

1935.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1935.

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

(Approximate Cost of Report.—Preparation—not given. Printing (650 copies), £194.)

By Authority.

H. J. GREEN, GOVERNMENT PRINTER, MELBOURNE.

No. 12.—[7s. 6d.].—9347.

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1935.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 4th September, 1935.

To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our report in respect of the year ended 30th June, 1935.

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	9,280,478	2	5	55,778	7	7	20,118	9	10	9,356,374	19	10
Recoup of the loss resulting from the working of certain lines <i>vide</i> page 9	140,614	0	0	1,716	0	0	..			142,330	0	0
TOTAL REVENUE ..	9,421,092	2	5	57,494	7	7	20,118	9	10	9,498,704	19	10
WORKING EXPENSES ..	6,805,588	15	8	37,376	7	7	20,465	2	4	6,863,430	5	7
Less :—	£	s.	d.									
Charged to Unemployment Relief Funds, <i>vide</i> page 6 ..	151,139	8	6									
Charged to the Commonwealth Grant for Rehabilitation (Storms and Floods) ..	20,800	7	4									
	171,939	15	10	..			..			171,939	15	10
WORKING EXPENSES CHARGED TO RAILWAY REVENUE ..	6,633,648	19	10	37,376	7	7	20,465	2	4	6,691,490	9	9
NET REVENUE ..	2,787,443	2	7	20,118	0	0	346	12	6	2,807,214	10	1
INTEREST CHARGES and EXPENSES (including Loan Conversion expenses) ..	3,056,765	19	0	14,140	0	9	793	11	5	3,071,699	11	2
DEFICIT before providing for Exchange on Interest Payments and Redemption ..	269,322	16	5	5,977	19	3	1,140	3	11	264,485	1	1
Exchange on Interest Payments and Redemption ..	300,301	15	7	1,574	16	9	88	6	9	301,964	19	1
DEFICIT	£569,624	12	0	£4,403	2	6	£1,228	10	8	£566,450	0	2

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

	Year 1934-35.		Year 1933-34.		Increase (+) or Decrease (-) in 1934-35.	
	£	s. d.	£	s. d.	£	s. d.
Gross Revenue—						
Railways—Earnings	9,280,478	2 5	9,040,686	16 9	+	239,791 5 8
„ Recoup of the loss resulting from the working of certain lines of railway, <i>vide</i> page 9	140,614	0 0	134,424	0 0	+	6,190 0 0
	9,421,092	2 5	9,175,110	16 9	+	245,981 5 8
Electric Tramways	55,778	7 7	53,353	18 4	+	2,424 9 3
Recoup of the loss in respect of the Black Rock to Beaumaris Electric Tramway, <i>vide</i> page 9	1,716	0 0	2,012	0 0	—	296 0 0
	57,494	7 7	55,365	18 4	+	2,128 9 3
Road Motor Public Services	20,118	9 10	19,389	12 7	+	728 17 3
Total	9,498,704	19 10	9,249,866	7 8	+	248,838 12 2
Working Expenses—						
Railways	6,805,588	15 8	6,627,514	11 10	+	178,074 3 10
Less :—						
Charged to Unemployment Relief Funds, <i>vide</i> page 6	151,139	8 6	251,103	8 9	—	99,964 0 3
Charged to the Commonwealth Grant for Rehabilitation (Storms and Floods)	20,800	7 4	..		+	20,800 7 4
	6,633,648	19 10	6,376,411	3 1	+	257,237 16 9
Electric Tramways	37,376	7 7	36,063	5 1	—	1,313 2 6
Road Motor Public Services	20,465	2 4	19,316	8 11	+	1,148 13 5
Total	6,691,490	9 9	6,431,790	17 1	+	259,699 12 8
Net Revenue	2,807,214	10 1	2,818,075	10 7	—	10,861 0 6
Interest Charges and Expenses (including Loan Conversion expenses)	3,071,699	11 2	3,196,910	8 3	—	125,210 17 1
DEFICIT before providing for Exchange on Interest Payments and Redemption ..	264,485	1 1	378,834	17 8	—	114,349 16 7
Exchange on Interest Payments and Redemption	301,964	19 1	356,284	8 10	—	54,319 9 9
Deficit	£566,450	0 2	£735,119	6 6	—	£168,669 6 4

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

	Year 1934-1935.	Year 1933-1934.	Year 1932-1933.	Year 1931-1932.
Average Mileage of Railways operated	4,721	4,721	4,721	4,720
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,476,302	2,246,945	2,243,424	2,191,907
" " Rail Motors	806,723	789,307	794,475	802,090
" " Suburban	6,984,690	6,893,862	6,887,608	6,933,794
" " Rail Motors	31,749	35,224	29,491	27,937
Mixed	1,109,984	1,188,113	1,171,575	1,156,485
Goods (including Live Stock)	4,126,663	4,158,010	4,194,825	4,251,563
Total	15,536,111(a)	15,311,461(a)	15,321,398	15,363,776
Number of Passenger Journeys { Country	5,425,076	5,072,729	5,291,679	5,142,078
{ Suburban	1,142,633	1,202,944	1,248,934	1,208,848
Tonnage of Goods	5,401,974	5,272,190	5,760,572	5,682,312
Tonnage of Live Stock	607,087	586,187	483,774	503,769
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,307,517	£ 1,312,203	£ 1,382,605	£ 1,382,121
" " Suburban	2,318,461	2,190,310	2,178,893	2,131,983
Parcels, &c.	318,103	322,693	322,957	336,198
Horses, Carriages, and Dogs	10,995	15,261	16,656	21,098
Mails	66,899	64,196	68,570	74,653
Goods, &c., Business.	4,087,945	3,904,663	3,968,871	3,946,953
Goods	3,786,795	3,829,675	4,114,451	4,182,815
Live Stock	688,442	675,450	590,601	559,461
Minerals	80,485	66,913	68,557	72,462
Other Services.	4,555,722	4,572,038	4,773,699	4,805,738
Dining Car Services	12,495	11,013	10,832	10,757
Refreshment Services	305,756	286,062	279,469	265,539
Advertising	41,023	40,865	41,798	42,423
Bookstalls	61,274	57,922	58,021	57,348
Electrical Power	420,548	395,862	390,120	376,067
Rentals	66,107	27,761	28,595	27,394
Miscellaneous	134,697	131,185	130,000	139,989
Miscellaneous	15,459	9,178	19,048	15,710
Recoup of the loss resulting from the working of certain lines of railway, &c. <i>vide</i> page 9	140,614	134,424	124,288	139,429
Guarantees in respect of losses on certain lines .. .. .	..	..	11,500	3,924
Total	9,421,092	9,175,111	9,446,121	9,454,304
Per mile of Railway worked	1,990	1,943	2,001	2,003
Per traffic train mile	12s. 1.54d.	11s. 11.82d.	12s. 3.97d.	12s. 3.69d.
WORKING EXPENSES.				
Transportation Branch	£ 1,713,789	£ 1,647,482	£ 1,628,237	£ 1,690,542
Way and Works Branch	1,570,137	1,594,771	1,464,041	1,110,987
Rolling-Stock Branch—Operating Expenses	1,003,370	965,480	988,674	1,066,778
" " Repairs and Renewals	1,078,250	1,091,226	1,142,974	1,093,374
" " Payments in respect of accrued depreciation on Rolling-Stock and of Rolling-Stock withdrawn from service	100,000	100,000	100,000	100,000
Electrical Engineering Branch	212,429	187,369	192,941	187,805
Miscellaneous Operations	349,162	321,579	313,993	305,561
Stores Branch	94,853	87,361	85,389	88,636
General Expenses	171,379	165,575	166,023	168,571
Payment into Railway Accident and Fire Insurance Fund	13,501	19,775	28,284	18,926
TOTAL WORKING EXPENSES (exclusive of Pensions, &c.)	6,303,876	6,150,618	6,110,556	5,831,180
Per mile of Railway worked	1,335	1,303	1,294	1,235
Per traffic train mile	8s. 1.38d.	8s. 0.41d.	7s. 11.72d.	7s. 7.09d.
Pensions	450,807	424,056	417,651	424,602
Border Railways Adjustment	50,845	52,841	54,995	84,760
Total Working Expenses	6,805,588(b)	6,627,515(b)	6,583,172	6,340,542
Per mile of Railway worked	1,442	1,404	1,394	1,343
Per traffic train mile	8s. 9.13d.	8s. 7.88d.	8s. 7.12d.	8s. 3.05d.
Less Expenditure charged to Unemployment Relief Funds, and to the Commonwealth Grant for Rehabilitation (Storms and Floods)	171,939	251,104	69,135	..
WORKING EXPENSES charged against Railway Revenue	6,633,649	6,376,411	6,514,037	6,340,542
Percentage to Gross Revenue	70.41	69.50	68.96	67.06
Net Revenue	2,787,443	2,798,700	2,932,084	3,113,762
Per mile of Railway worked	590	593	621	660
Per traffic train mile	3s. 7.06d.	3s. 7.87d.	3s. 9.93d.	4s. 0.64d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

Finance.

The financial result of the year's operations was a deficit of £566,450, or £168,670 less than the deficit in the preceding year.

This improvement was largely contributed to by the increase in revenue, viz., £248,839, of which it is estimated that £132,000 was derived from the extra traffic occasioned by the Centenary and other celebrations, in respect of which substantial reductions were made in country fares. It is gratifying that the downward trend which has been evidenced in the revenue for the past six years has been arrested.

The working expenses were £259,699 more than in 1933-34, the increase being due mainly to the cost of handling the increased traffic; to the additional costs arising from Arbitration Court and Railways Classification Board awards and the remission as from 1st January last of 25 per cent. of the reductions imposed under the Financial Emergency Act; also to the fact that the maintenance programme was somewhat less restricted than in the previous year.

The increase in working expenses was offset to the extent of £179,530 by a reduction in interest charges and exchange.

The return on the total property investment, including the investment in stores and materials, was 3.62 per cent. If the amount of £171,939, which was charged to Unemployment Relief Funds and to the Commonwealth Grant for Rehabilitation (Storms and Floods), were treated as working expenses for the purpose of this computation, the figure would become 3.40 per cent. This is a better return than the average net return of the four great English Railways for the year 1934, and much better than the average net return of all Class I Railroads in the United States for the twelve months ended 30th April, 1935.

In our annual reports for the past few years we have pointed out that owing to the financial situation and the necessity for keeping the deficit as low as possible, we have been obliged to defer maintenance work and renewals to an altogether undesirable extent. In order that safety should not be impaired, the deferments have naturally been selective, but the inevitable result is a deterioration of the physical condition of the property which will unquestionably react on the financial position of the future.

So far as the permanent way is concerned, the position has been materially relieved by the large amount of money which has been made available for relief works. These funds, expended for the most part in strengthening and reconditioning the tracks, have been an important factor in making possible the extensive accelerations in passenger train services throughout the State during the past eighteen months, as well as in the substantial improvements in operating efficiency. We venture to say that there is no avenue in which relief funds could have been spent to better advantage.

Although the condition of the principal lines throughout the State is quite satisfactory, there is a substantial amount of deferred maintenance on other lines and on sections of the property, which should be overtaken at the earliest possible moment.

Another matter to which we have repeatedly directed attention, and which is occasioning us serious concern, is the fact that the provision which has been and is being made for depreciation is altogether inadequate to make good the loss of value of the property which accrues in the ordinary course of working. In the year under review, the amount included in the accounts for depreciation was approximately £400,000 less than that which should have been provided. To this extent, therefore, and apart from the inadequate provision for maintenance work, the published results do not disclose the true results of operation for the year.

One outstanding result of this failure to make adequate provision for depreciation is the necessity for retaining in service a large number of rolling-stock units which have reached the end of their economic life, and which are expensive to operate or entail excessive expenditure for maintenance. The retention of obsolete equipment is adversely affecting our financial results, and its replacement is becoming an increasingly urgent matter.

Under the conditions which have prevailed during the past few years, comparatively little expenditure has been incurred in the provision of new rolling-stock, and this has resulted in an appreciable increase in the average age of the existing stock. For example, by comparison with the year 1919 the average age of locomotives has increased from 17 to 23.1 years (35.9 per cent.); trucks from 17.8 to 28.8 years (61.8 per cent.); carriages from 20.9 to 27.2 years (30.1 per cent.); and van and sundry stock from 19.7 to 27.8 years (41.1 per cent.).

If our railway system is to continue to operate efficiently and maintain its place in the transport life of the State, it is essential that provision be made in the immediate future for largely increased expenditure on up-to-date locomotives, rolling-stock and other equipment.

Similar remarks apply with great force to the plant installed at Newport Power House. This plant was equal to the best obtainable about the year 1912, but the improvements which have since occurred in the design of boilers and steam turbines render it essential to anticipate extensive renewals at an early date.

We understand that consideration is being given by the Government to the question of transferring to the general indebtedness of the State portion of the railway loan liability represented by the amount of accrued depreciation of the property, for which provision has not been made in past years. On previous occasions we have expressed the definite view that this depreciation (the interest on which exercises a very adverse effect on our financial results) is not a fair charge against present-day railway users, and in repeating that view we would urge that the reduction be effected at the earliest practicable moment.

We regret that owing to the serious decline in revenue, which has been a feature of the depression and which has also been due partly to the loss of business to the road, it has not been possible to reduce fares except in special directions where the prospective additional traffic appeared to warrant such a course. For example, exceptionally low fares were offered in connexion with the Centenary celebrations; day return tickets at special fares were brought into operation between Melbourne and Bendigo, Castlemaine and Geelong; cheap day return and 14-day return tickets between Melbourne and Daylesford were introduced for the summer season; and "Sunshine" winter excursion tickets were made available to Mildura at a much reduced rate. Nor has it been possible to reduce freight charges apart from varying reductions in the case of certain classes of merchandise.

Needless to say, we are anxious to afford some relief, particularly in the case of primary products; but, pending further progress with the co-ordination of transport or a reduction in the railway capital liability, there appears to be little likelihood of our being able to do so.

Gross Revenue of the Railways.

The gross revenue of the railways (exclusive of the electric tramways and the road motor public services) amounted to £9,421,092, or £245,981 (equivalent to 2.68 per cent.) more than that of the preceding year, viz., £9,175,111. 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	55,314	4.22	..	..
Suburban	128,151	5.85	..	..
Dining Car Services	1,482	13.46	..	..
Refreshment Services	19,694	6.88	..	..
Advertising	158	.39	..	..
Bookstalls	3,352	5.79	..	..
Parcels, &c. .. .. .	..	..	4,530	1.40
Horses, Carriages, and Dogs	1,644	10.77	..	..
Mails	2,703	4.21	..	..
Goods .. .. .	..	..	42,880	1.12
Live Stock	12,992	1.92	..	..
Minerals	13,572	20.28	..	..
Electrical Power	38,346	138.13	..	..
Rentals	3,512	2.68	..	..
Miscellaneous	6,281	68.44	..	..
Recoup of the loss resulting from the working of certain lines of railway, <i>vide</i> page 9	6,190	4.60	..	..
Total	£293,391	..	£47,410	..
Net Increase	£245,981			

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

The gross revenue per traffic train mile was 12s. 1.54d., or 1.72d. more than that (11s. 11.82d.) 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, 1935 :—

Year.				Revenue per traffic train mile.	
				s.	d.
1931-32	..	..	..	12	3.69
1932-33	..	..	..	12	3.97
1933-34	..	..	..	11	11.82
1934-35	..	..	..	12	1.54

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, pensions, &c., and of expenditure charged to Unemployment Relief Funds, and to the Commonwealth Grant for Rehabilitation (Storms and Floods)] was 65.09 as compared with 64.30 in 1933-34 and 63.96 in 1932-33.

Reconciliation with Treasury Figures.

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

A reconciliation is embodied in Appendix No. 18.

South Australian Border Railways Adjustment Account.

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

The amount (£236,800) thus due to South Australia has been paid as shown hereunder :—

				£
1930-31	..	..	..	20,000
1931-32	..	..	..	69,200
1932-33	..	..	..	49,200
1933-34	..	..	..	49,200
1934-35	..	..	..	49,200
				£236,800

as well as interest to the extent of £15,560 in 1931-32, £5,765 in 1932-33, £3,641 in 1933-34, and £1,645 in 1934-35.

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

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 was 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 11, 12, and 13)	142,330
The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament ..	422
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	144,045
The loss incurred in connexion with the reduction of 25 per cent. in freight charges for wool, effective as from 1st July, 1933 ..	48,106
The loss incurred in connexion with the reduction in freight charges for live stock, effective as from 7th September, 1933	181,734
The loss sustained by the payment of special rebates on wheat consigned to Geelong and Portland for shipment (credit granted as from 1st July, 1934)	8,567
Total	£525,204

Pensions.

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

	1931-35.	1933-34.	Decrease 1934-35.	Increase 1934-35.
	£	£	£	£
Pensions under Superannuation Act	323,807	289,521	..	34,286
Pensions to officers and employees who were in the Service on 1st November, 1883	127,791	134,906	7,115	..
Total	£451,598	£424,427	..	£27,171

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 30th June, 1934, was .. £ 76,111,561 14 6 s. d.

During the year 1934-35 additional charges as shown hereunder were made:—

	Gross Expenditure.		Credits.		Net Expenditure.	
	£	s. d.	£	s. d.	£	s. d.
Construction of New Lines and Surveys ..	4,383	7 3	..	..	4,383	7 3
Additions and Improvements to:—						
Way and Works ..	252,847	7 10	99,853	0 11	152,994	6 11
Rolling Stock ..	194,127	12 8	121,640	12 4	72,487	0 4
	451,358	7 9	221,493	13 3	229,864	14 6

The net increase in the Capital Account during the year was

229,864 14 6

making the total capital expenditure at 30th June, 1935 .. £76,341,426 9 0

Loan Funds.

	£	s. d.
At 30th June, 1934, the total liability in respect of current loans was	73,593,001	16 5
and during the year the liability was increased by discount and expenses on renewal loans to the extent of	1,086	3 0
making a gross total of	73,594,087	19 5
Less Securities purchased and cancelled from National Debt Sinking Fund	327,299	0 10
so that the total liability, at 30th June, 1935, in respect of current loans outstanding was	£73,266,788	18 7

Interest Account.

	£	s. d.
The interest charges on current loans and Loan Conversion expenses amounted to	3,061,345	13 0
In addition expenses were incurred by the Treasury in connexion with the payment of interest to the extent of	10,353	18 2
The debit for interest charges and expenses (including Loan Conversion expenses) for the year 1934-35 was therefore	£3,071,699	11 2
which represents a decrease of £125,211 as compared with the debit for the previous year.		
Exchange on interest payments and Redemption amounted to	301,964	19 1
The total of interest and exchange was thus	£3,373,664	10 3

Non-Interest Bearing Funds.

	£	s. d.
At 30th June, 1934, 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	4,934,343	0 7
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	1,228	13 5
“Developmental Railways Account”	Cr. 1	19 5
National Recovery Loan	131,712	18 3
The total amount as at 30th June, 1935, was therefore	£5,067,282	12 10

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
<i>Railways.</i>		
Dunkeld to Penshurst (dismantled)	15.87	£50,000
Canterbury Loop Line (dismantled)	0.21	
Ashburton to Oakleigh (of which .05 miles have been dismantled)	2.34	108,967
Fairfield Park (near—30 chs. 48 lks.) to East Kew (of which .68 miles have been dismantled)	2.18	
Darling to Waverley .. ..	.76	6,987
Lancefield to Kilmore (dismantled)	18.10	107,482
Geelong Racecourse Line (dismantled)	1.96	5,301
Triholm to Strzelecki	5.49	110,755
	46.91	£389,492
<i>Electric Tramways.</i>		
Black Rock-Beaumaris (closed 1.9.31)	2.19	33,082
	49.10	£422,574
Surveys for lines not constructed		413,294
Total		£835,868

Non-Paying Lines.

Separate accounts have been maintained in respect of each line constructed since 1896 to enable the provisions of the Railways Act relating to such lines to be put into effect (*vide* paragraph "Credits under the Provisions of Section 102 of Act No. 3759, etc."). 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, 1935, after the payment of working expenses and interest charges, resulted in a loss of £163,917. 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 £142,330, as shown hereunder:—

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1935.
	£
Alberton to Won Wron	3,541
Annuello to Robinvale	4,715
Bairnsdale to Orbost	26,694
Benalla to Tatong	1,799
Ben Nevis to Navarre	691
Bittern to Red Hill	3,731
Black Rock to Beaumaris	1,716
Cavendish to Toolondo	3,909
Colac to Crowes	9,803
*Darling to Glen Waverley	10,294
Elmore to Cohuna	3,466
Eltham to Hurstbridge	7,186
Fawkner to Somerton	1,199
Ferntree Gully to Gembrook	7,457
Goroke to Carpolac	91
Carried forward	86,292

* Year ended 4.5.34.

NON-PAYING LINES—continued.

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 18th February, 1935.
Brought forward	£ 86,292
Heywood to Puralka	7,149
Hopetoun to Patchewollock	2,768
Kerang to Murrabit	4,150
Kooloonong to Yungera	431
Koo-wee-rup to Strzelecki	14,257
Linton to Skipton	2,430
Manangatang to Annuello	768
Marnoo to Bolangum	335
Merbein to Yelta	833
Meringur to Morkalla	63
Murrayville to South Australian Border	859
Necrim South to Noojee	3,626
Nandaly to Kulwin	2,057
Nowingi to Millewa South	2,295
Ouyen to Murrayville	2,336
Piangil to Kooloonong	3,019
Puralka to South Australian Border	50
Redcliffs to Werrimull	4,861
Rushworth to Colbinabbin	685
Rushworth to Girgarre	1,921
Sea Lake to Nandaly	1,638
Tallangatta to Cudgewa	16,046
Wangaratta to Whitfield	2,537
Werrimull to Meringur	2,562
<i>Add amount underclaimed in 1933-34 in respect of the Tallangatta-Cudgewa Line</i>	163,917 2,000
	165,917
<i>Less Profits accrued in previous years:—</i>	£ £
Ben Nevis to Navarre	691
Elmore to Cohuna	1,195
Marnoo to Bolangum	335
Meringur to Morkalla	63
Murrayville to South Australian Border	859
Ouyen to Murrayville	2,336
Redcliffs to Werrimull	4,861
Rushworth to Colbinabbin	685
Werrimull to Meringur	2,562
	13,587
<i>Less Amount guaranteed:—</i>	
*Darling to Glen Waverley (Guarantor, the Darling to Glen Waverley Railway Construction Trust)	10,000
	23,587
TOTAL	£142,330

* Year ended 4.5.34.

NOTE.—The capital cost of certain of the non-paying lines includes the amount 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
Meringur to Morkalla	29,020	Developmental Railways Account
Ouyen to Murrayville	2,995	Unemployment Relief Funds
Rushworth to Colbinabbin	4,826	Unemployment Relief Funds
Sea Lake to Nandaly	4,047	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, 1935, and the results are shown hereunder :—

Line.	Loss after Paying Working Expenses and Interest on Capital Cost, for the Twelve Months ended 28th February, 1935.			
	£			
*Alberton to Port Albert	466
Avoca to Ararat	9,564
Ballarat to Buninyong	2,820
Birregurra to Forrest	8,349
Branxholme to Casterton	8,015
Castlemaine to Maldon	5,231
Cathkin to Koriella	634
Clarkefield to Lancefield	2,600
Everton to Yackandandah	9,604
Hamilton to Coleraine	4,944
Hamilton to Koroit	6,210
*Jumbunna Junction to Outtrim	911
*Korumburra Junction to Jumbunna Junction	97
Linton Junction to Linton	6,101
Lilydale to Healesville	10,804
Lilydale to Warburton	6,445
Maffra to Briagolong	1,986
Maldon to Shelbourne	3,001
Maryborough to Avoca	1,905
Moe to Thorpdale	6,542
*Moriac to Wensleydale	310
Morwell to North Mirboo	6,256
Redesdale Junction to Redesdale	4,246
*South Geelong to Queenscliff	1,353
Tallarook to Mansfield	26,030
Terang to Mortlake	1,686
*Thomastown to Whittlesea	3,953
Timboon Junction to Timboon	4,736
Warragul to Neerim South	5,298
Total Losses	£156,097

* From 1.9.34 to 28.2.35.

New Lines of Railways.

No new lines of railways were opened for traffic, but traffic upon the line from Yarrawonga to Oaklands, New South Wales, (38 miles), is being conducted by the Constructing Authority pending the transfer of the line to us.

Mileage of Railways and Tracks Open for Traffic.

The total route mileage open for traffic (excluding the Yarrawonga-Oaklands line), 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.	1935.	1933-34.	1934-35.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,720.77	4,720.77	4,720.77	4,720.77
Track Mileage	5,084.71	5,069.98	5,089.67	5,070.33
Sidings	1,036.52	1,038.10	1,036.20	1,038.75
Electric Tramways—				
Route Mileage	7.60	7.60	7.60	7.60
Track Mileage	14.99	14.99	14.99	14.99
Sidings	1.40	1.40	1.40	1.40

The reduction in track mileage was due to the conversion from double-track to single-track of a portion of the line between Geelong and Ballarat.

St. Kilda to Brighton Electric Tramway.

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

	Year 1934-35.		Year 1933-34.	
Number of passengers	..	4,459,223	..	4,243,432
		£		£
Gross revenue	..	45,711	..	43,665
Working expenses	..	31,369	..	29,933
Net revenue	..	14,342	..	13,732
		£		£
Interest charges	..	8,378	..	8,477
Exchange on interest payments and redemption	..	933	..	1,092
Net result	..	Profit £5,031	..	Profit £4,163

The capital expenditure at 30th June, 1935, 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 1934-35.		Year 1933-34.	
Number of passengers	..	1,032,571	..	989,498
		£		£
Gross revenue	..	10,067	..	9,689
Working expenses	..	6,001	..	6,125
Net revenue	..	4,066	..	3,564
		£		£
Interest charges	..	4,006	..	4,017
Exchange on interest payments and redemption	..	446	..	517
Net result	..	Loss £386	..	Loss £970

The capital expenditure at 30th June, 1935, on account of					£
the construction of the line was	..	..	..	..	70,028
and of rolling-stock	..	..	..	..	33,443
Total	..	..	..	..	£103,471

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

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

—	Number of Journeys.		Percentage Increase %	Revenue.		Percentage Increase %
	1933-34.	1934-35.		1933-34.	1934-35.	
Country Passenger Traffic	5,072,729	5,425,676	6.96	£ 1,312,203	£ 1,367,517	4.22
Suburban Passenger Traffic	126,294,486	134,263,336	6.31	2,190,310	2,318,461	5.85
Totals	131,367,215	139,689,012	6.33	3,502,513	3,685,978	5.23

The total increase in passenger revenue (£183,465) was due principally to special traffic engendered by the visit of His Royal Highness the Duke of Gloucester and the Centenary celebrations rather than by normal growth of business, the traffic during the months of October, November and December which covered the Royal visit and the peak of the celebrations, accounting for approximately £132,000 of the increase.

Outstanding among the factors which were responsible for additional rail revenue (both country and suburban) during this period were—

The arrival of His Royal Highness, which produced a record suburban traffic ;

The display of school children at the Melbourne Cricket Ground ;

The dedication of the Shrine of Remembrance ;

The Scouts' Jamboree at Frankston ;

The Eucharistic Congress and procession ;

The prolonged illuminations in Melbourne ; and

A tramway stoppage in Melbourne for four days in a period of heavy traffic connected with the Royal visit.

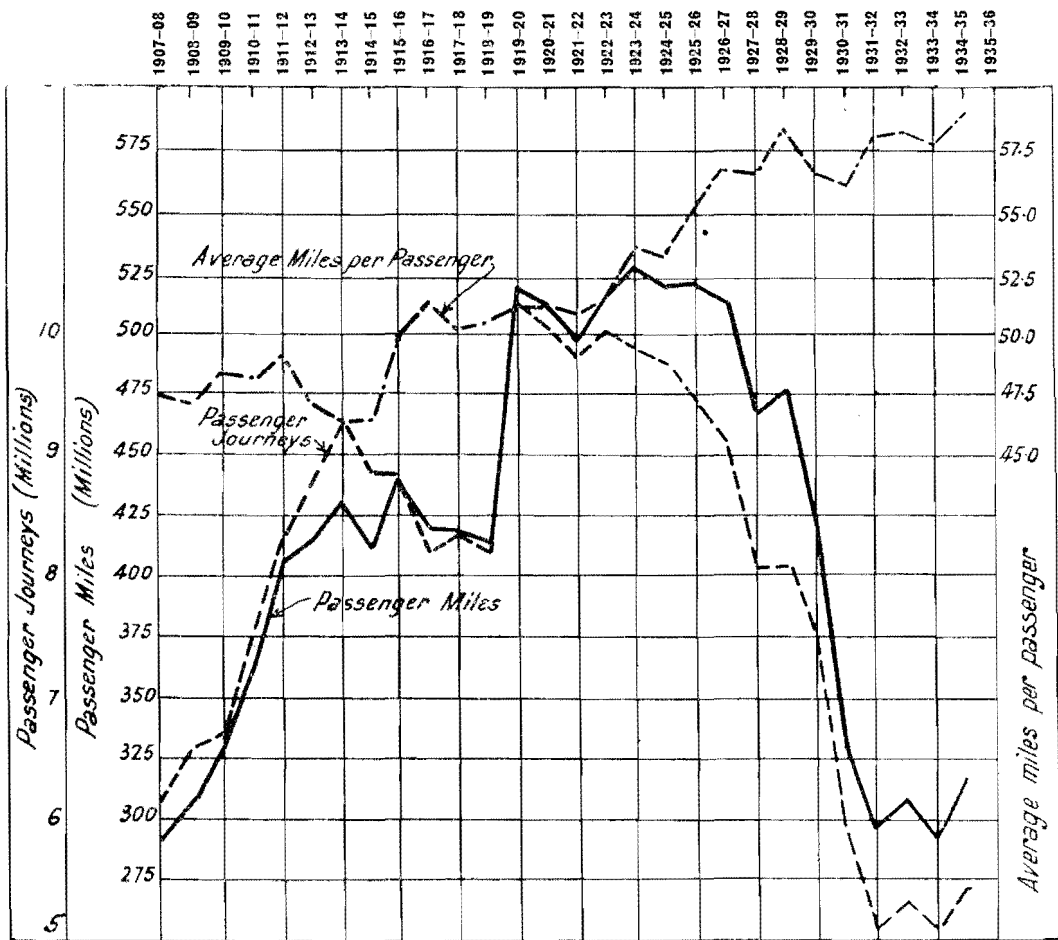
COUNTRY PASSENGER TRAFFIC.

Apart from factors already mentioned, the action of the Government in defraying the railway fares of Returned Soldiers attending the Anzac Day functions in Melbourne resulted in considerable extra country travel.

Reduced fares were again offered, with satisfactory results, on a number of occasions which presented possibilities of inducing extra business. The competition of service road motor-cars, however, has very largely continued unabated pending logical and effective regulation of transport, while the extensive use of private motor cars has greatly affected railway traffic during the last decade. The steps which we have taken to improve the train services, and render them attractive, are described elsewhere.

The following graph shows the growth of country passenger traffic from 1907-8 to 1919-20, together with the marked degree to which it has since been affected by the factors just mentioned, and, of recent years, by the financial depression—

COUNTRY PASSENGER TRAFFIC 1907-8 TO 1934-35.



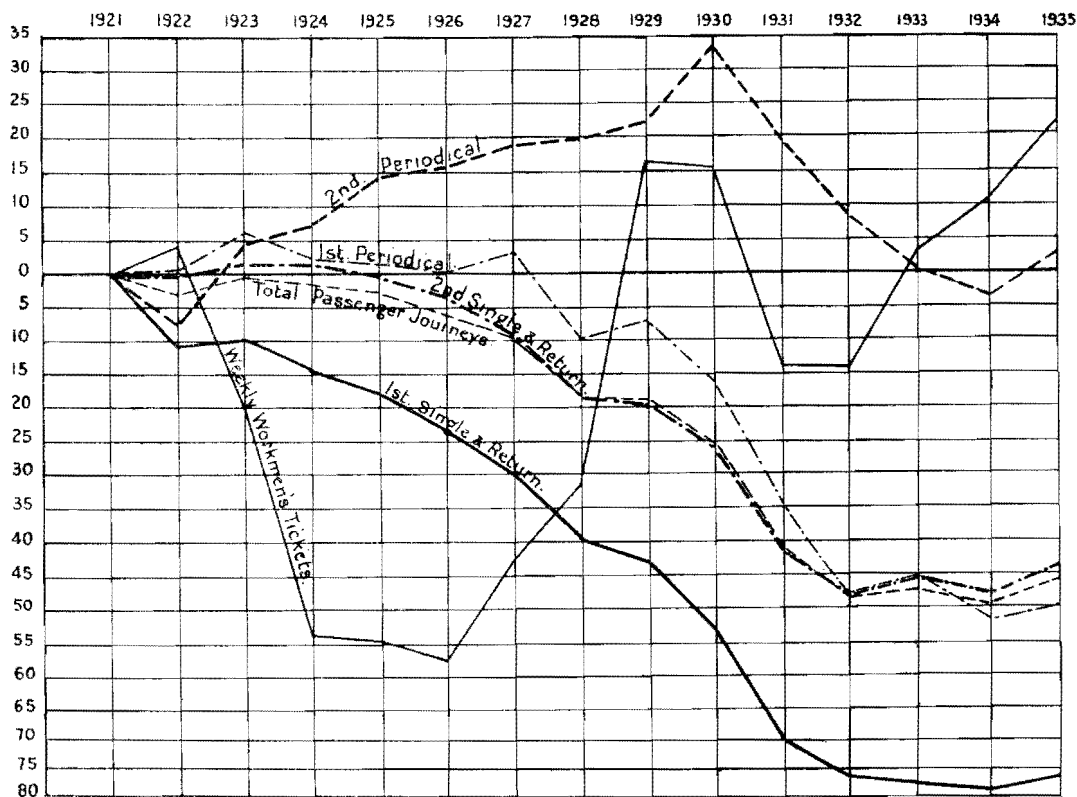
At the commencing point of the graph (1907-8) the country passenger journeys numbered 6,107,745. The peak was reached in 1919-20 with 10,263,863, and almost continuous decreases were subsequently experienced until, in 1933-34, the country passenger journeys fell to 5,072,729—the lowest in the whole period of 28 years, and less than half the figure for 1919-20, the reduction being equivalent to 50.57 per cent. The increase in 1934-35 to 5,425,676, while gratifying, was practically all due to special causes, and cannot be regarded as indicating normal improvement.

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

Country Passenger Journeys.	1920-21.		1934-35.	
	Number.	Percentage.	Number.	Percentage.
1st class single and return ..	1,722,699	17.12	406,891	7.50
1st class periodical ..	1,214,328	12.07	609,374	11.23
		29.19		18.73
2nd class single and return ..	6,308,272	62.70	3,547,402	65.38
2nd class periodical ..	689,673	6.85	707,751	13.05
Weekly Workmen's (2nd class) ..	126,894	1.26	154,258	2.84
		70.81		81.27
	10,061,866	100	5,425,676	100

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

PERCENTAGE INCREASE OR DECREASE OF COUNTRY PASSENGER JOURNEYS,
1920-21 TO 1934-35.
YEAR ENDED 30TH JUNE.



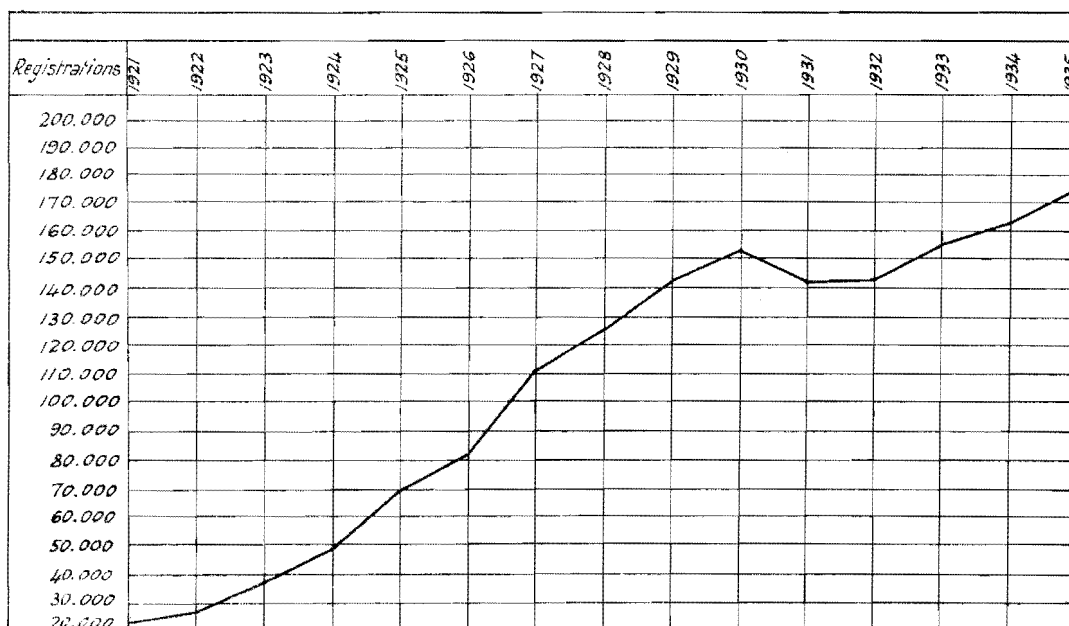
The marked decrease in weekly workmen's passenger journeys between 1922 and 1926 was attributable principally to the decline of mining in country districts. The subsequent increase in this class of traffic was ascribable to a reduction in the fares in the 21-27 mile zone from Melbourne in 1928. Depressed conditions led to a substantial decrease in 1930-31, which has now been more than recovered.

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 subsequently resulted in a heavy decline, but there was a slight recovery in 1934-35.

MOTOR CAR REGISTRATIONS.

Registrations of automobiles and commercial vehicles again showed a large increase. The total registrations (175,567) current at 30th June, 1935, represented an increase of 11,757 vehicles (13.04 per cent.) over the record number at 30th June, 1934, and of 21,711 (14.11 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.



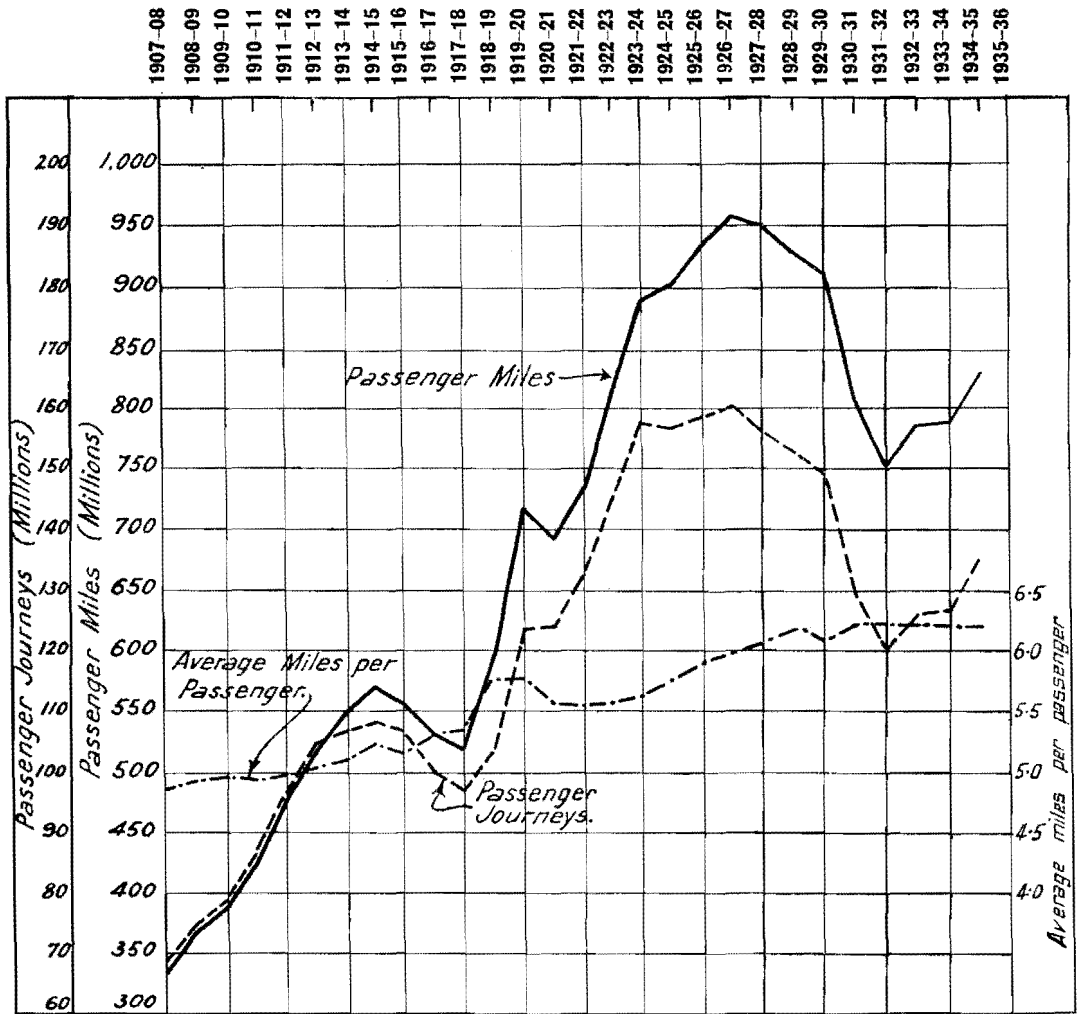
SUBURBAN PASSENGER TRAFFIC.

In the suburban area, passenger traffic showed a continued improvement, apart from that due to the special causes in the last three months of 1934 which have already been mentioned.

First-class travel showed a slight relative decline during the year, despite an increase in the proportion of first-class passengers travelling on race and special picnic tickets.

The development in the suburban traffic from 1907-8 (68,799,680 passenger journeys) until the peak in 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 increases during the last three years, with a total of 134,263,336 passenger journeys in 1934-35 :—

SUBURBAN PASSENGER TRAFFIC, 1907-8 TO 1934-35.

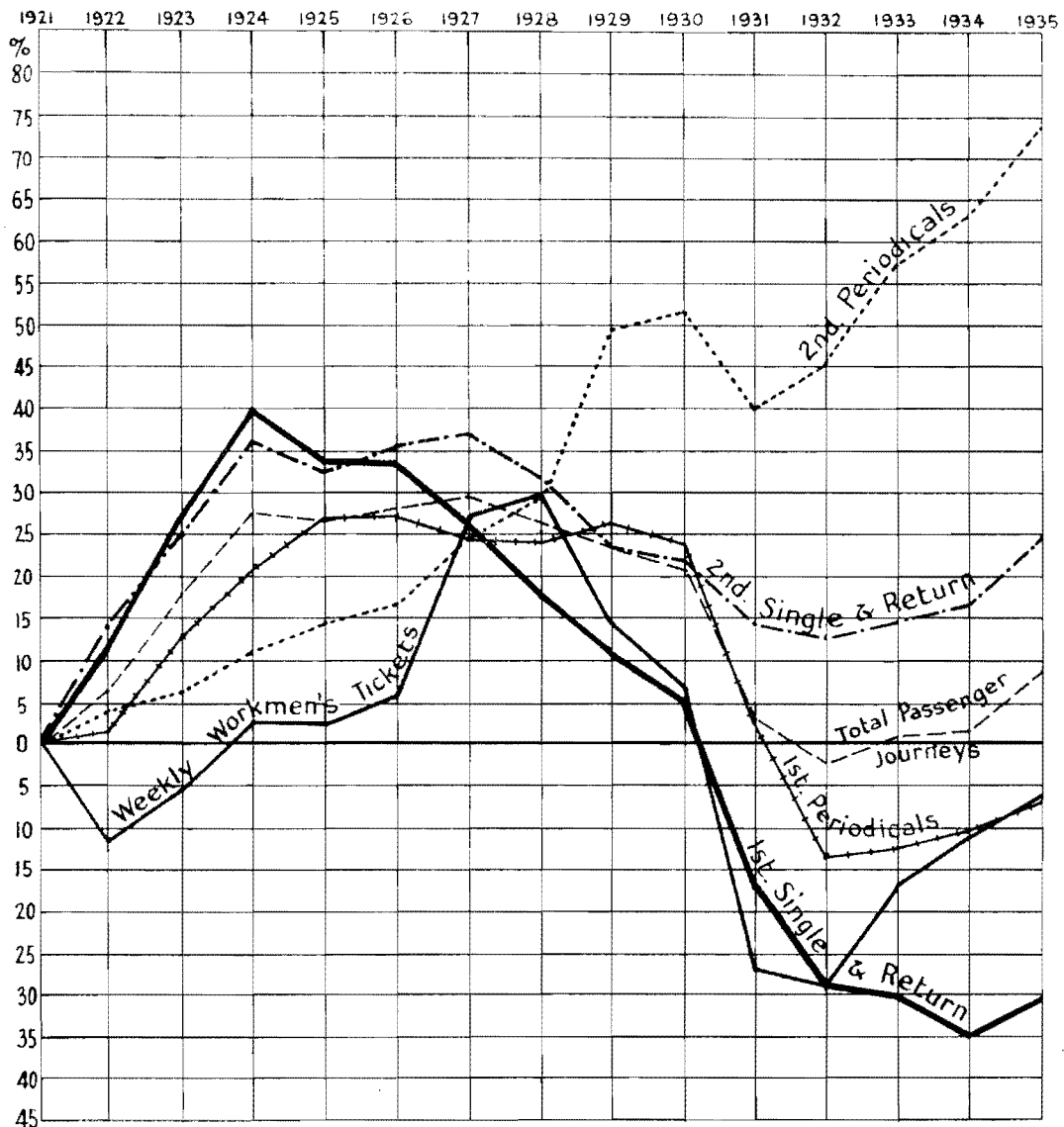


During recent years the composition of the suburban traffic has been undergoing changes similar to, though not so marked as, those taking place in the country traffic. This will be seen from the following figures :—

Suburban Passenger Journeys.	1920-21.		1934-35.	
	Number.	Percentage.	Number.	Percentage.
1st class single and return ..	31,937,385	25.76	22,172,446	16.51
1st class periodical ..	23,593,993	19.03	22,064,783	16.43
		44.79		32.94
2nd class single and return ..	39,495,944	31.86	49,271,529	36.70
2nd class periodical ..	16,981,741	13.69	29,529,312	22.00
Weekly Workmen's (2nd class) ..	11,974,754	9.66	11,225,266	8.36
		55.21		67.06
	123,983,817	100	134,263,336	100

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

The tonnage of goods carried (excluding live stock) showed an increase of 129,784 tons, or 2.46 per cent., by comparison with that of 1933-34. The revenue, however, declined by £25,814, or .66 per cent.

Details of the increase or decrease in the tonnage and revenue of the various classes of goods are embodied in Appendix No. 23.

Reference to the Appendix will show that (apart from the miscellaneous items included under the heading "All other goods") the increases in tonnage occurred mainly in such low-grade traffic as fertilizers, minerals (including coal, coke, ores, &c.), timber and flour, bran, pollard and sharps. These four items showed an increase of 136,058 tons, with a revenue increase of £63,733.

Decreases were principally in the following classes of traffic—

Wheat.—The tonnage decreased by 44,755 tons (5.23 per cent.), and the revenue by £37,156 (6.52 per cent.), due to causes referred to in the paragraph "The Wheat Harvest." A decline in the average haul, from 176.99 miles in 1933-34 to 166.61 in 1934-35, also adversely affected the revenue.

Firewood (including briquettes).—The floods at the Yallourn Works, which necessitated a cessation of the operation of the briquetting plant for seven weeks, and a reduced output for three months thereafter, were the main factors in a tonnage decrease of 59,835 tons (7.08 per cent.), and a fall in revenue of £23,693 (6.19 per cent.). The tonnage of firewood also decreased by 27,000 tons.

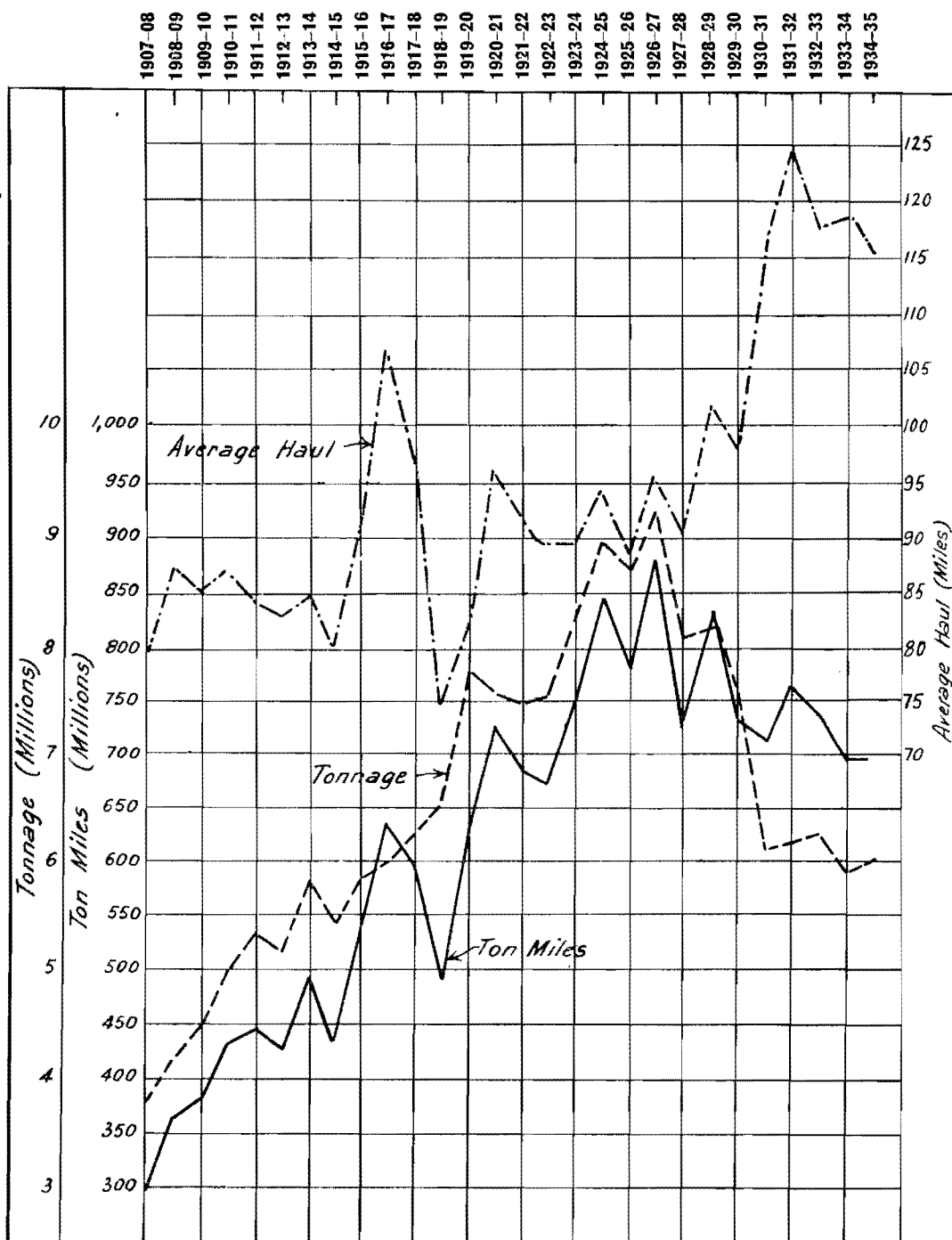
Wool.—Although the production of the State increased by 2.76 per cent., the wool carried by rail increased by only .22 per cent., due to the intense and almost entirely unregulated road competition for this high-grade freight commodity.

Higher-class Goods (Classes "2", "1" and "Smalls").—The tonnage decrease amounted to 4,865 tons (2.31 per cent.), with a decline in revenue of £16,019 (3.12 per cent.). Intensive road competition for this class of traffic has continued, involving a continuance of considerably reduced rates under freight contracts, &c.

Live stock traffic increased by 21,800 tons (3.72 per cent.), with an additional revenue of £12,992 (1.92 per cent.). The lower revenue increase, by comparison with that in tonnage, was due to a slight decrease in the average haul and to variations in the composition of the traffic. The number of cattle carried was greater by 64,964 than in 1933-34, but in the case of sheep there was a falling-off of 422,574, there having been an abnormal movement of sheep in the latter part of 1933-34 by reason of the dry seasonal conditions.

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 1934-35.



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 166.61 miles.

Train Mileage, Train Loads, &c.

The total train mileage (including assistant, light and departmental coal mileage) for the year was 16,284,689, or 137,087 miles more than in 1933-34.

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

							Train Miles.
<i>Increases.</i>							
Country passenger trains	..	..	..	..	..	..	264,539
Suburban passenger trains	..	..	..	..	..	..	90,828
Rail motor cars	..	..	..	..	..	..	13,941
							369,308
<i>Decreases.</i>							
Mixed trains	..	..	..	..	..	..	75,269
Goods trains	..	..	..	..	..	..	153,834
Departmental coal mileage	..	..	..	..	..	..	3,118
							232,221
Net Increase	..	..	..	..	..	..	137,087

The increase in the country passenger train mileage was due in part to the widespread re-organization of the regular passenger services, and in part to the running of extra trains in connexion with the Royal visit and the Centenary celebrations.

In the case of suburban passenger train mileage the increase was due to somewhat similar factors. Additional regular services were provided upon the Ferntree Gully and Mordialloc and Frankston lines, while through running on the Ashburton line during peak periods of the day operated throughout the year, instead of for only a few weeks of the preceding year. Apart from these additions in regular services, the increase was due to extra trains in connexion with the Royal visit and the Centenary celebrations and during the Melbourne tramway stoppage for four days in October.

The decrease in mixed train mileage was attributable to improvements in service by the replacement of mixed trains by petrol-electric rail motors, and in some cases by steam passenger trains, on various lines.

Decreased goods train mileage resulted mainly from the routing of the North-western goods services via Cressy instead of via Bacchus Marsh and from the increased rating of "A" class engines.

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

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

	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
Average gross tonnage per traffic train mile—						
Passenger	200	196	191	193	206	208
Mixed	212	217	230	230	237	235
Goods	407	421	441	443	453	459
Average goods and live stock tonnage per loaded truck mile	8.3	9.0	9.2	8.9	8.7	8.7
Average goods and live stock tonnage per loaded truck mile during peak period (January to April inclusive)	8.9	10.1	10.3	10.6	9.7	9.0
Average miles per truck per day during peak period (January to April inclusive)	24.3	23.1	26.0	26.5	23.2	22.6
Number of passengers carried per passenger and mixed train mile, including rail motor mileage—						
Country	91.2	84.54	83.53	85.12	80.70	83.12
Suburban	123.27	112.29	108.42	112.62	113.54	119.27

The avoidance of unnecessary train mileage, by making the greatest possible use of the available tractive power, is essential to economic working. During the years of depression it has not been practicable to maintain performances in this respect, and the comparatively small wheat yields in the last two years have also adversely affected the figures. It is, however, interesting to observe from the graph below the increase in the train mileage over a period of years by comparison with the increase in business. The train mileage curve represents all classes of running, whereas the volume of traffic is represented under two headings, viz., passenger miles and goods ton-miles, because they cannot readily be equated into one unit.

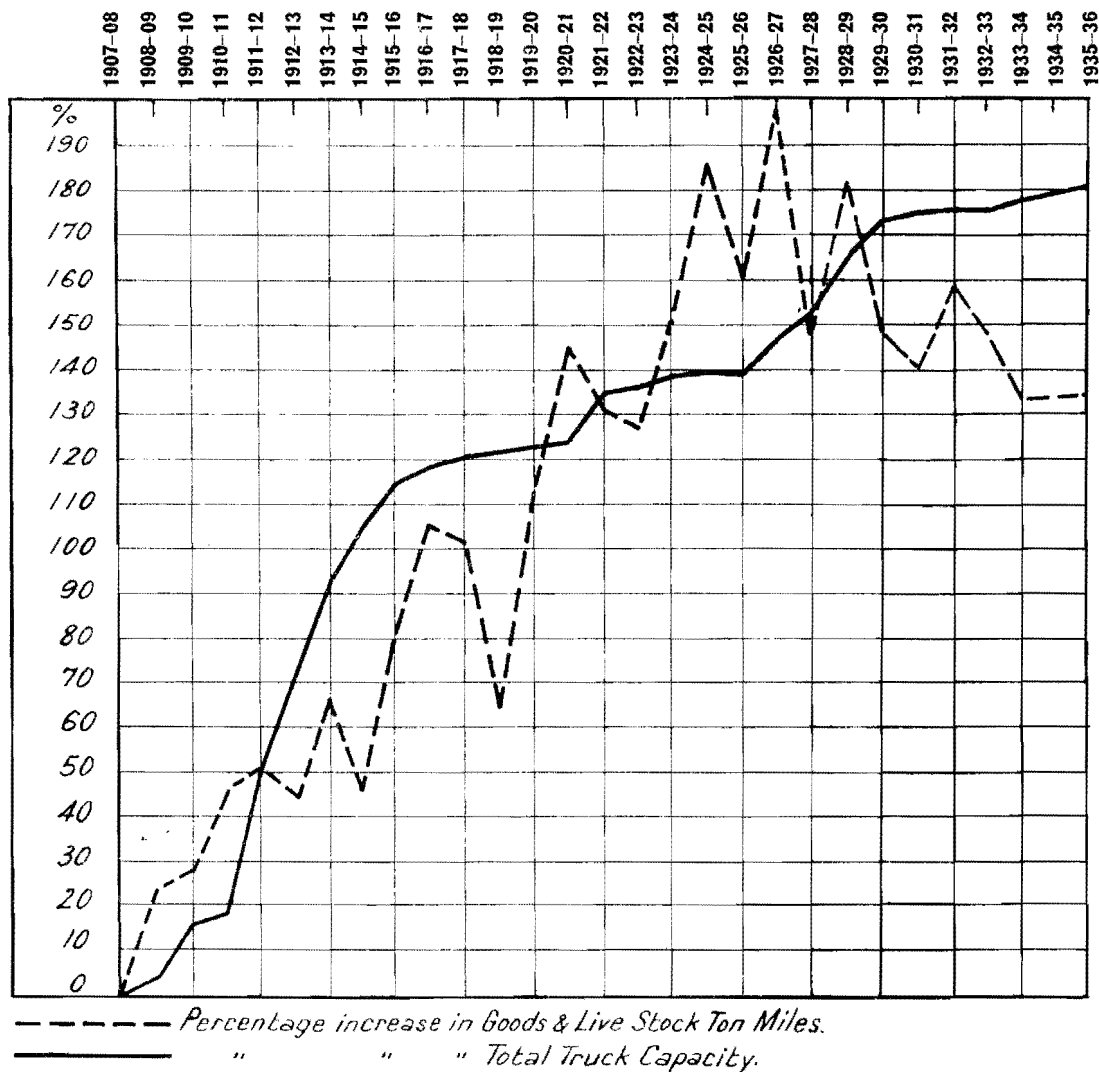
PERCENTAGE INCREASE OVER 1907-08 IN TRAIN MILEAGE BY CONTRAST WITH THAT IN TRAFFIC.



The graph shows that in 1934-35 the goods business and the passenger traffic were 134.02 and 84.78 per cent. respectively greater than in 1907-08, yet the increase in train mileage was equivalent to only 54.46 per cent.—indicating substantial economic advantage.

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



The 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 few years below the truck capacity curve.

Country Train Services.

For a number of years past, as a result of continuous intensive study of operating conditions and of public requirements, we have been able to feature in our reports, almost year by year, extensive improvements in the country passenger schedules. Throughout the system the services have, by various means, been accelerated, and more convenient timing has been provided, especially in the direction of avoiding departures from Melbourne at an early hour of the morning or too early in the afternoon, as well as advancing late arrivals at the metropolis.

Researches which have recently led to substantial improvements in the efficiency of existing types of locomotives have opened up a new field of action in this respect, and have admitted of further accelerations of which we are taking full advantage. The alterations made to the time-tables during the year under review have accordingly been of an outstanding nature, and should, because of the added convenience provided, be of definite advantage in popularizing railway travel.

The drastic character of the changes is shown by the savings accomplished in the running time of regular passenger trains, which aggregate approximately 200 hours per week, or 10,000 hours per annum.

A brief indication of the nature of the alterations is given hereunder:—

Northern and Midland Districts.

Melbourne-Bendigo.—More convenient timings; reductions of up to 50 minutes on certain trains; and an average reduction of $12\frac{1}{2}$ per cent. in time between terminals.

Bendigo-Echuca-Deniliquin.—Mixed trains between Bendigo and Echuca replaced by petrol-electric rail motor service, with through running to Deniliquin; change at Echuca obviated, and the journey beyond Bendigo reduced by 57 minutes; greater frequency and more convenient timings.

Bendigo-Swan Hill.—Mixed train replaced by passenger (mainly petrol-electric rail motor) service; Melbourne journey reduced by about four hours; additional trains scheduled.

Korong Vale-Wycheproof-Ultima.—Accelerations of up to 85 minutes in the Melbourne journey.

Mildura Line.—(Two series of alterations.) Increase in service frequency; more convenient times of arrival and departure; accelerations ranging up to 89 minutes; abolition of change of cars at Ballarat by sleeping car passengers.

Daylesford Line.—“Through” passenger trains to Melbourne in the morning and in the reverse direction in the evening, with savings of up to 45 minutes.

North-Western District.

Adelaide Express.—Departure time for Adelaide altered from 4.30 p.m. to 5.10 p.m., and later to 5.45 p.m.; journey reduced by 75 minutes.

In the reverse direction, a uniform departure time (6.35 p.m.) has been fixed instead of 4.30 p.m. on four days and 6.45 p.m. on two days per week, with accelerations of 105 minutes and 35 minutes respectively.

Melbourne-Serviceton.—Generally faster and more convenient schedules; provision of a new fast passenger train daily in both directions between Melbourne and Horsham; additional frequency provided on certain sections.

North-Eastern District.

Services appreciably improved by alterations made since the close of the financial year. Prior to that date, acceleration of the afternoon train from Albury by 30 minutes, and improvement of branch line services as follows:—

Tallangatta Line.—Mixed train service supplemented by rail motor, with curtailment of up to five hours on certain days in the journey to Melbourne.

Seymour-Numurkah, &c.—Increased frequency with petrol-electric rail motor service; curtailment of running time by 30 minutes in one direction and 20 minutes in the other; greater frequency also between Toolamba and Echuca.

Benalla-Yarrawonga.—Afternoon service provided daily instead of on two days per week.

Eastern and South Eastern Districts.

Melbourne-Bairnsdale.—Increased service with express trains between Melbourne and Warragul, and local trains for intermediate travel; savings *en route* ranging up to 135 minutes, with advantages extending to the branch lines.

Traralgon-Stratford.—More frequent service between Traralgon and Maffra by petrol-electric rail motor, in place of mixed train and rail motor services. Facilities for the carriage of passengers between Maffra and Stratford withdrawn.

Bairnsdale-Orbost.—Mixed train service discontinued, and goods trains only operated; passengers catered for by co-ordinating road motors.

Melbourne-Korumburra-Yarram-Wonthaggi.—Faster morning trains (with saving of 55 minutes between terminals) now provided on main line, and combined with Wonthaggi branch line trains as far as Nyora, enabling separate Wonthaggi trains to be cancelled; evening trains between Melbourne and Korumburra in both directions accelerated by up to 40 minutes, and extended as far as Leongatha.

* * * * *

Further improvements have been effected or decided upon since the close of the financial year, and it is intended to subject the whole of the schedules to close and continuous review in order that the best services practicable may be provided.

The cumulative effect of the progressive improvements over a period of years is of a striking nature, as will be seen from the following examples, giving particulars of the savings effected between 1919 and 1935 in the time taken in the journey to and from various terminal stations:—

REDUCTION IN TIME TAKEN ON JOURNEY—1935 COMPARED WITH 1919.

Station.	From Melbourne. (Minutes.)	To Melbourne. (Minutes.)
Bendigo	30 to 85	50 to 85
Echuca	107 to 177	97 to 152
Mildura	164 to 195	155
Swan Hill	205 to 275	315
Adelaide	100	179
Hamilton	89	166 to 175
*Warrnambool	120 to 147	98 to 105
*Albury	61	64
Bairnsdale	123 to 146	156 to 160
Alberton	219	249
*Numurkah	37 to 90	60 to 107
*Yarrawonga	50 to 122	102 to 111
*Tallangatta	118 to 218	36 to 577 (by alteration of connexions)

* The effect of alterations made since 1st July, 1935, has been included in these cases.

The goods train services also have been under close scrutiny, and schedules have been adjusted so as to be more suited to loading conditions in the country and to marketing arrangements. In these re-arrangements, the improved efficiency of locomotives has been of great advantage.

Brief particulars of the more important alterations effected during the year are given hereunder:—

Bendigo-Swan Hill.—Generally revised schedule; daily goods train leaving Bendigo at 3.30 a.m. (connecting with 5.45 p.m. goods train from Melbourne) reaches Swan Hill at 2.30 p.m.—goods leaving Melbourne at same time previously delivered by mixed train arriving 5.20 p.m.; limited number of vehicles attached to mid-day petrol electric rail motor train for urgent or perishable consignments.

Bendigo-Echuca.—Goods train four days per week arrives at Echuca at 8.20 a.m. by comparison with 11.45 a.m. previously; new train from Deniliquin on Tuesdays, principally for live stock.

North Western district.—Altered routing via Cressy instead of via Bacchus Marsh admits of substantially heavier loads with improved "C" class engines; time curtailed by 1 hour.

Eastern and South Eastern districts.—General revision; fast through goods train scheduled daily between Melbourne and Bairnsdale in each direction; goods despatched from Melbourne at 7.20 p.m. (as previously) reach Bairnsdale at 9.30 a.m. next day instead of 12.20 p.m.; goods from Bairnsdale reach Melbourne at 3.30 a.m. (as previously) but leave at 3.20 p.m. the previous day instead of 2.15 p.m.; Orbost line materially benefited by improved Melbourne-Bairnsdale services.

Race and other Special Traffic.

For many years the Spencer-street station was utilized as the sole starting point for special trains to the Flemington and Williamstown racecourses. Recognizing that public convenience would be much better served if these trains were run from and to the central station at Flinders-street, we found by experiment that the innovation could be adopted without inconvenience to regular traffic, and the alteration is now uniformly in operation except for the Spring Meeting (four days) at Flemington.

Passengers who so desire are enabled to join at Spencer-street, and on the return journey may alight at either station.

It is intended to extend the practice to special trains for the Royal Agricultural Society's Show.

Facilities for the carriage of horses to and from race meetings were improved by scheduling two return trips, instead of one, on each metropolitan race-day and for some country meetings. The extra service obviates delays at the course of horses which are engaged only during the latter portion of the race programme, or whose return is desired after engagement in the earlier races. The response has been encouraging.

The special fares operating to the Flemington and Williamstown racecourses—portions of the lines to which are required for race traffic only—were reduced as from 1st January, 1935. Although patronage has increased the revenue has fallen, but we believe the step to have been a wise one in view of competing forms of transport, and there has been a notable increase in the proportion of first class travel.

Reduced fares for travel by special train to country race meetings, which were introduced shortly before the close of 1933-34, have been followed by an increase in patronage sufficient to improve the revenue result.

Suburban Train Services.

The suburban train services also were carefully reviewed. In some cases additional trains were provided, and the most important alteration was the scheduling of a number of trains on the Caulfield, Frankston and Dandenong lines to run express over sections of the journey, supplemented by additional stopping trains. A material improvement was thus effected for outer-suburban journeys, and the crowding of trains was minimised.

Numerous adjustments in the schedules were made which, although of a minor nature, have been of substantial convenience to travellers. In this respect we were much assisted by the gratifying public response to our invitation to submit suggestions on the subject.

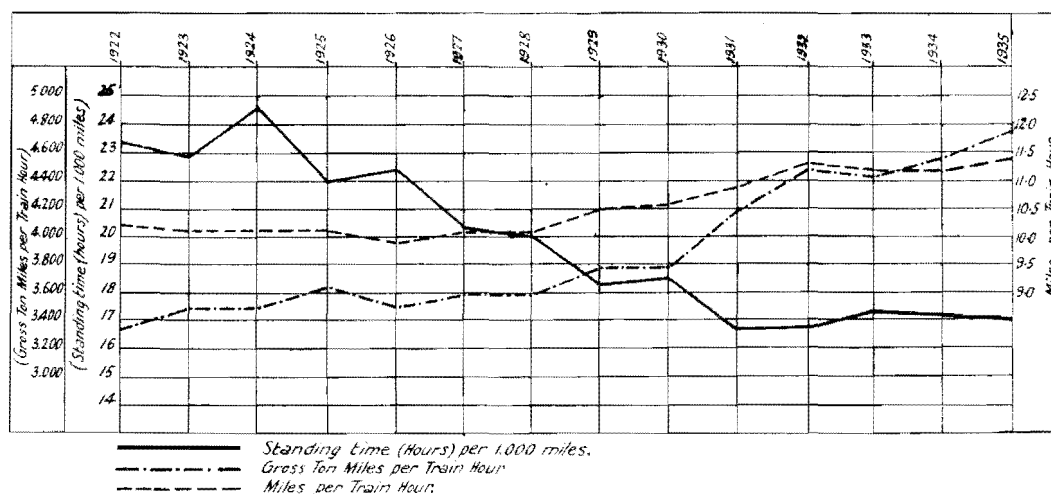
Train Control.

With the installation of selector telephones between Traralgon and Bairnsdale, both via Maffra and via Sale, the mileage of line operated under the train control system has been increased to 2,210½ miles, of which 2,009 miles are equipped with the selector telephones. The system now covers practically the whole of the important country main and branch lines.

Through the medium of the selector telephone services, the train dispatchers deal directly with the employees engaged in train working, and record on graphs progressively the movements of all trains and engines over the sections under their supervision. They are thus able to visualize possible delays, and to take immediate corrective action; and in many other ways to assist materially in attaining efficient service.

The advantages of this important change in railway operating technique on our lines are being realized in many directions, and the graph below, which contains particulars of vital operating statistics, indicates the advances which have been made :—

YEAR ENDED 30TH JUNE.



Striking progress in all respects is shown over the period covered by the graph. Comparing 1934-35 with 1925-26, there was an increase in the over-all speed of goods trains in "miles per train hour" from 9.9 to 11.4; a reduction in the standing time of locomotives from 22.4 to 17.0 hours per 1,000 miles; and an increase in gross ton-miles per train hour from 3,500 to 4,731.

All these performances are of fundamental importance in operating efficiency and economy. The improvements are due, however, not to the train control system alone, but to a combination of factors in which the provision of larger engines, locomotive improvements, and the installation of automatic couplers, have also played a part.

Timekeeping of Trains.

The percentages of trains on time for the year, in comparison with those for 1933-34, are set out hereunder :—

	1933-34	1934-35
Country passenger trains	76.51	80.97
Country mixed trains	71.90	77.90
Suburban electric trains	80.00	84.00

These figures are compiled on an amended system based upon the actual times of arrival, without the marginal allowances (3 minutes for suburban trains and 6 minutes for country trains) which were previously recognized.

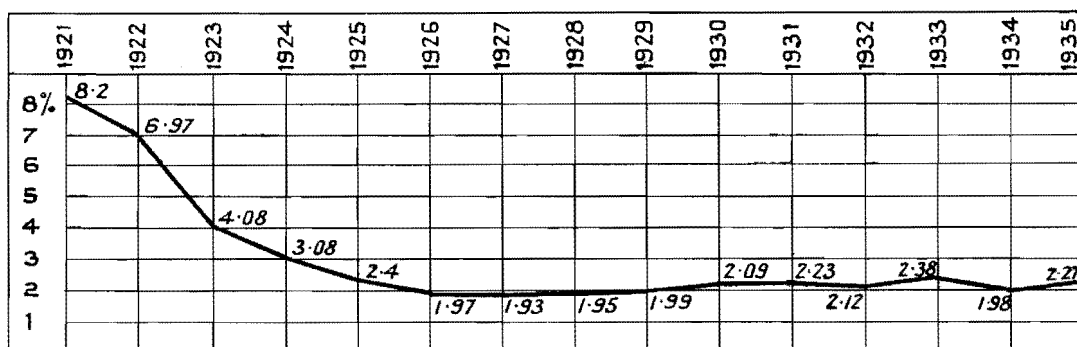
A definite improvement was accomplished, and bearing in mind the accelerated schedules which have been introduced, and the numerous speed restrictions necessitated at various points from time to time by track improvement works associated with the unemployment relief schemes, the performances are regarded as satisfactory.

Ticket Collection.

Some retrogression occurred in the collection of tickets, the percentage uncollected during the year having risen to 2.27, by comparison with 1.98 in 1933-34.

The results achieved in each year since 1920-21 are shown graphically hereunder :—

YEAR ENDED 30TH JUNE.



While the performance in 1934-35 was substantially better than in earlier years before special attention was devoted to ticket collection as a means of safeguarding revenue, it is less satisfactory than in a number of intermediate years, and further active endeavours are being made to effect an improvement.

Claims for Missing and Damaged Consignments.

We are pleased to be able to report a marked reduction in payments in satisfaction of claims for the short delivery, damage or delay of goods, parcels and live stock, which amounted to £9,770, by comparison with £11,859 in 1933-34 and £12,095 in 1932-33.

The amount so paid represented .20 per cent. of the revenue received during the year from the carriage of goods and parcels, &c., compared with .24 per cent. in the preceding year.

This improved result was contributed to by the steps taken to educate the staff in the proper method of handling and stowing goods and in the avoidance of rough shunting.

In addition, the Special Inquiry Division was successful in reducing pilfering from trucks or packages, despite the difficulties caused by the continuance of a large number of itinerants who travel without authority, or attempt to do so, mainly by goods trains. To cope with this situation it has been necessary to incur substantial expense (approximating £3,000 for the year) in patrolling trains and station yards in certain districts.

The practices indulged in by the "stowaways" are not only detrimental to the interests of the railways and their patrons, but frequently involve personal danger to the "stowaways" themselves. Three were injured, and one killed during the year under review. We have repeatedly urged, but so far without success, that legislation be passed to enable this menace to life, limb and property to be dealt with more adequately than the law will now admit. At present, if an offender is fined by the court for travelling without authority, and is unable to pay the fine, no further action can be taken except by a process which is quite impracticable of application to persons having no fixed place of abode.

The Wheat Harvest.

Owing to unfavourable weather conditions at critical periods, and to a reduction in the acreage sown, the wheat yield for the 1934-35 season was much below average, being only 25,850,528 bushels. The quantity railed from the producing districts—9,608,060 bags—was relatively somewhat higher, as there was a large "carry-over" from 1933-34, and the quantity held in stacks at country stations at 30th June, 1935,

was substantially below that so held at the beginning of the financial year. The 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.
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
1934-35	25,850,528	9,608,060
Record Years	(1915-16) 58,521,706	(1916-17) 18,461,822

Wheat exported during the year amounted to 3,741,096 bags, as compared with 3,445,706 bags in 1933-34.

At the conclusion of the year the "carry-over" from 1933-34 had appreciably declined, as indicated by the relative figures shown hereunder:—

	Number of Bags of Wheat Stacked at 30th June—			
	1932.	1933.	1934.	1935.
At or in the vicinity of Williamstown	978,095	323,627	738,494	465,007
At or in the vicinity of Geelong ..	946,392	561,725	989,833	513,282
At country stations	589,017	2,166,209	3,976,841	2,292,622
Totals	2,513,504	3,051,561	5,705,168	3,270,911

Particulars of the number of bags of wheat despatched from the principal wheat-loading stations during the last six years are contained in Appendix No. 25.

Way and Works Branch.

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

During the year 45.64 miles of track were relaid, and the tracks were strengthened by 125,842 additional sleepers and 167,354 cubic yards of additional bluestone, gravel and scoria ballast. In ordinary maintenance 87,793 cubic yards of ballast were used, 667,085 sleepers were renewed, and 41 miles of fencing rebuilt.

Unemployment Relief Works.

As in recent years, the large quantities of sleepers and ballast were utilized mainly upon works carried out during the year in conjunction with the Government's scheme for the relief of unemployment. Under these schemes approximately 5,500 men were given employment for periods of 8 or 12 weeks during the year.

The "relief" gangs were engaged on various lines throughout the State in reconditioning and strengthening tracks by the provision of additional sleepers and ballast, on relaying and regrading works, and, in the case of suburban lines, in improving the drainage of tracks. The country lines on which strengthening operations were carried out during the year were Gheringhap-Maroon (completed), Ballarat-Donald (completed), Sunshine-Serviceton, Ararat-Hamilton, Kerang-Swan Hill (completed), Korong Vale-Nandaly, Boort-Chillingollah (completed), Benalla-Yarrowonga (completed), Shepparton-Katamatite (completed), Murchison East-Colbinabbin (completed), Congupna Road-Cobram (completed), Murchison-Picola (completed), Strathmerton-Tocumwal (completed), Sydenham-Bendigo (completed), and Dandenong-Moe (completed). Important regrading operations were finished between Ararat and Glenorchy, as well as minor works between Garfield and Bunyip, and Nilma and Darnum. Other work between Trafalgar and Moe is well in hand. The conversion of the Bannockburn-Warrenheip line from double to single track was also completed during the year.

During 1934-35, £355,957 was expended by this Department upon works carried out in conjunction with unemployment relief schemes. Of this amount £282,852 was provided from Unemployment Relief Funds, embracing £151,139 which would have been met from working expenses if the Department had been able to undertake the works in the ordinary course, and £131,713 which would have been a capital charge. Of the balance (£73,107), an amount of £71,616 was included in the working expenses of the year and £1,491 charged to capital.

Hallade Track Recorder.

As mentioned in the report submitted by the Chairman on 25th March, an instrument called the Hallade Track Recorder was recently obtained from abroad for use in detecting defects of alignment or surface in horizontal and vertical planes and improper cant and alignment in curves.

Our experience with the Hallade recorder is so far limited, but is sufficient to indicate that the device will prove valuable on this system, as it has on some of the principal systems in England.

Welding of Rail Joints.

A further 12 miles of single track in the suburban area (100 and 110-lb. rails) were welded by the Thermit process, the standard length being 225 feet. In addition, 6½ miles of 50-lb. rails in the Denilquin line were replaced by 75-lb. rails welded into lengths of 103 feet 4 inches.

Elphinstone Tunnel.

Both tracks through the Elphinstone tunnel, on the main Northern line, were relaid with 110-lb. rails welded into one length of 1,710 feet. The tracks were re-conditioned throughout the tunnel, and improved drainage facilities were provided.

Improved Office Accommodation, &c.

To modernize and improve the facilities for the issue of country tickets, a new enclosed booking hall was provided as an extension of the main booking office at Spencer-street.

Improvements were carried out to the station buildings at Batman, including the provision of a new combined booking office and signal bay, and the hand-operated gates at Gaffney's Road were replaced by interlocked gates.

Live-stock Facilities.

Facilities for handling live stock traffic were provided at Bowser, to the cost of which the residents contributed, and improved conveniences were established at Maldon, Tocumwal and Newmarket. At Newmarket stock-yards new movable sheep-discharging races were installed. The races, which are provided with fixed sides to obviate the risk of sheep falling to the platforms and being injured, operate on permanent tracks and permit of sheep being safely and expeditiously unloaded. They have also relieved the unloading staff of the burden of handling heavy gang-boards.

Dwelling Accommodation for Employees.

To provide dwelling accommodation for employes, nine departmental residences were removed from various localities where they were no longer required owing to reductions in staff, and were re-erected at Broadford, Charlton, Echuca, Hamilton, Horsham, Raywood, Reservoir, Tooradin and Sheep Hills.

Strengthening Bridges.

The work was continued of replacing old timber bridges of obsolete type with permanent structures more suited to modern requirements and permitting of increased loading, particular attention being given to the Sunshine-Serviceton line. Between Ararat and Serviceton, permanent structures have now been provided throughout, while between Sunshine and Ararat four timber bridges were replaced and ten others are in course of reconstruction.

Manganese Double Track Cross-over at North Melbourne.

A new double track manganese steel rail crossover, consisting of sixteen blocked and bolted crossings, was installed at North Melbourne and carries the electric train traffic of the Essendon lines across the main goods lines. The crossover, which was fabricated by Thompson's Engineering and Pipe Co. Ltd., from British manganese rails, is the first of its kind to be manufactured locally for this Department.

The manganese steel rails used in the construction of the crossing have properties of toughness and resistance to abrasion which will considerably lengthen their useful life by comparison with that of the carbon steel rails in general use.

Demolition of Ironwork Shop, Spencer-street.

During the year the headquarters of the staffs of the Inspector of Ironwork and the Lighting Supervisor were transferred from Spencer-street to Laurens-street, North Melbourne, and the old Ironwork Shop at Spencer-street, in which the staffs were accommodated, was demolished. A re-organization of maintenance activities made practicable by the transfer has resulted in increased efficiency and economy, while one allotment of the land made available has been leased for a long term at a substantial rental. Steps are now being taken with a view to leasing other allotments.

Flood Damage—Rehabilitation Works.

The unprecedented floods which occurred in November and December last caused much damage to the railway tracks, banks, bridges and other structures in the flood areas, particularly on the eastern and south-eastern lines, in some places the tracks, embankments and bridges being completely washed away. Prompt measures were taken to provide temporary tracks and bridges to permit of traffic being resumed at reduced speeds with a minimum of interruption.

The estimated cost of providing temporary tracks and effecting permanent repairs and reconstruction, which are nearing completion, is £46,000, half of which is being provided by the Government from the fund allocated by the Commonwealth Government for the repair of flood damage.

Sewerage Works.

The sewerage of departmental premises at Swan Hill, including the station buildings, employees' residences, engine sheds and goods shed, also of the station buildings at Merlynston and Moorabbin and the locomotive depot at Ballarat East, was completed during the year.

Other New Works.

Other works undertaken to facilitate the handling of traffic included:—

- | | | |
|----------------|----|--|
| Daylesford | .. | Provision of 70-ft. turn-table in place of a 50-ft. turn-table. |
| Glenbervie | .. | Completion of pedestrian subway. |
| Glen Iris Line | .. | Extension of passenger platforms to accommodate longer trains. (This necessitated similar work on the Fawkner line, owing to through running between the two lines.) |
| Hamilton | .. | Provision of loading space and new approach road, new goods shed and additional siding accommodation. |

Railway Facilities on Melbourne Harbor Trust Territory.

Following upon the submission to the Melbourne Harbor Trust of an amended account in accordance with the recommendations contained in the report, dated 20th August, 1929, of the Parliamentary Standing Committee on Railways, which investigated the difference of opinion between the Trust and this Department as to the responsibility for the provision and maintenance of railway facilities on Trust territory, we agreed to accept an amount of £50,000 in settlement of the indebtedness of the Trust to us in respect of the period prior to 1st January, 1930. The sum of £25,000 has been received, and the balance is to be paid in October next.

The maintenance of the facilities, with the exception of overhead equipment and signalling which we are maintaining pending a definite arrangement being arrived at, is being carried out by and at the expense of the Trust.

Signalling and Interlocking.

The conversion of the Bannockburn-Warrenheip line from double to single track involved considerable additions to the interlocking apparatus at each of the terminal stations, and the provision of new machines at the intermediate stations.

Equipment was provided for switching the following stations in or out as electric staff stations as required:—

Carapooee, Dooen, Goldsborough, Middle Creek, Moolort, Pimpinio.

Selector Telephones.

Selector telephones were installed on the sections Traralgon-Bairnsdale (via Maffra) and Stratford Junction-Rosedale, representing an addition of 99 miles, and making a total of 2,009 miles equipped for the train control system.

Railway Automatic Telephone Exchange.

The new automatic telephone exchange, referred to in previous reports, was brought into use on 24th February last, and, as anticipated, its installation has provided a greatly improved service, as well as a control over the use of the system which hitherto was not practicable. This installation completed the first section of the re-organization of the telephone services within the Metropolitan area.

The second phase of the scheme provides for the abolition of the manually operated switchboards at the Melbourne Goods Sheds, North Melbourne Locomotive Depot, Melbourne Yard, the North Melbourne Workshops and the Jolimont Workshops, and the conversion of the lines now operated from these boards to the automatic system.

To enable this to be done, 280 additional sets of exchange equipments have been ordered, as well as two additional positions for the manual switchboards for the automatic exchange, and delivery of this equipment is expected shortly.

Rolling-Stock Branch.

A statement of the rolling-stock in existence at 30th June, 1935, appears in Appendix No. 10.

Rolling-Stock Construction.

Each year it becomes necessary to condemn and dismantle a proportion of our freight wagon stock, having regard to age and utility factors in the light of modern traffic requirements. During 1934-35, in replacement of obsolescent four-wheeled wagons of the open freight type, 191 "IZ" wagons, each of 27 tons capacity and fabricated by the all-welded method, were constructed.

In addition, it was found necessary to augment the complement of louvre type closed wagons to cope efficiently with the transport of perishable goods. Fifty additional wagons were built for this service.

The balance of the rolling-stock constructed consisted of five 50-ft. "CW" vans of the type employed on main line passenger trains.

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

Van and sundry stock—					
" CW " vans .. .. .	..	..	..	..	5
Wagons—					
" IZ " open goods type .. .. .	..	..	..	..	191
" U " louvre type .. .. .	..	..	..	..	50

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

Locomotives .. .. .	..	..	..	..	17
Cars .. .. .	..	..	..	..	4
Van and sundry stock .. .. .	..	..	..	..	12
Wagons .. .. .	..	..	..	..	176

Locomotive Improvements.

The study of locomotive front end arrangement, which was referred to in our last report, was brought to fruition during the year, and has yielded striking results.

The alterations involved variations in grate, size and location of the blast pipe, diameter of funnel, type of smokebox arrangement, superheater element and main steam pipe details; and up till the end of the financial year, had been installed on 74 engines of the following classes:—

Class.				No. altered.
" A "	..	..	..	44
" C "	..	..	..	18
" D ₃ "	..	..	..	11
" S "	..	..	..	1

While it cannot be claimed that the whole of the ideas adopted were original, inasmuch as they followed upon somewhat similar developments in Germany, the adaptation and development of the fundamental alterations, in order to meet local conditions, represent a notable achievement on the part of our technical staff.

The experiments were greatly facilitated by the use of the dynamometer car, acquired during 1932-33 in conjunction with the South Australian Railways. Unquestionably we would not have made the same progress without its use, as the effect of each alteration to a locomotive can now be determined very accurately.

From the fact that increases of up to 33 per cent. in the horse-power of existing locomotives have been attained, it will be obvious that the work opened up striking possibilities for the improvement of train schedules. The accelerations which have already been made in numerous services are indicative of our desire to take advantage of these possibilities to the full, and further benefits will be realized as the alterations to the locomotives proceed.

Diesel Electric Rail Cars.

For some years past we have been closely watching the developments being made abroad with the compression ignition or diesel type of internal combustion engines.

Diesel engines for marine and stationary use and for railway shunting purposes are well established, but it is only comparatively recently that high-speed diesel engines have been successfully developed for railway passenger work, with the requisite degree of efficiency and reliability.

In particular classes of operation such engines are very suitable, and during his recent tour the Chairman made an intensive study of the characteristics and performances of the various types which are being used to an increasing extent to supply the demand for improved passenger services.

In the light of the highly successful results which are being obtained, particularly in Denmark, we feel it incumbent upon us to gain practical experience with such engines under actual operating conditions on the Victorian Railways, and action has been taken with a view to obtaining two diesel engine equipments of Danish type.

Passenger Rolling Stock.

The design of the passenger cars used on our express and main line trains, which comprises the conventional steel underframe, with a wooden body, was adopted over 30 years ago, and during the intervening period, very few improvements have been made on this principle.

In view of the necessity for affording a greater measure of safety consequent on the progressive increases which are being made in passenger train speeds in Victoria, and to enable us not only to hold the present traffic against road and air developments, but to attract additional patronage, it is essential that up-to-date passenger stock, incorporating modern standards, be introduced in Victoria.

Except in Great Britain (where generally the bodies of passenger stock are constructed of wood and steel), railway administrations to-day are using steel for the construction of passenger car bodies, as it affords the maximum measure of safety, and also enables modern standards of comfort and convenience to be provided.

Until recently the chief objection to all-steel construction was that it appreciably increased the cost and weight of the carriages by comparison with cars with steel underframes and wooden bodies, and necessitated increased operating and maintenance costs.

This objection, however, has been largely overcome by the introduction of high strength alloy steels, the most suitable being "Cor-ten" steel, which is being used to an increasing extent abroad for the construction of modern passenger carriages, the weights of which are only a moderate increase over those of our present types of vehicles.

In order that a limited number of new steel carriages may be constructed for use in the Sydney Limited service, an order has been placed for the requisite supply of "Cor-ten" steel.

The importation of this steel will also enable its suitability for railway carriage construction to be demonstrated to local steel manufacturers, and give them an incentive to consider seriously its manufacture in Australia.

Air-Conditioning of Trains.

The importance which air-conditioning has assumed in the evolution of the design and equipment of railway carriages to meet modern requirements of comfort and hygiene, and to assist in conserving or attracting traffic to the rail, was fully set out in the Chairman's report of his observations abroad.

Air-conditioning equipment will be incorporated in the new "Cor-ten" steel carriages to be constructed for the Sydney express service, and with a view to demonstrating the advantages of this system to our patrons, as well as giving our staff advance experience in its operation, we have obtained from J. Stone and Company, London, two sets of air-conditioning equipment. One of these is to be installed in the dining car on the Sydney Limited, and the other in a standard passenger carriage, which will be used on various country passenger trains.

Air-conditioning, which provides for the control of the temperature and humidity of the air circulating in railway carriages, and the complete elimination of dust and dirt, has been an unqualified success in North America, where it has been adopted on all long distance trains, and we have no doubt that it will prove just as successful in Victoria.

Boiler Construction.

During the year 31 new boilers were constructed in replacement of existing locomotive boilers which had outlived their usefulness.

Superheater Locomotives.

Five locomotives were converted from saturated to superheated steam, bringing the total number of superheated locomotives on the register to 343, or 58 per cent. of the full locomotive strength.

Locomotive Auxiliary Equipment.

To obtain experience under local conditions as to the advisability of installing devices utilizing portion of the exhaust steam from a locomotive to heat the boiler feed water, an exhaust steam injector and a feed water heater were purchased.

Service trials with both equipments are now being conducted.

In an endeavour to overcome the disability arising from engines coasting with less than atmospheric pressure in the cylinders, a trial lot of drifting gauges of Australian manufacture were purchased during the year for installation on "C" class engines.

Automatic Couplers.

The policy of equipping our rolling-stock with draw and buffing gear of modern design is being pursued as rapidly as financial conditions will admit. During 1934-35 an additional 1,178 wagons, 185 vans and sundry stock, 42 steam locomotives (engine and tender) and 6 other locomotives (the tenders of which had previously been equipped) were fitted with automatic couplers and gear incidental thereto.

With these additions, the total number of cars, vans and wagons completely equipped with automatic couplers, as at 30th June, 1935, was 14,661, of which number 14,114 comprised broad gauge freight wagons representing 68 per cent. of this stock. A further 600 vehicles of various classes have been prepared to receive couplers. At the same date the engine and tender of 251 locomotives, representing 42 per cent. of the total strength, and the tenders only of an additional 2 locomotives, had been fitted with automatic couplers.

It is highly desirable that the equipment of the truck stock be completed as quickly as possible, not only because of the advantages to be gained in economy of operation and in safety in this State, but because of the disability placed upon the South Australian Railways under present conditions. In the course of inter-system traffic, the trucks of each system are run into the territory of the other, and as some of our vehicles are not fitted with automatic couplers the South Australian authorities have been unable to remove the buffers and transition chains from their wagons. Additional weight is therefore being hauled on South Australian trains with economic disadvantage, and only because of our incomplete equipment.

It was found practicable during the year, to accelerate the conversion of express train cars and vans as a preliminary to their being fitted with automatic couplers. In the course of this process, advantage was taken of the opportunity to improve the riding qualities of the cars by altering the design of the bogie springing arrangement, and incorporating automatic slack adjusters in the Westinghouse brake equipment. The number of cars and vans converted in this manner totalled 81.

Another item of interest was the introduction on the Albury express of a block of four carriages functioning as an automatically coupled group, except that the usual transition features were retained at the leading and trailing ends of the block to admit of the attachment of cars not yet equipped with the automatic coupler. These cars were fitted with friction buffing gear, which is additional to the normal friction draft gear incorporated in the automatic coupler equipment. As a result, it has been possible to reduce to a minimum any "slack" movement between individual cars comprising the block, thus improving the riding qualities very appreciably.

Electric Headlights.

Some years ago, in the interests of efficient and safe train running, we embarked upon a progressive policy of equipping locomotives, as well as suburban electric train motor coaches, with powerful electric headlights.

The total number of locomotives now so equipped is 196, including the whole of the "S," "X," "C," "N" and "K" classes, together with a proportion of the "A" and "D" classes. It is the intention to concentrate upon the equipment of the balance of the locomotives in the latter two classes, on the completion of which all standard road engines will have been fitted with electric headlights.

The 80 electric headlights which were under manufacture last year for suburban motor-coaches were installed on trains running on the Fawkner, St. Albans, Kew and Eastmalvern group of lines. With the 283 equipments previously installed, a total of 363 headlights are now fitted on suburban rolling-stock. A further 126 are now under manufacture in the departmental workshops, and during the current financial year these will be installed on trains running on the Broadmeadows-Sandringham and Melbourne-St. Kilda-Port Melbourne groups of lines. The whole of the suburban electrified rolling-stock, including parcels coaches and electric locomotives, will then have been equipped.

Fuel Conservation.

The Fuel Conservation Committees, inaugurated in 1922 at various important centres, are continuing to do good work. These Committees are presided over by District officers, but are mainly composed of representatives of the more important operating groups such as drivers, firemen, guards, shunters and signalmen.

The primary object of the Committees is to bring about a greater measure of fuel economy, but this objective is influenced by so many factors that all phases of railway operation come up for review.

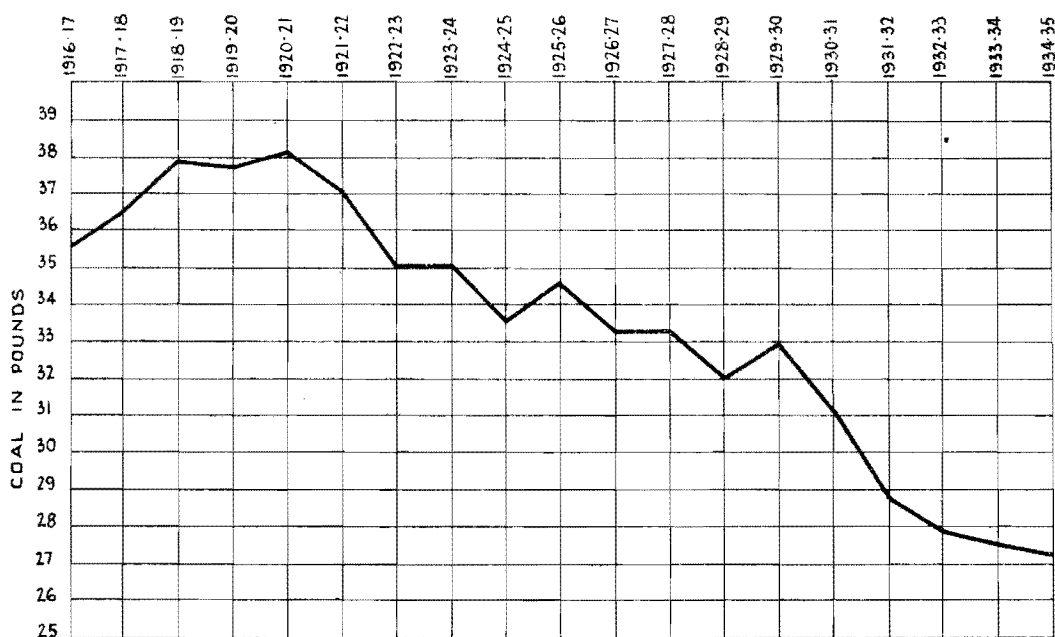
The members of the Committees meet on equal terms, and the free discussions are of very real value not only in bringing to light factors adversely affecting fuel economy, but also in bringing about a better understanding between various sections of the staff.

The Committees invite and consider suggestions, and at the eighteen meetings held during the year no less than 293 suggestions were submitted. Of these 90 were adopted or led to beneficial action.

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

The subjoined graph indicates the marked improvement in coal consumption which has taken place since 1918-19.

COAL USED PER 100 GROSS TON-MILES (EXCLUDING ENGINE).



In 1918-19, 37.80 lb. of coal were used for every 100 gross ton-miles hauled by locomotives. The corresponding figure in 1934-35 was 27.71 lb.

Equating for varying classes of coal, there has been an improvement since 1920-21 of 32½ per cent., which represents a saving in 1934-35 of over £160,000.

Electrical Engineering Branch.

Melbourne Suburban Electrified System.

Mileage, &c., of System.

Extensions of the overhead electrical equipment made during the year were confined to minor improvements in the Melbourne Yard.

An additional 5 miles of 20,000-volt overhead transmission line was erected between Jolimont and East Camberwell Sub-stations, in order to safeguard power supply on the Ringwood-Ferntree Gully and Lilydale lines.

The track mileage of lines under electric operation at the close of the year was 439.7, and the route mileage 172.7, while the mileage of transmission lines was 151.28.

Condition of and Improvements to Plant.

A number of the machines and boilers in Newport "A" power station have been in service for nearly 18 years, and the time has arrived when serious consideration requires to be given to the question of replacing some of these units. Many

developments in the design of both turbine and boiler plant have occurred since Newport was put into operation, and it is expected that considerable economies will result from the replacement of the old machines and boilers by more modern plant. Further investigation which is necessary to determine the most suitable type of plant for the purpose, is proceeding.

The programme of improved protection of the overhead system against extensive damage from lightning and other external causes is being advanced a further stage. The overhead power lines are being divided into shorter sections by installing high-speed circuit-breakers between the sub-stations. These are being housed in small brick buildings adjacent to the running tracks, the construction of a number of these buildings being well advanced. The circuit breakers are of Australian manufacture, and the auxiliary apparatus which controls them has been wholly designed and constructed in the Electrical Engineering Branch.

Investigations and experiments have been conducted as to the advantages of carbon blocks and strips when used as a wearing medium on suburban car pantographs. Tests already carried out with special grades of carbon indicate that it has certain advantages over copper when used as a collecting strip, and that a saving is likely to be made in the rate of wear of the overhead contact wires. The experiments are to be continued with a number of pantographs, which will be completely fitted with an improved grade of carbon now on order from overseas.

During the year further investigation was carried out on the chlorination of circulating water at Newport power house. It is considered that the treatment of the water has been successful and that by improving vacuum conditions, savings have been effected in operating costs.

Suburban Station Name Indications.

The type of enamelled station nameplate provided last year at stations from Hawksburn to Caulfield has now been adopted as standard, and will eventually be provided at all stations in the suburban area. The next section selected for equipment is East Richmond-Eox Hill.

Suburban Carriage Lighting.

For some time past a considerable amount of investigation has been conducted with a view to raising the standard of illumination in suburban electric carriages, and, as a result, a definite programme has now been evolved, and is being acted upon as opportunity offers, to provide a higher standard.

Output of Power Station.

At Newport "A" power station, a total of 191,439,201 units were generated during the year, compared with 162,405,234 in the previous year. The number of units purchased from the State Electricity Commission was 14,616, while 22,036,262 units were sold to the Commission compared with 59,715 for the previous year. This increase was due to the flooding of the open cut at Yallourn.

Improvements to Plant, State Coal Mine, Wonthaggi.

Further progress was made in modernization of the plant of the State Coal Mine power station. The water tube boilers of the Kidwell type, which displaced the eight old Lancashire boilers, were put into regular operation, the first boiler on 30th March, 1934, and the second boiler at the end of August, 1934. The new boiler plant and accessory equipment have been normally operated by the State Mine authorities since October last.

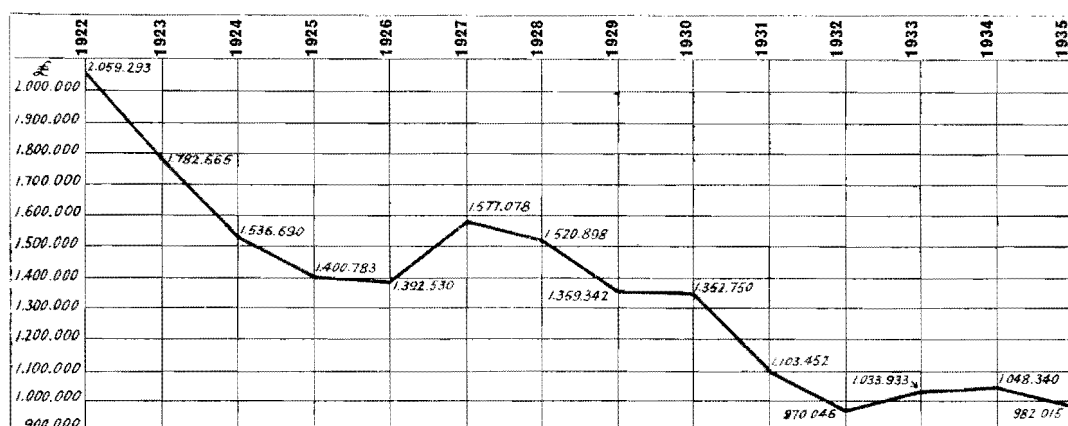
The boiler house and coal bunkers were repainted both internally and externally, and the modifications and conversions to the power house were carried out without interruption to the mine and township supply.

The Electrical Engineering Branch acted as Consulting Engineers to the Department for this plant and its installation.

Stores Branch.

At 30th June, 1935, the value of the stock held was £982,015, or £66,325 less than at the close of the previous year. This figure closely approached the record minimum (during the past fourteen years) at 30th June, 1932, as will be seen by the following graph :—

AT 30TH JUNE—



The principal transactions in each year embodied in the graph were 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	1,038,933	1,607,403	907,187	2,461,014
1933-34	1,048,340	1,558,329	985,608	2,528,727
1934-35	982,015	1,414,530	822,352	2,303,609

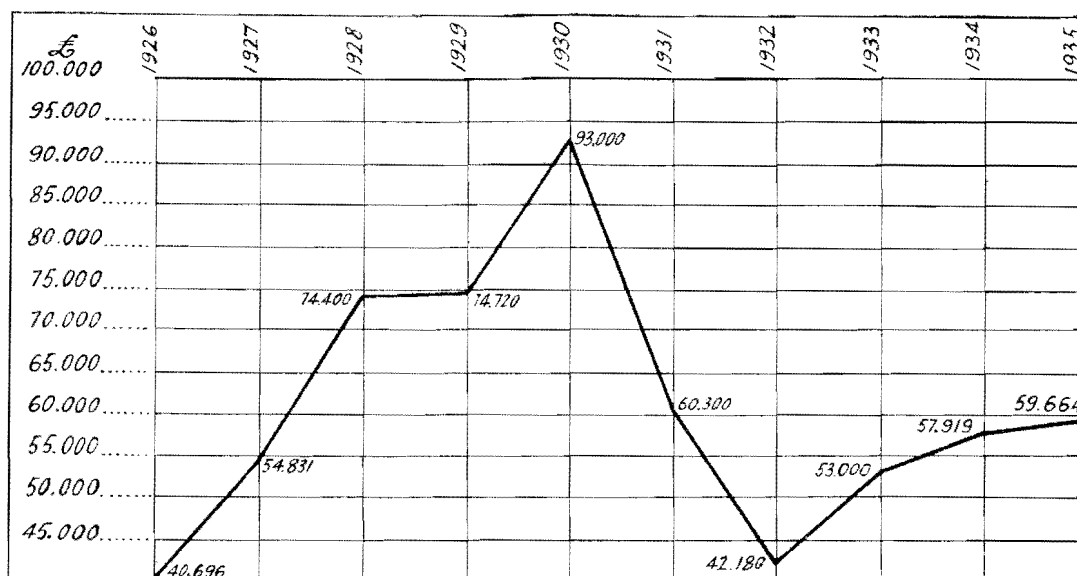
It will be seen, by comparing the stock on hand at 30th June, 1935, with the issues for the year, that the stock was on an average turned over 2.34 times during the period of twelve months.

The departmental committee which was appointed in 1930 to review, and as far as practicable to standardize stock items, has continued its work with beneficial results. Of 10,434 items so far reviewed, no less than 1,880, or equivalent to 18 per cent., have been eliminated. Further improvements in this direction are expected with the progress of the committee's task.

Co-ordination with other Government Departments and public bodies, in obtaining supplies of certain materials, was further extended. We obtained substantial quantities of telegraph and telephone material through the medium of the Postal Department, and of bitumen from the Country Roads Board, while supplies of surgeons' wool were obtained through the Hospitals Board. In addition, blanketing and wire netting were procured from the Penal Department. In pursuance of the same policy, we purchased for other Departments, oils, greases, lamps, paint, glass, hardware, tools, &c., to the value of £8,090.

The activities of the Reclamation Depot were satisfactorily maintained, and the value of materials recovered and reclaimed in the twelve months amounted to £59,664. A comparison is shown in the graph below between this result and those of preceding years :—

YEAR ENDED 30TH JUNE.

**Coal Supplies.**

The quantities of coal purchased in 1934-35 were as follow:—

—		From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	Total.
		Tons.	Tons.	Tons.	Tons.
Large coal	.. ..	205,456	395	151,053	356,904
Small coal	.. ..	122,395	2,343	65,563	190,301
Totals	.. ..	327,851	2,738	216,616	547,205

By comparison with 1933-34, the total quantity purchased represented an increase of 60,738 tons, due mainly to the load placed upon the auxiliary ("B") power station at Newport when the activities of the State Electricity Commission's works at Yallourn were interfered with by the floods of December last.

Consumption of large coal for all purposes during the year amounted to 342,856 tons, and that of slack coal to 195,672 tons. The average price was 17s. 2.58d. for large and 12s. 10.85d. for slack coal. These rates have been computed on the basis of the price in trucks at Victoria Dock or Geelong in the case of New South Wales coal, and of the price in trucks at the mine in the case of Victorian coal.

Refreshment Services Branch.

Revenue from refreshment rooms and stalls and the dining car service amounted to £290,733, an increase of nearly £20,000 over that for 1933-34, due mainly to extra traffic in connexion with the Centenary celebrations.

The number of meals served in the dining car attached to the Sydney limited express was 52,042, compared with 45,745 in 1933-34.

During the year the refreshment room at Kyneton was closed as the re-modelled time-tables rendered it unnecessary.

Fruit purchases for the year totalled 42,664 cases. Further particulars in regard thereto are given under the heading "Publicity to assist the Primary Producer." Bottled milk sales totalled 230,505 bottles, compared with 137,000 in the previous year.

Allied supply services, such as the butchery, bakery and laundry, contributed materially to successful working. The butchery purchased and distributed 239 tons of meat, while the bakery produced standard lines of meat pies (35,000 dozen), fruit cake (21,000 lb.), scones, &c., in addition to 113,338 loaves of raisin bread. The laundry handled 10,000 articles monthly, and also attended to the regular fumigation of all sleeping car equipment.

Increased patronage was received by the bookstalls, which contributed £61,279 to the Branch revenue by comparison with £57,922 in the preceding year.

The advantages and comfort of the children's nursery at Flinders-street Station are being increasingly recognized by mothers, to such an extent as to have necessitated an extension of the accommodation. Attendances for the year totalled 11,913.

The Chalet, Mt. Buffalo National Park.

Visitors numbered 4,822, and the revenue amounted to £25,617, an increase of 357 and £898 respectively as compared with the preceding year.

A profit of £201 was shown on the year's working, which is considered satisfactory in view of the fact that the snow season was the poorest known for many years, and that various improvements were carried out and paid for out of revenue.

The lack of snow at Mt. Buffalo proved beneficial to Mt. Hotham Heights, where the revenue increased from £697 to £1,105, due to greater patronage by skiers.

Advertising.

The Advertising Division had a successful year, having maintained its returns of the two preceding years despite the keen competition for display contracts. Poster hoardings at the more important stations are being ornamented with lattice "breaks," resulting in more attractive poster displays and ensuring better advertising service to the public.

The Staff.

The number of staff varied from time to time during the year because of the fluctuations in business and the volume of work.

The total staff was 21,087 at the commencement of the year, and reached a maximum of 21,935 in March, 1935. At the close of the year the number had declined to 21,870, or 783 in excess of the number at the end of the preceding year. Excluding 292 officers and employees on loan to other State Departments, the average number of staff employed full time for the year was 21,728, or an increase of 159 as compared with the average for the previous year (21,569). The increase was due to the employment of additional staff on track improvements and for increased business.

Relief workers engaged for special works which are being carried out in connexion with unemployment relief schemes are not included in the figures shown above, but 172 railway employees engaged full time in supervising and assisting to carry out such work are included in the average full time figures.

During the year, 61 apprentices to various trades were appointed to provide for future requirements in the ranks of artisans, these having been the first appointments of the kind since 1929.

Advantage was taken of the opportunity presented by changes in staff arising out of retirements, deaths, &c., to transfer to adult work an appreciable number of adults who had been occupying lads' positions, and to replace them by supernumerary junior employees.

The booking-off of overtime and Sunday time was temporarily suspended for a few weeks during the peak Centenary traffic, but otherwise the policy followed since the depression of spreading employment by booking-off surplus time was continued.

The amounts disbursed to the staff in salaries and wages in each of the past three years (excluding staff on loan to other Departments) were :—

						£
1932-1933	..	..	..	..	..	4,283,165
1933-1934	..	..	..	..	..	4,449,620
1934-1935	..	..	..	..	..	4,613,492

Medical Division.

The vacancy caused by the retirement of the Railways Medical Officer—Dr. John Gordon—was filled by the appointment of Dr. Roger St. Clair Steuart, M.D., F.R.C.S.E., F.R.A.C.S.

Examinations conducted by the Railways Medical Officer and his assistants for the year totalled 15,004—8,927 as to physical capacity and 6,077 in vision, colour sense and hearing. The examinations were mainly in connexion with the periodical tests of vision, colour sense and hearing of employees engaged in safe working, the fitness of employees following injury or illness, or the fitness of applicants for employment in the service.

Following the usual practice, one of the Assistant Medical Officers visited various country centres in order to obviate the expense of bringing country employees to Melbourne for their periodical examination. Advantage was taken of the opportunity afforded by these visits to make inspections of various refreshment rooms. These disclosed that a high standard of cleanliness and hygienic conditions generally was being maintained.

An oversight was also maintained by the medical officers over the Ambulance Depot at Spencer-street and first-aid services generally.

Amending Superannuation Act.

Prior to the passage of the *Superannuation Act* 1933, an employee whose physical condition rendered him incapable of performing "his duties" was entitled to retire on superannuation, and could not be recalled unless his health improved sufficiently to enable him to carry out such duties. Consequently, retirement was the only course available in such cases, even if the employee concerned were fit to perform some other class of work carrying a lower rate of wage, unless he were willing to accept reduction.

The amending Act embodied a provision that if the health of a pensioner is such that he is able to perform suitable duties, and such duties are available at a salary or wage not less than five-sixths of the rate appropriate to the grade in which he was employed at the time of retirement, the Superannuation Board may cancel his pension if, being under 55 years of age, he refuses to accept such employment.

Following this amendment, 30 employees who had been superannuated were recalled to some other class of duty during the year.

Two of the recallees sought and were granted extended leave of absence without pay in preference to returning to duty, and one of these subsequently tendered his resignation; two were subsequently found to be unfit for further duty and were again permitted to retire on pension, and the pensions of three, who declined to accept duty, were cancelled.

The saving effected in respect of the Department's contributions to the pensions—excluding those in respect of the two employees again retired—amounts to £2,035 per annum.

A number of other cases were reviewed during the year, in which suitable work was not available, but they have been listed for further review from time to time.

Wage Fixing Tribunals.

Important alterations were made during the year in regard to the determination of rates of payment and conditions of employment of the railway staff.

In October, 1930, the Commonwealth Arbitration Court, having regard to the economic conditions then existing, set aside the main railway awards excepting as to basic wage and hours of duty. The awards of the Railways Classification Board then governed the payment and conditions of the railways staff, other than the basic wage and standard hours.

Several applications by the Unions concerned for restoration of the railway awards were unsuccessful until the latter end of 1934, when the Full Arbitration Court decided that it would re-enter the railways industrial field, and referred all railway matters to a single Judge (Judge Drake-Brockman) to be dealt with in the light of present conditions.

In response to an application by the Australian Railways Union, the Court issued an award restoring, as from 29th November, 1934, the 1929 consolidated award in favour of that Union which had been set aside in 1930, and which mainly covered wage rates.

The award made in 1929 was in part settlement of a dispute created in 1924, and the Court decided that the restoration of the set-aside portions of the award revived the original dispute, the hearing of which it proposed to resume.

Acting on legal advice, we challenged such action before the High Court of Australia, mainly on the grounds that a dispute created ten years ago did not now exist, and asked the Court to declare the award invalid. The Full High Court was evenly divided on the question, but decided on the casting vote of the Chief Justice that the award was valid.

Judge Drake-Brockman also made a new award covering the wages and working conditions of the locomotive running staff in place of the former award which, apart from basic wage and hours, had been set aside by the Court in 1930. The new award was in settlement of a dispute which had been created in 1929, and which was part heard at the time of the setting-aside in 1930.

The Court, following an award covering the metal trades group outside the Department, also made an interim award providing for increased rates of payment to a small group of railway employees in such trades.

In addition, orders were made by the Court for a reduction of standard hours of duty from 96 to 88 per fortnight for a small section of employees in the electrical and sheet metal divisions of the Department.

The activities of the Railways Classification Board were confined largely to matters of interpretation arising out of its awards.

Education and Recreation.

It is gratifying to record a still further increase in the membership of the Victorian Railways Institute. Enrolments of new members during the year amounted to 1,383, and losses through deaths, retirements and resignations, &c., to 550. After making allowance for 449 unfinancial members who were written off during the year, the net increase in membership was 384, bringing the total to 11,917.

The educational classes were again well maintained, and the total enrolments at the various classes aggregated 1,650. New classes were established in building construction and French, and special coaching classes were instituted for employees who desire to qualify for the position of Works Foreman and Sub-Foreman.

Approximately 7,000 new books, at a cost of £1,550, were added by the Institute to the library, which has been modernized during recent years, and 7,250 books were rebound at a cost of £500. 6,500 worn and obsolete books were removed from the shelves, leaving the total stock at 35,000. The "special" library service of high grade books, for which an extra charge is made, was well patronised.

The increased stock of books, combined with a new hygienic method of treatment, attracted 500 additional borrowers during the year, bringing the total to 8,500. Book exchanges (435,087) were made at a daily average of 1,431.2, showing an increased exchange for the year of 28,710. Country centre library bookcases were supplied with 4,151 books in exchange as against 3,856 in the previous year.

The policy was continued of repainting and modernizing out of Institute funds the metropolitan rooms of the Institute, with the result that the patronage of the premises was greatly increased and the funds of the Institute materially helped.

Due regard was also paid to the requirements of the country members of the Institute, and a working bee of members commenced the erection of a building for Institute purposes at Ouyen, the funds for which were mainly raised by local effort. Movements were also initiated at Mildura, Wodonga, Hamilton, Warragul, Korumburra and Dimboola, with the object of raising funds for the establishment of local branches.

The recreational activities of the Institute were very successful during the year, and helped substantially to promote goodwill and citizenship amongst the members, and to attract and retain the younger employees of the service as members.

Tourist and General Publicity.

Increased activity in publicity work was necessarily undertaken in connexion with the Centenary celebrations, in order that the special travel facilities and concessions arranged in connexion with many functions might be extensively known. Numerous special posters and tourist folders were included in the enlarged programme, while considerable advertising was involved by the accelerated and vastly improved train services introduced during the year, as well as special train services, fares, &c.

The State's tourist resorts were, by various media, widely advertised. In a number of instances, local tourist organizations contributed towards the cost of folders and pictorial posters to advertise particular resorts.

By the regular issue to the metropolitan and country press of bulletins containing items of railway interest, and by other means, current railway affairs and improvements were progressively brought before the public, whose co-operation in many directions was also sought through the medium of publicity. Railwaymen were kept well informed in regard to many matters of moment through the columns of the "V.R. News Letter", the staff publication issued monthly to each member of the service.

National and charitable objects were afforded further valuable assistance by the granting of free space for the display on railway premises of calico signs and posters, produced at the expense of the various organizations concerned.

Publicity to Assist the Primary Producer.

The interests of the primary producer were well served by means of publicity which aimed at increasing the home consumption of primary production.

The fruit grower was materially assisted by "Eat More Fruit" publicity. At the railway refreshment rooms and stalls, fruit costing £21,180 was sold or utilized for fruit-juice drinks, citrus fruit representing £9,326 of this amount.

Dried fruit, too, was the subject of publicity and was an important ingredient used at the Departmental bakery, where approximately 9½ tons of such fruit were included in 67,267 large and 46,071 small loaves of raisin bread. In addition, 19,796 packets of such fruit were sold at railway fruit stalls and refreshment rooms, or equivalent to about 1½ tons.

Encouraged by the results achieved by previous publicity emphasizing the urgent necessity for careful handling of lambs for export, further widespread publicity on the subject was issued, the expenditure involved being equally borne by the Department of Commerce and by this Department.

The wool-grower was assisted by the free display of calico signs and posters, provided by the Wool Week Committee, urging the public to use more wool, while berry-growers received the customary assistance by means of publicity and special arrangements to facilitate and stimulate the sale of berry fruits.

Tourist Activities.

With such a large influx of visitors for the Centenary celebrations, heavy demands were made upon our tourist organization, and highly commendable service was rendered by the Government Tourist Bureau, also by the Official Centenary Accommodation Bureau, which was specially established for the purpose of booking accommodation for visitors. Other tourist activities were continued unabated.

The escorted tour, an important source of revenue, was availed of extensively. During the year 219 tours were arranged, yielding a revenue of £19,052. Included in the number of tours organized, were twelve undertaken by parties of scholars from Melbourne schools during one week of the August and May vacations. Tours of this nature are growing in favour. In addition, nine tours of a day's duration were arranged, the parties being recruited from metropolitan schools.

A trail ride was also conducted under the control of the Bureau.

Of the escorted tours undertaken, those from other States were organized by the Bureau's interstate representatives, whose work of stimulating interstate tourist travel by rail was again satisfactorily performed. One party of 38 scholars and

teachers from Brisbane schools visited Mt. Buffalo National Park, while two parties from Adelaide patronized the same resort, one consisting of 33 winter tourists, and the other of 75 scholars and teachers from South Australian schools.

New and fertile ground was broken by the inauguration of "Sunshine" tours to Mildura during the winter months. Intensive advertising in combination with reduced rail fares, led to a very gratifying increase in traffic during what is usually a lean period of the year for tourist business.

In connexion with our activities to stimulate tourist traffic to this part of the State, a tourist bureau was established at Mildura with the co-operation and financial assistance of the Mildura and District Tourist Association. A representative of the Government Tourist Bureau is in charge to advise visitors concerning local trips and entertainments, and to supply information regarding tourist travel generally.

The Holiday train, inaugurated in 1932, has still further increased in popularity. Four tours were undertaken during the year, the number of passengers offering exceeding in each instance the accommodation available. Further tours of the train will be conducted on all suitable occasions. The movement has been assisted by the formation, by patrons of the train, of an active Holiday Train Association, which, in conjunction with the Department, conducted two "re-union" tours to popular holiday resorts.

Satisfactory bookings were recorded for travel by the combined rail and boat round tours now arranged each season from Sydney or Melbourne and return via Hobart, although, due to the restricted period for which they were in operation, these tours were not so productive of revenue as in the previous season.

A steady and gratifying increase continues to take place in tourist business introduced from abroad, and the growing interest overseas in this country is, it is believed, to a very appreciable extent the result of the publicity carried out abroad by the Australian National Travel Association.

The "Reso" Train.

Of the two Reso train tours conducted during the year, one was primarily arranged for the guests of the Empire Parliamentary Association visiting Victoria for the Centenary celebrations. Prominent parliamentarians from South Africa, India and New Zealand, together with representative Victorians, took part in this comprehensive tour of the South-western, Wimmera and North-eastern districts. From their subsequent appreciative comments it is gratifying to record that, through the medium of the Reso train, they were enabled to acquire an intimate knowledge of the progress and potentialities of an extensive and varied area.

The second tour party, comprising representatives from many banking, commercial, and primary producing interests, visited leading districts in the Northern Riverina, and Goulburn Valley areas. In this case, too, members of the party returned with a much clearer conception and understanding of the national character of the work being performed by their fellow Australians in the rural areas.

An outstanding feature of both tours was the whole-hearted hospitality extended to visitors by local residents, without which Reso train tours would be impracticable of accomplishment.

"Better-Farming" Train.

Two tours, again rendered possible by the action of the Commonwealth Bank of Australia in providing funds from the Rural Credits Development Fund, were undertaken during the year, in conjunction with the Agricultural Department.

Both were highly successful. The demonstrations were attended by large numbers of farmers and their families. A noticeable feature was the general eagerness to acquire knowledge which would lead to increased production and lower costs. The lectures were attentively followed and the exhibits closely inspected.

Excellent testimony as to the value of these lectures by the experts of the Agricultural Department, and of our propaganda in conjunction with that Department, is afforded by the increase of over 50,000 tons which occurred in the quantity of fertilizers carried by rail in 1934-35 by comparison with the tonnage carried in the preceding year. Practically the whole of this increase represents the more extensive use of fertilizer for the top-dressing of pastures, the advantages of which are stressed in the lectures and in the publicity issued on the subject.

The women's section of the train was the centre of great interest, the lectures on child welfare and mothercraft, and the demonstrations of cookery and needlecraft, being so well attended that the accommodation in the lecture cars was, in some centres, inadequate.

The great practical value of the train, for the dissemination of valuable scientific and successful practices, is now well-established and widely recognized.

Suggestions.

The number of suggestions received from the staff for the year was 1,301, as compared with 1,275 during the previous year. Adopted suggestions numbered 179, and £373 was paid for successful ideas.

In the first half of the year there was a falling off in the number of suggestions received, but additional propaganda, and some liberalizing of the basis of awards have latterly had a very gratifying effect.

Transport Regulation.

Throughout the year the Transport Regulation Board, appointed under the Act of 1933, proceeded steadily with the hearing of applications for road motor licences. The work is of great magnitude and complexity, and it is to be expected that some time must still elapse before the Board will have completed a State-wide review of the competitive conditions.

While we were represented before the Board in all cases where railway interests were affected, we did not adopt the attitude that we should object to all competitive road services irrespective of circumstances. On the contrary, we have recognized that in some instances a road service was desirable, or was preferable to a railway service. A notable example was the 60-mile section from Bairnsdale to Orbost, between which points passengers are now carried by road motors co-ordinating with the railway service at Bairnsdale.

In April last we were advised by the Honorable the Minister that a Cabinet Sub-Committee had been constituted to draw up recommendations for amendments to the Transport Regulation Act, and were asked for any suggested amendments which we desired to put forward. Our reply, in short, was that while in a number of respects the results of the operation of the Act had been disappointing to us, and probably also to other interests, we realized that it was inevitable in the initial stages that difficulties would exist which could be met only after experience of the Act in actual operation for a reasonable period. We therefore urged that a period of at least a further twelve months should be allowed to elapse in order that any possible defects might be seen in true perspective.

Shortly after the close of the financial year, however, an amending Bill, which is still being debated, was introduced in the Legislative Assembly.

The doubts which have been entertained—and, indeed, fostered in many quarters—as to the future of transport regulation, have had a particularly unfortunate reaction upon the railways. Probably they have been a potential instrument in the establishment of new road services, while undoubtedly they are largely responsible also for the fact that in a number of instances road hauliers whose applications were unsuccessful have disregarded the decisions of the Board and continued their competitive operations.

Some improvement in the competitive conditions was noticeable in the areas in which the Board so far has exercised its jurisdiction, but, generally speaking, the competition by commercial vehicles continued seriously to affect our business during the year. The existence of the Act, however, has undoubtedly checked further developments of long-distance competitive road transport which, if permitted, would have jeopardized essential railway services and reacted even more seriously against the financial position of the State.

The drastic revision of time-tables, to which further reference is made elsewhere in this Report, is indicative of the active measures which we are taking to preserve passenger traffic to the railways. We recognize that such steps are essential for this purpose, and the schedules are under continuous review, with progressive improvements in the conditions of travel and the speeding-up of trains.

As regards goods traffic, we have been obliged to continue and extend the expedient under which freight contracts, providing for substantial reductions in the rates for the higher classes of commodities, have been entered into at a large number of places practically throughout the State. These have been the means of recovering or conserving (but at lower charges) an enormous volume of business which otherwise would have been lost to the road.

In order to secure the Board's protection from road competition, it was considered necessary, in the case of the North-eastern and Goulburn Valley districts, to give an undertaking that there would be no discriminatory rates at the places at which freight contracts existed—in other words, to make generally available at such points the rates which had been obtainable only by signatories to freight contracts. This action was confirmed by By-law No. 325, which, originally operative until 30th June, 1935, has now been made applicable until the end of 1935.

The anticipated protection in these districts has by no means been fully realized, owing to the disregard by some road operators of the decisions of the Board. Our undertaking to the Board has prevented us from meeting the situation by the only means hitherto open to us, that is, by entering into freight contracts with traders on the condition that they obtained the whole of their requirements by railway.

These circumstances emphasize the necessity for a stabilization of the legislation for the regulation of transport at the earliest possible moment, and for effective policing of the Board's decisions.

The general arguments for such regulation and for preserving the interests of the railways, have been referred to fully in previous Reports, and we believe that there is a growing understanding of the position, here as in other parts of the world. We frequently find, however, that there is still a lack of appreciation of the reason why road operators are able to compete successfully against the rail for the carriage of goods.

While various factors enter into this situation it is, beyond doubt, due fundamentally to the fact that the greater part of the railway goods traffic consists of the carriage of commodities of little intrinsic value at low, insufficiently remunerative rates, necessitating the imposition of comparatively high charges for more valuable commodities. Our competitors can pick and choose both as to the quality and quantity of goods which they will carry, while we cannot make any such discrimination. On an average, the railways provide by far the most economical means of goods transport. Speaking broadly, it is only the graduated scale of rates, due to the dependence of the community upon low charges for the carriage of primary products and other bulk commodities, that renders the railways vulnerable to road competition.

It cannot be stressed too often that the railways are essential to the existence of the community, to which they represent an enormous capital outlay. Unnecessary duplication of services simply means that the community in general is required to bear heavy taxation for the financial benefit, and to a minor extent the convenience, of a comparatively limited section.

We recognize that modern road transport is economical—and in the public interest—when engaged on short haul work, or on longer hauls which do not parallel railway lines. The suggestions sometimes made that we desire to abolish road transport are absurd, as the services objected to would not represent one-fortieth of the vehicles engaged on the road.

It is sometimes said that the railways should abandon some of the non-paying lines, and allow road transport to assume responsibility for serving the areas. In several cases we have willingly supplied all information as to the transport business on such lines to prospective road operators, who, after a review of the commodities offering for despatch and of fluctuations in the business, have failed in every case so far to develop the idea. Unless a road service can and will handle all classes of goods at all times required, and face the disability of a large proportion of empty running, as the railways do, the effect of its substitution for the railway might easily be to depopulate the area concerned.

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.

Revenue from the public services for the year amounted to £20,119, and working expenses (including depreciation) to £20,466. After making provision for interest charges (£882) there was a deficiency of £1,229, as compared with £942 in the preceding year, the difference being more than accounted for by the fees payable under the *Transport Regulation Act* 1933, which operated as from 1st January, 1934 in the case of country passenger services and from 1st January, 1935 in the case of goods services.

The operation of the passenger routes resulted in a loss of £4,392, but a surplus of £3,163 in the transport of goods reduced the net deficiency to £1,229.

The great bulk of the recorded loss on the passenger services was attributable to the operation of the East Camberwell-Deepdene-East Kew route. As we have previously pointed out, this route 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 service is credited only with its mileage proportion of the " through " fares.

Each of the passenger services, though showing a loss in operation, is of value as a feeder to the railway system, and in some cases they have enabled savings to be made in train operation. In every instance increased patronage was obtained by comparison with the preceding year, the principal improvement being on the East Camberwell-Deepdene-East Kew route, where the number of passenger journeys was 6 per cent. greater than in 1933-34.

State Coal Mine, Wonthaggi.

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 £95,343.

Every practicable step has been taken to rectify this situation, but no material improvement in the financial results of operating the mine can be expected at present price-levels. The position in this respect is exemplified by the fact that at the beginning of 1930-31 the price paid by the railways for screened coal, in trucks at the mine, was 25s. per ton, whereas for the greater part of 1934-35 it was only 12s. 3d. per ton, or less than half. This is due to intense competition among mine-owners in New South Wales ; the cost of Maitland coal, coupled with relative efficiency, forming the basis of the price paid for the Wonthaggi product.

A slight decrease in the cost of stores and materials, and a reduction of 20 per cent. in wages, by no means counterbalance the decrease in revenue due to the depressed selling prices.

Following upon a report by Mr. Robert Lee, A.O.S.M., M.I.M.M., Consulting Mining Engineer of New Zealand, who made a special investigation of the mine early in 1934, moneys were made available for undertaking the development of the coal measures in the Western Area, and of a lower or bottom seam in the Northern Area. By these means it is hoped to regain the desired output of 500,000 tons per annum in about July, 1937.

The quantity of coal won during the year was 384,778 tons. The saleable output (which is exclusive of mine consumption, miners' household coal and waste) was 364,220 tons. Of this quantity 324,634 tons were supplied to the Railways Department, 9,356 tons to other Public Departments, and 30,230 tons to the general public.

Operations were suspended for nineteen days in the present financial year on account of a strike which commenced on 5th March, 1934, and was referred to in our last report; on account of stop-work meetings for sixteen days, and for one day on account of the storm towards the close of November, or a total of 36 days. In the preceding year the loss of working time from strikes and stop-work meetings was 102 days. Although there was thus an improvement in the industrial situation in the year under review compared with the preceding year, the position was still unsatisfactory and greatly to be deplored. Every reasonable endeavour was made by us, and will continue to be made, to avoid strikes and stop-work meetings, which represent an unnecessary economic waste, resulting in loss of wages to the employees and in a substantial decrease in output, with increased cost of production.

The amount disbursed in wages was £246,972. The net average daily earnings of the contract miners, after deducting the cost of explosives, amounted to 20s. 5.55d. per man.

The wages and working conditions of employees of the mine are covered by awards of the State Coal Mine Industrial Tribunal, which during the year made one award reducing the hours of certain grades from 92 to 86 per fortnight, and of others from 96 to 92 per fortnight, and in another award prescribed increased marginal rates of pay for artisans, &c.

Information relating to the State Mine power station is contained under the heading "Electrical Engineering Branch."

Visit Abroad of Mr. H. W. Clapp.

The Chairman of Commissioners, Mr. H. W. Clapp, returned shortly before the close of 1934 from his study of railway administration and practices in America, Great Britain and the Continent of Europe. A full report on his observations abroad was subsequently forwarded to the Honorable the Minister and presented to Parliament.

Reference is made in other portions of this Report to various steps which, following upon the Chairman's investigations, have been taken to improve the standard of our services. In respect of many other matters, inquiries are still in progress, which in due course will lead to beneficial action.

Acknowledgment of Services of Staff.

Abnormal events during the year, such as the heavy country and suburban traffic connected with the Royal visit and Centenary celebrations, the introduction of many accelerated train schedules, and the unprecedented floods—more especially in the Gippsland district—all made a call upon the staff for increased effort and resource, a call to which they responded most creditably.

We wish to pay a sincere tribute to their excellent service and co-operation, not only in the above-mentioned respects, but throughout the operations of the year. Their spirit of pride in the service is increasingly evident.

It is pleasing to be able to record that we continue to receive a large number of comments, either orally or by letter, expressing appreciation of the services rendered.

Heads of Branches.

The year marked the retirement at the statutory age of 65 years of Mr. W. D. Morgan, Comptroller of Stores, after a service of 48 years, and of the Railways Medical Officer, Dr. J. Gordon. We wish to record our appreciation of the valued services of both officers.

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

Secretary	.. .. .	.. .. .	.. .. .	.. .. .	Mr. E. C. Evers
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	.. .. .	.. .. .	.. .. .	.. .. .	.. H. S. Sergeant*
Superintendent of Refreshment Services	.. .. .	.. .. .	.. .. .	.. .. .	.. W. D. Bracher

* Appointment confirmed as from 5th July, 1935.

Appendices, &c.

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

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

We have the honour to be,

Sir,

Your obedient servants,

HAROLD W. CLAPP, Chairman,	} Victorian Railways Commissioners.
N. C. HARRIS,	
M. J. CANNY,	

BALANCE-SHEET AT

LIABILITIES.	Reference.	£	s.	d.	£	s.	d.
	Appendix No.						
Face value of Bonds and Stock allocated to the Railways .. .. .	..	75,746,910	13	1			
<i>Less</i> Securities purchased and cancelled from National Debt Sinking Fund .. .. .	..	2,480,121	14	6			
					73,266,788	18	7
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 .. .. .	..	1,375,802	12	9			
Developmental Railways Account .. .. .	..	108,537	15	5			
National Recovery Loan Fund .. .. .	..	1,206,961	0	7			
					5,538,660	14	10
Advances from Public Account for Capital Purposes .. .. .	..	..			138,153	19	6
Contributions to National Debt Sinking Fund .. .. .	..	2,668,455	17	6			
<i>Less</i> net loss on repurchase of securities including exchange .. .. .	..	133,388	19	0			
					2,535,066	18	6
Special Funds—							
Rolling Stock Replacement Fund .. .. .	..	10,696	9	5			
Railway Accident and Fire Insurance Fund	13	100,000	0	0			
					110,696	9	5
Sundry Creditors .. .. .	..	350,446	16	3			
Payments received in Advance for Revenue Services to be rendered in the year 1935/36 .. .. .	..	60,423	3	1			
Payments received in advance for works to be carried out .. .. .	..	1,484	9	11			
					412,354	9	3
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue .. .. .	..	..			111,642	13	4
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	..	3,071,699	11	2			
Exchange on Interest Payments .. .. .	..	301,964	19	1			
					3,373,664	10	3
<i>Less</i> Net Revenue for the year after providing for Working Expenses .. .. .	..	2,807,214	10	1			
					566,450	0	2
					£82,679,814	3	7

J. A. NORRIS,
Auditor-General.

No. 1.

30TH JUNE, 1935.

ASSETS.	Reference.	£	s.	d.	£	s.	d.
	Appendix No.						
Railways (Open Lines)—							
Way, Works, Buildings and Equipment ..	8	60,031,499	14	11			
Rolling Stock	8	14,629,519	6	11	74,661,019	1	10
Stores and Materials on hand and in transit	8 and 21	989,218	6	8			
Stores and Equipment on hand at Refreshment Rooms	8	105,770	0	9			
Materials in course of Manufacture ..	8	39,916	13	8	1,134,905	1	1
Electric Tramways (Open Lines)—							
Way, Works, Buildings and Equipment ..	8	207,651	18	5			
Rolling Stock	8	102,338	8	8	309,990	7	1
Road Motor Public Services—							
Buildings and Equipment	8	6,101	1	10			
Rolling Stock	8	20,825	7	11	26,926	9	9
Railways under construction	8	..			443,561	5	1
Bridges over the Murray and Snowy Rivers for Railways not yet constructed ..	8	..			33,061	2	7
Lines closed for traffic—							
Railways	8	389,492	5	1			
Black Rock to Beaumaris Electric Tramway	8	33,081	6	8	422,573	11	9
Surveys	8	..			413,293	18	8
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
					77,476,331	10	1
Discount and Floating Charges on Loans ..	..	3,773,238	17	2			
Less Premiums .. .. .	..	453,928	14	6	3,319,310	2	8
Expenditure on Unemployment Relief Work ..	..	..			471,378	2	0
Cash at Treasury—							
Special Funds .. .. .	..	110,696	9	5			
Railway charges in suspense .. .. .	..	116,319	4	3			
Railways Repayment Fund .. .. .	..	12,160	1	5	239,175	15	1
Cash at Stations and in Transit .. .. .	..	..			66,473	8	2
National Debt Sinking Fund .. .. .	..	..			54,945	4	0
Securities held as Deposits on Contracts ..	..	..			29,995	13	6
Sundry Debtors .. .. .	..	..			173,709	19	10
Balance of Moneys provided for Capital Purposes—							
Railway Loans Repayment Fund .. .. .	..	113,670	18	3			
Trust Fund Surplus Land Account .. .. .	..	344	19	10			
Railways Stores Suspense Account	21	168,028	10	0	282,044	8	1
Deficit for year 1934-35 .. .. .	..	..			566,450	0	2
					£82,679,814	3	7

T. F. BRENNAN,
Comptroller of Accounts.

APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1935 AND 1934.
(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—	
		1935.	1934.			1935.	1934.
		£	£			£	£
To Maintenance of Way and Works ..	A	1,570,137	1,564,771	By Passengers	4	3,685,978	3,502,513
„ Rolling Stock—				„ Parcels	4	318,163	322,693
General Superintendence, &c. ..	B	33,872	33,940	„ Horses, Carriages and			
Maintenance of Rolling Stock ..	C	1,163,469	1,173,284	Dogs	4	16,905	15,261
Motive Power	D	933,090	902,913	„ Mails	4	66,899	64,196
Examination and Lubrication of				Total Coaching		4,087,945	3,904,663
Coaching and Goods Vehicles	E	51,195	46,569	„ Goods and Live Stock ..	4	4,555,722	4,572,038
Transportation and Traffic ..	F	1,713,789	1,647,482	„ Electrical Power	4	66,167	27,761
Electrical Engineering Branch ..	G	212,429	187,369	„ Rents and Miscellaneous	4	150,156	140,363
Miscellaneous Operations	H	346,162	321,579	„ Dining Car and Refresh-			
Stores Branch	I	94,853	87,361	ment Rooms Services	4	318,251	297,075
General Expenses	J	171,379	165,575	„ Advertising	4	41,023	40,865
Contribution to the Railway Acci-				„ Bookstalls	4	61,274	57,922
dent and Fire Insurance Fund		13,501	19,775	„ Recoup of the loss result-			
Pensions		450,867	424,056	ing from the working of			
Border Railways Adjustment ..		50,845	52,841	certain lines of railway,			
Credit for maintenance expenditure				<i>vide</i> page 9	4	140,614	134,424
charged to Unemployment Relief							
Funds	K	Cr. 151,139	Cr. 251,104				
Credit for maintenance expenditure							
charged to the Common-							
wealth Grant for Rehabilitation							
(Storms and Floods)		Cr. 20,800	..				
„ Balance Net Earnings .. .. .	..	6,633,649	6,376,411				
		2,787,443	2,798,700				
Total	£	9,421,092	9,175,111	Total	£	9,421,092	9,175,111

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1935 AND 1934
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1935.	1934.		1935.	1934.
Average Miles of Single Track Open, including Sidings	6,109	6,126			
A.—MAINTENANCE OF WAY AND WORKS.	£	£	F.—TRANSPORTATION AND TRAFFIC.	£	£
Superintendence	142,691	131,434	General Superintendence	132,077	129,696
Stationery, Printing and Advertising	4,032	4,624	Stationery, Printing and Advertising	47,918	44,244
Maintenance and Renewals of the Permanent Way	776,172	900,140	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .	45,266	4,114	Salaries, Wages, &c., of Staff .. .	1,116,965	1,068,326
Slips and Flood Repairs	47,206	5,526	Fuel and Light	32,576	34,321
Bridges, Tunnels, Culverts, Retaining Walls and Drains	59,041	55,925	Uniforms for Staff	8,947	6,591
Piers and Wharfs	15	115	Other Supplies	39,487	36,515
Weightbridges, Scales, Lifting Cranes, &c.	17,030	13,343	Other Expenses	9,028	9,425
Electric Power Station Buildings .. .	5,901	6,355	Gatekeeping	28,409	27,590
Other Buildings, Platforms and Fixtures	180,391	135,212	Guards and Conductors—		
Stock Yards	10,918	8,656	Wages and Expenses	166,516	164,063
Water Services	20,058	20,583	Uniforms and Supplies	2,391	2,155
Machinery, Tools and Supplies .. .	64,853	63,967	Cleaning, Temp. &c., of Carriages .. .	55,872	53,725
Signals and Interlocking, Signal Boxes and Track Bonds	125,337	115,581	Supplies, &c., for Carriages	13,797	12,915
Telegraph and Telephone Lines and Instruments	34,169	25,562	Light for Carriages	8,952	8,218
Injuries to Employees or others .. .	3,378	2,424	Repairs and Renewals of Tarpaulins and Lashings	38,943	38,539
Betterments	35,765	33,369	Rail Motor Operation	4,032	4,151
Other Expenses	454	541	Operation of Grain Elevators and Grain Conveyors .. .. .	..	..
	1,570,137	1,564,771	Operation of Coal Shipping Plants .. .	..	..
ROLLING STOCK.			Injuries to Employees	2,941	2,479
B.—GENERAL SUPERINTENDENCE, ETC.			Loss and Damage to Property and Goods	1,307	1,015
General Superintendence	31,008	32,005	Compensation, Personal .. .. .	..	..
Stationery, Printing and Advertising	2,864	1,935	Other Expenses	3,601	3,474
	33,872	33,940		1,713,789	1,647,482
C.—MAINTENANCE OF ROLLING STOCK.			G.—ELECTRICAL ENGINEERING BRANCH.		
Motive Stock—			General Superintendence	13,010	11,642
Steam Locomotives	483,844	451,893	Stationery, Printing and Advertising	642	465
Electric Locomotives	2,255	1,888	Power Station	169,874	148,762
Electrical Equipment of Electric Coaching Stock	24,952	26,008	Transmission, Distribution Systems and Sub-Stations	62,605	63,121
Coaching Stock, excluding Electrical Equipment	281,769	239,487	Injuries to Employees or others .. .	288	217
Goods Stock	235,678	317,618	Other Expenses .. .. .	..	..
Rail Motors	35,501	37,190	Other Operations	Cr. 33,990	Cr. 36,838
Payments in respect of accrued depreciation on Rolling Stock, and of Rolling Stock withdrawn from service	109,066	109,000		212,429	187,369
	1,163,469	1,173,284	H.—MISCELLANEOUS OPERATIONS.		
D.—MOTIVE POWER.			Dining Car Service	11,292	9,472
Superintendence	38,694	37,278	Refreshment Rooms Service	267,710	248,173
Running Sheds, Labour and Supplies	61,594	59,545	Advertising Service	12,550	11,850
Drivers and Firemen	312,073	327,146	Bookstalls Service	54,610	52,084
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c.	313,098	307,889		346,162	321,579
Oil, Tallow, Waste and other running supplies	14,864	14,748	I.—STORES BRANCH.		
Water	27,246	27,033	Salaries and Wages	88,213	84,461
Electric Motormen, including Superintendence, Uniforms, and Supplies..	100,568	96,516	Charges for Services rendered by other Branches	11,987	8,609
Rail Motor Operation	32,036	29,943	Printing	780	748
Other Expenses	1,535	1,734	Motor Transport	3,876	3,504
Injuries to Employees or others .. .	1,383	1,080	Office Requisites and Stores .. .	1,279	1,276
	933,090	902,913	Other Expenses	1,741	1,578
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.			Proportion of Percentage added to cost of Works charged to Capital, &c. ..	Cr. 13,023	Cr. 12,815
Excluding Electrical Equipment .. .	43,862	40,369		94,853	87,361
Electrical Equipment	7,333	6,200	J.—GENERAL EXPENSES.		
	51,195	46,569	Commissioners' and Secretary's Offices	28,618	25,740
			Accountancy Branch	96,028	93,623
			Legal and Medical Expenses	9,895	9,397
			Stationery, Printing and Advertising	9,898	9,822
			Municipal and Shire Rates	834	885
			Sundry other General Charges	26,106	26,108
				171,379	165,575
			K—OTHER EXPENDITURE.		
			Contribution to the Railway Accident and Fire Insurance Fund .. .	13,501	19,775
			Pensions	450,867	424,056
			Border Railways Adjustment	50,845	52,841
				515,213	496,672
			Total	6,805,588	6,627,515
			Credit for maintenance expenditure charged to Unemployment Relief Funds, and for amount charged to the Commonwealth Grant for Rehabilitation (Storms and Floods) ..	Cr. 171,939	Cr. 251,104
			Working expenses charged against Railway Revenue	6,633,649	6,376,411

APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1935, AND 1934 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—							
	1935.				1934.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	..		4,721		..		4,721	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country		3,837,634		Country		3,629,853	
	Suburban		7,016,822		Suburban		6,929,541	
	Goods		4,681,655		Goods		4,752,067	
	Total		15,536,111		Total		15,311,461	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
	Journeys.	£	£	d.	Journeys.	£	£	d.
COUNTRY.								
First Class Passengers	406,891	329,031	70·38	20·58	375,884	316,232	67·65	20·91
Second Class Passengers	3,547,402	935,027	200·01	58·47	3,305,175	895,428	191·54	59·20
Season Tickets—								
First Class	609,374	74,618	15·96	4·66	584,915	73,163	15·65	4·84
Second Class	707,751	25,041	5·36	1·57	666,361	24,130	5·16	1·80
Workmen's Weekly Tickets—Second Class ..	154,258	3,800	·81	·24	140,394	3,200	·69	·21
Total Country	5,425,676	1,367,517	292·52	85·52	5,072,729	1,312,203	280·69	86·76
SUBURBAN.								
First Class Passengers	22,172,446	502,010	2,345·84	17·17	20,826,950	474,718	2,218·31	16·44
Second Class Passengers	49,271,529	932,238	4,356·25	31·89	45,897,102	875,387	4,090·59	30·32
Season Tickets—								
First Class	22,064,783	344,260	1,608·69	11·77	21,187,496	334,625	1,563·67	11·59
Second Class	29,329,312	364,244	1,702·08	12·46	27,666,165	339,720	1,587·48	11·77
Workmen's Weekly Tickets—Second Class ..	11,225,266	175,709	821·07	6·01	10,716,773	165,860	775·04	5·74
Total Suburban	134,263,336	2,318,461	10,833·93	79·39	126,294,486	2,190,310	10,235·09	75·86
Total Passenger	139,689,012	3,685,978	780·76	81·50	131,367,215	3,502,513	741·90	79·61
Parcels .. .. .	..	318,163	67·39	7·03	..	322,693	68·35	7·34
Horses, Carriages, &c. .. .. .	..	16,905	3·58	·88	..	15,261	3·23	·84
Mails .. .. .	..	66,899	14·17	1·48	..	64,196	13·60	1·46
Total Parcels, &c. .. .. .	..	401,967	85·14	8·89	..	402,150	85·18	9·14
Total Coaching .. .. .	..	4,087,945	865·90	90·39	..	3,904,663	827·08	88·75
	Tons.	£	£	d.	Tons.	£	£	d.
General Merchandise	4,823,837	3,512,995	744·12	180·09	4,715,215	3,554,290	752·87	179·51
Wool	68,083	190,307	40·31	9·76	67,931	195,134	41·33	9·86
Live Stock	607,987	688,442	145·82	35·30	586,187	675,450	143·08	34·11
Minerals—								
Coal, Coke and Shale	250,973	80,485	17·05	4·12	217,448	66,913	14·17	3·38
Other than Coal, Coke and Shale ..	259,081	83,493	17·69	4·27	271,596	80,251	17·00	4·05
Total Goods	6,009,961	4,555,722	964·99	233·54	5,858,377	4,572,038	968·45	230·91
Electrical Power .. .. .	..	66,107	14·00	..	..	27,761	5·88	..
Rents .. .. .	..	134,697	28·53	..	..	131,185	27·79	..
Miscellaneous .. .. .	..	15,459	3·28	..	..	9,178	1·94	..
Total Power, Rents, and Miscellaneous	..	216,263	45·81	..	..	168,124	35·61	..
Dining Cars .. .. .	..	12,495	2·65	..	..	11,013	2·33	..
Refreshment Rooms .. .. .	..	305,756	64·77	..	..	286,062	60·59	..
Advertising .. .. .	..	41,023	8·69	..	..	40,865	8·66	..
Bookstalls .. .. .	..	61,274	12·97	..	..	57,922	12·27	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls	..	420,548	89·08	..	..	395,862	83·85	..
Recoup of the loss resulting from the working of certain lines of railway, &c., vide page 9	..	140,614	29·79	..	..	134,424	28·48	..
Total Earnings .. .. .	..	9,421,092	1,995·57	145·54	..	9,175,111	1,943·47	143·82
WORKING EXPENSES.								
	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.
	£	%	£	d.	£	%	£	d.
WORKING EXPENSES.								
Maintenance of Way and Works	1,570,137	(a) 14·84	332·59	24·26	1,564,771	(a) 14·32	331·45	24·53
Rolling Stock—								
General Superintendence, &c.	33,872	·36	7·17	·52	33,940	·37	7·19	·53
Maintenance of Rolling Stock	1,163,469	12·35	246·45	17·98	1,173,284	12·79	248·52	18·39
Locomotive Power	933,090	9·90	197·65	14·41	902,913	9·84	191·25	14·15
Examination and Lubrication of Coaching and Goods Vehicles	51,195	·55	10·84	·79	46,569	·51	9·87	·73
Transportation and Traffic	1,713,789	18·19	363·01	26·47	1,647,482	17·96	348·97	25·82
Electrical Engineering Branch	212,429	2·25	45·00	3·28	187,369	2·04	39·69	2·94
Miscellaneous Operations	346,162	3·67	73·32	5·35	321,579	3·50	68·12	5·04
Stores Branch	94,853	1·01	20·09	1·46	87,361	·95	18·51	1·37
General Expenses	171,379	1·82	36·30	2·65	165,575	1·80	35·07	2·59
Pensions	450,867	4·79	95·51	6·96	424,056	4·62	89·82	6·65
Contribution to the Railway Accident and Fire Insurance Fund	13,501	·14	2·86	·21	19,775	·22	4·10	·31
Border Railways Adjustment	50,845	·54	10·77	·79	52,841	·58	11·19	·83
Total	6,805,588	..	1,441·56	105·13	6,627,515	..	1,403·84	103·88
Less amount charged to Unemployment Relief Funds and to the Commonwealth Grant for Rehabilitation (Storms and Floods) ..	171,939	..	36·42	2·65	251,104	..	53·10	3·93
Total Working Expenses charged to Railway Revenue	6,633,649	70·41	1,405·14	102·48	6,376,411	69·50	1,350·65	99·95
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—70·41.				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—69·50.				
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
Divisions of Expenditure.					Year ended 30th June—			
					1935.		1934.	
					%		%	
Maintenance of Way and Works (including amounts charged to Unemployment Relief Funds and to the Commonwealth Grant for Rehabilitation (Storms and Floods))					23·07		23·61	
Rolling Stock—								
General Superintendence, &c.					·50		·51	
Maintenance of Rolling Stock					17·10		17·70	
Locomotive Power					13·71		13·62	
Examination and Lubrication of Coaching and Goods Vehicles					·75		·70	
Transportation and Traffic					25·18		24·86	
Electrical Engineering Branch					3·12		2·83	
Miscellaneous Operations					5·09		4·85	
Stores Branch					1·39		1·32	
General Expenses					2·52		2·50	
Pensions					6·62		6·40	
Contribution to the Railway Accident and Fire Insurance Fund					·20		·30	
Border Railways Adjustment					·75		·80	
					100·00		100·00	

(a) Percentage to Earnings is calculated on the Working Expenses after deducting the amounts for maintenance charged to the Unemployment Relief Funds, and to the Commonwealth Grant for Rehabilitation (Storms and Floods).

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1920, TO 30TH JUNE, 1935 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Mileage of Railway Open for Traffic at end of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK				Total Traffic Train Miles.*	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling-stock and Stores and Materials).	Average Cost per Mile open at end of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
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	11,958,535	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	8,728,496	7,105,610	5,565,451	12,671,061	2,800	14/5.03
1926-27	4,634	4,627	70,938,554	15,308	687	2,004	19,864	978	18,030,749	169,237,648	9,254,923	7,308,338	6,344,096	13,652,434	2,951	15/1.72
1927-28	4,697	4,661	72,523,192	15,440	663	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5.89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,913,291†	6,251,682	13,164,973	2,802	14/7.73
1929-30	4,713	4,708	74,849,542	15,882	647	1,931	20,674	1,028	17,670,565	157,119,071	7,513,606	6,402,624	5,599,182	12,001,806	2,549	13/7.01
1930-31	4,717	4,710	74,609,226	15,817	657	1,929	20,728	1,013	15,945,315	134,655,220	6,099,310	5,190,550	4,817,808	10,008,358	2,125	12/6.64
1931-32	4,721	4,720	74,701,372	15,823	650	1,863	20,723	999	15,363,776	125,990,585	6,186,081	4,648,566	4,805,738	9,454,304	2,003	12/3.69
1932-33	4,721	4,721	75,088,156	15,905	650	1,857	20,622	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3.97
1933-34	4,721	4,721	75,626,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,603,073	4,572,038	9,175,111	1,943	11/11.82
1934-35	4,721	4,721	75,795,924	16,055	602	1,837	20,686	984	15,536,111	139,689,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1.54

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

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

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APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1920, TO 30TH JUNE, 1935 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.			EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Melbourne Harbour Trust in connexion with the construction of the Spencer-street Bridge.																	
	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.				Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.		Per cent. of Gross Revenue.																
								Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.																										
	£	s.	d.	£	£	s.	d.	£	s.	d.	£	s.	d.	£	d.		£	£	£	d.		£																	
1920-21	2,246,443	2	10	71	22	93	1,578,206	372	2	0	38	16	11	2,139,809	2	9	06	21	84	†	1,255,460	1	7	40	12	82	159,174	2	46	1.62	146,698	...	237,346	*73,969	1	14	0	76	...
1921-22	2,395,694	3	0	26	22	20	1,709,214	399	2	1	87	15	84	1,793,643	2	3	15	16	62	†	1,367,902	1	8	70	12	68	174,553	2	64	1.62	264,825	...	241,284	80,225	1	21	0	74	...
1922-23	2,399,867	2	11	13	21	15	1,762,626	410	2	1	80	15	53	1,607,733	1	11	54	14	17	‡	1,468,108	1	9	49	12	94	191,371	2	81	1.69	406,870	...	261,767	84,259	1	23	0	74	...
1923-24	2,543,229	3	0	78	21	27	1,862,562	426	2	2	94	15	58	1,638,163	1	11	69	13	70	‡	1,581,104	1	10	87	13	22	199,697	2	89	1.67	538,547	...	312,879	38,916	0	56	0	32	...
1924-25	2,664,697	3	0	58	20	88	1,964,635	442	2	2	97	15	40	1,770,939	2	0	31	13	88	‡	1,730,972	1	11	76	13	57	216,130	2	97	1.69	564,264	...	430,151	47,823	0	66	0	38	...
1925-26	2,701,124	3	0	88	21	32	1,929,938	426	2	2	35	15	23	1,821,763	2	0	88	14	37	‡	1,770,727	2	0	18	13	98	238,621	3	26	1.88	466,770	80,162	452,755	65,945	0	90	0	52	...
1926-27	2,822,524	3	1	57	20	67	2,277,359	492	2	6	31	16	68	1,914,543	2	1	48	14	02	‡	1,832,378	2	0	39	13	42	256,214	3	41	1.88	410,671	90,180	484,281	62,757	0	84	0	46	...
1927-28	2,673,941	3	0	27	20	86	2,119,124	455	2	4	74	16	53	1,812,107	2	0	58	14	13	‡	1,848,364	2	1	07	14	42	248,374	3	37	1.94	346,808	111,706	493,011	31,301	0	42	0	24	...
1928-29	2,605,790	2	10	78	19	79	1,926,157	410	2	1	71	14	64	1,738,142	1	11	20	13	20	‡	1,841,478	2	0	58	13	99	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	136,410	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	275,682	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	...
1934-35	1,713,789	2	2	47	18	19	1,570,137	333	2	0	26	14	84	1,003,370	1	3	50	10	65	‡	1,178,256	1	6	20	12	51	171,379	2	65	1.82	212,429	94,853	346,162	13,501	0	21	0	14	...

* 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; year 1934-35, £151,139, and for year 1934-35, an amount of £20,800 charged to the Commonwealth Grant for Rehabilitation (Storms and Floods).

|| Calculated (in respect of 1930-31, 1932-33, 1933-34, and 1934-35) on the expenditure of the Branch after deducting the amount charged against Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).

‡ Includes £250,000 for each of the years 1926-27, 1927-28, 1928-29, 1929-30, and 1930-31, and £100,000 for each of the years 1931-32, 1932-33, 1933-34 and 1934-35 for accrued depreciation on Rolling Stock and for Rolling Stock withdrawn from service.

‡ Includes payment into Rolling-stock Replacement Fund, 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, 1920, TO 30TH JUNE, 1935 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN- SIONS.	Adjust- ments. — Border Railways and State Coal Mine.	TOTAL WORKING EXPENSES. (including Pensions, &c.).			Expenditure on Maintenance of Way and Works charged to Unemployment Relief Funds and to the Common- wealth Grant for Rehabilita- tion. (Terms and Floods) 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 (including Loan Con- version 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. ¶					
1920-21 ..	7,837,105	1,850	10/1'09	182,036	2,005	8,021,146	1,893	10/3'93	...	8,021,140	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	77'23	2,565,282	509	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	2,159	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	2,993,318	642	3 3/65	4'16	4'17	3,077,656	...	174,138	...
1926-27 ..	10,150,907	2,194	11 3'17	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	4,884	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	1,616	9/8'01	12,250	7,695,144	76'89	2,313,214	491	2 10'82	3'08	3'10	3,596,758	183,863	1,467,407	...
1931-32 ...	5,831,180	1,235	7/7'09	424,602	84,760	6,340,542	1,343	8/3'05	...	6,340,542	67'06	3,113,762	660	4'0'64	4'11	4'17	3,641,109	440,938	968,285	...
1932-33 ...	6,110,556	1,294	7/11'72	417,651	34,963	6,583,172	1,394	8/7'12	69,133	6,514,037	68'96	2,912,084	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	69'30	2,798,700	593	3'7'87	3'69	3'70	3,181,736	354,335	737,371	...
1934-35 ..	6,303,876	1,335	8/1'38	450,867	50,845	6,805,588	1,442	8/9'13	171,930	6,633,649	70'41	2,787,443	590	3/7'06	3'68	3'68	3,056,766	300,301	569,624	...

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

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

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

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

APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID IN THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1935, AND 30TH JUNE, 1934.

Branch.	Year ended 30th June -					
	1935.			1934.		
	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	76,940	1,069,803	1,146,743	150,614	927,967	1,078,581
Locomotive	227,419	1,341,493	1,568,912	237,508	1,325,749	1,563,257
Traffic	27,128	1,394,784	1,421,912	25,838	1,342,486	1,368,324
Electrical	26,786	136,952	163,738	13,010	137,152	150,162
Other Branches	7,147	390,385	397,532	7,970	365,268	373,238
Totals	365,420	4,333,417	4,698,837	434,940	4,098,622	4,533,562

APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1935, AND 30th JUNE, 1934.

Branch.	1935.			1934.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	89	94	183	86	83	169
Accountant's (including Traffic Audit)	438	120	558	444	116	560
Stores	134	405	539	136	383	519
Permanent Way (including Signalling)	374	5,101	5,475	381	4,942	5,323
Locomotive	377	6,672	7,049	385	6,918	7,303
Traffic	1,905	4,726	6,631	1,951	4,561	6,512
Electrical	113	554	667	112	530	642
General	34	759	793	34	708	742
Totals	3,464	18,431	21,895	3,529	18,241	21,770

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.

1935.			1934.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
35	50	85	35	90	125

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, 1935, AND 30TH JUNE, 1934.

How Employed.	1935.	1934.
On Working Expenses	20,085	19,533
On Capital and other funds (including Electric Tramways and Road Motor Services)	1,643	2,036
Totals	21,728	21,569

1933-34 figures as shown in the above tables differ from those published in the report of that year because of an alteration in the method of compilation.

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, 1935.

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.			
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
LINES OPEN FOR TRAFFIC.		Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	100.89	..	100.89	1,902	18	5,207,349	10	7	51,614
21.10.1862										
19.9.1864	Bendigo to Echuca (including cost of Bendigo Cattle yards and wharf at Echuca) ..	2.60	53.77	56.37	758	314	698,405	0	2	12,390
4.7.1876	*Deniliquin to Moama ..	0.30	43.76	44.06	..	..	211,311	9	9	4,796
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	694,919	12	7	5,795
7.6.1881	Clarkefield to Lancefield ..	..	14.50	14.50	1,675	1,072	65,988	1	6	4,551
1.10.1888	Heatcote Junction to Bendigo (including cost of Cattle Siding) ..	..	67.82	67.82	1,450	526	410,317	18	8	6,050
22.8.1890										
16.2.1880	Carlsruhe to Daylesford ..	0.38	22.17	22.55	2,469	1,791	183,082	16	3	8,119
17.3.1880	Daylesford Junction to North Creswick ..	..	23.11	23.11	2,292	1,429	180,248	3	4	7,800
16.2.1880										
17.3.1880	..	..	..	..	..	..	..	..	..	..
15.1.1891	Redesdale Junction to Redesdale ..	..	16.25	16.25	1,636	973	89,004	15	0	5,477
7.7.1874	Castlemaine to Dunolly ..	0.38	46.46	46.84	948	579	454,888	0	11	9,711
6.10.1874	Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ..	0.28	32.73	33.01	943	611	206,412	17	10	6,253
3.9.1878										
23.12.1878	St. Arnaud to Donald ..	..	23.86	23.86	868	374	133,785	1	1	5,607
26.1.1882	Donald to Birchip ..	..	32.30	32.30	394	330	104,657	9	4	3,240
22.4.1882										
28.3.1893	..	..	..	..	..	..	..	..	..	..
18.9.1899	Birchip to Woomelang ..	..	26.45	26.45	351	260	91,183	18	10	3,447
15.1.1903	Woomelang to Mildura ..	..	110.15	110.15	334	128	477,825	18	7	4,338
27.10.1903	Mildura to Merbein ..	..	6.92	6.92	186	126	20,006	9	10	2,891
4.7.1910										
27.6.1925	Merbein to Yelta ..	..	5.87	5.87	184	116	35,005	0	4	5,963
11.4.1924	Red Cliffs to Werrimull ..	..	35.40	35.40	226	138	135,067	8	8	3,815
30.10.1925	Werrimull to Meringur ..	..	15.23	15.23	303	193	63,355	3	0	4,160
16.6.1931	Meringur to Morkalla ..	..	9.64	9.64	234	111	34,368	12	4	3,565
20.11.1888	Dunolly to Inglewood ..	..	24.24	24.24	794	457	95,619	6	8	3,945
25.6.1912	Ouyen to Cowangie ..	..	56.39	56.39	351	137	145,757	3	10	2,585
25.6.1912	Cowangie to Murrayville ..	..	11.44	11.44	218	146	34,205	10	10	2,090
16.6.1884	Castlemaine (Maldon Junction) to Maldon ..	..	10.24	10.24	1,177	890	67,299	10	2	6,572
24.3.1891	Maldon (Laanecoorie Junction) to Shelbourne ..	..	9.89	9.89	1,126	649	68,387	14	1	6,915
7.7.1874	Maryborough to Ballarat ..	0.41	41.31	41.72	1,525	732	319,992	12	4	7,670
2.2.1875										
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	71,705	4	8	5,219
21.10.1876	Maryborough to Avoca ..	..	14.93	14.93	885	721	66,678	8	0	4,465
18.11.1890	Avoca to Ararat ..	..	39.04	39.04	1,215	763	176,890	12	11	4,531
28.5.1914	Ben Nevis (Crowlands) to Navarre ..	..	22.87	22.87	885	720	64,454	3	4	2,818
19.9.1876	Bendigo to Inglewood ..	0.68	28.25	28.93	779	443	232,295	19	2	8,030
18.11.1876										
15.4.1882	Inglewood to Charlton ..	..	42.82	42.82	639	422	296,305	12	4	6,920
20.4.1883	..	..	..	..	..	..	..	..	..	..
1.10.1883	Charlton to Wycheproof ..	..	16.48	16.48	521	356	115,634	9	6	7,016
8.3.1895	Wycheproof to Sea Lake ..	..	47.89	47.89	357	172	111,847	6	0	2,336
29.6.1914	Sea Lake to Nandaly ..	..	17.68	17.68	265	172	47,615	8	10	2,693
28.5.1919	Nandaly to Kulwin ..	..	19.68	19.68	256	148	78,152	15	3	3,971
16.6.1920										
21.4.1887	Wedderburn Junction to Wedderburn ..	..	4.86	4.86	660	554	17,544	1	8	3,610
2.7.1883	Korong Vale to Boort ..	..	17.75	17.75	459	296	92,094	12	1	5,188
7.8.1894	Boort to Quambatook ..	..	21.96	21.96	419	287	80,639	12	9	3,672
1.3.1900	Quambatook to Ultima ..	..	30.23	30.23	371	256	75,110	11	4	2,485
1.7.1909	Ultima to Chillingollah ..	..	20.17	20.17	263	164	42,576	5	10	2,111
28.1.1914	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	..	..	11,893,548	9	6	..

* Taken over by this Department on 1.12.1923.

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

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost 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	105.92	1,239.79	1,345.71	..	..	11,893,548	9 6	
8.3.1921	Manangatang to Annuello .. ..	..	14.44	14.44	200	172	68,811	2 0	4,765
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	371,202	10 6	5,086
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. ..	..	35.16	35.16	286	225	194,041	5 7	5,519
30.5.1890		16.11	16.11	267	244	115,008	15 6	7,139
20.12.1924	Kerang to Murrabit .. ..	..	..	..	..	..	..	..	..
16.3.1928	*Murrabit to Stony Crossing (including portion of cost of Bridge over River Murray) .. ..	..	38.59	38.59	251	214	257,511	4 2	6,673
27.5.1915	Swan Hill to Piangil .. ..	..	27.39	27.39	291	216	73,274	16 11	2,675
24.3.1920	Piangil to Kooloonong .. ..	..	15.87	15.87	243	199	71,723	19 4	4,519
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	146,343	7 11	2,563
1.7.1929	Albion to Broadmeadows	8.58	..	8.58	398	137	509,624	14 0	59,397
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5.50	0.37	5.87	66	8	458,869	19 5	78,172
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	39.20	113	10	1,522,607	6 7	38,842
6.4.1885		1.85	1.85	11,891	4 7	6,428
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. ..	..	..	..	..	..	..	..	..
25.11.1876	Geelong to Colac	1.26	48.98	50.24	469	10	454,339	9 11	9,043
27.7.1877		..	..	..	..	..	..	..	..
21.6.1923	Colac to Alvie .. ..	..	9.65	9.65	518	402	57,085	17 10	5,916
2.7.1883	Colac to Camperdown .. ..	..	28.11	28.11	569	405	157,821	5 3	5,614
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	0.90	41.81	42.71	550	13	400,278	1 1	9,372
4.2.1890		9.36	9.36	245	19	90,488	14 7	9,668
4.2.1890	..	..	..	..	..	..	..	..	..
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	117,329	14 1	5,662
17.3.1899	Moriae to Wensleydale .. ..	..	10.92	10.92	752	361	59,169	14 4	3,587
5.6.1891	Birregurra to Forrest .. ..	..	19.85	19.85	579	363	147,850	6 10	7,448
7.8.1889	Irrewarra to Beeac .. ..	..	8.70	8.70	432	390	47,690	17 0	5,482
1.12.1916	Beeac to Newtown .. ..	..	34.95	34.95	443	388	118,063	16 0	3,378
25.9.1915		..	..	..	..	..	..	..	..
1.3.1902	†Colac to Beech Forest	0.21	29.45	29.66	1,748	225	79,259	8 9	2,672
29.6.1911	†Beech Forest to Crowes .. ..	..	14.11	14.11	1,826	1,356	42,210	0 0	2,991
5.4.1892	Timboon Junction to Timboon .. ..	..	22.32	22.32	673	52	116,910	12 5	3,238
4.2.1890	Terang to Mortlake .. ..	..	12.16	12.16	447	414	57,247	15 7	4,708
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	35.28	17.97	53.25	1,725	46	1,971,686	19 9	37,927
9.9.1918	North Geelong to Pyansford .. ..	..	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	618,491	17 2	10,796
7.4.1875	Ararat to Stawell .. ..	..	18.85	18.85	1,086	761	296,480	12 8	15,728
15.2.1876		..	..	..	..	..	..	..	..
14.4.1876	Stawell to Horsham	1.18	52.26	53.44	761	423	..	..	..
17.12.1878		..	..	..	..	..	..	..	..
5.2.1879	..	..	..	..	..	..	516,409	0 4	7,454
26.6.1905	†Stawell to Grampians .. ..	..	15.84	15.84	815	621	161,605	1 2	7,531
1.7.1882	Horsham to Dimboola	0.36	21.10	21.46	477	361	..	..	..
19.1.1887	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)	1.35	61.87	63.22	631	315	518,992	11 8	8,209
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	297,504	16 5	13,742
1.4.1886	Parwan to Gordon .. ..	..	27.46	27.46	1,877	341	394,766	6 10	14,376
22.12.1886		..	..	..	..	..	..	..	..
16.2.1887	..	..	..	..	..	..	..	..
7.5.1879	Gordon to Warrenheip .. ..	..	12.87	12.87	1,940	1,707	147,440	1 0	11,456
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	514,623	13 3	5,159
1.1.1886	†Lal Lal Racecourse Branch .. ..	..	2.00	2.00	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	..	..	23,416,055	7 4	

* 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—<i>continued</i>.									
	Brought forward	169.02	2323.67	2492.69	..	..	23,416,055	7 4	
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	59,473	5 4	4,533
10.10.1890	Scarsdale to Linton	0.19	7.78	7.97	1,189	1,022	78,044	16 0	9,792
17.1.1916	Linton to Skipton .. ..	..	12.75	12.75	1,383	944	55,276	8 10	4,335
1.1.1904	*Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. ..	..	1.14	1.14	1,297	1,256	3,639	18 1	3,193
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1.28	64.78	66.06	1,028	572	489,062	16 1	7,403
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	330,141	16 3	6,134
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	77,763	5 6	4,296
20.11.1888	Hamilton (Coleraine Junction) to Coleraine .. ..	..	23.01	23.01	668	301	112,917	9 4	4,907
1.11.1915	Hamilton to Cavendish .. ..	..	14.26	14.26	794	577	48,040	4 3	3,369
17.12.1917	Cavendish to Toolondo .. ..	..	43.74	43.74	864	558	200,314	8 5	4,580
19.11.1920	Branxholme to Casterton .. ..	..	32.09	32.09	572	149	182,521	3 8	5,688
15.2.1884									
1.9.1884	Heywood to Puralka (Mumbannar) .. ..	..	38.51	38.51	422	85	141,362	2 5	3,671
20.6.1916									
28.11.1917									
28.11.1917	† Railways from Mumbannar and Murrayville to South Australian Border in connexion with Victorian and South Australian Railways to Mount Gambier and Pinnaroo .. ..	..	18.18	18.18	351	192	72,834	5 1	4,006
29.7.1915									
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	4,580
15.6.1909	Rupanyup to Marnoo .. ..	..	15.33	15.33	494	450	33,523	10 9	2,487
25.7.1927	Marnoo to Bolongum .. ..	..	6.40	6.40	579	495	37,740	0 10	3,897
12.5.1886	Murtoa to Warracknabeal (including portion of cost of the Warranoek Ballast Pits Tramway) .. ..	..	31.20	31.20	464	360	159,803	4 11	5,122
5.1.1893	Warracknabeal to Beulah .. ..	..	21.92	21.92	359	288	62,030	3 6	2,830
6.3.1894	Benlah 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	89,065	7 5	4,464
24.9.1912	Noradjuha to Toolondo .. ..	..	11.24	11.24	560	475	29,474	14 11	2,622
31.7.1894	East Natimuk to Goreke .. ..	..	28.64	28.64	624	394	69,950	13 1	2,442
3.5.1927	Goreke to Carpollac .. ..	..	9.05	9.05	537	462	49,871	6 4	5,511
19.6.1894	Dimboola to Jeparit .. ..	..	21.59	21.59	387	268	53,190	12 6	4,464
2.11.1899	Jeparit to Rainbow .. ..	..	18.47	18.47	388	263	38,180	16 8	2,067
26.6.1914	Rainbow to Yaapeet .. ..	..	10.59	10.59	294	237	27,352	18 9	2,583
10.12.1912	Jeparit to Lorquon .. ..	..	13.68	13.68	395	271	33,994	13 7	2,485
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	250,351	0 8	50,070
30.11.1867									
18.4.1872									
21.11.1873	Mangalore Ballast Pits Tramway)	61.27	120.72	181.99	1,147	105	3,078,486	1 6	16,916
31.10.1927	Bowser to Peechelba .. ..	..	12.32	12.32	503	461	64,578	9 6	5,242
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	257,070	8 7	50,704
8.10.1889	Coburg to Somerton .. ..	..	7.16	7.16	530	202	80,995	13 1	11,312
8.5.1888	Royal Park Junction to Clifton Hill	2.21	0.18	2.39	136	103	187,741	5 10	78,553
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	327,642	9 5	14,852
23.12.1889									
5.12.1904	Norhteote Loop Line	0.13	..	0.13	128	119	10,351	11 8	79,628
16.11.1883	Tallarook to Yea .. ..	..	23.69	23.69	698	488	166,460	0 9	7,027
12.11.1889	Yea to Mansfield and Koriella .. ..	..	55.82	55.82	1,304	557	345,543	10 3	6,190
6.10.1891									
28.10.1909	Koriella to Alexandra .. ..	..	4.32	4.32	922	716	29,965	9 0	6,936
13.1.1880	Mangalore to Shepparton	0.29	44.96	45.25	499	372	309,816	18 8	6,847
1.9.1881	Shepparton to Numurkah	2.14	18.61	20.75	376	348	102,356	14 8	4,933
1.10.1888	Numurkah to Cobram	0.20	21.47	21.67	376	355	94,189	13 7	4,347
1.9.1890	Murchison East to Rushworth .. ..	..	12.81	12.81	476	391	75,436	15 11	5,889
26.8.1914	Rushworth to Colbinabbin	0.58	12.29	12.87	510	363	45,994	13 1	3,571
15.5.1917	Rushworth to Girgarre .. ..	..	13.62	13.62	516	347	51,417	3 2	3,775
	Carried forward	254.23	3346.18	3600.41	..	..	31,957,299	12 3	

* 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	..	..	31,957,299	12 3	
13.1.1880	Toolamba to Tatura .. ..	..	6.83	6.83	385	371	31,478	5 4	4,609
19.8.1887	Tatura to Echuca .. ..	..	34.07	34.07	377	320	166,329	4 4	4,882
1.10.1888	Shepparton to Dookie .. ..	..	14.84	14.84	500	372	62,290	17 2	4,198
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	56,501	1 2	4,097
15.12.1896	Nathalia to Picola .. ..	..	6.75	6.75	335	325	17,648	4 11	2,615
28.2.1905	Strathmerton to 8 miles 23 chains .. ..	..	8.20	8.20	390	358	25,373	15 10	3,094
9.7.1908	8 miles 23 chains to Tocumwal .. ..	..	2.07	2.07	372	365	23,904	15 9	11,548
3.9.1883	Benalla to St. James .. ..	..	20.33	20.33	583	450	90,240	16 9	4,439
6.5.1886	St. James to Yarrowonga .. ..	..	19.86	19.86	514	414	103,781	14 9	5,226
30.6.1914	Benalla to Tatong .. ..	..	18.00	18.00	760	556	49,871	12 1	2,771
14.3.1899	*Wangaratta to Whitfield .. ..	..	30.49	30.49	811	481	44,925	19 7	1,473
7.7.1875	Bowser to Beechworth .. ..	..	22.26	22.26	1,831	502	166,622	3 5	7,485
30.9.1876									
23.7.1891	Beechworth to Yackandandah .. ..	..	12.84	12.84	1,912	981	97,594	6 6	7,601
17.12.1883	Everton to Myrtleford .. ..	..	16.56	16.56	989	581	81,904	13 8	4,946
17.10.1890	Myrtleford to Bright .. ..	..	18.54	18.54	1,004	688	112,713	16 5	6,079
29.1.1879	Springhurst to Wahgunyah .. ..	..	13.95	13.95	623	454	77,716	2 10	5,571
10.9.1889	Wodonga to Tallangatta .. ..	..	27.02	27.02	726	530	189,645	7 9	7,019
24.7.1891									
13.6.1916	Tallangatta to Cudgewa .. ..	..	42.33	42.33	2,580	625	293,080	14 10	6,924
5.5.1921									
23.11.1891	Spencer-street to Flinders-street	0.76	..	0.76	33	17	280,169	10 9	368,644
13.9.1854	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne)								
13.5.1857	Flinders-street to St. Kilda								
8.2.1859	Prince's-bridge to Richmond								
12.12.1859	Richmond to Cremorne								
19.12.1859	Windsor to North Brighton								
24.9.1860	Richmond to Picnic Station								
22.12.1860	Cremorne to Windsor								
13.4.1861	Picnic Station to Hawthorn								
21.12.1861	North Brighton to Brighton Beach								
21.10.1901	Prince's-bridge to Collingwood	2.22	..	2.22	85	23	207,489	18 1	93,464
8.5.1888	Collingwood to Heidelberg	2.97	2.52	5.49	196	68	299,738	2 5	54,597
5.6.1902	Heidelberg to Eltham .. ..	..	8.35	8.35	303	110	79,422	0 5	9,512
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	86,218	9 3	39,190
2.4.1879	South Yarra to Oakleigh	7.05	..	7.05	184	22	734,284	12 8	104,154
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 Yalourn)	11.89	108.78	120.67	513	8	1,582,966	9 2	13,118
8.10.1887									
11.1.1922	Sale to Stratford Junction .. ..	..	8.97	8.97	64	33	47,607	0 0	5,307
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	200,059	6 5	36,112
24.3.1890									
24.3.1891	Caulfield to Frankston	19.85	0.03	19.88	166	10	382,047	14 9	19,218
19.12.1881									
1.8.1882									
1.10.1888	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. ..	..	18.99	18.99	327	10	116,189	17 6	6,118
17.12.1889									
10.9.1889	Baxter to Mornington .. ..	..	7.67	7.67	194	60	70,179	19 1	9,150
12.12.1921	Bittern to Red Hill .. ..	..	9.91	9.91	631	43	75,810	18 10	7,650
7.2.1904	Spring Vale Cemetery Line .. ..	..	1.60	1.60	231	145	9,296	4 7	5,810
1.10.1888	Dandenong Junction to Port Albert	1.63	115.65	117.28	746	10	1,083,384	7 4	9,238
13.1.1892									
29.6.1922	Koo-wee-rup to Triholm .. ..	..	25.06	25.06	353	22	189,035	11 10	7,543
9.5.1910	Nyora to Woolamai .. ..	..	15.56	15.56	410	58	88,528	12 0	5,689
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. ..	..	13.87	13.87	233	14	163,046	5 2	11,755
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	..	..	42,442,282	4 1	

* 2-ft. 6-in. gauge.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.		
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	
LINES OPEN FOR TRAFFIC— <i>continued.</i>		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£
	Brought forward	319.42	4,047.22	4,366.64	..	..	42,442,282	4 1	
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	102,105	6 4	8,473
16.12.1921	Won Wron to Woodside .. ..	..	9.68	9.68	326	139	50,398	0 10	5,206
22.6.1923	Warragul to Neerim South .. ..	..	13.49	13.49	681	349	124,335	9 8	9,217
12.5.1890									
18.3.1892									
27.3.1917	Neerim South to Noojee .. ..	..	14.01	14.01	1,415	676	133,947	19 10	9,561
28.4.1919									
8.5.1888	Moe to Thorpdale .. ..	..	10.67	10.67	798	219	118,845	13 10	11,138
3.5.1910	*Moe to Walhalla .. ..	..	26.06	26.06	1,323	174	117,407	2 5	4,505
10.4.1885	Morwell to North Mirboo .. ..	..	20.17	20.17	784	184	152,773	6 7	7,574
7.1.1886									
13.11.1883	Traralgon to Heyfield .. ..	..	22.06	22.06	262	93	125,200	16 8	5,675
18.3.1887	Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	314,142	14 9	6,306
8.5.1888	Bairnsdale to Orbost .. ..	..	60.24	60.24	423	23	441,195	13 9	7,324
10.4.1916	Maffra to Briagolong .. ..	..	11.79	11.79	238	109	62,517	4 7	5,303
7.8.1889	Burnley to Darling	0.94	3.46	4.40	185	101	224,974	7 5	51,131
24.3.1890	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	..	..	169,128	9 4	28,473
5.5.1930									
3.4.1882	Hawthorn to Lilydale	11.52	8.20	19.72	484	41	858,816	16 8	43,551
1.12.1882									
15.5.1888	Lilydale to Healesville	0.26	15.11	15.37	351	230	229,202	3 9	14,912
1.3.1889									
19.12.1887	Hawthorn to Kew .. ..	..	0.96	0.96	119	41	76,678	17 1	79,874
4.12.1889	Ringwood to Upper Ferntree Gully .. ..	..	7.44	7.44	436	314	127,571	13 6	17,147
18.12.1900	*Upper Ferntree Gully to Gembrook .. ..	..	18.22	18.22	1,057	412	76,778	13 5	4,214
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	609,625	1 4	249,846
	Melbourne to Essendon Junction .. ..	..	..	..	..	..	2,687,114	5 9	
	Railway Offices, Spencer-street .. ..	..	..	..	..	..	273,195	3 7	
	Newport Workshops:—Buildings, plant and equipment .. ..	..	..	..	..	..	1,467,827	10 3	
	Country Workshops:—Buildings, plant and equipment .. ..	..	..	..	..	..	373,073	4 0	
	Refreshment Services Buildings .. ..	..	..	..	..	..	253,231	11 7	
	General Construction Account (Capital Expenditure common to all lines) .. ..	..	..	..	..	..	2,472,393	14 10	
	Electrification Melbourne Suburban Lines .. ..	..	..	..	..	..	5,751,618	4 1	
	Total cost of Way, Works, Buildings and Equipment (Railways) .. ..	..	..	..	..	..	60,031,499	14 11	
	Total mileage open for traffic at 30th June, 1935	335.10	4,385.67	4,720.77					
	ROLLING-STOCK—								
	Broad-gauge .. ..	..	..	..	£13,587,923	3 5			
	„ „ Electrical Equipment of Suburban Passenger Coaches .. ..	..	..	..	929,038	10 8			
	Narrow-gauge .. ..	..	..	..	..	..	14,516,961	14 1	
							112,557	12 10	
	Total Rolling-stock (Railways) .. ..	..	..	..	..	..	14,629,519	6 11	
	Stores and Materials on hand and in transit .. ..	..	..	..	..	..	989,218	6 8	
	Stores and Equipment on hand at Refreshment Rooms .. ..	..	..	..	..	..	105,770	0 9	
	Materials in course of Manufacture .. ..	..	..	..	..	..	39,916	13 8	
	Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways) .. ..	..	..	..	..	..	75,795,924	2 11	
	Carried forward .. ..	..	..	..	..	..	75,795,924	2 11	

* 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.		
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£
	Brought forward ..	..	..	..	..	..	75,795,924	2 11	
	ELECTRIC TRAMWAYS.								
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda to Brighton	5.18	..	5.18	59	7	137,624	5 3	26,568
	Sandringham to Black Rock || .. ..	2.21	0.21	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	0.21	7.60					
	Rolling-stock .. ..	..	..	..	..	..	102,338	8 8	
	Total .. ..	..	..	..	..	..	309,990	7 1	
	ROAD MOTOR PUBLIC SERVICES.								
	Garage Buildings and Equipment ..	..	..	..	..	..	6,101	1 10	
	Road Motor Coaches and Trucks ..	..	..	..	..	..	20,825	7 11	
	Total .. ..	..	..	..	..	..	26,926	9 9	
	LINES UNDER CONSTRUCTION.								
	Nowingi to Millewa South .. ..	..	..	..	..	..	91,656	4 5	
	* Euston to Lette (including portion of cost of bridge over River Murray) ..	..	..	..	..	..	130,075	2 9	
	Yarrowonga to Oaklands .. ..	..	..	..	..	..	221,829	17 11	
	Total .. ..	..	..	..	..	..	443,561	5 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	..	..	107,482	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	..	..	108,967	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 .. ..	..	..	..	..	..	422,573	11 9	
	Total mileage closed for traffic at 30th June, 1935	0.20	48.90	49.10	..	..	
	Surveys .. ..	..	..	..	..	..	413,293	18 8	
	Piers transferred to Melbourne Harbor Trust .. ..	..	..	..	..	..	31,000	12 3	
	TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services						77,476,331	10 1	

|| 4-ft. 8½-in. gauge, 2.42 miles.

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

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

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

APPENDIX No 9.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—		Year ended 30th June—	
	1935.	1934.	1935	1934
TRAFFIC TRAIN MILEAGE.				
PASSENGER—				
Country—Steam ..	2,476,302	2,246,945		
" Fordson ..				
" Rail Motor ..	806,723	789,307		
Suburban—Steam ..	29,193	27,627		
" Rail Motor ..	31,749	35,224		
" Electric ..				
" Motor ..	6,955,470	6,866,065		
" Electric Loco- motive ..	27	170		
MIXED—Country—Steam ..	1,109,218	1,187,203		
" Suburban—Electric ..	766	910		
Goods—Steam ..	4,016,498	4,046,339		
" Electric Loco- motive ..	102,022	102,698		
" Electric Motor ..	4,797	4,849		
" Fordson Tractor ..	3,346	4,124		
Total Traffic Train Miles ..	15,536,111	15,311,461		
ASSISTANT MILEAGE—				
Country Passenger— Steam ..	70,329	41,632		
Mixed—Steam ..	5,903	3,356		
Goods—Steam ..	136,614	187,145		
" Electric Loco- motive ..	9,590	11,079		
Total Assistant Miles ..	222,436	243,212		
LIGHT MILEAGE—				
Country Passenger— Steam ..	24,751	18,266		
Mixed—Steam ..	2,658	2,345		
Goods—Steam ..	241,161	310,553		
" Electric Loco- motive ..	10,820	11,657		
" Electric Motor ..	22	36		
" Fordson Tractor ..	186	410		
Total Light Miles ..	279,598	343,267		
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILEAGE	16,038,145*	15,897,940*		
			DEPARTMENTAL MILEAGE.	
			Light—Electric Locomotive ..	1,268
			" Steam ..	262,379
			Ballast—Steam ..	232,214
			" Electric ..	26,542
			" Fordson Tractor ..	242
			Inspection ..	6,861
			Water ..	130
			Departmental Coal ..	246,544†
			Casualty and Doubling ..	3,790
			Miscellaneous ..	1,559
			Rail Motor ..	23,634
			Total Departmental Miles	805,163
			SHUNTING —	
			Steam Locomotive ..	2,044,735
			Electric Locomotive ..	87,891
			Electric Motor ..	4,841
			Rail Motor ..	8,942
			Fordson Tractor ..	842
			Total Shunting ..	2,147,251
			LOCOMOTIVE MILEAGE.	
			Steam ..	10,910,839
			Electric Locomotive ..	238,160
			" Motor ..	6,965,806
			Fordson Tractor ..	4,616
			Rail Motor ..	871,048
			Total Locomotive and Motor Mileage ..	18,990,559
			PASSENGER VEHICLE MILEAGE.	
			Country—Steam ..	17,857,178
			" Fordson Tractor ..	3,130
			" Rail Motor ..	1,406,023
			Suburban—Steam ..	192,213
			" Electric ..	35,870,730
			" Rail Motor ..	35,516
			Total Passenger Vehicle Mileage ..	55,274,790
			GOODS VEHICLE MILEAGE.	
			Loaded ..	98,958,357
			Empty ..	42,121,416
			Total Goods Vehicle Mileage ..	141,079,773
			Total Vehicle Mileage ..	196,354,563
			GROSS TON MILEAGE.	
			Passenger Trains—Steam ..	521,261,010
			" " Electric ..	1,350,886,115
			Rail Motor and Fordson Tractor ..	38,388,318
			Mixed Trains ..	260,231,760
			Goods Trains ..	2,013,111,937
			Total Gross Ton Mileage ..	4,183,879,140
				468,837,988
				1,300,260,421
				35,932,198
				280,426,033
				2,003,480,404

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, 1935.

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 ..	573	lb. 13,617,159	lb. 23,764	17	lb. 231,708	lb. 13,629	590	lb. 13,848,867	lb. 23,472
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—		No.	No.		No.	No.		No.	No.
*1st Class	194	10,940	56	..	..	..	194	10,940	56
*2nd Class	365	25,929	70	49	1,481	30	414	27,410	66
Composite	198	10,445	52	..	..	..	198	10,445	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	626	..	..	6	..	..	632	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	78	..	..	..	..	..	78	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles.. ..	5	..	..	..	..	..	5	..	..
Total	1,509	48,167	..	55	1,481	..	1,564	49,648	..
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	..

* Including the following vehicles owned jointly with South Australia, viz., 9 1st class cars, 9 2nd class cars, 16 sleeping cars, 3 mail vans, and 6 luggage vans.

APPENDIX No. 10—*continued.*STATEMENT SHOWING ROLLING STOCK, ETC.—*continued.*

Rolling Stock (<i>continued.</i>)	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	15,649	249,096	15·9	212	2,332	11·0	15,861	251,428	15·8
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
Louredd Wagons	1,195	17,173	14·3	14	140	10·0	1,209	17,313	14·3
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	215	4,439	20·6	..	..	..	215	4,439	20·6
Bolster Wagons			
Brake Vans	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Other Vehicles	10	90	9·0	..	..	..	10	90	9·0
Total	19,877	303,465	15·2	243	2,642	10·9	20,120	306,107	15·2
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	46	..	..	..	..	..	46	..	..
Water Trucks	204	..	..	..	..	..	204	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock)			..	..	..	..	..	..
Ballast Wagons	162	..	..	..	..	..	162	..	..
Gas Vehicles	7	..	..	..	..	..	7	..	..
Workmen's Sleeping Cars	291	..	..	..	..	..	291	..	..
Store Van	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks	14	..	..	..	..	..	14	..	..
Plough Vans	2	..	..	..	..	..	2	..	..
Motor Inspection Cars (Petrol)	3	..	..	..	..	..	3	..	..
*Other Vehicles	138	..	..	..	..	..	138	..	..
Total	868	..	..	..	..	..	868	..	..
ROAD MOTOR VEHICLES.									
Coaches (Passenger) .. ..	..	..	..	..	..	..	18	Passengers. 334	Passengers. 21
Trucks (Goods) .. ..	..	..	..	..	..	..	24	T. C. Q. 84 0 0	T. C. Q. 3 10 0
Trailers (Goods) .. ..	..	..	..	..	..	..	14	66 0 0	4 14 1
Service Stock (Cars) .. ..	..	..	..	..	..	..	9	..	..
Service Stock (Trucks) .. ..	..	..	..	..	..	..	36	..	..

* Including one vehicle owned jointly with South Australia.

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1925, TO 30th JUNE, 1935.

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.
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	48	281
1929-30	..	28	..	..	..	178	10	113	5	9	..	..	..	..	4	16	2	9	..	..	15	14	22	8	..	..	57	197
1930-31	000	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	23	22	5	..	..	49	164
1934-35	1	..	000	8	62	6	26	..	..	..	..	1	8	..	4	..	..	7	15	19	5	..	..	41	121

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 1934-35.	Year 1933-34
Average Mileage of Railways open for Traffic	4,721	4,721
PASSENGER TRAFFIC.		
Passenger Train Mileage	3,837,634	3,629,853
{ Country	7,016,822	6,929,541
{ Suburban	£1,367,517	£1,312,203
Passenger Earnings	£2,318,461	£2,190,310
Number of Passengers Carried	5,425,676	5,072,729
{ Country	134,293,336	126,294,486
{ Suburban	319,213,158	293,134,571
Number of Passengers Carried One Mile	836,929,166	786,846,526
Average Miles each Passenger was carried	58.83	57.78
{ Country	6.23	6.23
{ Suburban	17	16
Average Number of Passengers per Car Mile	23	23
Average Earnings from each Passenger Journey	5s. 0.49d.	5s. 2.08d.
{ Country	4.14d.	4.16d.
{ Suburban	1.03d.	1.07d.
Average Earnings per Passenger Mile .. .. .	.66d.	.66d.
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried	1,161	1,085
{ Country	927,399	590,161
{ Suburban	68,281	62,703
Number of Passengers Carried One Mile	3,910,884	3,676,853
{ Country	821	776
{ Suburban	32,789	32,381
Passenger Train Mileage	£292.52	£280.69
Passenger Earnings	£10,833.93	£10,235.09
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers	83	81
{ Country	119	114
{ Suburban	5	5
Average Number of Cars	5	5
{ Country	7s. 1.52d.	7s. 2.76d.
{ Suburban	6s. 7.30d.	6s. 3.86d.
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	4,681,055	4,752,067
Goods Earnings	£4,555,722	£4,572,038
Number of Tons Carried	6,009,961	5,858,377
Number of Tons Carried One Mile	693,783,227	693,749,769
Average Haul per Ton of Goods (Miles)	115.44	118.41
Average Tonnage per Loaded Truck	8.70	8.65
Average Train Load (Tons)	178	178
Average Earnings per Ton	15s. 1.93d.	15s. 7.30d.
Average Earnings per Ton Mile	1.58d.	1.58d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	459	453
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)	1,273	1,241
Number of Tons Carried One Mile (Paying Traffic)	146,957	146,948
Goods Train Mileage	992	1,007
Goods Earnings	£955	£968
<i>Per Goods Train Mile.</i>		
Average Earnings	19s. 5.54d.	19s. 2.91d.

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1935.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1934	100,000 0 0	By Expenditure for the year ended 30th June, 1935—	
„ Payment to Fund during the year ended 30th June, 1935, included in the Working Expenses of the Year	13,581 10 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	337 8 5
		(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 ..	7,504 9 4
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	282 1 3
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	5,457 11 9
		(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. ..	..
		„ Balance at 30th June, 1935	100,000 0 0
	£113,581 10 9		£113,581 10 9

APPENDIX No. 14.

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

	ST. KILDA TO BRIGHTON.		SANDBINGHAM TO BEAUMARIS.	
	Year 1934-35.	Year 1933-34.	Year 1934-35.	Year 1933-34.
Average Mileage of Tramway Worked	5.18	5.18	2.42	2.42
Car Mileage	502,735	484,661	115,627	115,940
Number of Passengers carried	4,459,223	4,243,432	1,032,571	989,498
Average Fare paid per Passenger	2.44d.	2.46d.	2.31d.	2.31d.
GROSS REVENUE—				
Passengers	£45,424	£43,451	£9,916	£9,528
Parcels	12	10	59	61
Miscellaneous	275	204	92	100
TOTAL GROSS REVENUE	£45,711	£43,665	£10,067	£9,689
Per Passenger Car Mile	21.82d.	21.62d.	20.90d.	20.06d.
Per Mile of Single Track	£4,412	£4,215	£2,175	£2,111
ORDINARY WORKING EXPENSES—				
Transportation Account	£14,608	£13,506	£2,571	£2,792
Way and Works Account	5,172	4,447	490	721
Rolling-stock Account	5,749	6,523	1,570	1,223
Power Account	4,213	4,140	1,143	1,148
General Expenditure	830	851	218	225
Payment into Railway Accident and Fire Insurance Fund	66	95	15	21
Pensions	731	371	..	..
TOTAL WORKING EXPENSES	£31,369	£29,933	£6,007	£6,130
Per cent. of Gross Revenue	68.62	68.55	59.64	63.27
Per Passenger Car Mile	14.98d.	14.82d.	12.46d.	12.69d.
Per Mile of Single Track	£3,028	£2,889	£1,297	£1,327
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£14,342	£13,732	£4,060	£3,559
INTEREST CHARGES £8,378	£8,477	£8,477	£5,763	£5,794
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION 933	1,092	1,092	641	746
	£9,311	£9,569	£6,404	£6,540
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST CHARGES AND REDEMPTION	Profit £5,031	Profit £4,163	Loss £2,344*	Loss £2,981*

* 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 £970 in 1933-34 and £486 in 1934-35. The balance (£2,011 in 1933-34 and £1,958 in 1934-35) 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.

The amounts recouped by the Treasury (£2,012 in 1933-34, and £1,716 in 1934-35) 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 Mt. Feathertop and Hostel at Mt. Hotham).
CAPITAL EXPENDITURE AT 30TH JUNE, 1935.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements	54,534	13	6			
				73,434	13	6
Equipment	22,366	8	5			
Stock	1,941	14	5			
				24,308	2	10
				£97,742	16	4

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1935.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Stores, Freight, and Cartage ..	7,344	8	8	Accommodation and Buffet Sales ..	21,652	17	8
Superintendence, Salaries, Wages, and General Charges ..	14,823	15	4	Hire of Sports Material ..	931	18	9
Interest on Capital Expenditure ..	4,451	14	3	Motor Services ..	4,139	3	8
Profit	104	1	10				
	£26,724	0	1		£26,724	0	1

APPENDIX No. 16.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1935.			£	s.	d.
Cost of Coaches and Garages	..	..	55,090	3	11
Less Depreciation written off	..	..	49,013	0	1
Balance of Cost at 30th June, 1935	..	..	£6,077	3	10

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1935.

Dr.		£		s.		d.		Cr.		£		s.		d.	
Working Expenses—		£	s.	d.	£	s.	d.	Revenue	..	..	..	6,957	17	2
Superintendence, Printing, Advertising, &c.	529	12	0					Loss	..	..	..	4,391	17	7
Operating expenses, Accident Compensation, Licences and Registration Fees	5,826	2	6												
Repairs and Renewals, Tools, &c...	4,403	5	1												
Maintenance of Garages, &c.	9	5	0												
					10,768	4	7								
Depreciation	..	..	..	325	13	6								
Interest	..	..	..	230	4	9								
Exchange on Interest Payments and Redemption	..	..	..	25	11	11								
					£11,349	14	9					£11,349	14	9	

APPENDIX No. 17.

ROAD MOTOR PUBLIC GOODS SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1935.			£	s.	d.
Cost of Trucks, Trailers, Containers, and Garages	..	..	29,485	19	5
Less Depreciation written off	..	..	8,636	13	6
Balance of cost at 30th June, 1935	..	..	£20,849	5	11

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1935.

Dr.		£		s.		d.		Cr.		£		s.		d.	
Working Expenses—		£	s.	d.	£	s.	d.	Revenue	..	..	..	13,160	12	8
Superintendence, Printing, Advertising, &c.	941	12	11												
Operating Expenses, Licence and Registration Fees	5,547	9	6												
Repairs and Renewals, Tools, &c.	2,007	10	7												
Maintenance of Garage, &c.	61	9	1												
					8,558	2	1								
Depreciation	..	..	..	813	2	2								
Interest	..	..	..	563	6	8								
Exchange on Interest Payments and Redemption	..	..	..	62	14	10								
Profit	..	..	..	3,163	6	11								
					£13,160	12	8					£13,160	12	8	

APPENDIX No. 18.

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

REVENUE.		£	s.	d.
Revenue as shown by the Railways		9,498,704	19	10
That total includes the net amount of accounts due but unpaid at 30th June, 1935, 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.			111,642	13 4
		9,387,062	6	6
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1934, which were paid in 1934-35, and therefore included in the Treasury figures, and which therefore require to be added, viz.			119,211	19 11
Revenue as shown by the Treasury		9,506,274	6	5

WORKING EXPENSES.		£	s.	d.
Working Expenses as shown by the Railways		6,691,490	9	9
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 ..			222	18 9
(2) Amount of Exchange on Redemption Payments in London			6,000	0 0
		£6,697,713	8	6

The Working Expenses as shown by the Treasury are :—		£	s.	d.
Division 75, subdivision 1, of the Appropriation Act 1934-35		6,068,463	8	5
Division 75, subdivision 2—Expenditure on Automatic Couplers which otherwise would be chargeable to Capital ..		100,000	0	0
Division 75, subdivision 2—Railway Accident and Fire Insurance Fund		13,581	10	9
Division 75, 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) ..		50,844	12	8
Division 75, subdivision 3—Salary of the Chairman of the Board of Discipline		416	13	6
Division 75, subdivision 4—Interest charges paid to State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn			222	18 9
Division 75, subdivision 5—Exchange on Redemption Payments in London			6,000	0 0
Division 76, Pensions			1,487	12 10
Act No. 3759, Pensions			126,302	12 9
Act No. 3759, Commissioners' Salaries			6,586	13 9
Act No. 3782, Payment to Superannuation Fund			322,930	5 1
Act No. 4085, Superannuation Retirements Act			877	0 0
		£6,697,713	8	6

APPENDIX No. 19.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1935.

Section.	Miles.	Date Opened.
Nil.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1935.

Section.	Miles.
*Yarrawonga to Oaklands (New South Wales Border Railway Act) ..	38
Nowingi to Millewa South (construction suspended)	35½
†Euston to Lette	30½

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1935.

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.	

* See page 13.

† Traffic being conducted as far as Koorakee (14½ miles). Construction beyond Koorakee suspended.

APPENDIX No. 20.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1934-35.	5' 3" gauge ..	3.30	6.57	2.5	307.79	4278.84	4599.00	4948.00	1028.17	5976.17
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.93	131.91
	Total ..	3.30	6.57	2.5	308.00	4400.40	4720.77	5069.98	1038.10	6108.08
	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	315.39	4400.61	4728.37	5084.97	1039.50	6124.47
Year 1933-34.	5' 3" gauge ..	3.30	6.57	2.5	322.52	4264.11	4599.00	4962.73	1026.59	5989.32
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.93	131.91
	Total ..	3.30	6.57	2.5	322.73	4385.67	4720.77	5084.71	1036.52	6121.23
	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	4385.88	4728.37	5099.70	1037.92	6137.62
		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 1934-35.	5' 3" gauge ..	3.30	6.57	2.5	308.14	4278.49	4599.00	4948.35	1028.82	5977.17
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.93	131.91
	Total ..	3.30	6.57	2.5	308.35	4400.05	4720.77	5070.33	1038.75	6109.08
	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	315.74	4400.26	4728.37	5085.32	1040.15	6125.47
Year 1933-34.	5' 3" gauge ..	3.30	6.57	2.5	327.48	4259.15	4599.00	4967.69	1026.29	5993.98
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.91	131.89
	Total ..	3.30	6.57	2.5	327.69	4380.71	4720.77	5089.67	1036.20	6125.87
	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	4380.92	4728.37	5104.66	1037.60	6142.26

APPENDIX No. 21.

<i>Dr.</i>		RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1935.		<i>Cr.</i>			
	£	s.	d.				
To funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896)	559,440	16	2	By Stores and Materials on hand and in transit	989,218	6	8
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820.. .. .	50,000	0	0	„ Sundry Debtors	3,379	8	4
				„ Cash in Treasury and with Agent-General	168,028	10	0
„ Advances from Loan Account subsequent to 30th June, 1896 ..							
„ Sundry Creditors							
	509,440	16	2				
	530,000	0	0				
	121,185	8	10				
	£1,160,626	5	0		£1,160,626	5	0

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1935, AND 1934.

	Year ended 30th June, 1935.						Year ended 30th June, 1934.					
	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	157,942	1,171,456	1,329,398	199,150	458,967	658,117	174,111	1,244,033	1,418,144	223,416	492,568	715,984
Return Tickets	248,949	2,375,946	2,624,895	129,881	476,060	605,941	201,773	2,061,142	2,262,915	92,866	402,860	495,726
Periodical Tickets	609,374	707,751	1,317,125	74,618	25,041	99,659	584,915	666,361	1,251,276	73,163	24,130	97,293
Workmen's Weekly Tickets .. ..	..	154,258	154,258	..	3,800	3,800	..	140,394	140,394	..	3,200	3,200
Total	1,016,265	4,409,411	5,425,676	403,649	963,868	1,367,517	960,799	4,111,930	5,072,729	389,445	922,758	1,312,203
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets	6,093,169	10,163,919	16,257,088	134,790	206,644	341,434	5,699,192	9,457,884	15,157,076	127,753	195,026	322,779
Return Tickets	15,689,335	38,299,545	53,988,880	350,133	703,671	1,053,804	14,857,937	35,763,608	50,621,545	333,398	658,663	992,061
Race and Special Picnic Tickets	389,942	808,065	1,198,007	17,087	21,923	39,010	269,821	675,610	945,431	13,567	21,698	35,265
Periodical Tickets	22,064,783	29,529,312	51,594,095	344,260	364,244	708,504	21,187,496	27,666,165	48,853,661	334,625	339,720	674,345
Workmen's Weekly Tickets .. ..	..	11,225,266	11,225,266	..	175,709	175,709	..	10,716,773	10,716,773	..	165,860	165,860
Total	44,237,229	90,026,107	134,263,336	846,270	1,472,191	2,318,461	42,014,446	84,280,040	126,294,486	809,343	1,380,967	2,190,310
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	45,253,494	94,435,518	139,689,012	1,249,919	2,436,059	3,685,978	42,975,245	88,391,970	131,367,215	1,198,788	2,303,725	3,502,513
ROAD MOTOR PUBLIC SERVICES .. ..	..	..	757,323	..	..	6,815	..	..	716,635	..	..	6,371
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..	..	..	4,459,223	..	..	45,424	..	..	4,243,432	..	..	43,451
SANDRINGHAM BLACK-ROCK ELECTRIC TRAMWAY .. ..	..	..	1,032,571	..	..	9,917	..	..	989,498	..	..	9,528

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEAR ENDED 30TH JUNE, 1935, AND 30TH JUNE, 1934 (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

	Year ended 30th June, 1935.							Year ended 30th June, 1934.							
	Total Tons Carried.	Percentage to Paying Total	Revenue.			Ton Miles.	Average Haulage Miles Per Ton.	Average Rate per Ton Mile.			Total Tons Carried.	Revenue.			
			From Railway Users.	Recoups from Consolidated Revenue.	Total.			Percentage to Total.	From Railway Users.	Recoups from Consolidated Revenue.		From both Sources.	From Railway Users.	Recoups from Consolidated Revenue.	Total.
			£	£	£			d.	d.	d.		£	£	£	
2nd Class	204,928	3.79	497,056	..	497,056	12.85	25,514,343	124.50	4.676	..	4.676	209,793	513,075	..	513,075
1st Class															
"Smalls"															
"C" Class	136,525	2.53	300,185	168	300,353	7.76	16,662,365	122.05	4.324	.002	4.326	134,165	299,041	108	299,149
"B" Class	139,967	2.59	164,772	2,926	167,698	4.33	13,313,915	95.12	2.970	.053	3.023	145,704	173,123	2,995	176,118
"A" Class	336,561	6.23	345,158	12,214	357,372	9.24	47,006,717	139.67	1.762	.062	1.824	331,086	366,467	13,883	380,350
Miscellaneous	127,947	2.37	59,483	..	59,483	1.54	10,280,566	80.35	1.389	..	1.389	119,333	54,846	..	54,846
Fish	3,141	.06	6,540	..	6,540	.17	499,082	158.89	3.145	..	3.145	3,292	7,299	..	7,299
Fruit	139,547	2.58	140,453	15,638	156,091	4.03	25,414,130	182.12	1.326	.148	1.474	144,383	144,022	16,235	160,257
Butter	57,193	1.06	83,326	9,411	92,737	2.40	7,390,070	129.21	2.706	.306	3.012	49,832	72,709	8,234	80,943
Other Dairy Produce	27,986	.52	45,842	5,169	51,011	1.32	3,031,075	108.31	3.630	.409	4.039	34,514	55,552	6,250	61,802
Wine	6,728	.12	9,181	994	10,175	.26	1,310,703	194.81	1.681	.182	1.863	7,235	9,235	1,027	10,262
Wool	68,083	1.26	142,201	48,106	190,307	4.92	10,419,277	153.04	3.275	1.108	4.383	67,931	145,827	49,307	195,134
Flour, Bran, Pollard and Sharps	280,930	5.20	153,212	13,948	167,160	4.32	40,803,449	145.24	.901	.082	.983	261,925	138,255	15,750	154,005
Wheat	809,973	14.99	470,451	61,908	532,359	13.76	134,951,181	166.61	.837	.110	.947	854,728	510,916	58,599	569,515
All other Agricultural Produce	416,847	7.72	226,431	20,420	246,851	6.38	53,093,055	127.37	1.024	.092	1.116	426,717	226,732	19,919	246,651
Hay, Straw and Chaff	184,974	3.42	86,987	9,817	96,804	2.50	21,212,322	114.68	.984	.111	1.095	197,125	84,548	9,627	94,175
Fertilizers	335,201	6.21	120,499	..	120,499	3.11	55,030,391	164.17	.520	..	.520	285,184	104,860	..	104,860
Minerals (including Coal, Coke, Ores, &c.)	250,973	4.65	80,485	..	80,485	2.08	15,947,195	63.54	1.211	..	1.211	217,448	60,913	..	66,913
Firewood	784,802	14.53	358,543	..	358,543	9.27	94,721,618	120.69	.908	..	.908	844,637	382,236	..	382,236
Timber	238,632	4.42	135,530	..	135,530	3.50	23,870,702	100.03	1.363	..	1.363	205,121	114,163	..	114,163
Stone Gravel and Sand	259,081	4.80	83,493	..	83,493	2.16	13,091,341	50.53	1.531	..	1.531	271,596	80,251	..	80,251
All other Goods	591,955	10.96	102,857	..	102,857	2.66	7,023,536	11.86	3.515	..	3.515	460,441	99,075	..	99,075
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading and Weighing .. .. .	..	..	55,580	..	55,580	1.44	..	..	..	..	..	..	43,119	..	43,119
Total Tonnage of Paying Goods Carried, and Revenue derived therefrom	5,401,974	..	3,668,265	200,719	3,868,984	..	620,587,033	114.88	1.419	.078	1.497	5,272,190	3,692,864	201,934	3,894,798
Live Stock	607,987	..	506,708	181,734	688,442	..	73,195,594	120.39	1.661	.596	2.257	586,187	519,294	156,156	675,450
Total Tonnage of Paying Goods and Live Stock carried and Revenue derived therefrom	6,009,961	..	4,174,973	382,453	4,557,426	..	693,783,227	115.44	1.444	.132	1.576	5,858,377	4,212,158	358,090	4,570,248
Departmental Traffic (Free) (Truck Loads)	1,254,712	..	..	..	..	..	98,074,143	78.16	..	..	..	1,554,067	..	..	..

The revenue shown in this Appendix differs slightly 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, 1935.		Year ended 30th June, 1934.	
Calves	26,227	..	23,076
Cattle	418,503	..	353,539
Horses	37,609	..	27,703
Pigs	334,800
Sheep	9,614,901
				..
				..
				..
				..
				..
				..

APPENDIX No. 24.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1935.

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
1935	4,383	..	4,383	243,877	97,336	146,541	194,863	120,110	74,753	8,970	2,517	6,453
Total	5,360,220	18,056	5,342,164	10,068,304	948,656	9,119,648	6,600,823	2,330,414	4,270,409	5,132,826	229,876	4,902,950

APPENDIX No. 24—continued.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1935—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	5,932	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	149,449	521,891	1,136	..	1,136	3,178	1,717	1,461	675,654	151,166	524,488
1935	452,093	219,963	232,130	864	..	864	Cr. 1,599	1,531	Cr. 3,130	451,358	221,494	229,864
Total	27,162,173	3,527,002	23,635,171	252,967	12,839	240,128	84,573	57,648	26,927	27,499,715	3,597,189	23,902,226

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, 1935, 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, 1935.	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.	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	58,496
Avonmore	23,659	..	29,030	..	22,006	..	30,924
Elmore	48,325	68,663	63,407	66,447	64,712	44,938	144,127
Rochester	38,191	47,180	29,581	35,952	71,920	24,596	130,087
Strathallan .. ..	..	..	..	..	21,439	..	85,105
Echuca .. ..	..	..	33,667	..	..	..	41,964
Moama .. ..	..	..	..	..	..	..	21,247
Mathoura .. ..	..	20,622	39,468	30,600	..	..	72,138
Gulpha Siding ..	20,000	20,000	33,094	28,506	..	..	49,484
Hill Plains .. ..	..	..	..	..	..	..	26,110
Southdown	23,973	..	23,477	25,477	..	..	25,477
Deniliquin	36,241	42,512	67,093	93,408	..	39,239	97,224
Shelbourne	31,169	30,296	28,009	34,256	25,186	38,083	113,952
Moolort .. ..	..	..	..	..	55,022	38,429	55,022
Maryborough .. ..	..	..	..	..	..	..	24,069
Bet Bet .. ..	..	..	..	..	32,225	..	32,225
Bealiba .. ..	..	..	..	..	34,611	..	57,150
Emu .. ..	..	..	..	..	..	..	20,940
Carapooee .. ..	..	..	..	..	..	..	40,078
St. Arnaud .. ..	..	..	..	..	31,738	..	56,742
Sutherland	89,835	44,044	52,800	97,610	60,865	22,423	122,013
Swanwater	59,665	65,156	31,921	63,235	57,831	..	108,494
Cope Cope	118,222	80,840	86,552	126,687	60,788	36,256	153,184
Donald	191,315	116,549	100,960	206,542	102,639	91,495	206,542
Litchfield	144,295	81,748	138,578	189,488	51,278	34,263	189,488
Massey	31,351	63,081	62,794	70,759	32,010	..	70,759
Watchem	72,733	83,767	89,645	160,804	26,989	30,226	165,982
Morton Plains ..	..	42,205	41,875	53,550	20,804	..	64,716
Birchip	36,732	64,919	79,374	101,037	21,913	..	101,037
Kinnabulla	44,218	85,218	53,740	91,549	..	23,122	91,549
Curyo	29,206	39,332	39,156	74,854	21,323	..	74,854
Watchupga	39,924	83,136	46,495	109,921	27,273	..	109,921
Woomelang	76,556	92,881	81,300	172,894	35,861	34,495	172,894
Lascelles	26,057	59,059	35,702	82,015	42,630	..	125,222
Gama	24,858	36,660	34,883	50,914	47,058	..	61,403
Turriff .. ..	..	..	..	46,184	48,069	..	81,723
Speed	23,099	27,795	32,072	51,131	68,940	..	102,568
Tempy	21,223	22,658	28,599	57,966	76,179	..	76,179
Gypsum Siding ..	..	..	..	..	42,015	..	42,015
Bronzewing .. ..	..	20,210	21,012	46,440	37,011	..	46,440
Nunga .. ..	..	..	..	..	35,842	..	78,207
Ouyen .. ..	..	23,258	40,642	75,888	71,418	..	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	..	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, 1935, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1935.	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.	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	..	121,512
Walpeup	69,276	32,775	75,249	141,945	84,141	..	148,171
Torrity .. ..	..	21,224	27,083	42,244	57,373	..	65,934
Underbool	32,502	30,312	57,857	109,377	76,498	..	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	25,919	43,426	56,998	75,774	91,842	..	108,483
Danyo .. ..	..	..	25,448	37,959	51,329	..	69,443
Murrayville	34,711	41,340	58,472	86,436	83,756	..	158,807
Carina	30,242	34,010	49,243	63,854	64,946	..	111,282
Panitya	56,218	57,310	75,871	89,811	101,074	..	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	..	108,371
Karawinna .. ..	..	25,276	89,352	79,994	147,777	..	147,777
Werrimull .. ..	..	38,009	105,314	112,352	121,055	..	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	..	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
*Bridgewater	164,455	47,776	33,397	20,776	..	..	*164,455
Kurting .. ..	..	..	..	..	26,688	..	34,063
Korong Vale .. ..	..	20,099	..	..	33,151	..	66,230
Wyhitella	24,008	60,822	27,043	56,542	39,761	..	76,530
Buckrabanyule	31,247	43,447	27,138	38,261	35,606	..	88,208
Barrakee	32,664	36,509	23,932	36,879	47,216	..	92,556
Charlton	48,742	51,226	20,792	90,118	59,753	..	237,678
Teddywaddy .. ..	..	24,730	25,411	22,168	..	..	60,422
Glenloth	31,420	44,134	56,231	61,690	..	..	83,927
Wycheproof	69,191	104,227	110,518	207,984	22,899	..	207,984
Dumosa	26,268	66,699	81,065	123,291	..	..	123,291
Nullawil	38,625	59,482	80,885	110,524	24,740	..	110,524
Warne .. ..	..	29,225	44,816	55,728	..	..	55,728
Culgoa	40,683	89,697	97,535	151,606	44,472	..	152,048
Berrivillock	90,303	110,529	116,858	188,994	72,153	..	188,994
Boigbeat	24,602	29,741	40,506	63,599	36,019	..	63,599
Sea Lake	55,876	86,086	96,372	170,367	112,231	..	170,367
Ninda .. ..	..	..	28,835	44,839	43,312	..	47,399
Nyarrin .. ..	..	22,422	28,680	60,448	83,631	..	83,631
Nandaly .. ..	..	..	23,135	52,091	49,061	..	58,610
Pier Millan .. ..	..	..	..	33,287	42,478	..	42,478
Mittyack .. ..	..	..	25,896	48,790	69,086	..	69,086
Leitpar .. ..	..	..	..	..	42,948	..	42,948
Kulwin .. ..	..	20,000	29,053	67,650	71,982	..	71,982
Wedderburn	23,098	..	22,998	28,622	83,267	25,408	86,790
Borong .. ..	..	..	32,090	26,912	59,727	..	77,154

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

APPENDIX No. 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, 1935, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1935.	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.	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	..	46,774
Boort	64,095	81,559	31,839	108,473	44,228	..	125,960
Barraport	41,771	97,676	93,859	89,088	55,666	..	128,687
Gredgwin .. ..	..	38,515	35,981	28,084	..	..	45,869
Oakvale .. ..	..	42,967	32,954	33,539	30,140	..	56,528
Quambatook	108,287	105,580	122,502	130,034	84,528	..	157,217
Cannic	38,478	55,051	64,706	111,507	54,132	..	111,507
Lalbert	38,525	77,982	110,629	190,023	107,371	..	190,023
Meatian	52,798	92,766	71,760	119,558	85,021	22,024	119,558
Ultima	65,391	76,550	104,982	137,492	166,041	..	168,709
Gowanford .. ..	..	23,727	47,151	57,669	58,718	..	58,718
Waitchie	31,569	33,460	59,389	122,339	81,901	..	126,827
Chillingollah .. ..	..	21,547	29,788	58,282	77,774	..	99,303
Chinkapook	32,970	34,712	59,947	86,826	85,562	..	87,172
Cocamba .. ..	..	..	28,123	33,422	37,504	..	62,996
Manangatang	37,174	..	45,204	105,536	54,677	..	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	..	77,555
Tandarra	21,828	29,192	36,128	..	68,438	..	78,426
Dingee .. ..	..	..	20,062	..	49,720	..	98,007
Prairie .. ..	..	..	27,825	22,889	42,839	..	94,229
Mitiamo .. ..	..	25,278	31,693	25,042	31,166	..	114,645
Mologa .. ..	..	..	..	..	..	..	59,542
Pyramid .. ..	..	20,247	21,261	22,743	..	..	61,768
Kerang .. ..	..	46,216	48,850	54,230	..	..	89,314
Mystic Park .. ..	..	..	44,576	49,229	48,058	..	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	..	..	158,641
Woorinen .. ..	..	..	27,370	33,087	28,873	..	39,611
Pira	27,668	..	49,874	62,938	69,575	..	69,575
Nyahwest .. ..	..	20,000	52,038	57,858	43,980	..	65,001
Miralie .. ..	..	..	24,952	33,683	28,948	..	39,397
Piangil	38,928	..	50,444	95,037	37,707	..	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	59,508
Warragamba .. ..	..	21,902	33,859	..	21,121	..	49,758
McColl .. ..	..	..	..	..	..	..	40,043
Lockington .. ..	..	..	..	..	..	..	53,435
Kotta .. ..	..	20,815	20,020	..	..	25,853	61,370
Roslynmead .. ..	..	..	..	..	..	..	32,703
Bunnaloo .. ..	..	..	..	32,572	..	..	73,709
Womboota .. ..	..	..	..	23,290	..	..	25,485

APPENDIX No. 25—*continued.*

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1935,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1935.	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.	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	72,183
Lubeck	37,553	44,658	42,552	60,098	58,245	23,968	110,831
Murtoa	44,648	47,788	..	36,507	33,866	..	48,028
Jung	142,647	74,360	160,614	150,585	123,339	108,586	247,347
Docen	147,738	83,088	124,521	167,943	101,647	42,483	167,943
Horsham	31,074	30,958	..	57,754	22,089	..	96,272
Dahlen	45,674	21,916	35,445	23,022	28,103	..	45,674
Pimpinio	93,406	64,956	97,014	91,540	123,563	27,163	136,430
Wail	144,722	92,638	116,607	181,863	150,328	53,360	248,147
Dimboola	165,833	72,920	98,542	120,459	169,761	29,688	169,761
Gerang Gerung	64,532	53,790	58,463	130,111	66,972	63,665	130,111
Kiata	39,385	28,717	31,502	56,921	47,436	25,365	96,784
Salisbury	37,035	..	55,060	30,274	45,135	..	57,370
Nhill .. ..	..	..	26,602	94,457	67,501	..	94,457
Tarranginnie	54,921	43,556	46,468	36,961	86,144	65,802	86,144
Diapur	27,126	28,654	22,218	28,992	50,023	21,126	74,611
Miram	82,168	58,731	93,596	91,626	137,749	71,448	137,749
Kaniva	91,692	34,541	130,709	81,277	95,976	98,840	130,709
Lillimur	95,046	56,864	98,846	64,920	140,884	125,577	140,884
Serviceton	92,870	31,137	74,201	56,027	69,719	63,596	92,870
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	50,753	32,684	34,452	41,814	139,597	45,715	139,597
Mininera .. ..	..	..	..	..	57,783	..	87,584
Tatyoan .. ..	..	..	..	26,538	91,990	27,237	91,990
Werneth .. ..	..	..	..	..	21,237	..	21,237
Skipton .. ..	..	..	..	..	80,293	..	80,293
Maroona .. ..	..	..	..	..	33,869	..	33,869
Calvert .. ..	..	..	..	..	24,617	23,730	24,617
Willaura	66,807	22,768	23,430	36,781	120,202	..	120,202
Stavely .. ..	..	..	..	..	45,162	..	57,173
Jackson	50,424	..	37,290	27,216	50,511	..	50,511
Rupanyup	27,321	33,211	32,870	67,273	67,766	20,080	96,998
Burrum	78,751	42,268	75,495	87,771	52,949	..	116,031
Banyena	64,565	49,935	79,063	139,643	..	..	139,643
Marnoo	74,182	27,556	84,152	120,129	46,766	50,659	202,512
Bolangum	40,632	35,643	45,865	54,288	54,275	21,892	54,288
Coromby	56,950	41,251	56,099	64,709	58,373	33,360	114,877
Mnyip	219,423	143,473	124,719	320,967	40,523	90,203	321,140
Nullan	50,083	26,403	52,746	51,444	42,112	..	100,864
Sheephills	171,284	113,886	136,726	238,441	33,658	46,429	245,792
Mellis .. ..	..	35,506	33,623	27,015	25,275	..	51,441
Warracknabeal	116,601	73,004	44,583	154,424	34,792	28,530	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, 1935
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1935.	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.	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	..	49,657
Lah	83,704	107,008	55,712	167,188	..	..	167,188
Brim	149,998	87,223	115,954	232,663	37,162	55,999	232,663
Galaquil	62,892	65,973	88,325	133,263	..	34,955	133,263
Beulah	123,012	160,994	72,895	217,713	42,487	61,967	217,713
Rosebery	54,850	77,943	78,651	139,618	..	..	139,618
Goyura .. ..	..	35,662	33,487	40,054	20,679	..	40,054
Hopetoun	67,288	97,780	93,706	228,519	43,941	74,138	228,519
Burroin .. ..	..	..	21,597	26,102	..	..	26,102
Patchewollock ..	50,091	65,802	47,311	106,624	60,084	..	106,624
Remlaw	38,784	20,000	29,202	21,511	28,141	..	45,221
Vectis	52,549	..	33,702	44,477	42,033	..	65,729
Noradjuha .. ..	..	..	..	..	..	..	23,806
Natimuk	49,306	50,314	45,361	55,590	87,476	40,427	128,704
Arapiles	33,429	..	..	..	..	..	33,429
Mitre .. ..	..	..	..	..	..	..	29,471
Gymbowen .. ..	..	..	..	..	24,724	27,148	27,148
Goroke .. ..	..	..	..	..	27,568	26,151	38,003
Mortat .. ..	..	..	..	..	..	26,732	26,732
Carpolac .. ..	..	..	..	..	24,817	..	24,817
Arkona	30,727	31,916	25,802	36,805	55,023	21,516	64,313
Antwerp	74,968	20,692	97,971	140,809	97,721	57,673	140,809
Tarranyurk	68,001	48,625	76,594	168,294	71,314	27,177	168,294
Jeparit	61,829	57,375	38,729	98,193	89,500	56,809	114,859
Ellam	52,283	55,267	53,042	96,226	69,165	37,427	96,539
Pullut	73,896	51,768	45,389	77,865	64,306	36,312	110,489
Rainbow	71,319	99,053	65,930	159,514	132,225	129,592	188,258
Albacutya	24,700	30,285	39,755	46,755	34,706	..	54,414
Yaapeet	48,556	51,937	82,036	94,406	66,393	58,975	116,830
Detpa	64,857	36,792	66,199	94,060	91,964	25,573	94,060
Lorquon	82,066	46,268	54,595	126,659	97,851	30,797	126,659
Netherby	74,941	50,669	45,243	116,022	107,783	52,723	116,022
Yanac	131,531	58,660	112,802	102,270	214,779	79,686	214,779
Wangaratta .. ..	..	..	..	..	..	..	34,319
Bowser .. ..	..	..	..	..	..	..	33,049
Springhurst	22,134	..	..	..	43,045	31,265	44,664
Barnawartha .. ..	..	..	..	..	23,491	..	23,491
Arcadia .. ..	..	..	..	..	29,829	25,162	29,829
Toolamba .. ..	..	..	..	..	25,273	..	25,273
Mooroopna .. ..	..	..	..	..	..	..	22,672
Shepparton .. ..	..	..	..	..	..	..	55,382
Congupna .. ..	..	26,224	27,292	..	..	23,425	51,359
Tallygaroopna ..	28,029	42,302	38,114	25,965	63,192	..	105,322
Wunghnu	45,773	31,770	41,132	51,367	24,031	44,659	66,295
Numurkah	36,556	40,443	30,690	45,540	51,352	..	63,964
Katunga	72,277	40,883	63,276	83,288	58,905	..	100,921
Strathmerton ..	20,346	20,403	23,956	38,186	..	..	75,204
Yarroweyah .. ..	..	20,000	22,301	20,164	..	..	39,485
Cobram	70,302	82,061	110,651	94,679	74,141	50,769	110,651
Colbinabbin	50,257	44,091	51,765	69,747	55,791	46,725	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, 1935, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1935.	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.	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 .. ..	..	..	..	..	..	..	78,609
Kyabram .. ..	..	..	..	..	..	23,897	93,653
Pine Lodge	28,994	36,457	40,493	25,890	84,905	23,607	84,905
Cosgrove	43,316	37,260	48,664	31,415	58,893	49,121	87,552
Dookie	44,941	40,236	26,859	28,913	55,061	46,197	55,061
Yabba South.. ..	..	30,575	26,770	..	21,413	26,551	30,575
Yabba North.. ..	24,167	26,762	39,757	25,292	26,273	40,648	65,685
Youanmite	31,789	31,654	39,304	32,215	25,210	28,098	61,898
Katamatite	81,226	82,661	94,826	61,184	105,423	23,158	137,960
Waaia	39,122	56,774	60,700	67,098	29,247	42,206	104,714
Nathalia	66,423	81,675	82,842	87,115	55,840	38,427	176,082
Picola	33,668	61,132	75,958	59,451	32,646	..	121,601
Mywee .. ..	..	..	..	..	..	..	20,495
Tocumwal	68,265	..	33,032	..	..	40,951	68,265
Goorambat	25,701	32,099	34,177	21,042	74,034	31,190	74,034
Devenish	42,028	33,354	43,140	40,221	54,634	57,978	85,002
St. James	45,751	56,789	33,367	65,056	77,283	36,557	101,327
Tungamah	35,708	56,884	50,777	52,680	62,549	42,292	81,229
Telford	40,372	51,469	67,840	36,369	59,792	35,148	103,129
Yarrawonga	56,025	51,844	58,172	37,223	59,058	66,150	359,643
Mulwala .. ..	..	30,184	24,737	..	27,920	..	30,184
Sloane	20,197	34,590	57,922	27,125	48,950	..	57,922
Warragoon	35,223	36,921	78,521	43,090	72,568	..	78,521
Rennie	69,376	52,743	107,647	67,147	125,269	..	125,269
Sangar	33,750	54,272	88,829	45,008	35,032	..	88,829
Wangamong .. ..	..	30,074	45,287	..	22,270	..	45,287
Oaklands	92,470	47,639	125,360	67,971	..	..	125,360
Peechelba	23,103	30,058	..	..	44,395	37,844	44,395
Rutherglen .. ..	..	32,518	34,704	..	44,644	49,308	53,736
Wahgunyah .. ..	..	21,245	20,086	..	73,140	28,545	104,213
Kilmany .. ..	..	..	..	21,498	21,984	35,682	35,682
Other Stations	1,348,969	2,212,907	1,845,162	529,912	1,563,502	1,890,586	..
TOTALS	9,608,060	10,638,640	13,028,628	15,619,699	14,601,317	5,775,690	..

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RETURN OF TRAFFIC AT EACH STATION.

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Kangaroo Flat	3,262	515 0 3	43 16 0	23 0 8	1,220 12 8	1,811 9 7	1,362	1,256	200
Golden Square	8,198	1,746 0 8	453 9 1	2 17 6	1,139 12 10	3,342 0 1	894	10,926
Bendigo	..	..	..	..	112,848	29,386 3 11	8,256 4 6	280 19 3	41,691 4 10	74,614 12 6	33,241	81,555	2,567	438	142	61	2,578	1,091	139
White Hills Siding	..	..	..	..	..	..	..	..	229 17 0	229 17 0	506	41	..	..	..	..	..	..	..
Epsom	..	..	..	..	930	77 5 3	19 3 0	0 3 7	2,657 13 0	2,754 4 10	3,756	3,128	..	..	..	..	..	..	..
Ibuntly	..	..	..	..	101	13 8 1	0 5 6	0 1 2	564 2 9	577 17 6	860	712	..	..	..	..	..	..	..
Bagshot	..	..	..	..	126	20 2 8	2 6 11	..	1,000 14 8	1,023 4 3	2,152	153	..	..	..	..	..	..	..
Wellsford	..	..	..	..	31	5 10 2	1 6 0	..	114 11 4	121 7 6	368	132	..	..	..	..	..	..	..
Goorong	..	..	..	..	1,159	270 19 7	26 9 3	0 10 11	1,708 12 5	2,001 12 2	2,629	1,103	85	40	1	..	..	..	..
Avonmore	..	..	..	..	175	49 16 11	5 9 2	0 4 5	1,314 1 4	1,369 11 10	2,396	300	..	1	..	..	..	..	..
Elmore	..	..	..	..	3,552	912 10 8	118 14 11	20 9 2	5,184 12 4	6,236 7 1	7,133	1,969	214	128	16	..	..	..	..
Rochester	..	..	..	..	7,237	2,302 4 5	255 11 10	20 0 4	7,455 2 3	10,032 18 10	6,586	6,652	395	151	32	38	230	32	19
Strathallan	..	..	..	..	277	81 1 4	8 5 1	0 5 2	1,086 12 8	1,176 4 3	416	300	144	51	9	..	..	..	..
Echuca	..	..	..	..	13,799	4,832 15 0	512 11 4	92 15 0	20,892 3 7	26,330 4 11	23,028	24,037	800	171	110	83	889	52	111
Echuca Wharf	..	..	..	..	..	..	..	..	3,127 11 11	3,127 11 11	2,099	542	..	..	..	..	..	..	..
Moama	..	..	..	..	687	109 19 3	64 10 7	18 3 0	633 10 3	826 3 1	775	485	..	..	..	..	..	..	..
Barnes	..	..	..	..	162	36 15 10	2 12 4	0 2 2	2,395 2 11	2,434 13 3	3,123	217	113	29	..	..	..	..	..
Moira	..	..	..	..	146	19 7 1	0 9 0	..	1,403 13 4	1,423 9 5	595	137	151	34	2	..	..	..	..
Mathoura	..	..	..	..	3,432	503 10 7	53 10 1	3 13 1	5,863 4 2	6,423 17 11	6,229	1,226	313	60	7	1	54	21	14
Gulpa Siding	..	..	..	..	202	58 14 5	0 8 4	..	1,998 4 6	2,057 7 3	2,271	265	118	26	6	..	..	..	..
Hill Plain Siding	..	..	..	..	13	8 8 5	..	..	..	8 8 5	..	..	..	..	..	..	..	..	..
Southdown	..	..	..	..	68	23 15 4	..	..	1,111 19 4	1,135 14 8	1,066	155	54	..	..	..	..	..	..
Deniliquin	..	..	..	..	4,537	1,852 15 3	309 19 1	77 2 3	29,417 13 8	31,657 10 3	10,783	9,245	2,272	879	59	6	257	45	56
<i>Section No. 3.—LANCIEFIELD LINE.</i>																			
Bolinda	..	..	..	..	469	58 12 3	0 17 10	0 1 6	702 4 7	761 16 2	1,529	172	121	8	3	..	..	..	..
Monegeetta	..	..	..	..	379	56 7 7	2 12 2	0 2 2	130 16 8	189 18 7	351	304	..	..	..	..	..	..	..
North Monegeetta	..	..	..	..	228	36 14 7	1 8 7	0 2 2	13 4 2	51 9 6	23	4	..	..	..	..	..	..	..
Romsey	..	..	..	..	3,899	693 3 1	62 19 2	3 1 0	2,859 6 10	3,618 10 1	6,102	1,256	210	20	3	1	82	5	4
Lancefield	..	..	..	..	3,671	751 17 9	85 18 10	6 3 1	3,760 4 9	4,604 4 5	8,065	2,161	247	33	5	..	..	..	..
<i>Section No. 4.—DAYLESFORD LINE.</i>																			
Tylden	..	..	..	..	331	93 3 8	7 9 7	0 1 6	257 15 11	358 10 8	131	192	57	11	7	..	..	..	..
Fernhill	..	..	..	..	1,284	243 1 0	10 14 9	2 8 2	3,192 10 4	3,448 14 3	6,442	569	..	..	5	..	..	..	..
Trentham	..	..	..	..	5,804	1,084 5 0	80 10 6	6 13 10	4,472 15 6	5,924 4 10	7,923	2,085	112	..	..	..	..	..	..
Lyonville	..	..	..	..	2,776	221 4 2	8 5 11	0 0 9	1,350 13 1	1,580 3 11	2,683	153	..	..	..	..	..	..	..
Bullarto	..	..	..	..	1,669	150 9 8	14 8 11	0 10 10	2,579 4 10	2,744 14 3	5,141	163	..	..	..	..	..	..	..
Musk	..	..	..	..	958	81 9 7	8 10 7	0 0 9	572 10 9	662 11 8	1,010	183	..	..	..	..	..	..	..
Daylesford	..	..	..	..	9,200	2,358 16 1	182 11 9	11 6 8	2,779 3 0	5,331 17 6	4,004	2,557	37	8	5	1	50	35	7
Woodburn	..	..	..	..	4	0 14 3	..	..	3 4 4	3 18 7	5	5	..	..	..	..	..	..	..
Saltor's Falls	..	..	..	..	63	3 16 11	0 1 11	..	484 9 6	488 8 4	1,940	24	..	..	..	..	..	..	..
Leonard	..	..	..	..	52	4 8 7	0 4 3	..	708 1 11	712 14 9	3,008	59	..	..	..	..	..	..	..
Wombat	..	..	..	..	161	10 10 2	0 11 0	..	341 7 3	352 8 5	1,901	14	..	..	..	..	..	..	..
Rocklyn	..	..	..	..	138	12 2 7	1 18 9	..	29 6 6	43 7 10	114	18	..	..	..	..	..	..	..
Newlyn	..	..	..	..	2,346	85 12 1	9 17 5	0 10 5	10,490 13 8	10,586 13 7	16,123	1,228	96	45	15	..	..	..	..
Kingston	..	..	..	..	2,174	112 7 8	7 13 0	5 1 3	7,268 7 10	7,393 9 9	11,101	894	1	2	4	..	..	..	..
Allendale	..	..	..	..	3,081	123 10 4	14 5 3	..	1,443 5 3	1,581 0 10	1,514	1,629	195	14	4	..	..	..	..
Broomfield	..	..	..	..	280	23 3 3	0 1 7	..	0 1 4	23 6 2	..	9	..	..	..	..	..	..	..
<i>Section No. 5.—REDESDALE LINE.</i>																			
Edgecombe	..	..	..	..	72	13 15 6	..	..	94 8 11	108 4 5	212	..	..	..	..	..	..	..	..
Green Hill	..	..	..	..	14	2 15 9	..	..	58 19 6	61 15 3	101	77	..	2	..	..	..	..	..
East Metcalfe	..	..	..	..	41	5 14 10	..	..	67 17 8	73 12 6	16	18	17	..	..	..	..	..	..
Emberton	..	..	..	..	4	0 18 8	1 12 0	..	2 11 7	5 2 3	2	..	..	..	..	..	..	..	..
Barfold	..	..	..	..	25	5 2 9	1 11 9	..	754 19 9	761 14 3	794	96	111	2	..	..	..	..	..
Redesdale	..	..	..	..	200	33 1 2	2 14 8	..	1,045 19 5	1,081 15 3	1,638	293	123	2	..	..	..	..	..
<i>Section No. 6.—SHELBOURNE LINE.</i>																			
Muckdeford	..	..	..	..	107	4 15 7	1 6 7	..	85 11 3	91 13 5	83	356	1	..	..	..	..	..	..
Maldon	..	..	..	..	16,037	1,082 3 0	85 17 10	10 0 0	621 5 0	1,799 5 10	376	1,515	30	2	1	..	..	..	..
Polhard	..	..	..	..	..	..	..	..	43 13 1	43 13 1	24	..	..	..	..	..	..	..	..
Shelbourne	..	..	..	..	8	0 14 5	0 16 1	..	2,417 17 0	2,419 7 6	4,930	1,153	49	..	..	..	..	..	..
<i>Section No. 7.—CASTLEMAINE—YELTA LINE.</i>																			
Campbell	..	..	..	..	429	44 2 5	6 19 10	0 9 1	386 11 11	438 3 3	1,456	326	..	..	..	..	..	..	..
Guildford	..	..	..	..	2,415	248 0 1	19 10 4	0 6 6	120 12 1	388 9 0	91	519	..	..	..	..	..	..	..
Stopping Place No. 36	..	..	..	..	5	0 7 6	..	..	..	0 7 6	..	..	..	..	..	..	..	..	..
Strangway	..	..	..	..	770	101 6 8	1 1 9	..	53 18 2	156 6 7	93	34	..	..	..	..	..	..	..
Stopping Place No. 29	..	..	..	..	63	5 10 4	..	..	..	5 10 4	..	..	..	..	..	..	..	..	..
Newstead	..	..	..	..	2,884	544 4 8	59 8 1	72 4 9	1,563 14 11	2,239 12 5	754	1,115	58	58	18	50	13	4	10

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. 7.—CASTLEMAINE-YELTA LINE—</i>																	
<i>continued.</i>																	
Joyce's Creek	482	59 8 0	2 8 3	..	743 0 5	804 16 8	1,347	289	..	..	1	..	..	..	..	..	..
Hoolort	287	57 13 1	7 1 11	4 11 11	2,536 12 3	2,605 19 2	4,096	452	86	..	5	..	4	..	..	4	..
Stopping Place No. 27	2	0 7 4	..	..	..	0 7 4	..	..	..	..	..	..	..	..	..	..	..
State Rivers and Water Supply Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carisbrook	1,401	305 15 8	28 5 4	22 0 3	14,464 17 1	14,820 18 4	15,566	63	166	63	12	59	91	28	13	..	21
Maryborough	14,662	4,523 3 0	532 10 11	20 8 2	9,760 17 4	14,836 19 5	16,071	16,147	13	3	14	1	47	24	30	..	7
Simson	178	12 12 7	..	..	..	12 12 7	..	..	..	..	..	..	..	..	..	..	..
Havelock	138	26 17 0	2 0 8	..	2,198 15 6	2,167 13 2	4,859	7	..	..	..	..	..	..	..	..	..
Bet Bet	456	90 8 9	6 12 7	0 11 6	679 9 1	777 1 11	1,822	398	..	..	..	..	..	1	..	2	..
Dunolly	3,978	967 3 7	60 9 9	1 10 5	10,005 5 9	11,034 9 6	16,224	1,554	11	4	8	1	13	8	2	..	..
Goldsborough	421	97 5 6	6 16 3	0 8 0	925 0 3	1,029 10 0	1,806	168	..	..	..	..	..	..	..	..	..
Bealiba	2,162	604 10 0	53 18 2	3 5 10	10,334 18 8	11,046 7 8	18,480	862	84	7	1	1	10	8	1	..	..
Maffesdon's Siding .. .. .	..	..	..	..	979 4 4	979 4 4	1,846	16	..	..	..	..	..	..	..	..	..
Emu	412	132 19 9	13 18 3	0 4 5	2,503 16 2	2,650 18 7	4,370	369	1	..	2	..	2	7	..	..	..
Carapooee	333	98 8 8	6 17 6	0 6 11	1,756 15 6	1,862 8 7	2,800	188	1	..	1	..	..	1	3	..	..
St. Arnaud	7,015	3,516 12 6	334 12 6	28 9 2	23,905 6 3	27,785 0 9	36,806	13,691	354	55	15	1	124	22	10	..	..
Sutherland	309	95 14 4	5 17 3	0 2 6	4,247 9 1	4,349 2 10	7,958	1,042	144	..	..	..	15	..	1	..	..
Swanwater	41	28 10 10	0 6 0	..	2,750 17 0	2,780 3 4	5,022	269	..	1	..	..	17	..	..	..	..
Cope Cope	411	169 5 7	23 4 7	1 4 0	7,024 9 4	7,218 3 6	9,747	1,094	63	2	5	..	1	2	1	..	..
Donald	4,711	2,130 1 9	265 10 3	62 3 6	13,915 9 0	16,373 4 6	16,690	7,736	362	43	29	..	53	4	14	..	..
Buloke .. .. .	..	..	..	..	344 6 5	344 6 5	542	64	..	..	..	..	..	..	..	..	..
Litchfield	357	113 12 7	10 13 9	16 7 5	8,422 3 3	8,562 17 0	11,944	952	91	1	1	..	7	1	8	..	..
Massey	71	30 3 7	0 10 9	3 10 2	1,757 15 4	1,791 19 10	2,704	305	..	1	2	..	..	..	..	..	..
Watchem	1,979	652 10 1	41 6 8	1 14 3	5,947 18 6	6,643 9 6	5,810	1,896	265	25	16	..	36	14	8	..	..
Morton Plains	21	10 7 6	0 1 9	..	1,217 0 6	1,227 9 9	1,618	205	26	..	..	..	2	..	..	..	..
Birchip	2,947	1,431 8 11	168 14 2	98 0 7	5,502 5 6	7,200 9 2	3,589	3,014	246	47	69	1	79	13	35	..	..
Karyrie	22	6 14 8	..	..	243 10 3	250 4 11	233	41	6	..	..	..	4	..	..	..	..
Kinnabulla	68	41 11 4	2 1 7	2 7 0	2,861 3 7	2,927 3 6	3,547	344	45	..	1	..	22	..	9	..	..
Curvo	396	173 18 3	15 13 10	1 13 3	2,309 14 3	2,500 19 7	2,496	595	75	10	15	..	5	3	5	..	..
Watchupga	364	160 8 7	21 6 10	18 9 7	2,891 11 5	3,091 16 5	3,382	672	58	9	9	..	19	12	1	..	..
Woomelang	1,452	788 12 6	105 1 5	3 2 7	5,837 3 4	6,733 19 10	6,406	1,791	38	14	7	..	19	4	2	..	..
Lascalles	941	485 16 7	47 3 0	2 16 8	2,441 7 2	2,977 8 5	2,501	713	59	2	2	3	12	1	3	..	..
Gama	111	41 1 1	4 3 9	..	1,971 8 5	2,016 13 3	2,516	334	..	..	..	..	5	..	..	..	..
Torpey's Siding	2	0 3 0	..	..	332 11 6	333 14 6	456	85	..	..	..	..	..	..	..	..	..
Turriff	780	245 0 0	12 15 2	2 6 11	1,739 15 8	1,999 17 9	2,207	366	..	..	..	..	4	..	..	..	..
Speed	1,317	510 13 9	35 5 1	0 5 9	2,975 11 3	3,521 15 10	2,871	591	29	5	7	..	14	7	1	..	..
Tempy	1,324	431 4 10	32 12 0	0 15 2	3,001 0 2	3,466 12 2	2,899	591	65	..	3	..	41	..	3	..	..
Gypsum Siding	38	25 15 0	..	..	6,834 6 11	6,860 1 11	8,083	152	..	..	..	..	3	..	..	..	..
Bronzewing	71	74 10 6	2 16 3	..	1,013 10 11	1,090 17 8	1,859	203	..	..	..	..	..	..	1	..	..
Nunga	18	16 6 6	..	..	601 6 0	617 12 6	790	126	..	..	..	..	4	1	1	..	..
Ouyen	3,507	2,815 13 0	306 6 4	26 6 4	6,043 3 3	9,191 8 11	4,159	4,494	232	33	57	..	87	6	42	..	..
Klamal	129	85 4 8	1 3 6	0 14 4	1,767 0 2	1,854 2 8	2,804	374	..	..	..	1	10	1	..	..	..
Trinta	30	24 8 5	0 16 4	0 12 3	762 19 8	788 16 3	986	277	..	..	..	..	7	..	..	..	..
Hattah	188	163 15 4	9 11 11	..	410 16 10	574 4 1	795	115	3	10	4	..	2	2	..	..	..
Nowingi	72	41 17 6	15 7 9	0 9 4	5,253 1 4	5,310 15 11	5,940	970	2	2	2	..	..	..	..	..	..

Boonoonar	153	127 10 3	2 18 0	0 0 9	184 16 5	265 5 5	129	279	..	..	4	..	8	..	2	..
Carwarp	348	287 11 3	49 3 11	0 9 4	1,547 11 6	1,884 16 0	1,161	1,950	26	9	9	1	3	1	1	..	
Yatpool	374	377 4 8	6 4 2	..	364 6 11	747 15 9	157	87	39	1	4	..	20	13	1	..	
Redcliffs	5,933	5,396 1 1	578 18 3	6 9 0	27,437 19 9	33,419 8 1	15,020	29,781	..	..	7	..	15	12	13	..
Irymple	748	924 7 10	115 7 10	5 14 10	24,797 3 3	25,842 13 9	13,875	9,115	..	..	5	..	..	2	7	..
Mildura	13,601	17,334 1 4	1,931 15 10	111 16 3	27,252 14 8	46,630 8 1	14,447	27,786	221	12	20	14	144	64	10	3	
Merbein	632	512 1 5	114 1 9	2 2 6	37,333 1 8	37,961 7 4	20,205	13,491	..	..	..	..	4	2	..	..
Merbein West .. .. .	..	..	..	..	46 14 0	46 14 0	20	559	..	..	..	..	..	..	..	..
Yelta .. .. .	..	..	0 2 5	..	2,766 12 5	2,766 14 10	1,442	2,817	..	..	..	..	..	..	..	..
<i>Section No. 8.—MARYBOROUGH—ARARAT LINE.</i>																	
Adelaide Lead	58	4 8 8	3 17 2	..	0 4 8	8 10 6	..	90	..	..	..	..	..	..	..	..
Bung Bong	9	0 16 3	6 18 10	..	136 7 6	144 2 7	267	51	..	..	..	..	..	..	..	..
Homebush	135	6 11 5	1 14 8	..	24 0 6	32 6 7	38	..	..	..	..	..	..	..	..	..
Avoca	1,503	287 9 7	61 8 1	1 13 6	4,130 17 11	4,481 9 1	7,946	1,536	121	17	6	..	17	3	..	..
Amphitheatre	552	96 12 9	12 0 0	0 5 2	713 16 5	792 14 4	1,684	480	..	1	1	..	1	1	..	..
Elmhurst	415	78 8 3	12 18 4	0 4 4	744 2 3	835 13 2	636	460	37	17	2	1	1	1	1	..	
Erersley	12	1 7 4	0 8 9	..	56 4 4	58 0 5	82	83	..	..	..	..	..	..	..	..
Ben Nevis	84	23 7 0	2 5 1	..	104 3 4	129 15 5	153	79	..	..	..	..	1	..	..	..
Dunneworthy	9	0 16 8	..	..	137 15 9	133 12 5	167	4	..	1	..	..	..	..	..	..
Warra-Yadin	1	0 0 10	..	..	17 5 10	17 6 8	33	5	..	..	..	..	..	..	..	..
<i>Section No. 9.—NAVARRE LINE.</i>																	
Crowlands	15	1 2 2	0 13 0	..	316 19 2	318 14 4	409	123	28	..	..	..	..	..	..	..
Joel	6	0 9 2	0 5 5	..	601 19 4	602 13 11	1,066	99	..	..	..	..	..	..	..	..
Landsborough	5	0 11 2	4 19 0	..	2,004 3 7	2,009 13 9	3,290	415	9	1	1	..	..	..	..	..
Tulkara	3	0 2 10	0 7 7	..	902 15 1	904 5 6	1,484	96	..	..	..	..	..	..	..	..
Navarre	10	2 4 11	3 16 11	0 5 9	7,529 13 2	7,536 0 9	12,360	458	35	1	1	..	1	..	..	..
<i>Section No. 10.—BALLARAT—MARYBOROUGH LINE.</i>																	
Selkirk's Siding .. .. .	..	..	..	..	5,856 13 6	5,856 13 6	10,513	2,580	7	2	6	1	..	..	..	..
Waubra Junction	367	21 3 9	5 1 11	..	0 0 10	26 6 6	..	..	..	..	..	..	..	..	..	..
Sulky	314	13 18 7	0 2 7	..	277 14 1	291 15 3	426	79	..	..	..	..	..	..	..	..
Bald Hills	674	31 14 1	0 0 6	..	0 10 11	32 5 6	..	..	..	..	..	..	..	..	..	..
Creswick	12,483	1,002 6 3	53 19 1	1 19 1	822 19 0	1,881 3 5	944	903	..	..	..	6	2	1	..	..
North Creswick	2,738	237 5 4	15 2 6	0 10 3	674 6 6	927 4 7	1,126	119	..	..	..	..	..	..	..	..
Tourello	264	30 13 7	2 9 6	..	964 17 10	998 0 11	1,312	226	73	15	3	..	32	5	1	..	
Clunes	4,128	773 7 8	74 14 11	4 11 0	1,689 13 0	2,542 6 7	1,558	1,306	166	27	3	5	50	12	9	..	
Talbot	6,767	797 13 6	44 19 6	1 1 8	1,938 15 2	2,782 9 10	3,970	658	55	17	2	4	10	2	3	..	
Daisy Hill	90	10 15 10	0 3 10	..	0 2 5	11 2 1	..	..	..	..	..	..	..	..	..	..
<i>Section No. 11.—WAUBRA LINE.</i>																	
Midas .. .. .	..	..	..	..	187 2 6	187 2 6	294	125	2	..	..	..	..	..	..	..
Blowhard	2	0 2 6	0 4 0	..	3,452 3 0	3,452 9 6	5,662	525	37	2	2	..	..	..	..	..
Learmonth	1	0 0 8	0 9 9	..	2,481 6 0	2,481 16 5	3,768	343	2	..	..	..	..	..	..	..
North Learmonth .. .. .	..	..	..	..	6 1 6	6 1 6	10	..	..	..	..	..	..	..	..	..
Addington	3	0 15 5	0 9 9	..	949 7 2	950 12 4	1,514	98	23	3	..	..	..	..	..	..
Waubra	5	1 18 9	3 14 4	..	5,101 17 6	5,107 10 7	7,475	716	88	20	3	..	..	..	..	..
<i>Section No. 12.—DUNOLLY—INGLEWOOD LINE.</i>																	
Painswick	4	1 14 4	..	..	235 6 7	237 0 11	469	10	..	..	..	..	..	..	..	..
Laurie	28	10 9 1	0 3 9	..	2,065 14 3	2,076 7 1	3,333	134	15	..	..	2	..	..	..	..
Tarnagulla	364	87 13 7	9 2 6	..	1,824 9 3	1,921 5 4	3,632	568	..	..	..	..	..	..	..	..
Ilanelly	113	22 3 1	2 4 10	..	1,724 14 1	1,740 2 0	3,512	539	..	..	..	..	1	..	..	..
Arnold	124	28 13 8	4 7 4	..	956 17 5	989 18 5	1,027	280	94	..	..	1	..	..	..	..
Bullabul	44	2 16 2	0 3 8	..	9 5 6	12 5 4	18	3	..	..	..	..	..	..	..	..
<i>Section No. 13.—OUYEN—PANITTA LINE.</i>																	
Tiega	38	2 12 6	0 5 11	..	631 17 11	634 16 4	742	116	..	..	..	..	..	..	..	..
Galah	251	81 4 8	3 18 10	1 2 3	1,599 13 6	1,685 19 3	1,555	351	43	..	..	7	2	..	..	..
Walpeup	787	342 16 6	31 18 10	0 8 11	5,617 14 0	5,992 18 8	6,361	1,326	39	14	8	8	9	2	3	..	
Torrington	203	145 9 3	6 17 6	0 9 4	2,028 10 10	2,181 6 11	2,311	451	11	1	2	..	10	1	1	..	
Underbool	465	413 18 5	48 8 8	2 4 7	3,985 6 10	4,449 18 6	4,091	1,287	61	4	5	..	17	1	1	..	
Linga	181	104 6 4	9 14 5	..	10,885 7 3	10,999 8 0	11,636	430	10	..	..	..	5	..	..	..
Bolinka	168	122 17 5	8 3 1	..	1,570 6 4	1,701 6 10	1,799	369	13	..	..	..	1	..	..	..
Tutye	131	104 15 1	10 9 10	4 5 10	1,738 8 11	1,857 19 8	1,653	353	33	..	..	..	2	..	..	..
Cowangie	374	265 15 7	55 3 10	3 6 6	3,147 11 3	3,471 17 2	2,814	1,001	50	5	1	..	2	..	..	..
Danyo	89	54 18 1	2 14 5	..	2,586 8 6	2,644 1 0	2,739	368	25	..	..	..	..	..	..	..
Murrayville	715	571 14 1	59 11 11	2 11 9	5,108 5 2	5,742 2 11	5,010	1,443	73	1	19	..	..	7	..	..
Carina	3	0 3 4	0 8 6	..	2,653 3 3	2,653 15 1	2,699	495	37	..	..	..	1	..	..	..
Panitya	21	4 14 4	1 8 2	0 0 9	4,691 13 9	4,697 17 0	5,067	1,281	93	1	..	..	..	10	..	..

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.
<p>Section No. 14.—REDCLIFFS-MORKALLA LINE.</p>																
Thurla	4	£ 2 14 0	5 0 0	0 1 2	24 15 10	32 9 10	14	58	1	1	..	..	1	..	..	..
Benetook	35	14 11 8	6 16 2	..	127 2 2	148 11 2	148	407	3	..	..	..	3	..	..	..
Pirlita	107	10 8 5	2 3 3	..	261 4 8	273 16 4	162	652	2	1	..	..	..	..	..	..
Merrince	252	120 9 7	12 6 4	..	976 11 6	1,109 7 5	219	984	115	..	3	..	11	..	1	..
Karawinna	174	71 9 10	11 14 11	1 9 6	633 3 11	717 18 2	524	818	2	..	1	..	7	..	..	..
Werrinull	646	372 9 10	16 10 2	..	1,381 0 11	1,770 0 11	3,278	4,737	22	2	8	1	3	2	2	..
Bambill	231	32 12 4	1 19 7	0 2 2	692 3 1	726 17 2	181	573	100	..	6	2	4	..	1	..
Yarrara	124	75 12 9	5 19 10	..	338 7 2	419 19 9	284	941	2	..	..	1	3	..	3	..
Meringur	537	392 5 7	12 10 3	1 8 11	927 9 10	1,303 14 7	856	1,955	24	3	12	8	58	1	9	1
Karween	102	11 1 1	7 19 2	..	222 11 1	241 11 4	183	433	..	9	..	..	..	..	..	..
Morkalla	84	20 16 2	14 4 0	0 11 6	338 10 10	374 2 6	179	227	2	..	1	..	1	..	..	..
<p>Section No. 15.—BENDIGO-KULWIN LINE.</p>																
California Gully	1,160	24 16 1	..	..	89 3 11	114 0 0	176	4,946	..	..	..	..	..	..	..	..
Eaglehawk	3,721	395 2 10	63 14 1	0 17 2	714 9 10	1,173 14 11	1,145	8,787	..	..	..	..	..	..	..	..
Marong	522	98 19 0	8 4 4	0 0 9	397 19 4	505 3 5	310	495	27	2	3	..	5	1	1	..
Leichardt	81	13 17 3	1 15 2	0 3 7	387 2 1	402 18 1	984	222	24	..	1	..	1	..	1	..
Derby	98	22 4 0	3 2 10	..	1,084 14 10	1,110 1 8	1,812	267	55	1	1	..	14	4	5	..
Bridgewater	1,367	247 8 1	29 13 5	1 0 0	11,643 0 4	11,921 1 10	22,764	9,447	256	59	11	3	63	7	11	..
Inglewood	2,909	525 13 4	76 12 8	2 9 6	1,981 11 5	2,586 6 11	1,917	1,190	62	1	4	..	4	1	3	..
Kurtzig	69	10 16 3	3 8 5	..	1,070 7 4	1,084 12 0	1,888	117	38	..	..	..	1	..	..	..
Glenalbyn	139	29 14 11	5 18 2	0 4 6	914 18 2	960 15 9	1,687	136	4	..	..	..	..	..	..	..
Wedderburn Junction	342	97 18 7	17 15 1	0 12 4	711 13 3	827 19 3	681	167	45	3	1	..	22	8	5	..
Koong Vale	2,819	602 9 3	58 19 9	5 0 11	1,589 17 4	2,256 7 3	1,647	890	58	6	6	..	14	6	7	2
Country Roads Board Gravel Siding	..	..	..	..	882 2 3	882 2 3	3,235	..	..	..	..	..	..	..	..	..
Wychevilla	96	37 9 3	7 2 5	0 1 2	1,780 12 2	1,825 5 0	2,271	548	60	12	9	..	15	2	10	..
Buckrabanyule	191	87 3 3	7 16 2	0 7 3	1,488 2 4	1,583 3 0	3,004	351	60	..	..	..	10	..	4	..
Barrakee	117	21 11 10	4 16 2	..	2,144 17 7	2,171 5 7	2,989	353	55	..	1	..	9	..	1	..
Charlton	1,113	462 4 3	160 0 10	9 7 10	20,677 14 1	21,309 7 0	28,490	24,433	286	15	9	1	62	10	3	4
Teddywaddy	161	16 1 11	1 10 11	..	751 6 9	768 19 7	1,374	278	9	..	2	..	9	..	..	..
Glenloch	372	73 5 0	9 3 4	0 0 9	2,438 6 11	2,520 16 0	2,734	423	124	21	4	..	7	1	2	..
Fairview	4	0 7 4	..	..	14 10 11	14 18 3	16	6	..	..	..	..	..	..	..	..
Wycheproof	694	405 17 7	109 11 4	19 9 5	6,500 3 6	7,035 1 10	5,977	4,140	397	57	21	2	45	5	9	..
Dumosa	94	45 13 5	7 9 7	..	1,653 6 0	1,706 9 0	2,244	2,197	121	2	1	1	17	3	4	..
Nullawil	136	69 0 2	22 11 10	0 14 11	3,451 13 8	3,544 0 7	3,121	906	161	22	2	..	20	2	..	..
Warne	6	5 12 4	..	..	936 15 8	..	791	217	..	..	..	..	1	..	..	..
Culgoa	242	154 7 8	29 6 5	4 3 10	4,567 2 5	4,755 0 4	3,665	1,136	246	21	22	1	26	1	8	..
Berrillock	231	125 14 5	33 5 5	1 13 4	6,097 12 9	6,258 5 11	7,549	1,363	139	..	..	..	13	1	..	..
Boigbeat	13	5 0 6	0 2 7	..	1,283 16 8	1,288 19 9	2,053	169	20	..	..	..	..	..	..	..
Sea Lake	976	378 0 9	110 11 7	21 3 0	5,436 17 0	5,946 12 4	5,253	3,888	131	12	9	1	16	1	2	..
Ninda	54	17 15 3	0 7 11	2 12 1	1,103 10 0	1,124 5 3	1,623	311	11	..	..	..	7	..	..	..
Nyarrin	116	47 14 3	1 2 9	..	1,101 15 7	1,150 12 7	1,354	329	38	1	1	..	2	..	..	..
Nandaly	102	73 11 8	15 18 4	0 8 7	3,128 19 11	3,218 18 6	3,440	499	40	12	6	..	5	..	2	..
Pier Millan	52	32 16 2	2 9 8	..	1,376 13 2	1,411 13 0	1,779	181	24	..	1	..	6	..	..	..
Mittyack	80	74 18 11	5 1 0	0 4 4	3,584 18 6	3,665 2 9	3,987	346	84	2	1	..	4	..	1	..
Leltpar	34	13 9 11	0 9 6	..	1,722 13 1	1,736 12 6	2,323	225	..	..	..	..	..	..	..	..
Kulwin	145	126 13 9	12 11 9	0 11 5	3,386 8 8	3,526 5 7	3,280	907	109	7	7	..	51	2	3	..

Section No. 16.—WEDDERBERN LINE.		Section No. 17.—KORONG VALE-KOORAKEE LINE.		Section No. 18.—EAGLEHAWK-YUNGERA LINE.												
Wedderburn	1,083	180 14 0	30 13 10	0 11 6	5,506 1 11	5,718 1 3	8,777	2,026	79	7	10	..	2	2	2	..
9347.7																
Borung	521	53 12 7	10 10 1	1 0 1	1,275 10 6	1,340 13 3	1,465	429	68	1	2	..	8	1	2	..
Myria	430	80 15 11	15 15 7	0 3 7	1,906 14 8	2,003 9 9	1,328	1,437	114	15	2	..	10	2	2	..
Boort	2,919	877 9 1	150 11 1	17 9 2	7,164 19 11	8,210 9 3	6,872	3,252	324	85	13	11	51	2	10	..
Barraport	315	82 7 11	11 15 3	0 16 0	3,155 3 8	3,250 2 10	3,804	594	183	1	1	..	2	1	5	..
Gridgwin	354	68 5 2	6 2 2	..	1,285 10 10	1,359 18 2	1,286	250	51	17	5	..	10	1	2	..
Oakvale	206	48 0 7	2 12 3	0 8 8	942 16 0	993 17 6	1,492	199	32	1	1	..	7	..	..	..
Quambatook	2,593	759 1 6	115 1 10	5 11 11	8,566 19 8	9,446 14 11	9,427	2,213	328	28	10	..	70	1	6	..
Cannie	149	49 1 7	3 6 5	..	2,522 11 8	2,574 19 8	3,166	317	57	..	..	..	..	..	..	..
Lalbert	601	277 17 2	61 15 4	2 4 8	4,236 2 1	4,577 19 3	3,154	923	236	19	11	1	17	2	3	..
Meatran	153	64 17 9	4 8 11	..	3,863 1 6	3,982 8 2	4,266	663	114	..	..	..	10	1	..	..
Ultima	1,195	455 0 7	74 11 3	1 15 2	6,204 5 10	6,735 12 10	6,021	1,535	247	18	3	..	40	..	3	..
Gowanford	50	24 1 1	0 16 11	..	1,469 9 7	1,494 7 7	1,739	194	44	..	..	..	3	..	..	..
Waitechie	251	114 17 4	16 5 5	0 11 5	2,340 16 11	2,472 11 1	2,711	529	49	..	..	..	..	..	..	..
Chillingollah	203	107 9 10	12 2 3	0 17 2	1,810 10 4	1,930 19 7	1,960	483	85	7	3	..	13	..	..	..
Chinkapook	201	169 13 8	22 8 10	0 17 2	3,467 19 8	3,660 19 4	3,162	886	117	..	2	..	..	..	4	..
Cocamba	119	76 9 6	1 17 2	0 8 7	940 1 2	1,018 16 5	1,241	150	..	..	..	..	..	..	..	..
Manangatang	917	644 14 5	74 14 4	12 8 9	5,076 4 7	5,808 2 1	4,987	1,961	100	7	9	..	2	4	1	..
Public Works Siding*	..	..	..	..	..	..	..	12,282	..	..	..	..	..	..	..	..
Bolton	137	114 4 8	5 4 9	0 17 2	3,072 7 10	3,192 14 5	3,756	467	21	..	..	..	..	..	..	..
Koimbo	34	21 3 2	4 12 5	..	975 8 11	1,001 4 6	1,269	68	..	..	..	..	..	..	..	..
Anuello	202	263 13 11	25 4 0	1 19 7	2,737 6 7	3,028 4 1	2,620	1,639	57	3	3	1	2	..	1	..
Margooya	31	19 17 6	1 5 1	..	180 16 6	201 19 1	208	43	..	..	..	..	..	..	..	..
Bannerton	117	100 1 5	19 17 8	..	920 15 5	1,040 14 6	822	306	14	..	..	..	..	..	..	..
Robinvale	340	276 15 1	94 9 6	0 1 6	1,539 3 3	1,910 9 4	407	2,230	45	5	1	..	18	15	..	..
Benanee .. .. .	..	..	..	..	8 15 1	8 15 1	11	27	..	..	..	..	..	..	..	..
Koorakee .. .. .	..	..	..	..	41 0 3	41 0 3	48	49	..	..	..	..	..	..	..	..
Myer's Flat	225	12 7 6	1 17 11	0 0 9	3 17 1	18 3 3	1	6	..	..	..	..	..	..	..	..
Woodvale	27	7 4 6	..	..	39 14 6	46 19 0	101	106	..	1	..	..	..	..	..	..
Sebastian	256	46 7 6	3 5 0	0 5 6	212 15 7	262 13 7	649	162	18	1	..	..	1	..	..	..
Raywood	1,614	195 16 11	24 1 11	2 8 5	1,475 16 10	1,698 4 1	2,377	648	100	35	6	12	5	5	..	..
Tandarra	530	104 19 9	7 3 7	0 7 1	1,103 6 8	1,215 17 1	1,976	450	52	1	..	..	22	1	3	..
Dingee	901	246 12 6	27 10 11	1 3 3	1,535 17 7	1,811 4 3	926	888	178	121	19	2	22	11	6	..
Prairie	694	174 19 10	10 4 3	2 7 0	2,067 4 9	2,254 15 10	2,017	562	159	3	..	..	11	2	..	..
Mitiamo	1,858	431 12 10	50 1 7	3 17 4	2,555 6 6	3,040 18 3	1,290	1,081	295	131	10	..	61	23	12	..
Mologa	512	141 12 11	15 1 2	0 2 2	1,080 9 7	1,237 5 10	894	272	118	..	..	..	3	..	..	..
Pyramid	2,634	1,002 3 0	158 16 8	6 18 10	6,278 16 1	7,446 14 7	6,650	2,684	389	245	25	51	55	8	27	..
Mincha	542	148 18 1	13 17 5	0 5 9	861 2 7	1,024 3 10	318	463	26	17	1	1	14	6	1	1
Macorna	1,126	343 6 10	26 10 9	1 3 6	1,518 4 11	1,889 6 0	396	988	134	90	1	26	14	2	..	13
Tragowel	245	75 8 5	14 18 0	0 5 10	909 14 3	1,000 7 0	206	523	26	28	1	16	3	1	..	..
South Kerang	14	5 9 10	0 7 1	..	..	5 16 11	..	..	..	..	..	..	..	..	..	..
Kerang	8,786	4,340 17 3	571 12 11	37 5 0	17,542 15 7	22,492 10 9	14,048	22,801	444	238	40	90	66	50	22	13
Fairley	49	13 7 4	2 19 9	..	325 8 10	341 15 11	246	149	27	..	..	..	..	..	..	..
Lake Charm	643	196 11 10	32 4 4	1 7 0	5,959 4 8	6,189 7 10	5,620	728	73	27	..	..	..	..	..	..
Mystic Park	1,282	302 13 9	21 6 4	3 14 3	4,613 5 2	4,940 19 6	4,581	992	163	1	1	..	8	3	..	..
Tresco	901	265 17 2	17 4 5	0 14 2	1,552 17 11	1,836 13 8	1,167	543	..	..	..	..	..	..	..	..
Lake Boga	2,231	694 5 5	88 18 9	3 0 9	3,492 18 8	4,279 3 7	2,893	1,434	78	11	1	..	3	..	1	..
Pental	22	1 14 7	..	..	282 10 9	284 5 4	430	69	..	..	..	..	..	..	..	..
Swan Hill	8,850	4,800 5 4	602 11 9	73 7 6	12,136 8 8	17,617 13 3	6,624	15,241	463	88	35	96	88	39	21	..
Woorinen	696	294 0 11	21 7 3	1 11 0	4,070 9 0	4,387 8 11	3,094	1,720	..	..	..	..	..	..	..	..
Pira	653	92 12 8	2 19 7	0 12 1	1,834 18 0	1,931 2 4	2,337	345	22	..	..	..	..	..	..	..
Nyahwest	1,519	816 2 3	65 9 11	3 3 6	8,467 7 7	9,352 3 3	6,140	4,359	35	3	3	..	13	..	1	..
Miralie	63	28 18 5	1 13 9	..	565 13 4	596 5 6	831	221	..	..	..	..	5	..	..	..
Piangli	656	379 13 0	105 5 8	2 18 2	4,834 2 0	5,321 18 10	4,670	1,453	121	13	9	..	8	3	1	..
Coonimur	7	5 4 4	..	..	439 18 3	445 2 7	811	24	..	..	..	..	..	..	..	..
Natya	73	49 3 6	3 0 2	..	2,938 17 1	2,291 0 9	3,078	383	17	..	..	..	3	..	..	..
Kooloonong	201	170 18 8	18 14 7	0 10 9	3,269 3 7	3,459 7 7	4,468	1,332	42	2	10	..	8	1	3	..
Koorkab	4	0 19 7	..	..	864 14 7	865 14 2	1,283	198	..	..	..	..	..	..	..	..
Yungera	76	58 12 10	88 11 0	0 5 9	2,203 12 9	2,351 2 4	2,981	425	4	1	..	..	1	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.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.										
<i>Section No. 19.—KERANG-STONY CROSSING LINE.</i>																
Westby	48	2 14 8	..	..	43 9 4	46 4 0	52	104	..	..	..	..	..	..	..
Myall	38	3 0 10	4 3 4	..	525 0 2	532 4 4	176	176	35	..	..	..	..	..	..
Murrabit	892	183 9 8	35 11 6	1 3 8	3,635 9 6	3,855 14 4	2,147	907	100	6	..	1	13	6	1	
Ballbank .. .. .	..	..	..	..	2,090 8 11	2,090 8 11	2,365	24	..	..	..	..	42	..	..
Nacurrie .. .. .	..	..	0 5 0	..	2,091 9 10	2,091 14 10	3,127	114	71	39	..	..	15	..	1
Wetuppa .. .. .	..	..	0 18 1	..	817 3 0	818 1 1	253	25	44	33	..	..	..	..	..
Coobool .. .. .	..	..	0 3 1	..	718 8 9	718 11 10	894	18	11	..	..	..	1	..	..
Dilpurra .. .. .	..	..	0 3 2	..	2,523 6 5	2,523 9 7	2,714	106	46	..	1	..	8	..	2
Tueloga .. .. .	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..
Stony Crossing .. .. .	..	..	1 18 4	..	635 13 3	637 11 7	419	49	50	..	..	..	4	..	..
<i>Section No. 20.—COHUNA LINE.</i>																
Hunter	92	21 15 9	0 1 1	..	1,069 4 2	1,082 1 0	1,675	285	14	..	..	..	2	1	..
Warragamba	115	24 2 4	..	..	835 2 8	859 5 0	1,072	417	39	1	3	..	..	1	..
McCull	58	25 17 11	..	..	762 19 4	788 17 3	350	708	132	..	..	..	6	..	..
Lockington	622	288 6 11	43 18 6	2 9 9	3,301 15 0	3,636 10 2	1,674	2,397	242	91	3	29	22	7	5	
Kotta	107	53 9 9	6 8 3	4 3 5	1,259 17 0	1,323 18 5	636	510	158	..	..	..	8	2	..
Roslynmead	53	22 15 10	0 1 7	..	749 18 7	772 16 0	402	277	76	..	..	..	7	..	1
Patho	84	39 8 8	3 11 2	0 5 9	409 17 9	453 3 4	112	159	43	34	..	..	..	..	..
Gunbower	397	152 8 10	70 15 0	0 5 9	3,339 13 3	3,563 2 10	1,366	1,682	92	86	2	23	2	..	4	
Leitchville	467	236 10 8	68 13 0	0 13 8	1,762 10 6	2,008 7 10	1,284	2,132	16	106	5	39	2	2	4	
Keely	100	50 15 2	2 5 7	..	725 16 5	778 17 2	1,135	348	..	..	..	..	..	..	..
Cohuna	962	569 16 7	103 9 4	3 1 2	3,367 3 10	4,043 10 11	1,171	3,113	63	145	5	66	3	1	5	
<i>Section No. 21.—BALRANALD LINE.</i>																
Benarca	9	1 6 10	1 5 0	..	661 19 7	664 11 5	255	66	104	16	..	..	53	5	..
Womboota	65	15 14 9	1 0 0	0 2 2	5,008 18 10	5,025 15 9	5,722	272	315	70	3	..	43	5	1	
Thyra	34	5 11 10	1 8 0	2 12 6	1,213 0 1	1,222 12 5	426	87	163	11	7	..	17	3	3	
Bunnaloo	81	28 18 5	8 6 7	0 10 9	4,315 14 5	4,353 10 2	4,192	371	311	29	1	..	65	9	2	
Tantonan	46	15 5 3	1 14 6	..	770 4 7	787 4 1	843	121	48	4	1	..	38	3	3	
Caldwell	130	59 18 9	5 15 8	1 3 9	2,296 0 1	2,362 18 3	674	226	266	24	2	..	129	5	3	
Yallakool	51	28 2 0	3 0 6	..	1,755 16 10	1,786 19 4	874	35	167	25	1	..	62	2	..	
Wakool	348	202 16 7	18 11 1	1 14 8	4,384 6 4	4,607 8 8	3,967	8,239	200	32	6	..	47	6	11	
Burrabool	88	41 17 4	0 13 9	1 4 7	1,539 12 11	1,583 8 7	283	1,629	197	14	4	1	23	8	1	
Jimaringle	92	40 9 11	1 16 2	..	2,471 4 11	2,513 11 0	3,431	1,036	10	..	..	..	3	..	1
Niemur	142	124 4 7	13 17 3	2 5 2	2,869 16 3	3,010 3 3	3,143	249	66	7	2	..	12	2	2	
Dhuragoon	56	27 7 6	3 13 11	0 2 2	4,904 13 1	4,935 16 8	7,027	98	2	..	1	1	..	3	1	
Moulamein	561	427 13 3	99 3 3	15 10 2	7,890 4 9	8,432 11 5	2,762	1,765	684	91	9	..	42	5	7	
Berambong	1	0 3 1	..	..	..	0 3 1	..	..	..	..	..	..	..	..	..
Perekerton	62	63 19 4	8 13 1	5 5 2	984 13 4	1,062 10 11	95	153	133	3	..	..	12	..	1
Moolpa	3	2 8 3	0 15 10	0 3 0	254 5 5	257 12 6	194	170	..	..	..	..	..	..	..
Imptim	2	2 13 10	0 19 7	0 10 10	659 2 11	663 7 2	154	237	53	6	2	..	7	..	..
Yangalake	1	0 2 9	0 12 0	..	1,082 10 7	1,083 5 4	121	199	101	20	..	..	4	3	..
Balranald	342	299 8 3	132 6 0	29 2 3	11,297 2 8	11,757 19 2	3,077	2,451	391	221	12	..	31	..	13	

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

Paisley	1,963	40 3 10	0 2 6	..	..	40 6 4	..	..	..	..	..	..	..	..	..	..	..	..	..
Oil Refineries Siding	1,185	21 3 3	..	..	..	22,019 12 5	22,040 15 8	14,890	982	..	..	..	..	..	..	..	..	..	..
Galvin	530	15 19 6	..	..	..	..	15 19 6	..	..	..	..	..	..	..	..	..	..	..	..
Laverton	23,308	764 6 11	34 2 8	0 1 11	4,842 1 2	5,640 12 8	4,980	7,493	..	..	..	..	15	4	2	..	..	..	..
Aviation Siding	14,851	618 7 0	..	..	..	..	618 7 0	..	4,343	..	..	..	..	..	..	..	..	..	..
Werribee	145,551	6,682 14 4	505 0 5	13 4 1	3,278 12 3	10,479 11 1	6,212	18,057	468	100	164	..	345	84	184	..	..	..	..
Manor	4,129	81 16 7	4 4 9	3 7 11	276 18 2	366 7 5	861	103	46	1	..	..	16	4	1	..	..	..	..
Little River	6,417	494 12 7	45 18 6	22 0 6	878 15 10	1,441 7 5	1,770	421	164	26	8	..	156	2	8	..	..	..	..
Lara	14,158	718 8 4	56 6 5	0 16 0	2,802 8 8	3,577 19 5	7,775	2,341	57	2	1	..	73	15	5	..	..	..	..
Corio	13,180	1,689 9 8	54 0 0	..	360 8 1	2,103 17 9	2	1,137	..	..	..	..	..	..	..	..	..	..	..
Distillers Siding	..	..	..	..	863 12 4	863 12 4	1,359	5,069	..	..	..	..	..	..	..	..	..	..	..
Phosphate Siding	..	..	..	..	39,317 15 10	39,317 15 10	101,991	2,432	..	..	..	..	..	..	..	..	..	..	..
North Shore	4,906	317 17 5	9 11 5	0 5 11	327 14 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ford's Siding	..	..	..	..	2,429 9 8	2,429 9 8	1,635	617	..	..	..	..	..	..	..	..	..	..	..
Corio Quay and Harbour Trust Siding	..	..	..	..	..	..	..	3,632	..	..	..	..	3,942	108	..	..	..	..	..
North Geelong	7,404	1,189 0 10	92 0 8	1 17 7	44,742 1 6	46,025 0 7	78,383	85,371	498	277	5	..	1,142	341	..	..	..	..	..
Geelong	262,929	43,552 14 0	4,034 11 11	378 13 11	25,995 7 1	73,961 6 11	111,779	108,606	1	6	77	87	3	13	84	47	..	..	..
Geelong Pier	..	..	..	..	18,034 7 10	18,034 7 10	107,162	230,999	..	..	..	..	..	..	..	..	..	..	..
South Geelong	4,395	616 15 5	78 18 10	2 16 0	1,056 10 11	1,755 1 2	1,741	39,917	..	..	..	..	..	..	..	..	..	..	..
Marshall	554	42 10 6	90 6 2	..	534 5 2	667 1 10	1,308	481	17	1	1	..	60	21	3	..	..	..	..
Grovedale	264	21 8 10	2 0 1	..	..	23 8 11	..	..	..	..	..	..	..	..	..	..	..	..	..
Pettavel	116	12 8 2	3 15 4	0 3 7	364 6 0	380 13 1	875	63	..	..	..	..	..	..	..	..	..	..	..
Moriac	681	127 5 5	11 6 9	0 9 2	753 8 2	892 9 6	1,354	582	45	..	1	..	117	8	5	..	..	..	..
Buckley	139	29 9 6	5 0 6	0 6 6	390 8 7	425 5 1	954	245	..	..	1	..	12	6	1	..	..	..	..
Winchelsea	2,227	529 3 7	69 3 5	0 1 3	2,762 6 9	3,366 15 0	4,817	2,229	114	49	5	..	44	22	8	..	..	..	..
Armytage	178	49 19 6	2 19 4	0 3 8	189 17 7	243 0 1	339	222	..	..	..	..	4	1	..	..	..	..	..
Birrecurr	3,399	885 16 3	88 6 6	11 15 3	3,485 6 3	4,471 4 3	3,860	3,346	156	110	2	11	56	35	3	..	..	..	..
Warnacoort	529	150 9 7	17 4 7	0 14 8	856 1 2	1,024 10 0	1,309	410	19	..	..	..	2	..	..	..	..	..	..
Irrewarra	974	321 3 0	26 15 3	14 11 6	727 6 11	1,089 16 8	1,313	193	41	16	16	..	50	8	16	..	..	..	..
Colac	21,945	7,037 12 2	676 14 7	174 15 10	11,339 1 10	19,228 4 5	13,970	15,329	130	308	85	183	203	201	76	32	..	..	..
Larport	869	145 12 10	7 11 0	0 4 10	1,195 6 4	1,348 15 0	1,656	635	9	2	..	..	20	9	2	..	..	..	..
Piron Yallock	1,746	376 8 8	9 15 9	18 5 8	435 9 9	839 19 10	667	926	22	5	2	..	46	9	2	..	..	..	..
Stoneyford	754	180 19 4	8 18 0	1 12 11	41 2 7	232 12 10	23	245	..	..	..	..	..	..	..	..	..	..	..
Tomahornet	770	181 2 4	13 15 11	11 8 3	139 12 2	345 18 8	51	299	9	4	3	..	3	4	3	..	..	..	..
Weerite	415	145 4 10	16 17 3	10 19 3	2,242 12 7	2,415 13 11	747	604	101	178	5	2	13	51	3	..	..	..	..
Camperdown	12,748	5,042 18 10	397 8 3	73 7 8	6,937 14 1	12,351 8 10	4,225	10,592	266	164	17	41	65	118	31	30	..	..	..
Bourcan	429	182 9 8	9 11 8	1 2 10	1,564 11 1	1,757 15 3	349	648	112	152	..	..	38	247	1	..	..	..	..
Terang	10,589	3,699 6 5	340 14 10	31 3 8	9,706 17 2	13,778 2 1	5,683	10,875	204	221	10	109	27	277	24	3	..	..	..
Garvoc	1,294	236 4 2	12 13 4	0 12 4	677 12 9	927 2 7	385	1,971	8	5	2	..	8	2	..	..	..	..	..
Pannure	726	209 11 8	9 9 3	0 10 3	1,096 1 2	1,318 12 4	906	1,790	..	..	..	..	6	..	..	..	..	..	..
Cudgee	432	123 3 2	4 9 0	..	94 3 7	221 15 9	98	373	..	..	..	..	..	2	..	..	..	..	..
Allansford	1,639	497 13 9	59 2 5	15 13 1	4,369 6 7	4,932 13 10	2,169	5,451	28	58	7	..	7	35	6	..	..	..	..
Warrnambool	57,765	7,669 13 4	695 3 9	483 9 9	13,239 12 3	22,090 5 1	23,925	41,848	45	181	26	156	175	39	23	..	..	..	..
Dennington	367	19 0 9	0 4 5	..	7,515 5 7	7,534 10 9	18,132	30,206	..	..	..	..	..	..	..	..	..	..	..
Illova	543	145 1 0	5 16 6	..	7,179 12 2	7,321 9 8	1,284	..	..	..	..	..	..	..	..	..	..	..	..
Koroit	4,189	1,296 15 1	83 14 5	53 10 10	6,057 4 9	7,491 5 1	6,032	3,180	112	68	10	1	23	21	6	..	..	..	..
Crossley	102	12 10 11	..	..	3,567 11 3	3,589 2 2	4,774	299	..	..	..	..	..	..	..	..	..	..	..
Kirkstall	84	15 16 1	12 19 1	..	23 13 4	52 8 6	6	192	..	..	..	..	..	..	..	..	..	..	..
Moyne	23	11 6 11	0 7 9	..	24 11 11	36 6 7	72	171	..	..	..	..	..	..	..	..	..	..	..
Rosebrook	55	15 11 6	..	..	9 16 7	16 8 1	..	169	..	..	..	..	..	1	..	..	..	..	..
Port Fairy	3,325	2,306 12 3	432 18 3	27 7 10	3,613 5 2	10,786 3 11	3,725	5,828	112	8	1	..	48	5	3	1	..	..	..

Section No. 23.—GEELOG-BALLARAT LINE.

Moorabool	1,299	68 8 7	4 9 5	0 0 9	347 15 5	420 14 2	510	70	41	..	1	8	14	..	10	..	..	..	..
Gheringhap	4,647	76 9 4	3 13 2	..	79 16 8	159 19 8	173	45	2	..	..	..	34	4	..	..	..	..	..
Bannockburn	4,530	375 7 7	19 14 7	2 13 4	854 18 8	1,282 14 2	1,696	857	41	7	..	3	17	8	14	2	..	..	..
Lethbridge	2,508	279 14 3	35 15 1	0 1 6	286 4 3	601 15 1	513	260	35	..	..	..	3	..	..	..	..	..	..
Lethbridge Quarries	..	..	..	..	570 5 5	570 5 5	2,467	..	..	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 23.—GEEB LONG—BALLARAT LINE— continued.</i>																
Medina Siding	1,796	352 16 1	40 7 5	3 9 2	55 0 4	55 0 4	242	630	57	17	5	16	4	8	..	..
Meredith	1,526	260 17 3	26 6 5	1 5 5	1,860 5 3	2,256 17 11	6,500	2,886	25	1	..	10	3	2	..	..
Elaine	2,037	217 13 0	11 18 6	0 5 2	917 9 8	1,205 18 9	2,886	569	..	..	..	..	..	..	..	..
Lal Lal	966	114 14 8	8 8 11	12 18 2	548 9 9	778 6 5	1,439	171	..	..	..	..	..	..	..	..
Yendon	1,306	64 17 8	0 13 9	..	154 15 2	290 16 11	170	215	14	4	1	16	2	1	..	..
Navigator .. .. .	..	..	..	..	..	65 11 5	..	..	..	..	..	..	..	..	..	..
<i>Section No. 24.—SUNSHINE—SERVICERTON LINE.</i>																
Leather Cloth Siding .. .. .	..	..	..	..	..	..	..	3,072	..	..	..	..	..	..	..	..
Ardeer .. .. .	..	..	..	..	4,121 10 11	4,121 10 11	4,340	3,588	..	..	..	..	..	..	..	..
Deer Park	8,989	246 9 5	24 13 4	..	71 17 0	342 19 9	222	1,797	..	..	..	72	6	..	..	..
Rockbank	9,659	393 11 5	64 5 7	30 19 4	1,476 4 9	1,965 1 1	5,773	804	119	..	..	99	3	4	..	..
Melton	19,489	1,156 3 7	255 16 7	16 6 9	2,604 8 9	4,032 15 8	8,494	3,200	91	59	18	53	10	11	..	..
Staughton	55	4 16 3	..	..	148 15 0	153 11 3	655	71	..	..	..	..	..	..	..	..
Parwan	1,856	176 7 4	9 0 9	46 6 9	1,711 17 8	1,943 12 6	6,214	361	69	1	..	54	2	3	..	..
Bacchus Marsh	30,986	3,119 1 5	623 2 7	21 15 9	5,152 16 3	8,916 16 0	11,202	7,422	64	139	34	92	33	24	..	..
Rowsey	184	25 2 1	8 9 5	..	1,844 15 0	1,878 6 6	5,711	263	..	..	..	..	..	..	..	..
Ingliston	348	58 15 11	9 16 9	0 4 4	80 7 1	149 4 1	57	89	11	..	..	7	..	..	..	..
Ballan	10,162	1,450 17 2	191 18 4	13 11 1	1,800 13 4	3,456 19 11	1,448	1,374	318	61	25	154	50	27	..	..
Bradshaw	91	18 5 2	3 9 3	..	2 5 5	23 19 10	..	3	..	..	..	..	..	..	..	..
Llandello	134	10 7 1	..	..	197 14 9	208 1 10	437	158	..	..	..	..	..	..	..	..
Gordon	4,862	819 18 8	35 12 0	1 8 2	1,842 1 9	2,699 0 7	4,018	568	..	..	1	2	1	5	..	..
Millbrook	1,747	161 10 7	5 18 10	0 2 2	922 2 9	1,089 14 4	1,465	118	102	10	4	12	16	5	3	..
Wallace	3,921	316 15 4	12 12 10	5 9 7	3,491 3 10	3,826 1 7	6,279	680	84	8	9	12	1	6	..	..
Bangaree	3,945	539 17 0	20 0 2	15 3 5	1,711 17 8	9,023 11 8	15,824	810	..	1	..	..	1	..	..	..
Dunnstown	5,023	264 6 6	3 16 2	..	1,148 14 4	1,416 17 0	2,651	1,753	..	..	..	3	1	..	..	..
Warrenhelp	3,690	217 12 6	7 3 1	17 5 2	87 5 8	329 6 5	135	43	..	1	..	..	10	3	..	..
Ballarat East	12,078	2,030 9 5	490 9 2	2 1 11	1,819 5 1	4,342 5 7	2,641	22,658	..	..	..	..	..	..	..	..
Ballarat	150,846	37,092 14 6	4,560 11 11	247 10 6	46,714 4 8	88,605 1 7	32,245	95,389	1,493	287	211	220	2,478	832	183	522
North Ballarat	1,325	128 19 6	..	1 3 6	..	130 3 0	..	..	..	..	..	..	..	..	..	..
White's Siding .. .. .	..	..	..	..	682 14 1	682 14 1	1,301	79	..	..	..	..	..	..	..	..
Wendouree	152	59 2 6	..	..	..	59 2 6	..	..	..	..	..	..	..	..	..	..
Dowling	26	2 2 2	..	..	..	2 2 2	..	..	..	..	..	..	..	..	..	..
Windermere	701	66 6 6	3 14 0	15 18 9	2,371 18 4	2,457 17 7	3,979	327	..	1	..	27	..	3	..	..
Burrumbeet	1,525	208 4 6	13 14 8	2 14 6	3,671 3 5	3,895 17 1	6,084	849	66	7	6	57	1	5	..	..
Trawalla	422	127 6 9	10 12 5	0 14 0	2,095 13 1	2,234 6 3	3,227	670	25	..	..	17	2	..	..	..
Beaufort	5,515	1,778 14 4	214 10 2	61 2 3	3,288 3 11	5,342 10 8	5,890	3,047	178	65	16	81	36	17	2	..
Middle Creek	342	99 2 10	6 19 5	0 5 11	985 16 8	1,092 4 10	1,226	352	50	29	..	15	11	5	..	..
Buangor	735	212 1 9	22 16 1	1 0 11	1,507 3 7	1,743 2 4	2,673	463	47	1	..	9	3	2	..	..
Dobie	216	29 10 7	6 2 10	0 4 5	150 2 11	186 0 9	134	107	..	..	..	1	..	..	..	..
Ararat	20,784	7,025 7 1	649 4 2	46 7 8	4,134 16 8	11,855 15 7	3,474	10,204	87	27	30	9	163	71	31	7
Armstrong	464	52 7 3	3 18 4	..	42 13 8	98 19 3	98	73	..	..	..	..	..	..	..	..
Irvine's Siding .. .. .	..	..	..	..	295 18 11	295 18 11	250	..	..	..	..	..	..	..	..	..

Great Western	861	194 7 0	30 9 10	1 7 8	5,016 18 3	6,143 2 9	15,920	667	1	1	4	1		
Stawell	28,134	5,532 15 5	430 3 3	25 2 10	11,138 1 4	17,126 2 10	14,641	16,601	80	7	13	102	57	15
Deep Lead	60	20 0 3	2 16 9		287 13 9	310 15 9	938	83						
Glenorchy	1,012	334 1 5	60 18 6	1 13 7	4,881 8 11	5,278 2 5	7,329	914	37	3		35	1	5
Wal Wal	210	59 10 11	12 4 10	0 12 6	792 7 0	864 15 3	922	331						
Lubeck	980	296 8 6	34 9 11	0 7 10	3,481 14 7	3,813 0 10	4,522	1,453	113		2	13	2	2
Ashens	335	23 7 10			23 7 10									
Murtoa	6,545	2,830 15 1	209 17 11	40 14 7	23,033 18 7	26,115 6 2	32,580	31,857	96	29	15	61	2	10
Jung	814	240 15 2	14 1 8	4 15 8	7,650 9 6	7,910 2 0	11,704	2,569	79	1	2	24	2	2
Dooen	411	217 6 9	14 17 7	6 5 0	8,368 11 7	8,607 0 11	11,845	1,520		3	5			
Horsham	13,627	6,412 10 1	780 9 11	49 12 0	21,780 18 3	29,023 10 3	25,695	25,158	361	40	65	3	146	27
Dahlen Siding					2,134 7 2	2,134 7 2	3,725	167						
Pimpinio	970	163 14 1	14 6 8		5,294 15 9	5,472 16 6	7,410	780	41	1	4			1
Wail	174	25 12 1	4 2 10		8,089 8 2	8,119 3 1	11,996	746						2
Dimboola	5,199	2,450 10 5	326 4 10	46 12 7	14,064 17 4	16,888 5 2	18,609	5,738	185	29	20	35	15	16
Gerang Gerung	202	43 10 9	10 9 0	0 16 6	3,611 14 6	3,666 10 9	4,892	894	2		1			1
Kiata	151	36 10 4	10 14 7	4 13 9	2,309 12 2	2,361 10 10	3,282	415	7					
Salisbury	81	27 15 2	2 18 4	8 8 6	2,084 6 6	2,123 8 6	3,020	197			1			1
Nhill	4,324	2,759 4 7	278 15 0	30 3 8	11,451 13 9	14,519 17 0	10,876	8,728	315	50	62	35	6	34
Tarranginle	68	5 4 6	3 13 4		2,566 7 2	2,575 5 0	4,488	438	11			3		
Diapur	456	70 15 10	12 1 2	2 6 8	1,015 15 5	1,100 19 1	2,328	337						
Miram	238	57 4 0	25 18 7	0 11 0	5,742 6 8	5,826 0 3	7,263	996			12		5	
Kaniva	2,174	1,431 8 0	149 18 8	2 19 10	6,883 13 6	8,468 0 0	8,252	3,092	10	6	36	16	3	11
Lillimur	99	50 0 4	7 10 6	2 8 9	6,157 7 3	6,217 6 10	5,558	907	1		1	3	1	3
Serviceton	1,244	514 18 0	29 4 4	6 14 0	6,420 7 6	6,971 3 10	7,922	745	30		5	8	4	6

Section No. 25.—WILLIAMSTOWN LINE.

South Kensington	225,577	2,870 4 8	28 5 3	0 7 5	7,138 0 8	10,036 18 0	29,974	62,073						
Angliss' Siding					2,828 10 9	2,828 10 9	18,500	1,208						
Footscray	3,275,033	55,462 3 5	1,995 8 1	47 12 10	62,102 8 5	119,611 12 9	113,113	38,658						
Seddon	1,391,318	20,478 4 8	148 16 1	0 13 7		20,627 14 4		8						
Yarraville	1,646,107	25,322 7 11	244 7 6	4 17 5	41,345 18 5	66,917 11 3	77,754	16,828						
Spotswood	428,060	6,721 6 5	476 13 0	0 10 2	178,867 10 2	186,065 19 8	79,144	22,075						
Newport	1,609,590	30,484 0 0	351 17 10	16 18 11	5,332 5 8	36,184 2 6	8,336	100,086		1	1			2
Austral Meat Siding					2,073 4 5	2,073 4 5	10,394	1,306				4,952	131	
North Williamstown	966,638	20,197 2 2	213 17 6	1 18 4	66 1 10	20,478 19 10	517	8,524						
Williamstown Beach	631,639	13,664 2 7	112 17 0	2 10 8		13,779 10 3								
Williamstown	369,517	8,291 9 1	152 13 6	0 6 8		8,444 9 3								
Williamstown Pier	9,940	263 17 8	12 3 2		15,710 17 6	15,980 18 4	89,094	121,077					3	73

Section No. 26.—NEWPORT-SUNSHINE LINE.

Thomas' Siding					2,698 16 9	2,698 16 9	15,573	23,490						
McKenzie and Holland's Siding					21 2 0	21 2 0	4							
Texas Co. Ltd. Siding					7,886 4 5	7,886 4 5	3,150							
Brooklyn Pty. Ltd. Siding					556 13 4	556 13 4	2,821	7						
Jas. Hardie and Co's. Siding					1,029 19 5	1,029 19 5	873	4,878						
Borthwick's Siding					2,711 3 9	2,711 3 9	16,100	2,535				2,927		
Little Brooklyn Siding					407 0 10	407 0 10	842	1,741						
Prossor's Siding					499 17 11	499 17 11	2,802	1,176	1			450	33	1
Braybrook Pty. Co's. Siding					15 0 0	15 0 0	44							377
Willis' Siding					639 12 8	639 12 8	3,089							
Williams Highfield Siding					586 4 9	586 4 9	2,782	564						
Melbourne Quarries Siding					445 12 9	445 12 9	1,825							
Stanley Quarries Siding					1,114 17 2	1,114 17 2	4,797							
Commonwealth Quarries Siding					1,287 6 3	1,287 6 3	6,023	675						

Section No. 27.—ALTONA BEACH LINE.

Seaholme	127,232	2,618 5 2	4 2 7			2,622 7 9								
Altona Beach	189,129	4,414 14 4	47 1 5	0 17 7		3 6 0	4,465 19 4	8	1,442					

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Section No. 28.—FYANSFORD LINE.</i>																	
Fyansford .. .. .	..	..	..	..	..	61,121 10 9	61,121 10 9	104,097	57,745	..	..	..	..	..	..	..	..
<i>Section No. 29.—QUEENSLIFF LINE.</i>																	
Cheetham's Salt Siding .. .. .	..	..	..	..	..	7,783 16 2	7,783 16 2	12,668	92	..	..	..	..	..	..	..	..
Moolap	4	0 2 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Leopold .. .. .	..	..	0 0 11	..	..	424 8 11	424 9 10	878	117	..	..	..	..	..	1	..	..
Curlewis	3	0 3 0	..	..	..	227 4 10	227 7 10	393	167	..	..	..	..	..	..	2	..
Drysdale	904	95 12 3	3 3 0	0 19 4	1,254 2 1	1,353 16 8	2,272	954	5	11	4	..	11	1	5	..	..
Mannerim	38	2 14 3	0 4 2	17 19 0	284 17 7	259 15 0	472	179	..	1	8	..	3	4	..	..	..
Marcus	7	0 12 10	..	..	6 1 3	6 14 1	3	..	..	..	1	..	..	1	..	3	..
Queenscliff	1,381	277 3 5	28 17 7	1 1 7	154 12 6	461 15 1	90	2,012	..	..	3	..	..	..	..	4	..
<i>Section No. 30.—WENSLEYDALE LINE.</i>																	
Layard .. .. .	..	..	..	..	..	1,224 5 4	1,224 5 4	3,857	83	..	..	..	..	7	..	..	..
Gheraug .. .. .	..	..	..	..	..	1,080 13 9	1,080 13 9	5,178	61	..	..	..	..	..	..	..	..
Wormbete .. .. .	..	..	..	..	..	279 3 7	279 3 7	1,819	34	..	..	..	..	..	..	..	..
Wensleydale .. .. .	..	..	..	..	..	139 8 4	139 8 4	674	34	..	..	..	..	..	..	..	..
<i>Section No. 31.—FORREST LINE.</i>																	
Whoorel	33	2 15 9	2 13 0	..	..	90 3 1	95 11 10	161	127	..	..	..	..	..	..	..	..
Dean Marsh	786	70 16 7	12 1 11	0 2 3	737 18 0	820 18 9	1,077	1,710	..	..	..	19	..	1	..	1	..
Pennyroyal	114	18 16 6	4 6 10	..	348 16 5	371 19 9	762	229	..	..	..	4	..	..	..	..	..
Murroon	244	37 1 6	6 16 7	0 5 6	220 17 3	265 0 10	170	194	32	11	2	..	8	..	3	..	..
Barwon	797	139 9 2	9 19 8	0 2 2	2,210 16 11	2,360 7 11	3,896	468	..	..	..	..	..	..	1	..	..
Gerangamete	14	1 17 7	4 18 6	..	32 12 8	39 8 9	18	37	..	..	..	..	..	..	..	..	..
Yaugher	75	24 2 1	4 0 9	..	67 9 10	95 12 8	71	45	3	1	..	..	..	..	..	..	..
Forrest	1,449	262 19 9	20 10 1	3 10 9	2,911 9 1	3,198 9 8	4,773	1,685	..	..	1	..	6	5	4	..	..
<i>Section No. 32.—CROWES LINE.</i>																	
Elliminyt	16	0 17 11	..	..	..	..	0 17 11	..	8	..	..	..	..	..	..	..	..
Tulloh	10	1 1 10	0 0 6	..	..	..	1 2 4	..	..	..	..	..	..	..	..	..	..
Coram	111	4 12 3	..	..	..	4 12 3	..	..	..	..	..	..	..	..	..	..	..
Barongarook	202	16 4 2	0 1 4	..	185 2 6	151 8 0	857	20	..	..	..	..	..	..	..	..	..
Birnam	68	7 6 9	..	..	..	7 6 9	..	14	..	..	..	..	..	..	..	..	..
Kawarren	244	19 3 7	0 13 8	..	2,653 11 0	2,673 8 3	4,310	178	..	..	..	..	..	..	..	..	..
Lovat	26	6 6 3	1 5 3	0 1 6	201 16 7	209 9 7	992	15	..	..	..	..	..	..	..	..	..
Gellibrand	341	52 1 3	2 15 7	0 6 11	942 14 1	997 17 10	2,415	595	1	6	..	..	2	3	..	..	..
Banool	75	12 9 1	0 15 8	..	188 6 3	201 11 0	497	28	..	..	..	..	..	..	..	..	..
Wimba	69	9 4 9	0 3 2	..	47 14 9	57 2 8	71	19	..	..	..	..	..	..	..	..	..
McDevitt	43	7 12 0	0 1 3	..	2 11 7	10 4 10	1	5	..	..	..	..	..	..	..	..	..
Dinmont	31	5 14 1	..	..	184 12 0	190 6 1	371	..	..	..	..	..	..	..	..	..	..
Ditchley	40	16 5 10	0 2 10	..	31 13 5	48 2 1	15	20	..	..	..	..	8	9	..	..	..
Beech Forest	971	317 0 3	30 16 10	0 13 10	968 13 3	1,317 4 2	1,274	967	1	7	1	1	20	19	6	..	2
Ferguson	80	20 8 8	0 9 8	..	1,104 8 1	1,125 6 5	1,809	114	..	..	..	..	1	..	..	..	..

Weaprouah	39	11 2 0	0 2 4	..	274 6 3	285 10 7	399	156	..	1	3	..	1	8	1	1
Pile Siding	12	2 6 5	0 1 4	..	2,020 0 1	2,022 7 10	2,693	42	..	..	..	..	..	..	..	..
Kineaid	4	1 11 10	..	..	48 3 10	49 15 8	63	2	..	..	..	..	..	..	..	..
Wyalangta	100	51 13 8	0 13 6	0 4 5	505 16 10	558 8 5	751	161	..	..	..	..	..	1	1	..
Pectit's Siding	7	0 16 9	0 3 2	..	30 13 11	31 14 4	46	4	..	..	..	..	..	..	..	..
Stalker	22	5 7 1	0 3 4	..	1,068 6 6	1,073 16 11	1,078	54	..	..	..	..	..	2	..	..
Laver's Hill	88	39 1 7	2 8 1	0 11 4	883 17 4	925 18 4	476	476	11	85	1	12	12	23	..	..
Crowes	16	4 19 2	25 14 1	0 9 6	124 18 5	156 1 2	123	98	..	..	..	..	1	..	..	..
Section No. 33.—ALVIE LINE.																
Cororooke	70	16 7 11	0 9 4	..	3,053 16 0	3,070 13 3	5,267	1,473	..	..	..	..	..	..	..	..
Coragulae	96	18 10 10	..	..	3,756 2 3	3,774 13 1	6,684	345	..	..	..	..	..	..	..	..
Alvie	76	16 10 6	0 4 7	..	1,533 7 6	1,550 2 7	2,460	645	18	..	..	3	8	..	..	..
Section No. 34.—TIMBOON LINE.																
Naroghid	8	0 13 8	0 3 2	..	11 0 9	11 17 7	29	225	..	..	..	..	..	..	..	..
Gobden	390	89 4 0	30 13 3	1 3 4	3,432 4 11	3,553 5 6	2,084	3,965	10	8	1	25	14	4	1	1
Elingamite	7	0 8 11	0 0 1	..	135 6 5	135 15 5	80	162	25	..	..	..	6	..	..	..
Glenfyne	73	4 5 9	0 16 7	..	162 1 4	167 3 8	915	185	..	..	..	..	..	..	..	..
Curdie	299	16 18 2	5 7 2	..	2,402 17 11	2,425 3 3	4,774	286	..	..	..	1	6	..	..	..
Timboon	96	11 6 8	37 6 8	0 12 0	1,457 5 2	1,506 10 6	1,321	4,344	39	12	1	12	52	28	10	3
Section No. 35.—MORTLAKE LINE.																
Mortlake	910	122 7 3	27 16 9	11 12 0	3,791 18 0	3,953 14 0	2,084	5,206	136	44	1	..	4	3	..	..
Section No. 36.—KOROIT-HAMILTON LINE.																
Warrong .. .. .	..	..	..	..	5 14 1	5 14 1	..	93	7	..	..	..	11	..	..	..
Woolsthorpe	38	18 1 7	0 12 3	..	500 17 4	519 11 2	279	895	61	..	..	..	4	3	..	..
Hawksdale	93	46 1 9	14 18 8	..	1,429 2 1	1,490 2 6	428	1,255	115	32	..	..	27	1	3	..
Stopping Place No. 11 ..	5	4 13 6	..	..	..	4 13 6	..	..	..	..	..	..	..	..	..	..
Minhamite	76	33 13 10	3 18 2	..	931 3 11	968 15 11	729	469	68	1	2	..	8	3	1	..
Purdeet	34	10 14 1	0 9 2	..	231 16 0	242 19 3	343	799	..	..	..	..	..	..	..	..
Penshurst	1,587	528 10 0	49 18 6	16 15 1	2,792 19 2	3,298 2 9	1,417	2,198	122	85	..	..	9	2	2	..
Stopping Place No. 7 ..	2	0 6 10	..	..	..	0 6 10	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 19 ..	7	1 11 7	..	..	..	1 11 7	..	..	..	..	..	..	..	..	..	..
Tabor	108	12 12 10	0 7 1	..	1,482 14 8	1,495 14 7	2,041	259	..	..	..	..	..	..	..	..
Yatchaw	69	9 13 1	0 12 3	..	1,657 10 3	1,667 15 7	1,630	226	59	20	2	..	3	..	4	..
Section No. 37.—GHERINGHAP-MAROONA LINE.																
Murgheboluc	17	2 7 6	0 1 0	..	70 3 2	72 11 8	165	349	..	..	..	..	..	..	..	..
Inverleigh	534	87 9 2	38 3 2	0 1 11	753 4 10	878 19 1	956	697	89	34	6	5	28	9	2	..
Doroq	33	6 9 6	6 1 2	..	533 15 11	546 6 7	1,275	1,154	13	1	..	..	..	..	..	..
Wingee	92	31 3 5	11 3 8	0 8 6	387 7 11	430 3 6	354	443	80	..	1	3	10	1	..	..
Poorneet	31	8 7 1	0 17 11	0 1 6	207 1 2	216 7 8	236	55	25	2	..	..	10	3	..	..
Duverney	54	13 0 10	3 1 5	..	1,047 7 4	1,063 9 7	1,832	343	..	..	..	..	1	..	2	..
Berrybank	246	92 11 6	25 11 3	0 5 9	3,285 11 0	3,383 19 6	4,685	1,202	123	1	3	10	69	5	2	2
Gnarkeet	32	11 6 8	3 6 10	..	1,140 3 2	1,154 16 8	1,701	633	45	..	..	..	66	1	1	..
Lismore	360	131 8 2	52 12 4	0 18 8	3,526 3 8	3,711 2 10	2,843	2,731	308	88	18	..	178	84	21	..
Derrinalum	402	122 16 5	71 5 4	1 13 10	2,582 2 9	2,757 18 4	1,312	2,594	88	92	7	28	99	63	13	11
Vite Vite	106	41 9 7	12 19 3	1 11 10	704 3 1	760 3 9	706	872	32	1	..	..	49	91	..	..
Pura Pura	209	97 3 6	12 11 5	0 15 2	1,223 4 0	1,333 14 1	468	285	106	21	2	..	46	9	3	..
Nearin Nerrin	150	80 2 3	16 0 5	0 6 7	989 12 3	1,086 1 6	692	560	35	14	1	..	85	4	..	..
Westnere	362	135 1 7	51 17 2	0 14 6	6,639 14 8	6,827 7 11	7,979	2,885	243	42	9	3	15	11	12	..
Miniera	132	44 12 8	17 3 3	..	1,742 13 11	1,804 9 10	2,160	867	43	..	3	..	1	..	7	..
Tatyoou	99	33 12 7	13 18 11	0 15 8	2,113 17 9	2,162 4 11	2,198	1,031	161	2	1	2	6	1	..	2
Section No. 38.—BUNINYONG LINE.																
Eureka .. .. .	..	..	..	..	3,542 9 4	3,542 9 4	5,046	6,501	..	..	..	..	..	..	..	512
Canadian .. .. .	..	..	..	..	..	..	..	184	..	..	..	..	..	..	..	..
Buninyong .. .. .	..	..	0 5 9	..	276 2 0	276 7 9	500	503	..	..	..	..	..	..	3	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 39.—BALLARAT-IRREWARRA LINE.</i>																
Cardigan	83	£ 3 10 6	.. 0 0 10	..	..	3 10 6	..	..	..	..	..	..	..	..	..
Kopke	86	3 12 8	0 11 6	..	..	3 13 6	..	..	..	..	..	..	..	..	..
Haddon	197	11 5 11	0 11 6	..	260 2 7	272 0 0	460	308	..	..	..	..	..	..	..
Nintingbool	91	2 4 4	..	..	..	2 4 4	..	..	..	..	..	..	..	..	..
Smythesdale	1,273	94 3 4	13 2 5	..	142 2 9	249 8 6	249	184	..	..	..	..	..	..	..
Scarsdale	1,229	122 4 8	4 8 1	0 7 1	29 8 0	156 7 10	40	119	..	..	..	..	..	..	..
Newtown	2,053	141 11 5	16 16 8	..	122 4 10	280 12 11	237	153	10	1	..	..	1	1	..
Berringa	35	6 1 7	0 8 10	..	414 7 1	420 17 6	1,845	169	..	..	..	1	..	..	..
Ilabarook	26	5 0 9	4 2 9	..	449 14 4	458 17 10	643	342	18	1	2	..	6	1	..	
Rokewood	8	2 10 11	1 15 8	0 7 1	870 4 10	874 18 6	1,582	530	32	10	5	..	10	..	4	
Werneth	1	0 3 1	2 10 1	..	833 12 10	836 6 0	1,496	465	..	..	..	..	7	..	3
Cressy	678	195 2 5	32 5 3	1 9 9	1,582 0 9	1,810 18 2	1,157	1,002	294	62	26	..	109	2	22	
Barpinba	14	1 11 2	2 8 2	..	654 17 7	658 16 11	936	392	59	1	1	..	8	..	1	
Beaac	291	65 14 1	16 15 1	2 9 6	1,230 19 11	1,315 18 7	1,343	1,764	57	9	4	87	7	1	3	
Ondit	128	10 12 10	0 5 1	..	214 3 0	225 0 11	405	184	..	..	2	..	..	..	3
<i>Section No. 40.—NEWTOWN-SKIPTON LINE.</i>																
Happy Valley	82	16 2 6	0 0 9	..	..	16 3 3	..	..	..	..	..	..	..	..	..
Linton	3,240	230 1 6	27 18 1	0 5 1	873 13 0	1,131 17 8	1,939	724	16	1	..	..	..	..	1
Pittong .. .. .	..	..	..	..	1,150 6 6	1,150 6 6	1,799	442	20	3	..	..	..	12	..
Skipton	31	5 4 8	8 15 4	..	2,355 7 10	2,369 7 10	2,555	2,051	102	60	4	..	..	9	4
<i>Section No. 41.—PORTLAND LINE.</i>																
Langi Logan	69	10 0 2	2 7 8	..	462 0 7	474 8 5	770	236	..	..	..	..	..	..	..
New Langi Logan Siding .. .. .	..	..	..	..	897 17 11	897 17 11	1,723	23	..	..	..	..	..	..	..
Maroona	653	180 2 0	24 7 3	2 7 8	1,090 16 10	1,297 13 9	1,003	544	33	23	3	..	11	3	9	
Calvert Siding	36	4 0 7	..	..	496 14 8	500 15 3	855	142	..	..	..	..	..	..	..
Willaura	1,942	736 17 8	154 10 3	9 17 0	8,341 2 8	9,242 7 7	9,707	2,552	288	75	7	..	180	17	11	
Stavelly	297	69 6 2	7 11 5	0 4 5	1,736 0 2	1,813 2 2	2,283	349	43	..	1	..	3	..	3	
Glenhompson	1,490	429 19 8	55 9 2	5 10 6	2,533 1 9	3,024 1 1	2,040	1,139	117	25	6	..	74	56	5	
Dunkeld	2,918	691 19 2	57 7 0	13 8 4	2,722 18 2	3,485 12 8	1,466	1,310	89	43	9	..	90	7	7	
Moutajup	187	36 14 11	6 18 11	..	2,331 13 1	2,375 6 11	3,179	470	..	..	1	..	..	1	2
Strathkellar	207	34 3 4	2 6 1	0 14 6	1,235 7 2	1,272 11 1	1,429	455	18	..	..	..	11	4	..
Hamilton	15,555	5,708 10 9	1,109 15 6	227 2 6	17,340 17 5	24,386 6 2	15,308	18,355	478	126	81	..	211	88	76	
Branxholme	1,886	379 15 0	37 12 7	17 14 7	1,459 11 3	1,894 13 5	958	1,066	24	16	8	1	15	1	1	
Condah	1,047	267 16 11	28 9 0	5 16 6	2,904 8 0	3,206 10 5	1,351	1,391	162	..	2	40	41	..	5	
Myamyn	794	84 1 1	6 15 9	..	184 6 2	275 3 0	258	472	..	..	..	..	..	..	..
Miltown	325	46 9 10	3 16 6	..	365 11 8	415 18 0	1,211	71	..	..	..	..	..	..	..
Hoywood	2,702	570 7 3	73 6 6	8 6 11	1,988 8 9	2,640 9 5	2,017	2,560	79	17	2	..	14	7	7	
Heathmere	72	9 2 6	0 2 2	..	178 10 11	187 15 7	217	72	..	..	..	..	..	..	..
Goae	92	23 17 7	0 12 3	..	1,350 15 5	1,375 5 3	962	279	..	..	..	..	..	..	..
Portland North	437	164 13 5	15 12 10	0 19 2	16,976 17 9	17,158 3 2	7,981	893	2	8	4	21	39	16	1	
Portland	2,312	1,276 2 6	791 10 1	11 19 8	5,206 3 3	7,285 15 6	3,346	5,616	..	4	18	..	938	61	13	
Portland Pier .. .. .	..	..	..	..	677 6 8	677 6 8	636	1,829	..	..	..	..	..	..	..

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. 48.—HOBSHAM-CARPOLAC LINE—continued.</i>																	
Quantong	161	31 11 9	2 5 3	..	3,072 17 8	3,106 14 8	2,881	694	..	..	..	..	..	..	..	2	..
East Natimuk	155	41 17 1	2 1 4	..	67 5 10	111 4 3	20	..	..	..	..	..	..	..	..	..	..
Natimuk	1,034	181 3 5	66 18 5	1 1 9	2,985 1 3	3,234 4 10	4,329	1,860	40	1	1	..	14	..	..	2	..
Arapiles	25	6 10 6	0 2 4	..	1,683 7 4	1,690 0 2	2,796	161	..	..	..	..	..	..	1	..	..
Mitre	218	36 9 10	6 9 9	1 12 7	970 1 9	1,014 13 11	1,216	227	2	..	..	..	..	..	..	4	..
Duffholme	47	8 5 2	..	..	254 8 2	262 13 4	361	100	..	..	1	..	..	..	..	1	..
Gymbowen	403	95 3 10	8 14 9	1 13 9	1,046 16 5	1,152 8 9	1,213	474	1	..	1	..	1	..	..	2	..
Goroke	1,356	551 11 10	67 1 7	2 1 3	3,161 1 7	3,781 16 3	2,696	2,502	12	..	1	..	16	..	..	..	..
Mortat	1	0 4 7	..	..	1,014 7 1	1,014 11 8	893	769	43	5	13	..	16	..	..	13	..
Carpolac	2	0 11 6	0 8 7	0 11 6	3,772 13 6	3,774 5 1	2,262	872	..	..	..	1	3	..	..	1	..
<i>Section No. 49.—EAST NATIMUK-HAMILTON LINE.</i>																	
Noradjuha	115	16 12 6	1 11 1	0 0 9	596 17 0	615 1 4	636	397	8	..	..	..	..	..	..	..	..
Jallumba	18	3 9 5	0 2 8	..	939 19 5	943 11 6	1,190	255	3	..	..	..	..	..	1	..	1
Toolondo	72	20 17 8	1 7 6	0 4 5	3,376 13 3	3,399 2 10	4,326	173	4	3	..	..	..	..	..	..	..
Jeffries	24	6 13 9	2 17 5	..	61 5 6	70 16 8	45	35	..	..	..	..	..	..	..	..	..
Kanagulk	54	21 19 5	2 17 7	0 2 2	1,110 15 9	1,135 14 11	1,077	510	2	..	..	..	..	..	..	..	..
Bahnoral	1,190	344 9 8	46 9 9	0 6 11	2,553 19 6	2,945 5 10	2,345	1,191	22	3	7	..	40	3	9	..	..
Englefield	63	22 19 8	2 8 9	0 0 9	1,741 6 7	1,766 15 9	2,801	327	1	..	1	..	7	..	2	..	..
Vasey	64	18 8 3	3 4 1	0 11 6	983 16 3	1,006 0 1	1,303	346	5	1	1	..	8	2	..	..	..
Gatum	38	10 7 4	1 4 6	0 8 4	768 8 2	780 8 4	1,626	139	1	..	..	..	..	..	..	..	..
Urangara	2	1 11 9	3 4 2	..	69 17 1	74 13 0	72	53	..	..	..	..	..	..	..	..	..
Cavendish	733	141 15 7	25 1 2	0 6 8	3,897 15 8	4,064 19 1	4,166	1,254	21	5	2	..	10	1	1	..	..
Kyup	23	4 11 9	..	..	600 17 3	605 9 0	650	146	..	..	..	..	..	..	..	..	..
Kanawalla	29	2 19 1	..	..	118 14 5	121 13 6	146	96	..	..	..	..	..	..	..	..	..
<i>Section No. 50.—DIMBOOLA-YAAPPEET LINE.</i>																	
Arkona	19	1 14 6	0 1 4	..	1,543 13 8	1,545 9 6	2,585	804	..	..	..	..	..	..	..	..	..
Antwerp	248	31 2 8	4 10 4	0 1 2	4,260 9 5	4,296 3 7	6,417	788	26	1	1	..	6	..	..	1	..
Tarranyurk	172	26 16 10	3 2 9	35 12 8	4,040 13 10	4,106 6 1	6,104	951	..	..	25	..	3	..	..	23	..
Jeparit	1,413	383 11 2	93 6 3	1 0 4	5,759 6 3	6,187 4 0	5,903	2,514	204	6	8	1*	18	1	3	..	2
Ellam	88	18 12 9	0 12 0	..	3,564 17 7	3,584 2 4	4,934	835	30	..	..	..	9	..	..	..	..
Pullut	89	25 5 5	0 12 0	..	4,552 0 1	4,577 17 6	6,668	600	..	..	..	..	..	..	..	3	..
Rainbow	1,504	735 7 7	89 18 10	2 8 1	13,053 14 10	13,881 9 4	14,716	6,537	128	8	16	1	12	7	13	..	..
Albacutya	2	1 14 11	0 0 6	..	949 14 0	951 9 5	2,199	323	..	..	..	..	..	..	..	..	..
Yaapeet	90	12 13 7	5 17 0	0 3 7	2,190 12 11	2,209 7 1	3,845	941	..	..	..	..	..	..	..	..	..
<i>Section No. 51.—JEPARIT-YANAC LINE.</i>																	
Detpa	5	0 18 4	0 4 7	..	4,260 2 4	4,261 5 3	5,798	595	5	..	1	..	..	..	..	..	..
Lorquon	34	4 7 3	2 8 5	0 5 9	5,145 9 0	5,152 10 5	7,014	806	8	1	..	..	3	..	..	..	..
Netherby	256	27 4 3	1 8 7	2 6 6	5,098 5 10	5,129 5 2	6,595	760	9	..	4	..	..	..	..	3	..
Yanac	69	9 13 9	11 12 11	0 1 6	9,179 17 0	9,201 5 2	11,486	1,366	9	1	1	1	1	..	..	2	..
<i>Section No. 52.—MELBOURNE-CUDGEWA LINE.</i>																	
Kensington	1,089,283	13,549 7 3	153 10 3	8 10 2	9,908 16 11	23,620 4 7	41,891	115,893	44	..	..	..	10	..	..	..	..
Newmarket	1,275,919	17,781 14 7	315 2 0	2,863 4 9	31,168 10 11	52,128 12 3	9,190	21,964	11,451	2,256	700	..	38,858	19,692	579	..	..

Newmarket Show Siding	26,969	528 7 9	1 8 6	0 5 1	423 0 1	953 1 5	60	..	58	168	49	37	44	156	35	30
Ascot Vale	2,479,160	33,741 5 3	351 12 2	19 9 11	0 1 2	34,112 8 6	..	10	..	..	..	..	..	..	..	..
Moonee Ponds	2,304,676	35,947 15 7	447 19 8	4 11 6	..	36,400 6 9	..	10	..	..	..	..	..	..	..	..
Essendon	2,743,507	45,909 6 11	588 19 8	24 1 9	635 1 1	47,157 9 5	1,023	27,023	..	..	..	..	..	..	..	..
Glenbervie	322,187	5,717 19 1	70 14 10	9 6 10	..	5,798 0 9	..	..	..	..	..	..	..	..	..	..
North Essendon	180,171	2,955 18 11	31 5 0	2 17 4	..	2,990 1 3	..	..	..	..	..	..	..	..	..	..
Pascoe Vale	299,242	5,330 8 6	56 6 3	13 4 10	0 0 11	5,400 0 6	..	..	..	..	..	..	..	..	..	..
Glenroy	176,124	3,484 14 2	49 12 3	9 13 7	45 15 10	3,589 15 10	187	1,714	..	..	..	..	..	..	..	..
Broadmeadows	44,487	1,123 14 6	30 12 11	2 0 10	315 1 11	1,471 10 2	24	878	56	13	104	..	866	87	126	..
Somerton	8,202	226 4 2	42 17 10	0 8 8	17 5 3	286 15 11	50	1,114	..	..	..	..	..	1	..	..
Craigieburn	4,055	246 18 10	32 18 7	13 7 0	631 6 0	924 10 5	210	583	145	70	21	..	200	165	31	..
Donnybrook	3,866	237 0 7	145 3 1	1 17 4	755 18 4	1,139 19 4	689	431	200	96	6	..	182	52	6	..
Beveridge	1,063	115 17 2	19 4 3	1 9 7	374 18 5	511 9 5	758	246	87	..	1	..	95	4	2	..
Wallan	3,536	426 1 6	120 1 1	0 16 0	504 4 6	1,051 3 1	824	486	53	100	8	..	86	27	4	..
Lightwood	1	0 0 6	..	..	32 8 6	..	163	25	..	..	..	..	..	..	..	..
Hcathcote Junction	1,157	108 15 4	4 10 10	0 3 9	..	113 9 11	..	..	..	..	..	..	..	..	..	..
Wandong	1,735	217 16 7	35 9 11	1 11 0	1,156 4 10	1,411 2 4	4,909	254	4	..	..	..	7	..	..	..
Kilmore East	4,800	944 6 5	46 5 2	8 9 2	1,529 2 11	2,528 3 8	2,653	78	204	70	11	..	90	23	8	..
Broadford	6,954	1,355 19 10	130 18 4	69 14 7	3,312 4 7	4,868 17 4	8,708	1,880	87	29	14	..	79	18	26	..
McDougall	..	..	..	..	9,976 12 9	9,976 12 9	13,989	41,912	..	..	..	..	..	..	..	..
Tallaroek	4,404	507 9 1	56 3 4	3 15 8	633 15 1	1,201 3 2	929	536	47	30	6	..	23	3	7	..
Dysart	..	..	..	..	1,530 9 0	1,530 9 0	4,147	98	1	..	..	..	1	..	..	..
Seymour	32,159	7,598 7 7	326 18 1	46 17 8	5,977 0 3	13,949 3 7	10,971	6,588	93	67	82	..	102	50	93	..
Mangalore	625	100 14 6	7 16 4	0 13 0	183 3 0	292 6 10	312	197	..	3	1	1	16	3	..	..
Avenel	2,922	564 3 6	43 1 2	9 11 6	1,332 11 8	1,949 7 10	1,711	611	115	7	1	..	22	13	6	..
Monea	64	7 11 7	2 18 2	1 6 8	168 2 10	179 19 3	344	30	5	..	..	..	..	..	..	..
Locksley	567	95 2 2	14 18 7	0 8 1	299 13 3	410 2 1	350	80	21	..	..	..	5	..	..	..
Longwood	1,542	397 8 7	30 10 2	12 16 8	1,958 10 11	2,399 6 4	2,697	530	110	19	2	..	37	5	2	..
Creighton	571	36 16 3	7 5 5	0 8 9	220 11 8	265 2 1	146	114	..	..	..	..	..	..	..	..
Euroa	7,296	2,430 16 1	285 14 2	34 7 9	5,363 14 4	8,114 12 4	4,113	3,397	467	110	8	2	147	35	12	..
Balmittum	310	54 18 0	11 12 8	0 9 2	482 16 6	549 16 4	349	112	67	..	..	..	12	1	..	..
Violet Town	2,794	1,016 4 2	101 1 5	3 17 1	3,621 2 8	4,742 5 4	4,142	1,572	217	61	7	1	76	12	5	..
Baddaginnie	760	214 17 5	31 10 2	0 12 2	1,132 11 9	1,379 11 6	181	891	82	92	5	12	16	8	7	..
Benalla	22,036	6,852 8 8	568 18 0	116 13 6	7,074 10 6	14,612 10 8	3,238	7,707	467	277	46	30	303	51	55	3
Winton	277	82 7 0	4 15 10	..	232 8 8	319 11 6	432	167	..	..	..	..	..	..	..	..
Head's Siding	..	..	..	..	386 6 0	386 6 0	740	113	..	..	..	..	..	..	..	..
Glenrowan	1,887	477 19 2	31 7 7	25 17 11	3,389 11 1	3,924 15 9	4,324	1,096	168	109	2	..	88	20	4	..
Wangaratta	25,616	10,774 1 9	787 9 10	231 10 0	16,516 10 9	28,309 12 4	15,793	20,307	434	534	106	111	240	136	119	96
Bowser	198	46 7 2	9 11 7	3 11 2	494 9 6	553 19 5	684	326	..	5	..	..	43	3	1	..
Springhurst	4,736	1,467 9 11	74 11 4	3 11 3	4,487 16 7	6,033 9 1	3,496	1,386	286	88	5	3	13	2	..	..
Chiltern	2,442	1,032 6 7	68 0 0	17 6 11	1,255 18 1	2,373 11 7	1,108	1,340	35	20	4	..	13	15	1	1
Barnawartha	1,174	479 2 2	28 7 6	1 9 9	5,013 18 1	5,522 17 6	2,537	1,115	270	280	5	..	3	12	2	..
Wodonga	10,367	3,828 13 0	412 5 1	71 14 0	34,974 1 1	39,286 13 2	2,916	6,102	3,251	1,877	429	32	2,689	1,777	529	28
Bandiana	19	1 10 2	..	..	1 10 2	..	..	..	..	..	..	..	..	..	..	..
Bonegilla	31	7 3 1	..	..	0 13 7	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 37	26	2 0 4	..	..	2 0 4	..	..	..	..	..	..	..	..	..	..	..
Ebden	127	22 3 9	2 8 10	8 3 4	7,143 13 3	7,176 9 2	1,346	644	147	140	6	..	2	8	3	..
Huon	456	201 15 6	10 3 11	9 18 1	4,513 13 1	4,735 10 7	1,383	1,332	30	203	1	38	2	1	1	..
Stopping Place No. 38	28	2 17 4	..	..	2 17 4	..	..	..	..	..	..	..	..	..	..	..
Bokja	87	17 4 7	0 11 6	..	7 11 1	25 7 2	..	39	..	..	1	..	..	..	..	..
Tatonga	17	2 1 11	..	..	260 2 1	262 4 0	..	..	..	38	..	..	..	..	..	..
Tallangatta	3,395	1,751 4 7	168 6 1	11 8 4	8,142 1 10	10,073 0 10	1,679	4,072	175	457	45	68	36	25	31	1
Bullioh	37	6 19 9	..	..	17 14 0	24 13 9	5	770	..	..	..	..	..	2	..	..
Darbyshire	46	6 6 6	1 0 10	..	5 7 9	12 15 1	6	11	..	..	..	..	..	..	..	..
Koetong	46	7 14 0	0 11 6	..	665 8 9	673 14 3	38	24	32	71	..	..	3	1	..	..
Shelley	77	41 9 1	4 9 8	0 11 5	1,649 0 9	1,695 10 11	536	696	37	41	1	..	13	1	6	..
Beetoot	79	28 5 9	3 2 9	0 3 7	329 2 7	360 14 8	426	201	8	9	..	..	4	2	1	..
Wabba	10	4 0 9	..	..	3 3 4	9 8 5	2	6	..	..	..	..	..	3	..	..
Cudgewa	424	380 7 1	45 18 3	11 4 2	12,537 6 6	12,974 16 0	1,362	4,444	177	977	64	45	65	84	72	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.									
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.					
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Section No. 53.—COBURG LINE.</i>																		
Macauley	385,563	4,494 5 1	47 19 2	17 5 6	1,094 16 6	5,654 6 3	1,315	8,791	..	..	..	..	..	..	..	..	..	..
Flemington Bridge	408,061	4,813 15 8	51 10 5	1 4 0	..	4,866 10 1	..	..	..	..	..	..	..	..	..	..	..	..
Royal Park	369,135	4,346 4 1	39 14 9	15 15 11	..	4,401 14 9	..	..	..	..	..	..	..	..	..	..	..	..
South Brunswick	405,587	5,844 4 2	455 15 8	3 3 0	3,023 14 10	9,326 17 8	5,595	17,985	..	..	..	..	..	..	..	..	..	..
Brunswick	619,052	8,651 4 9	411 16 11	6 2 5	243 8 2	9,312 12 3	740	8,529	..	..	..	..	..	..	..	..	..	..
North Brunswick	708,022	9,480 11 0	208 19 9	5 1 4	..	9,694 12 1	..	2	..	..	..	..	..	..	..	..	..	..
Moreland	1,267,725	16,489 9 5	464 13 2	7 11 5	1,706 14 8	18,665 8 8	4,033	37,356	..	..	..	..	..	..	..	..	..	..
Coburg	1,675,703	24,907 14 6	557 17 6	7 0 3	2,406 1 1	27,878 13 4	1,293	17,835	..	..	..	..	..	..	..	..	..	..
Batman	289,479	4,428 4 0	76 18 2	1 9 1	..	4,506 11 3	..	4,330	..	..	..	..	..	..	..	..	..	..
Merlynston	383,393	6,407 5 3	66 10 1	1 9 1	..	6,475 4 5	..	..	..	..	..	..	..	..	..	..	..	..
Fawkner	57,209	1,004 5 4	16 6 5	..	..	1,020 11 9	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 13	776	9 16 7	..	..	..	9 16 7	..	..	..	..	..	..	..	..	..	..	..	..
Campbellfield	18,862	393 12 6	..	..	..	393 12 6	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 14	6,698	150 18 10	..	..	..	150 18 10	..	..	..	..	..	..	..	..	..	..	..	..
North Campbellfield	1,161	23 0 1	..	..	..	23 0 1	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 54.—PRESTON-WHITTLESEA LINE.</i>																		
North Carlton	308,254	3,622 17 8	96 15 3	1 1 6	28 4 1	3,748 18 6	97	7,015	..	..	..	..	..	..	..	..	..	..
North Fitzroy	467,147	5,664 4 1	529 17 0	11 14 8	713 0 5	6,918 16 2	587	12,036	..	..	4	..	..	..	..	..	2	..
Fitzroy	368,144	4,647 12 8	41 6 0	0 18 9	1,363 18 8	4,689 17 5	2,270	53,896	..	..	..	..	..	..	..	..	..	..
Rushall	368,689	4,586 7 0	61 13 9	0 15 4	..	4,648 16 1	..	..	..	..	..	..	..	..	..	..	..	..
Merri .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Northcote	1,002,241	11,672 5 11	289 19 7	2 3 3	3,022 17 3	14,987 6 0	8,053	18,026	..	..	..	..	..	..	..	..	..	..
Croxton	846,566	12,043 17 10	131 12 6	1 4 10	..	12,176 15 2	..	2	..	..	..	..	..	..	..	..	..	..
Thornbury	1,050,035	15,938 7 11	181 0 11	3 8 2	1,038 15 5	17,161 12 5	2,982	199	..	..	..	..	..	..	..	..	..	..
Bell	761,040	11,912 9 2	217 10 5	7 17 10	440 17 9	12,578 15 2	598	28,662	..	..	1	..	2	..	..	..	..	895
Preston	1,040,623	16,543 18 7	164 10 8	2 18 0	..	16,711 7 3	..	8	..	..	..	..	..	..	..	..	..	..
Regent	1,156,728	18,930 9 7	144 3 0	1 16 10	..	19,076 9 5	..	2	..	..	..	..	..	..	..	..	..	..
Reservoir	725,845	13,160 1 7	118 19 2	5 12 11	213 5 6	13,497 19 2	319	7,665	..	..	..	..	..	..	..	..	..	..
Keonpark	7,545	153 0 2	0 13 2	0 0 9	..	153 14 1	..	..	..	..	..	..	..	..	..	..	..	..
Fowler's Siding .. .. .	..	..	..	..	..	..	..	1,535	..	..	..	..	..	..	..	..	..	..
Thomastown	9,133	251 3 9	12 3 7	0 6 8	22 5 0	285 19 0	103	1,044	..	3	1	..	..	8	..	..	..	..
Stopping Place No. 8	9	0 4 9	..	..	..	0 4 9	..	..	..	..	..	..	..	..	..	..	..	..
Epping	23,035	538 10 5	15 16 4	0 14 9	174 10 1	729 11 7	633	2,019	5	3	15	..	..	12	4	12	..	..
Epping Quarry Siding	233	8 15 10	..	..	..	8 15 10	..	..	..	..	..	..	..	..	..	..	..	..
South Morang	7,069	287 19 1	28 6 6	1 2 2	22 11 3	339 19 0	74	911	..	..	3	..	..	18	12	8	..	..
Stopping Place No. 9	399	16 0 2	..	..	..	16 0 2	..	..	..	..	..	..	..	..	..	..	..	..
Mernda	13,331	541 4 3	51 15 5	0 2 4	106 16 7	699 18 7	60	1,096	60	1	2	..	..	44	10	1	..	..
Stopping Place No. 33	103	4 5 6	..	..	..	4 5 6	..	..	..	..	..	..	..	..	..	..	..	..
Yan Yean	4,253	207 5 4	90 11 10	0 5 3	158 7 5	456 9 10	678	1,006	..	..	3	..	..	6	4	3	..	..
Stopping Place No. 10	170	12 17 7	..	..	..	12 17 7	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 17	190	18 4 5	..	..	..	16 4 5	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 26	39	2 16 3	..	..	..	2 16 3	..	..	..	..	..	..	..	..	..	..	..	..
Whittlesea	14,830	785 14 2	68 6 2	1 8 0	554 0 4	1,409 8 8	757	2,145	37	72	7	..	..	33	24	9	..	..

Section No. 55.—WALLAN-BENDIGO LINE.

Leslie	139	21 3 11	0 18 3	..	64 18 0	87 0 2	281	6	..	..	..	..	..	..	..	..	..	..	..
Bylands	211	28 3 7	49 11 8	..	278 5 0	356 0 3	773	78	..	7	..	..	1	..	..	..	..	2	..
Kilmore	3,472	538 0 9	58 0 9	12 16 4	705 13 4	1,314 11 2	733	1,868	47	6	3	..	79	8	11	..	88	..	..
Willowmavin	115	23 0 6	1 2 5	..	184 11 1	208 14 0	196	125	59	..	3	..	24	1	1	..	..	..	..
Moranding	161	17 14 11	0 12 10	..	138 1 5	156 9 2	322	11	..	..	..	..	..	..	..	..	..	..	..
High Camp	171	34 19 1	7 19 3	..	613 17 4	656 15 8	1,129	159	80	2	9	..	24	2	11	..	..	..	..
Pyalong	317	62 1 7	7 2 6	0 2 2	1,241 12 8	1,310 18 11	2,391	226	112	14	3	..	30	3	11	..	..	..	..
Tooborac	694	133 19 9	13 12 4	0 1 6	2,565 15 4	2,713 8 11	6,211	209	81	12	3	..	12	1	2	..	..	..	..
Argyle	773	171 5 8	10 8 4	0 3 4	4,449 0 5	4,630 17 7	10,851	347	..	..	..	..	..	..	..	..	..	..	..
Heathcote	3,795	745 14 1	97 15 10	13 11 0	6,449 12 4	7,306 13 3	12,906	2,545	101	13	9	1	31	15	16	..	..	..	..
Derrinal	237	36 11 1	7 0 9	..	333 3 3	376 15 1	195	122	73	5	8	..	6	2	4	..	..	..	..
Knowsley	462	80 10 6	8 8 2	0 11 8	2,345 3 3	2,434 13 7	6,379	234	81	..	1	..	10	2	4	..	..	..	..
Ingham	23	3 6 11	..	..	3,276 7 9	3,279 14 8	6,876	9	..	..	..	..	..	..	..	..	..	..	..
Azedale	541	66 12 0	9 1 0	0 7 11	3,393 18 7	3,469 19 6	8,353	213	34	19	1	..	1	4	2	..	..	..	..
Longlea	251	26 8 0	0 4 3	0 4 5	212 8 2	239 4 10	346	138	..	..	..	..	..	..	..	..	..	..	..
Rifle Butts	124	4 2 0	..	..	..	4 2 0	..	..	..	..	..	..	..	..	..	..	..	..	..

Section No. 56.—MANSFIELD LINE.

Trawool	95	25 3 0	0 16 10	0 2 11	109 16 7	135 19 4	29	93	27	1	1	..	7	2	..	..	..	..	..
Granite	66	22 18 4	..	..	22 18 4	22 18 4	..	..	..	..	..	..	..	..	..	..	..	..	..
Kerrisdale	314	47 6 10	7 6 1	0 5 2	277 15 7	332 13 8	387	107	24	5	..	..	24	4	..	..	..	..	..
Homewood	221	40 4 8	5 17 3	0 2 2	625 18 1	672 2 2	428	141	93	33	3	..	16	..	6	..	..	..	1
Yea	3,327	869 4 0	139 17 0	6 18 4	2,061 16 7	3,077 15 11	1,242	2,656	161	46	15	18	100	5	19	..	..	..	1
Cheviot	69	13 12 2	3 14 7	2 6 1	1,050 1 9	1,069 14 7	1,820	343	..	..	..	..	3	..	..	..	..	..	..
Molesworth	258	71 19 10	16 13 7	1 0 2	1,412 17 10	1,502 11 5	1,659	122	44	49	3	..	10	5	4	..	..	..	..
Cathkin	427	112 0 1	12 10 6	2 17 0	79 11 8	206 19 3	59	106	..	..	..	1	21	4	0	..	..	..	..
Yarck	339	99 6 0	19 12 1	0 12 5	746 11 5	866 1 11	233	480	61	27	3	1	2	4	2	..	..	..	..
Kanumbra	39	13 18 10	5 17 6	0 2 11	286 4 11	306 4 2	78	141	31	..	..	..	13	..	2	..	..	..	..
Merton	339	143 11 1	19 2 3	0 12 0	559 18 0	723 3 4	278	386	17	14	..	..	12	4	..	..	..	..	..
Woodfield	63	17 1 9	3 0 4	..	314 18 4	335 0 5	711	76	29	12	..	..	2	1	..	..	..	..	..
Bonnie Doon	963	155 14 9	24 0 9	0 18 11	862 0 9	1,042 15 2	364	539	46	44	..	..	3	5	..	..	..	..	..
Maindample	327	35 11 2	6 2 0	0 13 9	736 17 3	779 4 2	155	223	76	19	1	..	4	1	8	..	..	..	..
Mansfield	1,768	760 7 2	162 16 9	11 13 8	5,810 10 11	6,745 8 6	1,579	3,842	351	331	20	20	26	15	11	..	..	..	2

Section No. 57.—ALEXANDRA LINE.

Koriella	43	15 8 4	1 5 3	..	495 17 10	512 11 5	466	163	41	..	..	..	10	..	..	..	..	..	..
Alexandra	1,373	484 14 0	89 15 4	1 17 2	20,609 2 7	21,185 9 1	24,344	3,903	56	65	6	19	39	9	20	..	..	..	2

Section No. 58.—SEYMOUR-TOCUMWAL LINE.

Tabik	519	149 0 5	13 16 9	15 14 5	706 6 5	884 18 0	507	340	82	23	14	..	40	2	8	..	..	..	..
Nagamie	5,998	1,275 17 8	145 17 2	2 4 9	5,203 4 3	6,627 3 10	9,080	1,439	174	80	29	1	92	21	23	..	..	..	..
Wahring	493	151 4 9	19 3 6	4 8 4	745 17 5	920 14 0	533	174	112	..	1	..	33	..	4	..	..	..	..
Murchison East	3,486	1,237 8 3	83 4 9	17 7 3	2,083 6 7	3,421 6 10	839	253	247	135	29	1	91	21	34	..	..	..	1
Arcadia	724	218 18 5	17 15 8	9 5 9	2,230 6 1	2,476 5 11	2,091	553	160	30	8	..	88	8	6	..	..	..	..
Toolamba	2,102	491 11 1	33 12 0	43 18 2	2,661 16 4	3,230 17 7	2,748	709	106	43	6	1	52	9	6	..	..	..	..
Mooroopna	4,458	1,706 6 9	111 10 0	38 5 2	14,780 2 1	16,636 4 0	21,507	17,851	125	41	8	..	85	12	14	..	..	..	..
Shepparton	20,183	7,070 11 3	956 9 11	68 18 9	30,430 4 4	39,126 4 3	29,464	31,066	670	130	47	85	448	43	51	..	..	..	59
Congupna	311	101 8 6	7 11 0	7 4 10	1,206 8 3	1,322 12 7	1,613	225	44	7	2	..	116	3	8	..	..	..	..
Tallygaroopna	1,317	431 15 5	34 15 10	4 17 9	2,041 7 3	2,512 16 3	2,433	987	62	34	5	..	19	8	7	..	..	..	..
Wunghnu	1,182	270 19 5	18 13 8	0 10 2	3,154 3 1	3,444 6 4	3,962	470	118	36	2	7	26	2	3	..	..	..	..
Namurkah	7,390	2,717 15 2	333 18 10	19 1 10	5,704 0 0	8,774 15 10	4,965	3,509	197	150	45	4	101	10	30	..	..	..	8
Katunga	311	80 5 1	18 15 11	4 15 9	4,125 3 11	4,234 0 8	6,147	631	76	28	8	..	6	1	12	..	..	..	..
Strathmerton	1,405	393 5 1	43 14 0	16 0 2	1,937 11 6	2,390 10 9	2,678	821	75	63	3	1	13	2	2	..	..	..	..
Mycree	112	29 13 4	2 4 1	0 5 9	835 0 6	867 3 8	877	103	48	2	..	..	..	..	..	..	..	..	..
Tocumwal	4,162	2,195 2 9	210 9 3	64 19 5	42,837 3 1	45,307 14 6	20,586	4,370	4,365	1,495	60	25	151	66	73	..	..	..	1

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARLAGES, 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	468	80 18 4	46 13 6	0 9 6	419 0 5	547 1 9	692	1,085	..	..	..	..	..	1	..	..
Hammond .. .. .	..	..	..	..	222 14 8	222 14 8	528	..	..	..	..	..	..	..	..	..
Waranga	9	2 13 5	..	..	1,493 7 0	1,496 0 5	3,241	..	..	..	..	..	..	..	..	..
Rushworth	2,376	521 19 3	67 9 1	0 7 5	9,053 15 9	9,643 11 6	17,360	1,463	76	25	1	..	20	6	1	..	
Erwen	5	0 3 8	0 1 2	..	1,403 16 8	1,403 1 6	3,059	10	..	..	..	..	..	..	..	..
Wanaia	4	1 11 10	..	..	1,249 6 0	1,250 17 10	1,641	232	90	..	..	..	..	..	1	..
Colbinabbin	183	48 9 6	21 0 4	0 12 11	5,762 3 7	5,832 6 4	8,278	1,179	168	17	2	..	25	..	3	..	
<i>Section No. 60.—GIRGARRE LINE.</i>																	
Karook .. .. .	..	..	..	..	74 9 8	74 9 8	122	88	..	..	..	..	38	..	..	..
Stanhope	694	247 3 6	30 13 1	1 4 4	2,740 18 1	3,019 19 0	1,341	1,716	211	94	2	6	23	3	3	..	
Girgarre	110	32 8 5	8 14 3	..	1,650 1 7	1,691 4 3	1,322	545	58	9	1	1	6	..	1	..	
<i>Section No. 61.—TOOLAMBA-ECHUCA LINE.</i>																	
Hendersyde	76	17 19 0	..	..	..	17 19 0	..	..	..	..	..	..	..	..	..	..
Tatura	4,410	1,487 5 2	251 0 2	6 2 4	6,288 19 5	8,033 7 1	6,113	5,034	246	108	16	19	104	52	6	2	
Bymeside	203	63 10 0	0 0 8	..	806 5 2	869 15 10	488	227	22	15	2	10	12	4	1	..	
Merrigum	1,952	531 0 9	39 11 8	5 11 1	3,075 4 4	3,651 7 10	2,128	2,971	223	39	11	..	122	16	11	..	
Kyabram	6,608	2,321 2 4	274 0 4	14 5 1	13,248 8 1	15,857 15 10	12,111	9,166	395	246	39	24	284	81	12	26	
Kyvalley	283	47 19 2	..	..	..	47 19 2	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 32	214	38 7 7	..	..	..	38 7 7	..	..	..	..	..	..	..	..	..	..
Tongala	15,565	1,482 8 3	122 19 3	4 19 8	4,462 6 7	6,072 13 9	2,105	4,182	288	93	10	76	171	5	1	..	
Stopping Place No. 28	222	35 6 7	..	..	..	35 6 7	..	..	..	..	..	..	..	..	..	..
Koyuga	1,086	195 15 5	10 14 1	..	989 0 10	1,195 10 4	204	295	85	44	4	22	29	1	3	..	
Kanyapella	36	5 18 10	..	..	..	5 18 10	..	30	..	..	..	..	..	..	..	..
Stopping Place No. 30	39	1 9 10	..	..	..	1 9 10	..	..	..	..	..	..	..	..	..	..
<i>Section No. 62.—KATAMATITE LINE.</i>																	
Pine Lodge	173	42 15 11	2 3 4	0 3 7	1,389 5 4	1,434 8 2	2,419	340	..	..	..	..	..	..	..	..
Lanrock .. .. .	..	..	..	..	2,413 5 3	2,413 5 3	4,898	..	..	..	..	..	..	..	..	..
Cosgrove	240	83 5 5	9 10 1	..	2,869 0 6	2,962 2 0	4,038	554	99	..	2	..	18	4	1	..	
Dookie	1,125	458 16 8	68 14 11	1 14 0	4,839 17 4	5,369 2 11	8,724	1,568	111	25	2	5	37	5	3	2	
Yabba South	52	10 8 11	0 0 8	..	432 2 10	442 7 5	757	65	..	..	..	..	..	..	..	..
Yabba North	296	83 11 2	11 5 3	..	1,853 2 6	1,947 18 11	2,387	617	70	..	1	..	..	..	1	..
Yonanmite	166	64 12 6	7 17 0	..	2,074 8 10	2,146 18 4	2,764	708	74	..	..	..	..	..	..	..
Katamatite	546	205 16 1	29 15 4	0 5 11	5,346 3 10	5,582 1 2	7,762	998	142	46	1	..	30	2	..	1	
<i>Section No. 63.—PICOLA LINE.</i>																	
Waia	340	89 3 2	12 9 7	36 3 3	2,444 18 6	2,582 14 6	4,449	551	50	8	9	..	8	..	4	..	
Nathalia	2,242	772 19 5	149 18 1	1 13 1	5,908 17 2	6,833 7 9	6,898	2,109	239	34	9	6	32	3	2	1	
Barwo	10	0 4 3	..	..	..	0 4 3	..	..	..	..	..	..	..	..	..	..
Picola	763	322 15 2	97 2 1	1 3 1	4,099 17 10	4,520 18 2	4,228	1,065	171	68	3	9	5	1	3	..	

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.									
<i>Section No. 70.—BRIGHT LINE.</i>																	
Brookfield	65	16 5 4	0 1 2	0 5 9	100 5 9	116 18 0	56	96	..	..	..	..	..	..	..
Bowman	560	226 8 2	12 15 3	1 11 10	796 7 5	1,036 17 8	346	714	43	39	2	3	5	1	2		
Gapsted	212	73 11 8	2 7 11	..	168 5 7	244 5 2	152	226	..	..	..	..	5	1	..
Myrtleford	2,707	1,324 13 1	93 9 10	8 6 9	2,403 8 2	3,829 17 10	1,313	4,250	73	81	10	11	18	8	7		
Ovens	419	212 12 9	7 19 6	1 5 10	318 17 11	546 16 0	259	874	..	..	..	..	..	..	..
Enrobin	371	151 19 1	9 0 8	0 5 9	298 7 10	459 13 4	148	373	..	..	..	..	1	..	..
Porepunkah	676	343 8 6	30 8 8	0 0 9	288 16 10	657 14 9	230	467	..	..	1	5	2	1	..
Bright	2,145	1,411 11 6	82 9 3	4 14 8	1,108 6 7	2,807 2 0	695	1,726	3	1	..	11	10	1	..		
<i>Section No. 71.—WAHGUNYAH LINE.</i>																	
Lilliput	161	30 10 10	0 0 9	..	178 16 1	209 7 8	326	407	..	..	..	..	..	..	..
Rutherglen	5,336	1,795 7 6	155 8 6	3 7 10	3,306 11 8	5,260 15 6	3,264	3,246	86	1	5	..	4	2	13		
Wahgunyah	3,478	1,829 9 1	201 0 5	39 19 9	15,488 11 9	17,559 1 0	16,367	8,244	458	146	37	11	43	7	36		
<i>Section No. 72.—MELBOURNE-ORBOST LINE.</i>																	
Hawksburn	1,152,836	16,970 0 2	220 6 7	2 15 5	..	17,193 2 2	..	..	..	..	..	..	..	..	..
Toorak	759,245	12,523 9 3	311 6 0	2 17 8	1,117 6 6	13,954 19 5	629	24,720	..	..	..	..	..	..	..
Armadale	1,027,680	18,050 8 4	239 11 3	2 3 5	..	18,292 3 0	..	4	..	..	..	..	..	..	..
Malvern	2,018,567	37,531 6 7	449 19 2	5 5 1	75 4 6	38,061 15 4	210	11,409	..	..	..	..	..	..	..
Caulfield	2,374,344	56,196 5 0	572 7 6	1,997 16 3	1,762 0 10	60,528 9 7	1,577	18,609	..	1	203	..	..	5	170
Carnegie	1,353,408	27,919 5 6	212 14 3	7 18 0	..	28,139 17 9	..	2	..	..	..	..	..	..	..
Murrumbidgee	1,242,817	25,313 4 6	219 7 3	1 4 0	26 18 8	25,560 14 5	36	6,963	..	..	..	..	..	..	..
Hughesdale	612,971	12,658 14 1	340 6 2	1 4 3	..	13,000 4 6	..	..	..	..	..	..	..	..	..
Oakleigh	1,803,616	38,942 19 0	464 0 3	14 5 6	2,748 3 7	42,169 8 4	4,217	28,767	..	2	20	..	34	24	29		
Eastoakleigh	95,292	1,777 5 7	11 5 10	0 13 7	..	1,789 5 0	..	..	..	..	..	..	..	..	..
Clayton	211,849	4,660 9 0	149 4 3	2 6 11	26 14 6	4,838 14 8	28	4,255	..	2	4	..	..	1	2
Spring Vale	362,313	9,061 15 9	207 8 7	61 11 6	4,315 5 8	13,646 1 6	3,235	18,927	..	..	..	..	..	..	2
Noble Park	240,159	5,642 4 10	124 9 8	0 10 2	50 8 0	5,817 12 8	13	..	..	..	..	..	..	..	..
Dandenong	456,367	17,279 10 3	1,403 6 3	89 6 1	4,296 18 5	23,069 1 0	3,471	26,015	42	615	214	22	196	943	213		
Hallam	2,507	116 10 11	8 17 9	0 4 8	687 3 10	812 17 2	3,175	208	1	..	..	..	1	1	..
Narre Warren	6,029	343 11 10	60 8 7	2 13 8	460 5 0	896 19 1	785	1,835	29	6	1	..	11	19	3		
Berwick	13,033	923 2 0	230 9 4	16 11 9	317 12 8	1,487 15 9	92	1,693	88	27	16	1	89	17	26		
Beaconsfield	11,962	775 9 2	184 3 5	2 3 2	435 5 7	1,397 1 4	809	1,367	..	..	..	..	17	10	2
Officer	3,909	269 7 1	129 12 0	1 7 9	2,234 19 6	2,635 6 4	2,130	1,141	124	18	3	..	106	27	5		
Pakenham	11,386	1,305 10 8	222 2 5	21 9 2	1,251 9 1	2,800 11 4	2,546	3,670	70	30	6	..	146	45	3		
Nar-Nar-Goon	2,834	504 1 4	74 15 1	1 15 7	1,120 2 1	1,700 14 1	2,321	1,153	62	25	2	..	79	26	4		
Tynong	2,744	412 14 1	53 13 4	1 5 7	745 11 3	1,213 4 8	1,832	836	7	..	1	..	23	4	1		
Garfield	4,229	754 7 1	253 15 4	3 7 3	578 14 8	1,590 4 4	925	1,632	50	12	7	..	59	23	7		
Bunyip	3,773	593 12 7	240 12 10	0 9 6	926 6 9	1,761 1 8	1,794	1,789	9	43	2	..	24	17	4		
Longwarry	4,589	624 1 11	125 8 9	3 2 1	655 17 10	1,408 10 7	1,110	3,800	20	4	5	..	45	11	..		
Drouin	9,783	1,469 18 0	184 6 3	3 5 2	2,889 9 6	4,546 18 11	3,871	4,474	35	35	32	22	55	59	37		
Warragul	22,033	4,724 13 6	788 14 9	13 8 7	4,803 11 3	10,330 8 1	3,787	13,245	141	450	22	64	247	250	23		
Nilma	1,221	101 11 0	11 0 3	0 5 3	99 4 11	212 1 5	123	559	..	1	..	..	..	1	..
Darnum	1,829	191 6 6	875 3 5	1 6 5	1,133 12 3	2,201 8 7	1,077	466	16	157	4	..	28	28	7		
Yarragon	4,236	646 1 6	63 5 4	2 19 8	1,320 5 8	2,032 12 2	1,767	1,501	6	61	4	23	15	28	9		

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Trafalgar	6,578	1,475 4 5	838 14 7	12 2 2	5,310 5 7	7,636 6 9	6,447	4,915	30	279	37	73	77	173	50	29
Moe	13,701	3,573 4 10	211 7 7	6 12 3	1,897 16 9	5,689 1 5	1,997	7,213	8	20	2	..	13	3	9	..
Yallourn	2,713	883 8 0	141 1 2	0 13 10	137,037 7 6	137,562 10 6	289,387	7,684	..	..	..	..	28	1	4	..
Morwell	8,029	2,094 16 1	578 13 1	23 11 0	1,949 11 1	4,584 11 3	2,076	1,931	58	89	11	21	80	33	26	..
Traralgon	10,173	2,792 13 8	472 15 9	11 10 4	5,993 7 2	9,270 6 11	5,160	5,241	86	202	39	166	81	81	47	75
Loy Yang	20	4 8 2	0 5 10	..	26 13 5	31 7 5	46	8	..	..	..	..	..	..	..	..
Flynn	127	28 6 10	4 10 9	2 8 11	517 1 3	552 7 9	33	80	36	76	10	..	14	4	6	6
Rosedale	8,329	644 0 8	70 4 9	1 8 2	1,616 10 4	2,332 3 6	1,006	1,174	139	34	1	1	173	25	..	1
Kilmany	2,158	166 2 7	13 14 6	0 16 4	2,544 7 4	2,725 0 9	2,775	626	152	46	11	3	42	8	8	..
Fulham	1,603	51 15 8	5 6 5	..	373 6 9	430 8 10	543	81	..	..	..	..	..	..	..	..
Sale	10,246	3,810 16 11	640 1 4	135 0 1	9,168 6 10	13,754 5 2	8,807	12,001	84	159	42	94	70	100	41	53
Montgomery	53	16 3 6	..	34 16 9	1,292 1 9	1,343 2 0	1,205	266	59	35	1	..	1	12	..	..
Stratford	3,872	864 16 1	80 1 1	66 17 8	1,744 11 9	2,756 6 7	1,199	790	72	105	16	2	52	24	17	2
Munro	258	37 8 4	3 0 6	..	710 18 6	751 7 4	2,388	111	..	..	..	..	..	..	..	..
Fernbank	682	178 3 8	16 7 6	0 16 0	1,530 13 3	1,726 0 5	2,676	227	19	1	..	..	7	11	..	..
Lindenow	1,289	532 11 4	21 18 8	15 16 2	4,187 7 9	4,757 13 11	9,176	994	41	33	4	12	9	12	12	1
Hillside	366	127 1 1	8 5 8	..	3,136 6 1	3,265 12 10	9,321	236	59	84	1	8	14	56	..	2
Bairnsdale	10,832	5,977 9 8	601 11 9	44 12 11	11,935 11 9	18,559 6 1	5,748	8,598	235	50	50	102	83	207	64	16
Nicholson	31	2 13 3	..	..	70 0 4	72 13 7	77	98	..	..	..	..	2	..	..	..
Claybank	40	5 11 1	..	..	52 19 10	58 10 11	29	4	..	..	..	..	..	..	..	..
Bumberrah	159	29 10 5	2 14 5	0 11 6	1,067 10 2	1,130 6 6	1,042	294	32	..	..	12	18	5	2	..
Mossface	299	55 7 9	5 7 9	..	1,744 0 6	1,804 16 0	2,422	166	..	..	1	..	..	..	..	..
Bruthen	1,100	295 13 0	60 10 10	15 16 7	4,355 12 5	4,727 12 10	3,100	1,012	30	119	1	12	5	6	5	..
Colquhoun	18	3 16 9	0 7 8	..	11 17 10	16 9 3	3	..	..	..	..	..	..	..	..	..
Nowa Nowa	610	261 1 0	32 16 5	0 17 0	1,141 8 7	1,436 3 0	959	874	24	5	4	1	6	3	6	..
Tostaree	58	31 11 7	2 3 6	0 0 9	242 16 3	276 12 1	152	152	..	..	..	3	..	1	1	..
Waygara	40	13 19 3	1 13 11	..	52 4 10	67 18 0	60	28	..	..	..	..	..	..	..	..
Orbost	1,451	1,271 12 5	173 9 10	10 11 1	8,245 2 4	9,700 15 8	3,587	3,803	31	244	28	101	40	36	10	2

Section No. 73.—STONY POINT LINE.

Glenhuntly	1,560,389	33,040 13 3	280 14 6	417 9 6	538 14 2	34,277 11 5	282	30,463	..	..	..	..	..	..	..	..
Ormond	1,256,562	25,970 17 10	217 10 8	102 7 10	3 10 0	26,294 6 4	1	..	..	..	..	..	..	..	..	..
McKinnon	579,125	12,121 10 3	72 6 9	..	1 5 2	12,195 2 2	..	4	..	..	..	..	..	..	..	..
Bentleigh	970,922	20,656 4 8	248 8 5	18 5 9	..	20,922 18 10	..	..	..	..	..	..	..	..	..	..
Moorabbin	255,380	5,423 1 7	164 6 0	4 1 2	192 6 3	5,783 15 0	265	15,167	..	1	1	..	..	1	1	..
Highett	220,302	4,696 2 7	148 6 11	0 4 6	3 3 9	4,847 17 9	..	..	..	..	..	..	..	..	..	..
Cheltenham	588,701	13,784 0 7	356 15 4	52 1 9	112 15 3	14,305 12 11	94	12,146	..	..	2	..	..	1	2	..
Mentone	763,544	19,912 1 3	193 3 3	643 6 2	229 7 9	20,977 18 5	87	11,812	..	..	54	..	..	..	47	..
Parkdale	500,064	12,785 17 2	91 5 6	105 9 10	..	12,982 12 6	..	..	..	..	..	..	..	..	..	..
Mordialloc	541,397	15,471 13 8	158 6 3	786 2 2	138 0 6	16,554 2 7	146	7,809	..	..	23	..	11	14	18	..
Aspendale	163,338	4,624 13 6	46 5 11	0 3 1	11 8 1	4,682 10 7	3	1,115	..	1	..	..	..	1	..	..
Edithvale	290,783	7,528 3 2	1 13 11	0 11 11	..	7,579 7 3	..	..	..	..	..	..	..	..	..	..
Chelsea	491,310	14,094 0 9	102 0 10	0 19 1	..	14,236 18 9	50	4,271	..	..	..	..	..	..	1	..
Forsyth's Siding	..	..	..	..	2,641 14 3	2,641 14 3	11,161	..	..	..	..	..	..	..	..	..
Bonbeach	75,662	2,839 11 2	24 2 11	0 13 10	..	2,864 7 11	..	..	..	..	..	..	..	..	..	..
Carrum	84,382	3,283 9 9	66 16 7	1 4 7	220 18 1	3,572 9 0	368	1,328	1	1	..	..	98	62	2	..
Seaford	48,081	1,985 18 10	75 8 1	0 12 4	2,648 9 5	4,710 8 8	11,421	357	..	..	..	..	..	1	..	..
Frankston	230,167	12,924 1 2	516 13 10	15 18 8	243 6 0	13,699 19 8	169	7,125	..	..	3	..	42	19	12	..
McCulloch's Sand Siding	..	..	..	..	375 18 6	375 18 6	1,629	..	..	..	..	..	..	..	..	..
Langwarrin	1,769	88 17 5	12 12 0	0 1 6	69 8 9	170 19 8	251	1,427	..	..	..	..	..	..	..	..
Baxter	5,841	199 12 4	54 7 2	0 19 9	115 16 4	370 15 7	43	250	..	..	..	..	..	1	5	..
Somerville	7,468	433 12 4	66 13 4	2 11 9	633 17 5	1,136 14 10	830	2,119	1	1	2	..	87	6	3	..
Tyabb	4,237	258 18 4	73 12 1	0 3 8	1,334 16 7	1,667 10 8	2,268	1,561	..	..	..	..	6	..	1	..
Hastings	3,660	423 12 11	139 6 6	0 7 8	500 0 2	1,063 7 3	912	1,020	..	..	..	..	24	10	..	..
Bittern	2,974	398 12 3	50 19 5	2 13 1	552 12 7	1,004 17 4	968	996	19	18	7	..	44	14	3	..
Crib Point	18,344	3,364 0 10	52 6 8	3 13 7	135 15 10	3,555 16 11	19	4,786	..	..	..	..	..	..	..	..
Crib Point Naval Base	22,525	2,848 7 10	..	..	..	2,848 7 10	..	..	..	..	..	..	..	..	..	..
Stony Point	4,781	554 0 1	351 6 0	2 18 2	729 4 6	1,687 8 0	1,037	3,834	18	2	2	..	34	5	3	..

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.																	
	Outwards.		Outwards.	Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.													
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.													
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.										
Section No. 74.—MORNINGTON LINE.																										
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.														
Moorooduc	1,072	81	9	1	44	7	9	0	13	5	414	18	9	359	393	32	..	11	..	85	78	9	..			
Mornington	15,118	1,274	17	7	255	5	7	17	3	10	247	11	2	81	5,337	10	84	4	..	65	60	9	..			
Section No. 75.—RED HILL LINE.																										
Balnarring	16	2	4	10	5	13	4	..	..	..	60	17	4	115	146	..	..	2	..	..	3	2	..
Merricks	17	1	15	11	1	19	9	..	..	..	224	3	9	160	1,045	16	21	1	..	11	8	5	..
Red Hill	14	2	12	0	3	3	5	0	2	11	369	1	10	707	678	13	..	..	..	9	..	..	..
Section No. 76.—DANDENONG—PORT ALBERT LINE.																										
Lyndhurst	1,765	110	18	5	126	11	10	0	1	11	805	16	0	2,409	700	..	2	..	..	4	5	2	..	
Cranbourne and Sidings	8,919	541	7	0	745	16	10	8	5	1	10,431	1	3	11,726	10	2	63	13	..	44	94	16	..			
Clyde	6,414	370	13	0	22	7	0	0	14	5	226	11	1	820	5	6	..	..	1	60	4	2	..	
Tooradin	1,423	168	0	3	87	13	9	0	12	8	252	12	3	598	18	11	12	3	..	60	5	2	..			
Dalmore	1,340	148	14	10	25	15	4	0	10	6	395	10	11	940	1,970	..	2	9	..	26	6	6	..			
Koo-wee-rup	7,826	898	4	3	91	5	11	1	2	10	4,373	8	3	13,423	4,353	48	14	8	..	60	36	11	1			
Monometh	1,009	124	17	11	10	4	8	27	3	11	539	17	11	65	482	38	203	18	..	22	83	29	..			
Caldermeade	851	158	16	8	195	7	5	..	..	..	301	7	5	114	416	10	84	19	..	4	85	6	..
Lang Lang	3,029	577	1	10	348	5	3	4	14	0	688	17	8	627	1,807	23	84	2	3	40	83	8	..			
Nyora	2,470	464	12	0	48	5	0	1	4	6	1,083	11	5	3,577	930	4	29	2	..	5	11	8	..			
Loch	2,690	541	7	4	213	8	10	0	12	4	1,109	14	9	1,451	1,379	25	132	5	11	52	19	3	..			
Jeetho	1,081	112	17	8	472	4	7	0	0	9	127	18	6	117	96	5	9	..	..	8	6	1	..	
Bena	1,475	267	13	3	897	14	5	0	12	4	670	10	11	398	1,380	4	10	2	48	9	21	2	..			
Whitelaw	174	17	2	8	0	12	0	..	..	..	10	0	3	16	27	..	..	..	..	..	..	..	..
Korumburra	10,256	2,587	5	7	367	0	3	16	4	3	5,445	0	6	8,415	10	7	5,039	9,482	31	275	17	56	82	71	37	1
Coal Creek Siding	11,779	17	6	11,779	17	6	35,647		
Extended Coy's Siding	171	17	10	541		
Austral Coal Coy's Siding	1,634	7	9	5,439		
Kardella	2,050	162	9	2	9	11	5	0	8	8	126	1	2	76	109	19	11		
Ruby	806	75	8	4	6	5	0	0	2	2	329	13	11	150	300	7	54	..	2	3	18		
Leongatha	5,952	1,757	15	6	518	6	6	11	13	8	5,093	0	11	7,380	16	7	5,022	7,399	45	184	20	95	100	88	37	..
Knox Siding	959	12	10	4,497	
Gwyther	3	0	12	1	84	15	1	113	8	
Koonwarra	856	82	10	1	11	1	8	239	16	10	215	515	6	3	1	..	10	3		
Tarwin	725	217	12	10	18	3	7	0	4	4	837	12	10	834	311	8	24	..	1	7	5	1	1	1		
Meenyan	2,090	612	11	10	63	16	9	3	16	3	1,586	16	1	2,267	0	11	1,046	4,136	3	44	3	75	40	10	1	
Stony Creek	680	172	9	5	24	3	7	0	8	0	361	11	1	190	844	13	28	1	2	11	5	2		
Buffalo	777	129	9	0	15	19	11	0	5	10	282	15	3	428	10	0	112	202	4	31	..	5	21	
Boys	54	14	14	11	0	13	11	55	10	5	96	19	
Fish Creek	1,781	392	18	4	55	9	7	1	1	9	1,164	10	9	1,030	1,172	17	29	1	1	33	20	8		
Hoddle	488	78	10	0	14	5	8	0	1	6	143	16	6	192	101	1	5	..	4	1	5	4	1	..		
Foster	2,106	724	9	7	101	5	1	7	18	5	1,613	7	4	1,028	2,152	29	40	..	12	18	5	12		
Bennison	607	143	3	10	31	14	3	0	4	4	160	19	0	79	136	..	3	..	5	..	4		
Toora	1,768	655	3	1	78	3	9	1	4	2	1,563	14	11	684	1,662	11	98	13	22	34	14	16		
Agnes	245	80	11	6	1	2	11	130	8	9	66	219	3	..	11	4		

Welshpool	1,117	375 16 2	66 5 3	0 16 7	388 8 4	831 6 4	253	1,174	5	21	5	4	16	2	6	2
Hedley	407	122 11 5	8 2 6	0 3 8	559 6 1	690 3 8	260	541	8	15	4	30	8	2	1	1
Gellfondale	378	140 19 3	17 19 1	0 3 7	1,110 7 9	1,269 9 8	174	222	7	156	6	14	1	21	1	..
Alberton	484	169 18 3	36 11 10	0 17 8	1,408 19 0	1,616 6 9	690	951	33	28	..	..	3	..	1	..
Port Albert	108	51 11 3	4 2 9	1 0 4	440 6 11	497 1 3	185	129	..	..	..	..	..	..	..	..
<i>Section No. 77.—ALBERTON-WOODSIDE LINE.</i>																
Yarram	3,407	1,538 13 7	203 15 6	6 3 6	4,493 17 10	6,242 10 5	1,566	3,392	121	179	10	108	3	13	16	..
Devon .. .. .	..	..	..	..	8 15 3	8 15 3	15	5	..	..	..	..	..	..	..	..
Calrossie .. .. .	..	..	..	..	633 3 7	633 3 7	698	12	2	4	..	..	..	..	..	..
Won Wron .. .. .	..	..	..	..	130 13 7	130 13 7	152	94	6	3	2	..	..	..	..	..
Napier .. .. .	..	..	..	..	160 1 6	160 1 6	282	6	..	..	..	..	..	..	..	..
Woodside .. .. .	..	..	..	..	1,666 17 11	1,666 17 11	1,092	331	20	9	..	..	..	..	..	..
<i>Section No. 78.—TRIHOLM LINE.</i>																
Bayles	36	6 3 1	7 9 3	..	629 16 6	643 8 10	1,498	1,562	4	..	2	..	12	1	2	..
Catani	73	15 15 11	8 4 9	0 15 0	453 12 8	478 8 4	799	734	8	16	3	..	4	4	..	..
Yannathan	77	10 13 6	3 15 7	..	178 4 7	192 13 8	70	331	14	44	1	..	3	4	..	..
Heathhill	44	13 19 0	2 2 10	..	88 2 11	104 4 9	272	22	..	..	..	..	..	..	..	..
Athlone	55	14 18 3	4 7 6	..	81 12 0	106 17 9	216	110	1	1	..	..	2	3	4	..
Toptram	50	10 19 3	1 15 5	0 3 4	282 1 10	294 19 10	410	277	15	10	..	1	17	10	..	..
Triholm	31	9 13 10	1 13 8	0 7 11	361 10 3	373 5 8	104	278	5	24	..	58	7	1	..	..
<i>Section No. 79.—WONTHAGGI LINE.</i>																
Woodleigh	921	176 6 5	519 14 8	..	197 17 6	893 18 7	145	278	4	25	4	..	5	6	6	..
Kernot	507	138 6 1	8 15 2	..	636 18 9	784 0 0	232	306	9	140	1	..	14	42	3	2
Almurta	400	91 0 2	15 13 1	0 6 6	336 17 1	643 16 19	242	363	17	107	4	..	34	116	2	..
Glen Forbes	428	99 17 2	167 17 3	0 10 9	173 4 3	441 9 5	85	164	10	15	..	..	6	15	1	..
Woolamai	738	154 7 9	241 15 5	1 6 5	341 18 3	739 7 10	70	340	9	34	6	2	14	21	2	1
Anderson	680	142 16 6	148 11 8	0 15 4	677 19 2	970 2 8	242	274	38	12	3	..	27	27	2	..
Mitchell's Sliding .. .. .	..	..	..	..	11,340 14 8	11,340 14 8	29,035	45	..	..	..	..	..	..	..	..
Kileunda	1,838	170 11 1	35 17 5	0 7 3	28 8 1	233 3 10	14	254	..	..	..	..	..	..	..	..
Dalyston	618	90 16 10	26 1 10	0 0 9	1,472 5 9	1,580 5 2	819	1,574	16	21	2	68	27	5	7	..
State Coal Mine .. .. .	..	..	..	..	17,790 17 1	17,790 17 1	39,674	7,228	..	..	..	..	..	..	..	..
Wonthaggi	11,544	2,394 11 4	518 4 3	21 12 6	968 3 2	3,002 11 3	314	6,748	30	11	5	10	63	8	3	..
<i>Section No. 80.—OUTTRIM LINE.</i>																
Jumbunna	105	10 1 0	8 9 4	..	931 9 9	950 0 1	1,323	1,328	1	1	..	53	..	1	..	..
Outtrim North	22	0 16 8	..	..	..	0 16 8	..	..	..	..	..	..	..	..	..	..
Outtrim	34	2 2 1	..	..	1,536 11 8	1,538 13 9	5,202	114	..	..	..	..	..	..	..	..
<i>Section No. 81.—PORT WELSHPOOL LINE.</i>																
Welshpool Jetty	514	13 17 7	19 8 0	..	212 14 11	246 0 6	76	24	..	..	..	..	..	..	..	..
<i>Section No. 82.—WARRAGUL-NOOJEE LINE.</i>																
Texas Oil Coy. Sliding .. .. .	..	..	0 1 0	..	0 12 6	0 13 6	1	328	..	..	..	..	..	..	..	..
Lillico .. .. .	..	..	..	..	411 16 10	422 7 0	594	521	2	..	..	..	2	..	..	..
Buln Buln	66	3 16 10	6 13 4	..	2 16 4	3 2 11	4	19	..	..	..	..	..	..	..	..
Bravington	10	0 6 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rokeby	30	2 17 6	1 12 6	..	518 18 8	523 8 8	1,015	308	..	..	..	..	..	2	1	..
Crossover	19	1 9 6	0 4 1	0 1 6	264 4 7	265 19 8	559	50	..	..	..	..	..	1	..	..
Neerim South	193	57 16 2	15 5 0	0 2 11	907 10 2	980 14 3	631	1,117	10	87	1	26	8	6	..	..
Neerim	122	17 4 7	5 11 10	0 10 1	1,218 7 8	1,241 14 2	2,234	241	..	..	..	..	..	..	4	..
Nayook	204	22 10 8	6 8 5	..	1,172 2 3	1,201 1 4	1,741	994	2	2	..	23	4	..	1	..
Noojee	202	21 17 8	12 6 3	0 4 5	10,243 11 6	10,277 19 10	17,545	746	..	..	..	..	8	..	3	..
<i>Section No. 83.—THORPDALE LINE.</i>																
David	185	4 16 6	..	..	..	4 16 6	..	20	..	..	..	..	..	..	..	..
Coalville	167	18 2 8	1 12 0	..	71 13 5	91 8 1	80	38	1	..	..	..	1	1	..	..
Narracan	105	24 1 0	2 6 1	..	192 13 3	219 0 4	165	232	16	..	..	..	10	1	..	..
Thorpdale	195	54 2 8	29 8 0	0 2 11	1,008 17 11	1,092 11 6	893	1,134	71	4	4	24	60	4	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.	TOTAL OUTWARDS TRAFFIC REVENUE.	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. 84.—WALHALLA LINE.</i>																		
Gooding	8	2 0 9	0 16 8	..	2 9 1	5 6 6	2	8	..	..	..	..	..	..	..	..	..	..
Gould	352	62 5 7	5 9 10	0 1 6	77 0 9	144 17 8	107	97	..	..	..	..	..	..	..	..	..	2
Moondarra	115	27 17 4	3 10 8	..	42 15 5	74 3 5	39	57	..	1	..	..	..	..	..	..	..	..
Watson	90	16 1 4	0 18 10	..	24 16 0	41 16 2	19	23	..	..	..	..	..	..	..	..	..	..
Collins' Siding	6	0 5 0	5 1 8	..	12,313 17 10	12,319 4 6	23,034	433	..	..	..	..	..	..	..	..	..	3
Erica	1,839	647 16 2	24 18 4	0 11 11	237 5 9	910 12 2	195	684	8	2	4	..	24	18	5	..	..	..
Knott's Siding	98	41 14 11	6 2 9	..	31 14 7	79 12 3	17	670	..	..	..	..	..	..	..	..	..	1
Fullwood's Siding .. .. .	..	..	..	..	5,975 2 6	5,975 2 6	8,921	123	..	..	..	..	..	..	..	..	..	..
O'Shea and Bennett's Siding .. .. .	..	..	..	..	3,059 3 4	3,059 3 4	5,266	203	..	..	..	..	..	..	..	..	..	..
White Rock Co.'s Siding .. .. .	..	..	0 1 3	..	1,314 5 5	1,314 6 8	2,477	114	..	..	1	..	..	..	..	..	..	..
Piatina	138	30 7 10	5 1 11	..	2,141 19 0	2,177 8 9	3,932	167	..	..	..	..	..	..	..	..	..	..
Thomson	6	0 15 11	..	..	..	0 15 11	..	..	..	..	..	..	..	..	..	..	..	..
Walhalla	486	194 15 2	15 7 5	..	56 15 6	266 18 1	23	239	..	..	..	..	..	..	..	..	..	..
<i>Section No. 85.—NORTH MIRBOO LINE.</i>																		
Hazelwood	5	0 5 9	..	..	43 7 2	43 12 11	50	71	5	..	1	..	..	..	..	..	..	..
Yinnar	530	118 12 6	24 8 5	0 9 6	853 15 11	1,002 6 4	451	1,126	9	19	2	..	40	2	4	..	1	..
Boolarra	1,123	304 5 7	44 4 2	2 10 1	3,029 10 1	4,280 9 11	5,615	1,156	29	19	4	..	5	17	5	8	..	..
Darlimurla	219	13 0 0	..	..	21 10 0	34 10 0	16	4	..	..	..	..	..	..	..	..	..	..
North Mirboo	1,514	342 3 8	58 6 4	2 3 5	2,462 2 10	2,864 16 3	970	2,116	63	159	1	..	68	22	8	..	..	..
<i>Section No. 86.—TRARALGON—STRATFORD LINE</i>																		
Glengarry	1,773	255 7 11	17 0 4	0 18 9	1,409 7 5	1,682 14 5	1,105	973	20	61	..	18	3	15	1	2	..	..
Toongabbie	877	128 7 6	9 16 11	..	671 14 11	807 19 4	760	220	22	25	..	..	12	20	1	..	..	..
Cowwarr	1,941	436 1 7	32 9 11	0 18 9	1,616 1 4	2,085 11 7	1,406	433	32	74	14	..	21	12	24	12	7	..
Dawson	42	20 9 10	0 2 6	0 2 2	235 19 3	256 13 9	508	14	..	..	..	..	..	1	..	..	..	..
Heyfield	2,624	626 14 0	59 0 5	17 18 3	3,003 9 0	3,707 1 8	2,642	1,117	67	127	2	..	51	10	149	5	5	..
Tinamba	1,684	470 9 3	57 14 6	13 9 5	3,809 12 0	4,351 5 2	1,838	743	99	322	13	65	52	55	15	9	..	..
Maffra	5,395	1,779 3 6	240 4 7	18 6 6	15,083 13 0	17,121 7 7	10,435	48,553	26	166	16	50	10	71	25	2	..	..
Powerscourt .. .. .	..	..	..	..	299 9 10	299 9 10	4,455	98	..	..	..	..	..	..	..	..	..	..
<i>Section No. 87.—BRIAGOLONG LINE.</i>																		
Boisdale	1	0 1 1	0 1 8	..	835 16 4	835 19 1	3,633	140	11	43	..	1	..	..	..	..	..	..
Bushy Park .. .. .	..	..	..	..	390 9 8	390 9 8	5,219	78	..	..	1	..	..	..	..	1	..	..
Briagolong .. .. .	..	..	0 2 10	..	1,135 9 6	1,135 12 4	6,076	169	5	5	..	..	..	..	..	..	..	..
<i>Section No. 88.—HEALESVILLE LINE.</i>																		
East Richmond	518,866	6,800 8 9	261 17 6	1 10 4	..	7,063 16 7	..	..	..	..	..	..	..	..	..	..	..	..
Burnley	658,748	8,661 2 4	194 14 8	3 4 9	2,185 15 11	11,044 17 8	3,935	91,210	..	..	..	..	..	..	..	..	..	..
Hawthorn	731,160	10,656 3 3	242 14 0	2 1 6	232 5 8	11,134 4 5	89	5,333	..	..	..	..	..	..	..	..	..	..
Glentferrie	1,267,535	21,514 19 4	532 0 7	4 15 2	..	22,051 15 1	..	6	..	..	..	..	..	..	..	..	..	..
Anburn	1,221,095	19,663 6 2	196 11 7	3 9 11	0 1 5	19,863 9 1	..	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.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.									
<i>Section No. 93.—RINGWOOD-GEMBROOK LINE— continued.</i>																	
Upper Ferntree Gully	79,425	4,159 9 10	367 8 7	11 3 6	1,274 5 6	5,812 7 5	3,844	1,085							2		
Upwey	18,694	832 14 10	25 0 4	1 13 8	2 7 6	861 16 4		101									
Tecoma	9,667	352 7 3	23 1 6		0 4 1	375 12 10											
Belgrave	20,477	877 18 4	39 19 1	1 10 6	12 0 0	931 7 11	9	659									
Selby	1,180	67 15 9	0 4 1		0 7 6	68 7 4		4									
Tanks Siding	2	0 1 0				0 1 0											
Aura	420	21 2 2	8 2 6	0 6 0	96 18 7	126 9 3	318	90			1						
Clematis	430	38 13 7	0 5 1		1 13 3	40 11 11		47									
Emerald	1,516	131 19 2	62 16 6	0 17 8	217 0 7	412 13 11	194	1,159	1	1			20	15	2		
Nobelius' Siding	91	5 14 9	11 12 5		319 1 4	336 8 6	90	23									
Wright	82	5 8 2				5 8 2											
Cockatoo	1,147	131 18 8	21 8 0	1 19 0	131 2 3	286 7 11	353	313									
Fielder	11	1 1 0				1 1 0											
Gembrook	473	44 17 10	34 1 11	0 6 6	1,966 9 1	2,045 15 4	5,673	777	3	3			13	7	1		
<i>Section No. 94.—WARBURTON LINE.</i>																	
Mount Evelyn	12,126	984 19 3	150 15 5	4 2 11	65 15 1	1,205 12 8	190	2,229									
Wandln	6,122	515 17 8	298 19 2	0 16 11	478 8 11	1,292 2 8	1,542	853						1	6		
Seville	1,712	207 12 10	55 6 11	0 9 0	204 5 3	487 14 0	750	353					14	13	2		
Killara	548	54 11 11	12 11 5		44 8 3	111 11 7	170	47	4	2			7		1		
Worri Yallock	1,777	246 7 2	61 19 8	1 10 0	409 14 7	719 11 5	706	543	15	87	4		13	16	6		
Launching Place	1,968	262 8 0	563 2 11	1 12 2	787 11 4	1,614 14 5	2,476	949	2	36			33	36	4		
Yarra Junction	4,493	613 19 4	90 16 10	2 10 10	11,130 0 8	11,837 7 8	29,731	2,537					46	7	5		
Britannia					751 3 10	751 3 10	2,095	37									
Wesburn	2,188	209 13 1	215 8 10	0 19 6	229 16 1	656 2 6	951	331						3	1		
Millgrove	2,026	147 7 6	25 5 10	2 5 9	514 14 6	689 13 7	609	480	1		2		18	2	4		
Warburton	4,791	856 17 0	132 5 5	3 19 0	2,888 19 9	3,882 1 2	5,206	6,125	3	1			25	13	4		
La La Extension					2,776 14 0	2,776 14 0	7,409	21									
<i>Section No. 95.—HURSTBRIDGE LINE.</i>																	
Jollmont	247,167	2,884 9 2	46 14 5	3 13 10		2,934 17 5											
West Richmond	645,825	8,132 5 8	348 9 10	1 4 11		8,482 0 5											
North Richmond	552,106	7,955 7 9	676 6 9	2 7 11		8,634 2 5		1									
Collingwood	495,436	7,029 12 5	482 12 7	4 4 6		7,516 9 6											
Victoria Park	765,488	11,048 0 9	607 5 2	1 8 6	10,593 16 9	22,250 11 2	31,294	89,793									
Clifton Hill	1,290,198	16,682 13 7	454 19 9	4 16 5	0 2 0	17,142 11 9		4									
Westgarth	677,525	8,925 11 4	72 13 9	1 4 6		8,999 9 7											
Dennis	764,457	11,263 13 7	74 4 8	0 16 2		11,338 14 5											
Fairfield Park	1,412,303	22,028 19 5	184 8 11	4 7 7	3,128 2 2	25,345 18 1	2,026	35,627									
Alphington	574,424	9,725 15 2	87 2 8	0 5 10	186 0 7	9,999 4 3	147	3,694									
Darebin	359,561	7,185 15 10	43 18 0	0 4 2		7,229 18 0											
Ivanhoe	1,043,378	20,789 7 5	162 13 3	1 5 6	42 18 4	20,996 4 6	50	5,373									
Baglemont	339,912	7,346 19 5	31 1 5	1 0 5		7,379 1 3											
Heidelberg	649,511	14,230 19 0	114 2 2	3 14 6	164 17 9	14,513 13 5	50	6,075	1	24				3	10		
Rosanna	142,460	2,681 16 6	22 15 7	0 13 1	0 3 9	2,705 8 11											

Macleod	69,814	1,610 16 9	21 9 1	0 1 6	44 1 8	1,676 9 0	..	21	3,270	..	..	..	..	..	..	..	..	..	1	..	..
Mont Park .. .. .	..	..	..	..	..	36 19 5	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..
Watsonia	70,448	1,564 8 11	13 19 9	..	..	1,578 8 8	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..
Greensborough	203,341	5,208 10 5	81 5 8	0 19 6	26 6 2	5,317 1 9	..	35	2,235	..	..	..	..	..	..	..	..	..	1	..	..
Montmorency	121,352	2,904 3 1	15 7 1	0 0 9	..	2,919 10 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Eltham	179,244	5,138 12 5	58 14 1	1 10 7	19 16 0	5,218 13 1	..	23	1,244	..	..	..	..	..	..	..	..	..	1	..	..
Diamond Creek	49,499	1,566 11 5	114 7 8	3 11 4	31 1 4	1,715 11 9	..	59	658	..	..	..	..	..	..	..	..	..	1	..	..
Wattleglen	13,188	534 17 8	0 2 8	..	0 3 11	535 4 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hurstbridge	36,730	1,713 10 9	64 13 0	2 17 4	125 3 4	1,906 4 5	..	565	936	..	1	..	..	..	..	..	..	..	..	..	..
Section No. 96.—PORT MELBOURNE LINE.																					
Montague	231,299	2,996 15 6	42 15 7	0 9 4	..	3,040 0 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Port	523,935	7,033 11 3	89 2 4	0 12 7	..	7,123 6 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Graham	704,437	8,906 14 1	146 2 6	0 6 8	0 1 9	9,053 5 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Port Melbourne	238,000	3,742 11 8	45 1 0	0 9 7	26,220 15 0	30,008 17 3	91,979	233,215	..	..	33	..	..	..	..	..	..	..	2	58	33
Section No. 97.—ST. KILDA LINE.																					
South Melbourne	1,004,828	11,782 7 5	482 2 5	0 13 5	68 7 10	12,333 11 1	7	3	..	..	..	..	..	..	..	..	..	..	..	..	..
Albert Park	1,941,217	22,012 4 11	284 8 11	3 4 1	0 1 5	22,299 19 4	..	7	..	..	..	..	..	..	..	..	..	..	..	..	..
Middle Park	1,630,219	16,651 14 6	162 8 3	1 1 3	..	16,815 4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Kilda	3,749,512	44,630 11 2	417 13 1	2 15 7	38 9 8	45,089 9 6	3	5,029	..	..	..	..	..	..	..	..	..	..	..	..	..
Section No. 98.—BRIGHTON-SANDRINGHAM LINE.																					
Richmond	1,666,189	23,368 14 1	1,388 6 6	4 10 11	0 19 6	24,762 11 0	..	6	..	..	..	..	..	..	..	..	..	..	..	..	..
South Yarra	1,694,361	22,674 5 8	947 0 3	5 3 7	..	23,626 9 6	..	9	..	..	..	..	..	..	..	..	..	..	..	..	..
Prahran	1,164,244	15,598 8 10	763 4 1	1 14 11	0 19 5	16,359 7 3	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..
Windsor	1,274,367	17,293 4 4	312 5 11	3 19 10	1,055 11 2	18,665 1 3	634	46,281	..	..	..	..	..	..	..	..	..	..	..	..	..
Balaclava	1,497,038	23,954 14 5	264 13 6	3 12 5	..	24,223 0 4	..	8	..	..	..	..	..	..	..	..	..	..	..	..	..
Ripponlea	1,045,195	17,626 7 1	143 1 10	2 19 7	6 15 0	17,779 3 6	3	6	..	..	..	..	..	..	..	..	..	..	..	..	..
Elsternwick	2,403,773	39,727 6 11	445 3 10	6 6 4	742 6 7	40,921 3 8	554	18,166	..	..	..	..	..	..	..	..	..	..	..	..	..
Gardenvale	1,387,952	26,154 19 8	209 2 5	3 12 7	..	26,367 14 8	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..
North Brighton	1,616,194	33,608 2 10	357 5 9	3 11 0	1,421 10 3	35,390 9 10	909	14,431	..	..	..	..	..	..	..	..	..	..	..	..	..
Middle Brighton	1,302,131	27,672 11 9	460 16 8	2 15 10	1,004 17 8	29,141 1 11	830	11,190	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach	785,319	17,348 10 3	98 19 6	1 17 3	..	17,449 7 0	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton	1,565,286	34,760 7 4	214 4 1	4 4 7	9 3 3	34,987 19 3	66	13,351	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham	1,805,603	43,451 10 8	335 9 2	4 3 3	138 2 4	43,929 5 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
VARIOUS.																					
Traffic derived from New South Wales Stations	116,958	103,848 12 11	13,990 4 4	987 15 5	72,042 0 11	190,868 13 7	60,227	89,627	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Queensland Stations	9,362	8,173 4 6	392 1 3	4 7 3	17,999 3 0	26,568 16 0	22,051	1,282	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. South Australian Stations	51,271	73,313 0 6	9,649 12 5	680 6 9	72,667 5 2	156,310 4 10	49,054	35,860	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Commonwealth Stations	9,124	3,226 6 1	187 2 9	1 9 9	531 19 3	3,946 17 10	240	1,464	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Western Australian Stations	6,915	7,513 18 2	175 13 4	1 9 4	68 3 10	7,759 4 8	27	267	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Tasmania	365	472 18 7	..	..	..	472 18 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thos. Cook and Sons to New South Wales, South Australia, &c.	554	738 19 5	..	..	..	738 19 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ELECTRIC TRAMWAYS.																					
St. Kilda-Brighton	4,459,223	..	..	..	..	45,710 17 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham-Black Rock	1,032,571	..	..	..	..	10,067 10 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ROAD MOTOR PUBLIC SERVICES.																					
.. .. .	757,323	6,814 16 1	214 11 4	..	13,089 2 5	20,118 9 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

DIAGRAM N°1

AVERAGE MILEAGE OPERATED



DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

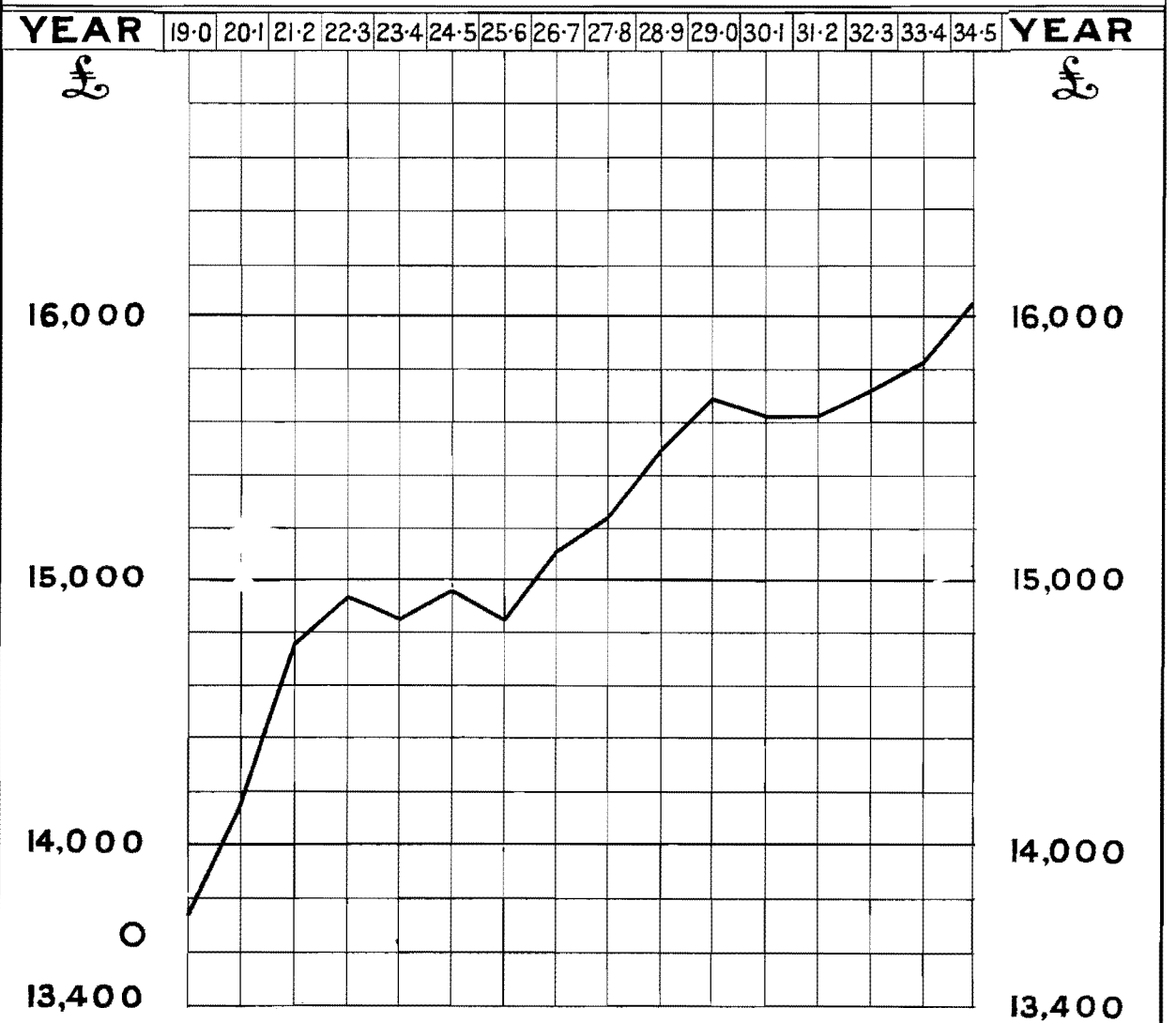
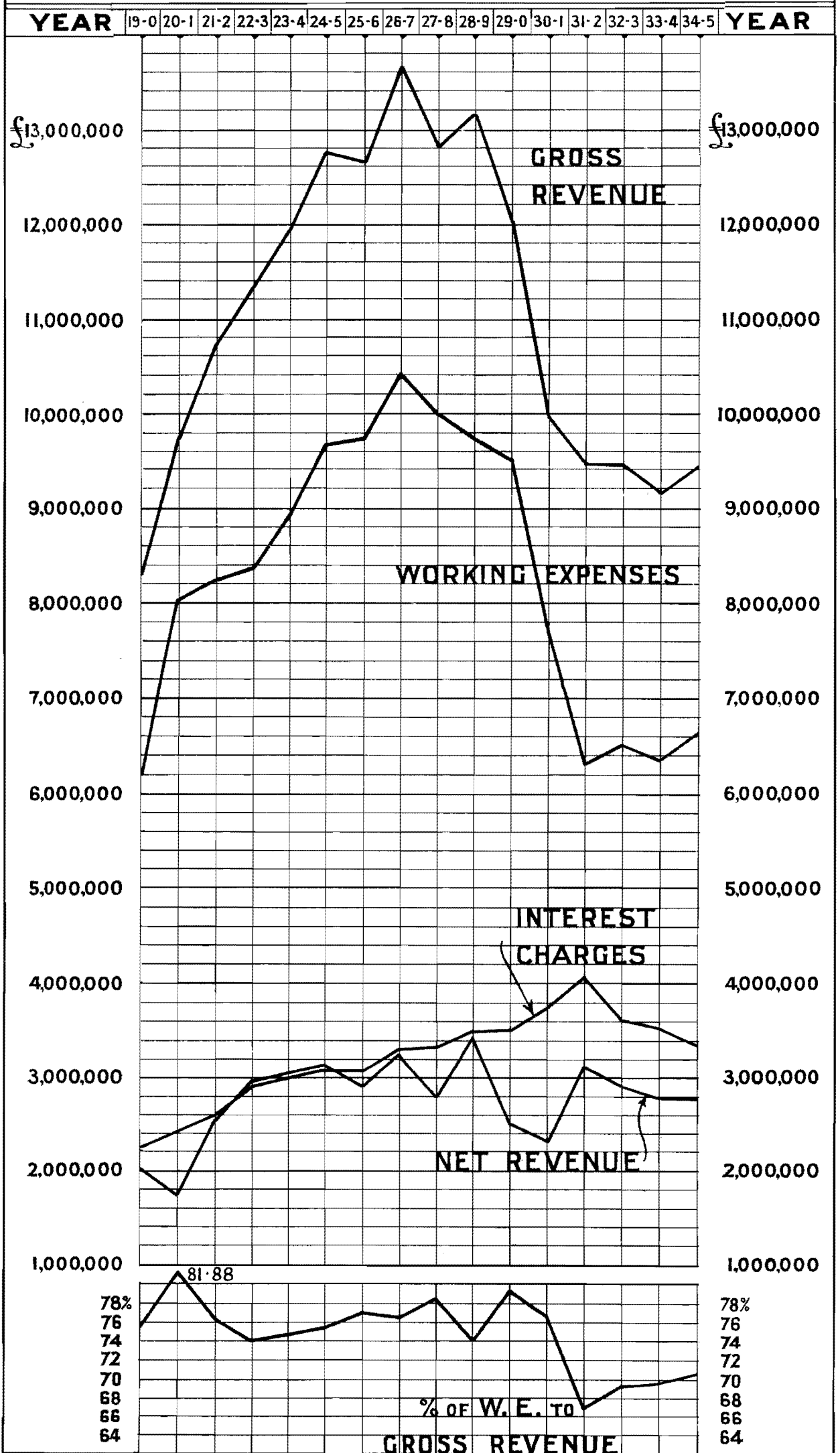


DIAGRAM N° 3

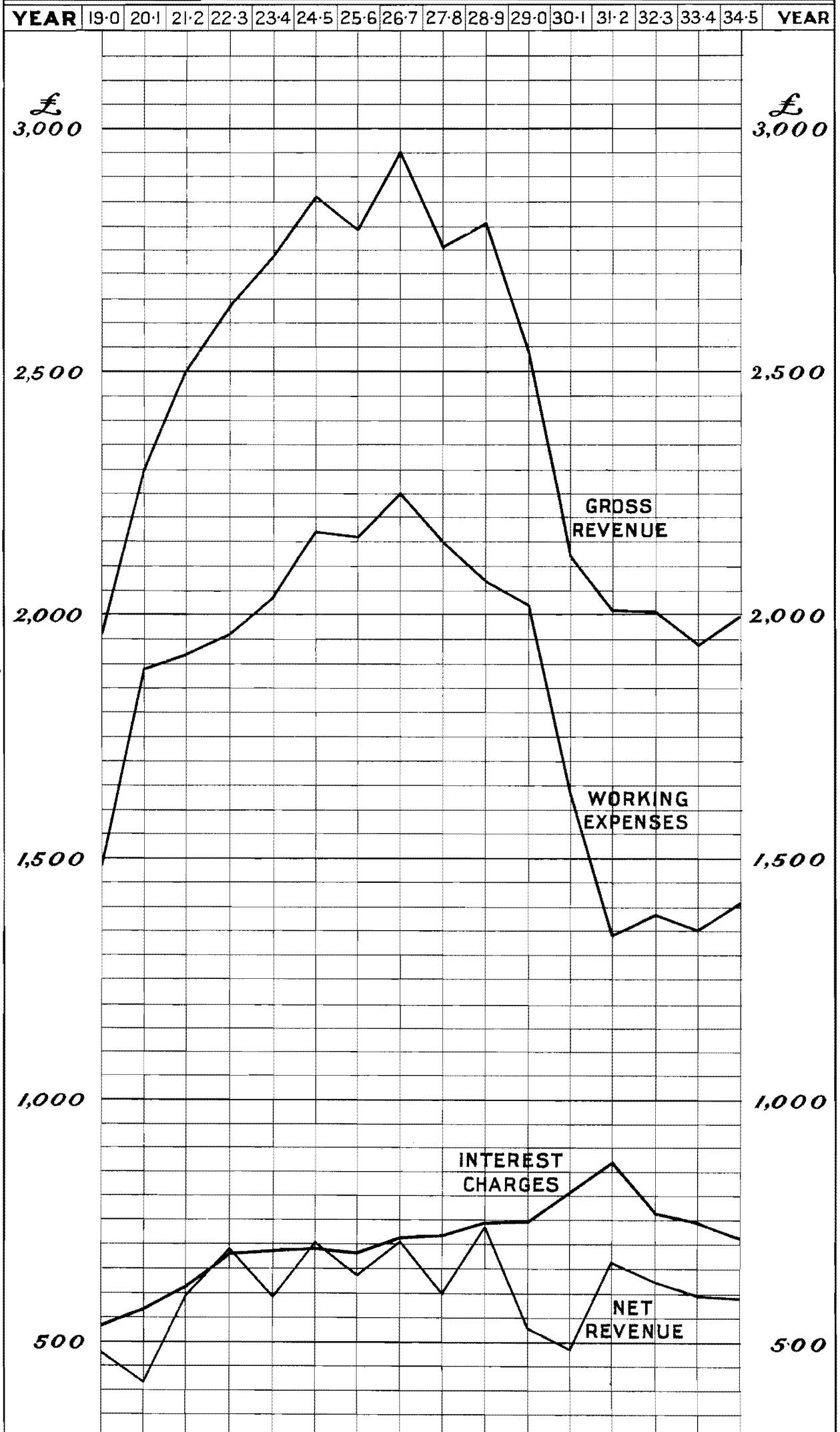
(Exclusive of Electric Tramways & Road Motor Public Services)



Working Expenses are exclusive of expenditure charged to Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).

DIAGRAM N^o 4

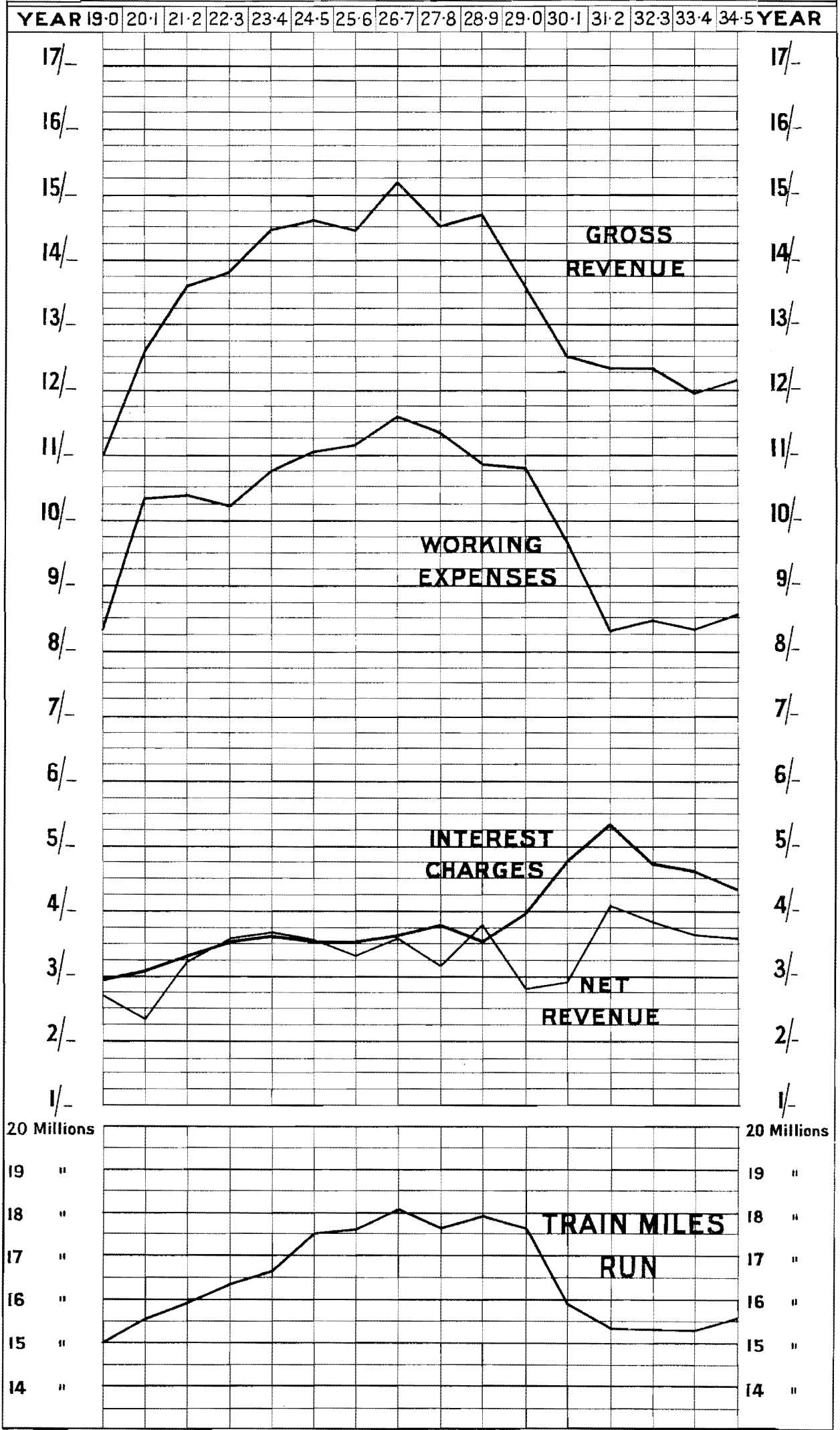
PER AVERAGE MILE OF RAILWAY OPEN



Working Expenses are exclusive of expenditure charged to Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).

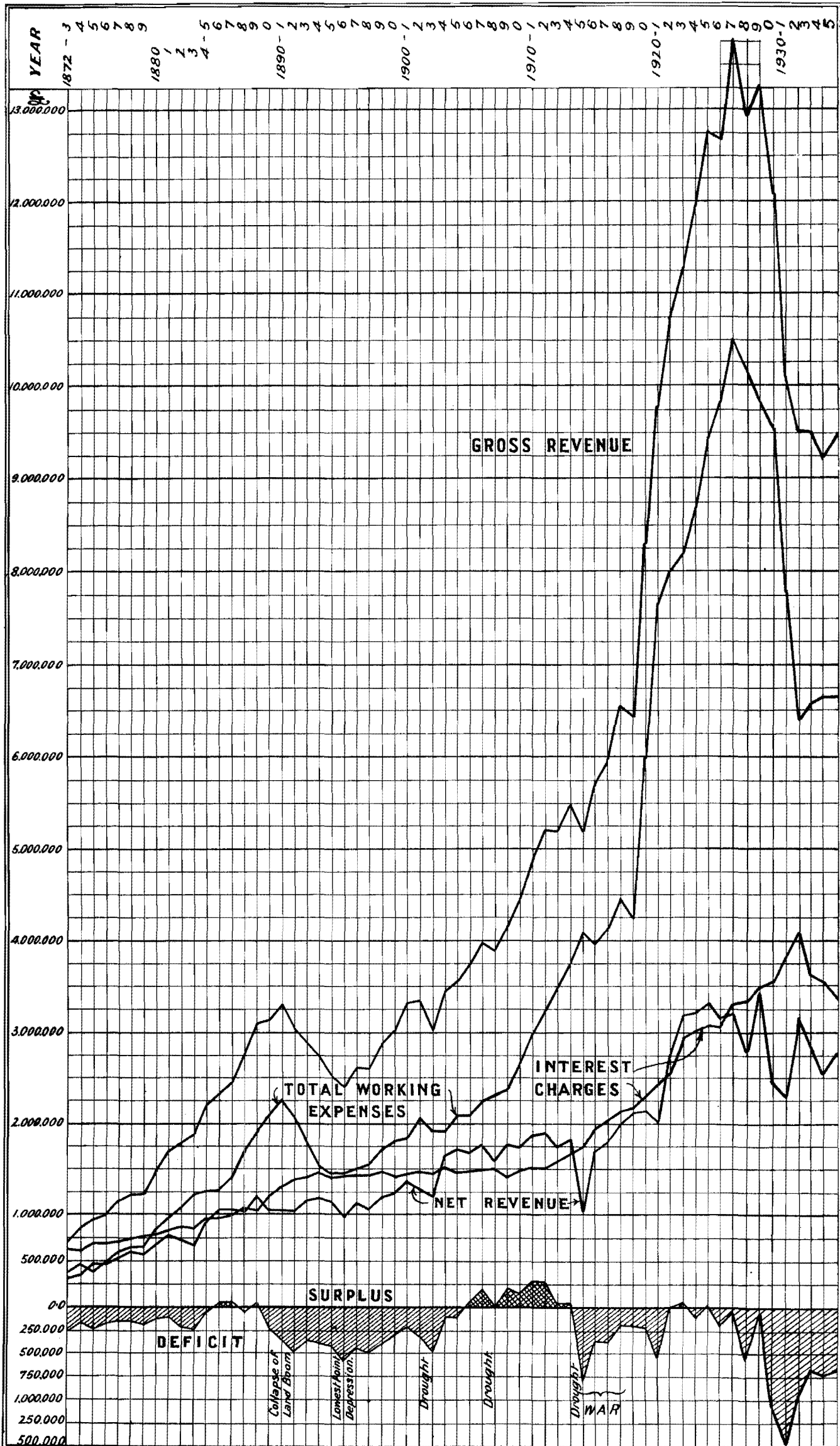
DIAGRAM N^o 5

PER TRAIN MILE RUN

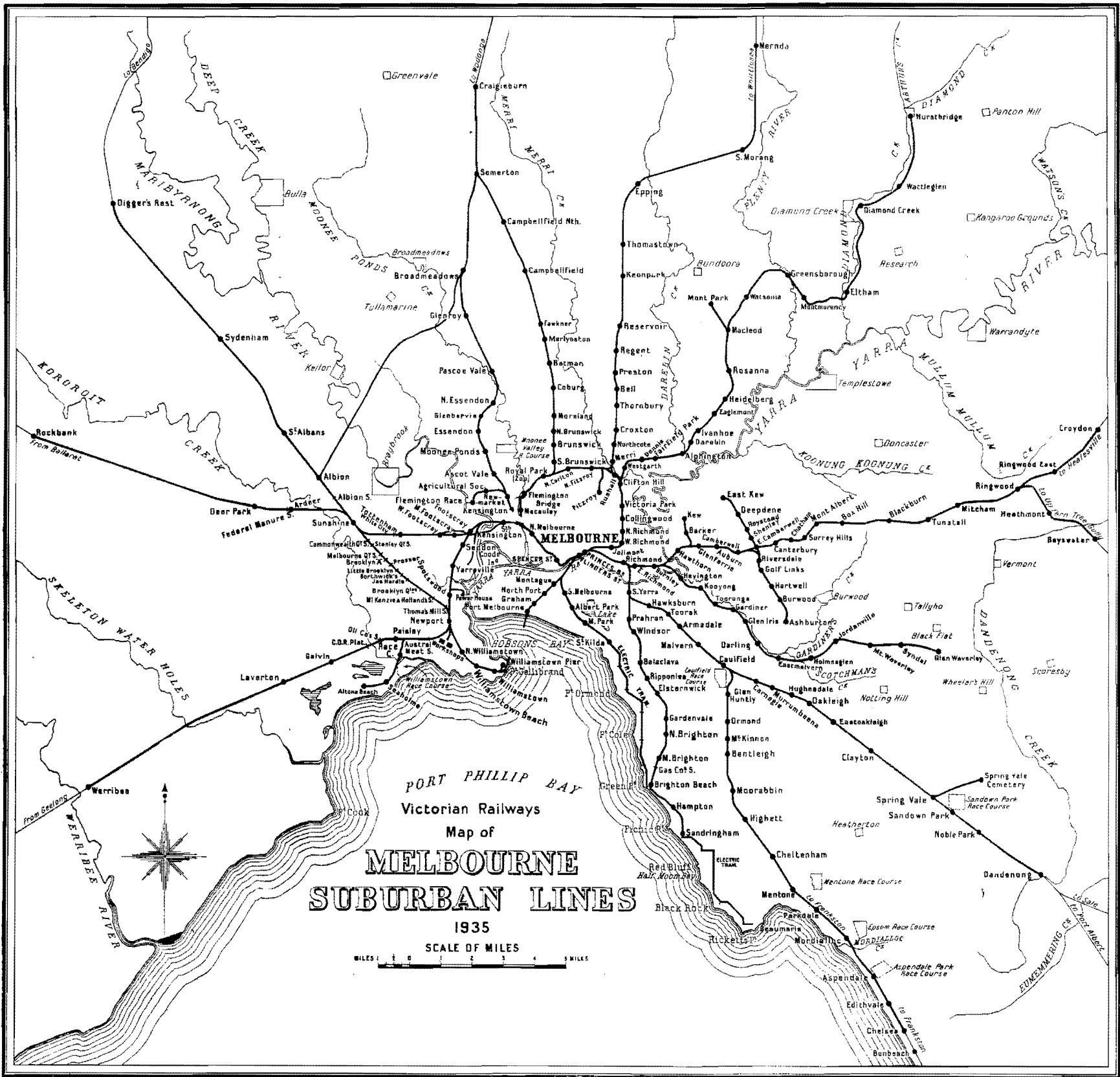


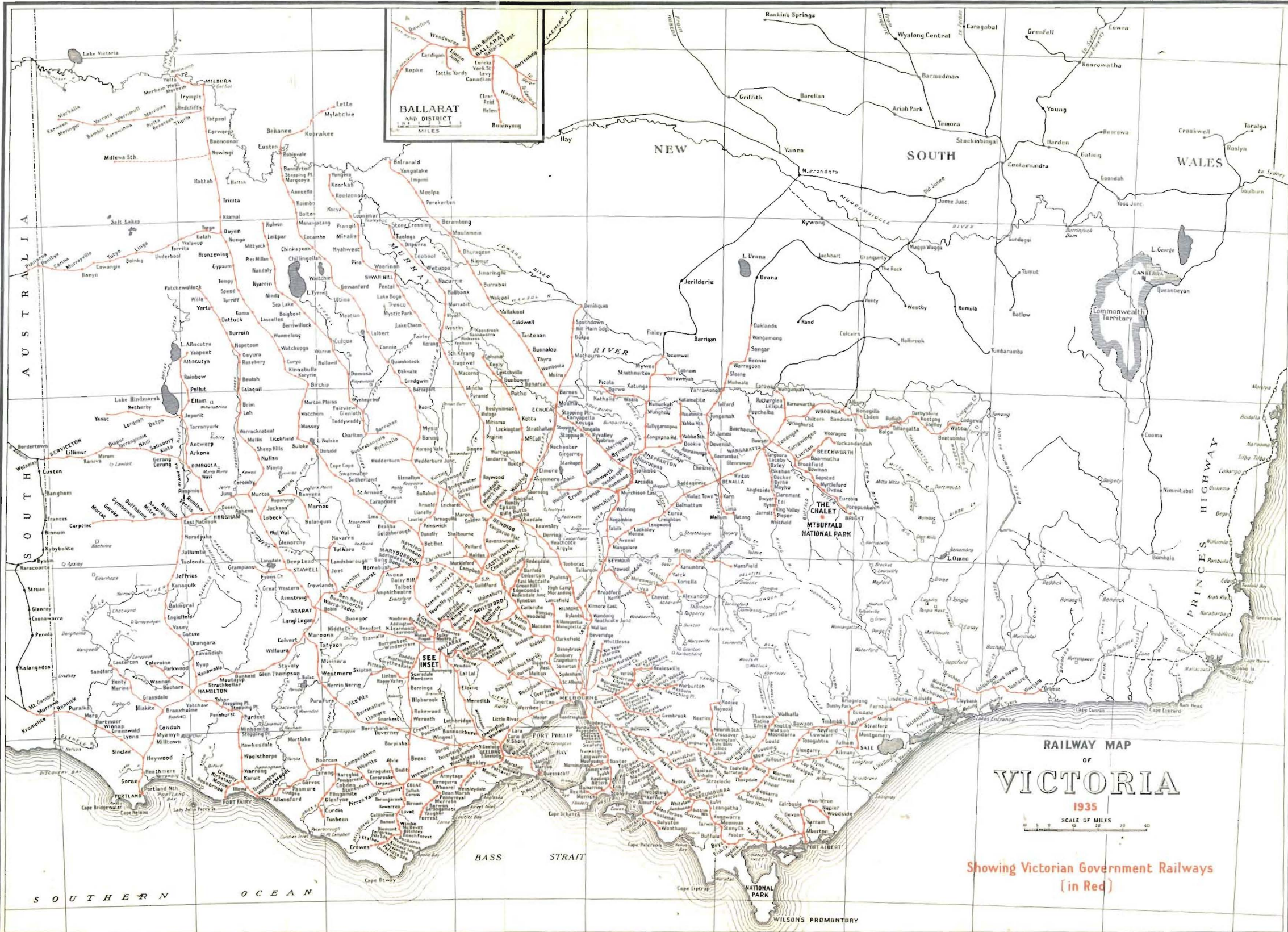
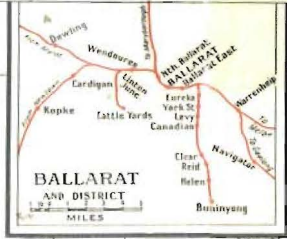
Working Expenses are exclusive of expenditure charged to Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).

DIAGRAM N° 6



Working Expenses are exclusive of expenditure charged to Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).





RAILWAY MAP
OF
VICTORIA
1935

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

WILSONS PROMONTORY