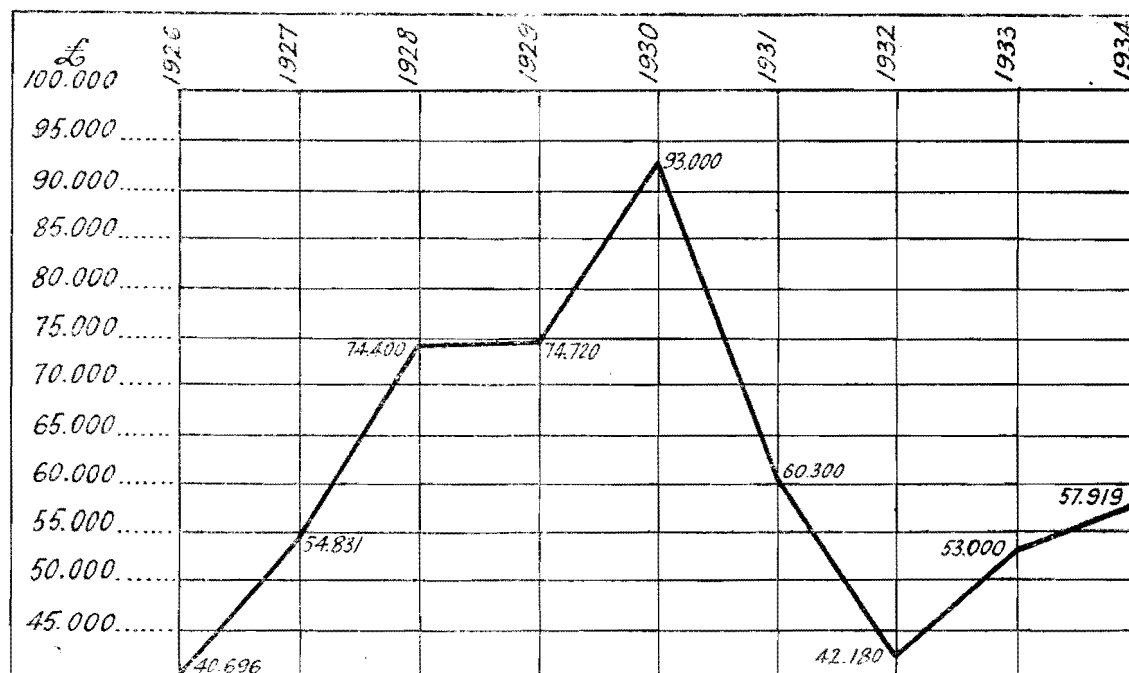
Year.	Stock on hand at 30th June.	Purchases.	Returns into Stock and manufactures by the Department.	Issues, including Sales.
	£	£	£	£
1921-22	2,059,293	3,028,169	1,396,445	4,300,170
1922-23	1,782,665	2,117,527	1,560,502	3,921,762
1923-24	1,536,690	2,489,587	1,542,765	4,271,297
1924-25	1,400,783	2,766,777	1,460,969	4,326,428
1925-26	1,392,530	3,053,181	1,801,960	4,862,866
1926-27	1,577,078	3,379,546	2,278,948	5,488,056
1927-28	1,520,898	3,135,127	1,643,346	4,791,154
1928-29	1,359,342	2,470,458	1,559,782	4,204,573
1929-30	1,352,750	2,282,089	1,369,917	3,640,727
1930-31	1,103,452	1,276,877	952,941	2,474,418
1931-32	970,046	1,154,311	814,363	2,108,793
1932-33	1,033,933	1,607,403	907,187	2,461,014
1933-34	1,048,340	1,558,329	985,608	2,528,727

Reclamation Depot.

In our last report the activities of this valuable organization, and its expansion since its establishment on a small scale ten years ago, were described at some length.

During the year the activities of the depot were maintained with satisfactory results, the value of the materials sold, or re-issued to the Branches for further use, being £57,919. In the following graph this result is compared with those of previous years :—

YEAR ENDED 30TH JUNE.



Coal Supplies.

The quantity of coal purchased in 1933-34 was as follows :—

	From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	Total.
	Tons.	Tons.	Tons.	Tons.
Large coal	170,485	1,971	158,024	330,480
Slack coal	99,396	1,732	54,859	155,987
Totals	269,881	3,703	212,883	486,467

The proportion of State Mine coal was much lower than normally, and the proportion of other coals correspondingly higher, owing to the strike at the State Coal Mine from March 5th, 1934, until after the close of the financial year.

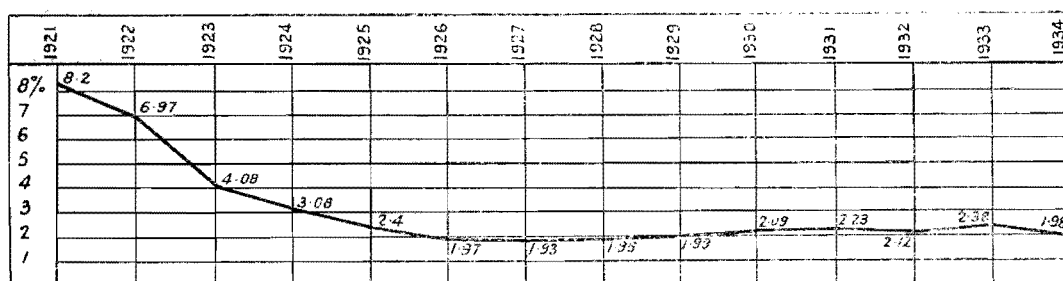
Consumption for the year amounted to 502,128 tons valued at £369,906, or an average of 14s. 8.75d. per ton. The average cost of the large coal consumed was 17s. 1d. per ton.

Ticket Collection.

We are glad to report a marked improvement in the collection of tickets—an important factor in safeguarding revenue. The percentage not collected for the year, 1.98, approximates fairly closely to the previous record of 1.93 attained in 1926-27.

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

YEAR ENDED 30TH JUNE.



Claims for Missing and Damaged Consignments.

There was a slight diminution in the amount paid for short delivery, damage, and delay of goods, parcels and live stock, as payments for claims on these accounts amounted to £11,859 by comparison with £12,095 in 1932-33. These amounts each represented only .24 per cent. of the revenue received in the year from the classes of traffic concerned.

To meet changing conditions, relaxations have been made in the packing required for goods, with economic advantage to merchants, the packing provided by senders being supplemented by materials supplied by the Department.

The education of the staff in the proper method of handling and stowing goods continued to receive close attention, and senders were collaborated with in regard to the best method of packing and marking in order to avoid damage, delay, and loss.

There was no decrease during the year in the number of "stowaways" who travelled by goods trains, with considerable risk of loss of life or injury to themselves. Five persons were injured during the year while riding as "stowaways" on trains. Damage and pillage to goods also resulted through the depredations of these unauthorized travellers, and to minimize the losses in this connexion considerable expenditure was incurred in providing patrols of the trains conveying merchandise, also of station premises.

Refreshment Services Branch.

A gratifying feature is a further slight improvement in the revenue from the refreshment rooms and stalls and the dining car service, which totalled £271,056, as compared with £265,748 in 1932-33—the latter figure having represented an increase after several years of decline. The policy of providing acceptable service at reasonable prices has enabled this section to maintain satisfactory trading results.³

The dining car service provided on the Sydney limited express retains its popularity. During the year 45,745 meals were served, besides light refreshments. An average of 68 dinners per trip from Melbourne to Albury was maintained throughout the year, while the patrons for breakfast on the reverse journey averaged 57 per trip.

During the year 223 tons of meat were purchased by the butchery for refreshment services, involving a payment of £10,691 to wholesale meat suppliers. In addition, £5,345 was expended in the purchase of poultry and fish.

The fruit sold at the railway stalls benefited suppliers to the extent of £19,488, while the quantity disposed of totalled 38,495 cases. Of this, citrus represented the highest proportion with 18,436 cases; 20,000 cartons of grapes were sold, which serves to illustrate the popularity of selling fruit in this convenient way—a policy that is being extended as opportunity permits.

A noticeable feature of the year's trading is the large increase in the consumption of milk, mostly at the railway drink stalls. The bottle sales of 137,000 represented an increase of 50,000 compared with the previous year's business. In addition, milk sold by the glass over the drink stall counters showed an increase of 6,200 gallons.

Both the bakery and the laundry continued to provide their contribution to the maintenance of good service. The laundry performed all necessary work of the kind required by the Department, and during the year dealt with 117,000 dozen articles. The principal standard lines produced by the bakery for the refreshment rooms and stalls comprised approximately 99,000 loaves of raisin bread and 30,000 dozen meat pies, besides quantities of bakers' small goods.

Notwithstanding that the demand by railway patrons since the depression is mainly for the cheaper lines of reading, the bookstalls successfully maintained the previous year's standard as regards both revenue and profit.

The children's nursery at Flinders-street station continued to be well patronized, and during the 12 months cared for 8,907 children. A low charge is designedly made for the nursery service in order that its advantages may be available to all sections of railway travellers, and with a view to popularizing the use of the train services.

The Chalet, Mt. Buffalo National Park.

There was a slight improvement in the patronage of The Chalet, the number of visitors (4,465) being greater by 191 than the number in 1932-33, while the revenue (£24,719) showed an increase of £183.

With The Chalet are associated the Bungalow on Mount Feathertop and the Hostel at Hotham Heights, the latter being situated just below the summit of Mount Hotham at an elevation of about 6,000 feet.

Although a loss of £1,733 was recorded on the working of The Chalet and associated activities, this does not represent the true financial result of the year's working, as in order to provide the standard of accommodation expected in a first-class modern guest-house, it was found necessary to incur a special expenditure of £1,411 at The Chalet in installing hot and cold water in all the bedrooms not so equipped in the South Wing, and in various other necessary improvements. But for these extensive renovations, the loss for the year, after paying interest, depreciation of plant and equipment, and all working charges, would have been only £322, while it must be remembered that the railways benefit by the carriage of a large number of passengers by rail between Melbourne and Porepunkah.

The outlay on renovations will gradually be recovered, as the tariff has been slightly increased for accommodation in the rooms now provided with hot and cold water.

There is also reason for an expectation of increased patronage at the Hostel, Mount Hotham, which in the year under review was responsible for £217 of the total loss of £1,733.

Advertising.

Competition in the advertising field has been rendered more intense during recent years by the increased efficiency and popularity of other advertising media. Nevertheless, the Advertising Division concluded the year with a revenue and profit closely approximating those for the preceding year.

The poster hoardings are being well maintained, and during the year 605 feet of old-type hoardings at Princes Bridge were replaced by a standard structure 10 feet in height.

The Staff.

Owing to the fluctuations in business and work, the number of staff employed varied from time to time during the year. A maximum of 22,243 was reached in November, 1933, while at 30th June, 1934, the number had declined to 21,087, or 789 less than at the end of the preceding year.

The average number of staff employed full time for the year was 21,863, an increase of 560 over the average for the previous year (21,303). These figures exclude relief workers engaged for special works which are being carried out in connexion with the unemployment relief scheme, but they include an average of 294 railway employees who were employed full time in supervising and assisting to carry out such works.

The increase in the average number employed full time was mainly due to the entire discontinuance of rationing in 1933-34, and to the fact that the normal positions of the average of 294 employees referred to above were in 1933-34 filled by the re-engagement of experienced railway men, whereas for the greater portion of the preceding year their places were filled by relief workers who were not included in the average staff figures for that year.

The number of officers and employees on loan to other State Services was practically the same as during the preceding year, the number on loan at 30th June, 1934, being 291.

The policy of spreading employment by booking off overtime and Sunday time was continued during the year.

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

	£
1931-32	4,352,872
1932-33	4,338,284
1933-34	4,519,183

Medical Division.

The number of examinations conducted by the Railways Medical Officer and his assistants during the year totalled 13,977—7,783 as to physical capacity, and 6,194 in vision, colour sense and hearing. The great majority of the examinations comprised—

- (a) the periodical tests of the vision, colour sense and hearing of employees engaged in safe-working ;
- (b) examinations following upon the illness or injury of employees ; and
- (c) examinations to determine the fitness or otherwise of applicants for employment in the service.

Of these examinations, 1,154 were conducted by one of the Assistant Medical Officers at various country centres to obviate the expense of bringing country employees to Melbourne.

In accordance with the usual practice, the Assistant Medical Officer availed himself of the opportunity while visiting country stations to make inspections of various refreshment rooms. These inspections indicated that the rooms are being maintained at a high standard of cleanliness and of hygienic conditions generally.

In addition to conducting their examinations, the Medical Officers also maintained an oversight of the Ambulance Depot at Spencer-street and first-aid services generally.

Wage Fixing Tribunals.

During the year alterations in wages as under were prescribed following upon applications from the Unions concerned :—

- (1) The cancellation by the Arbitration Court of the 10 per cent. emergency reduction (imposed by the Court in 1931) in the basic wage, subject, however, to the deletion of the " Powers 6d." and to the adoption of a different table as the basis of calculation. The result was a uniform basic wage of 10s. 8d. per day, whereas previously a rate of 10s. 6d. per day was operative except in the case of about one-fifth of the staff, who had received varying basic rates according to their particular award and to location.
- (2) The standardization (at our request) of the varying basic rates referred to above.

- (3) The cancellation also of the 10 per cent. emergency reduction in the margins above the basic wage, subject to our having discretionary power, where the new rate payable as a result of the alterations referred to would be higher than that payable in the State Public Service under the provisions of the Financial Emergency Act, to reduce the new rate to the Public Service level.

This cancellation (subject to the degree of discretion mentioned) was awarded by the Arbitration Court in the case of approximately 5,600 employees, including those in "craft" organizations and locomotive enginemen. In the case of the balance of the staff affected, the award was made by the Railways Classification Board, pending a general review of the rates of wage.

These alterations involved an increased expenditure of approximately £114,000 per annum, which would have been £27,000 higher but for the exercise of the discretionary power accorded to us.

The Railways Classification Board also issued various minor awards, which involved wage increases aggregating a further £4,000 per annum.

Education and Recreation.

We again have reason to be pleased with the results achieved by the Victorian Railways Institute. During the year the membership increased to 11,533, or 481 more than at 30th June, 1933.

The class enrolments aggregated 1,575. As opportunities for promotion have been greatly restricted since the depression, these figures are regarded as satisfactory.

The library services were availed of by 8,000 members, the total number of book exchanges aggregating 406,377, or nearly 17,000 more than in the preceding year. In addition 3,856 book exchanges were made with country centres.

Over 6,000 new books were added to the library at a cost of over £1,400, and 8,209 volumes were repaired and re-bound. There are now nearly 34,500 books in the library.

The Institute continued its progressive policy of improving its facilities. Numerous improvements, including the modernizing of the social hall and lighting effects, were carried out at Flinders-street. The Institute buildings at Ararat were enlarged by the building of a new hall, the cost of which is being financed by members with the assistance of local citizens.

The sports ground at Royal Park was improved by the addition of several tennis courts, and the improvements generally which have been made at this ground have earned the commendation of the Melbourne City Council.

Tourist and General Publicity.

The tourist and general publicity undertaken largely followed the modern trend of advertising.

Tourist pamphlets and advertisements were the subject of much attention with a view to increasing attractiveness, while posters also were designed in more arresting styles, with a view to the further stimulation of our tourist and general business.

Our co-operation in the production of tourist folders was again sought in several instances by various tourist organizations, to whom assistance was rendered both in the preparation of the publications and (to an extent) financially in connexion with the printing work.

General publicity dealt with numerous activities and problems. The major portion had reference to special, accelerated and altered train services, carnivals, and "Back to" movements, &c., and reduced fares offered from time to time.

By means of publicity in various forms, the public and the staff were kept well informed of developments in railway affairs generally, the latter largely through the *Railway News Letter*, the publication circulated monthly to railwaymen.

Further propaganda was issued with the object of securing the continued co-operation of the staff and our customers, and with a view to popularizing railway travel. A pamphlet entitled "Travel by Train and Relax," which trenchantly emphasized the advantages of rail as compared with road transport, and which was widely advertised throughout the State, was the most outstanding of the publications issued to influence public opinion in favour of rail travel.

Widespread publicity was given both in Victoria and in other States to the forthcoming Victorian and Melbourne Centenary celebrations and the concession fares which will apply during that period, the cost of the publicity issued in other States being borne by the various railway systems concerned. It is confidently expected that considerably augmented railway revenue will result.

Publicity to Assist the Primary Producer.

Publicity to assist the primary producer was again a conspicuous feature of our advertising work.

A large measure of this publicity aimed at increasing the home consumption of fruit. In addition, valuable aid was rendered to the fruit industry through the consumption and sale of fruit and fruit juice at railway refreshment rooms and stalls. For the fruit so disposed of fruit growers received from the Department an amount of £19,488, in which was included a sum of £8,858 paid to citrus-growers, largely comprising sales at railway fruit and fruit juice stalls.

Dried fruit received due prominence in our fruit publicity, and was again extensively used in the Departmental bakery, where over 8 tons of dried fruit were included in 70,595 large and 28,625 small loaves of raisin bread. In addition, approximately 2 tons of such fruit, comprising 22,632 packets of raisins, sultanas, &c., were sold at railway fruit stalls.

Poultry breeders were further assisted by means of publicity issued to illustrate and impress upon producers the correct methods of packing eggs. Potato and onion growers also received help in the disposal of their products by the wide distribution of an attractive potato and onion recipes booklet, while berry fruit growers were benefited by publicity and special arrangements to stimulate and facilitate the sale of berry fruits.

Wool growers, too, were aided in connexion with "Wool Week," free space being made available on railway premises for the display of calico signs and posters advertising the special appeal made to the public to "Use More Wool."

Tourist Activities.

The work of stimulating tourist travel during the year was characterized by unremitting activity, and it is gratifying to record another year of highly satisfactory service to the travelling public by the Government Tourist Bureau.

The escorted tour still continued in favour. During the year 209 tours were undertaken, including four from other States, with a total revenue of £20,231 from 12,986 passengers; last year's figures being 10,837 passengers, with a revenue of £18,423. The State Electricity Commission's works at Yallourn were visited on 27 occasions by escorted tour parties, comprising a total of 9,722 persons, chiefly students from the primary and secondary schools of Melbourne, as well as of the provincial cities. The revenue from such escorted tours was £1,978.

Two trail rides and one mountain hike were undertaken under the control of the Bureau.

The Bureau's Interstate Representatives were again active in inducing travel to Victoria, particularly escorted tours to The Chalet, Mt. Buffalo National Park. Parties of 172 from Brisbane and 246 from Adelaide visited this resort, consisting chiefly of scholars and teachers from the various public schools of those cities. Members of these parties also included Melbourne in their itinerary.

Two further tours of the holiday train, the novel form of tourist travel inaugurated two years ago, were conducted during the Christmas and Easter Holiday periods. On each occasion, the number of prospective passengers exceeded the accommodation available. A similar train was run to the Yea district during the Australia Day week-end.

The popularity of the holiday train is further emphasized by the fact that practically the whole of the available accommodation for the forthcoming Christmas tour has already been booked.

The combined rail and boat round tours from Sydney or Melbourne and return, via Hobart, which were inaugurated last year in co-operation with several of the shipping companies, increased in popularity, 422 passengers being booked for these tours, the Victorian proportion of the rail revenue secured being £385, as compared with £290 from 316 passengers last year.

At the request of the Australian National Travel Association, many special itineraries for extensive tours, both State and Interstate, were prepared for supply by the Association to overseas agencies interested in the promotion of travel to Australia, and this information will be widely circulated abroad.

The tourist activities for the year included a considerable amount of work undertaken in preparation for the Victorian and Melbourne Centenary celebrations, in connexion with which the Department has co-operated in every practicable way with the Centenary Celebrations Council. Following upon representations made by the United Licensed Victuallers' Association of the Commonwealth of Australia and the Guest House Association of Victoria, and with the assurance of the Centenary Celebrations Council that such a bureau would be the only booking agency officially recognized, an accommodation bureau was established, known as "The Official Centenary Accommodation Bureau," at which available accommodation in Melbourne and suburbs is registered and bookings are being effected.

The "Reso" Train.

Encouraged by the measure of improvement in industry generally, it was decided to re-introduce the running of the Reso train, and a tour was undertaken through the south-western and midland districts. As hitherto, local citizens at every point of visit whole-heartedly co-operated to enable the Reso visitors to see the leading features of their districts.

Realizing the unique facilities which the Reso train affords for the acquirement at first hand of knowledge concerning the State's agricultural and pastoral development and possibilities, the Centenary Celebrations Council has included four Reso tours in the official programme for the celebrations. In addition, a comprehensive Reso tour for guests at the Centenary celebrations has been scheduled by arrangement with the Federal and Victorian Governments and the Centenary Celebrations Council.

"Better-Farming" Train.

Funds provided by the Commonwealth Bank of Australia from the Rural Credits Development Fund, covering the costs both of this Department and of the Agricultural Department, enabled one tour to be undertaken during the year.

The tour was very successful, and at the nine centres at which demonstrations were held, large numbers of farmers and their families came to inspect the exhibits and attend the lectures.

The desire of visitors to the train to acquire information on methods and practices, the application of which lower the cost of production, was apparent; and the acknowledgments voiced by representative farmers and public men of the practical value of the train for the dissemination of such knowledge were particularly gratifying to the Departments concerned.

The lectures on child welfare, mothercraft, and home nursing, and the demonstrations in cookery and needlecraft were attended by such numbers of country women-folk as to tax the capacity of the lecture cars.

The Commonwealth Bank Board has expressed its willingness to advance funds to permit another tour to be undertaken, and it is proposed to organize a tour to traverse the north-eastern districts in September next.

Suggestions and Inventions.

Ideas from the staff, although not as numerous as during the previous twelve months, maintained a steady flow, the number received being 1,275 as compared with 1,536 last year.

The number of suggestions adopted was 263, the awards for successful ideas amounting to £520.

Road Motor Competition.

During the last session of Parliament, a Transport Regulation Act was passed with the object of defining the respective spheres of operation of railways and commercial road motor transport. The Board appointed to administer the Act, however, did not assume office until May, and the financial year closed without the railways having obtained any benefits from the provisions contained in the Act.

On the contrary, there was an increase, especially during the latter half of the year, in the activities of the road competitors. The passing of the Transport Regulation Act involved the repeal of the provisions of the Motor Omnibus Act relating to the regulation of country road passenger transport. Thus, there was an interval between the date on which the new legislation became nominally effective, viz., 1st January, 1934, and the date of appointment of the Transport Regulation Board, which, in addition, necessarily required some time in which to set the machinery of administration in order before assuming control of the situation.

Advantage was taken of this interval by many road operators. Under the former legislation, road passenger vehicles were prohibited from carrying passengers at separate and distinct fares on the five principal arterial highways. The removal of this prohibition and the temporary lack of any alternative control under the new Transport Regulation Act resulted in the revival of active competition by numbers of road passenger services on these highways, with seriously adverse effects upon railway revenue.

In addition, during the year many new road operators joined in the already severe competition for goods traffic in the higher-class commodities. Working under entirely unregulated conditions, they competed not only against the railways but against other road transport. This resulted in the cutting of rates to a level which it is impossible to believe could return a reasonable remuneration. Faced under these conditions with the prospect of losses of railway revenue even greater than formerly experienced, we were obliged, in an attempt to retain the traffic, to make further rate concessions by means of freight contracts in many districts.

The steps taken by us in this direction met with a measure of success. A proportion of the traffic in the more profitable commodities which unquestionably would otherwise have been diverted to road transport was conserved to the railways. At the same time, the losses due to the unregulated and uncontrolled road competition were of most serious dimensions, probably amounting in respect of the goods traffic alone to at least £400,000.

We are convinced that the popularity of road transport is not due to failure on the part of the railways to give satisfactory service, and that in the case of goods especially it is almost entirely attributable to the undercutting of our charges for certain selected classes of commodities, i.e., those bearing the higher rates in the railway classification.

In this respect the railways are placed at a disadvantage by the service which they render to the community generally, and which in particular is essential to the existence of primary producers, in the carriage of primary products and other goods of relatively small value at exceedingly low rates.

The average charge to consignors per ton of goods carried in the year just closed was only 1.46d. per mile, and the general service thus rendered to the community could not be conducted so economically by road. Our competitors do not seriously attempt to cater for the transport of commodities of low value, and it is this fact which enables them to compete successfully for the higher classes of goods in the railway classification.

In 1928-29, rail consignments of goods in the highest classifications ("2," "1," "C," and "Small's" minimum) amounted to a total of 587,607 tons. In 1933-34 the corresponding total was 343,958 tons. In the period of five years, there was thus a decrease of 243,649 tons, equivalent to 41 per cent., and although the financial depression has been of some influence in this decline, the figures indicate strikingly the inroads of motor competition into the more payable classes of goods traffic—made possible, as we have already said, by the small proportion of low grade traffic which our competitors carry.

It was hoped by the Government, when it directed that wool freights be reduced by 25 per cent., that the reduction would result in the recovery from our competitors of a substantial proportion of the traffic in this commodity. The reduced railway rates, however, were countered by the corresponding reductions offered by motor transport, the result being that the railways secured for haulage a lesser proportion of the wool clip than in the previous season.

It is most unfair that many producers who are dependent on the railways for cheap transport of their live stock, grain, and manure should feel no obligation to consign their wool by rail. This obviously impairs the ability of the railways to give the best overall service to the community.

We are hopeful, however, that the legislation now in existence will result in the near future in a substantial amelioration of the inequitable conditions created by the development of road transport along lines of wasteful and uneconomic competition, with its attendant adverse influence upon the finances of the State.

Departmental Road Motor Services.

Road motor buses, co-ordinating with train services, continued to operate on the following routes :—

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

The goods services consisted of the following activities :—

The route between Melbourne and Geelong ;
 A collection and delivery service at Geelong ;
 Sundry services, including the carriage of butter from the cool stores to the ship's side ;
 The transfer of less-than-car-loads of freight between Melbourne and various suburban destinations ; and domestic services.

After providing for interest charges and depreciation, the operations for the year resulted in a loss of £942, which was made up of a profit of £3,277 on the goods services and a loss of £4,219 from the passenger services.

The latter were adversely affected by the number of major overhauls and repairs, which caused the year to be loaded with a disproportionate amount in this respect.

As in the previous year, the great bulk of the recorded loss on the passenger services occurred on the East Camberwell-Deepdene-East Kew route, which cannot be expected to produce a satisfactory result in the accounts, as the great majority of passengers travel on "through" rail and bus tickets, and the bus route is credited only with its mileage proportion of the "through" fares. Nevertheless, the recorded loss was £1,400 less than in the preceding year, and shows a vast improvement upon what it was costing to maintain the rail service which the bus service displaced and supplemented.

Although a loss is recorded on the operation of the individual passenger services, all of them are valuable feeders to the railway system, and in some cases they also enabled savings to be made in train operation.

Decentralization of Accountancy Work.

The scheme of district accounting, which was mentioned in our last report, was extended during the year by the establishment of two further accounting points in the metropolitan area. It now embraces fifteen accounting offices, twelve of which are in the metropolitan area, and under present conditions it is regarded as being fully established.

Last year we foreshadowed that the scheme would bring about greater efficiency and more economical working, and those expectations have been completely realized. Duplication of effort has been eliminated, and the district organization has provided a standard of efficiency far greater than could have been attained under centralized control. As a direct result, the periodical financial results of working are made available considerably earlier than was possible under the previous system, with marked advantage to the administration.

This result, which has been achieved in the first year of complete operation, was very satisfactory.

State Coal Mine.

After the payment of working expenses, loan redemption and interest charges, and allowing for a contribution of £10,000 to the Depreciation Fund, the operation of the mine resulted in a loss of £82,560.

Although a considerable reduction has been made in the cost of production as compared with the position in 1930-31, it was insufficient to meet the enormous drop in selling prices brought about by the keen competition for the limited trade available. In 1930-31 State Mine coal, utilized by the railways, was being paid for at 21s. 8d. per ton for screened, and 18s. per ton for slack. These figures are now 11s. 6d. and 9s. 8d. per ton respectively.

During the year the mine was the subject of a special investigation by Mr. Robert Lee, A.O.S.M., M.I.M.M., Consulting Mining Engineer, who reported that although the methods employed at the mine are efficient, a loss of £75,000 per annum over the next five years, exclusive of any provision for the depreciation of assets, would be unavoidable under a continuance of present selling prices and rates of pay.

While this is not an encouraging prospect, Mr. Lee's report stated that "a study of the results of the State Coal Mines' operations, and the benefits which the State as a whole has derived from them, especially during the years of war and immediately afterwards, will, I think, convince the most sceptical that up to the present the mines have justified their existence."

The quantity of coal won during the year was 316,526 tons. The saleable output (which is exclusive of local consumption, miners' household coal, allowances, and waste) was 302,888 tons. Of this quantity 273,325 tons were supplied to the Railways Department; 5,238 tons to other Public Departments, and 24,325 tons to the general public.

During the year operations were suspended on account of strikes, stopwork meetings, and other like causes for 102 days. In the preceding year the loss of working time from similar causes amounted to 87 days.

Sectional stoppages and stopwork meetings had become so frequent and costly that the management informed the Miners' Union that it would take drastic disciplinary measures against any of its members whose actions resulted unreasonably in stoppages of work. Following stoppages which occurred despite this warning, a brace boy and subsequently an adult surface worker were dismissed, and seven wheelers were suspended. The Miners' Union demanded the unconditional reinstatement of these employees, and a strike commenced on 5th March, and continued until 25th July. Following upon conferences with the Honorable the Minister for Railways after the mine had been idle for four and a half months, the Union gave an undertaking in writing that stopwork meetings or other stoppages would not be resorted to except pursuant to a resolution by a general meeting (to be held either outside working hours or on the morning of any "pay" Saturday) of the members of the Union employed at the State Coal Mine, of which meeting three days' notice shall have been given to the members. Work was resumed on 26th July, and the suspended wheelers were re-employed with the general body of the men. Subsequently the surface worker and the brace boy were re-engaged.

It is hoped, in view of the undertaking given and the adverse circumstances under which the State operates the mine, that the financial position will not be aggravated by any action involving a further suspension of operations.

The amount disbursed in wages for the year was £204,407, and as a result of the strike the men lost approximately £100,000 in wages. The net average daily earnings of the contract miners, after deducting the cost of explosives, amounted to 20s. 9d. per man.

The wages and working conditions of employees of the mine are covered by awards of the State Coal Mine Industrial Tribunal which functioned throughout the year, and in Award No. 5 determined the number of shifts to be worked in any fortnight by the grades enumerated in the award.

Modifications of and additions to the power station plant are referred to under the heading "Electrical Engineering Branch."

Retirement of Commissioner Mr. T. B. Molomby, and Appointment of Mr. M. J. Canny.

In recording the retirement of Mr. Molomby as from 31st December, 1933, at the conclusion of the term for which he had been re-appointed, it is fitting that we should pay a tribute to the outstanding ability which he displayed throughout his long association with the Victorian Railways, embracing a period of over 50 years.

At a comparatively early age Mr. Molomby's capacity and strong personality led to his being selected to perform important administrative work in the Transportation Branch, and after holding office as Superintendent of Passenger Train Service he rose in 1915 to the head of the Branch, as General Superintendent of Transportation.

Mr. Molomby was appointed as Commissioner in 1924, and we regret exceedingly that the march of time has necessitated his severance from the Department in which he has been so prominent a figure for many years. Incidentally, he was the last to retire on a non-contributory pension, under the scheme which applied only to those holding office on 1st November, 1883—the date of his entry to the service.

Mr. M. J. Canny, who had succeeded Mr. Molomby as General Superintendent of Transportation in 1924, was appointed as Commissioner in his place as from 1st January, 1934.

Visit Abroad of Mr. H. W. Clapp.

Railway administrations throughout the world are faced with the problem presented by shrunken revenues, in which modern methods of competition invariably play an important part. While any remedies available must differ according to local circumstances, it is very gratifying that the Government should have deputed our Chairman, Mr. H. W. Clapp, to visit America, Great Britain, and the Continent of Europe to study at first hand the evolution of railway administration and practices arising from depressed and severely competitive conditions, together with the results being derived from new types of equipment. The knowledge gained by such a study must inevitably be of pronounced advantage to our railway system and to the State.

Mr. Clapp, accompanied by the Commissioners' Special Officer, Mr. R. G. Wishart, left Melbourne *en route* for America on 27th March. At the time of writing he is in Great Britain, having completed his inquiries in the United States of America and in Canada.

Acknowledgment of Services of Staff.

We again pay a sincere tribute to the staff for the excellent service and co-operation which they have rendered.

The fact that there has been no weakening of morale, in spite of the heavy sacrifices which all sections have been required to make because of economic conditions, is a source of much gratification, and an indication of a pride in the undertaking and of an increasing realization of the necessity for a high quality of service.

There are numerous and ample evidences of the growth of understanding and co-operation between the staff and railway patrons, and our close contact with the latter in all parts of the State demonstrates that they are not lacking in appreciation of the efforts made by the employees.

Heads of Branches.

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

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

Appendices, &c.

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

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

We have the honour to be,

Sir,

Your obedient servants,

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

APPENDIX

BALANCE-SHEET AT

LIABILITIES.	Reference.	£ s. d.			£ s. d.		
	Appendix. No.						
Face value of Bonds and Stock allocated to the Railways ... ..	...	75,745,824	10	1			
<i>Less</i> Securities purchased and cancelled from National Debt Sinking Fund ...	...	2,152,822	13	8			
					73,593,001	16	5
Contributions from Revenue and the National Recovery Loan for Capital and other Purposes—							
Proceeds of Sale of State Lands ...	...	2,825,740	6	1			
Accrued Interest on Loan Moneys expended during the construction of certain lines ... ..	...	21,619	0	0			
Consolidated Revenue ... ..	...	1,374,573	19	4			
Developmental Railways Account ...	...	108,539	14	10			
National Recovery Loan Fund ...	...	924,108	13	10			
					5,254,581	14	1
Advance from Public Account for Capital Purposes ... ..	...	...			150,107	8	6
Contributions to National Debt Sinking Fund ... ..	...	2,270,322	19	4			
<i>Less</i> net loss on repurchase of securities, including exchange ...	...	96,739	4	11			
					2,173,583	14	5
Special Funds :—							
Rolling Stock Replacement Fund ...	...	10,531	4	6			
Railway Accident and Fire Insurance Fund	13	100,000	0	0			
					110,531	4	6
Sundry Creditors ... ..	...	340,370	13	2			
Payments received in advance for Revenue Services to be rendered in the year 1934/35 ... ..	...	60,048	3	4			
Payment received in advance for works to be carried out ... ..	...	7,985	3	1			
					408,403	19	7
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue	...	...			119,211	19	11
Interest Charges and Expenses ... ..	...	3,196,910	8	3			
Exchange on Interest Payments ... ..	...	356,284	8	10			
		3,553,194	17	1			
<i>Less</i> Net Revenue for the year after providing for Working Expenses ...	...	2,818,075	10	7			
					735,119	6	6
					£82,544,541	3	11

J. A. NORRIS, Auditor-General.

No. 1.

30TH JUNE, 1934.

ASSETS.	Reference.	£ s. d.			£ s. d.		
	Appendix No.						
Railways (Open Lines) :—							
Way, Works, Buildings and Equipment	8	59,857,744	10	5			
Rolling Stock	8	14,554,767	10	9			
					74,412,512	1	2
Stores and Materials on hand and in transit	8 and 21	1,054,723	17	8			
Stores and Equipment on hand at Refreshment Rooms ... ..	...	115,122	7	5			
Materials in course of Manufacture ...	8	44,437	8	0			
					1,214,283	13	1
Electric Tramways (Open Lines) :—							
Way, Works, Buildings and Equipment	8	207,651	18	5			
Rolling Stock	8	101,474	6	4			
					309,126	4	9
Road Motor Public Services :—							
Buildings and Equipment	8	6,101	1	10			
Rolling Stock	8	23,954	6	1			
					30,055	7	11
Railways under construction	8	...			440,271	15	1
Bridges over the Murray and Snowy Rivers for Railways not yet constructed	8	...			33,061	2	7
Lines closed for traffic—							
Railways	8	390,189	5	1			
Black Rock to Beaumaris Electric Tramway	8	33,081	6	8			
					423,270	11	9
Assets abandoned or abolished—to be written off ... ..	...	...			19,824	14	5
Surveys	8	...			412,439	4	7
Piers transferred to Melbourne Harbor Trust, at cost ... ..	...	279,830	0	0			
Less Repaid to Capital Account ...	8	248,829	7	9			
					31,000	12	3
					77,325,845	7	7
Discount and Floating charges on Loans	...	3,772,152	14	2			
Less Premiums ... ..	...	453,928	14	6			
					3,318,223	19	8
Expenditure on unemployed relief work	...	...			320,238	13	6
Cash at Treasury—							
Special Funds ... ..	...	110,531	4	6			
Railway charges in suspense ... ..	...	107,128	3	1			
Railways Repayment Fund ... ..	...	18,042	17	1			
					235,702	4	8
Cash at Stations and in Transit ... ..	...	...			60,685	18	11
National Debt Sinking Fund ... ..	...	...			20,761	0	9
Securities held as Deposits on Contracts	...	...			25,347	19	4
Sundry Debtors ... ..	...	...			150,692	17	11
Balance of Moneys provided for Capital Purposes :—							
Railway Loans Repayment Fund ...	...	209,299	18	3			
Trust Funds Surplus Land Account	...	1,641	2	1			
Railways Stores Suspense Account	21	140,982	14	9			
					351,923	15	1
Deficit for year 1933-34 ... ..	...	...			735,119	6	6
					£82,544,541	3	11

T. F. BRENNAN,

Comptroller of Accounts.

APPENDIX No. 2

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1934 AND 1933.
(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—	
		1934.	1933.			1934.	1933.
		£	£			£	£
To Maintenance of Way and Works ..	A	1,564,771	1,464,041	By Passengers	4	3,502,513	3,561,588
„ Rolling Stock—				„ Parcels	4	322,693	322,057
General Superintendence, &c. ..	B	33,940	31,714	„ Horses, Carriages and			
Maintenance of Rolling Stock ..	C	1,173,284	1,226,593	Dogs	4	15,261	16,656
Motive Power	D	902,913	925,732	„ Mails	4	64,196	68,570
Examination and Lubrication of				Total Coaching .. .. .	..	3,904,663	3,968,871
Coaching and Goods Vehicles	E	46,569	47,609	„ Goods and Live Stock ..	4	4,572,038	4,773,699
„ Transportation and Traffic ..	F	1,647,482	1,628,237	„ Electrical Power	4	27,761	28,595
„ Electrical Engineering Branch ..	G	187,369	192,941	„ Rents and Miscellaneous	4	140,363	149,048
„ Miscellaneous Operations	H	321,579	313,993	„ Dining Car and Refresh-			
„ Stores Branch	I	87,361	85,389	ment Rooms Services	4	297,075	290,301
„ General Expenses	J	165,575	166,023	„ Advertising	4	40,865	41,798
„ Contribution to the Railway Acci-				„ Bookstalls	4	57,922	58,021
dent and Fire Insurance Fund		19,775	28,284	„ Amount received in re-			
„ Superannuation and Pensions ..		424,056	417,051	spect of the loss result-			
„ Border Railways Adjustment ..		52,841	54,965	ing from the working of			
„ Credit for maintenance expenditure				certain lines of railway,			
charged to Unemployment Relief				<i>vide</i> page 10	4	134,424	124,288
Funds		Cr. 251,104	Cr. 69,135	„ Guarantees in respect of			
„ Balance Net Earnings		6,376,411	6,514,037	losses on certain lines	4	..	11,500
		2,798,700	2,932,084				
Total	£	9,175,111	9,446,121	Total	£	9,175,111	9,446,121

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1934 AND 1933
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1934.	1933.		1934.	1933.
Average Miles of Single Track Open, including Sidings	6,126	6,126			
A.—MAINTENANCE OF WAY AND WORKS.	£	£	F.—TRANSPORTATION AND TRAFFIC.	£	£
Superintendence	131,434	136,666	General Superintendence	129,696	138,199
Stationery, Printing, and Advertising	4,624	4,315	Stationery, Printing, and Advertising	44,244	44,746
Maintenance and Renewals of the Permanent Way	900,140	797,694	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	4,114	35,690	Salaries, Wages, &c., of Staff ..	1,068,326	1,048,056
Slips and Flood Repairs	5,526	978	Fuel and Light	34,321	32,412
Bridges, Tunnels, Culverts, Retaining Walls, and Drains	55,925	53,156	Uniforms for Staff	6,591	4,697
Piers and Wharfs	115	14,728	Other Supplies	36,515	34,828
Weightbridges, Scales, Lifting Cranes, &c.	13,343	12,068	Other Expenses	9,425	8,437
Electric Power Station Buildings ..	6,655	5,710	Gatekeeping	27,590	26,599
Other Buildings, Platforms, and Fixtures	135,212	138,452	Guards and Conductors		
Stock Yards	8,656	6,950	Wages and Expenses	164,063	158,965
Water Services	20,583	15,620	Uniforms and Supplies	2,195	2,065
Machinery, Tools, and Supplies ..	63,967	80,430	Cleaning, Icing, &c., of Carriages ..	53,725	52,553
Signals and Interlocking, Signal Boxes, and Track Bonds	115,581	119,457	Supplies, &c., for Carriages	12,915	13,373
Telegraph and Telephone Lines and Instruments	25,562	22,344	Light for Carriages	8,218	9,928
Injuries to Employees or others ..	2,424	2,422	Repairs and Renewals of Tarpaulins and Lashings	38,539	43,728
Betterments	33,369	16,662	Rail Motor Operation	4,151	3,997
Other Expenses	541	699	Operation of Grain Elevators and Grain Conveyors .. ..	..	..
	1,564,771	1,464,041	Operation of Coal Shipping Plants ..	..	..
ROLLING STOCK.			Injuries to Employees	2,479	1,918
B.—GENERAL SUPERINTENDENCE, ETC.			Loss and Damage to Property and Goods	1,015	785
General Superintendence	32,005	29,297	Compensation, Personal .. ..	..	..
Stationery, Printing, and Advertising	1,935	2,417	Other Expenses	3,474	2,951
	33,940	31,714		1,647,482	1,628,237
C.—MAINTENANCE OF ROLLING STOCK.			G.—ELECTRICAL ENGINEERING BRANCH.		
Motive Stock—			General Superintendence	11,642	12,676
Steam Locomotives	451,893	439,076	Stationery, Printing, and Advertising	465	539
Electric Locomotives	1,688	1,846	Power Station	148,762	153,812
Electrical Equipment of Electric Coaching Stock	26,008	25,475	Transmission, Distribution Systems, and Sub-Stations	63,121	62,592
Coaching Stock, excluding Electrical Equipment	239,487	216,274	Injuries to Employees or others ..	217	54
Goods Stock	317,618	407,800	Other Expenses .. ..	..	..
Rail Motors	37,190	36,122	Other Operations	Cr. 36,838	Cr. 36,732
Payments in respect of accrued depreciation on Rolling Stock, and of Rolling Stock withdrawn from service	100,000	100,000		187,369	192,941
	1,173,284	1,226,593	H.—MISCELLANEOUS OPERATIONS.		
D.—MOTIVE POWER.			Dining Car Service	9,472	9,269
Superintendence	37,278	36,293	Refreshment Rooms Service	248,173	240,423
Running Sheds, Labour and Supplies	59,546	57,216	Advertising Service	11,850	12,161
Drivers and Firemen	327,146	324,898	Bookstalls Service	52,084	52,140
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.	307,889	330,630		321,570	313,993
Oil, Tallow, Waste, and other running supplies	14,748	16,356	I.—STORES BRANCH.		
Water	27,033	24,662	Salaries and Wages	84,461	81,612
Electric Motormen, including Superintendence, Uniforms, and Supplies ..	96,516	95,494	Charges for Services rendered by other Branches	8,609	8,216
Rail Motor Operation	29,943	38,095	Printing	748	761
Other Expenses	1,734	1,252	Motor Transport	3,504	4,118
Injuries to Employees or others ..	1,080	836	Office Requisites and Stores	1,276	1,682
	902,913	925,732	Other Expenses	1,578	1,180
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.			Proportion of Percentage added to cost of Works charged to Capital, &c. Cr.	12,815	12,180
Excluding Electrical Equipment ..	40,369	40,708		87,361	85,389
Electrical Equipment	6,200	6,901	J.—GENERAL EXPENSES.		
	46,569	47,609	Commissioners' and Secretary's Offices	25,740	25,051
			Accountancy Branch	93,623	96,353
			Legal and Medical Expenses	9,397	9,478
			Stationery, Printing, and Advertising	9,822	8,871
			Municipal and Shire Rates	885	1,153
			Sundry other General Charges	26,108	25,117
				165,575	166,023
			K.—OTHER EXPENDITURE.		
			Contribution to the Railway Accident and Fire Insurance Fund	19,775	28,284
			Superannuation and Pensions	424,056	417,651
			Border Railways Adjustment	52,841	54,965
				496,672	500,900
			Total	6,627,515	6,583,172
			Credit for maintenance expenditure charged to Unemployment Relief Funds	Cr. 251,104	Cr. 69,135
			Working expenses charged against Railway Revenue	6,376,411	6,514,037

APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1934, AND 1933 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—							
	1934.				1933.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	Traffic Train Mileage ..		4,721		Traffic Train Mileage ..		4,721	
	Passenger—				Passenger—			
	Country		3,629,853		Country		3,623,153	
	Suburban		6,929,541		Suburban		6,917,632	
	Goods		4,752,067		Goods		4,780,613	
	Total		15,311,461		Total		15,321,398	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers	Journeys.	£	£	d.	Journeys.	£	£	d.
Second Class Passengers	375,884	316,282	67·65	20·91	386,319	314,706	67·32	20·85
Season Tickets—	3,305,175	893,428	191·54	59·20	3,420,436	953,408	203·94	63·15
First Class	584,915	73,163	15·65	4·84	660,669	85,567	18·30	5·07
Second Class	666,361	24,130	5·16	1·60	693,695	26,145	5·59	1·73
Workmen's Weekly Tickets—Second Class	140,394	3,200	·69	·21	130,560	2,869	·61	·19
Total Country	5,072,729	1,312,203	280·69	86·76	5,291,679	1,382,695	295·76	91·59
SUBURBAN.								
First Class Passengers	20,826,950	474,718	2,218·31	16·44	22,290,839	495,305	2,314·51	17·18
Second Class Passengers	45,897,102	875,387	4,090·59	30·32	45,318,339	871,163	4,072·26	30·24
Season Tickets—								
First Class	21,187,496	334,625	1,563·67	11·59	20,629,359	326,739	1,526·82	11·34
Second Class	27,666,165	339,720	1,587·48	11·77	26,688,936	331,545	1,549·27	11·50
Workmen's Weekly Tickets—Second Class	10,716,773	165,860	775·04	5·74	9,970,861	153,841	718·88	5·33
Total Suburban	126,294,486	2,190,310	10,235·09	75·86	124,898,334	2,178,893	10,181·74	75·59
Total Passenger	131,367,215	3,502,513	741·90	79·61	130,190,013	3,561,588	754·41	81·09
Parcels		322,693	68·35	7·34		322,057	68·22	7·33
Horses, Carriages, &c.		15,261	3·23	·34		16,656	3·53	·38
Mails		64,196	13·60	1·46		68,570	14·52	1·56
Total Parcels, &c.		402,150	85·18	9·14		407,283	86·27	9·27
Total Coaching		3,904,663	827·08	88·75		3,968,871	840·68	90·36
General Merchandise	Tons.	£	£	d.	Tons.	£	£	d.
Wool	4,715,215	3,554,290	752·87	179·51	5,133,381	3,780,743	800·83	189·80
Live Stock	67,931	195,134	41·33	9·86	86,483	244,112	51·71	12·26
Minerals—	586,187	675,450	143·08	34·11	483,774	590,691	125·12	29·65
Coal, Coke, and Shale	217,448	66,913	14·17	3·38	218,810	68,557	14·52	3·44
Other than Coal, Coke, and Shale	271,596	80,251	17·00	4·05	321,898	89,596	18·98	4·50
Total Goods	5,858,377	4,572,038	968·45	230·91	6,244,346	4,773,690	1,011·16	239·65
Electrical Power		27,761	5·88	·00		28,595	6·06	·00
Rents		131,185	27·79	·00		130,000	27·54	·00
Miscellaneous		9,178	1·94	·00		19,048	4·03	·00
Total Power, Rents, and Miscellaneous		168,124	35·61	·00		177,643	37·63	·00
Dining Cars		11,013	2·33	·00		10,832	2·30	·00
Refreshment Rooms		286,062	60·59	·00		279,469	59·20	·00
Advertising		40,865	8·66	·00		41,798	8·85	·00
Bookstalls		57,922	12·27	·00		58,021	12·29	·00
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls		395,862	83·85	·00		390,120	82·64	·00
Amount received in respect of the loss resulting from the working of certain lines of railway, &c., vide page 10		134,424	28·48	·00		124,288	26·33	·00
Guarantees in respect of losses on certain lines						11,500	2·43	·00
Total Earnings		9,175,111	1,943·47	143·82		9,446,121	2,000·87	147·97
WORKING EXPENSES.								
	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.
WORKING EXPENSES.								
Maintenance of Way and Works	£	%	£	d.	£	%	£	d.
Rolling Stock—	1,564,771	(a) 14·32	331·45	24·53	1,464,041	(a) 14·77	310·11	22·93
General Superintendence, &c.	33,940	·37	7·19	·53	31,714	·34	6·72	·50
Maintenance of Rolling Stock	1,173,284	12·79	248·52	18·39	1,226,593	12·99	250·82	19·21
Locomotive Power	902,913	9·84	191·25	14·15	925,732	9·80	196·09	14·50
Examination and Lubrication of Coaching and Goods Vehicles	46,569	·51	9·87	·73	47,600	·50	10·08	·75
Transportation and Traffic	1,647,482	17·96	348·97	25·82	1,628,237	17·24	344·89	25·51
Electrical Engineering Branch	187,369	2·04	39·69	2·94	192,941	2·04	40·87	3·02
Miscellaneous Operations	321,579	3·50	68·12	5·04	313,993	3·32	66·51	4·92
Stores Branch	87,361	·95	18·51	1·37	85,389	·90	18·09	1·34
General Expenses	165,575	1·80	35·07	2·59	166,023	1·76	35·17	2·60
Superannuation and Pensions	424,056	4·62	89·82	6·65	417,651	4·42	88·46	6·54
Contribution to the Railway Accident and Fire Insurance Fund	19,775	·22	4·19	·31	28,284	·30	5·99	·44
Border Railways Adjustment	52,841	·58	11·19	·83	54,965	·58	11·64	·86
Less charged to Unemployment Relief Funds	6,627,515	..	1,403·84	103·88	6,583,172	..	1,394·44	103·12
Total Working Expenses charged to Railway Revenue	251,104	..	53·19	3·93	69,135	..	14·64	1·08
Total Working Expenses	6,376,411	69·50	1,350·65	99·95	6,514,037	68·96	1,379·80	102·04
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—69·50.				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—68·96.				

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1934.	1933.
Maintenance of Way and Works (including amount charged to Unemployment Relief Funds)	23·61	22·24
Rolling Stock—		
General Superintendence, &c.	·51	·48
Maintenance of Rolling Stock	17·70	18·63
Locomotive Power	13·62	14·06
Examination and Lubrication of Coaching and Goods Vehicles	·70	·73
Transportation and Traffic	24·86	24·73
Electrical Engineering Branch	2·83	2·93
Miscellaneous Operations	4·85	4·77
Stores Branch	1·32	1·30
General Expenses	2·50	2·52
Superannuation and Pensions	6·40	6·34
Contribution to the Railway Accident and Fire Insurance Fund	·30	·43
Border Railways Adjustment	·80	·84
	100·00	100·00

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

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1919, TO 30TH JUNE, 1934 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year	Mileage of Railway Open for Traffic at end of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Traffic Train Miles.*	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Cost of Open Lines (Including Rolling-stock and Stores and Materials).	Average Cost per Mile open at end of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile open.	Per Traffic Train Mile.
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	563	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5'89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,913,291†	6,251,682	13,164,973	2,802	14/7'73
1929-30	4,713	4,708	74,849,542	15,882	647	1,931	20,674	1,028	17,670,565	157,119,071	7,513,606	6,402,624	5,599,182	12,001,806	2,549	13/7'01
1930-31	4,717	4,710	74,609,226	15,817	657	1,929	20,728	1,013	15,945,315	134,655,220	6,099,310	5,190,550	4,817,808	10,008,358	2,125	12/6'64
1931-32	4,721	4,720	74,701,372	15,823	650	1,863	20,723	999	15,363,776	125,990,585	6,186,081	4,648,566	4,805,738	9,454,304	2,003	12/3'69
1932-33	4,721	4,721	75,088,156	15,905	506	1,857	20,622	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3'97
1933-34	4,721	4,721	75,626,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,603,073	4,572,038	9,175,111	1,943	11/11'82

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

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

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1919, TO 30TH JUNE, 1934 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS AND SIGNAL AND TELEGRAPH BRANCHES.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Melbourne Harbour Trust in connection with the construction of the Spencer-street Bridge.			
	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.		Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.													
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£			
1919-20	1,720,607	2/3'49	20'92	1,262,069	301	1/8'16	15'35	1,722,967	2/3'53	20'95	† 976,684	1/3'60	11'87	124,012	1'98	1'51	85,963	...	99,981	40,668	0'65	0'49	...	...
1920-21	2,246,443	2/10'71	22'93	1,578,206	372	2/0'38	16'11	2,139,809	2/9'26	21'84	† 1,255,460	1/7'40	12'82	159,174	2'46	1'62	146,698	...	237,346	* 73,969	1'14	0'76	...	...
1921-22	2,395,694	3/0'26	22'20	1,709,214	399	2/1'87	15'84	1,793,643	2/3'15	16'62	† 1,367,902	1/8'70	12'68	174,553	2'64	1'62	264,825	...	241,284	80,225	1'21	0'74	...	...
1922-23	2,399,867	2/11'13	21'15	1,762,626	410	2/1'80	15'53	1,607,733	1/11'54	14'17	† 1,468,108	1/9'49	12'94	191,371	2'81	1'69	406,870	...	261,767	84,259	1'23	0'74	...	...
1923-24	2,543,229	3/0'78	21'27	1,862,562	426	2/2'94	15'58	1,638,163	1/11'69	13'70	† 1,581,104	1/10'87	13'22	199,697	2'89	1'67	338,547	...	312,879	38,916	0'56	0'32	...	...
1924-25	2,664,697	3/0'58	20'88	1,964,635	442	2/2'97	15'40	1,770,930	2/0'31	13'88	† 1,730,972	1/11'76	13'57	216,130	2'97	1'69	364,264	...	430,151	47,823	0'66	0'38	...	...
1925-26	2,701,124	3/0'88	21'32	1,929,938	426	2/2'35	15'23	1,821,763	2/0'88	14'37	† 1,770,727	2/0'18	13'98	238,621	3'26	1'88	466,770	80,162	452,755	65,945	0'90	0'52	...	...
1926-27	2,822,524	3 1'57	20'67	2,277,359	492	2/6'31	16'68	1,944,543	2/1'48	14'02	† 1,832,378	2/0'39	13'42	256,214	3'41	1'88	410,671	90,180	484,281	62,757	0'84	0'46	...	...
1927-28	2,673,941	3/0'27	20'86	2,119,124	455	2/4'74	16'53	1,812,107	2/0'58	14'13	† 1,848,364	2/1'07	14'42	248,374	3'37	1'94	346,808	111,706	493,011	31,301	0'42	0'24	...	...
1928-29	2,605,790	2/10'78	19'79	1,926,157	410	2/1'71	14'64	1,738,142	1/11'20	13'20	† 1,841,478	2/0'58	13'99	240,212	3'21	1'82	349,566	141,094	481,537	31,724	0'42	0'24	16,666	...		
1929-30	2,536,635	2/10'45	21'14	1,749,068	372	1/11'76	14'57	1,703,952	1/11'14	14'20	† 1,883,134	2/1'58	15'69	236,410	3'21	1'97	345,566	133,922	464,777	44,417	0'60	0'37	16,667	...		
1930-31	2,026,918	2/6'51	20'25	§ 1,406,435	298	1/9'17	13'93	1,293,150	1/7'46	12'92	† 1,547,031	1/11'29	15'46	197,544	2'97	1'97	273,682	110,810	362,222	26,603	0'40	0'27	16,667	...		
1931-32	1,690,542	2/2'42	17'88	1,110,987	235	1'5'35	11'75	1,066,778	1/4'66	11'28	† 1,193,374	1/6'64	12'62	168,571	2'63	1'78	187,805	88,636	305,561	18,926	0'30	0'20	...	...
1932-33	1,628,237	2/1'51	17'24	§ 1,464,041	310	1/10'93	14'77	988,674	1/3'49	10'47	† 1,242,974	1 7'47	13'16	166,023	2'60	1'76	192,941	85,389	313,993	28,284	0'44	0'30	...	...
1933-34	1,647,482	2/1'82	17'96	§ 1,564,771	331	2/0'53	14'32	965,480	1/3'13	10'53	† 1,191,226	1/6'67	12'98	165,575	2'59	1'80	187,369	87,361	321,579	19,775	0'31	0'22	...	...

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

§ Includes amounts charged against Unemployment Relief Funds—year 1930-31, £12,250; year 1932-33, £69,135; year 1933-34, £251,104.

|| Calculated (in respect of 1930-31, 1932-33 and 1933-34) on the expenditure of the Branch after deducting the amount charged against Unemployment Relief Funds.

‡ Includes £250,000 for each of the years 1926-27, 1927-28, 1928-29, 1929-30, and 1930-31, and £100,000 for each of the years 1931-32, 1932-33 and 1933-34 for accrued depreciation on Rolling Stock and for Rolling Stock withdrawn from service.

¶ Includes payment into Rolling-stock Replacement Fund, year 1919-20, £50,000; year 1920-21, £187,098; year 1921-22, £150,000; year 1922-23, £200,000; year 1923-24, £200,000; year 1924-25, £200,000; and year 1925-26, £200,000.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1919, TO 30TH JUNE, 1934 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	TOTAL WORKING EXPENSES (exclusive of Superannuation Pensions, &c.).			SUPER- ANNUA- TION AND PEN- SIONS.	Adjust- ments. — Border Railways and State Coal Mine.	TOTAL WORKING EXPENSES. (Including Superannuation and Pensions).			Expenditure on Maintenance of Way and Works charged to Unemploy- ment Relief Funds. — Credit.	WORKING EX- PENSES CHARGED AGAINST RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines, (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EX- PENSES.	EXCHANGE ON INTEREST PAYMENTS AND REDEMP- TION.	DEFICIT.	SURPLUS.
	Amount	Per Average Mile open.	Per Traffic Train Mile.			Amount.	Per Average Mile open.	Per Traffic Train Mile.		Amount.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent on Railway Loans. ¶					
	£	£	s. d.	£	£	£	£	s. d.	£	£		£	£	s. d.		£	£	£	£	
1919-20 ...	6,032,951	1,438	8/0'38	152,932	29,160	6,215,043	1,482	8/3'29	...	6,215,043	75'56	2,009,929	479	2/8'11	3'49	3'42	2,225,881	...	215,952	...
1920-21 ...	7,837,105	1,850	10/1'09	182,036	2,005	8,021,146	1,893	10/3'93	...	8,021,146	81'88	1,774,617	419	2/3'41	2'96	2'90	2,401,132	...	626,515	...
1921-22 ...	8,027,340	1,874	10/1'50	194,581	3,879	8,225,800	1,920	10/4'50	...	8,225,800	71'23	2,565,282	599	3/2'83	4'01	3'97	2,580,001	...	14,719	...
1922-23 ...	8,182,601	1,904	9/11'79	203,470	3,938	8,390,009	1,953	10/2'82	...	8,390,009	73'94	2,957,048	688	3/7'29	4'43	4'51	2,937,709	...	...	19,339
1923-24 ...	8,715,097	1,995	10/6'04	206,366	3,297	8,924,760	2,043	10/9'07	...	8,924,760	74'63	3,033,875	594	3/7'88	4'52	4'54	3,001,370	...	103,912†	...
1924-25 ...	9,389,611	2,112	10/8'90	215,087	40,117†	9,644,815	2,169	11/0'41	...	9,644,815	75'59	3,114,382	701	3/6'75	4'59	4'58	3,085,648	...	...	28,734
1925-26 ...	9,527,805	2,105	10/10'11	238,108	1,630	9,767,543	2,158	11/1'38	...	9,767,543	77'09	2,903,518	642	3/3'65	4'16	4'17	3,077,656	...	174,138	...
1926-27 ...	10,150,907	2,194	11/3'11	293,680	Cr. 35,901*	10,408,686	2,250	11/6'55	...	10,408,686	76'24	3,243,748	701	3/7'17	4'52	4'57	3,269,628	...	25,880	...
1927-28 ...	9,684,736	2,078	10/11'35	335,950	6,156	10,026,842	2,151	11/4'00	...	10,026,842	78'21	2,794,217	600	3/1'89	3'80	3'85	3,321,727	...	527,510	...
1928-29 ...	9,372,366	1,995	10/5'10	366,899	2,662	9,741,927	2,074	10/10'04	...	9,741,927	74'00	3,423,046	729	3/9'69	4'63	4'64	3,473,575	...	50,529	...
1929-30 ...	9,114,548	1,936	10/3'79	394,187	4,684	9,513,419	2,021	10/9'21	...	9,513,419	79'27	2,488,387	529	2/9'80	3'30	3'32	3,508,658	...	1,020,270	...
1930-31 ...	7,261,062	1,542	9/1'27	425,334	20,998	7,707,394	1,636	9/8'01	12,250	7,695,144	76'89	2,315,214	491	2/10'82	2'08	3'10	3,596,758	183,865	1,467,407	...
1931-32 ...	5,831,180	1,235	7/7'09	424,602	83,760	6,340,542	1,343	8/3'05	...	6,340,542	67'06	3,113,762	660	4/0'64	4'12	4'17	3,641,109	440,938	968,285	...
1932-33 ...	6,110,556	1,294	7/11'72	417,651	4,965	6,583,172	1,394	8/7'12	69,135	6,514,037	68'96	2,932,084	621	3/9'93	3'88	3'90	3,223,873	402,705	694,494	...
1933-34 ...	6,150,618	1,303	8'0'41	424,056	52,841	6,627,515	1,404	8/7'88	251,104	6,376,411	69'50	2,798,700	503	3/7'87	3'69	3'70	3,181,736	354,335	737,371	...

* Repayment of £37,268, advance to State Coal Mine in year 1924-25, less £1,167 Border Railways Adjustment.

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

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

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

APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID IN THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1934, AND 30TH JUNE, 1933.

Branch.	Year ended 30th June—					
	1934.			1933.		
	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	152,114	926,467	1,078,581	63,452	914,006	977,458
Locomotive	263,744	1,299,513	1,563,257	275,347	1,268,169	1,543,516
Traffic	31,734	1,336,590	1,368,324	26,239	1,324,474	1,350,713
Electrical	13,010	137,152	150,162	12,526	128,086	140,612
Other Branches	77,533	365,268	442,801*	61,923	342,938	404,861*
Totals	538,135	4,064,990	4,603,125	439,487	3,977,673	4,417,160

* Includes Salaries and Wages of Staff on Loan to other Government Departments 1933/34, £69,563. 1932/33, £55,119.

APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1934, AND 30th JUNE, 1933.

Branch.	1934.			1933.		
	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	86	83	169	84	46	130
Chief Accountant's	* 663	191	854	612	132	744
Traffic Audit	136	383	519	140	370	510
Stores						
Permanent Way	381	4,942	5,323	419	4,588	5,007
Signalling	385	6,918	7,303	456	6,938	7,394
Locomotive						
Traffic	1,951	4,561	6,512	1,971	4,576	6,547
Electrical	112	530	642	121	518	639
General	34	708	742	60	690	750
Totals	3,748	18,316	22,064	3,863	17,858	21,721
* Includes Staff on Loan to other Government Departments	219	75	294	198	61	259

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

CONSTRUCTION BRANCH (Board of Land and Works).

YEAR ENDED 30TH JUNE.

1934.			1933.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
35	90	125	36	109	145

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL EMPLOYED HAD WORKED FULL TIME (ORDINARY HOURS) DURING THE YEARS ENDED 30TH JUNE, 1934, AND 30TH JUNE, 1933.

How Employed.	1934.	1933.
On Working Expenses	19,364	19,184
On Capital and other funds (including Electric Tramways and Road Motor Services)*	2,499*	2,119*
Totals	21,863	21,303
* On Loan Staff included in "On Capital and Other Funds."	294	257

APPENDIX No. 8.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, DATE OF OPENING, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1934.

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.			
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£
LINES OPEN FOR TRAFFIC.										
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	100.89	..	100.89	1,902	18	5,184,752	18	8	51,390
	Bendigo to Echuca (including cost of Bendigo Cattle yards and wharf at Echuca) ..	2.60	53.77	56.37	758	314	698,972	13	9	12,400
4.7.1876	*Deniliquin to Moama	0.30	43.76	44.06	..	..	197,850	19	2	4,490
4.7.1876	†Moama to Echuca (including portion of cost of Echuca Bridge used for Railway purposes only) .. .. .	..	1.06	1.06	..	..	15,206	0	0	14,345
29.12.1878	†Echuca Bridge over the River Murray (exclusive of portion of cost of bridge used for Railway purposes) .. .. .	..	..	..	..	..	33,163	7	10	
26.3.1926	Barnes to Balranald .. .. .	..	119.92	119.92	326	206	695,062	2	7	5,796
7.6.1881	Clarkefield to Lancefield .. .. .	..	14.50	14.50	1,675	1,072	66,506	19	9	4,587
1.10.1888 } 22.8.1890 } 16.2.1880 } 17.3.1880 }	Heathcote Junction to Bendigo (including cost of Cattle Siding) .. .. .	..	67.82	67.82	1,450	526	409,853	9	9	6,043
	Carlsruhe to Daylesford	0.38	22.17	22.55	2,469	1,791	183,172	2	0	8,123
17.3.1880 }	Daylesford Junction to North Creswick ..	..	23.11	23.11	2,292	1,429	181,082	15	8	7,836
15.1.1891	Redesdale Junction to Redesdale .. .. .	..	16.25	16.25	1,636	973	89,044	15	0	5,480
7.7.1874 } 6.10.1874 }	Castlemaine to Dunolly	0.38	46.46	46.84	948	579	449,796	1	7	9,603
3.9.1878 } 23.12.1878 }	Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ..	0.28	32.73	33.01	943	611	206,291	18	7	6,249
26.1.1882 }	St. Arnaud to Donald .. .. .	..	23.86	23.86	868	374	132,094	15	5	5,536
22.4.1882 } 28.3.1893 }	Donald to Birchip .. .. .	..	32.30	32.30	394	330	104,657	9	4	3,240
18.9.1899	Birchip to Woomelang .. .. .	..	26.45	26.45	351	260	91,510	13	10	3,460
15.1.1903 } 27.10.1903 }	Woomelang to Mildura .. .. .	..	110.15	110.15	334	128	475,649	11	10	4,318
4.7.1910 } 27.6.1925 }	Mildura to Merbein .. .. .	..	6.92	6.92	186	126	20,006	9	10	2,891
11.4.1924 }	Merbein to Yelta .. .. .	..	5.87	5.87	184	116	35,005	0	4	5,963
	Red Cliffs to Werrimull .. .. .	..	35.40	35.40	226	138	134,927	8	8	3,811
30.10.1925	Werrimull to Meringur .. .. .	..	15.23	15.23	303	193	63,330	3	4	4,158
16.6.1931	Meringur to Morkalla .. .. .	..	9.64	9.64	234	111	34,338	12	4	3,562
20.11.1888	Dunolly to Inglewood .. .. .	..	24.24	24.24	794	457	95,646	19	2	3,946
25.6.1912	Ouyen to Cowangie .. .. .	..	56.39	56.39	351	137	145,967	3	10	2,589
25.6.1912	Cowangie to Murrayville .. .. .	..	11.44	11.44	218	146	34,642	16	0	3,028
16.6.1884	Castlemaine (Maldon Junction) to Maldon ..	..	10.24	10.24	1,177	890	67,267	9	7	6,569
24.3.1891	Maldon (Laanecoorie Junction) to Shelbourne ..	..	9.89	9.89	1,126	649	68,472	14	1	6,923
7.7.1874 } 2.2.1875 }	Maryborough to Ballarat	0.41	41.31	41.72	1,525	732	317,912	3	11	7,620
11.8.1881	Waubra Junction to Ballarat Racecourse ..	..	2.10	2.10	1,508	1,466	7,485	3	4	3,564
1.10.1888	Waubra Junction to Waubra .. .. .	..	13.74	13.74	1,533	1,341	71,775	4	8	5,224
21.10.1876	Maryborough to Avoca .. .. .	..	14.93	14.93	885	721	66,678	8	0	4,466
18.11.1890	Avoca to Ararat .. .. .	..	39.04	39.04	1,215	763	176,890	12	11	4,531
23.5.1914	Ben Nevis (Crowlands) to Navarre .. .. .	..	22.87	22.87	885	720	64,732	3	4	2,830
19.9.1876 } 18.11.1876 }	Bendigo to Inglewood	0.68	28.25	28.93	779	443	232,112	1	8	8,023
15.4.1882 } 29.4.1883 }	Inglewood to Charlton .. .. .	..	42.82	42.82	639	422	292,294	16	7	6,826
1.10.1883	Charlton to Wycheproof .. .. .	..	16.48	16.48	521	356	114,231	11	10	6,932
8.3.1895	Wycheproof to Sea Lake .. .. .	..	47.89	47.89	357	172	110,880	7	6	2,315
29.6.1914	Sea Lake to Nandaly .. .. .	..	17.68	17.68	265	172	45,772	1	8	2,589
28.5.1919 } 16.6.1920 }	Nandaly to Kulwin .. .. .	..	19.68	19.68	256	148	78,152	15	3	3,971
21.4.1887	Wedderburn Junction to Wedderburn .. .. .	..	4.86	4.86	660	554	17,504	1	8	3,601
2.7.1883	Korong Vale to Boort .. .. .	..	17.75	17.75	459	296	92,144	12	1	5,191
7.8.1894	Boort to Quambatook .. .. .	..	21.96	21.96	419	287	78,521	15	5	3,576
1.3.1900	Quambatook to Ultima .. .. .	..	30.23	30.23	371	256	75,110	11	4	2,484
1.7.1909	Ultima to Chillingollah .. .. .	..	20.17	20.17	263	164	40,476	0	0	2,007
23.1.1914	Chillingollah to Manangatang .. .. .	..	18.46	18.46	245	169	39,703	8	2	2,151
	Carried forward	105.92	1,239.79	1,345.71	..	..	11,836,651	11	3	

* Taken over by the Department on 1.12.1923.

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

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.			
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
		Miles.	Miles.	Miles.	Fect.	Fect.	£	s.	d.	£
LINES OPEN FOR TRAFFIC—continued.										
	Brought forward	105.92	1,239.79	1,345.71	..	..	11,836,651	11	3	
8.3.1921	Manangatang to Annuello .. ..	..	14.44	14.44	200	172	68,881	2	0	4,770
5.6.1924	Annuello to Robinvale .. ..	..	19.65	19.65	250	173	97,077	17	3	4,940
15.12.1882	Eaglehawk to Kerang .. ..	..	72.99	72.99	742	255	371,743	19	8	5,093
25.10.1884										
30.5.1890	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. ..	..	35.16	35.16	286	225	192,717	9	2	5,481
20.12.1924	Kerang to Murrabit .. ..	..	16.11	16.11	267	244	115,007	14	8	7,139
16.3.1928	*Murrabit to Stony Crossing (including portion of cost of Bridge over River Murray) .. ..	..	38.59	38.59	251	214	257,897	4	2	6,681
27.5.1915	Swan Hill to Piangil .. ..	..	27.39	27.39	291	216	73,314	16	11	2,676
24.3.1920	Piangil to Kooloonong .. ..	..	15.87	15.87	243	199	71,641	16	10	4,514
29.3.1926	Kooloonong to Yungera .. ..	..	6.71	6.71	230	187	37,381	14	11	5,571
10.11.1915	Elmore to Cohuna .. ..	..	57.09	57.09	438	264	146,453	7	11	2,565
1.7.1929	Albion to Broadmeadows	8.58	..	8.58	398	137	369,426	13	6	59,374
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5.50	0.37	5.87	66	8	462,743	10	6	78,825
24.9.1887	†Newport to Sunshine .. ..	..	4.29	4.29	110	48	30,635	6	8	7,141
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier)	3.99	35.21	39.20	113	10	1,521,796	1	6	38,821
6.4.1885										
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. ..	..	1.85	1.85	..	..	11,891	4	7	6,428
25.11.1876	Geelong to Colac	1.26	48.98	50.24	469	10	454,408	12	9	9,045
27.7.1877										
21.6.1923	Colac to Alvie .. ..	..	9.65	9.65	518	402	59,102	2	8	6,124
2.7.1883	Colac to Camperdown .. ..	..	28.11	28.11	569	405	158,520	19	7	5,639
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	0.90	41.81	42.71	550	13	400,412	19	4	9,375
4.2.1890	Warrnambool to Koroit .. ..	..	9.36	9.36	245	19	90,418	14	7	9,669
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. ..	..	11.34	11.34	208	11	107,242	1	6	9,457
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. ..	..	20.72	20.72	264	10	117,560	1	0	5,674
17.3.1890	Meriac to Wensleydale .. ..	..	10.92	10.92	752	361	39,169	14	4	3,587
5.6.1891	Birregurra to Forrest .. ..	..	19.85	19.85	579	363	147,993	17	9	7,456
7.8.1889	Irrewarra to Beac .. ..	..	8.70	8.70	432	390	47,742	8	6	5,488
1.12.1910	Beac to Newtown .. ..	..	34.95	34.95	443	388	118,692	5	7	3,396
25.9.1915										
1.3.1902	†Colac to Beech Forest	0.21	29.45	29.66	1,748	225	79,264	8	9	2,672
20.6.1911	†Beech Forest to Crowes .. ..	..	14.11	14.11	1,826	1,356	42,332	18	9	3,000
5.4.1892	Timboon Junction to Timboon .. ..	..	22.32	22.32	673	52	116,910	12	5	5,238
4.2.1890	Terang to Mortlake .. ..	..	12.16	12.16	447	414	57,687	15	7	4,744
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	35.28	17.97	53.25	1,725	46	1,979,242	2	3	37,169
9.9.1918	North Geelong to Fyansford .. ..	..	2.93	2.93	212	56	5,404	4	6	1,844
11.8.1874	Ballarat to Ararat	4.34	52.95	57.29	1,517	960	608,755	7	2	10,626
7.4.1875										
15.2.1876	Ararat to Stawell .. ..	..	18.85	18.85	1,086	761	297,083	7	11	15,760
14.4.1876										
17.12.1878	Stawell to Horsham	1.18	52.26	53.44	761	423	511,858	12	10	7,388
5.2.1879										
26.6.1905	†Stawell to Grampians .. ..	..	15.84	15.84	815	621	160,335	8	2	7,471
1.7.1882	Horsham to Dimboola	0.36	21.10	21.46	477	361	160,335	8	2	7,471
19.1.1887	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)	1.35	61.87	63.22	631	315	502,333	1	1	7,946
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	297,568	12	8	13,745
1.4.1886										
22.12.1886	Parwan to Gordon .. ..	..	27.46	27.46	1,877	341	392,096	19	4	14,279
16.2.1887										
7.5.1879	Gordon to Warrenheip .. ..	..	12.87	12.87	1,940	1,707	147,472	6	9	11,459
26.12.1900	†Bungaree Junction to Racecourse Reserve .. ..	..	1.53	1.53	1,884	1,848	3,322	17	7	2,172
8.8.1913	Gheringhap to Maroona .. ..	..	99.76	99.76	978	193	498,587	13	5	4,998
1.1.1886	†Hal Lal Racecourse Branch .. ..	..	2.60	2.60	1,539	1,532	11,322	12	4	5,661
12.9.1889	Ballarat East to Buninyong .. ..	..	6.84	6.84	1,626	1,436	65,472	2	8	9,572
	Carried forward	169.02	2,323.67	2,492.69	..	..	23,323,446	13	3	

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

† Trains run only as required for traffic.

‡ 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.		
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£
LINES OPEN FOR TRAFFIC—continued.									
	Brought forward	169.02	2323.67	2492.69	..	..	23,323,446	13 3	..
15.11.1886	*Ballarat Cattle-yards Branch .. ..	..	2.92	2.92	1,523	1,446	12,911	6 10	4,422
1.8.1883	Scarsdale Junction to Scarsdale .. ..	..	13.12	13.12	1,516	1,157	59,856	5 0	4,562
10.10.1890	Scarsdale to Linton	0.19	7.78	7.97	1,189	1,022	78,053	12 0	9,793
17.1.1916	Linton to Skipton .. ..	..	12.75	12.75	1,383	944	55,300	17 8	4,337
1.1.1904	*Burrumbet Racecourse Junction to Burrumbet Racecourse .. ..	..	1.14	1.14	1,297	1,256	3,689	9 1	3,236
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1.28	64.78	66.06	1,028	572	469,296	15 9	7,104
29.10.1877									
19.12.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0.24	53.58	53.82	606	11	330,288	19 9	6,137
22.8.1890	Penshurst to Koroit .. ..	..	33.12	33.12	725	207	120,900	17 11	3,650
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. ..	..	18.10	18.10	727	590	77,798	16 6	4,298
20.11.1888	Hamilton (Coleraine Junction) to Coleraine .. ..	..	23.01	23.01	668	301	112,938	9 4	4,908
1.11.1915	Hamilton to Cavendish .. ..	..	14.26	14.26	794	577	48,157	4 3	3,377
17.12.1917	Cavendish to Toolondo .. ..	..	43.74	43.74	864	558	200,717	7 1	4,589
19.11.1920	Branxholme to Casterton .. ..	..	32.09	32.09	572	149	182,652	3 8	5,692
15.2.1884									
1.9.1884	Heywood to Puraika (Mumbannar) .. ..	..	38.51	38.51	422	85	141,414	14 7	3,672
20.6.1916									
28.11.1917	†Railways from Mumbannar and Murrayville to South Australian Border in connexion with Victorian and South Australian Railways to Pinnaroo and Mount Gambier .. ..	..	18.18	18.18	351	192	73,409	5 1	4,038
1.6.1887	Lubeck to Rupanyup (including portion of cost of the Warranoek Ballast Pits Tramway) .. ..	..	9.77	9.77	487	455	44,742	1 6	4,579
16.6.1909	Rupanyup to Marnoo .. ..	..	15.33	15.33	494	450	33,575	10 9	2,190
25.7.1927	Marnoo to Bolangum .. ..	..	6.40	6.40	579	495	37,740	0 10	5,897
12.5.1886	Murtoa to Warracknabeal (including portion of cost of the Warranoek Ballast Pits Tramway) .. ..	..	31.20	31.20	464	360	159,482	17 0	5,112
5.1.1893	Warracknabeal to Beulah .. ..	..	21.92	21.92	359	288	62,030	3 6	2,830
6.3.1894	Beulah to Hopetoun .. ..	..	16.01	16.01	290	258	40,689	1 5	2,541
6.5.1925	Hopetoun to Patchewollock .. ..	..	26.96	26.96	279	218	113,232	11 8	4,200
25.8.1887	Horsham to Noradjuha .. ..	..	19.95	19.95	488	395	88,747	19 6	4,448
24.9.1912	Noradjuha to Toolondo .. ..	..	11.24	11.24	560	475	29,729	14 11	2,645
31.7.1894	East Natimuk to Goroke .. ..	..	28.64	28.64	624	394	69,950	13 1	2,442
3.5.1927	Goroke to Carpolac .. ..	..	9.05	9.05	537	462	49,871	6 4	5,511
19.6.1894	Dimboola to Jeparit .. ..	..	21.59	21.59	387	268	53,113	18 9	2,460
2.11.1899	Jeparit to Rainbow .. ..	..	18.47	18.47	388	263	38,205	16 8	2,069
26.6.1914	Rainbow to Yaapeet .. ..	..	10.59	10.59	294	237	27,374	18 9	2,585
10.12.1912	Jeparit to Lorquon .. ..	..	13.68	13.68	395	271	34,016	3 1	2,486
27.6.1916	Lorquon to Yanac .. ..	..	18.38	18.38	473	355	48,094	5 10	2,617
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5.00	..	5.00	148	14	246,995	0 1	49,399
30.11.1867									
18.4.1872	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61.27	120.72	181.99	1,147	105	3,044,097	6 7	16,730
21.11.1873									
31.10.1927	Bowser to Peechelba .. ..	..	12.32	12.32	503	461	65,248	9 6	5,296
14.6.1883	†Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1.94	..	1.94	538	312	68,613	4 11	35,368
9.9.1884	North Melbourne to Coburg	5.07	..	5.07	202	13	255,334	15 1	50,362
8.10.1889	Coburg to Somerton .. ..	..	7.16	7.16	530	202	79,277	8 9	11,072
8.5.1888	Royal Park Junction to Clifton Hill	2.21	0.18	2.39	136	103	187,259	18 6	78,351
8.5.1888	Fitzroy Branch .. ..	..	0.89	0.89	119	85	78,092	13 0	87,744
8.10.1889	Whittlesea Junction to Whittlesea	4.67	17.39	22.06	639	119	326,629	15 7	14,806
23.12.1889									
5.12.1904	Northcote Loop Line	0.13	..	0.13	128	119	10,351	11 8	79,627
16.11.1883	Tallarook to Yea .. ..	..	23.69	23.69	698	488	166,435	16 2	7,026
12.11.1889	Yea to Mansfield and Koriella .. ..	..	55.82	55.82	1,304	557	345,758	0 2	6,194
6.10.1891									
28.10.1909	Koriella to Alexandra .. ..	..	4.32	4.32	922	716	29,994	17 3	6,943
13.1.1880	Mangalore to Shepparton	0.29	44.96	45.25	499	372	309,593	2 7	6,842
1.9.1881	Shepparton to Nunmurkah	2.14	18.61	20.75	376	348	102,463	4 8	4,938
1.10.1888	Nunmurkah to Cobram	0.20	21.47	21.67	376	355	92,364	14 9	4,262
1.9.1890	Murchison East to Rushworth .. ..	..	12.81	12.81	476	391	75,376	8 2	5,884
26.8.1914	Rushworth to Colbinabbin	0.58	12.29	12.87	510	363	45,899	5 4	3,566
15.5.1917	Rushworth to Girgarre .. ..	..	13.62	13.62	516	347	51,221	4 3	3,761
	Carried forward	254.23	3346.18	3600.41	..	..	31,803,036	18 4	..

* Trains run only as required for traffic.

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

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

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.			
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£
	LINES OPEN FOR TRAFFIC—continued.									
	Brought forward	254.23	3346.18	3600.41	..	..	31,803,036	18	4	..
13.1.1880	Toolamba to Tatura .. ..	..	6.83	6.83	385	371	31,506	17	2	4,613
19.8.1887	Tatura to Echuca .. ..	..	34.07	34.07	377	320	166,608	14	5	4,890
1.10.1888	Shepparton to Dookie .. ..	..	14.84	14.84	500	372	60,234	10	7	4,059
22.11.1892	Dookie to Katamatite .. ..	..	17.02	17.02	490	383	47,399	12	5	2,785
1.10.1888	Numurkah to Nathalia .. ..	..	13.79	13.79	356	335	56,564	1	2	4,102
15.12.1896	Nathalia to Picola .. ..	..	6.75	6.75	335	325	16,629	8	0	2,464
28.2.1905	Strathmerton to 8 miles 23 chains .. ..	..	8.20	8.20	390	358	25,375	15	4	3,095
9.7.1908	8 miles 23 chains to Tocumwal .. ..	..	2.07	2.07	372	365	23,337	6	5	11,274
3.9.1883	Benalla to St. James .. ..	..	20.33	20.33	583	450	89,479	14	8	4,401
6.5.1886	St. James to Yarrowonga .. ..	..	19.86	19.86	514	414	103,730	14	9	5,223
30.6.1914	Benalla to Tatong .. ..	..	18.00	18.00	760	556	49,885	12	1	2,771
14.3.1899	*Wangaratta to Whitfield .. ..	..	30.49	30.49	811	481	44,995	19	7	1,476
7.7.1875	Bowser to Beechworth .. ..	..	22.26	22.26	1,831	502	166,552	3	5	7,482
30.9.1876	Beechworth to Yackandandah .. ..	..	12.84	12.84	1,912	981	97,594	6	6	7,601
23.7.1891	Everton to Myrtleford .. ..	..	16.56	16.56	989	581	82,256	10	2	4,967
17.12.1883										
17.10.1890	Myrtleford to Bright .. ..	..	18.54	18.54	1,004	688	112,725	12	11	6,080
29.1.1879	Springhurst to Wahgunyah .. ..	..	13.95	13.95	623	454	77,768	2	10	5,575
10.9.1889	Wodonga to Tallangatta .. ..	..	27.02	27.02	726	530	194,717	11	6	7,206
24.7.1891	Tallangatta to Cudgewa .. ..	..	42.33	42.33	2,580	625	293,204	4	10	6,926
13.6.1916										
5.5.1921	Spencer-street to Flinders-street .. ..	..	0.76	0.76	33	17	280,152	2	3	368,621
23.11.1891										
13.9.1854	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne)									
13.5.1857	Flinders-street to St. Kilda									
8.2.1859	Prince's-bridge to Richmond									
12.12.1859	Richmond to Cremorne									
19.12.1859	Windsor to North Brighton									
24.9.1860	Richmond to Pic-nic Station									
22.12.1860	Cremorne to Windsor									
13.4.1861	Pic-nic Station to Hawthorn									
21.12.1861	North Brighton to Brighton Beach									
21.10.1901	Prince's-bridge to Collingwood	2.22	..	2.22	85	23	267,269	18	1	93,365
8.5.1888	Collingwood to Heidelberg	2.97	2.52	5.49	196	68	299,723	8	0	54,594
5.6.1902	Heidelberg to Eltham .. ..	..	8.35	8.35	303	110	79,336	6	10	9,501
25.6.1912	Eltham to Hurst's Bridge .. ..	..	6.64	6.64	248	116	82,721	12	0	12,458
2.9.1887	Brighton Beach to Sandringham	2.20	..	2.20	58	20	85,870	19	6	39,032
2.4.1879	South Yarra to Oakleigh	7.05	..	7.05	184	22	733,466	14	9	104,038
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's Coal Mine and Hernes Oak to Yallourn)	11.89	108.78	120.67	513	8	1,575,650	14	11	13,058
8.10.1887										
11.1.1922	Sale to Stratford Junction .. ..	..	8.97	8.97	64	33	47,332	2	0	5,277
8.5.1888	Oakleigh to Fairfield Park (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield Park to 30 chains 48 links) .. ..	..	5.54	5.54	249	108	199,885	7	0	36,080
24.3.1890										
24.3.1891	Caulfield to Frankston	19.85	0.03	19.88	166	10	372,233	6	8	18,724
19.12.1881										
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. ..	..	18.99	18.99	327	10	116,203	17	6	6,119
1.10.1888										
17.12.1889	Baxter to Mornington .. ..	..	7.67	7.67	194	60	70,179	19	1	9,150
10.9.1889	Bittern to Red Hill .. ..	..	9.91	9.91	631	43	76,477	7	4	7,717
12.12.1921	Spring Vale Cemetery Line .. ..	..	1.60	1.60	231	145	9,296	4	7	5,810
7.2.1904	Dandenong Junction to Port Albert	1.63	115.65	117.28	746	10	1,085,261	3	3	9,254
1.10.1888										
13.1.1892	Koo-wee-rup to Triholm .. ..	..	25.06	25.06	353	22	191,218	8	1	7,630
29.6.1922										
9.5.1910	Nyora to Woolamai .. ..	..	15.56	15.56	410	58	88,048	13	3	5,659
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. ..	..	13.87	13.87	233	14	162,976	19	9	11,750
28.10.1892	Korumburra to Coal Creek .. ..	..	0.89	0.89	735	630	5,741	7	11	6,451
1.6.1894	Black Diamond Junction to Black Diamond .. ..	..	1.52	1.52	765	573	7,337	17	6	4,827
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. ..	..	3.74	3.74	796	619	20,996	4	0	5,614
	Carried forward	319.42	4047.22	4366.64	..	..	42,282,816	5	3	

* 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.			
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£
LINES OPEN FOR TRAFFIC—continued.										
	Brought forward	319.42	4,047.22	4,366.64	..	..	42,282,816	5	3	
5.2.1896	Jumbunna to Outtrim .. ..	..	2.40	2.40	649	539	27,800	8	11	11,584
26.6.1905	*Welshpool to Welshpool Jetty .. ..	..	3.23	3.23	57	6	3,199	19	2	991
8.2.1921	Alberton to Won Wron .. ..	..	12.05	12.05	213	33	102,428	6	4	8,500
16.12.1921										
22.6.1923	Won Wron to Woodside .. ..	..	9.68	9.68	326	139	50,398	0	10	5,206
12.5.1890	Warragul to Neerim South .. ..	..	13.49	13.49	681	349	124,848	16	5	9,255
18.3.1892										
27.3.1917	Neerim South to Noojee .. ..	..	14.01	14.01	1,415	676	133,877	19	10	9,556
28.4.1919										
8.5.1888	Moe to Thorpdale .. ..	..	10.67	10.67	798	219	118,897	13	10	11,143
3.5.1910	*Moe to Walhalla .. ..	..	26.06	26.06	1,323	174	117,537	2	5	4,510
10.4.1885	Morwell to North Mirboo .. ..	..	20.17	20.17	784	184	152,843	6	7	7,578
7.1.1886										
3.11.1883	Traralgon to Heyfield .. ..	..	22.06	22.06	262	93	124,761	2	2	5,656
18.3.1887	Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	311,703	15	10	6,257
8.5.1888										
10.4.1916	Bairnsdale to Orbost .. ..	..	60.24	60.24	423	23	441,290	13	9	7,326
7.8.1889	Maffra to Briagolong .. ..	..	11.79	11.79	238	109	62,585	18	1	5,308
24.3.1890	Burnley to Darling .. ..	..	3.46	4.40	185	101	213,871	18	4	48,607
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) .. ..	..	..	..	..	..	9,465	7	6	
3.2.1929	Darling (near) to Glen Waverley .. ..	..	5.94	5.94	..	..	169,064	5	6	28,462
5.5.1930										
3.4.1882	Hawthorn to Lilydale	11.52	8.20	19.72	484	41	857,961	0	3	43,507
1.12.1882										
15.5.1888	Lilydale to Healesville	0.26	15.11	15.37	351	230	229,090	8	0	14,905
1.3.1889										
19.12.1887	Hawthorn to Kew .. ..	..	0.96	0.96	119	41	76,577	14	0	79,768
4.12.1889	Ringwood to Upper Ferntree Gully .. ..	..	7.44	7.44	436	314	124,877	6	8	16,785
18.12.1900	*Upper Ferntree Gully to Gembrook .. ..	..	18.22	18.22	1,057	412	76,818	10	8	4,216
13.11.1901	Lilydale to Warburton .. ..	..	23.97	23.97	738	289	154,652	9	5	6,452
21.10.1928	South Kensington to West Footscray	2.44	..	2.44	86	14	609,542	15	8	249,813
	Melbourne to Essendon Junction .. ..	..	..	..	..	..	2,686,398	7	9	
	Railway Offices, Spencer-street .. ..	..	..	..	..	..	263,880	15	3	
	Newport Workshops:—Buildings, plant, and equipment .. ..	..	..	..	..	..	1,473,053	19	6	
	Country Workshops:—Buildings, plant, and equipment .. ..	..	..	..	..	..	372,947	18	0	
	Refreshment Services Buildings .. ..	..	..	..	..	..	265,505	5	2	
	General Construction Account (Capital Expenditure common to all lines) .. ..	..	..	..	..	..	2,473,881	10	6	
	Electrification Melbourne Suburban Lines .. ..	..	..	..	..	..	5,745,165	9	0	
	Total cost of Way, Works, Buildings, and Equipment (Railways) .. ..	..	..	..	..	..	59,857,744	10	5	
	Total mileage open for traffic at 30th June, 1934	335.10	4,385.67	4,720.77						
	ROLLING-STOCK—									
	Broad-gauge .. ..	..	..	..	..	..	£13,511,551	8	8	
	.. .. Electrical Equipment of Suburban Passenger Coaches .. ..	..	..	..	..	..	930,658	9	3	
	Narrow-gauge .. ..	..	..	..	..	..	14,442,209	17	11	
							112,557	12	10	
	Total Rolling-stock (Railways) .. ..	..	..	..	..	..	14,554,767	10	9	
	Stores and Materials on hand and in transit .. ..	..	..	..	..	..	1,054,723	17	8	
	Stores and Equipment on hand at Refreshment Rooms .. ..	..	..	..	..	..	115,122	7	5	
	Materials in course of Manufacture .. ..	..	..	..	..	..	44,437	8	0	
	Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways) .. ..	..	..	..	..	..	75,626,795	14	3	
	Carried forward .. ..	..	..	..	..	..	75,626,795	14	3	

* 2-ft. 8-in. gauge.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.			
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.		Average per Mile.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£
	LINES OPEN FOR TRAFFIC— <i>continued.</i>									
	Brought forward ..	..	..	..	..	..	75,626	795	14	3
	ELECTRIC TRAMWAYS.									
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda and Brighton ..	5.18	..	5.18	59	7	137,624	5	3	26,568
	Sandringham to Black Rock || ..	2.21	.21	2.42	112	41	70,027	13	2	28,937
	Total cost of Way, Works, Buildings, and Equipment (Tramways) ..	..	..	..	..	..	207,651	18	5	
	Total mileage of Tramways open for traffic ..	7.39	.21	7.60	..	..	..	..	..	..
	Rolling-stock ..	..	..	..	..	..	101,474	6	4	
	Total ..	..	..	..	..	..	309,126	4	9	
	ROAD MOTOR PUBLIC SERVICES.									
	Garage Buildings and Equipment ..	..	..	..	..	..	6,101	1	10	
	Road Motor Coaches and Trucks ..	..	..	..	..	..	23,954	6	1	
	Total ..	..	..	..	..	..	30,055	7	11	
	LINES UNDER CONSTRUCTION.									
	Nowingi to Milleva South ..	..	..	..	..	..	91,658	3	10	
	* Euston to Lette (including portion of cost of bridge over River Murray) ..	..	..	..	..	..	128,974	7	9	
	Yarrowonga to Oaklands ..	..	..	..	..	..	219,639	3	6	
	Total ..	..	..	..	..	..	440,271	15	1	
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.									
	* Mildura and Abbotsford—Portion of cost of bridges over River Murray ..	..	..	..	..	..	23,803	14	7	
	† Orbst—Snowy River bridge ..	..	..	..	..	..	9,257	8	0	
	Total ..	..	..	..	..	..	33,061	2	7	
	LINES CLOSED FOR TRAFFIC.									
	Dunkeld to Peshurst (dismantled 19th February, 1898) ..	..	15.87	15.87	..	..	50,000	0	0	
	Lancefield to Kilmore (dismantled) ..	..	18.10	18.10	..	..	107,523	8	2	
	Oakleigh to Fairfield Park— Fairfield (near—30 chains 48 links) to East Kew (of which .68 miles have been dismantled) ..	..	2.18	2.18	..	..	109,623	0	0	
	Ashburton to Oakleigh (of which .05 miles have been dismantled) ..	0.20	2.14	2.34	..	..	..	..	..	..
	Canterbury Loop Line (dismantled) ..	..	0.21	0.21	..	..	..	..	..	..
	Darling to Waverley-road (dismantled) ..	..	0.76	0.76	..	..	6,987	0	0	
	Geelong Race-course Line (dismantled 28th May, 1909) ..	..	1.96	1.96	..	..	5,300	17	9	
	Triholm to Strzelecki ..	..	5.49	5.49	..	..	110,754	19	2	
	ELECTRIC TRAMWAYS.									
	Black Rock to Beaumaris || ..	..	2.19	2.19	..	..	33,081	6	8	
	Total ..	..	..	..	..	..	423,270	11	9	
	Total mileage closed for traffic at 30th June, 1933 ..	0.20	48.90	49.10	..	..	..	..	..	..
	Assets abandoned or abolished to be written off ..	..	..	..	..	..	19,824	14	5	
	Surveys ..	..	..	..	..	..	412,439	4	7	
	Piers transferred to Melbourne Harbor Trust ..	..	..	..	..	..	31,000	12	3	
	TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services						77,325,845	7	7	

|| 4-ft. 3½-in. gauge, 2.42 miles.

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

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

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

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—		Year ended 30th June—	
	1934.	1933.	1934.	1933.
TRAFFIC TRAIN MILEAGE.				
PASSENGER—				
Country—Steam ..	2,246,945	2,243,424		
" Fordson Tractor ..				
" Rail Motor ..	789,307	794,475		
Suburban—Steam ..	27,627	31,006		
" Rail Motor ..	35,224	29,491		
" Electric Motor ..	6,866,065	6,856,313		
" Electric Locomotive ..	170	289		
MIXED—Country—Steam ..	1,187,203	1,170,509		
" Suburban—Electric ..	910	1,966		
Goods—Steam ..	4,046,339	4,078,676		
" Electric Locomotive ..	102,698	107,929		
" Electric Motor ..	4,849	4,938		
" Fordson Tractor ..	4,124	4,182		
Total Traffic Train Miles ..	15,311,461	15,321,398		
ASSISTANT MILEAGE—				
Country Passenger—				
Steam ..	41,632	36,059		
Mixed—Steam ..	3,356	654		
Goods—Steam ..	187,145	173,002		
" Electric Locomotive ..	11,079	18,380		
Total Assistant Mileage ..	243,212	228,095		
LIGHT MILEAGE—				
Country Passenger—				
Steam ..	18,266	23,338		
Mixed—Steam ..	2,345	2,973		
Goods—Steam ..	310,553	313,711		
" Electric Locomotive ..	11,657	11,491		
" Electric Motor ..	36	64		
" Fordson Tractor ..	410	244		
Total Light Mileage ..	343,267	351,821		
TOTAL TRAIN, INCLUDING ASSISTANT AND LIGHT MILEAGE ..	15,897,940*	15,901,314*		
DEPARTMENTAL MILEAGE.				
Light Electric Locomotive ..	1,352	1,227		
" Steam ..	261,895	253,544		
Ballast—Steam ..	360,866	247,710		
" Electric Locomotive ..	28,908	7,311		
" Fordson Tractor ..	109			
Inspection ..	12,321	10,456		
Water ..	70	191		
Departmental Coal ..	249,662†	252,216†		
Casualty and Doubling ..	4,445	3,413		
Miscellaneous ..	1,711	926		
Rail Motor ..	22,513	22,554		
Total Departmental Mileage ..	943,852	799,548		
SHUNTING—				
Steam Locomotive ..	2,034,057	2,056,458		
Electric Locomotive ..	86,848	88,149		
Electric Motor ..	4,982	6,075		
Rail Motor ..	9,410	9,467		
Fordson Tractor ..	1,015	886		
Total Shunting Mileage ..	2,135,812	2,161,035		
LOCOMOTIVE MILEAGE.				
Steam ..	10,996,438	10,898,266		
Electric Locomotive ..	242,212	233,876		
" Motors ..	6,876,842	6,868,456		
Fordson Tractor ..	5,586	5,312		
Petrol Rail Motor ..	856,526	855,987		
Total Locomotive and Motor Mileage ..	18,977,604	18,861,807		
PASSENGER VEHICLE MILEAGE.				
Country—Steam ..	16,550,443	16,574,496		
" Fordson Tractor ..	3,090	3,256		
" Petrol Rail Motor ..	1,337,065	1,391,406		
Suburban—Steam ..	96,666	117,176		
" Electric ..	34,475,721	34,160,614		
" Petrol Rail Motor ..	37,448	29,491		
Total Passenger Vehicle Mileage ..	52,500,433	52,276,439		
GOODS VEHICLE MILEAGE.				
Loaded ..	101,310,940	100,012,491		
Empty ..	43,771,747	44,273,507		
Total Goods Vehicle Mileage ..	145,082,687	144,285,998		
Total Vehicle Mileage ..	197,583,120	196,562,437		
GROSS TON MILEAGE.				
Passenger Trains—Steam ..	468,837,988	476,927,479		
" " Electric ..	1,300,260,421	1,288,918,024		
" " Rail Motor and Fordson Tractor ..	35,932,198	36,280,993		
Mixed Trains ..	280,426,033	268,471,170		
Goods Trains ..	2,003,480,404	1,988,157,243		
Total Gross Ton Mileage ..	4,088,937,044	4,058,754,909		

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, 1934.

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 ..	590	lbs. 13,946,809	lbs. 23,638	17	lbs. 231,708	lbs. 13,629	607	lbs. 14,178,517	lbs. 23,358
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	16	..	..	..	..	..	16	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle.
STEAM COACHING STOCK.									
Passenger Cars—									
1st Class	194	No. 10,940	No. 56	..	No. ..	No. ..	194	No. 10,940	No. 56
2nd Class	366	25,959	70	49	1,481	30	415	27,440	66
Composite	201	10,532	52	..	..	..	201	10,532	52
Sleeping Cars—									
1st Class	21	420	20	..	..	..	21	420	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars	6	145	24	..	..	..	6	145	24
Parlor Cars	2	66	33	..	..	..	2	66	33
Dining Cars	5	222	44	..	..	..	5	222	44
Mail Vans	3	..	..	..	..	..	3	..	..
Luggage Vans	632	..	..	6	..	..	638	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	78	..	..	..	..	..	78	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	..	..	..	..	..	..	..	..	..
Other Vehicles	5	..	..	..	..	..	5	..	..
Total	1,519	48,284	..	55	1,481	..	1,574	49,765	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class	9	243	27	..	..	..	9	243	27
2nd Class	2	39	19	..	..	..	2	39	19
Composite	24	1,108	46	..	..	..	24	1,108	46
Trailers									
1st Class	1	68	68	..	..	..	1	68	68
2nd Class	23	563	24	..	..	..	23	563	24
Composite	11	755	68	..	..	..	11	755	68
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	73	2,805	..	..	..	..	73	2,805	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	375	33,850	90	..	..	..	375	33,850	90
2nd Class	398	32,328	81	..	..	..	398	32,328	81
Composite	77	7,154	93	..	..	..	77	7,154	93
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	856	73,332	..	..	..	..	856	73,332	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	13	580	45
Double Bogie Cars .. ..	..	..	..	..	..	..	20	1,040	52
Total .. ..	..	..	..	..	..	..	33	1,620	..

APPENDIX No. 10—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons	42	745	17.7	1	10	10.0	43	755	17.5
Coal Wagons	342	5,173	15.1	..	..	..	342	5,173	15.1
Open Goods Wagons	15,657	246,086	15.7	212	2,332	11.0	15,869	248,418	15.6
Cattle Wagons	712	7,620	10.7	15	150	10.0	727	7,770	10.7
Sheep Wagons	1,274	13,342	10.5	..	..	..	1,274	13,342	10.5
Louvréd Wagons	1,145	16,423	14.3	14	140	10.0	1,159	16,563	14.2
Refrigerator Wagons	417	5,682	13.6	1	10	10.0	418	5,692	13.6
Powder Vans	21	105	5.0	..	..	..	21	105	5.0
Flat Wagons .. ..	..	..	..	..	..	..	..	..	..
Bolster Wagons	222	4,515	20.3	..	..	..	222	4,515	20.3
Brake Vans	(Included in Steam Coaching Stock.)								
Other Vehicles	8	..	..	..	..	..	8	..	..
Total	19,840	299,691	15.1	243	2,612	10.9	20,083	302,303	15.0
SERVICE STOCK.									
Casualty or Break-down Vans and Trucks	46	..	..	..	..	..	46	..	..
Water Trucks	206	..	..	..	..	..	206	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock.)								
Ballast Wagons	163	..	..	..	..	..	163	..	..
Gas Vehicles	7	..	..	..	..	..	7	..	..
Workmen's Sleeping Cars	292	..	..	..	..	..	292	..	..
Store Vans	1	..	..	..	..	..	1	..	..
Cranes (not Locomotives) on Trucks	13	..	..	..	..	..	13	..	..
Plough Vans	2	..	..	..	..	..	2	..	..
Motor Inspection Cars (Petrol)	3	..	..	..	..	..	3	..	..
Other Vehicles	108	..	..	..	..	..	108	..	..
Total	841	..	..	..	..	..	841	..	..
ROAD MOTOR VEHICLES.									
Coaches (Passenger) .. ..	..	..	..	..	..	..	18	Passengers. 384	Pas- sengers. 21
Trucks (Goods) .. ..	..	..	..	..	..	..	34	T. C. Q. 107 0 0	T. C. Q. 3 3 0
Trailers (Goods) .. ..	..	..	..	..	..	..	12	56 0 0	4 13 1
Service Stock—									
Cars .. ..	..	..	..	..	..	..	9	..	..
Trucks .. ..	..	..	..	..	..	..	24	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1924, TO 30th JUNE, 1934.

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	7	133	5	103	..	..	..	..	5	44	..	5	3	2	12	3	15	3	..	4	47	298
1925-26	3	153	..	..	.017	.910	8	186	9	89	1	2	..	..	5	33	..	1	1	1	28	25	18	8	..	..	78	498
1926-27	..	12	..	..	..	.071	4	171	3	32	1	3	..	..	1	40	2	5	1	1	11	25	28	3	..	..	53	292
1927-28	..	15	..	..	..	.091	9	148	..	13	..	..	..	1	2	25	1	8	..	..	17	22	20	6	..	..	60	238
1928-29	..	53	..	..	..	.329	4	139	7	17	..	..	..	..	4	28	2	2	..	2	18	35	13	4	..	1	46	281
1929-30	..	28	..	..	..	.178	10	113	5	9	..	..	..	..	4	16	2	9	..	..	15	14	22	8	..	..	57	197
1930-31000	11	78	2	33	1	..	..	..	4	8	1	6	2	..	12	18	24	7	..	..	57	150
1931-32	..	45	..	..	..	.357	4	85	4	53	..	4	..	1	3	6	2	4	..	..	20	18	23	11	..	..	56	227
1932-33	..	2	..	..	..	.015	6	91	2	52	..	..	..	..	3	7	..	2	1	..	19	14	21	9	..	..	52	177
1933-34	1	..	.000	4	75	3	43	..	..	..	..	1	11	2	6	2	..	15	22	22	5	..	..	49	164

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 1933-34	Year 1932-33.
Average Mileage of Railways open for Traffic	4,721	4,721
PASSENGER TRAFFIC.		
Passenger Train Mileage	3,629,853	3,623,153
.. .. . { Country	6,929,541	6,917,632
.. .. . { Suburban	£1,312,203	£1,382,695
Passenger Earnings	£2,190,310	£2,178,893
.. .. . { Country	5,072,729	5,291,679
.. .. . { Suburban	126,294,486	124,898,334
Number of Passengers Carried	293,134,571	308,420,586
.. .. . { Country	786,846,526	779,121,916
.. .. . { Suburban	57.78	58.28
Average Miles each Passenger was carried	6.23	6.23
.. .. . { Country	16	17
Average Number of Passengers per Car Mile	23	23
.. .. . { Country	5s. 2.08d.	5s. 2.71d.
Average Earnings from each Passenger Journey	4.16d.	4.18d.
.. .. . { Country	1.07d.	1.07d.
Average Earnings per Passenger Mile .. .. .	.66d.	.67d.
.. .. . { Suburban		
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried	1,085	1,131
.. .. . { Country	590,161	583,637
.. .. . { Suburban	62,703	65,972
Number of Passengers Carried One Mile	3,676,853	3,640,757
.. .. . { Country	776	775
.. .. . { Suburban	32,381	32,325
Passenger Train Mileage	£280.69	£295.76
.. .. . { Country	£10,235.09	£10,181.74
.. .. . { Suburban		
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers	81	85
.. .. . { Country	114	113
.. .. . { Suburban	5	5
Average Number of Cars	5	5
.. .. . { Country	7s. 2.76d.	7s. 7.59d.
Average Earnings from Passengers	6s. 3.86d.	6s. 3.59d.
.. .. . { Suburban		
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	4,752,067	4,780,613
Goods Earnings	£4,572,038	£4,773,699
Number of Tons Carried	5,858,377	6,244,346
Number of Tons Carried One Mile	693,740,769	734,969,813
Average Haul per Ton of Goods (Miles)	118.41	117.70
Average Tonnage per Loaded Truck	8.65	8.86
Average Train Load (Tons)	178	178
Average Earnings per Ton	15s. 7.30d.	15s. 3.47d.
Average Earnings per Ton Mile	1.58d.	1.55d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	453	443
Average Number of Vehicles per Train—Loaded	20	20
Average Number of Vehicles per Train—Empty	9	9
<i>Per Average Mile of Railway Open.</i>		
Number of Tons Carried (Paying Traffic)	1,241	1,323
Number of Tons Carried One Mile (Paying Traffic)	146,948	155,681
Goods Train Mileage	1,007	1,013
Goods Earnings	£968	£1,011
<i>Per Goods Train Mile.</i>		
Average Earnings	19s. 2.91d.	19s. 11.65d.

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1934.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1933	100,000 0 0	By Expenditure for the year ended 30th June, 1934—	
„ Payment to Fund during the year ended 30th June, 1934, included in the Working Expenses of the Year	19,890 11 9	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners ... ..	...
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	400 1 0
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b) ... ..	...
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees	7,299 1 1
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	1,559 10 11
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	9,175 18 1
		(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.	1,456 0 8
		„ Balance at 30th June, 1934	100,000 0 0
	£119,890 11 9		£119,890 11 9

APPENDIX No. 14.

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

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BEAUMARIS	
	Year 1933-34.	Year 1932-33.	Year 1933-34.	Year 1932-33.
Average Mileage of Tramway Worked	5.18	5.18	2.42	2.42
Car Mileage	484,661	480,029	115,940	115,706
Number of Passengers carried	4,243,432	4,190,379	989,498	997,678
Average Fare paid per Passenger	2.46d.	2.46d.	2.31d.	2.32d.
GROSS REVENUE—				
Passengers	£43,451	£42,991	£9,528	£9,641
Parcels	10	7	61	58
Miscellaneous	204	112	100	54
TOTAL GROSS REVENUE	£43,665	£43,110	£9,689	£9,753
Per Passenger Car Mile	21.62d.	21.55d.	20.06d.	20.23d.
Per Mile of Single Track	£4,215	£4,161	£2,111	£2,111
ORDINARY WORKING EXPENSES—				
Transportation Account	£13,506	£13,486	£2,792	£2,796
Way and Works Account	4,447	7,477	721	680
Rolling-stock Account	6,523	5,777	1,223	1,531
Power Account	4,140	4,068	1,148	1,105
General Expenditure	851	832	225	227
Payment into Railway Accident and Fire Insurance Fund	95	137	21	31
Superannuation and Pensions	371	321	..	..
TOTAL WORKING EXPENSES	£29,933	£32,098	£6,130	£6,370
Per cent. of Gross Revenue	68.55	74.46	63.27	65.31
Per Passenger Car Mile	14.82d.	16.05d.	12.69d.	13.21d.
Per Mile of Single Track	£2,889	£3,098	£1,327	£1,379
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£13,732	£11,012	£3,559	£3,383
INTEREST CHARGES £8,477		£8,405†	£5,794	£5,745†
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION 1,092		1,201	746	820
	£9,569	£9,606	£6,540	£6,565
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST CHARGES AND REDEMPTION	Profit £4,163	Profit £1,406	Loss £2,981*	Loss £3,182*

* The line from Black Rock to Beaumaris was closed for traffic on 31st August, 1931. The loss in respect of the section since operated, viz., Sandringham to Black Rock was £1,151 in 1932-33 and £970 in 1933-34. The balance (£2,031 in 1932-33 and £2,011 in 1933-34) is accounted for by interest charges and exchange in respect of the capital invested in the closed Black Rock-Beaumaris line and by expenditure for patrolling the track.

† These amounts were overstated in the annual report of 1932-33 to the extent of £1,201 and £820 in the case of the St. Kilda-Brighton, and Sandringham-Beaumaris Electric Tramways respectively, the figures in respect of exchange on interest payments and redemption having been duplicated in error.

The amounts recouped by the Treasury (£2,026 in 1932-33, and £2,012 in 1933-34) in respect of the loss on the Black Rock to Beaumaris Line are not included in the above figures.

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK
(Including Bungalow at Mount Feathertop and Hostel at Mount Hotham).

CAPITAL EXPENDITURE AT 30TH JUNE, 1934.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements	54,294	10	6			
				73,194	10	6
Equipment	23,898	7	3			
Stock	2,533	10	11			
				26,431	18	2
				£99,626	8	8

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1934.

<i>Dr.</i>			<i>Cr.</i>		
	£	s. d.		£	s. d.
Stores, Freight, and Cartage ..	7,015	10 2	Accommodation and Buffet Sales..	20,603	0 11
Superintendence, Salaries, Wages, and General Charges ..	15,521	11 6	Hire of Sports Material ..	1,008	6 1
Interest on Capital Expenditure ..	4,610	14 2	Motor Services ..	3,803	14 10
			Loss	1,732	14 0
	£27,147	15 10		£27,147	15 10

APPENDIX No. 16.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1934.				£	s.	d.
Cost of Coaches and Garages	..	..	..	55,090	3	11
Less Depreciation written off	..	..	..	48,676	7	8
Balance of Cost at 30th June, 1934	..	..	..	£6,413	16	3

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1934.

Dr.				Cr.					
£	s.	d.	£	s.	d.	£	s.	d.	
Working Expenses—						Revenue	..	..	6,486 10 2
Superintendence, Printing, Advertising, &c.	513	3	2			Loss	..	..	4,219 3 11
Operating expenses, Accident Compensation, Licences and Registration Fees	5,328	12	10						
Repairs and Renewals, Tools, &c...	4,262	13	4						
Maintenance of Garages, &c.	9	4	8						
				10,113	14	0			
Depreciation	..	..	..	348	13	9			
Interest	..	..	..	216	11	0			
Exchange on Interest Payments and Redemption	..	..	..	26	15	4			
				£10,705	14	1			£10,705 14 1

APPENDIX No. 17.

ROAD MOTOR PUBLIC GOODS SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1934.

CAPITAL ACCOUNT AT 30TH JUNE, 1934.				£	s.	d.
Cost of Trucks, Trailers, Containers, and Garages	..	..	..	31,083	19	3
Less Depreciation written off	..	..	..	7,442	7	7
Balance of cost at 30th June, 1934	..	..	..	£23,641	11	8

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1934.

Dr.				Cr.					
£	s.	d.	£	s.	d.	£	s.	d.	
Working Expenses—						Revenue	..	..	12,903 2 5
Superintendence, Printing, Advertising, &c.	619	13	2						
Operating Expenses, Licence and Registration Fees	4,780	1	11						
Repairs and Renewals, Tools, &c.	2,541	17	11						
Maintenance of Garage, &c.	25	9	11						
				7,967	2	11			
Depreciation	..	..	..	886	18	3			
Interest	..	..	..	687	9	2			
Exchange on Interest Payments and Redemption	..	..	..	84	19	4			
Profit	..	..	..	3,276	12	9			
				£12,903	2	5			£12,903 2 5

APPENDIX No. 18.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE
AND WORKING EXPENSES (*VIDE* PAGE 9.)

REVENUE.		£	s.	d.
Revenue as shown by the Railways		9,249,866	7	8
That total includes the net amount of accounts due but unpaid at 30th June, 1934, 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.		119,211	19	11
		<hr/>		
		9,130,654	7	9
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1933, which were paid in 1933-34, and therefore included in the Treasury figures, and which therefore require to be added, viz.		128,025	2	3
		<hr/>		
Revenue as shown by the Treasury		9,258,679	10	0
		<hr/>		
WORKING EXPENSES.				
Working Expenses as shown by the Railways		6,431,790	17	1
In order to bring this sum into agreement with the Treasury figures, the following amounts must be added :—				
(1) Amount of Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn ..		232	4	6
(2) Amount of Exchange on Redemption Payments in London		6,000	0	0
		<hr/>		
		£6,438,023	1	7
		<hr/>		
The Working Expenses as shown by the Treasury are :—	£	s.	d.	
Division 77, subdivision 1, of the Appropriation Act 1933-34	5,827,221	11	7	
Division 77, subdivision 2—Expenditure on Automatic Couplers which otherwise would be chargeable to Capital	100,000	0	0	
Division 77, subdivision 2—Railway Accident and Fire Insurance Fund	19,890	11	9	
Division 77, subdivision 2—Payment (Part) to South Australia in accordance with the provisions of clause 12 of the South Australian and Victorian Border Railways Agreement—Act 2424 (including Interest)	52,841	2	9	
Division 77, subdivision 3—Repayment to Capital Account in connexion with the North Geelong and Fyansford Line	220	1	0	
Division 77, subdivision 4—Salary of the Chairman of the Board of Discipline	436	16	0	
Division 77, subdivision 5—Interest charges paid to State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn	232	4	6	
Division 77, subdivision 6—Exchange on Redemption Payments in London	6,000	0	0	
Division 77, subdivision 7—Payment to T. B. Molomby on his retirement from the position of Victorian Railways Commissioner, being the equivalent of four months' salary	443	6	8	
Division 78, Pensions	1,891	13	2	
Act No. 3759, Pensions	133,014	9	3	
Act No. 3759, Commissioners' Salaries	6,310	0	0	
Act No. 3782, Payment to Superannuation Fund	289,521	4	11	
	<hr/>	<hr/>	<hr/>	<hr/>
		£6,438,023	1	7

APPENDIX No. 19.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1934.

Section.	Miles.	Date Opened.
Nil.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1934.

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

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1934.

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

APPENDIX No. 20.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1933-34.	5' 3" gauge ..	3·30	6·57	2·5	322·52	4,264·11	4,599·00	4,962·73	1,026·59	5,989·32
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·93	131·91
	Total ..	3·30	6·57	2·5	322·73	4,385·67	4,720·77	5,084·71	1,036·52	6,121·23
	Electric Tramway, 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway, 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
Grand Total	3·30	6·57	2·5	330·12	4,385·88	4,728·37	5,099·70	1,037·92	6,137·62	
Year 1932-33.	5' 3" gauge ..	3·30	6·57	2·5	327·93	4,258·70	4,599·00	4,968·14	1,026·19	5,994·33
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·89	131·87
	Total ..	3·30	6·57	2·5	328·14	4,380·26	4,720·77	5,090·12	1,036·08	6,126·20
	Electric Tramway, 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway, 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
Grand Total	3·30	6·57	2·5	335·53	4,380·47	4,728·37	5,105·11	1,037·48	6,142·59	
		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 1933-34.	5' 3" gauge ..	3·30	6·57	2·5	327·48	4,259·15	4,599·00	4,967·69	1,026·29	5,993·98
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·91	131·89
	Total ..	3·30	6·57	2·5	327·69	4,380·71	4,720·77	5,089·67	1,036·20	6,125·87
	Electric Tramway, 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway, 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
Grand Total	3·30	6·57	2·5	335·08	4,380·92	4,728·37	5,104·66	1,037·60	6,142·26	
Year 1932-33.	5' 3" gauge ..	3·30	6·57	2·5	327·93	4,258·70	4,599·00	4,968·14	1,026·05	5,994·19
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·89	131·87
	Total ..	3·30	6·57	2·5	328·14	4,380·26	4,720·77	5,090·12	1,035·94	6,126·06
	Electric Tramway, 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway, 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
Grand Total	3·30	6·57	2·5	335·53	4,380·47	4,728·37	5,105·11	1,037·34	6,142·45	

APPENDIX No. 21.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1934.				<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			
<i>Less</i> expended on special and deferred repairs in accordance with Section 3 of Act 1820	50,000	0	0			
„ Advances from Loan Account subsequent to 30th June, 1896			509,440 16 2			
„ Sundry Creditors			530,000 0 0			
			158,421 3 0			
			£1,197,861 19 2			
By Stores and Materials on hand and in transit				1,054,723	17	8
„ Sundry Debtors..				2,155	6	9
„ Cash in Treasury and with Agent-General				140,982	14	9
				£1,197,861	19	2

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1934, AND 1933.

	Year ended 30th June, 1934.						Year ended 30th June, 1933.					
	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	174,111	1,244,033	1,418,144	223,416	492,568	715,984	180,999	1,323,999	1,504,998	223,253	527,176	750,429
Return Tickets	201,773	2,061,142	2,262,915	92,866	402,860	495,726	205,320	2,096,437	2,301,757	91,453	426,232	517,685
Periodical Tickets	584,915	666,361	1,251,276	73,163	24,130	97,293	660,669	693,695	1,354,364	85,567	26,145	111,712
Workmen's Weekly Tickets .. ..	..	140,394	140,394	..	3,200	3,200	..	130,560	130,560	..	2,869	2,869
Total	960,799	4,111,930	5,072,729	389,445	922,758	1,312,203	1,046,988	4,244,691	5,291,679	400,273	982,422	1,382,695
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets	5,699,192	9,457,884	15,157,076	127,753	195,026	322,779	5,615,232	9,489,279	15,104,511	125,525	193,935	319,460
Return Tickets	14,857,937	35,763,608	50,621,545	333,398	658,663	992,061	16,394,347	35,192,097	51,586,444	357,303	655,452	1,012,755
Race and Special Picnic Tickets	269,821	675,610	945,431	13,567	21,698	35,265	281,260	636,963	918,223	12,477	22,076	34,553
Periodical Tickets	21,187,496	27,666,165	48,853,661	334,625	339,720	674,345	20,629,359	26,688,936	47,318,295	326,739	331,545	658,284
Workmen's Weekly Tickets .. ..	..	10,716,773	10,716,773	..	165,860	165,860	..	9,970,861	9,970,861	..	153,841	153,841
Total	42,014,446	84,280,040	126,294,486	809,343	1,380,967	2,190,310	42,920,198	81,978,136	124,898,334	822,044	1,356,849	2,178,893
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	42,975,245	88,391,970	131,367,215	1,198,788	2,303,725	3,502,513	43,967,186	86,222,827	130,190,013	1,222,317	2,339,271	3,561,588
ROAD MOTOR PUBLIC SERVICES .. ..	..	..	716,635	..	..	6,371	..	..	700,199	..	..	6,506
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..	..	..	4,243,432	..	..	43,451	..	..	4,190,379	..	..	42,991
SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAY .. ..	..	..	989,498	..	..	9,528	..	..	997,678	..	..	9,641

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR
YEARS ENDED 30TH JUNE, 1934, AND 30TH JUNE, 1933 (EXCLUSIVE
OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year ended 30th June, 1934.							Year ended 30th June, 1933.	
	Tons carried.	Percentage to Paying Total.	Revenue.	Percentage to Paying Total.	Ton Miles.	Average Haul. Miles per Ton.	Average Rate per Ton Mile.	Tons carried.	Revenue.
			£				d.		£
2nd Class ..	209,793	3.98	513,075	13.17	25,523,236	121.66	4.82	208,490	538,645
1st Class ..									
"Smalls" ..									
"C" Class ..	134,165	2.54	299,149	7.68	16,523,491	123.16	4.35	130,776	291,283
"B" Class ..	145,704	2.76	176,118	4.52	14,427,613	99.02	2.93	164,075	202,124
"A" Class ..	331,086	6.28	380,350	9.77	50,596,163	152.82	1.80	289,682	318,327
Miscellaneous ..	119,333	2.26	54,846	1.41	9,015,199	75.55	1.46	112,501	48,940
Fish ..	3,292	.06	7,299	.19	532,624	161.79	3.29	4,581	8,566
Fruit ..	144,383	2.74	160,257	4.11	25,407,674	175.97	1.51	148,873	153,752
Butter ..	49,832	.95	80,943	2.08	6,471,909	129.87	3.00	57,211	92,908
Other Dairy Produce ..	34,514	.65	61,802	1.59	3,607,522	104.52	4.11	35,918	61,433
Wine ..	7,235	.14	10,262	.26	1,403,116	193.93	1.76	6,593	8,701
Wool ..	67,931	1.29	195,134	5.01	10,462,639	154.02	4.48	86,483	244,112
Flour, Bran, Pollard, and Sharps ..	261,925	4.97	154,005	3.95	36,242,546	138.37	1.62	282,697	166,134
Wheat ..	854,728	16.21	569,515	14.62	151,280,247	176.99	.90	1,104,127	758,150
All other Agricultural Produce ..	426,717	8.09	246,651	6.33	53,148,191	124.55	1.11	466,479	304,842
Hay, Straw, and Chaff ..	197,125	3.74	94,175	2.42	17,905,257	90.83	1.26	197,389	90,470
Fertilizers ..	285,184	5.41	104,860	2.69	47,572,109	166.81	.53	277,683	100,100
Minerals (including Coal, Coke, Ores, &c.) ..	217,448	4.12	66,913	1.72	13,268,748	61.02	1.21	218,810	68,557
Firewood ..	844,637	16.02	382,236	9.81	100,320,321	118.77	.91	832,405	373,861
Timber ..	205,121	3.89	114,163	2.93	20,092,966	97.96	1.36	187,516	101,969
Stone, Gravel, and Sand	271,596	5.15	80,251	2.06	12,323,240	45.37	1.56	321,898	89,596
All other Goods ..	460,441	8.73	99,675	2.56	6,703,476	14.56	3.57	626,385	105,976
Haulage, Storage, De- murrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ..	..	..	43,119	1.11	..	..	..	..	49,110
Total Tonnage of Paying Goods Carried and Revenue derived therefrom ..	5,272,190	..	3,894,798	..	622,828,287	118.13	1.50	5,760,572	4,177,556
Live Stock ..	586,187	..	675,450	..	70,912,482	120.97	2.29	483,774	590,691
Total Tonnage of Paying Goods and Live Stock carried and Revenue derived therefrom	5,858,377	..	4,570,248	..	693,740,769	118.42	1.58	6,244,346	4,768,247
Departmental Traffic "Free" (Truck Loads) ..	1,554,067	..	..	..	108,626,117	69.90	..	..	..

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

Number of Live Stock.

	Year ended 30th June, 1934.	Year ended 30th June, 1933.
Calves ..	23,076	16,191
Cattle ..	353,539	323,359
Horses ..	27,703	26,744
Pigs ..	337,065	364,857
Sheep ..	10,037,475	7,738,960

APPENDIX No. 24.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR NINETEEN YEARS ENDED 30TH JUNE, 1934.

Year ended 30th June—	New Lines and Surveys.			Additions and Improvements on Existing Lines.			Rolling Stock (exclusive of Electric Tramways Rolling Stock).			Electrification of Melbourne Suburban Lines.		
	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.
	£	£	£	£	£	£	£	£	£	£	£	£
1916	346,855	..	346,855	722,209	4,723	717,486	612,739	..	612,739	572,549	..	572,549
1917	139,477	..	139,477	273,583	10,603	262,980	365,973	..	365,973	419,024	378	418,646
1918	128,336	1,074	127,262	312,896	7,980	304,916	237,107	234	236,873	177,954	22	177,932
1919	127,567	2	127,565	231,996	8,863	223,133	287,546	..	287,546	286,301	14	286,287
1920	235,870	..	235,870	213,829	67,611	146,218	150,621	..	150,621	367,376	..	367,376
1921	306,348	..	306,348	486,318	10,942	475,376	141,812	201,239	Cr. 59,427	804,909	..	804,909
1922	277,551	..	277,551	737,989	46,426	691,563	632,853	450	632,403	1,387,602	350	1,387,252
1923	286,972	30	286,942	635,465	54,610	580,855	423,562	..	423,562	603,430	1,591	601,839
1924	556,888	..	556,888	550,154	47,651	502,503	197,124	50,000	147,124	192,600	607	191,993
1925	525,077	..	525,077	718,099	91,768	626,331	299,568	56,050	243,518	92,692	1,628	91,064
1926	382,501	..	382,501	932,592	125,665	806,927	455,412	169,480	285,932	41,311	168,600	Cr. 127,289
1927	540,521	..	540,521	963,300	61,402	901,898	434,117	290,109	144,008	41,789	1,703	40,086
1928	756,902	..	756,902	919,255	59,329	859,926	667,648	261,376	406,272	55,210	817	54,393
1929	439,297	..	439,297	649,692	54,591	595,101	420,119	286,338	133,781	26,759	15,225	11,534
1930	182,005	..	182,005	452,736	60,728	392,008	362,187	262,845	99,342	11,740	12,704	Cr. 964
1931	69,430	11,476	57,954	175,544	50,671	124,873	223,683	269,122	Cr. 45,439	16,950	15,180	1,770
1932	25,869	5,103	20,766	82,832	9,815	73,017	140,683	119,879	20,804	18,018	3,465	14,553
1933	21,773	371	21,402	278,971	50,607	228,364	179,779	123,316	56,463	3,294	2,827	467
1934	6,598	..	6,598	486,967	27,335	459,632	173,427	119,866	53,561	4,348	2,248	2,100
Total	5,355,837	18,056	5,337,781	9,824,427	851,320	8,973,107	6,405,960	2,210,304	4,195,656	5,123,856	227,359	4,896,497

APPENDIX No. 24—continued.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR NINETEEN YEARS ENDED 30TH JUNE, 1934—continued.

Year ended 30th June—	Total Railways.			Electric Tramways (including Rolling Stock).			Road Motors Public Services (including Garage Accommodation)			Total.		
	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.
	£	£	£	£	£	£	£	£	£	£	£	£
1916	2,254,352	4,723	2,249,629	44,471	73	44,398	..	..	..	2,298,823	4,796	2,294,027
1917	1,198,057	10,981	1,187,076	37,965	..	37,965	..	..	..	1,236,022	10,981	1,225,041
1918	856,293	9,310	846,983	9,644	..	9,644	..	..	..	865,937	9,310	856,627
1919	933,410	8,879	924,531	12,962	..	12,962	..	..	..	946,372	8,879	937,493
1920	967,696	67,611	900,085	1,410	..	1,410	..	..	..	969,106	67,611	901,495
1921	1,739,387	212,181	1,527,206	5,091	..	5,091	..	..	..	1,744,478	212,181	1,532,297
1922	3,035,995	47,226	2,988,769	31,861	19	31,842	..	..	..	3,067,856	47,245	3,020,611
1923	1,949,429	56,231	1,893,198	30,036	36	30,000	..	..	..	1,979,465	56,267	1,923,198
1924	1,496,766	98,258	1,398,508	11,993	2,500	9,493	..	..	..	1,508,759	100,758	1,408,001
1925	1,635,436	149,446	1,485,990	11,903	2,000	9,903	..	..	..	1,647,339	151,446	1,495,893
1926	1,811,816	463,745	1,348,071	32,384	5,032	27,352	17,514	764	16,750	1,861,714	469,541	1,392,173
1927	1,979,727	353,214	1,626,513	8,281	1,000	7,281	41,765	13,131	28,634	2,029,773	367,345	1,662,428
1928	2,399,015	321,522	2,077,493	7,789	1,000	6,789	8,379	20,351	Cr. 11,972	2,415,183	342,873	2,072,310
1929	1,535,867	356,154	1,179,713	951	1,179	Cr. 228	Cr. 1,079	6,755	Cr. 7,834	1,535,739	364,088	1,171,651
1930	1,008,668	336,277	672,391	852	..	852	17,953	3,322	14,631	1,027,473	339,599	687,874
1931	485,607	346,449	139,158	1,607	..	1,607	Cr. 1,536	3,631	Cr. 5,167	485,678	350,080	135,598
1932	267,402	138,262	129,140	418	..	418	..	3,376	Cr. 3,376	267,820	141,638	126,182
1933	483,817	177,121	306,696	1,349	..	1,349	..	3,070	Cr. 3,070	485,166	180,191	304,975
1934	671,340	149,440	521,891	1,136	..	1,136	3,178	1,717	1,461	675,654	151,166	524,488
Total	26,710,080	3,307,039	23,403,041	252,103	12,839	239,264	86,174	56,117	30,057	27,048,357	3,375,995	23,672,362

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, 1934, 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, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Year ended 30th June, 1930.	Year ended 30th June, 1929.	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	23,383	35,428	..	43,302	39,484	44,424	58,496
Avonmore .. ..	..	29,030	..	22,006	..	30,924	30,924
Elmore	68,663	63,407	66,447	64,712	44,938	93,948	144,127
Rochester	47,180	29,581	35,952	71,920	24,596	67,968	130,087
Strathallan .. ..	..	..	..	21,439	..	33,240	85,105
Echuca .. ..	..	33,667	..	..	..	..	41,964
Moama .. ..	..	..	..	..	..	..	21,247
Mathoura	20,622	39,468	30,600	..	..	..	72,138
Gulpha Siding	20,000	33,094	28,506	..	..	24,720	49,484
Hill Plains .. ..	..	..	..	..	..	..	26,110
Southdown .. ..	..	23,477	25,477	..	..	21,156	25,477
Deniliquin	42,512	67,093	93,408	..	39,239	49,356	97,224
Shelbourne	30,296	28,009	34,256	25,186	38,083	59,232	113,952
Moolort .. ..	..	..	..	55,022	38,429	46,392	55,022
Maryborough .. ..	..	..	..	..	..	..	24,069
Bet Bet .. ..	..	..	..	32,225	..	26,484	32,225
Bealiba .. ..	..	..	..	34,611	..	24,540	57,150
Emu .. ..	..	..	..	..	..	20,940	20,940
Carapooee .. ..	..	..	..	..	..	..	40,078
St. Arnaud .. ..	..	..	..	31,738	..	33,720	56,742
Sutherland	44,044	52,800	97,610	60,865	22,423	67,093	122,013
Swanwater	65,156	31,921	63,235	57,831	..	83,616	108,494
Cope Cope	80,840	86,552	126,687	60,788	36,256	90,840	153,184
Donald	116,549	100,960	206,542	102,639	91,495	179,811	206,542
Litchfield	81,748	138,578	189,488	51,278	34,263	134,232	189,488
Massey	63,081	62,794	70,759	32,010	..	60,144	70,759
Watchem	83,767	89,645	160,804	26,989	30,226	116,418	165,982
Morton Plains	42,205	41,875	53,550	20,804	..	64,716	64,716
Birchip	64,919	79,374	101,037	21,913	..	75,132	101,037
Kinnabulla	85,218	53,740	91,549	..	23,122	51,948	91,549
Curyo	39,332	39,156	74,854	21,323	..	57,804	74,854
Watchupga	83,136	46,495	109,921	27,273	..	88,404	109,921
Woomelang	92,881	81,300	172,894	35,861	34,495	91,884	172,894
Lascelles	59,059	35,702	82,015	42,630	..	57,648	125,222
Gama	36,660	34,883	50,914	47,058	..	33,468	61,403
Turriff .. ..	..	..	46,184	48,069	..	33,912	81,723
Speed	27,795	32,072	51,131	68,940	..	33,804	102,568
Tempy	22,658	28,599	57,966	76,179	..	38,232	76,179
Gypsum Siding .. ..	..	..	..	42,015	..	..	42,015
Bronzewing	20,210	21,012	46,440	37,011	..	20,076	46,440
Nunga .. ..	..	..	..	35,842	..	..	78,207
Ouyen	23,258	40,642	75,888	71,418	..	28,092	126,811
Kiamal	23,971	34,144	38,872	107,437	..	..	107,437
Boonoonar .. ..	..	21,878	28,213	56,212	..	..	56,212
Carwarp .. ..	..	40,831	47,801	73,001	..	..	73,001
Yatpool .. ..	..	..	23,318	23,927	..	..	31,358
Merbein .. ..	..	..	..	25,919	..	..	25,926
Llanelly .. ..	..	20,086	..	38,568	..	29,688	38,568
Arnold .. ..	..	..	..	25,693	..	..	25,693
Tiega .. ..	..	..	23,261	33,835	..	..	33,835

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1934,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Year ended 30th June, 1930.	Year ended 30th June, 1929.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Galah	22,463	37,367	54,071	49,209	..	27,334	121,512
Walpeup	32,775	75,249	141,945	81,141	..	71,748	148,171
Torrifa	21,224	27,083	42,244	57,373	..	26,880	65,934
Underbool	30,312	57,857	109,377	76,498	..	50,388	136,889
Linga	24,613	35,308	51,732	59,882	..	..	78,264
Boinka .. ..	..	21,818	32,574	60,615	..	..	60,615
Tutye	31,139	26,171	47,409	57,623	..	..	57,623
Cowangie	43,426	56,998	75,774	91,842	..	39,780	108,483
Danyo .. ..	..	25,448	37,959	51,329	..	28,752	69,443
Murrayville	41,340	58,472	86,436	83,756	..	63,288	158,807
Carina	31,010	49,243	63,854	64,916	..	52,150	111,282
Panitya	57,310	75,871	89,811	101,074	..	66,084	101,074
Benetook .. ..	..	..	28,108	29,209	..	..	29,209
Pirlta .. ..	..	29,378	36,990	62,139	..	..	62,139
Merrinee	21,956	72,037	83,908	108,371	..	29,832	108,371
Karrawinna	25,276	89,352	79,994	147,777	..	34,632	147,777
Werrimull	38,009	105,314	112,352	121,055	..	26,806	121,055
Bambill	26,115	69,833	49,725	66,790	..	..	69,833
Yarrara	29,674	55,150	54,089	65,616	..	..	65,616
Meringur	38,471	72,682	57,386	108,042	..	25,413	108,042
Karween	21,864	60,852	47,017	28,203	..	..	60,852
Morkalla .. ..	..	39,530	43,477	..	..	..	43,477
Derby .. ..	..	..	..	..	..	..	33,521
Leichardt .. ..	..	..	..	23,278	..	27,288	27,288
Bridgewater	47,776	33,397	20,776	..	..	24,780	57,399
Kurting .. ..	..	..	..	26,688	..	27,744	34,063
Korong Vale	20,099	..	..	33,151	..	22,824	66,230
Wychitella	60,822	27,043	56,542	39,761	..	50,172	76,530
Buckrabanyule	43,447	27,138	38,261	35,606	..	36,806	88,208
Barrakee	36,509	23,932	36,879	47,216	..	58,248	92,556
Charlton	51,226	20,792	90,118	59,753	..	128,088	237,678
Teddywaddy	24,730	25,411	22,168	..	..	28,560	60,422
Glenloth	44,134	56,231	61,690	..	..	48,840	83,927
Wycheproof	104,227	110,518	207,984	22,899	..	119,532	207,984
Dumosa	66,699	81,065	123,291	..	..	57,564	123,291
Nullawil	59,482	80,885	110,524	24,740	..	49,860	110,524
Warne	29,225	44,816	55,728	..	..	27,612	55,728
Culgoa	89,697	97,535	151,606	44,472	..	58,788	152,048
Berriwillock	110,529	116,858	188,994	72,153	..	96,144	188,994
Boigbeat	29,741	40,506	63,599	36,019	..	32,882	63,599
Sea Lake	86,086	96,372	170,367	112,231	..	86,326	170,367
Ninda .. ..	..	28,835	44,839	43,312	..	27,804	47,399
Nyarrin	22,422	28,680	60,448	83,631	..	44,592	83,631
Nandaly .. ..	..	23,135	52,091	49,061	..	33,468	58,610
Pier Millan .. ..	..	..	33,287	42,478	..	23,556	42,478
Mittyack .. ..	..	25,896	48,790	69,086	..	26,712	69,086
Leitpar .. ..	..	..	..	42,948	..	..	42,948
Kulwin	20,000	29,053	67,650	71,982	..	22,284	71,982
Wedderburr .. ..	..	22,998	28,622	83,267	25,408	63,696	86,790
Borong .. ..	..	32,090	26,912	59,727	..	50,018	77,154

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1934, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Year ended 30th June, 1930.	Year ended 30th June, 1929.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Mysia .. ..	..	21,263	..	26,854	..	29,964	46,774
Boort	81,559	31,839	108,473	44,228	..	93,672	125,960
Barraport	97,676	93,859	89,088	55,666	..	105,084	128,687
Gredgwin	38,515	35,981	28,084	..	..	36,696	45,869
Oakvale	42,967	32,954	33,539	30,140	..	35,616	56,528
Quambatook	105,580	122,502	130,034	84,528	..	126,348	157,217
Cannic	55,051	64,706	111,507	54,132	..	60,168	111,507
Lalbert	77,982	110,629	190,023	107,371	..	..	190,023
Meatian	92,766	71,760	119,558	85,021	22,024	97,500	119,558
Ultima	76,550	104,982	137,492	166,041	..	122,964	168,709
Gowanford	23,727	47,151	57,669	58,718	..	45,732	58,718
Waitchie	33,460	59,389	122,339	81,901	..	50,208	126,827
Chillingollah	21,547	29,788	58,282	77,774	..	39,672	99,303
Chinkapook	34,712	59,947	86,826	85,562	..	65,664	87,172
Cocamba .. ..	..	28,123	33,422	37,504	..	24,072	62,996
Manangatang .. ..	..	45,204	105,536	54,677	..	34,500	105,536
Bolton .. ..	..	20,900	33,932	44,454	..	..	44,454
Koimbo .. ..	..	..	..	..	..	..	20,149
Annuello .. ..	..	35,953	56,160	99,113	..	..	99,113
Bannerton .. ..	..	36,492	40,919	53,199	..	..	53,199
Robinvale .. ..	..	..	..	20,507	..	..	20,507
Raywood .. ..	..	25,501	..	47,910	..	49,224	77,555
Tandarra	29,192	36,128	..	68,438	..	46,152	78,426
Dingee .. ..	..	20,062	..	49,720	..	43,680	98,007
Prairie .. ..	..	27,825	22,889	42,839	..	42,108	94,229
Mitiamo	25,278	31,693	25,042	31,166	..	36,624	114,645
Mologa .. ..	..	..	..	..	..	20,316	59,542
Pyramid	20,247	21,261	22,743	..	..	28,080	61,768
Kerang	46,216	48,850	54,230	..	..	50,280	89,314
Mystic Park .. ..	..	44,576	49,229	48,058	..	31,896	56,074
Lake Boga	24,540	36,145	74,356	21,919	..	..	92,564
Pental .. ..	..	24,978	25,557	26,795	..	..	28,935
Swan Hill .. ..	..	34,769	43,065	..	..	27,456	158,641
Woorinen .. ..	..	27,370	33,087	28,873	..	23,676	39,611
Pira .. ..	..	49,874	62,938	69,575	..	39,780	69,575
Nyahwest	20,000	52,038	57,858	43,980	..	37,668	65,001
Miralie .. ..	..	24,952	33,683	28,948	..	..	39,397
Piangil .. ..	..	50,444	95,037	37,707	..	41,026	95,037
Natya .. ..	..	..	30,754	34,757	..	..	44,586
Kooloonong .. ..	..	22,277	35,410	45,447	..	..	62,090
Koorkab .. ..	..	..	..	22,070	..	..	22,070
Yungera .. ..	..	..	..	22,927	..	..	22,927
Hunter	32,849	47,990	..	59,508	26,461	55,704	59,508
Warragamba	21,902	33,859	..	21,121	..	40,188	49,758
McColl .. ..	..	..	..	..	..	..	40,043
Lockington .. ..	..	..	..	..	..	..	53,435
Kotta	20,815	20,020	..	..	25,853	22,764	61,370
Roslynmead .. ..	..	..	..	..	..	..	32,703
Bunnaloo .. ..	..	..	32,572	..	..	..	73,709
Wombota .. ..	..	..	23,290	..	..	..	25,485

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1934,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Year ended 30th June, 1930.	Year ended 30th June, 1929.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Tantonan .. ..	..	25,109	..	..	..	..	25,109
Caldwell .. ..	..	20,163	22,759	..	..	..	22,759
Lara .. ..	..	..	..	21,092	..	..	21,092
Glenorchy	20,380	..	..	36,032	22,872	27,504	72,183
Lubeck	44,658	42,552	60,098	58,245	23,968	44,952	110,831
Murtoa	47,788	..	36,507	33,866	..	24,804	48,028
Jung	74,360	160,614	150,585	123,339	108,586	118,272	247,347
Dooen	83,088	124,521	167,943	101,647	42,483	102,600	167,943
Horsham	30,958	..	57,754	22,089	..	..	96,272
Dahlen	21,916	35,445	23,022	28,103	..	26,040	42,864
Pimpinio	64,956	97,014	91,540	123,563	27,163	78,768	136,430
Wail	92,638	116,607	181,863	150,328	53,360	127,044	248,147
Dimboola	72,920	98,542	120,459	169,761	29,688	53,016	169,761
Gerang Gerung	53,790	58,463	130,111	66,972	63,665	65,016	130,111
Kiata	28,717	31,502	56,921	47,436	25,365	39,636	96,784
Salisbury .. ..	..	55,060	30,274	45,135	..	41,088	57,370
Nhill .. ..	..	26,602	94,457	67,501	..	41,736	94,457
Tarranginnie	43,556	46,468	36,961	86,144	65,802	58,000	86,144
Diapur	28,654	22,218	28,992	50,023	21,126	30,192	74,611
Miram	58,731	93,596	91,626	137,749	71,448	81,373	137,749
Kaniva	34,541	130,709	81,277	95,976	98,840	102,336	130,709
Lillimur	56,864	98,846	64,920	140,884	125,577	104,232	140,884
Serviceton	31,137	74,201	56,027	69,719	63,596	70,104	74,201
Parwan .. ..	..	..	..	24,635	27,025	..	27,025
Cressy .. ..	..	..	..	23,019	..	..	23,019
Berrybank .. ..	..	..	..	39,701	21,807	..	39,701
Gnarkeet .. ..	..	..	..	40,466	..	..	40,466
Lismore .. ..	..	..	..	56,810	..	..	56,810
Vite Vite .. ..	..	..	..	23,255	20,766	..	23,255
Westmere	32,684	34,452	41,814	139,597	45,715	75,360	139,597
Mininera .. ..	..	..	..	57,783	..	25,320	87,584
Tatyoan .. ..	..	..	26,538	91,990	27,237	44,424	91,990
Werneth .. ..	..	..	..	21,237	..	..	21,237
Skipton .. ..	..	..	..	80,293	..	30,312	80,293
Maroona .. ..	..	..	..	33,869	..	..	33,869
Calvert .. ..	..	..	..	24,617	23,730	..	24,617
Willaura	22,768	23,430	36,781	120,202	..	42,792	120,202
Stavely .. ..	..	..	..	45,162	..	23,279	57,173
Jackson .. ..	..	37,290	27,216	50,511	..	46,776	50,511
Rupanyup	33,211	32,870	67,273	67,766	20,080	..	96,998
Burrum	42,268	75,495	87,771	52,949	..	97,920	116,031
Banyena	49,935	79,063	139,643	..	..	96,228	139,643
Marnoo	27,556	84,152	120,129	46,766	50,659	81,492	202,512
Bolangum	35,643	45,865	54,288	54,275	21,892	46,212	54,288
Coromby	41,251	56,099	64,709	58,373	33,360	61,140	114,877
Minyip	143,473	124,719	320,967	40,523	90,203	164,736	321,140
Nullan	26,403	52,746	51,444	42,112	..	57,408	100,864
Sheepbills	113,886	136,726	238,441	33,658	46,429	130,524	245,792
Mellis	35,506	33,623	27,015	25,275	..	34,896	51,441
Warracknabeal	73,004	44,583	154,424	34,792	28,530	80,988	188,401

APPENDIX No. 25—*continued.*

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1934.
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Year ended 30th June, 1930.	Year ended 30th June, 1929.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Batchica	45,339	49,657	46,500	33,255	..	37,332	49,657
Lah	107,008	55,712	167,188	..	..	90,804	167,188
Brim	87,223	115,954	232,663	37,162	55,999	135,276	232,663
Galaquil	65,973	88,325	133,263	..	34,955	76,044	133,263
Beulah	160,994	72,895	217,713	42,487	61,967	160,994	217,713
Rosebery	77,943	78,651	139,618	..	..	103,692	139,618
Goyura	35,662	33,487	40,054	29,979	..	30,840	40,054
Hopetoun	97,780	93,706	228,519	43,941	74,133	98,616	228,519
Burroin .. ..	..	21,597	26,102	..	..	22,536	26,102
Patchewollock	65,802	47,311	106,624	69,084	..	62,004	106,624
Remlaw	20,000	29,202	21,511	28,141	..	29,028	45,221
Vectis .. ..	..	53,702	44,477	42,033	..	44,244	65,729
Noradjuha .. ..	..	..	..	..	..	..	23,806
Natimuk	50,314	45,361	55,590	87,476	40,427	77,112	128,704
Arapiles .. ..	..	..	..	..	..	28,536	28,536
Mitre .. ..	..	..	..	..	..	20,338	29,471
Gymbowen .. ..	..	..	..	21,724	27,148	..	27,148
Goroke .. ..	..	..	..	27,568	26,151	..	28,003
Mortat .. ..	..	..	..	..	26,732	..	26,732
Carpolac .. ..	..	..	..	24,817	..	..	24,817
Arkona	31,916	25,802	36,805	55,023	21,516	29,868	61,313
Antwerp	20,692	97,971	140,809	97,721	57,673	88,860	140,809
Tarranyurk	48,625	76,594	168,294	71,314	27,177	101,652	168,294
Jeparit	57,375	38,729	98,193	89,500	56,809	100,860	114,859
Ellam	55,267	53,042	96,226	69,165	37,427	75,010	96,539
Pullut	51,768	45,389	77,865	64,306	36,312	68,470	110,489
Rainbow	99,053	65,930	159,514	132,225	129,592	71,940	188,258
Albacutya	30,285	39,755	46,755	31,706	..	39,708	54,414
Yaapeet	51,937	82,036	94,406	66,393	58,975	60,108	116,830
Detpa	36,792	66,199	94,060	91,964	25,573	86,880	94,060
Lorquon	46,268	54,595	126,659	97,851	30,797	98,088	126,659
Netherby	50,669	45,243	116,022	107,782	52,723	94,018	116,022
Yanac	58,660	112,802	102,270	214,779	79,686	122,338	214,779
Wangaratta .. ..	..	..	..	..	..	34,319	34,319
Bowser .. ..	..	..	..	..	..	..	33,049
Springhurst .. ..	..	..	..	43,045	31,265	28,920	44,664
Barnawartha .. ..	..	..	..	23,491	..	..	23,491
Arcadia .. ..	..	..	..	29,829	25,162	..	29,829
Toolamba .. ..	..	..	..	25,273	..	23,977	25,273
Mooroopna .. ..	..	..	..	..	..	..	22,672
Shepparton .. ..	..	..	..	..	..	20,340	55,382
Congupna	26,224	27,292	..	..	23,425	27,528	51,359
Tallygaroopna	42,302	38,114	25,965	63,192	..	54,069	105,322
Wunghnu	31,770	41,132	51,367	24,031	44,659	49,864	66,295
Numurkah	40,443	30,690	45,540	51,352	..	44,515	63,964
Katunga	40,883	63,276	83,288	58,905	..	60,861	100,921
Strathmerton	20,403	23,956	38,186	..	..	31,035	75,204
Yarroweyah	20,000	22,301	20,164	..	..	..	39,485
Cobram	82,061	110,651	94,679	74,141	50,769	42,645	110,651
Colbinabbin	44,091	51,765	69,747	55,791	46,725	103,788	119,851

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1934, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	Year ended 30th June, 1931.	Year ended 30th June, 1930.	Year ended 30th June, 1929.	Record quantity loaded in any one year.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Girgarre .. ..	..	..	..	..	..	..	30,309
Tatura .. ..	..	..	..	26,409	..	..	26,409
Merrigum .. ..	..	..	..	..	..	29,556	78,609
Kyabram .. ..	..	..	..	..	23,897	24,840	93,653
Pine Lodge	36,457	40,493	25,890	84,905	23,607	61,520	84,905
Cosgrove	37,260	48,654	31,415	58,893	49,121	51,894	87,552
Dookie	40,236	26,859	28,913	55,061	46,197	46,896	55,061
Yabba South.. ..	30,575	26,770	..	21,413	26,551	23,856	30,575
Yabba North.. ..	26,762	39,757	25,292	26,273	40,648	37,944	65,685
Younmize	31,654	39,304	32,215	25,210	28,098	30,840	61,898
Katamatite	82,661	91,826	61,184	105,423	23,158	58,740	137,960
Waaia	56,774	60,700	67,098	29,247	42,206	51,996	104,714
Nathalia	81,675	82,842	87,115	55,840	38,427	76,752	176,082
Picola	61,132	75,958	59,451	32,646	..	40,512	121,601
Mywee .. ..	..	..	..	..	..	..	20,495
Tocumwal .. ..	..	33,032	..	..	40,951	35,382	40,951
Goorambat	32,099	34,177	21,042	74,034	31,190	49,332	74,034
Devenish	33,354	43,140	40,221	54,634	57,978	53,844	85,002
St. James	56,789	33,367	65,056	77,283	36,557	58,956	101,327
Tungamah	56,884	50,777	52,680	62,549	42,292	48,888	81,229
Telford	51,469	67,840	36,369	59,792	35,148	64,500	103,129
Yarrowonga	51,844	58,172	37,223	59,058	66,150	254,064	359,643
Mulwala	30,184	24,737	..	27,920	..	..	30,184
Sloane	34,590	57,922	27,125	48,950	..	..	57,922
Warragoon	36,921	78,521	43,090	72,568	..	..	78,521
Rennie	52,743	107,647	67,147	125,269	..	..	125,269
Sangar	54,272	88,829	45,008	35,032	..	..	88,829
Wangamong	30,074	45,287	..	22,270	..	..	45,287
Oaklands	47,639	125,360	67,971	..	..	..	125,360
Peechelba	30,058	..	..	44,395	37,844	40,248	44,395
Rutherglen	32,518	34,704	..	44,644	49,308	34,716	53,736
Wahgunyah	21,245	20,086	..	73,140	28,545	62,352	104,213
Kilmany .. ..	..	..	21,498	21,984	35,682	25,206	35,682
Other Stations	2,212,907	1,845,162	529,912	1,563,502	1,890,586	1,589,907	..
TOTALS	10,638,640	13,028,628	15,619,699	14,601,317	5,775,690	13,242,079	..

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APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 1.</i>																
MELBOURNE—Spencer-street, Country ..	1,056,389	£ 364,072 15 5	£ 124,847 19 1	£ 1,049 0 3	£ 617,523 0 3	£ 1,149,689 19 7	402,196	843,103	91	249	664	255	105	593	460	1,875
MELBOURNE—Spencer-street, Suburban ..	1,420,584	42,197 4 7	..	..	..	165,923 1 0	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Tourist Bureau, Country ..	210,707	165,840 2 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Tourist Bureau, Suburban ..	1,796	82 18 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Flinders-street, Country ..	322,607	60,656 13 7	55,325 13 1	47 9 11	..	287,592 17 10	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Flinders-street, Suburban ..	8,567,099	171,563 1 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Princes Bridge, Country ..	56,094	7,129 7 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Princes Bridge, Suburban ..	1,507,610	29,108 6 11	..	..	..	36,237 14 7	..	..	..	..	..	..	..	..	..	..
Total—Country ..	1,645,797	597,698 18 9	180,173 12 2	1,096 10 2	617,523 0 3	1,639,443 13 0	402,196	843,103	91	249	664	255	105	593	460	1,875
Suburban ..	11,497,089	242,951 11 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 2.—MELBOURNE-DENILQUIN LINE.</i>																
North Melbourne ..	661,830	8,952 18 5	1,104 15 5	4 0 11	..	10,061 14 9	..	13	..	..	..	..	..	..	..	..
Arden-street ..	..	..	..	..	5,340 7 1	5,340 7 1	20,587	88,777	..	..	..	..	..	..	..	..
Middle Footscray ..	392,351	5,610 18 11	39 8 2	0 6 8	..	5,650 13 9	..	..	..	..	..	..	..	..	..	..
West Footscray ..	730,147	10,530 18 1	423 5 6	72 7 8	13,204 10 6	24,231 1 9	30,146	68,142	..	..	..	..	..	..	..	..
Tottenham ..	104,864	1,592 0 9	25 12 10	10 1 8	..	1,627 15 3	..	..	..	..	..	..	..	..	..	..
White City ..	392	14 5 4	..	..	..	14 5 4	..	..	..	..	..	..	..	..	..	..
Sunshine ..	577,039	15,301 8 3	1,686 15 4	5 3 11	14,169 6 0	31,162 13 6	7,125	28,909	..	..	6	..	85	..	14	..
Albion ..	119,217	2,693 17 2	31 17 0	0 5 3	..	2,725 19 5	..	..	..	..	..	..	..	..	..	..
Albion Stone Siding ..	..	..	..	..	381 17 7	381 17 7	1,403	..	..	..	..	..	..	..	..	..
Darling's Siding ..	..	..	..	..	7,749 1 10	7,749 1 10	39,974	47,265	..	..	..	..	..	..	..	..
St. Albans ..	106,067	2,249 2 5	44 11 1	0 10 1	727 7 6	3,021 11 1	3,239	554	..	..	..	..	1	..	..	..
Sydenham ..	2,538	124 13 0	48 6 7	0 4 2	762 2 3	935 6 0	2,126	3,050	81	3	2	..	133	40	2	..
Diggers Rest ..	7,513	427 14 8	74 19 3	4 5 7	1,915 6 6	2,422 6 0	7,572	1,336	101	1	5	..	96	4	16	..
Sunbury ..	36,313	2,372 9 6	143 10 10	45 2 7	1,943 13 3	4,504 16 2	4,059	3,585	137	150	33	13	87	34	38	..
Naughton's Siding ..	..	..	..	..	8 9 0	8 9 0	22	27	..	..	..	..	..	..	..	..
Clarkefield ..	4,214	428 2 5	23 15 0	2 19 2	485 14 11	940 11 6	486	392	55	70	6	..	125	22	11	..
Riddell ..	3,027	470 0 1	70 17 10	5 19 2	443 7 7	990 4 8	832	384	65	19	4	..	10	9	3	..
Gisborne ..	3,408	501 19 9	83 14 3	2 2 10	695 7 7	1,283 4 5	1,110	872	71	25	4	..	47	18	8	..
Macedon ..	8,018	1,334 17 4	216 17 3	4 12 3	455 17 8	2,012 4 6	839	1,813	..	1	4	..	22	4	7	..
Woodend ..	16,582	2,126 14 11	198 7 4	12 3 7	1,976 4 10	4,313 10 8	4,099	1,953	56	11	6	..	20	12	11	..
Carlsruhe ..	3,329	109 12 0	6 15 0	0 11 8	489 0 10	606 0 3	612	100	75	13	6	..	56	5	12	..
Kyneton ..	26,901	4,784 2 0	307 16 11	34 11 6	7,149 13 11	12,376 4 4	7,501	9,122	830	235	45	7	696	142	59	..
Redesdale Junction ..	227	45 4 4	2 6 0	..	34 17 4	82 7 8	79	25	..	..	..	..	..	..	..	..
Malmesbury ..	4,529	681 11 7	65 1 11	2 2 0	779 2 4	1,527 17 10	961	1,059	85	32	2	2	77	42	1	5
Taradale ..	2,718	316 4 8	28 9 2	0 15 2	158 11 0	504 0 0	493	63	..	..	..	..	..	..	..	..
Elphinstone ..	1,846	334 15 7	44 7 6	0 8 9	1,039 19 2	1,419 11 0	706	891	97	33	2	2	29	8	4	..
Chewton ..	2,990	529 1 6	34 14 4	0 11 7	109 19 8	674 7 1	163	289	..	..	..	..	..	..	..	..
Castlemaine ..	42,127	7,950 12 0	590 10 7	21 4 11	3,317 17 5	11,880 4 11	2,349	13,172	37	8	9	1	129	5	9	75
Harcourt ..	8,902	848 10 2	148 14 0	1 12 11	6,718 8 9	7,717 11 10	8,939	2,055	..	1	1	..	..	..	1	..
Ravenswood ..	973	104 4 1	41 7 1	1 0 11	533 3 6	679 15 7	1,680	145	36	..	..	..	19	4	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
									Sleep.	Cattle.	Horses.	Hus.	Sleep.	Cattle.	Horses.	Pigs.	
<i>Section No. 7.—CASTLEMAINE-YELLA LINE—</i>																	
<i>continued.</i>																	
Joyce's Creek	222	44 9 1	2 14 5	..	788 18 10	785 17 4	1,437	283	..	..	..	..	..	..	..	..	..
Moolort	328	48 11 1	9 13 11	7 3 8	2,352 19 9	2,358 8 5	4,720	562	102	..	3	..	4	2	10	..	..
Stopping Place No. 27	13	1 11 3	..	..	1 11 3	1 11 3	..	..	..	..	..	..	..	..	..	..	..
State Rivers and Water Supply Siding .. .. .	..	..	..	..	249 18 8	249 18 8	300	22	..	..	..	..	..	..	..	..	..
Carlsbrook	2,137	436 6 10	38 6 1	26 1 5	5,420 14 1	5,941 8 5	4,810	777	294	50	8	62	41	24	13	38	..
Maryborough	18,106	3,067 8 6	662 17 2	32 9 8	6,152 2 6	14,854 17 10	14,135	16,018	15	9	25	2	24	31	26	2	..
Simson	120	7 18 6	0 0 5	..	7 18 11	7 18 11	..	..	..	..	..	..	..	..	..	..	..
Havelock	156	9 7 10	2 9 6	..	3,662 6 8	3,614 4 0	7,437	11	..	..	..	..	..	..	..	..	..
Bet Bet	317	54 11 2	9 6 3	0 12 10	721 10 10	756 1 1	1,322	352	..	..	..	..	..	..	..	..	..
Dunolly	2,888	777 9 7	70 7 8	4 8 5	6,240 4 7	10,132 16 0	16,226	1,633	11	2	..	3	..	..	2	1	..
Goldsborough	352	314 10 7	8 12 3	0 3 6	4,428 7 7	4,000 13 11	8,206	118	..	..	..	..	..	..	..	..	..
Bealiba	2,582	635 18 0	16 14 3	9 4 7	12,152 18 6	12,428 9 16	21,834	856	79	4	3	..	13	6	4	..	..
Maffescioni's Siding .. .. .	..	..	..	..	3,400 16 4	2,800 16 4	5,600	34	..	..	..	..	..	..	..	..	..
Emu	535	130 6 5	13 18 0	0 5 6	3,302 16 0	3,362 19 11	6,080	473	1	..	..	..	4	1	5	..	..
Carapooce	610	128 16 4	5 15 2	1 17 3	4,341 8 4	4,437 17 1	7,131	122	..	..	1	..	..	1	..	..	..
St. Arnaud	7,944	4,063 18 8	373 13 11	22 9 7	16,678 16 6	24,137 1 11	36,033	12,007	300	26	14	1	22	8	13	..	..
Sutherland	303	78 6 5	4 17 7	..	3,132 16 9	3,275 14 9	4,710	531	..	..	..	..	4	..	1	..	..
Swanwater	18	12 2 9	0 6 3	..	2,029 7 6	2,103 16 0	3,462	646	..	..	2	..	..	..	4	..	..
Cope Cope	697	259 16 8	27 12 10	0 3 6	5,776 17 16	6,058 11 4	7,012	1,237	163	1	1	..	16	1	8	..	..
Donald	5,039	2,564 0 8	286 17 4	15 4 2	14,355 15 10	17,881 18 6	12,087	6,843	568	79	12	2	168	5	15	..	..
Euloke	2	0 9 1	..	..	165 9 2	265 18 3	116	458	..	..	..	..	..	..	..	..	..
Litchfield	240	80 15 1	14 2 3	0 2 11	5,888 18 3	5,133 18 6	7,632	1,131	69	1	..	..	6	4	1	..	1
Massey	60	14 4 11	0 2 2	0 7 6	3,726 2 1	3,740 11 8	5,461	249	..	..	5	..	..	..	4	..	..
Watchem	1,588	664 15 3	51 6 8	14 2 2	6,129 7 8	8,429 10 9	7,119	2,000	340	41	7	..	11	3	8	..	..
Morton Plains	26	7 4 10	0 3 5	..	2,335 18 4	2,443 1 7	3,016	234	58	..	1	..	..	..	..	..	..
Birchip	2,824	1,611 2 8	197 12 4	82 9 2	8,628 3 9	10,519 7 11	6,535	8,042	369	90	26	7	20	5	17	..	..
Karyrie	5	7 5 16	0 3 8	..	148 3 3	155 12 4	1,029	28	..	..	..	..	..	..	..	..	..
Kinnabulla	28	26 0 7	5 17 10	..	5,800 0 0	5,831 18 5	7,481	477	62	..	..	1	..	..	..	..	..
Curyo	412	152 3 9	16 9 6	0 3 5	3,113 14 16	3,262 11 6	3,239	421	130	11	1	1	19	..	1	..	..
Watchupga	369	164 15 5	17 7 5	37 8 3	6,273 6 10	6,562 17 11	7,664	628	43	..	3	..	37	..	..	..	..
Woomelang	1,400	867 8 6	112 6 3	9 15 6	8,661 9 6	8,680 19 9	8,857	1,654	108	27	4	1	14	2	5	..	..
Lascelles	1,133	556 6 7	42 15 9	5 3 7	5,115 0 0	5,433 5 11	5,418	768	102	..	1	2	41	5	6	..	..
Gama	54	47 5 7	4 15 4	..	2,084 6 8	2,736 7 7	3,579	367	..	..	..	..	..	..	..	..	..
Torpey's Siding .. .. .	..	..	..	..	831 14 4	831 14 4	1,456	72	..	..	..	..	..	..	..	..	..
Turriff	765	270 11 6	13 1 5	0 8 3	2,325 8 0	2,669 9 2	3,117	411	..	..	2	..	5	..	1	..	..
Speed	1,864	562 6 0	25 9 8	1 1 11	3,000 15 7	3,589 13 2	3,128	413	56	9	8	2	33	3	3	1	..
Tempy	1,085	399 8 9	38 10 9	0 2 2	3,151 8 11	3,539 10 7	3,279	608	51	3	3	..	47	5	6	..	..
Gypsum Siding	65	25 15 3	..	..	5,045 2 7	5,080 17 10	6,043	124	..	..	..	..	..	..	..	..	..
Bronzewing	95	56 2 6	3 1 4	..	1,632 1 11	1,741 5 9	2,163	266	..	..	..	..	23	..	1	..	..
Nunga	31	23 16 8	0 2 9	..	1,665 19 9	1,629 19 9	1,325	117	..	..	..	..	..	..	..	..	..
Ouyen	4,942	3,223 11 9	505 2 6	31 16 6	5,632 4 11	9,452 15 8	3,757	3,060	160	7	25	1	119	27	20	..	..
Kianal	162	76 11 0	1 12 4	..	2,524 8 1	2,602 11 5	3,361	342	..	..	1	2	18	..	..	..	..
Trinita	42	40 18 6	0 15 3	0 5 10	110 2 10	142 2 5	1,131	337	..	..	..	..	..	..	1	..	..
Hattah	151	126 19 11	6 1 9	..	637 10 3	830 11 11	1,176	169	18	0	..	1	76	2	1	..	..
Nowingi	77	61 5 1	13 0 0	0 9 4	5,351 1 10	5,425 16 3	6,406	475	..	..	1	..	..	1	4	..	..

Boonoonar	71	70 17 7	2 10 3	0 10 1	613 6 10	655 4 9	245	264	..	..	2	..	35	4	2	1
Carwarp	304	352 15 7	28 16 5	1 7 8	1,376 6 7	1,759 5 10	1,141	438	47	8	8	4	67	9	6	3
Yatpool	255	272 16 10	6 2 8	0 0 2	416 4 8	695 13 4	428	165	..	..	..	..	22	12	4	..
Redcliffs	4,208	4,664 5 10	745 18 2	6 6 5	82,735 10 2	38,152 0 7	18,340	24,172	..	2	4	..	25	13	10	..
Irymple	743	1,629 17 10	149 13 7	3 12 4	30,239 8 4	31,422 12 1	17,689	8,608	..	..	5	..	10	1	17	..
Mildura	12,686	17,188 1 0	1,759 10 8	85 3 4	29,720 9 8	48,783 4 8	16,998	31,916	82	9	12	9	330	108	22	1
Merbein	319	297 17 2	181 13 9	1 13 2	40,185 5 2	40,616 9 3	21,827	11,243	..	1	1	..	6	3	4	..
Merbein West .. .. .	..	..	..	..	19 9 6	19 9 6	10	50	..	..	1	..	18	..	..	..
Yelta .. .. .	..	..	0 1 0	..	2,822 19 4	2,823 0 4	1,487	2,185	..	..	..	..	..	..	..	..
<i>Section No. 8.—MARYBOROUGH-ARARAT LINE.</i>																
Adelaide Lead	78	6 17 6	3 18 5	..	0 6 3	11 2 2	..	..	..	..	..	..	..	..	..	..
Bung Bong	16	1 19 4	9 9 2	..	1,654 7 1	1,065 15 7	2,293	100	..	..	..	..	..	..	..	..
Homebush	161	8 15 5	1 17 0	..	113 16 3	124 8 8	204	52	..	..	..	..	..	..	..	..
Avoca	867	255 0 10	65 17 0	1 0 11	5,704 8 11	6,026 7 3	10,731	1,572	129	19	5	1	11	5	..	..
Amphitheatre	386	60 4 0	11 2 5	0 9 4	704 15 11	782 11 8	1,703	474	..	..	..	..	..	..	..	..
Elmhurst	825	60 11 6	17 15 9	0 3 8	696 7 10	774 18 9	624	520	23	5	..	..	1	3	..	..
Eversley	25	5 7 0	0 6 1	..	166 12 8	172 5 9	263	113	..	..	..	..	3	2	..	..
Ben Nevis	112	20 11 10	3 8 8	0 4 4	180 18 9	215 3 7	294	126	..	..	1	..	..	..	..	..
Dunneworthy	4	0 6 0	0 2 4	..	82 7 8	82 16 0	92	86	..	..	1	..	..	..	..	..
Warra-Yadin .. .. .	..	..	..	..	3 17 0	3 17 0	7	..	..	..	..	..	..	..	..	..
<i>Section No. 9.—NAVARRE LINE.</i>																
Crowlands	8	0 18 2	1 7 7	..	355 19 8	358 5 5	586	124	13	..	..	..	..	..	1	..
Joel .. .. .	..	..	0 1 0	..	759 19 1	760 0 1	1,520	94	..	..	..	..	..	..	..	..
Landsborough	12	1 19 8	6 2 7	4 18 10	2,530 1 9	2,543 2 10	4,180	460	6	..	1	..	..	..	1	..
Tulkara .. .. .	..	..	0 7 1	..	1,135 1 11	1,135 9 0	1,900	98	..	..	..	..	..	..	..	..
Navarre	11	5 19 11	4 14 0	..	10,452 10 0	10,463 3 11	17,313	474	3	1	..	..	9	..	1	..
<i>Section No. 10.—BALLARAT-MARYBOROUGH LINE.</i>																
Selkirk's Siding .. .. .	..	..	..	..	6,921 14 5	6,921 14 5	14,084	1,854	15	5	4	1	..	..	..	..
Waubra Junction	680	30 2 5	3 17 3	2 3 2	0 1 4	38 4 2	..	..	..	..	..	..	..	..	..	..
Sulky	267	10 12 5	0 2 0	..	57 15 11	68 10 4	109	50	..	..	..	..	..	..	..	..
Bald Hills	491	22 0 8	..	..	0 8 5	22 9 1	..	..	..	..	..	..	..	..	..	..
Creswick	16,529	1,126 2 8	71 13 1	3 9 8	355 5 2	1,556 10 7	472	1,953	..	..	..	..	..	..	3	..
North Creswick	5,342	332 1 0	12 16 6	0 10 9	368 16 2	715 4 5	616	104	..	..	..	..	..	..	1	..
Tourello	90	24 5 8	2 2 1	0 5 9	829 13 1	956 6 7	1,043	209	99	7	..	1	45	11	..	..
Clunes	4,694	988 3 11	80 8 1	12 9 4	1,668 5 5	3,049 6 9	1,568	1,681	174	33	6	4	59	17	6	1
Talbot	8,370	862 16 0	46 3 0	1 18 3	2,680 2 0	3,520 19 3	5,209	808	58	7	1	1	1	1	2	..
Daisy Hill	117	9 4 11	0 4 11	..	4 14 11	14 4 9	..	..	..	..	..	..	..	..	..	..
<i>Section No. 11.—WAUBRA LINE.</i>																
Pisgah .. .. .	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..
Midas .. .. .	..	..	..	..	34 19 2	34 19 2	65	104	..	..	..	..	..	..	..	..
Blowhard	1	0 2 5	0 7 0	..	3,313 12 0	3,314 1 5	5,771	388	23	1	1	1	..	..	..	..
Learmonth	2	0 3 0	1 0 1	0 2 11	2,322 19 1	2,324 5 1	3,634	411	1	1	1	1	..	..	..	..
North Learmonth .. .. .	..	..	..	..	..	..	..	14	..	..	..	..	..	..	..	..
Addington	1	0 2 9	0 15 2	..	1,146 16 9	1,147 14 8	1,869	92	17	..	..	..	..	..	..	..
Wautra	2	0 6 2	3 1 3	..	4,546 17 1	4,556 4 6	6,465	576	121	28	4	..	..	..	..	..
<i>Section No. 12.—DUNOLLY-INGLEWOOD LINE.</i>																
Painswick	3	1 17 2	..	..	751 9 10	753 7 0	1,489	5	..	..	..	..	..	..	..	..
Laurie	16	5 4 4	0 2 9	..	748 9 5	753 7 6	1,439	50	13	..	..	..	..	..	..	..
Tarnagulla	247	52 8 9	11 6 0	..	3,574 11 9	3,628 6 6	6,554	486	..	..	..	..	..	..	..	..
Llanhely	76	14 11 5	2 6 2	..	901 11 3	1,006 8 10	2,340	262	..	..	..	..	..	..	..	..
Arnold	99	16 17 1	7 1 5	..	1,745 17 8	1,772 10 2	2,446	186	91	..	3	..	..	..	..	..
Bullahul	48	5 2 1	6 6 9	..	3 2 3	8 11 1	..	..	..	..	..	..	..	..	..	..
<i>Section No. 13.—OUYEN-PANHYA LINE.</i>																
Tiega	18	14 6 10	0 5 5	..	762 6 3	776 12 6	986	67	..	..	..	..	2	..	..	..
Galah	119	56 9 10	3 10 11	0 2 2	2,188 2 2	2,249 5 1	2,422	281	27	1	1	1	4	1	..	..
Walpeup	499	274 13 2	85 0 8	0 8 10	3,286 7 6	3,596 10 2	3,516	1,079	33	5	..	1	5	3	..	..
Torrifa	353	763 10 7	8 7 4	0 10 0	2,617 11 1	3,029 10 0	3,221	267	16	..	..	..	15	..	4	..
Underbool	467	448 16 5	51 18 10	1 18 9	4,652 8 3	5,150 2 3	4,560	1,126	59	8	..	..	24	5	4	..
Linga	92	75 13 2	8 1 10	0 1 6	8,826 7 3	8,916 3 9	9,476	403	17	..	..	..	7	..	..	..
Boinka	95	82 12 8	9 19 3	..	2,159 11 9	2,253 3 8	2,283	299	13	..	..	..	1	..	..	..
Tutye	117	125 19 10	22 5 8	1 4 3	2,325 10 8	3,075 0 5	3,145	329	29	1	..	..	7	..	..	..
Cowangie	276	224 4 11	46 13 8	2 14 3	4,254 9 0	4,528 2 3	4,188	616	41	7	2	..	4	..	..	..
Danyo	69	12 13 4	5 12 10	..	2,475 16 1	2,534 2 3	2,778	279	12	..	..	..	1	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 13.—OUYEN-PANITYA LINE—continued.</i>																
Murrayville	577	£ 533 14 6	£ 56 2 6	£ 4 10 9	6,092 0 1	6,686 7 10	5,460	1,339	49	5	1	..	3	1	..	
Carina	9	4 10 2	0 16 1	..	3,094 16 0	3,100 2 3	3,217	491	32	..	..	..	22	..	..
Panitya	39	11 19 9	2 0 3	..	4,218 15 9	4,232 15 9	4,753	899	16	..	..	..	9	..	..
<i>Section No. 14.—REDCLIFFS-MORKALLA LINE.</i>																
Thurla	58	35 18 2	0 7 6	..	45 18 5	82 4 1	44	21	1	..	..	..	..	..	..
Benetook	83	45 5 9	5 4 1	..	300 16 11	351 6 9	886	147	2	..	1	..	1	..	2	
Pirtla	75	44 13 5	2 19 2	0 7 0	284 4 2	332 3 9	404	165	1	..	3	..	2	1	..	
Merrilee	137	96 7 11	9 7 7	1 11 0	2,477 17 6	2,585 4 0	2,356	667	44	..	5	11	10	1	5	
Karrawinna	113	68 1 0	13 7 4	0 18 8	2,348 16 1	2,431 3 1	2,996	606	1	..	1	..	15	..	..
Werrimul	325	313 10 3	19 12 4	0 13 0	3,488 3 2	3,821 18 9	3,530	1,139	14	11	7	12	12	..	13	
Bambill	84	56 7 4	2 18 2	0 4 4	2,174 6 6	2,233 16 4	2,603	472	7	1	2	..	1	1	..	
Yarrara	84	59 12 1	7 1 6	0 9 5	2,254 18 11	2,322 1 11	2,781	696	1	..	..	1	3	1	1
Meringur	316	325 17 6	12 7 7	3 13 8	3,885 9 10	4,257 8 7	4,871	924	8	3	12	9	10	2	5	
Karween	72	50 1 1	3 3 8	0 10 10	1,698 15 1	1,752 10 8	2,009	348	..	1	..	..	..	..	1
Morkalla	66	54 2 8	23 13 1	0 2 2	1,760 4 7	1,838 2 6	2,001	226	5	..	2	..	2	..	1	
<i>Section No. 15.—BENDIGO-KULWIN LINE.</i>																
California Gully	..	..	..	..	68 3 8	68 3 8	169	4,472	..	..	..	..	..	..	..
Eaglehawk	3,889	415 10 5	79 0 2	6 4 3	529 16 7	1,031 0 5	540	6,741	..	..	..	..	..	..	..
Marong	326	50 17 9	10 17 0	0 15 2	322 14 0	385 3 11	233	391	21	..	1	..	4	3	..	
Leichardt	76	12 13 6	2 7 9	..	452 13 4	467 14 7	778	285	33	1	1	..	3	1	1	
Derby	83	15 3 0	3 7 9	..	919 4 5	937 15 2	1,626	259	49	..	..	..	23	..	3
Bridgewater	1,589	246 5 2	43 12 2	0 10 8	13,969 5 2	14,259 13 2	24,075	17,680	357	65	21	7	47	21	12	
Inglewood	2,725	675 1 11	82 4 8	5 3 10	3,010 14 0	3,773 4 5	6,757	1,217	111	..	3	3	25	7	2	
Kurling	134	24 5 5	4 19 6	..	602 10 10	631 15 9	1,212	279	55	..	..	..	10	2	..
Glenalbyn	158	31 13 1	6 15 0	0 3 0	1,199 3 4	1,237 14 5	2,193	190	3	..	..	..	2	..	..
Wedderburn Junction	340	108 3 3	18 19 9	1 4 0	521 3 5	644 10 5	773	165	23	..	..	..	24	3	3
Korong Vale	2,448	642 7 1	67 10 6	7 19 2	2,141 7 10	2,859 4 7	2,390	893	85	12	2	..	13	5	1	
Country Roads Board Gravel Stiding	..	..	..	..	1,583 12 5	1,583 12 5	6,257	..	..	..	..	..	..	..	..
Wycheifella	114	47 6 7	9 4 9	..	3,407 16 2	3,464 7 6	5,577	459	99	13	1	..	2	3	3	
Buckrahanyule	174	58 6 7	8 12 5	0 17 3	3,019 4 3	3,087 0 6	4,023	422	105	..	1	..	7	..	3	
Barrakee	142	24 0 3	3 17 1	..	2,688 1 4	2,715 18 8	3,052	302	117	..	..	..	1	..	1
Charlton	1,257	437 19 7	160 1 3	4 2 7	22,214 10 6	22,816 13 11	29,111	19,420	311	10	10	1	30	14	3	
Teddywaddy	142	16 7 2	1 11 6	0 7 1	1,312 7 11	1,330 13 8	2,242	208	17	..	..	..	8	..	..
Glenioth	524	108 8 0	11 5 3	0 11 6	9,689 13 4	9,809 18 1	4,040	472	158	6	1	..	5	2	3	
Fairview	..	..	..	..	69 6 5	69 6 5	150	58	..	..	..	..	..	..	..
Wycheproof	742	394 13 2	109 1 2	17 4 4	10,093 6 4	10,614 5 0	10,228	7,831	435	45	5	..	11	9	10	
Dumosa	74	23 2 5	8 12 6	..	4,556 19 10	4,588 14 9	5,896	1,654	158	3	3	..	..	1	3
Nullawil	269	88 6 1	23 3 5	0 6 6	5,615 9 11	5,727 5 11	5,870	1,229	177	10	1	1	8	2	1	
Warne	8	5 11 9	0 2 0	..	2,145 5 7	2,150 19 4	2,585	153	50	..	..	..	4	..	..
Culgoa	187	93 10 2	38 13 4	2 10 11	8,027 9 9	8,162 4 2	8,220	1,311	290	8	1	..	20	2	2	
Berrwillock	251	118 10 9	36 9 7	0 16 1	7,736 5 7	7,892 2 0	9,652	1,427	100	2	1	..	..	..	..
Boigbeat	5	1 16 9	0 5 8	..	1,744 16 11	1,746 19 4	2,580	219	10	..	..	..	..	..	..
Sea Lake	789	405 2 0	135 13 6	31 5 0	8,492 18 7	9,064 19 1	9,203	3,811	172	4	11	2	7	4	3	
Ninda	23	10 16 5	0 17 5	..	815 11 9	827 5 7	1,287	239	..	..	..	..	..	..	..
Nyarrin	117	41 8 8	8 2 10	..	1,941 15 6	1,986 7 0	2,480	319	38	..	..	..	1	..	..
Nandaly	114	61 2 1	18 3 7	0 11 6	3,260 5 10	3,340 3 0	3,874	486	20	7	..	1	5	..	1	

Pier Millan	56	28 13 0	2 12 7	1 3 8	1,440 7 8	1,481 16 11	1,732	267	26	2	10						
Mittyack	61	67 0 2	6 16 7	1 6 5	3,142 11 11	3,217 15 1	3,853	301	23	1	9	1	1				
Leitpar	46	45 4 6	0 13 10		1,853 7 0	1,904 5 4	2,496	283									
Kulwin	85	86 13 0	12 14 8	0 8 7	3,097 19 8	3,197 15 11	3,430	527	33	2	35	4	1				
Section No. 16.—WEDDERBURN LINE.																	
Wedderburn	988	100 5 1	40 5 6	6 2 2	5,729 16 9	5,876 9 6	8,226	9,873	90	8		4	2				
Section No. 17.—KORONG VALE—LETTE LINE.																	
Borung	301	43 0 2	12 14 9	0 2 11	1,518 7 9	1,574 5 7	1,608	490	103		1	4					
Mysia	415	89 1 0	20 14 8	0 7 9	2,348 13 0	2,458 16 5	1,442	956	181	18	3	10	1				
Boort	2,802	925 4 3	158 10 8	19 12 9	9,737 6 2	10,840 13 10	8,801	3,037	466	64	16	13	39	3	12		
Barraport	629	124 17 6	13 1 8	2 17 4	7,162 13 6	7,243 10 0	9,694	723	235		4	10	2				
Gredgwin	754	119 6 1	8 5 6	3 8 2	2,594 9 2	2,725 8 11	3,536	282	49	6			1				
Oakvale	193	59 18 5	3 10 5	0 1 6	2,599 4 9	2,662 15 1	3,880	245	54		1	3					
Quambatook	3,756	950 12 3	125 6 2	6 18 8	9,924 18 9	11,007 15 9	9,461	2,632	443	16	6	26					
Cannie	208	45 4 3	1 8 3	0 2 11	3,506 1 10	3,552 17 3	4,501	361	9			2					
Albert	1,187	382 14 10	59 19 3	0 5 8	7,655 18 6	8,098 18 3	7,464	1,139	308	11	1	1	1	1			
Meatian	252	110 11 3	9 9 0	0 2 2	6,497 12 5	6,617 14 10	8,286	677	109								
Ultima	2,406	629 1 4	120 7 8	1 11 6	7,488 16 5	8,239 16 11	7,500	1,701	238	18	3	1	6				
Gowanford	49	25 6 7	0 7 10		2,112 15 7	2,138 10 0	2,745	244	26			1					
Waitehie	706	124 17 1	15 18 11	0 7 10	3,082 5 0	3,223 8 10	3,881	576	62		1	4					
Chillingollah	734	168 5 4	17 3 8	1 4 5	2,343 8 11	2,530 2 4	2,572	502	44	2	1	5	2				
Chinkapook	560	246 2 6	21 8 5	0 19 11	3,741 10 6	4,010 1 4	3,808	822	78			2	6				
Cocamba	79	53 13 4	1 19 4		1,416 18 0	1,472 10 8	1,796	219									
Manangatang	937	617 7 2	80 7 8	13 0 6	4,374 5 1	5,085 0 5	4,321	1,830	75	6		3	1				
Bolton	110	89 18 1	6 19 4	0 1 2	2,246 13 8	2,343 12 3	2,591	405	15	1	1	2					
Koinbo	29	29 17 9	5 12 6		1,138 8 9	1,173 19 0	1,549	132			1						
Annello	292	277 5 8	26 13 4	0 5 9	2,374 6 4	2,678 11 1	2,279	1,334	34	1	1	2	7				
Margooya	31	21 6 5	0 8 11		216 12 11	238 8 3	257	59									
Bannerton	93	87 17 8	15 4 7		1,556 10 6	1,659 12 9	1,594	337	8		2	2	17				
Robinvale	310	222 7 4	76 16 8	3 13 10	1,480 16 9	1,783 14 7	887	824	11			4					
Benanee					12 14 8	12 14 8	16	45									
Koorakee					195 9 5	195 9 5	243	54									
Section No. 18.—EAGLEHAWK—YUNGERA LINE.																	
Myer's Flat	179	14 12 9	4 10 2	0 2 2	3 17 3	23 2 4	1										
Woodvale	22	4 8 5	0 4 8		6 5 4	10 18 5	31	97									
Sebastian	406	76 10 4	5 4 4		476 19 0	558 13 8	1,213	207	16								
Raywood	1,693	197 14 2	25 10 1	19 0 0	1,583 1 11	1,825 6 2	2,027	618	148	23	4	18	4	3			
Tandarra	581	108 5 1	13 3 0	0 3 6	1,498 19 0	1,620 10 7	2,714	723	82	1	1	7		2			
Dingee	1,128	249 7 2	27 8 1	1 1 11	2,011 14 0	2,289 11 2	1,698	2,505	253	110	13	1	11	15	13		
Prairie	744	208 7 8	14 13 0	0 13 5	2,179 10 4	2,403 4 5	1,830	599	235	1	2	6	1	2		1	
Mitiamo	1,586	418 10 7	52 2 8	0 8 5	3,791 16 6	4,262 18 2	3,393	1,164	364	58	5	47	6	4			
Mologa	517	161 1 7	14 14 0	0 10 1	1,361 14 9	1,538 0 5	1,560	223	129		1	20	2				
Pyramid	2,899	1,060 5 8	154 2 5	32 18 2	6,477 9 10	7,724 16 1	8,861	2,483	376	172	14	44	89	21	21		
Mincha	496	115 4 4	16 13 10	0 12 8	1,017 18 2	1,150 9 0	404	471	57	13		7	5				
Macorna	1,367	383 9 6	25 18 0	2 8 11	1,621 2 10	2,032 19 3	384	853	143	77	1	18	14	4			6
Tragowel	240	71 4 4	16 6 6	0 13 6	987 19 11	1,076 4 3	413	2,255	24	10		10	9				
South Kerang	12	8 3 6			8 3 6		1										
Kerang	9,739	3,849 2 3	581 16 3	30 14 8	19,472 19 4	23,934 12 6	13,695	15,995	642	307	28	97	104	32	20	15	
Fairley	37	12 7 11	3 11 1		532 8 1	548 7 1	506	178	23			5					
Lake Charm	684	227 10 0	37 14 1	0 2 2	4,537 5 3	4,802 11 6	3,885	603	122	2	1	2					
Mystic Park	1,968	450 7 0	27 18 4	2 11 2	5,702 8 9	6,183 0 3	5,448	996	273	2		5	13	2			1
Tresco	1,022	261 1 10	24 13 2	0 9 8	1,683 10 2	1,969 14 10	1,222	492									
Lake Boga	2,501	763 13 1	107 8 8	2 0 1	5,160 17 5	6,033 19 3	4,304	2,026	135	7	1		1				
Pental	28	1 19 6			964 16 2	966 15 8	1,572	87									
Swan Hill	9,409	4,859 0 11	608 12 9	81 0 2	13,030 16 10	18,579 10 8	6,806	13,690	458	62	34	98	92	38	16		2
Woorinen	655	305 3 10	27 2 1	1 1 10	5,834 3 7	6,167 11 4	4,608	2,242								1	
Pira	642	93 3 11	3 11 0		1,428 12 3	1,525 7 2	1,658	289	30			2					
Nyah West	1,514	1,048 10 7	87 1 8	1 15 0	9,683 17 11	10,821 5 2	7,309	5,114	33	6		5	1	2			

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	GOODS TONNAGE.		LIVE STOCK.				
	Outwards.		Outwards.	Outwards.	Outwards.	Outwards.	Inwards.	Outwards.		Inwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Number of Trucks.		Number of Trucks.		
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.						
<i>Section No. 13.—EAGLEHAWK-YUNGERA LINE—continued.</i>												
Miralie	141	49 3 8	3 8 3	..	842 10 7	895 2 6	1,135	270	..	..	..	..
Piangil	1,458	570 1 2	80 16 3	2 7 10	3,120 0 8	3,779 6 5	2,071	1,375	118	..	3	..
Cooninur	6	3 0 3	..	..	474 16 10	477 17 1	802	31	..	..	..	..
Natya	63	42 8 1	2 8 3	..	1,639 1 0	1,683 12 1	2,057	226	18	..	1	..
Kooloonong	147	121 17 3	13 9 4	0 2 2	2,501 12 4	2,642 1 1	2,623	1,038	65	..	5	..
Koorkab	8	0 4 3	..	..	952 1 5	961 5 8	1,262	199	..	..	..	..
Yungera	57	37 13 9	48 8 11	..	2,147 11 10	2,231 13 6	2,939	495	1	..	..	..
<i>Section No. 19.—KERANG-STONY CROSSING LINE.</i>												
Westby	43	8 11 11	0 2 0	..	176 10 2	189 5 1	132	8	..	..	..	..
Myall	29	4 6 2	4 13 6	..	667 3 8	674 3 1	204	175	..	..	..	..
Murrabit	1,133	206 5 5	39 19 5	2 3 0	3,963 2 5	4,211 19 3	2,288	1,055	..	23	..	..
Ballbank	1	0 2 11	..	..	1,383 6 1	1,383 6 9	1,033	12	..	..	..	..
Nacurrie	1	1 6 10	0 2 1	..	2,087 14 8	2,089 3 7	2,140	54	116	12	..	..
Wetuppa	2	0 9 2	1 2 4	..	1,165 17 0	1,197 8 6	831	22	..	19	..	..
Coobool .. .. .	..	..	..	..	821 12 7	821 12 7	849	17	..	17	..	..
Dilpurra	1	1 11 9	0 3 10	14 6 2	2,257 19 9	2,273 12 6	667	106	120	23	..	..
Tueloga .. .. .	..	..	..	..	..	..	..	1	..	..	..	..
Stony Crossing	1	0 7 5	2 12 2	..	1,209 3 7	1,212 8 2	914	126	..	..	3	..
<i>Section No. 20.—COHUNA LINE.</i>												
Hunter	111	18 6 4	..	..	2,921 19 11	2,939 17 3	3,113	359	26	..	..	..
Warragamba	87	22 10 9	0 0 8	..	1,340 8 2	1,362 19 7	1,969	362	..	9	..	..
McCull	43	13 3 9	..	..	1,335 2 7	1,348 6 4	1,298	369	127	2	..	..
Lockington	534	254 18 3	44 18 0	2 7 1	4,368 11 8	4,670 15 0	2,927	2,421	329	85	3	27
Kotta	105	52 18 2	6 14 2	0 2 2	2,269 12 6	2,320 7 0	2,057	694	176	1	..	..
Roslynmead	18	8 0 5	0 3 9	..	1,138 1 4	1,146 5 6	859	188	..	..	..	..
Patho	75	43 17 7	4 4 4	0 11 6	631 17 11	680 11 4	396	209	..	22	..	..
Gunbower	198	99 10 7	60 4 4	3 10 10	3,194 16 10	3,358 2 7	1,345	876	99	73	..	..
Leitchville	407	261 1 10	85 2 9	1 14 5	1,496 13 9	1,844 12 9	526	8,166	13	192	4	45
Keely	21	13 1 0	0 14 11	..	65 3 10	78 19 9	28	2,417	..	..	..	..
Cohuna	934	673 0 8	114 11 0	1 17 8	3,527 5 7	4,316 14 11	1,503	2,647	92	91	2	56
<i>Section No. 21.—BALRANALD LINE.</i>												
Benarea	8	2 19 3	..	0 2 11	1,092 2 8	1,095 4 10	845	54	179	9	..	..
Womboota	62	20 10 3	1 9 0	0 4 5	4,477 12 2	4,439 15 19	4,338	274	176	81	..	..
Thyra	27	9 19 9	1 3 6	..	1,492 15 1	1,598 8 5	1,016	36	295	14	..	..
Bunnaloo	119	39 11 10	7 8 6	0 5 9	4,472 2 11	4,519 9 0	3,167	418	313	80	..	..
Tantonan	33	15 11 6	0 15 6	0 2 2	759 11 9	776 0 11	1,071	135	85	11	..	..
Caldwell	110	51 0 0	3 9 11	5 13 8	3,688 5 8	3,748 9 3	1,338	243	525	33	..	..
Yalakool	44	26 10 4	1 10 3	0 7 11	3,377 13 8	3,406 2 2	1,974	38	499	..	..	..
Wakool	246	165 6 8	21 14 10	6 2 3	3,314 0 6	3,507 4 3	1,228	2,749	264	46	3	..
Burrabool	82	68 18 8	1 16 7	0 17 3	6,170 7 4	5,241 19 10	3,793	304	339	33	1	..
Jinarringle	37	19 11 0	0 17 0	0 2 2	1,286 15 1	1,397 5 2	1,501	13	25	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
£ s. d.		£ s. d.		£ s. d.												
<i>Section No. 23.—GEELONG-BALLARAT LINE.</i>																
Moorabool	966	58 2 0	3 18 11	0 2 11	304 9 8	456 7 6	520	97	29	..	1	..	17	..	2	..
Gheringhap	2,459	48 16 9	4 17 6	0 4 9	70 17 9	124 16 9	91	59	8	..	..	..	62	1	2	..
Bannockburn	4,324	418 9 3	23 12 9	2 14 10	1,152 0 4	1,597 6 2	2,417	877	30	4	..	1	19	10	2	3
Lethbridge	1,685	262 9 4	32 6 7	0 6 3	398 10 1	691 12 3	603	694	27	..	..	..	10	4	1	..
Lethbridge Quarries .. .. .	..	..	..	..	291 8 4	291 3 4	1,116	..	..	..	..	..	..	..	..	..
Medina Siding .. .. .	..	..	..	..	43 2 9	43 2 9	264	36	..	..	..	..	..	..	..	..
Meredith	2,998	412 5 7	55 7 8	3 11 7	1,781 1 4	2,252 6 2	5,525	780	58	4	5	..	26	..	8	..
Elsine	2,094	314 10 8	26 10 11	1 15 9	1,055 4 8	1,398 2 0	3,176	739	27	2	..	..	40	2	1	..
Lal Lal	1,950	221 14 2	13 18 8	0 11 7	780 11 8	780 11 8	1,617	169	..	1	..	..	..	4	1	..
Yendon	943	108 9 6	6 7 4	14 8 10	139 14 11	269 0 7	191	260	11	..	1	..	..	..	4	..
Navigator	1,260	68 13 1	0 18 1	..	..	69 11 2	..	..	..	..	..	..	..	..	..	..
<i>Section No. 24.—SUNSHINE-SERVICETON LINE.</i>																
Leather Cloth Siding .. .. .	..	..	..	..	..	..	..	2,729	..	..	..	..	..	..	..	..
Ardeer .. .. .	..	..	..	..	3,037 0 10	3,037 0 10	3,690	5,459	..	..	..	..	..	..	..	..
Deer Park	10,017	310 4 8	25 2 6	..	54 2 11	380 10 1	218	248	..	..	..	..	88	2	..	..
Rockbank	7,300	369 11 4	196 10 1	32 8 1	1,495 9 7	2,093 19 1	6,305	804	73	1	..	..	78	6	1	..
Melton	19,438	1,168 11 1	340 11 9	24 12 11	2,673 2 6	4,206 18 3	8,590	4,433	83	41	14	..	68	34	15	..
Staughton	32	3 2 11	..	..	161 10 10	165 2 9	760	70	..	..	..	..	..	..	..	..
Parwan	2,245	240 3 8	164 13 3	2 14 6	1,708 10 1	2,116 1 6	6,004	662	95	..	3	..	89	1	2	..
Bacchus Marsh	29,894	3,116 13 7	706 4 11	27 5 2	5,037 4 5	8,887 8 1	10,424	7,753	121	97	36	..	73	40	22	..
Rowley	391	52 15 4	14 5 3	0 1 6	1,417 0 1	1,484 2 2	4,912	159	..	..	..	..	2	..	..	..
Ingliston	706	104 16 4	23 2 9	0 6 6	105 19 1	234 4 8	131	49	16	..	..	..	2	..	..	..
Ballan	9,705	1,315 10 0	139 16 3	14 3 7	2,342 2 10	3,811 12 8	2,914	1,516	313	62	7	1	123	23	12	..
Bradshaw	28	5 16 10	28 8 6	3 1 10	1 2 1	38 9 3	..	2	..	..	..	..	1	..	..	..
Llandello .. .. .	..	..	..	..	283 16 7	283 16 7	842	174	..	..	..	..	..	..	..	..
Gordon	3,793	607 16 8	92 19 7	0 8 0	1,390 10 0	2,091 14 3	3,249	409	..	..	..	..	1	1	1	..
Millbrook	1,976	145 18 0	10 4 8	0 2 11	1,118 14 6	1,275 0 1	1,960	139	60	21	1	21	5	..	..	2
Wallace	3,090	234 18 1	18 13 11	7 11 3	2,378 6 3	2,639 9 6	4,162	750	51	5	5	..	6	2	3	..
Bungaree	4,025	473 18 4	21 12 9	4 6 7	7,014 7 1	7,514 4 9	12,970	801	..	..	1	..	..	..	..	..
Dunnstown	5,494	243 12 6	6 3 4	0 0 9	955 15 6	1,205 12 1	2,159	1,685	..	1	..	..	1	..	..	..
Warrenhelp	3,529	204 2 0	7 16 2	1 13 5	156 2 9	369 14 4	255	29	..	..	..	..	..	5	1	..
Ballarat East	10,119	1,931 11 0	473 2 9	3 10 8	2,408 15 1	4,816 19 6	3,726	23,471	..	..	..	..	..	..	..	..
Ballarat	138,075	36,335 14 0	4,766 18 5	369 14 4	47,011 18 9	89,084 5 6	31,033	91,364	1,743	240	153	215	2,636	686	111	558
North Ballarat	1,142	131 8 3	..	0 13 7	..	132 1 10	1,064	6	..	..	..	..	..	..	..	..
White's Siding .. .. .	..	..	..	..	556 16 10	556 16 10	..	102	..	..	..	..	..	..	..	..
Wendouree	225	64 12 9	..	..	..	64 12 9	..	..	..	..	..	..	..	..	..	..
Dowling	14	0 17 8	..	..	..	0 17 8	..	..	..	..	..	..	..	..	..	..
Widernere	665	69 13 6	4 2 7	19 4 9	1,831 17 2	1,924 18 0	3,577	221	..	..	..	..	30	..	..	1
Burrumbet	881	147 11 0	18 19 6	8 2 8	3,603 3 3	3,777 16 5	6,205	855	58	11	11	3	25	3	10	..
Trawalla	469	114 6 2	16 2 0	..	2,674 16 1	2,807 15 7	5,119	537	37	2	3	..	8	6	4	..
Beaufort	5,278	1,793 10 2	206 19 1	30 16 1	3,721 8 8	5,752 14 0	6,335	2,983	214	27	8	2	97	29	16	1
Middle Creek	314	85 19 4	7 1 8	0 3 8	1,277 19 3	1,371 3 11	1,664	383	58	21	3	..	15	6	5	..

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Buangor	742	222 8 4	20 8 4	1 9 8	1,551 13 6	1,795 14 10	2,784	502	44				13	4		
Dobie	278	53 7 1	6 12 4	0 5 9	126 2 3	166 7 5	142	103					1	2		
Ararat	22,943	6,990 5 2	676 16 8	59 1 4	3,613 5 7	11,339 8 9	2,878	10,694	118	11	22	7	170	76	25	7
Armstrong	996	118 8 2	6 12 9	0 11 8	11 10 6	137 3 1	41	94					1			
Irvine's Siding					287 8 6	287 8 6	248									
Great Western	1,078	207 16 11	29 17 7	1 2 8	8,758 13 8	8,997 10 10	23,895	701	2		1		5	1	3	
Stawell	28,224	6,134 2 9	486 0 3	26 6 0	9,063 17 1	15,710 6 1	10,313	9,612	70	7	5	1	81	43	5	2
Deep Lead	1,000	206 15 9	10 3 0		29 15 5	246 14 2	22	29								
Glenorchy	1,115	351 5 10	62 1 11	1 0 9	5,458 6 9	5,872 15 3	7,609	1,027	68	1	9	1	51	3	13	
Wal Wal	357	97 13 10	11 0 3		1,122 7 11	1,231 2 0	1,407	278								
Lubeck	1,395	295 0 8	25 0 4	0 11 4	4,238 16 9	4,559 9 1	5,003	985	168				18		2	
Ashens	229	15 5 7	0 0 4			15 5 11										
Murtoa	7,605	3,135 16 0	220 2 10	24 9 4	21,223 3 4	24,603 11 6	29,733	24,421	121	16	13	3	45	6	13	
Jung	1,020	249 1 4	17 19 4	13 19 10	4,267 14 10	4,548 15 4	6,452	5,428		4			16	4	6	
Doon	634	245 13 6	24 14 5	0 5 9	5,399 1 4	5,669 15 0	7,134	2,735	79	6	2	4	40		2	1
Horsham	14,408	6,439 2 9	761 8 4	40 1 2	18,603 1 7	25,843 13 10	19,950	19,810	286	37	57		173	20	58	
Dahlen Siding					1,282 15 2	1,282 15 2	1,890	206								
Pimplin	1,376	153 0 6	19 10 0	0 16 8	4,323 3 7	4,496 10 9	5,828	703	41						2	
Wall	251	48 12 2	5 0 1	0 0 9	5,401 9 3	5,455 2 3	7,689	705					5			
Dimboola	6,051	2,893 0 7	327 15 10	54 18 7	10,094 19 1	13,370 14 1	11,905	6,389	191	28	30		19	17	19	1
Gerang Gerang	247	50 6 8	8 19 3	2 4 6	3,841 8 7	3,902 19 0	5,298	919					6		2	
Kiata	263	67 11 1	13 0 8	10 15 0	2,078 8 5	2,169 15 2	2,523	1,886	30	2	1		5	2	1	
Sallsbury	100	31 15 9	4 4 10		924 15 10	960 16 5	1,344	220		1	1					
Nhill	4,440	2,907 5 0	294 5 11	12 16 1	12,865 1 7	16,079 8 7	12,709	8,863	410	46	38	2	52	8	25	
Tarranginnie	162	16 1 11	4 7 3	0 6 0	1,940 19 1	1,961 14 3	3,721	430	11				5		1	
Diapur	475	67 12 4	5 19 7	0 4 4	1,177 14 9	1,251 11 0	3,029	387		1	1					
Miram	279	70 16 0	23 13 11		4,296 6 7	4,390 16 6	5,057	1,085	22	2	14		5	1	13	
Kaniva	1,880	1,308 8 5	147 12 1	5 7 2	5,168 19 10	6,630 7 6	4,583	3,509	101	10	33		27	2	25	
Illimur	84	21 7 1	10 17 2	3 19 6	5,101 17 10	5,138 1 11	5,923	935	12		2		5	2	11	
Servicecon	860	554 6 2	23 19 6	3 4 0	3,311 8 9	3,892 18 5	3,436	792	49	5	1		37		2	
Section No. 25.—WILLIAMSTOWN LINE.																
South Kensington	220,527	2,835 16 2	27 6 2	0 7 8	7,239 1 6	10,102 11 6	26,081	73,329								
Angliss' Siding					2,848 10 4	2,848 10 4	18,534	1,632								
Footscray	3,103,296	53,081 18 3	2,574 13 8	42 2 3	50,583 19 5	106,282 14 0	85,339	36,102								
Seddon	1,337,002	19,615 7 11	146 2 4	1 4 2		19,762 14 7		1								
Yarraville	1,562,863	23,764 14 2	246 3 10	4 6 0	40,615 10 10	64,630 14 10	68,081	16,721								
Spotswood	405,244	6,305 1 6	462 9 9	0 11 8	172,395 6 7	179,253 9 6	76,878	21,047								
Newport	1,533,931	28,816 8 2	334 13 11	7 10 3	8,253 4 0	37,411 16 4	16,226	49,797			2					
Austral Meat Siding					1,787 2 0	1,787 2 0	9,851	2,114			1		4,945	124		
North Williamstown	896,604	18,876 10 10	205 3 1	2 10 3	63 14 1	19,151 18 3	457	8,581								
Williamstown Beach	593,375	12,832 17 1	102 17 2	1 10 11		12,937 5 2										
Williamstown	344,599	7,700 18 10	150 1 6	0 15 3		7,851 15 7										
Williamstown Pier	9,549	233 4 7	11 10 9		7,374 3 9	7,618 19 1	58,767	178,694						1	60	
Section No. 26.—NEWPORT-SUNSHINE LINE.																
Thomas' Siding					2,831 10 7	2,831 10 7	20,113	23,795								
McKenzie and Holland's Siding								14								
Texas Co. Ltd. Siding					9,527 10 9	9,527 10 9	3,459	36								
Brooklyn Pty. Ltd. Siding					847 19 3	847 19 3	3,802									
Jas. Hardie and Co's. Siding					521 16 3	521 16 3	479	3,717								
Borthwick's Siding					2,863 7 5	2,863 7 5	15,848	1,749					2,411	1		
Little Brooklyn Siding					189 11 0	189 11 0	348	2,758								
Prossor's Siding					605 5 11	605 5 11	3,347	1,209	1				680	36		348
Braybrook Pty. Co's. Siding					47 4 0	47 4 0	166									
Willie's Siding					1,249 8 4	1,249 8 4	5,820									
Williams Highfield Siding					352 5 1	352 5 1	1,703	483								
Melbourne Quarries Siding					429 4 10	429 4 10	1,957	6								
Stanley Quarries Siding					1,590 5 1	1,590 5 1	7,605									
Commonwealth Quarries Siding					917 4 1	917 4 1	4,152	472								
Section No. 27.—ALTONA BEACH LINE.																
Seaholme	114,345	2,315 17 0	3 2 10			2,318 19 10										
Altona Beach	174,286	4,102 16 1	44 17 3	1 12 3		4,158 7 10	81	1,453								

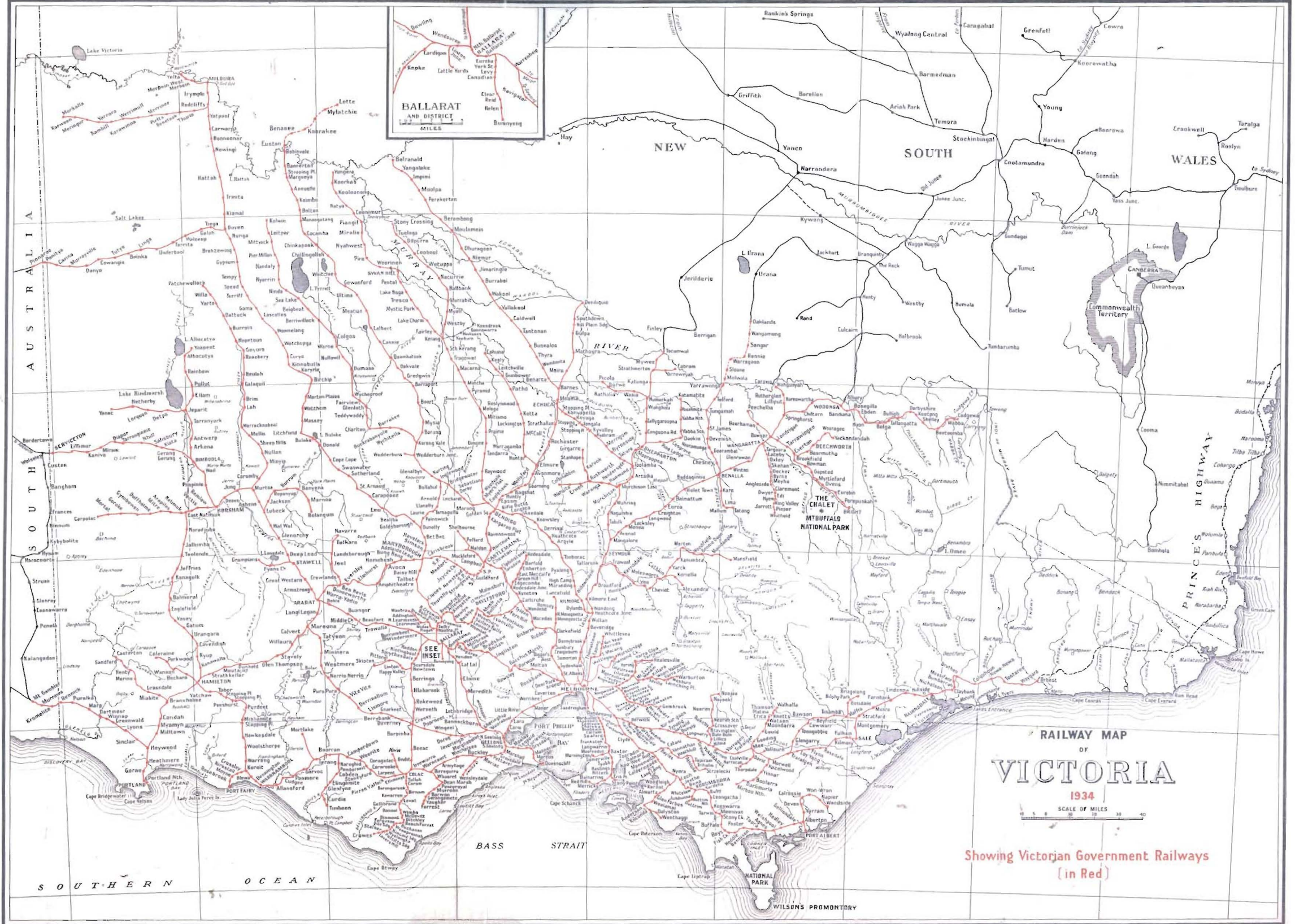
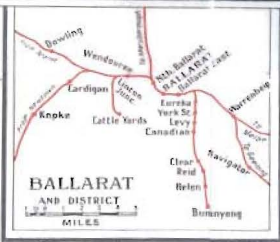
APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.																		
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.														
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.														
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.											
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.															
<i>Section No. 28.—FYANSFORD LINE.</i>																											
Fyansford							47,748	2	2	47,748	2	2	73,672	45,436													
<i>Section No. 29.—QUEENSCLIFF LINE.</i>																											
Cheetham's Salt Siding	2	0	1	4			8,564	18	11	8,564	18	11	13,569	125													
Moolap																											
Leopold							338	11	1	338	11	1	617	98													
Curlewis							287	19	1	289	5	1	446	108													
Drysdale	153	9	7	2			6	19	6	0	3	7	2,698	0	3	7	2,714	10	6	5,186	1,640						
Mannerlm	2	0	4	6			362	12	4	363	13	9	999	231													
Marcus							5	12	9	5	12	9	1														
Queenscliff	322	71	5	5			48	10	11	0	19	8	146	19	11	262	15	11	90	1,985							
<i>Section No. 30.—WENSLEYDALE LINE.</i>																											
Layard							109	6	4	109	6	4	393	84													
Gherang							1,021	19	2	1,021	19	2	4,721	58													
Wormbete							275	11	10	275	11	10	1,639	4													
Wensleydale							238	5	11	238	5	11	1,065	33													
<i>Section No. 31.—FORREST LINE.</i>																											
Whoorel	151	10	0	2			3	12	0				374	14	10	388	7	0	869	816	2						
Dean Marsh	1,103	181	4	0			16	14	4	0	6	6	904	5	11	1,102	10	9	1,940	1,058							
Pennyroyal	233	24	14	8			4	13	2				356	9	5	385	17	3	764	182							
Murroon	256	31	10	7			3	6	6	0	2	4	249	13	1	284	12	6	267	172	29		19				
Barwon	564	73	15	11			9	11	9	0	12	10	1,322	6	2	1,406	6	8	2,475	452							
Gerangamete	148	10	14	1			3	10	5				33	18	3	48	2	9	96	34							
Yaughter	148	12	4	7			3	10	3				65	19	2	81	14	0	69	97	4						
Forrest	985	165	9	2			31	2	3	4	12	5	2,283	9	1	2,484	12	11	4,455	1,864							
<i>Section No. 32.—CROWES LINE.</i>																											
Elliminyt	26	1	16	2									1	16	2												
Tulloh	27	1	4	5			0	0	8				1	5	1												
Coram	61	2	11	10									2	11	10												
Barongarook	109	8	12	3			0	5	1				97	18	7	106	15	11	567	22							
Birnam	40	4	9	8									4	9	8												
Kawarren	140	14	0	1			0	12	4	0	1	6	1,759	9	2	1,774	3	1	4,060	182							
Lovat	29	2	7	3			1	4	6				339	12	2	343	3	11	1,782	9							
Gellibrand	300	67	16	4			3	17	11	0	0	9	947	0	5	1,018	15	5	2,924	518							
Banool	86	11	8	7			2	1	3	0	0	9	81	8	0	94	13	7	211	50							
Wimba	41	7	1	4			0	7	5				26	9	6	33	18	3	17	27							
McDevitt	28	8	4	5									1	13	8	9	18	10	2	5							
Dinmont	31	4	7	4									161	9	11	165	17	3	345	3							
Ditchley	38	11	7	4									14	16	9	26	4	1	17	27							
Beech Forest	918	373	10	5			31	15	5	0	8	3	1,876	11	4	2,282	5	5	2,502	994							
Ferguson	57	18	8	11			1	10	8				775	16	6	795	16	1	1,093	105							

Weeaprounah	57	5 17 2	0 8 4	..	459 12 2	445 17 8	616	179	..	3	1	..	..	..	5	..	1
Pile Siding	32	2 18 1	..	..	1,066 5 0	1,069 3 1	1,780	115	..	..	..	..	..	..	..	..	..
Kincaid	3	1 2 6	..	..	35 3 5	38 5 11	52	1	..	..	..	..	..	..	..	..	..
Wylangta	62	21 3 1	2 12 2	0 0 9	650 16 0	674 12 0	959	1,271	..	..	1	..	..	..	3	1	1
Pettit's Siding	6	0 19 9	0 5 10	..	100 6 1	101 11 8	143	2	..	..	..	..	..	..	..	..	..
Stalker	26	7 0 8	0 8 6	..	195 7 5	202 16 7	330	35	..	..	..	..	..	..	3	..	1
Laver's Hill	161	88 10 11	5 17 9	..	920 6 3	1,014 14 11	553	620	11	59	6	24	6	11	4	..	1
Crowes	10	3 16 2	22 11 4	0 8 6	260 6 0	287 2 0	297	80	..	..	..	..	..	..	..	..	..
<i>Section No. 33.—ALVIE LINE.</i>																	
Cororooke	1	0 0 10	0 4 6	..	3,208 5 10	3,208 11 2	5,209	1,785	..	..	..	..	..	..	1	..	..
Coragulac .. .. .	..	..	0 1 5	..	3,406 17 10	3,406 19 3	5,535	374	..	..	..	..	..	..	1	..	..
Alvie .. .. .	..	..	0 10 4	..	1,787 6 0	1,787 16 4	2,706	979	10	..	..	2	..	..	1	..	..
<i>Section No. 34.—TIMBOON LINE.</i>																	
Naroghid .. .. .	..	..	2 2 11	..	10 8 3	12 11 2	32	150	..	..	..	..	..	..	..	..	..
Cobden	230	103 19 6	36 11 2	0 7 3	2,914 1 6	3,054 19 5	1,811	3,086	9	3	..	25	3	7	4	5	..
Elingamite	3	0 2 6	1 1 4	..	149 18 11	151 2 9	105	136	22	..	..	..	..	..	..	..	..
Glenfyne	106	5 13 11	1 1 9	..	274 12 7	281 8 3	1,621	230	..	..	3	..	..	1	2	..	..
Curdie	184	14 8 10	6 10 9	..	1,608 16 0	1,629 15 7	3,183	218	..	..	..	..	..	..	..	..	..
Timboon	76	6 17 7	29 19 1	3 6 11	1,603 2 0	1,643 5 7	2,646	4,272	18	11	8	10	42	26	9	4	..
<i>Section No. 35.—MORTLAKE LINE.</i>																	
Mortlake	607	104 16 2	31 15 3	3 15 2	3,863 18 9	4,004 5 4	2,952	4,522	122	36	6	..	4	8	7	..	..
<i>Section No. 36.—KOROIT-HAMILTON LINE.</i>																	
Warrong	1	0 2 5	..	..	8 15 5	8 17 10	..	162	13	1	..	..	1	..	..	..	..
Woolthorpe	28	7 1 7	0 8 2	..	342 1 4	349 11 1	29	722	57	..	1	..	7	..	..	..	..
Hawkesdale	89	30 7 8	18 2 4	0 1 2	1,430 0 8	1,478 11 10	284	1,315	128	34	3	..	19	1	1	..	..
Stopping Place No. 11	5	3 5 10	..	..	..	3 5 10	..	..	..	..	..	..	..	..	..	..	..
Minbarite	57	37 9 8	4 5 0	..	547 7 8	589 2 4	520	338	48	..	1	..	2	1	1	..	..
Purdeet	52	12 16 8	1 14 0	..	212 0 10	226 11 6	312	640	..	..	..	..	..	..	..	..	..
Penshurst	1,675	525 17 4	51 8 7	10 14 9	3,678 15 8	4,266 16 4	1,365	2,508	203	113	4	2	3	3	7	..	..
Stopping Place No. 7	10	4 2 4	..	..	..	4 2 4	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 19	1	0 2 1	..	..	..	0 2 1	..	..	..	..	..	..	..	..	..	..	..
Tabor	32	10 11 5	0 7 11	..	1,280 7 10	1,291 7 2	1,978	278	..	..	..	..	..	..	..	..	..
Yatchaw	20	2 17 7	0 3 0	..	1,828 9 3	1,831 9 10	1,203	216	65	60	3	..	..	4	..	..	..
<i>Section No. 37.—GHERINGHAP-MAROONA LINE.</i>																	
Murgheboluc	8	0 16 8	..	..	39 16 8	40 13 4	71	66	..	..	..	..	..	..	..	..	..
Inverleigh	263	55 9 2	33 19 9	0 12 7	1,005 11 7	1,095 13 1	1,409	623	97	20	3	25	39	12	3	..	..
Doroq	47	9 5 7	5 7 7	1 0 8	457 1 9	472 15 7	1,345	694	4	..	..	..	2	..	..	..	..
Wingcel	104	26 12 1	10 4 11	4 11 10	444 14 2	486 3 0	649	202	52	1	1	..	3	3	..	..	..
Poorneet	32	11 2 6	0 2 2	..	206 12 9	217 17 5	293	46	25	..	..	..	19	4	..	..	..
Duverney	47	12 12 9	4 0 1	0 7 1	1,314 9 7	1,331 9 6	2,404	508	1	..	..	..	4	..	..	..	..
Berrybank	222	62 7 2	25 18 6	0 5 10	2,732 6 0	2,870 17 6	4,158	1,002	130	..	2	10	23	3	3	4	..
Gnarkeet	18	5 10 0	4 17 4	..	1,066 8 5	1,076 15 9	1,743	568	53	..	..	..	19	..	1	..	..
Lismore	268	111 7 9	59 14 9	5 2 3	3,718 12 10	3,894 17 7	4,465	2,748	228	42	17	..	24	62	17	..	..
Derrinallum	273	114 2 7	79 10 5	2 8 0	2,047 7 11	2,243 8 11	1,061	2,779	145	32	5	28	27	42	3	14	..
Vite Vite	135	49 12 1	9 10 4	0 11 9	1,143 3 7	1,202 17 9	1,374	838	72	..	1	..	4	..	1	..	..
Pura Pura	159	73 5 1	11 8 4	1 1 0	1,123 10 0	1,209 4 5	474	445	93	8	5	..	12	27	1	..	..
Nerrin Nerrin	137	84 6 5	19 18 3	0 7 5	1,174 11 10	1,279 3 11	1,032	635	45	15	2	..	10	5	6	..	..
Westmere	307	134 17 0	54 18 8	1 19 11	5,165 15 10	5,357 11 5	5,724	2,438	218	16	5	1	3	16	3	..	..
Miniera	159	66 19 9	17 5 8	..	1,592 14 0	1,676 19 5	2,105	710	35	1	1	..	5	1	4	..	..
Tatyoan	98	45 11 1	13 7 10	0 6 0	1,590 12 0	1,649 16 11	1,946	569	67	2	3	1	..	2	2	1	..
<i>Section No. 38.—BUNINYONG LINE.</i>																	
Eureka .. .. .	..	..	..	..	1,487 15 0	1,487 15 0	2,317	3,706	..	..	..	..	..	..	..	..	588
Canadian .. .. .	..	..	..	..	..	..	..	175	..	..	..	..	..	..	..	..	..
Buninyong .. .. .	..	..	1 1 0	..	445 4 2	446 5 2	785	687	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 39.—BALLARAT—IRREWARRA LINE.</i>																
Cardigan	68	2 18 1	0 0 9	..	..	2 18 10	..	4	..	..	..	..	..	..	..
Kopke	160	8 2 11	0 0 6	..	..	0 5 11	..	..	..	..	..	..	..	..	..
Haddon	232	14 6 2	0 8 2	..	..	163 1 11	..	318	..	252	..	..	..	..	..
Nuttingbool	100	4 9 6	..	..	..	4 9 6	..	..	..	..	..	..	..	..	..
Smythesdale	1,146	81 10 3	10 16 7	0 2 11	..	59 9 11	..	179	..	128	..	..	..	..	..
Scarsdale	935	101 14 4	6 3 11	..	..	218 7 5	..	767	..	93	..	..	..	..	..
Newtown	1,689	113 2 7	14 6 4	0 5 3	..	123 18 10	..	340	..	187	..	..	..	2	1
Berringa	39	7 1 9	0 7 11	..	..	319 8 2	..	1,402	..	79	..	..	..	..	..
Illabarook	44	7 5 10	4 16 6	..	..	577 18 4	..	1,264	..	291	..	13	1	1	..
Rokewood	8	1 3 8	2 5 8	0 6 11	..	1,047 14 11	..	2,375	..	475	..	14	7	6	..	
Werneth	3	0 13 4	2 17 7	..	..	927 17 10	..	1,916	..	348	..	..	..	1	4
Cressy	681	165 4 3	41 4 8	1 9 7	..	1,909 7 11	..	1,893	..	1,535	..	249	38	19	33	
Barpinba	26	3 17 2	1 2 0	..	..	626 2 0	..	606	..	1,145	..	64	1	..	1
Beac	266	44 6 7	20 0 1	0 10 2	..	1,358 12 6	..	1,297	..	1,894	..	86	7	5	88	
Ondit	88	5 14 2	0 1 0	..	..	262 15 6	..	423	..	209	..	..	..	4	..
<i>Section No. 40.—NEWTOWN—SKIPTON LINE.</i>																
Happy Valley	141	22 1 8	0 0 9	..	..	22 2 5	..	..	..	..	..	..	..	..	..
Linton	3,187	188 2 1	28 2 4	1 5 8	..	1,083 17 3	..	2,792	..	737	..	19	3	..	..
Pittong .. .. .	..	..	0 0 8	..	..	1,146 1 1	..	1,852	..	377	..	24	8	..	2
Skipton .. .. .	..	..	12 7 0	0 7 1	..	2,799 7 4	..	3,138	..	2,119	..	97	58	2	..
<i>Section No. 41.—PORTLAND LINE.</i>																
Langi Logan	43	8 17 1	3 2 5	..	..	2,464 14 6	..	5,876	..	131	..	..	..	..	..
New Langi Logan Siding .. .. .	..	..	..	..	..	51 14 8	..	128	..	..	..	..	..	..	..
Maroona	648	174 1 9	26 13 10	8 13 2	..	1,526 4 11	..	1,184	..	458	..	138	8	..	75	
Calvert Siding	5	0 13 9	..	..	..	669 7 5	..	1,169	..	168	..	..	..	..	..
Willaura	1,678	676 12 9	148 1 7	6 6 8	..	4,739 12 6	..	4,090	..	2,751	..	279	26	6	..	
Stavely	160	44 17 3	9 10 9	0 1 2	..	1,583 19 10	..	2,219	..	356	..	48	..	..	..
Glenhompson	1,193	375 10 7	49 18 1	1 11 2	..	2,420 10 3	..	1,618	..	1,070	..	106	68	4	..	
Dunkeld	2,240	527 17 10	61 5 1	8 17 2	..	2,584 13 10	..	1,155	..	790	..	123	36	7	..	
Moutajup	117	20 18 10	5 8 5	..	..	1,347 12 5	..	4,710	..	403	..	..	..	..	..
Strathkellar	132	31 6 3	3 16 2	..	..	1,660 18 10	..	1,972	..	493	..	24	..	..	12
Hamilton	13,905	5,694 4 6	1,175 16 9	275 10 6	..	16,160 16 7	..	12,394	..	18,286	..	717	157	1	336	
Branxholme	1,730	358 3 0	36 8 8	43 4 8	..	1,248 1 1	..	756	..	1,097	..	22	15	6	14	
Condah	798	260 13 7	22 10 1	2 19 11	..	2,521 7 10	..	1,040	..	1,564	..	127	..	8	36	
Myamyn	789	34 14 11	6 18 7	..	..	154 3 5	..	159	..	438	..	..	..	..	..
Milltown	201	82 15 3	1 10 6	..	..	412 11 10	..	1,041	..	75	..	..	..	..	..
Heywood	2,377	568 0 6	82 12 4	2 3 10	..	1,636 1 8	..	1,572	..	2,309	..	34	2	1	13	
Heathmere	25	3 4 8	0 0 10	..	..	172 14 8	..	178	..	110	..	..	..	..	..
Gorae	71	14 6 7	0 3 0	..	..	1,984 16 0	..	306	..	1,535	..	..	..	..	..
Portland North	449	160 2 1	16 1 2	1 18 3	..	17,513 10 3	..	8,194	..	605	..	2	4	2	35	
Portland	2,591	1,183 10 11	552 1 11	13 8 5	..	4,362 16 11	..	3,134	..	5,743	..	..	2	1	721
Portland Pier .. .. .	..	..	..	..	..	614 15 9	..	557	..	10,163	..	..	..	..	..



RAILWAY MAP
OF
VICTORIA
1934

SCALE OF MILES
0 10 20 30 40

Showing Victorian Government Railways
(in Red)

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

BASS STRAIT

WILSON'S PROMONTORY

A U S T R A L I A

S O U T H

NEW

SOUTH

WALES

MURRUMBIDGEE RIVER

YARRA RIVER

WICKHAM RIVER

WILLAM RIVER

WATSON RIVER

WARRAGOON RIVER

WONGA RIVER

WYALONG RIVER

WYALONG RIVER

WYALONG RIVER

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WYALONG RIVER

WYALONG RIVER

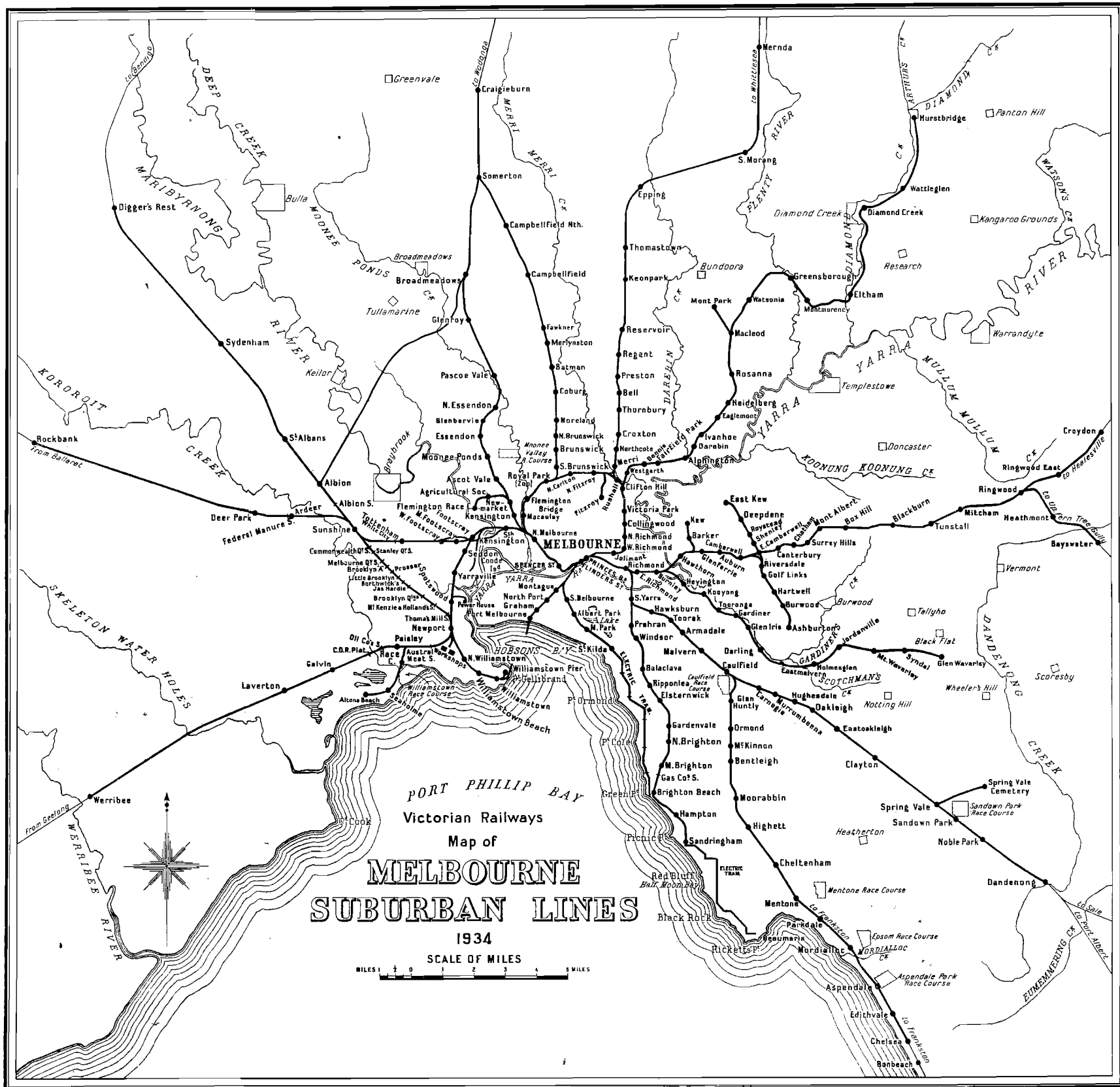
WYALONG RIVER

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Section No. 42.—COLBRAINE LINE.															
Bochara	25	5 18 6	68 15 9	74 14 3	104	223
Wannon	197	41 7 10	115 3 10	161 7 5	197	84
Parkwood	79	20 1 6	..	..	2 18 1	23 9 9	..	22	..	..	..	..	..	..	..
Coleraine	2,914	1,002 0 8	85 15 8	4 17 1	6,278 7 10	7,371 1 3	2,281	3,857	187	159	5	47	12	3	6 1
Section No. 43.—CASTERTON LINE.															
Miakite	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..
Grassdale	146	53 14 1	6 8 8	..	1,151 6 3	1,211 9 0	187	453	62	55	1	..	..	..	..
Merino	1,395	443 3 5	64 9 3	21 15 10	2,215 16 3	2,745 4 9	897	1,893	28	..	28	..	..	..	1
Henty	131	42 8 7	5 10 9	0 4 6	994 9 4	1,042 13 2	100	317	29	65	1	23	26	3	2
Sandford	652	105 3 9	10 7 4	15 4 3	2,384 19 10	2,515 15 2	33	156	290	37	5	4	32	4	..
Casterton	2,703	804 13 11	233 15 11	33 0 9	4,137 15 7	5,209 6 2	1,908	4,291	2	..	6	26	3	6	1
Section No. 44.—MOUNT GAMBIER-BORDER LINE.															
Sinclair	24	2 11 5	..	..	90 2 1	92 13 6	294	70	..	..	..	..	..	..	..
Lyons	104	28 11 9	1 4 10	0 1 11	1,104 19 6	1,134 18 0	1,872	186	7	1	..	..	..	..	..
Greenwald	110	31 2 7	2 3 3	0 1 2	170 7 5	203 14 5	288	105	..	..	..	..	..	..	..
Winnap	141	60 4 1	4 4 8	0 2 8	382 18 1	447 9 6	377	297	19	..	2	1	..	..	2
Dartmoor	341	119 0 7	47 16 7	0 8 7	671 14 1	838 19 10	585	507	25	8	3	1	3	1	2
Marp	27	13 16 11	4 3 3	..	43 1 0	61 1 2	10	8	..	..	..	..	..	..	..
Puralka	46	16 6 4	1 17 5	0 0 9	536 8 3	554 12 9	199	378	7	..	3	..	4	..	..
Rennick	223	54 13 2	0 5 5	1 12 5	732 12 10	789 3 10	610	39	..	..	..	..	..	..	..
Section No. 45.—GRAMPLANS LINE.															
Fyan's Creek	..	..	..	..	71 18 0	71 18 0	106	6	..	..	..	..	..	..	..
Gramplans 14 Miles	..	..	..	..	266 14 4	266 14 4	451	..	..	..	..	..	..	..	..
Gramplans	..	..	..	..	2,627 3 11	2,627 3 11	2,881	37	..	..	..	..	..	..	..
Section No. 46.—LUBECK-BOLANGUM LINE.															
Jackson	..	..	..	..	1,060 12 11	1,060 12 11	1,613	134	..	..	..	..	..	..	..
Rupanyup	375	59 13 3	48 11 9	1 5 2	8,261 16 5	8,362 6 7	9,045	7,726	315	17	2	..	..	..	2
Butrum	3	0 3 11	..	..	2,265 17 3	2,266 1 2	3,467	3,855	..	..	..	..	..	..	..
Banyena	2	0 3 9	5 3 7	2 19 10	3,705 7 4	3,713 14 6	4,341	2,194	106	..	..	1	..	..	..
Marnoo	11	4 9 2	6 9 0	2 4 2	2,664 15 7	2,677 17 11	3,026	1,240	55	1	1	..	1	3	4
Bolangum	1	0 3 1	..	..	3,130 6 6	3,130 9 7	4,413	505	..	..	..	..	..	..	..
Section No. 47.—MURTOA-PATCHEWOLLOCK LINE.															
Coromby	245	20 15 8	4 6 2	0 7 7	2,432 11 10	2,458 1 3	3,558	272	39	..	..	..	..	..	1
Minyip	2,429	818 12 0	113 17 4	3 17 2	11,482 8 6	12,418 15 0	12,716	5,628	319	29	8	..	74	6	9
Nullau	163	12 16 7	1 16 6	0 4 5	1,529 12 2	1,544 9 8	2,322	140	..	..	..	..	..	..	..
Sheep Hills	724	154 8 7	18 4 2	0 14 5	8,043 5 10	8,216 13 0	9,993	2,828	192	7	3	..	13	2	1
Mellis	7	0 17 7	0 3 5	..	1,611 4 11	1,612 5 11	3,055	405	..	..	..	..	..	..	..
Warracknabeal	6,153	2,956 17 10	340 2 11	54 18 9	21,758 0 11	25,110 0 5	24,136	18,288	408	17	54	..	91	13	39
Batchica	3	0 2 6	..	..	1,953 11 3	1,953 13 9	3,758	456	..	..	..	..	..	..	..
Lah	334	48 14 5	6 0 5	..	5,413 16 8	5,468 11 6	8,033	687	58	..	..	..	..	..	..
Brim	665	164 19 2	21 14 7	0 10 0	6,678 15 1	6,860 18 10	7,807	1,862	212	10	4	9	17	..	3
Galaquit	147	38 0 3	6 13 4	0 8 9	3,821 7 7	3,866 9 11	5,883	668	..	..	..	..	..	..	..
Benlah	1,111	650 17 2	90 10 0	27 18 2	10,343 0 1	11,112 5 5	13,869	3,819	235	15	17	..	37	1	15
Rosebery	219	107 15 9	19 14 4	0 5 9	5,971 0 1	6,098 15 11	6,805	992	151	..	..	..	2	1	3
Goyura	138	54 1 5	4 1 8	..	1,796 14 3	1,854 17 4	3,129	185	..	..	..	..	..	..	..
Hopetoun	1,833	838 9 1	138 10 8	2 13 0	8,510 15 0	9,490 7 9	9,411	3,269	208	10	12	..	36	3	5
Burroin	8	2 2 4	..	..	1,113 13 1	1,115 15 5	1,504	82	..	..	..	..	11	..	..
Dattuck	20	2 17 0	..	..	424 3 10	427 0 10	716	120	..	..	..	..	..	..	..
Yarto	33	5 19 1	0 4 7	0 6 11	983 3 2	989 13 9	1,321	210	7	1	..	..	..	..	..
Willa	14	5 11 0	0 2 5	0 1 2	1,197 17 7	1,203 12 2	1,653	66	..	..	..	..	..	..	..
Patchewollock	278	139 14 10	16 1 6	0 8 7	5,891 9 1	6,097 14 0	7,957	1,648	37	1	4	..	29	7	2
Section No. 48.—HORSHAM-CARPOLAO LINE.															
Remlaw	30	7 0 6	..	..	1,210 5 6	1,217 6 0	1,732	215	..	..	..	..	..	..	..
Vectis	72	5 19 2	0 0 8	..	766 11 11	772 11 9	1,143	269	..	..	..	..	..	..	..
Quantong	188	19 6 2	2 6 3	0 0 9	2,620 19 5	2,642 12 7	2,644	698	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 48.—HORSHAM-CARPOLAC LINE.—continued.</i>																
East Natimuk	196	40 5 2	2 12 7	..	61 13 7	104 11 4	19	..	..	1	..	..	..	..
Natimuk	1,699	228 16 11	70 5 2	0 15 4	4,037 12 6	4,337 9 11	4,785	1,253	55	..	2	..	25	..		
Arapiles	53	6 14 1	0 1 8	0 7 1	335 4 3	342 7 1	367	161	..	..	..	..	..	..
Mitre	331	42 4 2	7 10 8	0 4 6	1,449 6 3	1,499 5 7	1,815	253	..	..	..	..	..	..
Duffholme	20	3 10 0	0 2 11	..	325 9 1	320 2 0	460	87	..	..	1	..	..	..
Gymbowen	382	74 0 5	10 8 2	0 5 10	1,263 18 2	1,348 12 7	1,417	453	..	1	2	..	1	..		
Goroke	1,357	568 12 4	53 6 0	1 5 5	2,638 14 7	3,261 18 4	1,684	2,632	79	5	10	..	14	..		
Mortat	1	0 0 10	0 0 10	..	1,281 7 5	1,281 9 1	1,213	594	4	..	1	..	..	..
Carpolac .. .. .	..	..	..	..	3,933 16 10	3,933 16 10	2,741	633	..	..	..	..	11	..
<i>Section No. 49.—EAST NATIMUK-HAMILTON LINE.</i>																
Noradjuha	103	20 11 9	1 3 2	..	879 18 9	901 13 8	912	382	10	..	..	..	..	..
Jallumba	33	5 15 2	0 19 6	..	638 16 4	645 9 0	618	191	3	..	..	..	..	..
Tooolondo	78	21 6 10	2 3 8	..	419 5 11	442 16 5	348	172	1	1	..	..	4	..
Jeffries	19	5 1 4	2 8 11	..	64 9 4	71 19 7	51	42	..	..	..	..	..	..
Kanagulk	30	12 8 1	4 1 9	0 5 10	1,634 10 8	1,651 6 4	1,898	342	1	..	..	..	1	..
Balmoral	942	393 13 8	64 12 8	1 2 1	2,378 0 2	2,837 8 7	2,991	955	16	2	2	..	29	1		
Englefield	68	16 16 2	2 5 4	0 8 8	1,679 0 4	1,698 10 6	2,834	411	..	..	..	..	..	..
Vasey	71	20 12 10	4 11 9	0 3 8	1,079 7 2	1,104 15 5	1,787	208	5	..	..	..	8	2
Gatum	88	20 17 9	0 4 1	..	829 1 4	850 3 2	1,749	160	..	..	1	..	..	..
Urangara	4	0 10 10	0 3 7	..	87 8 1	88 2 6	123	50	..	..	..	..	..	..
Cavendish	720	139 2 0	27 1 4	2 1 9	2,875 5 5	3,043 10 6	3,280	1,281	10	1	..	..	25	1
Kyup	24	11 14 10	0 2 1	..	185 16 9	197 13 8	172	139	..	..	..	..	..	..
Kanawalla	9	0 11 1	..	..	76 7 3	76 18 4	104	80	..	..	..	..	..	..
<i>Section No. 50.—DIMBOOLA-YAAPPEET LINE.</i>																
Arkona	30	1 12 1	0 4 9	..	2,042 6 4	2,044 3 2	2,753	312	..	..	..	..	..	..
Antwerp	194	20 17 1	4 2 11	0 1 6	1,808 4 5	1,833 5 11	2,189	784	24	..	1	..	1	..		
Tarranyurk	208	34 17 9	2 0 0	28 3 3	2,665 17 0	2,730 18 0	3,688	778	..	..	27	..	..	23
Jeparit	4,467	704 10 1	124 18 3	8 8 7	5,400 3 6	6,238 0 5	5,392	2,476	164	7	8	..	7	1		
Eilam	100	12 17 7	0 3 7	..	3,808 1 3	3,821 2 5	5,013	554	28	..	..	..	1	..
Pulut	146	25 10 6	0 1 1	..	3,509 17 3	3,535 8 10	5,012	494	..	..	..	..	..	..
Rainbow	2,737	939 12 1	97 7 11	13 7 9	11,409 0 2	12,459 7 11	12,515	3,586	145	13	13	..	38	11		
Albacutya .. .. .	..	..	..	..	1,889 15 2	1,889 15 2	2,827	272	..	..	..	..	..	..
Yaapeet	366	84 0 0	5 7 7	0 10 6	4,507 8 1	4,597 6 2	5,793	771	17	..	..	..	..	3
<i>Section No. 51.—JEPARIT-YANAC LINE.</i>																
Detpa	27	2 6 2	0 4 0	..	2,720 11 1	2,723 1 3	3,482	540	15	..	..	..	2	..
Lorquon	76	4 3 9	1 4 5	..	3,069 4 7	3,074 12 9	3,940	1,277	14	..	2	..	..	2
Netherby	191	23 14 2	2 6 11	3 13 3	3,371 2 2	3,400 16 6	4,054	834	9	..	7	..	..	9
Yanac	48	11 13 4	14 13 4	0 4 5	4,902 2 7	4,928 13 8	5,619	1,473	9	..	1	..	1	..		

Section No. 52.—MELBOURNE-CUDGWA LINE.

Kennington	928,355	11,708 16 0	177 2 5	4 2 9	10,729 7 6	22,619 8 8	40,063	114,500	87	..	..	..	..	..	..	14	..	..	..
Newmarket	1,802,510	18,494 13 0	271 9 4	2,497 14 6	29,766 11 2	51,030 8 0	9,219	24,022	11,325	2,317	531	..	..	..	42,846	15,959	516	..	..
Newmarket Show Siding	10,595	293 8 5	0 4 6	150 5 0	439 1 2	792 19 1	102	145	66	157	20	..	..	..	47	127	16	..	29
Ascot Vale	2,382,302	32,759 1 0	371 6 1	9 13 7	..	33,140 0 8	..	8	..	..	..	..	..	..	..	..	..	..	..
Moonce Ponds	2,184,614	34,274 6 9	459 15 11	7 9 2	..	34,741 11 10	..	9	..	..	..	..	..	..	..	..	..	..	..
Essendon	2,564,790	43,430 13 3	616 0 10	24 2 5	657 6 0	44,728 2 6	554	26,369	..	1	..	..	..	..	..	..	..	..	..
Glenbervie	311,799	5,601 18 4	88 13 7	11 0 6	..	5,681 12 5	..	..	..	..	..	..	..	..	..	..	..	..	..
North Essendon	169,192	2,822 4 11	28 19 0	2 5 4	..	2,853 9 3	..	..	..	..	..	..	..	..	..	..	..	..	..
Pascoe Vale	281,606	5,012 4 9	60 12 7	1 11 4	..	5,074 8 8	..	..	..	..	..	..	..	..	..	..	..	..	..
Glenroy	169,437	3,429 2 5	39 4 2	7 5 10	52 11 2	3,528 3 7	165	1,797	..	..	..	..	..	..	..	..	..	..	..
Broadmeadows	44,782	1,104 7 2	40 12 1	0 7 3	270 14 8	1,416 1 2	78	763	26	29	14	..	..	..	524	60	24	..	..
Somerton	5,132	219 9 3	11 1 8	0 5 2	..	240 4 3	13	1,353	..	..	..	..	..	..	..	5	1	..	..
Craigieburn	3,939	257 8 10	35 14 9	14 17 11	580 12 8	838 14 2	565	4,172	156	18	41	..	..	..	147	48	26	..	..
Donnybrook	4,788	284 2 11	328 6 2	1 7 0	1,049 5 0	1,663 1 1	289	532	234	100	5	..	..	..	127	61	6	..	..
Beveridge	966	98 12 9	17 14 3	0 18 10	224 3 2	341 9 0	436	259	79	..	1	..	..	..	73	11	2	..	..
Wallan	3,163	401 10 5	154 11 6	6 6 7	620 12 3	1,183 0 9	515	628	150	42	2	..	..	..	43	26	2	..	..
Lightwood .. .. .	..	..	..	..	95 18 8	95 18 8	468	..	..	..	..	..	..	..	..	..	..	..	..
Heathcote Junction	1,092	112 9 9	4 10 0	0 5 10	..	117 5 7	..	..	..	..	..	..	..	..	..	..	..	..	..
Wandong	1,607	220 0 0	41 13 7	1 10 11	1,249 6 6	1,512 11 0	5,262	237	10	..	..	..	..	..	5	..	1	..	..
Kilmore East	4,324	916 17 2	53 2 11	9 8 3	1,224 9 8	2,293 18 0	668	134	201	77	14	..	..	..	79	32	14	..	..
Broadford	5,927	1,308 4 7	137 8 5	9 1 2	3,264 11 10	4,719 6 0	8,726	2,304	119	29	7	..	..	..	49	13	7	..	..
McDougal .. .. .	..	..	..	..	8,655 9 1	8,655 9 1	12,257	33,911	..	..	..	..	..	..	..	..	..	..	..
Tallarook	4,370	475 7 1	62 18 5	3 13 10	3,963 14 6	1,505 13 10	1,925	655	88	47	1	..	..	..	20	24	..	..	..
Dysart .. .. .	..	..	..	..	884 13 2	884 13 2	2,667	80	3	..	..	..	..	..	3	..	..	..	..
Seymour	26,506	6,364 1 4	330 15 0	41 18 11	3,497 5 11	15,234 1 2	15,644	5,725	160	98	81	..	..	..	57	42	88	..	..
Mangalore	693	123 0 5	7 17 10	1 2 1	397 10 10	523 11 2	625	108	..	2	1	..	..	..	1	2	4	..	1
Avenel	3,210	535 8 6	46 4 11	19 2 9	1,453 9 8	2,054 5 10	2,052	605	117	19	5	..	..	..	41	14	9	..	..
Monae	33	7 1 0	2 6 4	0 2 2	166 16 11	176 6 5	353	19	3	..	..	..	..	..	..	..	..	..	..
Locksley	449	83 19 7	12 19 6	0 13 11	309 8 2	407 1 2	365	81	20	..	..	..	..	..	7	..	..	..	..
Longwood	1,463	371 8 5	32 13 7	10 17 4	2,270 4 1	2,685 3 5	3,887	612	122	10	..	..	..	..	38	9	1	..	..
Creighton	168	21 16 7	7 10 2	0 3 8	167 6 10	196 17 3	103	73	..	..	..	..	..	..	..	..	..	..	..
Euroa	7,980	2,435 12 6	297 0 0	15 13 9	4,531 19 1	7,230 5 4	2,776	4,220	390	120	14	..	..	..	86	18	20	..	..
Balmattum	312	72 15 8	10 9 0	0 0 9	718 8 9	801 5 11	1,374	1,196	61	2	..	..	..	..	5	1	..	..	..
Violet Town	2,521	968 11 2	91 19 3	6 20 11	4,294 8 0	5,375 4 4	6,301	2,229	183	41	7	..	..	..	79	41	5	..	..
Baddaginnie	940	188 13 3	28 8 2	5 2 8	1,066 0 9	1,308 4 10	323	2,056	98	59	9	..	..	..	30	24	6	..	..
Benalla	18,891	6,163 8 11	562 11 4	108 18 9	6,356 12 11	13,191 11 11	3,083	7,473	478	164	35	..	..	..	160	47	40	..	5
Winton	317	70 1 0	3 10 4	0 2 2	798 4 7	871 18 1	1,525	278	..	..	..	..	..	..	..	..	..	..	..
Head's Siding .. .. .	..	..	..	..	205 12 11	205 12 11	445	..	..	..	..	..	..	..	..	..	..	..	..
Glenrowan	2,056	499 14 6	55 11 7	10 13 8	2,510 14 2	3,066 13 11	3,987	981	155	48	1	..	..	..	12	8	4	..	..
Wangaratta	26,539	10,736 4 0	755 13 0	240 16 11	14,286 3 10	26,069 2 9	14,260	25,986	396	323	124	..	..	..	178	141	110	..	96
Bowser	191	49 1 3	5 13 8	3 0 9	279 16 5	337 12 1	711	323	..	..	..	..	..	..	..	..	..	..	..
Springhurst	3,926	1,309 2 0	65 6 5	9 3 11	3,645 15 6	5,029 7 10	2,662	1,368	245	15	4	..	..	..	4	1	2	..	..
Cilttern	2,218	973 12 0	69 7 5	19 18 5	1,557 15 10	2,620 13 8	1,878	1,471	19	11	..	..	..	..	7	5	2	..	..
Barnawartha	1,257	457 6 1	27 12 0	1 5 9	5,384 14 1	5,870 17 11	4,298	1,951	207	154	3	..	..	..	1	1	1	..	..
Wodonga	10,855	3,770 12 3	414 11 5	86 0 0	39,227 7 5	43,498 11 1	2,919	6,369	2,407	3,079	339	..	..	..	2,054	2,771	257	..	36
Bandiana	11	2 1 8	..	..	..	2 1 8	..	..	..	..	..	..	..	..	..	..	..	..	..
Bonegilla	30	1 16 1	..	..	..	1 16 1	..	..	..	..	..	..	..	..	..	..	..	..	..
Ebden	120	13 16 7	7 10 2	0 5 9	1,870 11 3	1,892 8 9	237	495	156	83	4	..	..	..	2	11	6	..	..
Huon	346	109 9 3	10 5 3	5 0 11	3,829 9 1	3,954 4 6	1,304	775	21	143	4	..	..	..	5	8	2	..	..
Bolga	35	4 10 8	0 11 4	..	8 5 10	13 7 10	4	25	..	..	..	..	..	..	1	..	1	..	..
Tatonga .. .. .	..	..	..	..	115 2 4	115 2 4	..	..	..	..	..	..	..	..	..	..	..	..	..
Tallangatta	1,668	1,002 19 6	166 6 10	9 0 7	7,521 7 9	8,699 14 8	1,620	4,214	36	217	22	..	..	..	28	115	23	..	1
Bullooh	20	3 6 6	0 4 1	..	18 6 2	21 10 9	14	679	..	..	3	..	..	..	..	4	3	..	..
Darbyshire	45	4 4 9	0 17 5	..	5 16 10	10 19 0	2	3	..	..	..	..	..	..	..	..	..	..	..
Koetong	50	8 11 4	0 9 1	0 1 5	179 9 2	179 11 0	28	46	..	7	14	..	..	..	2	..	1	..	..
Shelley	73	29 18 9	4 15 11	0 5 6	459 16 3	494 16 5	102	253	10	29	1	..	..	..	3	..	..	..	..
Beetoomba	88	21 5 5	6 5 4	0 0 9	307 19 2	335 10 8	449	201	11	6	..	..	..	..	5	2	..	..	..
Wahba	19	4 13 2	..	4 7 7	2 3 0	11 3 9	..	260	..	..	..	..	..	..	..	..	..	..	..
Cudgwa	288	224 19 5	36 1 0	5 9 5	11,191 9 2	11,502 19 0	1,742	4,370	65	745	56	..	..	..	45	31	43	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 53.—COBURG LINE.</i>																
Macaulay	355,709	4,197 5 11	53 9 2	37 14 3	1,291 3 6	5,579 12 10	1,781	6,954	..	..	..	..	..	..	..
Flemington Bridge	396,211	4,760 15 11	50 1 10	0 3 9	..	4,811 1 6	..	..	..	..	..	..	..	..	..
Royal Park	366,360	4,418 18 3	43 8 3	18 3 6	..	4,450 8 0	..	1	..	..	..	..	..	..	..
South Brunswick	350,794	5,416 5 10	480 15 5	3 17 9	3,443 16 1	9,324 15 1	8,039	16,837	..	..	..	..	..	..	..
Brunswick	564,951	7,833 3 9	440 8 3	3 18 11	213 15 4	8,491 6 3	750	9,011	..	..	..	..	..	..	..
North Brunswick	658,497	8,853 10 5	206 14 10	4 16 9	..	9,065 2 0	..	6	..	..	..	..	..	..	..
Moreland	1,208,109	15,724 2 3	519 18 10	8 0 2	1,702 4 4	17,954 5 7	1,868	33,581	..	..	..	..	..	..	..
Coburg	1,609,852	23,790 6 11	658 4 9	8 9 6	2,953 5 3	27,311 6 5	1,618	17,398	..	..	..	..	..	..	..
Batman	269,569	4,151 0 5	68 10 6	0 10 11	..	4,220 10 10	..	4,431	..	..	..	..	..	..	..
Merlynston	354,529	5,944 18 3	59 2 1	2 14 5	..	6,006 14 9	..	..	..	..	..	..	..	..	..
Fawkner	54,391	887 19 1	10 14 9	0 0 9	..	898 14 7	..	..	..	..	..	..	..	..	..
Stopping Place No. 13	766	10 15 10	..	..	..	10 15 10	..	..	..	..	..	..	..	..	..
Campbellfield	14,216	305 0 10	..	..	..	305 0 10	..	..	..	..	..	..	..	..	..
Stopping Place No. 14	5,228	125 6 3	..	..	..	125 6 3	..	..	..	..	..	..	..	..	..
North Campbellfield	2,023	44 7 11	..	..	..	44 7 11	..	..	..	..	..	..	..	..	..
<i>Section No. 54.—PRESTON-WHITTLESEA LINE.</i>																
North Carlton	273,056	3,278 6 8	96 13 11	1 5 5	52 15 1	3,429 1 1	133	9,451	..	..	..	..	..	..	..
North Fitzroy	425,425	5,214 0 2	587 3 1	3 15 8	1,010 15 2	6,815 14 1	709	13,381	..	..	1	..	..	2	..
Fitzroy .. .. .	..	..	..	..	794 10 6	794 10 6	1,065	53,125	..	..	..	..	..	..	..
Rushall	342,964	4,284 14 10	45 2 10	0 11 1	..	4,330 8 9	..	..	..	..	..	..	..	..	..
Merri	351,586	4,366 1 9	51 6 11	2 3 9	..	4,419 12 5	..	..	..	..	..	..	..	..	..
Northcote	961,929	11,234 6 10	334 0 5	2 5 8	1,295 3 3	12,865 16 2	2,472	15,666	..	..	..	..	..	..	..
Croxton	801,162	11,452 3 8	123 3 5	0 19 0	..	11,576 6 1	..	2	..	..	..	..	..	..	..
Thornbury	997,089	15,046 12 7	183 17 2	2 17 4	864 16 5	16,098 3 6	2,192	314	..	..	..	..	..	..	..
Bell	736,169	11,517 16 10	197 7 11	4 10 3	512 18 8	12,232 13 8	1,194	31,504	..	..	4	..	2	3	4 347
Preston	1,005,638	15,952 14 8	168 15 3	3 3 11	..	16,124 13 10	..	10	..	..	..	..	..	..	..
Regent	1,098,912	18,044 7 8	132 7 6	1 18 7	192 2 9	18,178 13 9	..	1	..	..	..	..	..	..	..
Reservoir	718,794	12,787 3 10	117 18 7	16 2 11	..	13,113 8 1	414	9,066	..	..	..	..	..	..	..
Keonpark	7,274	144 15 2	0 7 4	0 0 9	..	145 3 3	..	1,576	..	..	..	..	..	..	..
Fowler's Siding	7,039	185 14 9	9 11 9	..	50 11 2	245 17 8	127	643	..	4	1	..	..	3	..
Thomastown .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 8	26	1 0 4	..	..	..	1 0 4	..	..	..	..	..	..	..	..	..
Epping	10,046	484 6 7	12 9 4	0 19 10	158 15 1	656 10 10	370	2,545	7	14	26	..	5	3	18	
Epping Quarry Siding	139	5 3 3	..	..	..	5 3 3	..	..	..	..	..	..	..	..	..
South Morang	8,078	298 13 1	18 4 8	1 18 8	55 3 1	373 19 6	16	1,324	2	9	6	..	19	7	3	
Stopping Place No. 9	274	14 1 3	..	..	..	14 1 3	..	..	..	..	..	..	..	..	..
Mernda	11,838	501 17 3	64 4 0	1 10 3	119 4 8	686 16 2	79	966	..	52	1	1	..	10	1	
Stopping Place No. 33	107	4 8 9	..	..	..	4 8 9	..	..	..	..	..	..	..	..	..
Yan Yean	3,733	200 1 6	99 5 9	0 7 1	255 5 2	554 19 6	816	589	..	2	4	7	..	14	6	
Stopping Place No. 10	121	9 0 9	..	..	..	9 0 9	..	..	..	..	..	..	..	..	..
Stopping Place No. 17	158	12 18 7	..	..	..	12 18 7	..	..	..	..	..	..	..	..	..
Stopping Place No. 26	17	1 4 4	..	..	..	1 4 4	..	..	..	..	..	..	..	..	..
Whittlesea	13,862	762 1 0	85 9 4	2 2 2	886 6 2	1,735 18 8	1,906	1,942	38	62	3	..	47	17	11	

Section No. 53.—L. WALLAN-BENDIGO LINE.

Kearneyton	92	13 6 9	0 6 3	..	74 18 10	88 11 10	327	24	..	..	..	..	..	..	..	..	..	..	..
Newmarket	99	13 12 2	0 4 1	..	168 13 7	182 9 10	450	198	28	..	..	..	..	..	..	..	..	..	..
Newmarket Show Siding	2,474	509 15 4	53 18 6	16 7 3	888 2 7	1,468 3 8	1,019	2,283	81	8	6	2	66	4	8	95	..	..	..
Abbeville	150	27 1 9	0 6 0	2 13 4	285 0 2	315 1 3	407	70	77	1	..	..	9	2	2	..	..	..	..
Abbeville Siding	141	17 8 4	0 2 2	..	122 12 6	140 3 0	282	17	..	..	..	..	..	..	..	..	..	..	..
High Camp	92	21 19 0	6 18 10	0 5 9	759 17 3	789 0 10	1,413	122	90	6	8	..	27	3	8	..	..	..	..
Coalbong	406	78 16 1	7 16 11	0 8 9	1,208 16 11	1,295 18 8	2,338	159	114	16	8	..	12	3	4	..	..	..	..
Northenden	696	151 4 9	11 13 2	0 10 10	1,391 13 5	1,555 2 2	2,954	260	84	7	4	..	25	5	2	..	..	..	..
Deerbar Timber Co.'s Siding .. .. .	..	..	..	..	209 7 4	209 7 4	240	..	..	..	..	..	..	..	..	..	..	..	..
Grey	466	129 19 2	11 17 8	0 15 11	5,051 4 2	5,193 16 11	12,019	127	..	..	..	..	..	..	..	..	..	..	..
Breadbalds	4,170	917 2 2	95 18 11	16 2 8	5,692 18 11	6,722 2 8	11,645	2,188	105	21	14	1	33	9	10	..	..	..	..
Southern	154	20 19 0	5 7 9	3 12 9	269 14 2	299 13 8	159	124	69	12	5	1	16	5	4	..	..	..	..
Claremont	514	72 6 4	9 8 0	1 3 10	2,960 18 1	3,043 16 3	7,588	215	102	..	1	..	5	..	2	..	..	..	..
Barrow	2	0 13 10	..	..	3,016 15 3	3,017 9 1	4,568	7	..	..	..	..	..	..	..	..	..	..	..
Geelong	689	71 18 9	8 10 8	0 5 1	2,014 18 9	2,096 13 8	6,647	253	43	20	2	..	3	..	2	..	..	..	..
Wendra	193	18 2 2	0 4 8	..	142 4 3	160 11 1	226	122	..	..	..	..	..	..	..	..	..	..	..
Leathbush	148	5 11 8	..	..	..	5 11 8	..	..	..	..	..	..	..	..	..	..	..	..	..
Healthcote Junction .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wandong .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kilmore East .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Section No. 56.—MANSFIELD LINE.

Broadford	145	40 8 5	2 7 2	..	130 14 8	178 10 3	31	304	33	6	..	..	3	14	..	..	..	..	..
Melrose	100	32 13 8	..	..	..	32 13 8	..	..	..	..	..	..	..	..	..	..	..	..	..
Leathbush	220	43 18 10	7 5 1	0 3 4	341 10 3	392 17 6	564	106	19	12	..	..	35	2	..	..	..	..	..
Windsor	285	47 6 10	6 16 2	..	661 0 1	715 3 1	500	168	92	38	..	..	9	6	..	..	..	..	..
Yea	2,798	763 5 4	134 0 4	10 6 10	2,015 11 4	2,923 3 10	1,203	2,229	165	65	21	14	53	8	17	..	..	..	..
Mangalore .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Abbeville	82	14 7 2	2 4 5	..	2,233 6 10	2,249 18 5	3,556	493	..	..	..	..	2	..	2	..	..	..	..
Moona	186	50 16 11	15 4 6	0 11 8	1,439 17 7	1,506 10 8	1,891	173	46	46	3	..	6	10	..	..	..	..	..
Leathbush	387	111 19 8	9 12 7	2 11 7	82 11 6	206 15 4	61	112	..	..	5	2	14	4	6	..	..	..	..
Barrow	264	86 2 0	21 12 10	2 14 3	625 12 11	736 2 0	235	536	59	20	1	..	11	3	..	..	..	..	..
Kanumbra	50	24 3 2	6 8 3	0 8 0	285 1 6	315 0 11	87	143	29	..	..	..	13	..	..	..	..	..	..
Creighton .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Merston	1,019	259 2 7	20 5 9	0 10 11	408 6 3	688 5 6	231	851	18	7	..	..	5	3	2	..	..	..	..
Woolfield	60	15 17 7	3 17 11	0 3 7	363 10 1	383 9 2	70	47	86	13	..	..	3	..	..	..	..	..	..
Woolfield	545	100 19 6	23 0 0	1 19 7	904 2 7	1,080 1 8	207	459	75	45	..	..	1	..	1	..	..	..	..
Woolfield	477	47 18 2	6 9 7	0 5 2	590 7 10	645 0 9	126	200	60	16	..	1	4	1	1	..	..	..	..
Mansfield	988	549 4 2	146 1 6	16 18 6	6,099 18 3	6,811 2 5	1,544	2,896	465	286	11	9	48	15	20	..	..	..	..
Winton .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Section No. 57.—ALEXANDRA LINE.

Woolfield	24	9 15 1	1 17 4	..	869 3 11	880 16 4	1,430	162	33	..	..	..	8	1	..	..	..	..	..
Alexandra	1,614	506 13 10	91 14 11	2 11 7	15,546 16 0	16,147 16 4	17,126	4,498	47	61	5	19	34	16	13	..	..	..	1
Bower .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Springs .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Section No. 58.—BRYMOUR-TOCUMWAL LINE.

Wahamba	396	123 7 4	13 3 1	7 1 10	1,078 11 11	1,222 4 2	1,581	319	83	21	8	..	54	9	9	..	..	..	..
Nagamble	5,990	1,133 15 3	180 11 4	15 14 10	4,921 11 0	6,201 12 5	8,134	1,389	242	82	20	..	47	35	17	..	..	..	..
Wahamba	441	120 15 4	13 16 11	1 8 4	1,183 7 4	1,319 2 11	1,315	283	124	6	..	..	23	2	8	..	..	..	..
Brentham East	3,389	1,182 15 4	75 12 3	24 13 0	2,436 18 10	3,719 19 5	1,176	292	260	152	25	..	63	28	27	..	..	..	..
Brentham	982	253 17 9	21 14 2	0 7 4	2,300 5 3	2,576 4 6	2,450	476	194	31	10	..	29	3	5	..	..	..	..
Huon .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bulgamba	2,167	494 13 10	31 0 0	1 3 11	2,851 11 5	3,378 9 2	2,781	1,419	153	45	7	3	28	18	10	..	..	..	..
Mooroopna	3,982	1,657 17 8	117 14 3	20 11 9	17,457 11 5	19,253 15 1	25,117	14,120	68	11	5	1	61	5	10	..	..	..	..
Claremont	22,934	7,805 10 10	1,056 8 6	47 12 9	36,991 10 3	46,001 2 4	35,671	32,262	579	105	36	90	325	42	41	66	..	..	..
Claremont	392	132 2 1	7 5 4	2 6 8	1,564 14 7	1,706 8 8	2,918	949	47	8	..	1	33	5	2	..	..	..	..
Mooroopna	1,528	595 13 5	42 16 7	6 7 7	3,175 5 11	3,820 3 6	3,811	1,062	95	42	1	5	14	4	6	..	..	..	..
Barrow	892	209 6 6	15 2 4	0 5 6	2,668 0 7	2,892 14 11	2,912	464	167	14	1	1	52	6	2	..	..	..	..
Namurkah	8,058	2,766 11 11	399 0 1	22 10 8	6,453 10 11	9,641 13 7	5,611	3,899	173	69	40	13	45	20	28	..	..	..	5
Claremont	387	93 10 0	13 10 5	3 8 8	2,868 5 7	2,978 14 8	3,645	612	68	19	5	..	2	1	2	..	..	..	..
Brentham	1,796	426 6 8	52 8 3	30 2 5	2,638 19 3	3,147 16 7	2,691	558	118	57	3	..	9	..	5	..	..	..	..
Waylee	98	21 13 7	1 8 5	..	981 14 11	1,004 16 11	1,122	87	49	..	..	..	..	..	..	..	..	..	..
Woolfield	4,226	2,270 18 7	253 14 5	76 5 6	40,799 12 6	43,400 11 0	13,808	3,490	4,050	1,261	72	33	219	43	35	1	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARriages, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.									
<i>Section No. 59.—MURCHISON EAST-COLBINABBIN LINE.</i>																	
Murchison	237	31 3 4	47 7 7	0 4 1	581 14 9	660 9 9	999	1,070	..	..	..	..	..	..	..	..
Hammond	..	..	..	..	14 19 11	14 19 11	84	..	..	..	..	..	..	..	..	..
Waranga	11	5 2 18 10	..	..	1,186 5 1	1,189 3 11	3,024	..	..	..	..	..	..	..	..	..
Rushworth	3,344	746 4 8	78 18 9	0 18 8	7,421 17 4	8,247 19 5	14,476	1,495	68	8	1	2	19	..	1	..	
Erwen	..	..	..	..	1,923 7 1	1,923 7 1	4,164	..	..	..	..	..	..	..	..	..
Wanalta	2	0 2 6	..	..	1,226 5 0	1,226 7 6	1,541	182	79	..	..	7	..	..	..	..
Colbinabbini	61	26 10 0	15 11 5	0 14 4	5,316 9 10	5,359 5 7	7,781	1,185	142	8	..	7	5	..	2	..	
<i>Section No. 60.—GIRGARRE LINE.</i>																	
Karook	..	..	..	..	179 5 2	179 5 2	322	33	..	..	..	..	..	..	..	..
Stanhope	293	146 14 9	44 4 2	0 7 2	3,041 0 5	3,232 6 6	1,124	1,810	279	56	2	13	29	3	..	..
Girgarre	26	18 9 1	7 11 1	0 11 6	2,239 19 3	2,266 10 11	1,928	642	86	23	..	6	..	5	1	..	
<i>Section No. 61.—TOOLAMBA-ECHUCA LINE.</i>																	
Hendersyde	78	17 5 7	..	..	..	17 5 7	..	..	..	..	..	..	..	..	..	..
Tatura	4,575	1,576 12 7	262 14 10	35 15 5	5,637 13 7	7,501 16 5	4,787	4,893	226	103	36	38	65	45	28	8	
Byrneside	176	55 18 5	0 1 11	..	988 10 5	1,044 10 9	682	142	47	15	4	22	17	6	4	..	
Merrigum	1,912	480 11 4	36 6 4	1 7 9	4,309 12 2	4,827 17 7	3,778	2,800	241	33	1	1	60	25	3	..	
Kyabram	6,543	2,352 19 1	276 17 10	19 1 0	14,916 10 6	17,565 8 5	13,093	8,252	482	295	20	30	392	41	24	17	
Kyvalley	363	61 0 6	..	..	..	61 0 6	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 32	280	59 19 6	..	..	..	59 19 6	..	..	..	..	..	..	..	..	..	..
Tongala	16,907	1,572 4 4	121 8 6	4 2 0	4,871 3 11	6,568 18 9	2,407	3,379	319	77	7	71	167	10	11	..	
Stopping Place No. 28	186	30 15 10	..	..	..	30 15 10	..	..	..	..	..	..	..	..	..	..
Koyuga	1,217	169 7 8	10 2 5	0 12 3	1,203 19 3	1,384 1 7	415	467	78	42	6	17	16	2	3	..	
Kanyapella	25	10 12 8	..	..	..	58 19 5	89	10	..	..	..	..	..	..	..	..
Stopping Place No. 30	21	1 12 4	..	..	..	1 12 4	..	..	..	..	..	..	..	..	..	..
<i>Section No. 62.—KATAMATITE LINE.</i>																	
Pine Lodge	116	26 7 10	0 17 10	..	1,853 8 1	1,880 13 9	3,209	314	..	..	1	..	2	..	..	..
Lamrock	..	..	..	..	1,763 7 0	1,763 7 0	3,516	..	..	..	..	..	..	..	..	..
Cosgrove	203	87 1 1	9 10 8	..	2,830 11 3	2,927 3 0	4,227	460	64	..	..	..	5	..	2	..
Dookie	890	394 5 9	68 15 8	0 8 8	4,983 0 6	5,446 10 7	9,964	1,520	126	23	9	5	21	3	1	1	
Yabba South	5	1 1 0	0 1 0	..	1,589 11 0	1,590 13 0	2,726	119	..	..	..	..	..	..	..	..
Yabba North	172	61 7 5	11 11 8	0 6 7	2,131 16 0	2,205 1 8	2,786	504	67	2	1	..	..	1	..	..
Youanmite	76	36 0 2	8 11 3	..	2,220 8 0	2,264 19 6	3,185	467	63	..	..	..	5	..	..	..
Katamatite	474	207 19 1	31 1 8	0 18 2	6,137 18 6	6,377 17 5	9,417	1,322	136	29	1	2	14	..	2	..	
<i>Section No. 63.—PICOLA LINE.</i>																	
Waasia	361	102 5 6	14 1 1	35 13 2	3,738 10 4	3,890 10 1	5,803	485	59	9	7	..	9	5	7	..	
Nathalia	2,961	1,165 9 3	137 2 6	9 15 0	7,901 13 1	9,213 19 10	9,912	2,362	163	24	6	8	..	1	8	..	
Barwo	2	0 1 0	..	..	0 9 0	0 10 0	..	..	..	..	..	..	..	..	..	..
Picola	731	386 2 10	69 2 7	1 3 9	6,305 12 1	6,762 1 3	7,467	925	180	66	8	9	11	4	2	1	

Section No. 64.—COBRAM LINE.

Yarroweyah	142	45 17 4	9 9 4	..	1,350 6 6	1,405 13 2	1,791	113	30	12	..	1	..	..	..	..	..	..
Cobram	2,197	1,095 13 10	159 12 1	3 3 9	12,488 5 4	13,746 15 0	12,822	2,601	367	65	17	9	17	11	4	1	..	..

Section No. 65.—BENALLA-OAKLANDS LINE.

Chesney	41	2 3 2	..	..	130 12 4	132 15 6	230	179	..	..	..	..	..	..	..	..	..	..
Goorambat	681	169 0 9	20 15 4	2 14 5	4,678 15 10	4,871 6 4	6,490	1,104	156	22	1	..	7	1	2	..	..	..
Nooramunga	82	6 4 7	0 2 4	7 17 9	47 17 2	62 1 10	117	22	..	..	..	..	3	3	..	..	..	..
Devenish	1,678	346 16 10	41 9 6	24 3 7	3,113 1 4	3,525 11 3	3,554	989	158	17	17	..	14	1	14	..	..	..
St. James	1,133	458 0 6	56 12 8	1 16 2	4,912 4 10	5,428 14 2	5,546	1,036	210	28	5	..	25	6	1	..	..	..
Tungamah	1,161	509 10 11	42 11 5	2 2 9	4,405 12 3	4,959 17 4	5,227	1,026	169	13	7	7	31	2	2	..	..	..
Telford	290	98 14 1	2 19 6	0 2 2	2,887 6 8	2,989 2 5	4,480	435	104	13	..	..	15	..	2	..	..	..
Yarrowonga	4,332	2,857 14 5	266 9 5	24 16 9	12,906 15 7	16,055 16 2	13,003	11,124	570	114	46	2	398	38	34	..	..	..
Mulwala .. .. .	..	..	..	..	1,294 5 3	1,294 5 3	2,638	356	..	..	..	..	..	..	..	..	..	..
Sloane .. .. .	..	..	..	..	862 3 1	862 3 1	1,729	163	..	..	..	..	..	..	..	..	..	..
Warragoon .. .. .	..	..	..	..	5,543 2 8	5,543 2 8	8,355	421	114	..	1	..	6	2	2	..	..	..
Rennie .. .. .	..	..	3 7 5	..	3,487 14 8	3,491 2 1	5,242	719	151	..	2	..	26	..	2	..	..	..
Sangar .. .. .	..	..	2 12 11	..	6,865 5 11	6,867 18 10	6,882	484	328	57	1	..	3	5	2	..	..	..
Wangamong .. .. .	..	..	0 18 11	..	2,730 2 5	2,731 1 4	3,394	140	57	..	..	..	..	..	..	..	..	..
Oaklands .. .. .	..	..	6 2 3	..	8,160 14 3	8,166 16 6	4,680	1,874	599	142	3	1	63	19	1	..	..	..

Section No. 66.—PERCHELBA LINE.

Boorhaman	3	0 5 2	0 0 4	..	1,446 9 6	1,446 15 0	2,308	221	50	..	..	..	..	..	..	..	..	..
Perchelba	12	4 4 8	0 17 2	..	8,693 19 10	8,699 1 8	14,461	415	116	1	1	..	..	..	..	..	..	..

Section No. 67.—TATONG LINE.

Vacuum Oil Co.'s Siding .. .. .	..	..	..	..	..	..	..	1,398	..	..	..	..	..	..	..	..	..	..
Karn	12	3 16 9	..	..	43 7 5	47 4 2	14	7	..	3	2	..	..	..	..	..	..	..
Lima	31	11 7 5	0 13 6	..	554 12 5	566 13 4	448	519	13	14	3	..	..	1	1	..	..	..
Mallum	14	4 1 2	..	..	5 17 8	9 18 10	7	7	..	..	..	..	..	..	..	..	..	..
Tatong	97	29 9 2	2 8 3	..	2,163 6 0	2,195 3 5	4,569	306	15	1	..	14	..	..	..	..	..	..

Section No. 68.—WHITFIELD LINE.

Targoora	4	0 11 0	..	..	..	0 11 0	..	..	..	..	..	..	..	..	..	..	..	..
Oxley	15	1 14 8	0 2 8	..	22 11 9	24 9 1	28	206	..	..	..	..	..	..	..	..	..	..
Skehan	15	1 5 11	..	..	0 17 5	2 3 4	..	..	..	..	..	..	..	..	..	..	..	..
Docker	102	8 10 10	0 4 2	..	184 17 0	193 12 0	322	236	..	..	..	..	..	..	..	..	..	..
Byrne	41	4 2 7	..	..	..	4 2 7	..	..	..	..	..	..	..	..	..	..	..	..
Moyhu	151	17 11 2	3 3 2	..	1,294 19 4	1,315 13 8	861	763	6	7	4	6	2	2	5	..	..	..
Angleaside	18	1 10 9	..	..	..	1 10 9	..	..	..	..	..	..	..	..	..	..	..	..
Claremont	20	2 18 3	..	..	..	2 18 3	..	..	..	..	..	..	..	..	..	..	..	..
Dwyer	1	0 2 11	..	..	..	0 2 11	..	..	..	..	..	..	..	..	..	..	..	..
Edi	66	8 16 7	0 14 1	..	153 12 9	163 3 5	199	149	11	..	..	2	1	..	..	..	..	..
Hyem	4	0 9 1	..	..	..	0 9 1	..	..	..	..	..	..	..	..	..	..	..	..
King Valley	60	6 15 6	0 4 11	..	168 7 10	175 8 3	201	89	..	..	..	2	1	..	..	..	..	..
Jarrott	5	0 11 8	..	..	..	0 11 8	..	..	..	..	..	..	..	..	..	..	..	..
Pleper	13	1 16 10	..	..	..	1 16 10	..	..	..	..	..	..	..	..	..	..	..	..
Whitfield	97	21 9 11	5 11 8	0 2 11	748 7 2	775 11 8	1,075	547	9	5	2	42	3	..	2	..	..	..

Section No. 69.—YACKANDANDAH LINE.

Londrigan	227	60 11 9	5 19 8	0 9 4	237 12 1	304 12 10	605	244	..	..	..	..	..	..	..	..	..	..
Tarrowingee	301	61 14 1	3 1 5	0 2 3	82 3 2	147 0 11	180	216	..	..	..	..	..	..	..	..	..	..
Everton	1,115	282 3 8	15 11 7	4 10 5	920 4 8	1,222 10 4	1,236	310	4	9	1	..	7	..	1	..	..	..
Basrmutha	73	4 19 8	0 4 4	..	6 0 2	11 4 2	5	5	..	..	..	..	..	..	..	..	..	..
Beechworth	4,709	2,349 0 7	224 19 4	5 16 2	2,626 4 4	5,206 0 5	2,517	4,900	4	5	..	6	58	..	5	..	..	3
Woorragee	16	3 2 8	0 15 6	..	12 14 7	16 12 9	17	106	..	..	..	..	1	..	..	..	..	..
Yackandandah	527	380 17 6	24 18 4	2 1 11	597 4 2	1,005 1 11	223	1,462	3	23	..	6	..	..	2	..	..	..

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

STATIONS.	PASSENGERS		PARCELS.	HORSES, CABLAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
Section No. 70.—BRIGHT LINE.																
Easton	71	17 4 7	1 6 1	0 6 6	96 11 11	115 9 1	55	100	..	..	..	..	..	..	..
Nelson	639	263 11 5	12 16 1	2 0 8	680 9 11	958 18 1	409	788	47	20	5	..	4	3	3	
Ararat	316	102 4 11	1 17 6	..	216 1 1	320 3 6	97	238	..	..	1	..	..	..	..
Mt. Pleasant	4,136	1,680 0 3	103 8 3	2 8 10	2,030 8 8	3,816 0 0	918	4,716	52	47	6	13	12	2	5	
Dunedin	614	450 5 3	10 5 10	0 14 5	243 13 6	704 19 0	140	649	..	..	..	..	..	..	..
Gyobrow Roads Board Siding																
Gyobrow	442	164 15 2	11 3 9	0 7 11	388 9 1	564 15 11	138	653	..	..	..	..	2	..	..
Godwin	1,105	518 8 3	25 16 6	1 5 1	168 16 6	714 6 4	107	341	..	..	..	1	1	1	..
Moeraki	2,845	1,501 15 7	86 11 1	10 19 10	913 16 0	2,513 2 6	559	1,748	5	3	1	9	20	4	1	
Section No. 71.—WARGUNYAH LINE.																
Nandiana	60	8 1 11	0 2 8	..	349 16 5	358 1 0	811	366	..	..	..	..	..	..	..
Jalumbagan	4,179	1,535 0 0	160 12 2	9 12 5	3,989 4 3	5,694 8 10	4,447	3,089	90	1	5	13	..	..	3
Townsville	2,709	1,510 8 9	227 5 5	72 6 9	16,826 9 2	18,636 10 1	16,973	8,136	639	94	27	10	49	2	24	
Jeffries	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kanagulk	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Section No. 72.—MELBOURNE-ORBOST LINE.																
Balmuccia	1,035,754	15,339 4 3	228 7 8	2 8 2	..	15,570 0 1	..	1	..	..	..	..	..	..	..
Engfield	697,998	11,716 8 7	253 11 10	1 2 3	829 1 7	12,800 4 3	478	28,557	..	..	..	..	..	..	..
Violet	972,177	17,105 8 0	261 8 7	2 15 1	..	17,369 11 8	..	3	..	..	..	..	..	..	..
Malvern	1,899,058	35,263 10 10	457 3 1	5 19 2	22 2 5	35,748 15 6	43	14,124	..	..	..	..	..	..	..
Cressfield	2,277,668	54,463 6 8	682 8 8	2,134 12 7	2,194 5 9	59,474 13 8	1,866	18,225	..	5	216	..	..	3	187
Kyup	1,289,808	26,422 6 1	201 18 9	2 0 4	..	26,626 5 2	..	7	..	..	..	..	..	..	..
Murrumbidgee	1,186,767	24,081 19 0	234 16 3	0 15 10	21 7 2	24,338 18 3	46	6,705	..	..	..	..	..	..	..
Hughesdale	565,789	11,735 14 6	301 19 8	1 6 9	..	12,039 0 11	..	..	..	..	..	..	..	..	..
Oakton	1,676,630	36,203 9 9	471 15 8	37 6 5	2,763 8 2	39,476 0 0	4,298	33,249	..	9	18	..	26	14	17	
Kastakleigh	95,284	1,775 4 3	14 15 0	0 12 8	..	1,790 11 11	..	..	..	..	..	..	..	..	..
Artona	186,401	4,123 6 3	149 15 4	1 0 7	35 7 5	4,309 9 7	39	4,851	..	1	..	..	..	..	..
Artona	324,870	8,209 7 11	229 0 2	21 16 7	2,532 6 1	10,992 10 9	1,515	17,268	..	1	3	..	..	..	2
Terang	225,360	5,388 0 2	114 4 2	1 10 7	36 5 3	5,540 0 2	9	2	..	..	..	..	..	..	..
Terang Park	409,547	15,906 10 3	1,385 16 0	141 6 1	4,589 17 9	22,023 10 1	3,280	24,950	29	528	188	2	222	924	207	
Hallam	1,758	105 4 8	6 17 11	1 2 2	354 7 5	467 12 2	1,518	162	..	..	..	..	..	..	..
Warren	6,605	332 7 11	220 5 11	2 5 3	738 8 2	1,293 7 3	1,232	2,668	21	8	2	..	18	8	..	
Artona	13,773	957 12 3	78 0 2	23 18 5	250 1 10	1,309 12 8	103	1,721	56	1	6	..	67	10	14	
Artona	12,147	811 7 11	187 4 2	1 13 1	488 13 2	1,488 18 4	1,345	1,881	..	1	1	..	29	11	6	
Artona	3,848	315 13 11	105 2 4	1 14 9	999 5 4	1,421 16 4	1,614	1,184	86	9	2	..	79	16	..	
Artona	10,482	1,265 15 8	234 7 3	27 7 10	1,905 4 3	3,432 15 0	3,626	3,858	85	15	9	..	118	28	27	
Section No. 73.—MELBOURNE-ORBOST LINE.																
Nar-nar-oon	3,360	507 5 11	126 17 6	1 13 10	1,297 13 7	1,933 10 10	3,765	1,328	57	31	1	..	44	18	1	
Deering	2,365	367 5 5	63 7 8	0 19 4	986 9 5	1,418 1 10	2,025	952	2	..	2	..	6	..	..
Terang	4,189	701 19 11	131 9 11	2 19 6	1,875 19 11	2,712 9 3	3,466	1,297	14	2	6	..	18	8	3	
Nar-nar-oon	3,449	548 3 8	243 16 10	1 15 6	2,364 3 11	3,157 19 11	4,209	1,913	5	42	7	..	7	2	11	
Terang	4,018	611 4 6	2,009 11 7	3 6 6	678 10 9	8,302 13 4	997	2,853	20	3	9	..	22	8	15	

M. Deonh	9,153	1,394 0 1	1,427 10 1	8 9 3	3,563 12 5	6,393 11 10	4,950	5,188	62	46	28	11	50	23	22	3
M. Deonh	20,574	4,252 18 4	2,190 17 5	17 2 0	4,279 10 11	10,740 8 8	2,966	13,925	155	419	16	55	194	147	18	34
M. Deonh	1,695	119 14 0	34 0 10	0 9 3	118 11 9	272 15 10	176	413	..	..	..	..	..	..	..	..
M. Deonh	1,945	203 11 5	3,865 6 4	3 14 7	1,626 6 11	5,198 19 3	2,005	4,997	22	104	5	..	22	26	1	..
M. Deonh	3,297	624 6 6	128 16 7	5 13 3	1,080 2 8	1,836 18 0	1,179	1,609	2	60	..	41	8	6	6	3
Edinburg	5,769	1,308 11 11	1,829 4 1	7 14 5	7,251 2 5	10,486 12 10	8,305	4,503	55	267	36	82	42	115	34	15
Edinburg	11,017	3,103 14 11	211 1 1	7 16 8	233 3 2	233 3 2	1,075	..	..	..	..	..	..	..	..	..
Edinburg	3,092	364 6 7	139 6 8	0 16 7	1,597 9 11	4,920 2 7	1,797	6,712	..	5	1	10	5	5	1	..
Edinburg	8,204	2,043 16 2	591 3 7	9 14 11	154,210 16 1	154,715 5 11	322,154	4,185	..	..	..	..	36	13	..	..
Edinburg	..	..	..	..	1,101 16 10	3,746 11 6	540	2,311	79	87	11	10	61	24	19	5
Edinburg	10,419	2,981 14 3	427 10 10	33 3 3	4,938 2 10	8,380 11 2	4,245	5,322	107	124	40	123	59	71	30	65
Edinburg	19	5 7 3	2 3 7	..	26 5 2	33 16 0	64	2	..	..	..	..	..	..	..	..
Edinburg	195	47 18 8	6 1 9	3 0 3	251 2 7	308 3 3	20	138	26	15	4	..	8	2	3	5
Edinburg	6,416	568 1 2	79 13 3	2 5 8	1,398 19 1	2,048 19 2	1,205	567	97	27	3	..	28	13	2	..
Edinburg	1,942	145 4 3	29 7 0	0 3 0	1,911 16 4	2,086 10 7	2,288	576	103	3	6	..	12	1	1	2
Edinburg	1,691	47 12 7	12 14 0	0 18 8	465 14 11	527 0 2	811	95	..	..	..	..	..	..	..	..
Edinburg	10,912	3,947 7 9	552 14 5	125 3 3	7,796 13 7	12,421 18 8	8,349	10,781	109	60	51	81	43	122	39	43
Edinburg	20	3 11 10	..	21 17 5	858 13 3	864 2 6	635	277	67	26	5	..	11	15	2	..
Edinburg	3,900	832 11 6	71 11 5	67 0 9	1,233 1 3	2,204 4 11	619	738	61	30	19	9	26	40	20	1
Edinburg	315	61 7 9	5 12 9	0 11 6	789 18 9	857 10 9	2,607	246	..	..	..	..	..	..	..	..
Edinburg	601	135 4 4	13 10 4	0 3 8	1,609 6 1	1,758 4 5	2,722	186	3	..	..	..	9	12	3	..
Edinburg	1,267	520 14 3	30 16 1	5 4 3	2,892 2 10	3,448 17 5	7,563	858	30	7	3	4	1	12	3	..
Edinburg	389	127 15 0	15 2 7	0 2 11	2,188 8 10	2,331 9 4	9,970	270	34	7	1	1	6	10	..	..
Edinburg	9,774	5,783 16 5	639 19 11	54 8 7	10,265 19 1	16,744 4 0	5,484	8,709	129	114	61	71	97	377	69	5
Edinburg	47	2 14 3	0 9 11	..	81 1 6	84 5 8	47	65	..	..	..	..	..	..	..	..
Edinburg	35	6 1 8	0 3 10	..	88 4 11	94 10 5	52	7	..	..	..	..	..	..	..	..
Edinburg	215	47 19 2	3 2 5	0 5 6	785 2 4	836 9 5	565	194	14	1	1	12	8	..	1	..
Edinburg	366	67 5 7	5 17 7	0 3 8	1,342 14 2	1,418 1 0	1,843	227	..	..	..	..	..	..	..	..
Edinburg	1,237	252 0 9	68 11 6	5 1 7	1,779 8 5	2,105 2 3	1,246	1,440	14	52	2	11	6	17	3	..
Edinburg	67	50 4 10	0 2 7	..	28 2 8	78 10 1	26	..	..	..	..	..	..	..	..	..
Edinburg	812	432 7 5	30 6 6	0 14 10	1,054 7 1	1,517 15 10	791	773	3	5	3	5	1	13	4	..
Edinburg	56	26 7 1	2 15 5	..	369 4 8	398 7 2	242	103	..	..	..	..	..	1	..	..
Edinburg	35	15 0 8	0 19 3	..	29 1 10	45 1 9	29	25	..	..	..	..	..	..	..	..
Edinburg	1,377	1,090 9 8	204 14 11	27 3 2	8,187 19 7	9,510 7 4	3,990	4,186	10	191	24	103	44	32	24	2
Section No. 72.—STONY POINT LINE.																
Glenhantly	1,514,062	32,031 12 7	294 15 8	3 11 11	629 1 5	32,959 1 7	325	32,257	..	..	..	..	..	..	..	..
Ormond	1,166,587	24,212 14 8	198 0 5	0 12 3	..	24,411 7 4	..	5	..	..	..	..	..	..	..	..
McKinnon	567,368	11,928 8 3	74 14 8	0 18 7	..	12,004 1 6	..	..	..	..	..	..	..	..	..	..
Bentleigh	941,964	20,046 12 9	216 11 6	2 7 10	..	20,265 12 1	..	5	..	..	..	..	..	..	..	..
Traralgon	224,477	4,813 9 1	148 17 6	10 6 0	149 18 9	5,122 11 4	193	16,071	..	4	1	..	5	..	..	..
Highbett	209,359	4,520 11 9	86 12 8	2 17 7	..	4,610 2 0	..	..	..	..	..	..	..	..	..	..
Cheltenham	542,679	12,932 4 3	323 6 7	72 11 8	124 11 6	13,452 14 0	103	12,928	..	..	2	..	..	..	..	..
Mentone	686,836	18,226 10 5	189 11 4	488 14 6	257 11 7	19,162 7 10	82	10,617	..	..	53	..	..	..	..	..
Parkdale	454,914	11,918 8 0	96 12 4	3 18 11	..	12,018 19 3	..	2	..	..	..	..	..	..	..	..
Thornhill and Sons	501,840	14,317 12 1	146 8 9	610 1 7	105 17 1	15,179 19 6	112	4,732	..	4	15	..	4	13	..	..
Australia, &c.	155,930	4,364 5 2	42 5 3	0 5 11	19 18 8	4,426 15 0	51	1,232	..	1	..	..	..	..	..	..
Edithvale	263,786	6,957 17 5	53 17 3	1 2 9	..	7,012 17 5	..	..	..	..	..	..	..	..	..	..
Chelsea	437,171	12,653 0 3	111 7 9	1 2 7	82 6 10	12,847 17 5	217	4,893	..	..	..	..	..	..	..	..
Forsyth's Siding	..	..	..	..	2,537 1 1	2,537 1 1	10,712	..	..	..	..	..	..	..	..	..
St. Boniface	67,766	2,520 5 7	23 17 1	0 15 0	..	2,544 17 8	..	..	..	..	..	..	..	..	..	..
Sandringham-Black Beach	76,925	3,035 3 10	77 6 6	1 1 10	309 6 1	3,422 18 3	779	995	1	6	..	..	101	74	..	..
Seaford	40,000	1,688 16 9	55 16 0	0 14 1	3,286 2 0	5,031 8 10	14,116	296	..	..	..	..	..	..	..	..
Frankston	181,871	10,831 1 2	449 7 10	24 15 9	285 18 10	11,591 3 7	547	6,730	..	1	2	..	65	13	13	..
McCulloch's Sand Siding	..	..	..	..	1,336 16 9	1,336 16 9	1,127	..	..	..	..	..	..	..	..	..
Langwarrin	1,439	92 18 6	10 18 2	0 8 5	218 19 5	323 4 6	765	1,387	..	..	..	..	..	..	1	..
Baxter	5,303	212 8 4	55 14 8	2 11 1	126 0 5	396 14 6	73	313	..	..	..	..	1	2	2	..
Somerville	7,819	421 15 0	88 17 11	1 17 2	1,041 1 1	1,553 11 2	1,576	2,498	..	4	4	..	32	5	6	..
Tyabb	3,529	245 0 3	84 7 6	0 2 1	2,079 16 8	2,409 6 6	3,339	2,125	1	1	..	..	10	..	3	..
Hastings	3,489	362 4 4	124 15 1	0 12 8	968 14 10	1,456 6 1	1,683	1,882	..	1	1	..	19	14	3	..
Bittern	2,780	390 6 8	59 1 9	1 12 8	412 16 8	863 18 7	657	450	38	19	10	..	42	20	12	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
<i>Section No. 73.—STONY POINT LINE—continued.</i>																	
Crib Point	12,817	2,404 10 9	94 0 3	1 15 9	103 9 5	2,603 16 2	18	3,640	..	..	..	..	..	..	..	..	..
Crib Point Naval Base	8,907	1,819 16 8	..	..	..	1,819 16 8	..	..	..	..	..	..	..	..	..	..	..
Stony Point	4,336	725 0 1	382 0 1	2 12 6	685 18 8	1,795 11 4	963	3,636	23	..	1	..	36	6	10	1	..
<i>Section No. 74.—MORNINGTON LINE.</i>																	
Moorooduc	1,665	100 3 4	8 19 7	5 5 9	548 13 8	663 2 4	651	505	32	..	3	..	69	55	7	..	..
Mornington	22,926	1,468 0 9	256 10 11	16 9 0	438 7 1	2,179 7 9	434	4,489	23	40	12	..	35	35	14	..	..
<i>Section No. 75.—RED HILL LINE.</i>																	
Balmarring	2	0 2 9	2 18 2	..	90 17 8	98 18 7	..	412	..	..	1	2	6	..	..	..	..
Merricks	6	1 1 1	3 4 10	0 8 10	189 19 10	194 14 7	..	919	27	11	1	..	18	10	2	..	..
Red Hill .. .. .	..	..	3 9 10	0 6 7	755 18 4	750 14 9	1,471	726	18	..	3	..	5	4	2	..	..
<i>Section No. 76.—DANDENONG—PORT ALBERT LINE.</i>																	
Lyndhurst	1,277	86 12 11	7 3 8	0 10 6	420 13 10	515 0 11	1,770	786	4	..	..	..	5	..	1	..	..
Cranbourne and Sidings	3,007	584 12 11	663 15 0	19 8 0	7,489 18 4	8,707 14 3	29,025	4,717	27	26	7	..	28	44	7	..	..
Clyde	3,841	322 12 8	25 19 11	0 11 3	150 12 10	499 16 8	102	747	34	..	2	..	32	11	4	..	..
Tooradin	1,951	148 4 5	274 8 4	1 11 5	235 3 1	659 2 3	188	957	45	6	..	..	59	4	..	..	..
Dalmore	1,930	266 11 5	21 0 4	1 4 6	2,144 12 0	2,433 8 3	6,177	1,252	5	..	3	..	13	1	8	..	..
Koo-wee-rup	8,467	976 3 2	95 12 5	1 17 7	8,585 10 7	9,659 3 9	20,620	5,204	40	14	5	39	47	22	12	..	..
Monomelth	534	103 15 1	184 1 0	20 3 7	643 7 2	951 6 10	54	295	101	157	27	..	55	72	24	..	..
Caldermeade	891	186 14 6	623 6 10	0 16 7	344 0 9	1,154 18 8	56	221	23	104	20	..	31	45	13	..	..
Lang Lang	2,771	552 3 11	555 10 10	3 19 9	578 14 1	1,690 8 7	538	1,417	21	63	10	2	34	55	7	..	..
Nyora	2,592	488 4 3	72 0 5	1 1 10	840 0 0	1,401 6 6	2,354	2,170	4	41	2	1	3	11	2	..	..
Loch	2,298	446 12 2	290 10 1	0 14 6	1,205 2 7	1,942 19 4	1,678	1,856	22	140	2	2	21	7	4	..	..
Joetho	911	90 11 8	605 0 8	0 2 11	190 12 4	886 7 7	179	174	11	11	..	..	2	1	..	..	..
Bena	1,318	231 15 10	1,015 19 1	0 7 1	724 14 6	1,972 16 6	463	950	7	20	3	50	8	11	5	..	..
Whitelaw	217	14 4 0	1 4 9	0 1 2	16 16 5	32 7 1	36	1	..	..	..	..	..	..	..	..	..
Korumburra	9,740	2,339 6 1	467 15 9	26 3 10	5,021 4 1	7,854 9 9	4,775	8,692	45	259	20	44	70	66	24	..	..
Korumburra Coal Siding .. .. .	..	..	..	..	13,244 18 4	13,244 18 4	45,348	..	..	..	..	..	..	..	..	..	..
Kardella	2,352	140 0 2	26 14 8	0 4 5	239 4 3	406 3 6	234	91	19	1	..	..	4	4	1	..	..
Ruby	661	61 18 2	18 3 3	0 12 3	418 2 9	493 16 5	252	222	26	33	..	..	6	2	..	..	..
Leongatha	5,226	1,487 11 5	591 17 1	17 3 10	5,837 10 4	7,934 2 8	6,593	6,780	72	158	29	70	85	47	12	..	..
Knox Siding .. .. .	..	..	..	..	1,629 0 0	1,629 0 0	6,267	46	..	..	..	..	..	..	..	..	..
Gwyther	2	0 3 11	..	..	167 14 9	167 18 8	326	7	..	..	..	..	..	..	..	..	..
Koonwarra	622	66 9 1	13 0 3	0 4 1	385 1 6	404 14 11	482	504	2	9	..	..	2	1	..	..	..
Tarwin	631	188 2 6	24 14 8	0 10 4	1,079 8 9	1,292 16 3	1,097	338	10	98	1	..	7	6	2	..	1
Meenyan	1,879	545 4 9	64 14 4	4 8 0	1,750 8 11	2,364 16 0	1,128	1,732	34	63	3	65	60	7	2	..	..
Stony Creek	761	193 7 7	26 11 0	1 10 11	402 11 10	624 1 4	206	727	16	14	2	..	11	3	1	..	..
Buffalo	612	121 1 2	19 15 5	0 6 7	448 3 9	689 6 11	278	305	21	21	1	..	11	12	..	..	..
Boys	17	5 7 9	0 11 2	..	92 15 10	98 14 9	188	21	..	..	..	..	..	..	..	..	..
Fish Creek	1,574	364 11 6	62 3 2	0 19 8	2,444 0 4	2,871 14 8	2,717	1,412	21	6	1	..	10	1	2	..	..
Hoddle	446	60 5 11	13 3 9	..	252 17 11	335 7 7	293	130	..	4	..	..	9	..	..	..	..
Foster	1,942	651 7 3	107 10 4	4 17 9	1,707 13 11	2,471 9 3	1,254	2,638	18	25	8	3	17	10	8	..	3

Bennison	613	120 3 4	67 13 1	0 12 9	374 8 8	562 17 10	201	266	..	..	..	..	..	..	..	..	..	..	..
Toora	1,386	545 16 8	99 14 7	6 2 4	1,658 2 10	2,309 16 5	706	1,867	5	98	18	18	23	17	16	..	..	..	..
Agnes	314	86 9 6	2 6 0	..	115 13 10	204 9 4	52	444	..	..	..	..	..	..	..	..	..	..	..
Welshpool	1,939	512 7 2	69 12 2	0 12 3	408 5 4	990 16 11	337	1,227	1	17	8	8	9	4	7	..	..	..	..
Hedley	470	122 4 10	10 13 6	0 3 8	1,108 13 4	1,241 15 4	904	312	14	7	1	31	2	4	2	..	..	..	..
Gelliondale	386	139 12 7	22 8 0	0 11 3	982 9 5	1,145 1 3	189	219	27	105	8	18	..	3	3	..	..	..	..
Alberton	588	171 7 1	50 4 3	0 13 3	1,315 5 0	1,537 9 7	733	1,113	33	6	1	..	1	1	..	..	..	..	..
Port Albert	157	57 9 7	13 13 4	0 4 5	525 1 11	596 9 3	232	179	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 77.—ALBERTON-WOODSIDE LINE.</i>																			
Yarram	2,718	1,349 11 4	198 11 11	13 13 4	4,504 6 2	6,066 2 9	1,702	4,574	115	105	19	131	13	13	14	..	..	..	..
Devon .. .. .	..	..	..	..	6 15 2	6 15 2	15	420	..	..	..	..	..	..	..	..	..	..	..
Calrossie .. .. .	..	..	..	..	2,314 9 4	2,314 9 4	2,770	20	1	..	..	..	..	..	..	..	..	..	..
Won Wron	2	0 2 2	..	..	179 14 5	179 16 7	276	110	3	..	1	..	..	..	..	..	..	..	..
Napier .. .. .	..	..	..	..	170 6 11	170 6 11	327	10	..	..	..	..	..	..	..	..	..	..	..
Woodside .. .. .	..	..	..	..	890 13 2	890 13 2	627	291	19	..	..	..	12	..	..	..	..	..	..
<i>Section No. 78.—TRIHOIM LINE.</i>																			
Bayles	94	13 12 11	15 19 2	0 2 11	3,877 5 4	3,707 0 4	7,549	1,617	5	..	1	..	2	..	1	..	..	..	..
Cafani	82	18 7 5	14 0 10	0 8 7	1,751 3 7	1,784 0 5	3,046	910	1	..	3	..	5	1	1	..	..	..	..
Yamathan	89	13 6 0	4 6 11	3 9 3	175 1 9	106 3 11	66	391	27	32	..	..	16	1	2	..	..	..	..
Heathhill	34	9 7 11	2 3 4	..	143 10 0	155 1 3	399	44	..	..	..	..	..	..	..	..	..	..	..
Athlone	47	14 16 1	3 19 2	0 2 1	234 3 7	253 0 11	651	53	..	..	..	..	..	..	..	..	..	..	..
Topiram	61	15 3 5	2 7 9	..	396 15 6	414 6 8	867	144	5	8	1	..	11	1	..	..	..	..	..
Triholm	42	10 11 4	6 14 10	..	458 7 1	475 13 3	177	162	13	31	1	58	5	8	1	..	..	..	..
<i>Section No. 79.—WONTHAGGI LINE.</i>																			
Woodleigh	450	123 15 8	421 10 2	2 3 7	301 18 11	849 8 4	350	280	2	18	3	..	4	5	3	..	..	..	..
Kernot	475	113 4 7	11 2 7	1 0 9	684 19 10	810 7 9	367	422	21	114	2	2	14	16	..	..	..	..	..
Almurta	371	81 12 0	37 19 10	0 13 0	704 11 1	834 15 11	1,002	231	17	120	5	1	25	54	3	..	..	..	..
Glen Forbes	418	103 6 9	190 13 0	0 2 11	232 6 10	528 9 6	116	201	24	13	6	..	9	7	1	..	..	..	..
Woolamai	636	151 16 8	425 9 7	0 10 11	318 12 9	896 9 11	128	370	17	31	3	..	7	4	3	..	..	..	..
Anderson	591	104 19 0	206 10 2	0 2 2	621 0 10	932 12 2	247	296	80	..	5	..	13	14	3	..	..	..	..
Mitchell's Siding .. .. .	..	..	..	..	10,305 12 9	10,305 12 9	28,177	440	..	..	..	..	..	..	..	..	..	..	..
Kilcunda	1,376	146 8 0	29 9 6	..	23 16 2	199 13 8	15	170	..	..	..	..	..	..	..	..	..	..	..
Dalyston	674	105 14 2	40 15 4	4 4 5	1,398 4 10	1,548 18 9	616	1,608	35	21	..	76	24	4	1	..	..	..	..
State Coal Mine .. .. .	..	..	..	..	12,023 10 6	12,023 10 6	29,550	10,501	..	..	..	..	..	..	..	..	..	..	..
Wonthaggi	11,778	2,536 10 1	602 6 3	8 12 11	1,040 6 3	4,237 15 6	798	7,094	14	8	5	..	86	15	10	..	..	..	..
<i>Section No. 80.—OUTTRIM LINE.</i>																			
Jumburra	152	4 18 4	17 18 8	0 2 11	1,205 16 8	1,228 16 7	1,561	1,725	3	5	..	70	..	..	..	..	..	..	..
Outtrim North	34	3 13 1	..	..	..	3 13 1	..	..	..	..	..	..	..	..	..	..	..	..	..
Outtrim	41	2 5 5	..	..	2,305 4 9	2,307 10 2	7,308	120	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 81.—PORT WELSHPOOL LINE.</i>																			
Welshpool Jetty	717	18 6 0	41 18 1	..	411 19 0	472 3 1	150	72	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 82.—WARRAGUL-NOOJEE LINE.</i>																			
Texas Oil Coy. Siding .. .. .	..	..	..	..	..	..	..	297	..	..	..	..	..	..	..	..	..	..	..
Lilloo	1	0 8 8	1 12 4	..	10 12 4	12 13 4	23	3	..	..	..	..	..	..	..	..	..	..	..
Bulu Bulu	16	0 12 5	18 1 2	..	281 6 4	299 19 11	369	432	..	..	2	..	..	..	2	..	..	..	..
Bravington .. .. .	..	..	..	..	0 9 8	0 9 8	..	33	..	..	..	..	..	..	..	..	..	..	..
Rokeby	4	0 3 5	2 19 6	..	830 8 7	833 11 6	2,040	221	..	..	..	..	..	..	..	..	..	..	..
Crossover	7	0 19 3	2 5 5	..	86 10 10	89 15 6	185	29	..	..	..	..	..	..	..	..	..	..	..
Neerim South	266	49 2 3	17 19 5	0 2 2	1,121 13 6	1,188 17 4	1,308	785	9	62	1	24	7	7	1	..	..	..	..
Neerim	9	0 10 2	6 4 5	0 5 1	2,043 13 3	2,050 15 11	3,925	241	..	..	..	..	..	..	..	..	..	..	..
Nayook	70	3 11 0	8 7 9	..	2,075 2 3	2,087 1 0	3,443	921	..	1	..	21	..	8	..	..	..	..	..
Noojee	123	82 14 2	8 12 6	..	8,853 7 0	8,944 14 5	13,414	767	..	..	..	..	6	..	3	..	..	..	..
<i>Section No. 83.—THORPDALE LINE.</i>																			
David .. .. .	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..
Coalville	40	9 17 11	2 6 6	..	75 11 6	87 15 11	78	74	..	2	1	2	..	2	..	..	..	..	..
Narracan	53	17 14 6	3 8 2	0 8 8	206 16 2	228 7 6	275	253	3	1	..	..	4	..	1	..	..	..	..
Thorpdale	78	38 18 1	38 12 3	0 19 0	1,605 4 9	1,683 14 1	2,198	1,130	35	9	1	26	28	2	1	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.											
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.							
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.							
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.				
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.								
<i>Section No. 93.—WALHALLA LINE.</i>																				
<i>Section No. 84.—WALHALLA LINE.</i>																				
Upper Fernree Gully	22	12 13 4	0 9 6	..	..	13 2 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Boyd	186	38 7 6	5 10 7	0 2 11	..	72 10 10	116 11 10	105	54	..	..	..	..	..	..	..	..	..	..	..
Tomlinarra	144	29 8 5	5 11 11	..	..	67 4 2	102 4 6	54	66	1	4	..	..	..	..	..	..	..	..	..
Beggs	67	16 19 11	2 18 9	..	..	26 10 9	46 9 5	22	25	..	..	..	..	..	..	..	..	..	..	..
Coltins' Siding	10	0 12 6	3 12 9	..	..	13,155 18 5	13,160 3 8	23,416	373	..	..	..	..	..	..	..	..	..	..	..
Arpa	1,125	385 16 4	16 19 2	0 14 11	..	261 18 11	665 9 4	343	749	2	4	2	..	10	6	..	..	..	..	..
Cherry's Siding	92	32 10 7	2 9 9	0 3 7	..	166 17 2	202 1 1	245	295	..	..	..	..	..	..	..	..	..	..	..
Eastwood's Siding	..	..	..	..	..	3,731 6 9	3,731 6 9	5,316	140	..	..	..	..	..	..	..	..	..	..	..
North and Bennett's Siding	..	..	0 8 7	..	..	3,562 4 1	3,562 12 8	5,561	53	..	..	..	..	..	..	..	..	..	..	..
White Rock Co.'s Siding	..	..	..	..	..	1,250 16 10	1,250 16 10	2,553	158	..	..	..	..	..	..	..	..	..	..	..
Cashin	103	43 14 4	2 4 5	..	..	1,883 18 4	1,929 17 1	3,646	181	..	..	..	..	..	..	..	..	..	..	..
Kielder	24	12 2 8	..	..	..	..	12 2 8	..	..	..	..	..	..	..	..	..	..	..	..	..
Walhalla	577	248 14 9	15 3 1	..	..	61 13 3	325 11 1	18	210	..	2	..	..	..	..	..	..	..	..	..
<i>Section No. 85.—NORTH MIRBOO LINE.</i>																				
Mount Evelyn	8	0 6 2	0 0 8	..	..	7 12 7	7 19 5	2	34	..	1	..	..	..	..	..	..	..	..	..
Woodford	381	103 13 4	31 7 8	0 13 1	..	876 16 4	1,012 10 5	428	2,120	5	15	..	52	1	2	1	..	..	..	..
Seahar	813	266 10 7	36 17 7	2 7 2	..	2,285 16 5	2,591 11 9	2,892	1,330	29	19	2	..	14	4	3	..	..	..	..
Tomlinarra	320	19 17 6	0 3 1	..	..	19 9 6	39 10 1	16	5	..	..	..	..	..	..	..	..	..	..	..
North Mirboo	1,108	275 7 10	67 6 5	1 4 5	..	2,478 14 8	2,822 13 4	1,167	2,421	60	102	..	77	21	5	..	..	..	..	8
Launching Place	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Yarra Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 86.—TRARALGON—STRATFORD LINE.</i>																				
Wesburn	1,654	256 13 0	18 19 2	0 10 10	..	1,354 16 11	1,630 19 11	1,147	863	28	28	3	23	9	5	7	1	..	..	..
Mungah	849	142 2 9	13 2 2	0 17 1	..	863 5 9	1,019 7 9	1,591	201	8	5	2	1	1	9	1	..	..	..	5
Toongabbie	1,263	368 13 7	32 13 10	5 8 11	..	878 12 0	1,285 8 4	703	432	35	23	4	26	4	17	3	..	..	..	..
Wesburn	30	15 9 8	..	..	..	276 1 10	291 11 6	594	7	..	..	..	..	..	1	..	..	..	..	..
Loxton Extension	2,014	636 18 10	65 15 1	2 10 6	..	2,164 5 8	2,869 5 1	2,498	975	46	53	3	48	20	78	6	..	..	..	3
Heyfield	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 87.—BRIAGOLONG LINE.</i>																				
Tinamba	2,446	491 15 2	69 3 7	4 1 2	..	2,748 7 0	3,318 6 11	3,319	888	89	139	8	61	40	35	5	15	..	..	..
Jambout	6,107	1,936 19 1	405 18 1	17 12 6	..	15,996 2 2	18,356 11 10	10,959	52,178	52	56	13	53	21	85	13	..	..	..	..
Warralong	..	..	..	..	..	320 13 0	320 13 0	5,302	49	..	..	..	..	..	..	..	..	..	..	..
North Richmond	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Collingwood	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Victoria Park	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 88.—HRALESVILLE LINE.</i>																				
Cherry Hill	..	..	0 4 4	..	..	782 13 7	782 17 11	2,575	132	15	24	1	32	..	3	..	..	..	..	1
Wesburn Park	..	..	0 14 8	..	..	418 11 4	419 6 0	4,154	87	..	..	..	..	..	..	..	..	..	..	..
Briagolong	..	..	1 1 2	..	..	1,348 5 11	1,349 7 1	6,659	283	7	2	..	2	1	..	..	..	..	..	..
Fairfield Park	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Alphington	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 89.—HRALESVILLE LINE.</i>																				
Dunlop Richmond	480,409	6,162 2 9	253 6 1	1 7 0	..	0 4 4	6,417 0 2	..	99,775	..	..	..	..	..	..	..	..	..	..	..
Wendley	595,955	7,893 0 1	179 7 7	1 14 4	..	2,977 15 7	11,051 17 7	4,105	..	..	..	..	..	..	..	..	..	..	..	..
Wendley	686,992	9,943 15 0	234 0 8	1 12 7	..	266 5 11	10,445 14 2	124	5,559	..	..	..	..	..	..	..	..	..	..	..
Wendley	1,199,918	20,451 6 0	501 11 11	1 16 8	..	..	20,954 14 7	..	6	..	..	..	..	..	..	..	..	..	..	..
Wendley	1,133,069	18,444 2 2	190 7 10	1 18 6	..	0 3 10	18,636 12 4	..	4	..	..	..	..	..	..	..	..	..	..	..

Camberwell	1,889,881	25,740 19 9	506 0 9	5 11 8	708 7 1	27,045 19 3	521	22,408											
East Camberwell	772,975	13,850 8 1	105 7 9	1 9 10	0 3 6	13,957 9 2													
Canterbury	1,118,266	21,459 18 6	345 11 11	3 18 11	1 0 2	21,810 9 6		6											
Chatham	874,188	16,062 18 8	98 9 3	0 19 7		16,182 7 6													
Surrey Hills	1,089,204	21,105 2 7	184 14 7	5 0 2	111 7 10	21,406 6 2	89	17,325											
Mont Albert	894,722	17,411 6 7	119 18 1	1 15 3		17,532 19 11													
Box Hill	1,503,054	31,066 13 9	488 14 9	6 6 6	2,015 12 6	34,477 7 6	2,034	22,744	15	10									
Blackburn	445,466	10,098 0 5	174 4 3	0 19 10	1,109 16 11	11,383 1 5	3,123	5,177											
Tunstall	174,117	3,954 1 8	122 5 8	0 1 11	8 16 10	4,080 6 1		8											
Mitcham	381,190	9,021 6 9	139 18 4	0 14 8	1,311 1 1	11,073 0 10	1,247	18,144											
Ringwood	388,230	10,281 19 10	388 13 8	2 17 8	304 6 3	10,972 17 5	737	6,331											
Ringwood East	30,273	765 0 11	26 12 6	0 1 2		791 14 7													
Croydon	272,962	8,788 13 0	290 12 3	2 16 5	443 1 7	9,325 3 3	806	4,185											
Mooroolbark	11,701	468 8 6	274 11 5	0 2 4	61 8 8	304 10 11	127	165											
Cave Hill Siding					4,115 12 1	4,115 12 1	14,209	98											
Lilydale	72,615	4,117 19 10	315 0 4	4 5 1	238 13 8	4,875 18 11	476	9,440	24	21	8								
Black's Siding					4,533 0 0	4,533 0 0	10,640	11											
Coldstream	1,719	139 19 1	351 19 5	0 19 8	206 10 4	899 8 6	495	912	52	12									
Yering	900	96 5 5	57 10 8	0 6 5	190 15 6	314 18 0	13	625	41	38	1								
Yarra Glen	7,759	735 15 5	223 16 6	15 16 6	713 6 7	1,858 15 0	2,637	1,367	16	9	7								
Tarrawarra	591	60 0 10	14 3 4	0 10 3	85 17 8	180 12 1	117	168											
Healesville	11,136	1,533 14 3	308 11 7	10 19 5	1,743 4 10	3,601 10 1	5,272	3,170	10	41	2								
<i>Section No. 89.—BURNLEY—GLEN WAVERLEY LINE.</i>																			
Heyington	101,898	1,609 10 7	15 11 9	0 12 5		1,625 14 9													
Kooyong	270,008	4,380 13 10	51 6 4	0 0 9		4,432 0 11													
Tooronga	743,638	11,280 7 9	114 12 4	2 0 1	76 2 6	11,473 2 8	63	16,635											
Gardiner	875,943	11,553 9 5	96 6 7	0 13 2		11,650 9 2		1											
Glen Iris	740,855	13,954 16 5	81 16 10	0 11 4		14,037 4 7		2											
Darling	496,571	10,150 7 3	67 17 4	0 18 8	31 14 4	10,250 17 7	57	3,433											
Bastralvern	220,329	4,482 13 0	36 6 9	0 19 5		4,519 19 2		25											
Holmeaglen	5,678	135 16 8	9 2 8			135 19 4													
Jordanville	7,314	187 11 7	0 8 6			188 0 1													
Mount Waverley	17,565	400 18 1	3 14 10		7 2 8	411 15 7	28	177											
Syndal	8,786	244 16 3	17 7 7			262 3 10													
Glen Waverley	35,552	927 8 4	21 6 7	0 0 9	85 15 0	1,034 5 8	309	534											
<i>Section No. 90.—KEW LINE.</i>																			
Barker	259,763	3,735 11 9	88 19 2	0 3 4		3,774 14 3													
Kew	633,258	8,373 1 1	272 10 10	2 5 10	154 11 8	8,802 9 5	112	15,328											
<i>Section No. 91.—ASHBURTON LINE.</i>																			
Riversdale	110,265	1,747 17 3	18 5 3	0 10 11	136 6 11	1,902 19 4	68	5,192											
Golf Links	190,079	3,102 3 2	6 4 11			3,108 8 1													
Hartwell	434,367	7,587 6 9	63 2 7	0 17 0		7,651 6 4													
Burwood	313,524	5,251 15 10	109 11 9	0 17 5	180 18 5	5,543 3 5	159	4,370											
Ashburton	207,884	3,843 0 1	54 14 10	1 0 6	340 4 8	4,239 0 1	246	1,573											
<i>Section No. 92.—DEEPDENE LINE.</i>																			
Shenley	45,019	619 7 1	0 10 6			619 17 7													
Roystead	71,382	1,052 3 0	1 9 11			1,053 12 11													
Deepdene	232,189	3,062 14 8	7 11 7			3,070 6 3													
East Kew	85,428	929 12 4	1 4 10		19 2 4	949 19 6	50	5,038											
<i>Section No. 93.—RINGWOOD—GEMSBROOK LINE.</i>																			
Heathmont	22,193	566 18 7	7 11 4	0 0 9		574 10 8													
Bayswater	106,762	3,203 16 1	244 17 3	1 7 10	161 6 1	3,611 7 3	91	1,919											
Boronia	106,436	3,648 0 7	219 11 5	0 4 3	30 2 7	3,397 18 10	28	28											
Lower Ferntree Gully	43,013	1,879 1 10	88 18 0	1 7 9	246 0 11	2,215 8 6	292	969	6	8	3								
Hermon's Siding					2,263 7 11	2,263 7 11	10,779												

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 93.—LINGWOOD—GEMBROOK LINE—continued.</i>																
Upper Ferntree Gully	73,724	3,875 0 8	283 16 7	10 0 6	1,652 0 6	5,820 18 3	5,422	1,593	..	..	..	..	..	2	3	..
Upwey	16,915	740 17 11	26 18 3	2 15 4	4 2 7	774 14 1	..	111	..	..	..	..	..	..	..	..
Tecoma	7,293	279 8 2	13 0 2	..	0 2 8	292 11 0	..	..	..	..	..	..	..	..	..	..
Belgrave	17,337	751 13 4	43 16 1	1 19 7	12 16 2	810 5 2	9	837	..	..	..	..	..	..	..	..
Selby	1,008	66 3 5	1 13 9	..	1 6 1	69 3 3	..	11	..	..	..	..	..	..	..	..
Aura	504	26 0 7	7 3 4	0 4 2	168 7 10	201 15 11	483	111	..	..	..	..	..	..	..	..
Clematis	404	33 11 1	2 15 8	..	15 13 11	52 0 8	43	70	..	..	..	..	..	..	..	..
Emerald	1,134	108 7 1	59 13 5	0 17 9	253 12 3	422 10 6	258	913	4	..	..	..	27	11	..	..
Nobelius' Siding	99	5 16 8	16 4 11	..	216 2 9	238 4 4	71	25	..	..	..	..	..	..	..	..
Wright	123	8 8 8	0 3 10	..	..	8 12 6	..	..	..	..	..	..	..	..	..	..
Cockatoo	1,143	123 8 6	18 7 2	2 3 0	142 8 6	286 7 2	429	822	..	..	..	..	..	..	..	..
Filder	48	1 14 9	..	..	..	1 14 9	..	..	..	..	..	..	..	..	..	..
Gembrook	263	30 0 2	36 8 10	1 5 5	2,333 14 1	2,401 8 6	6,381	679	1	1	1	2	10	9	..	..
<i>Section No. 94.—WARBURTON LINE.</i>																
Mount Evelyn	10,257	869 4 9	133 7 4	3 10 11	405 9 6	1,411 12 6	1,101	1,043	..	..	..	..	..	..	1	..
Wandin	5,491	517 0 8	303 12 7	1 0 9	572 10 7	1,394 4 7	1,568	1,132	..	..	1	..	..	2	2	..
Seville	1,415	180 3 3	64 3 8	0 6 4	311 6 9	550 0 0	1,094	512	..	..	1	..	27	12	..	..
Killara	583	70 3 2	9 3 9	..	229 4 5	308 11 4	802	61	32	1	..	..	25	3	..	..
Woorl Yallock	1,601	224 13 0	57 2 3	1 4 11	436 16 3	719 16 5	876	810	8	55	..	..	7	30	..	..
Launching Place	2,052	297 14 3	566 16 11	1 9 8	636 12 5	1,502 13 3	1,827	546	10	28	5	..	15	32	2	1
Yarra Junction	5,134	691 0 4	86 18 8	2 18 11	10,716 7 8	11,497 5 7	26,920	2,942	..	1	..	..	45	6	2	..
Britannia	..	..	..	..	965 11 7	965 11 7	2,100	84	..	..	..	..	..	..	..	..
Wesburn	1,633	166 5 2	171 15 2	3 3 6	164 14 6	505 18 4	536	293	..	2	1	..	13	2	..	..
Millgrove	2,220	166 5 3	35 10 4	0 9 6	912 5 2	1,114 10 3	1,101	305	..	..	2	..	..	4	..	..
Warburton	4,464	754 17 5	144 17 11	5 3 8	1,775 0 8	2,679 19 8	2,091	5,009	7	7	1	3	38	10	8	..
La La Extension	..	..	..	..	5,455 19 11	5,455 19 11	15,034	71	..	..	..	..	..	..	..	..
<i>Section No. 95.—HURSTBRIDGM LINE.</i>																
Jolimont	201,349	2,475 6 0	43 12 9	1 6 10	..	2,520 5 7	..	..	..	..	..	..	..	..	..	..
West Richmond	607,560	7,735 11 5	343 12 3	1 2 8	..	8,080 6 4	..	..	..	..	..	..	..	..	..	..
North Richmond	520,786	7,578 13 0	638 15 2	2 7 5	..	8,219 15 7	..	1	..	..	..	..	..	..	..	..
Collingwood	464,748	6,600 2 1	493 7 10	2 3 8	..	7,095 13 7	..	..	..	..	..	..	..	..	..	..
Victoria Park	709,148	10,338 7 6	647 8 9	1 6 8	7,907 3 9	18,894 6 8	20,850	84,629	..	..	..	..	..	..	..	..
Clifton Hill	1,223,523	16,101 5 8	582 9 1	2 7 6	2 1 4	16,688 3 7	..	6	..	..	..	..	..	..	..	..
Westgarth	655,447	8,731 13 2	79 4 9	1 1 1	..	8,811 19 0	..	..	..	..	..	..	..	..	..	..
Dennis	782,300	11,140 4 11	74 0 5	1 17 6	..	11,216 2 10	..	..	..	..	..	..	..	..	..	..
Fairfield Park	1,397,962	21,702 9 3	223 6 1	3 16 0	2,869 8 1	24,798 10 5	1,884	31,633	..	..	..	..	..	..	..	..
Alphington	555,901	9,393 19 3	86 17 5	0 17 2	483 12 5	9,965 6 3	1,010	2,815	..	..	..	..	..	..	..	..
Darebin	354,375	7,020 5 3	65 19 7	0 7 8	..	7,086 12 6	..	..	..	..	..	..	..	..	..	..
Ivanhoe	1,010,643	19,857 2 11	185 6 3	1 11 5	49 17 9	20,093 18 4	31	5,789	..	..	..	..	..	..	..	..
Eaglemont	332,237	7,062 0 11	39 10 6	0 19 9	..	7,102 11 2	..	..	..	..	..	..	..	..	..	..
Heidelberg	628,825	15,647 18 8	122 14 9	2 0 8	168 11 11	13,941 6 0	65	8,215	..	12	20	..	..	5	6	..
Rosanna	138,286	2,768 6 9	20 2 4	0 1 2	..	2,788 10 3	..	..	..	..	..	..	..	..	..	..

Macleod	74,949	1,810 0 5	20 0 7	..	47 8 9	1,877 9 9	..	1	..	..	..	..	..	..	..	..	..	..	..
Mont Park .. .. .	..	..	..	..	31 7 3	31 7 3	41	3,057	..	..	..	..	..	..	..	..	..	..	..
Watsonia	61,520	1,394 15 2	6 6 2	0 0 9	..	1,401 2 1	..	..	..	..	..	..	..	..	..	..	..	..	..
Greensborough ..	193,938	5,005 15 0	83 15 4	3 8 2	34 14 11	5,127 13 5	23	2,183	..	1	..	..	..	..	..	..	..	..	3
Montmorency	96,959	2,349 3 5	11 13 7	0 5 7	0 2 4	2,361 4 11	..	..	..	..	..	..	..	..	..	..	..	..	..
Eltham	158,483	4,609 8 11	65 16 0	2 13 9	37 14 7	4,715 13 3	29	1,223	..	..	..	..	..	..	..	..	..	..	1
Diamond Creek ..	48,601	1,558 10 11	92 7 8	4 1 11	29 13 2	1,684 13 8	50	748	..	1	..	..	..	..	..	..	..	..	1
Wattleglen	7,917	386 6 8	0 2 0	..	..	336 8 3	..	..	..	..	..	..	..	..	..	..	..	..	..
Hurstbridge	32,684	1,559 13 11	67 0 0	3 19 3	191 0 9	1,821 13 11	714	1,595	..	..	..	..	..	..	..	..	..	..	1
<i>Section No. 96.—PORT MELBOURNE LINE.</i>																			
Montague	212,067	2,804 8 11	76 7 4	0 1 2	..	2,880 17 5	..	..	..	..	..	..	..	..	..	..	..	..	..
North Port	496,183	6,719 17 5	93 9 6	1 18 11	..	6,815 5 10	..	..	..	..	..	..	..	..	..	..	..	..	..
Graham	708,140	8,915 6 6	119 3 6	1 3 7	..	9,035 13 7	..	1	..	..	..	..	..	..	..	..	..	..	..
Port Melbourne ..	213,023	3,280 8 11	64 0 8	0 12 1	28,646 15 3	31,991 16 11	96,690	224,525	..	..	13	..	5	34	29	..	..	..	..
<i>Section No. 97.—ST. KILDA LINE.</i>																			
South Melbourne ..	912,056	10,796 9 8	503 10 1	0 8 3	9 12 9	11,310 0 9	..	5	..	..	..	..	..	..	..	..	..	..	..
Albert Park	1,821,281	20,817 0 5	272 7 4	2 2 1	..	21,091 9 10	..	9	..	..	..	..	..	..	..	..	..	..	..
Middle Park	1,529,959	15,609 1 10	162 2 0	1 9 0	..	15,772 12 10	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Kilda	3,440,525	40,951 16 3	445 19 0	3 5 10	33 10 8	41,434 11 9	50	7,127	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 98.—BRIGHTON-SANDRINGHAM LINE.</i>																			
Richmond	1,591,174	22,538 11 10	1,436 8 11	3 2 6	..	23,978 3 3	..	9	..	..	..	..	..	..	..	..	..	..	..
South Yarra	1,585,305	21,577 9 3	1,011 15 8	5 19 11	..	22,595 4 10	..	22	..	..	..	..	..	..	..	..	..	..	..
Prahran	1,018,242	13,827 2 1	708 18 1	2 19 1	5 9 5	14,544 8 8	3	4	..	..	..	..	..	..	..	..	..	..	..
Windsor	1,199,418	16,476 15 10	349 1 9	3 16 5	1,142 16 0	17,972 10 0	639	44,733	..	..	..	..	..	..	..	..	..	..	..
Balaclava	1,426,235	23,034 10 7	273 6 1	1 12 1	..	23,309 8 9	..	8	..	..	..	..	..	..	..	..	..	..	..
Ripponlea	955,171	16,148 1 8	156 16 1	2 10 0	0 13 4	16,308 1 1	..	7	..	..	..	..	..	..	..	..	..	..	..
Elsternwick	2,349,822	38,992 2 6	497 6 0	5 6 8	1,362 7 6	40,857 2 8	946	15,441	..	..	..	..	..	..	..	..	..	..	..
Gardenvale	1,356,281	25,456 17 2	220 9 0	3 4 5	..	25,680 10 7	..	8	..	..	..	..	..	..	..	..	..	..	..
North Brighton ..	1,560,971	32,651 10 6	366 0 8	2 10 7	1,453 2 7	34,473 4 4	992	11,152	..	..	..	..	..	..	..	..	..	..	..
Middle Brighton ..	1,251,640	26,610 0 5	413 7 9	1 12 4	933 18 9	27,958 19 3	707	9,924	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach ..	748,179	16,437 7 9	107 16 4	2 6 10	..	16,547 10 11	..	14	..	..	..	..	..	..	..	..	..	..	..
Hampton	1,492,036	33,401 6 9	229 1 1	4 19 4	10 16 9	33,646 3 11	..	12	..	..	..	..	..	..	..	..	..	..	..
Sandringham	1,691,903	41,206 7 3	331 12 5	4 4 3	119 5 4	41,661 9 3	21	12,655	..	..	..	..	..	..	..	..	..	..	..
VARIOUS.																			
Traffic derived from New South Wales Stations ..	97,785	89,951 3 6	11,933 8 3	793 13 2	62,420 19 9	165,099 4 8	48,868	101,618	..	..	..	..	..	..	..	..	..	..	..
" " " Queensland Stations	6,339	6,812 14 11	325 1 7	2 5 7	16,338 17 8	23,478 19 9	19,623	2,390	..	..	..	..	..	..	..	..	..	..	..
" " " South Australian Stations	39,098	64,237 15 2	8,948 7 5	474 9 1	64,286 6 8	137,946 18 4	39,784	37,284	..	..	..	..	..	..	..	..	..	..	..
" " " Commonwealth Stations	10,207	3,019 17 10	91 8 9	2 11 6	4,690 10 6	7,304 8 7	307	1,746	..	..	..	..	..	..	..	..	..	..	..
" " " Western Australian Stations	4,221	4,993 13 4	139 14 4	1 14 4	73 7 11	5,208 9 11	29	220	..	..	..	..	..	..	..	..	..	..	..
" " " Tasmania	230	351 15 7	..	..	..	351 15 7	..	..	..	..	..	..	..	..	..	..	..	..	..
Thos. Cook and Sons to New South Wales, South Australia, &c. ..	363	516 9 1	..	..	..	516 9 1	..	..	..	..	..	..	..	..	..	..	..	..	..
ELECTRIC TRAMWAYS.																			
St. Kilda-Brighton	4,243,432	..	..	..	..	43,664 10 1	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham-Black Rock	989,498	..	..	..	..	9,689 8 3	..	..	..	..	..	..	..	..	..	..	..	..	..
ROAD MOTOR PUBLIC SERVICES.																			
.. .. .	716,466	6,371 6 7	200 4 1	..	12,818 1 11	19,389 12 7	..	..	..	..	..	..	..	..	..	..	..	..	..

DIAGRAM N°1

AVERAGE MILEAGE OPERATED

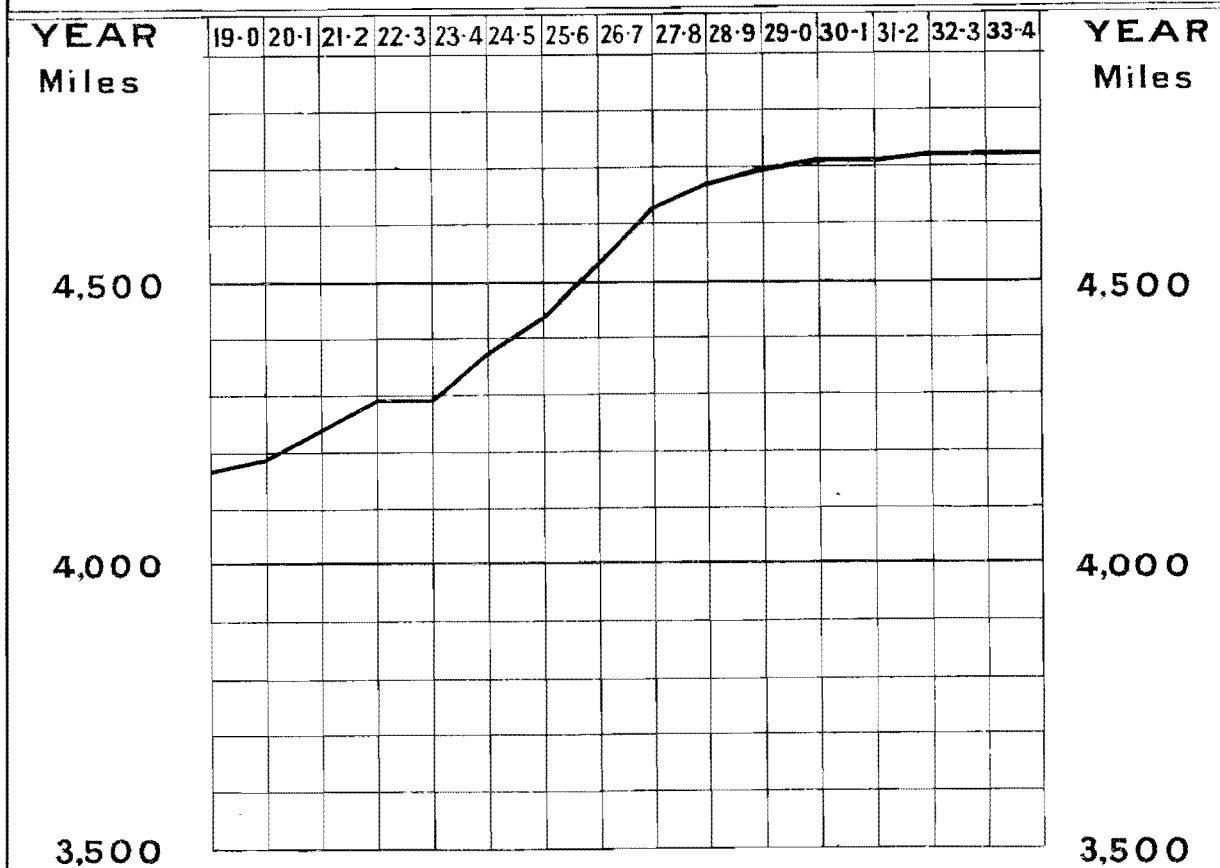


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

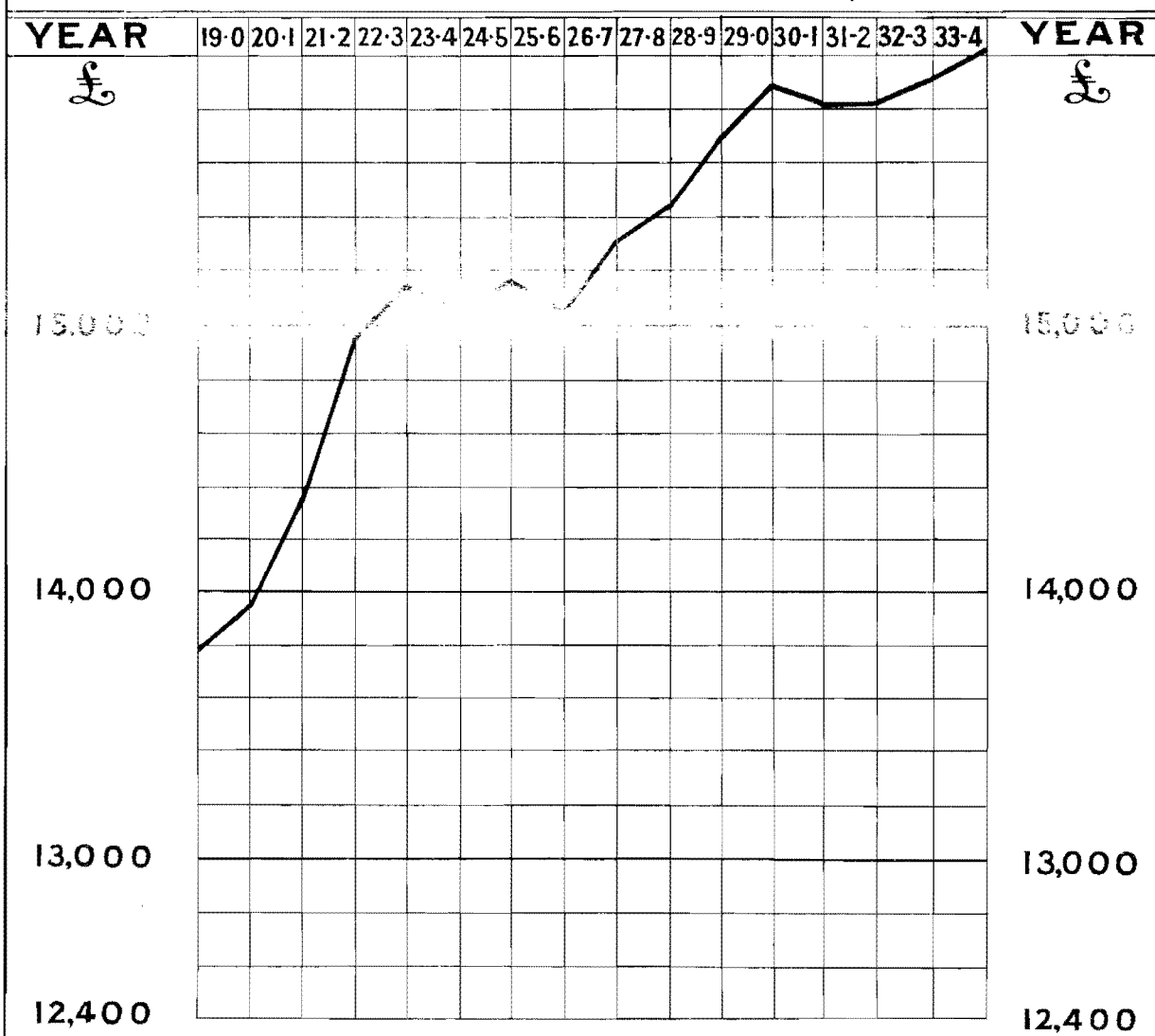


DIAGRAM N° 3

(Exclusive of Electric Tramways & Road Motor Public Services)

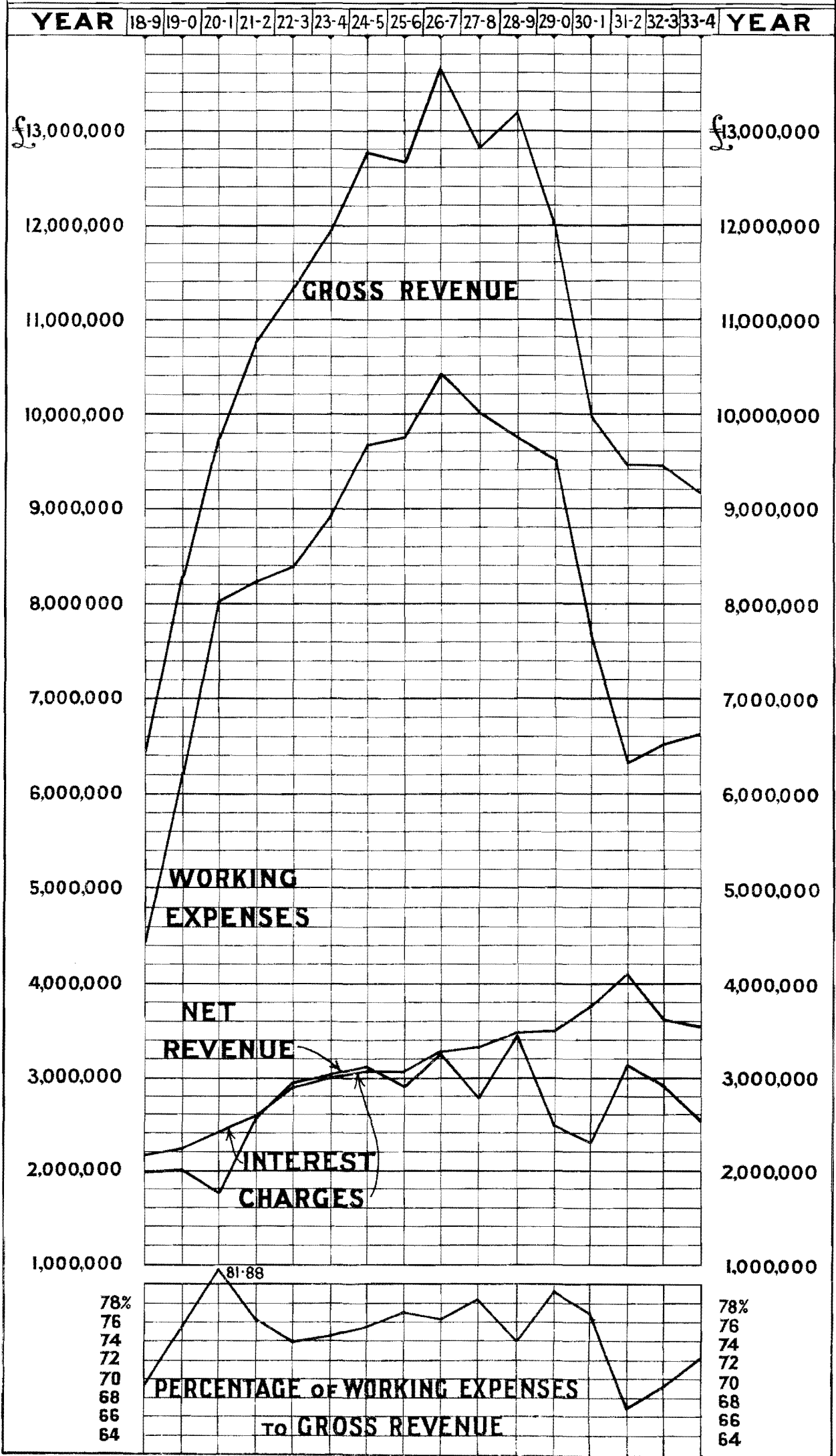
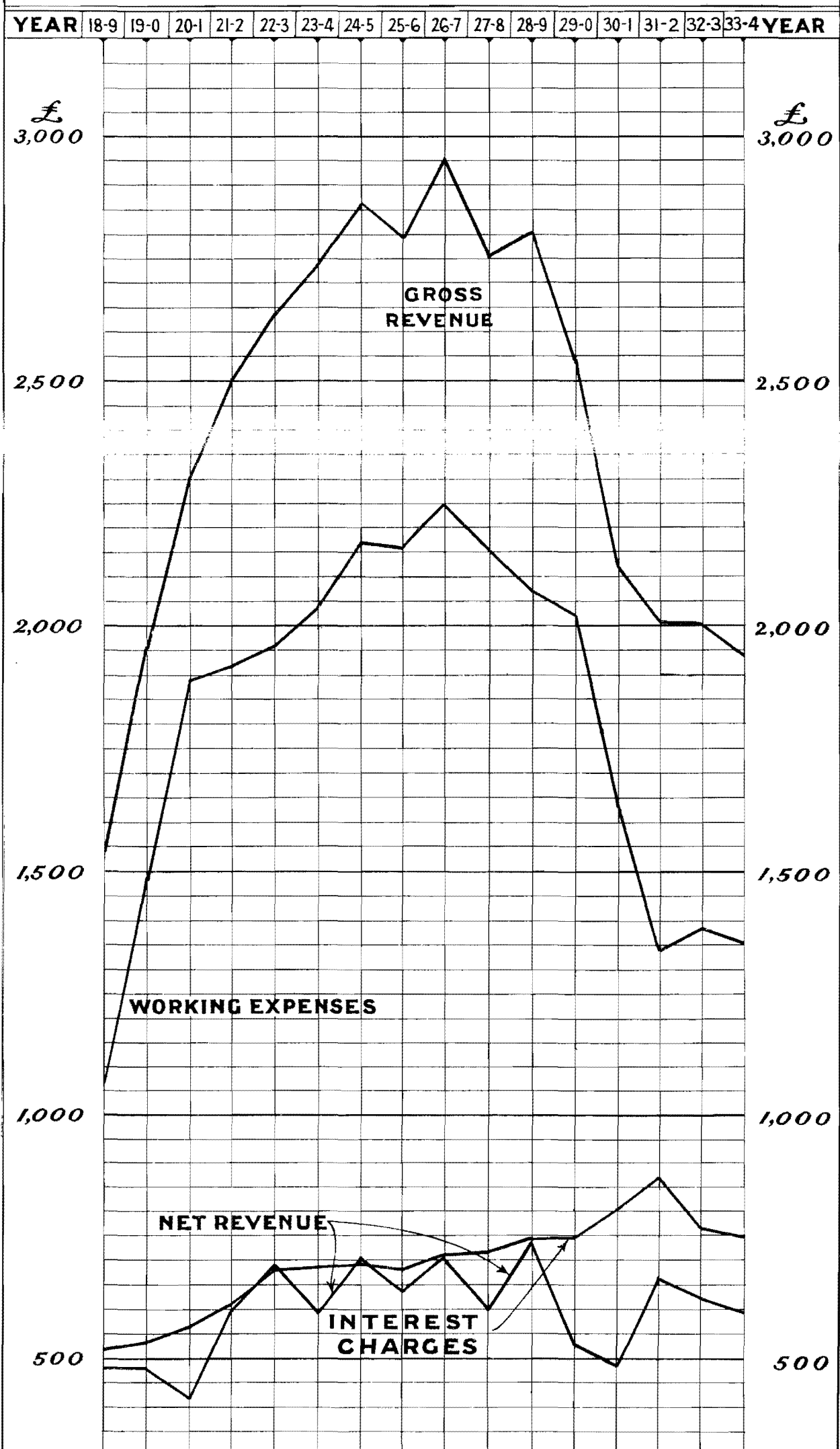


DIAGRAM N^o 4

PER AVERAGE MILE OF RAILWAY OPEN



£
3,000

£
3,000

2,500

2,500

2,000

2,000

1,500

1,500

1,000

1,000

500

500

GROSS REVENUE

WORKING EXPENSES

NET REVENUE

INTEREST CHARGES

DIAGRAM N° 5

PER TRAIN MILE RUN

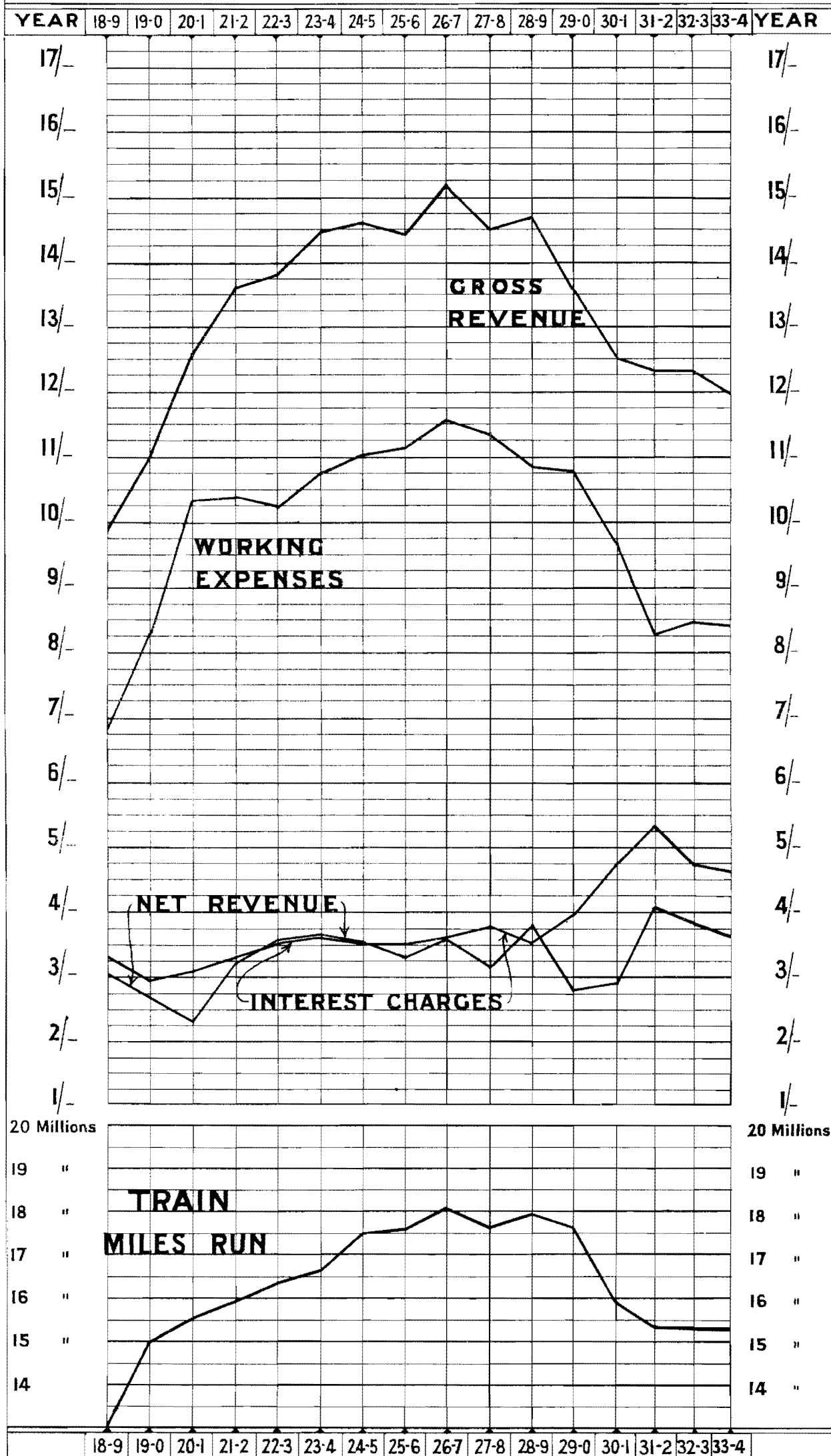


DIAGRAM N° 6

