

1937.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1937.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1937.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 31st August, 1937.

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, 1937.

The financial results for the period under review were :—

	Railways.			Electric Tramways.			Road Motor Public Services			Total		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—												
Earnings	9,923,829	15	4	55,924	13	1	21,210	13	8	10,000,965	2	1
Recoup of the loss resulting from the working of certain lines from 1st March, 1936, to 30th June, 1937, <i>vide</i> page 13 ..	211,461	0	0	8,577	0	0	..			220,038	0	0
TOTAL REVENUE ..	10,135,290	15	4	64,501	13	1	21,210	13	8	10,221,003	2	1
WORKING EXPENSES ..	7,420,891	2	0	44,672	1	7	23,339	9	2	7,488,902	12	9
Less :—												
Charged to Unemployment Relief Funds	162,061	5	4	..			..			162,061	5	4
WORKING EXPENSES CHARGED TO RAILWAY REVENUE ..	7,258,829	16	8	44,672	1	7	23,339	9	2	7,326,841	7	5
NET REVENUE ..	2,876,460	18	8	19,829	11	6	—2,128	15	6	2,894,161	14	8
INTEREST CHARGES and EXPENSES (including Loan Conversion expenses)	3,005,341	0	9	13,171	5	7	709	6	1	3,019,221	12	5
DEFICIT before providing for Exchange on Interest Payments and Redemption	128,880	2	1	+6,658	5	11	2,838	1	7	125,059	17	9
Exchange on Interest Payments and Redemption	299,631	18	5	1,313	17	0	70	15	1	301,016	10	6
DEFICIT	£428,512	0	6	£5,344	8	11	£2,908	16	8	£426,076	8	3

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

—	Year 1936-37.			Year 1935-36.			Increase (+) or Decrease (-) in 1936-37.		
—	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways—Earnings	9,923,829	15	4	9,526,065	10	7	+	397,764	4 9
„ Recoup of the loss resulting from the working of certain lines of railway, <i>vide</i> page 13	211,461	0	0*	163,859	0	0	+	47,602	0 0
	10,135,290	15	4	9,689,924	10	7	+	445,366	4 9
Electric Tramways	55,924	13	1	55,496	8	8	+	428	4 5
Recoup of the loss in respect of the Black Rock to Beaumaris Electric Tramway, <i>vide</i> page 13	8,577	0	0*	2,303	0	0	+	6,274	0 0
	64,501	13	1	57,799	8	8	+	6,702	4 5
Road Motor Public Services	21,210	13	8	21,739	7	9	—	528	14 1
Total	10,221,003	2	1	9,769,463	7	0	+	451,539	15 1
Working Expenses—									
Railways	7,420,891	2	0	6,994,367	14	10	+	426,523	7 2
Less :—									
Charged to Unemployment Relief Funds	162,061	5	4	135,551	7	5	—	26,509	17 11
Charged to the Commonwealth Grant for Rehabilitation (Storms and Floods)	..			2,319	12	8	+	2,319	12 8
	7,258,829	16	8	6,856,496	14	9	+	402,333	1 11
Electric Tramways	44,672	1	7	47,717	4	1	—	3,045	2 6
Road Motor Public Services	23,339	9	2	21,746	6	11	+	1,593	2 3
Total	7,326,841	7	5	6,925,960	5	9	+	400,881	1 8
Net Revenue	2,894,161	14	8	2,843,503	1	3	+	50,658	13 5
Interest Charges and Expenses (in- cluding Loan Conversion expenses)	3,019,221	12	5	3,046,863	6	7	—	27,641	14 2
DEFICIT before providing for Exchange on Interest Payments and Redemption ..	125,059	17	9	203,360	5	4	—	78,300	7 7
Exchange on Interest Payments and Re- demption	301,016	10	6	302,945	8	9	—	1,928	18 3
Deficit	£426,076	8	3	£506,305	14	1	—	£80,229	5 10

* Loss from 1st March, 1936, to 30th June, 1937.

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

	Year 1936-1937.	Year 1935-1936.	Year 1934-1935.	Year 1933-1934.
Average Mileage of Railways operated	4,721	4,721	4,721	4,721
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	3,313,694	3,074,501	2,476,302	2,246,945
" " Rail Motors	820,075	804,413	806,723	789,307
" " Suburban	7,345,897	7,128,576	6,984,090	6,893,862
" " Rail Motors	30,886	30,924	31,749	35,224
Mixed	751,697	839,224	1,109,984	1,188,113
Goods (including Live Stock)	4,949,135	4,513,305	4,126,663	4,158,010
Total	17,211,384(a)	16,390,943(a)	15,536,111	15,311,461
Number of Passenger Journeys { Country	6,013,655	5,502,020	5,425,676	5,072,729
{ Suburban	135,329,598	134,037,069	134,263,336	126,294,486
Tonnage of Goods	6,115,298	5,702,418	5,401,974	5,272,190
Tonnage of Live Stock	697,664	661,676	607,987	586,187
REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,485,346	£ 1,409,364	£ 1,367,517	£ 1,312,203
" " Suburban	2,321,512	2,304,047	2,318,461	2,190,310
Parcels, &c.	} 351,351	} 346,836	} 318,163	} 322,693
Horses, Carriages, and Dogs				
Mails	73,403	69,246	66,899	64,196
	4,231,612	4,129,493	4,087,945	3,904,663
Goods, &c., Business.				
Goods	4,264,660	4,045,594	3,867,280	3,896,588
Live Stock	764,146	722,533	688,442	675,450
	5,028,806	4,768,127	4,555,722	4,572,038
Other Services.				
Dining Car Services	21,733	20,655	12,495	11,013
Refreshment Services	320,131	301,265	305,756	286,062
Advertising	40,070	38,188	41,023	40,865
Bookstalls	66,494	64,036	61,274	57,922
	448,428	424,144	420,548	395,862
Electrical Power	34,754	30,945	66,107	27,761
Rentals	136,221	137,958	134,697	131,185
Miscellaneous	24,896	35,399	15,459	9,178
Recoup of the loss resulting from the working of certain lines of railway, &c. <i>Vide</i> page 13	211,461	163,859	140,614	134,424
Guarantees in respect of losses on certain lines	19,113	..	..	..
Total	10,135,291	9,689,925	9,421,092	9,175,111
Per mile of Railway worked	2,147	2,053	1,996	1,943
Per traffic train mile	11s. 9.33d.	11s. 9.88d.	12s. 1.54d.	11s. 11.82d.
WORKING EXPENSES.				
Transportation Branch	£ 1,874,436	£ 1,797,996	£ 1,713,789	£ 1,647,482
Way and Works Branch	1,620,953	1,516,786	1,570,137	1,564,771
Rolling-Stock Branch—Operating Expenses	1,154,077	1,069,742	1,003,370	965,480
" " Repairs and Renewals	1,238,164	1,163,884	1,078,256	1,091,226
" " Depreciation of Rolling-Stock	100,000	100,000	100,000	100,000
Electrical Engineering Branch	221,943	201,471	212,429	187,369
Miscellaneous Operations	389,862	364,012	346,162	321,579
Stores Branch	106,009	98,824	94,853	87,361
General Expenses	186,624	173,454	171,379	165,575
Payment into Railway Accident and Fire Insurance Fund	18,978	18,807	13,501	19,775
TOTAL WORKING EXPENSES (exclusive of Pensions, &c.)	6,917,046	6,504,976	6,303,876	6,150,618
Per mile of Railway worked	1,465	1,378	1,335	1,303
Per traffic train mile	8s. 0.45d.	7s. 11.25d.	8s. 1.38d.	8s. 0.41d.
Pensions	503,845	489,392	450,867	424,056
Border Railways Adjustment .. ..	..	..	50,845	52,841
Total Working Expenses	7,420,891(b)	6,994,368(b)	6,805,588	6,627,515
Per mile of Railway worked	1,572	1,482	1,442	1,404
Per traffic train mile	8s. 7.48d.	8s. 6.41d.	8s. 9.13d.	8s. 7.88d.
Less Expenditure charged to Unemployment Relief Funds, and to the Commonwealth Grant for Rehabilitation (Storms and Floods)	162,061	137,871	171,939	251,104
WORKING EXPENSES charged against Railway Revenue	7,258,830	6,856,497	6,633,649	6,376,411
Percentage to Gross Revenue	71.62	70.76	70.41	69.50
Net Revenue	2,876,461	2,833,428	2,787,443	2,798,700
Per mile of Railway worked	609	600	590	593
Per traffic train mile	3s. 4.11d.	3s. 5.49d.	3s. 7.06d.	3s. 7.87d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

Finance.

The financial result for the year, viz., a deficit of £426,076, was an improvement of £80,229 as compared with the previous year.

There was a gratifying increase of £451,540 in the revenue. Earnings from railway passengers increased by £93,447, goods and live stock revenue by £260,679, and refreshment services and dining car receipts by £19,944. The balance consists mainly of an increase of £72,989 in the recoup by the Treasury in respect of the losses on certain non-paying lines, guarantees, &c.

The increase in passenger business was principally in country traffic (£75,982). This was largely due to the improvement in economic conditions generally, and to the faster and more frequent passenger train services throughout the State. The substantial reductions in country passenger fares which were introduced in March, 1936, were also a factor.

The improved economic conditions, coupled with the satisfactory wheat yield, formed the major influence in the substantial increase in the revenue from goods and live stock business. The increase in the volume of goods traffic is actually greater than is indicated by the difference in revenue for the reason that, owing to the further reductions in rates which were made during the year under freight contract conditions, the revenue per unit of goods business is lower than formerly.

There was an increase of £53,876 in the Treasury recoup in respect of the losses on non-paying lines constructed since 1896. Hitherto the annual payment for losses on such lines has covered the twelve months from 1st March to 28th February, but the amount included in this year's accounts covers the sixteen months from 1st March, 1936, to 30th June, 1937. From the latter date, under the *Railways (Finances Adjustment) Act 1936*, No. 4429, we are not entitled to reimbursement of the losses on existing non-paying lines.

The balance of the increase in the Treasury recoups, viz., £19,113, represents portion of the amount owing to the Department by the Darling to Glen Waverley Railway Construction Trust under its guarantee in connexion with the operation of the Darling to Glen Waverley railway. The Trust's liability was reduced by the *Railways and Tramways (Contributions) Act 1936*, as a consequence of which the amount of the reduction became payable by the Treasury. The sum of £19,113 represents that portion of the reduction which had not previously been included in the railway revenue.

Working expenses were £400,881 more than in the preceding year. Approximately £143,000 additional was involved for quarterly adjustments in the basic wage, Arbitration Court and other increases, and the remission of the Financial Emergency reductions. The balance is accounted for partly by the extra expenditure incurred in overtaking a further portion of the maintenance and betterment work deferred during the depression years, and partly by the cost of earning the additional revenue.

The net revenue, viz., £2,894,162, is equivalent to a return of 3.68 per cent. on the total property investment, including stores and materials.

The legislation which was enacted during the year reducing the railway loan liability, as from 1st July, 1937, by thirty million pounds, representing accrued depreciation for which provision was not made in past years, is an important step towards placing the railway finances on a proper footing. Under Section 7 of the Act, a minimum of £200,000 is to be paid annually into a Railway Renewals and Replacements Fund, which will be used for undertaking renewals and replacements other than those carried out in the ordinary course of maintenance. This provision for depreciation is approximately £70,000 more than that which was made in the year under review, but it is only about one-third of the amount needed to provide adequately for the loss of value occurring each year in providing service. As previously pointed out, this loss of value is as much a charge against the revenue as the direct cost of wages and materials. We again wish to emphasize that failure to make proper provision in future years for depreciation must inevitably lead to a recurrence of the unsatisfactory financial position which the legislation in question was designed to remedy.

As a result of the reduction in the railway loan liability, interest and exchange will be reduced by approximately £1,268,000 per annum. This saving, however, will be offset to a large extent by the discontinuance of the Treasury recoups for losses on non-paying lines, freight reductions, &c. (the amount included in the revenue of the year 1936-37 for such recoups was approximately £670,000) and by the necessity for including in future railway accounts the Department's annual contribution to the National Debt Sinking Fund, viz., £118,000. This latter payment has hitherto been made by the Treasury. The net benefit to the railway finances through the reduction in the loan liability is, therefore, £480,000, or only about £50,000 more than the deficit in the railway accounts for the year under review.

In the face of rising costs—the additional expenditure resulting from the recent awards of the Arbitration Court in the matter of basic wage and hours alone will increase the annual wages bill by nearly half a million pounds—and of the serious effect upon the railway revenue of the road motor competition which still prevails, there is no likelihood of our being in a position in the immediate future to make any further reductions of a general nature in the railway charges.

We are again obliged to emphasize the acute position which has developed through our inability to make financial provision for overtaking a greater portion of the maintenance and betterment works which were deferred during the depression. Under prevailing conditions, it has not been practicable to make up more than a relatively small amount of the leeway, and this is militating against the efficiency and financial result of our operations.

If the railways are to be maintained at the standard demanded by modern conditions, it is imperative that substantially increased provision be made forthwith for improvement works, especially in relation to rolling stock. We are gratified to note that as there is no immediate prospect of adequate provision being made in the working expenses for such works, it is proposed to introduce legislation to provide for the temporary application of funds from the Public Account for this purpose.

Revenue.

The revenue of the railways (exclusive of the electric tramways and the road motor public services) amounted to £10,135,291, or £445,366 (equivalent to 4.60 per cent.) more than that of the preceding year, viz., £9,689,925. The increases and decreases in the different subdivisions of traffic were as shown hereunder:—

	Revenue 1936-37.	Increase.		Decrease.	
		Amount.	Per cent.	Amount.	Per cent.
Passenger Traffic—	£	£		£	
Country	1,485,346	75,982	5.39	..	..
Suburban	2,321,512	17,465	.76	..	..
Dining Car Services	21,733	1,078	5.22	..	..
Refreshment Services	320,131	18,866	6.26	..	..
Advertising	40,070	1,882	4.93	..	..
Bookstalls	66,494	2,458	3.84	..	..
Parcels, &c.	351,351	4,515	1.30	..	..
Mails	73,403	4,157	6.00	..	..
Goods	4,264,660	219,066	5.41	..	..
Live Stock	764,146	41,613	5.76	..	..
Electrical Power	34,754	3,809	12.31	..	..
Rentals	136,221	..	..	1,737	1.26
Miscellaneous	24,896	..	..	10,503	29.67
Recoup of the loss resulting from the working of certain lines of railway, <i>vide</i> page 13	211,461	47,602	29.05	..	..
Guarantees in respect of losses on certain lines	19,113	19,113	..	..	..
Total	£10,135,291	£457,606	..	£12,240	..
Net Increase .. .. .	..	445,366		..	..

Contributing factors are explained in our comments on page 18, under the heading "Analysis of Passenger, Goods, and Live Stock Traffic."

The revenue per traffic train mile was 11s. 9.33d., or .55d. less than that (11s. 9.88d.) in the preceding year.

For comparative purposes, the earnings per traffic train mile in each year of the four years ended 30th June, 1937, are furnished hereunder :—

Year.				Revenue per traffic train mile.	
	s.	d.		s.	d.
1933-34	11	11.82
1934-35	12	1.54
1935-36	11	9.88
1936-37	11	9.33

Railways and Tramways (Contributions) Act 1936.

This Act reduced the liability of certain bodies under guarantees required by law in connexion with the operation of lines of railway or tramway for a period of years after their construction or (in one case) re-opening.

Brief particulars are set out hereunder :—

	Darling to Glen Waverley.	Black Rock to Beaumaris (Tramway).	Coburg to Somerton.
Guarantor.	Darling to Glen Waverley Railway Construction Trust.	City of Sandringham.	Shire of Broadmeadows.
	£	£	£
Amount demanded under guarantee	49,113	10,000	7,500
Less amount paid	Nil	Nil	5,550
Balance due at date of Act	49,113	10,000	1,950
Amount of reduction under Act	39,113	8,000	1,560
Balance due by guarantor	10,000	2,000	390

The amount by which the sums due were reduced by the Act (a total of £48,673) has been paid to us by the Treasury pursuant to the provisions of Section 102 of the Railways Act.

Most of this amount, however, had been included in the revenue of previous years, as the various items became due. For this reason only the balance which has not been so included, viz., £10,113, is a credit to the revenue of the year under review.

Working Expenses.

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

The percentage of working expenses to revenue was 66.65, as compared with 65.71 in 1935-36 and 65.09 in 1934-35. In the compilation of these figures the electric tramways and the road motor public services have been excluded, as well as pensions, &c., and expenditure charged to Unemployment Relief Funds, or to the Commonwealth Grant for Rehabilitation (Storms and Floods). With pensions included, the percentage for 1936-37 was 71.62.

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.

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 from 1st March, 1936, to 30th June, 1937, vide page 13	220,038
The amount of the preference granted in the purchase of Australian goods (over British or foreign) or of British goods (over foreign)	1,132
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	171,453
The loss incurred in connexion with the reduction of 25 per cent. in freight charges for wool, effective as from 1st July, 1933 ..	49,159
The loss incurred in connexion with the reduction in freight charges for live stock, effective as from 7th September, 1933	200,355
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)	8,808
The amount of the liability, not previously taken into revenue, of the Darling to Glen Waverley Railway Construction Trust in respect of losses on the operation of the line between 1930 and 1935, vide paragraph <i>Railways and Tramways (Contributions) Act</i> 1936	19,113
Total	£670,058

Payments in respect of these items will cease as from 30th June, 1937, coincident with the reduction of the railway loan liability by £30,000,000, under the provisions of the *Railways (Finances Adjustment) Act* 1936, No. 4429.

Pensions.

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

	1936-37.	1935-36.	Increase (+) or Decrease (-) in 1936-37.
	£	£	£
Pensions under Superannuation Act	360,498	356,569	+ 3,929
Pensions to officers and employees who were in the Service on 1st November, 1883	143,902	133,604	+ 10,298
Total	£504,400	£490,173	+ £14,227

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, 1936, was .. £ 76,689,383 15 3

During the year 1936-37 additional charges as shown hereunder were made:—

	Gross Expenditure.			Credits.			Net Expenditure.		
	£	s.	d.	£	s.	d.	£	s.	d.
Construction of New Lines and Surveys ..	4,436	17	1	..	..	..	4,436	17	1
Additions and Improve- ments to:—									
Way, Works, &c... ..	340,786	15	2	12,703	15	0	328,083	0	2
Rolling Stock	299,243	11	3	117,929	8	11	181,314	2	4
	644,467	3	6	130,633	3	11	513,833	19	7

The net increase in the Capital Account during the year was 513,833 19 7
making the total capital expenditure at 30th June, 1937 .. £77,203,217 14 10

Loan Funds.

At 30th June, 1936, the total liability in respect of current loans was 73,141,116 7 9
and during the year the liability was increased by
the additional amount allocated 269,925 0 0
and discounts and expenses on loans 2,201 14 7
272,126 14 7
making a gross total of 73,413,243 2 4
Less Securities purchased and cancelled from National Debt
Sinking Fund 401,441 9 5
so that the total liability, at 30th June, 1937, in respect of
current loans outstanding was £73,011,801 12 11

Interest Account.

	£	s.	d.
The interest charges on current loans and Loan Conversion expenses amounted to	3,009,241	5	2
Expenses were incurred by the Treasury in connexion with the payment of interest to the extent of	9,980	7	3
The debit for interest charges and expenses (including Loan Conversion expenses) for the year 1936-37 was therefore ..	£3,019,221	12	5
which represents a decrease of £27,642 as compared with the debit for the previous year.			
Exchange on interest payments and Redemption amounted to ..	301,016	10	6
The total of interest and exchange was thus	£3,320,238	2	11

Non-Interest Bearing Funds.

	£	s.	d.
At 30th June, 1936, 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 ..	5,191,076	14	3
Further moneys were provided during the year out of Consolidated Revenue and the National Recovery Loan, as shown hereunder—			
Division 78 of the Appropriation Act	768	10	1
Developmental Railways Account	Cr. 5	0	0
National Recovery Loan	181,810	8	1
The total amount as at 30th June, 1937, was therefore ..	£5,373,650	12	5

Non-Paying Lines.

To enable the provisions of the Railways Act to be put into effect (*vide* paragraph "Credits under the Provisions of Section 102 of Act No. 3759, &c."), separate accounts have been maintained in respect of each line constructed since 1896.

The operation of the following lines for the twelve months ended 28th February, 1937, after the payment of working expenses and interest charges, resulted in a loss of £167,130. The amount for which credit has been taken in the revenue account, in accordance with the provisions of the Railways Act, is £164,029, as shown hereunder:—

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1937.
	£
Alberton to Won Wron	3,097
Annuello to Robinvale	2,780
Bairnsdale to Orbost	26,903
Beeac to Newtown	2,443
Beech Forest to Crowes	2,589
Benalla to Tatong	2,047
Ben Nevis to Navarre	395
Bittern to Red Hill	3,499
Black Rock to Beaumaris	8,027
Cavendish to Toolondo	5,362
Colac to Beech Forest	5,996
Darling to Glen Waverley	9,811
Elmore to Cohuna	1,625
Eltham to Hurstbridge	6,978
Fawkner to Somerton	767
Ferntree Gully to Gembrook	8,404
Carried forward	90,723

NON-PAYING LINES—continued.

Line.					Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1937.
					£
					90,723
					575
					6,161
					1,497
					4,326
					1,019
					15,396
					1,406
					916
					508
					1,355
					2,347
					4,739
					837
					2,725
					3,291
					1,545
					23,743
					2,745
					1,276
					167,130
					£
					395
					93
					132
					882
					1,599
					3,101
					164,029

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

Line.	Amount.	Funds to which Expenditure was Charged
	£	
	8,685	Developmental Railways Account
	12,000	Developmental Railways Account
	1,857	Developmental Railways Account and Public Works Vote Appropriations

The *Railways (Finances Adjustment) Act* 1936, No. 4429, provides that, after 30th June, 1937, there shall not be paid to us any amount for losses incurred in the operation and maintenance of any of the abovementioned lines.

The losses on the lines for the period 1st March to 30th June, 1937, were estimated at £53,500. This amount has been credited to us by the Treasury in addition to the £164,029 shown above, subject to adjustment when the actual results have been ascertained.

In addition to those lines in respect of which we are entitled to be reimbursed the operating losses up till 30th June, 1937, there are 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, 1937, and the results are shown hereunder:—

Line.	Loss after Paying Working Expenses and Interest on Capital Cost, for the Twelve Months ended 28th February, 1937.
	£
Alberton to Port Albert	1,036
Avoca to Ararat	9,190
Ballarat to Buninyong	2,205
Birregurra to Forrest	7,688
Branxholme to Casterton	9,162
Castlemaine to Maldon	4,833
Cathkin to Koriella	642
Clarkefield to Lancefield	3,436
Everton to Yackandandah	9,697
Hamilton to Coleraine	4,817
Hamilton to Koroit	7,709
Jumbunna Junction to Outtrim	1,634
Korumburra Junction to Jumbunna Junction	200
Lilydale to Healesville	11,296
Lilydale to Warburton	9,469
Linton Junction to Linton	6,598
Maffra to Briagolong	1,727
Maldon to Shelbourne	2,668
Maryborough to Avoca	2,294
Moe to Thorpdale	6,122
Moriac to Wensleydale	1,644
Morwell to North Mirboo	7,986
Redesdale Junction to Redesdale	3,433
South Geelong to Queenscliff	2,510
Tallarook to Mansfield	27,069
Terang to Mortlake	2,377
Thomastown to Whittlesea	9,878
Timboon Junction to Timboon	5,712
Warragul to Neerim South	5,184
Total Losses	£168,216

In consequence of a formal direction given by the Governor in Council pursuant to powers conferred by the Railways Act, we were obliged to continue on five non-paying lines services which we had decided to discontinue wholly or partly as from 13th January, 1936, owing to the meagre traffic.

On one of these lines, Redesdale Junction to Redesdale, the revenue for the year ended 31st December last exceeded the working expenses, while in the case of the Ferntree Gully to Gembrook line, credit for the loss is already taken in our accounts. The loss as shown hereunder, resulting from the continuance of the services on the remaining three lines, has been claimed from and paid to us by the Treasury.

Line.	Loss after Payment of Working Expenses and Interest on Capital Cost of Rolling Stock for year ended 31st December, 1936.
	£
Moe to Thorpdale	905
Clarkefield to Lancefield*	1,261
Linton Junction to Linton*	343
Total Losses	£2,509

* Passenger services only.

The total amount of £220,038, shown in our accounts as a recoup by the Treasury in respect of the working of certain lines, is accordingly made up as follows:—

	£
Loss upon lines constructed since 1896—	
In respect of the period from 1st March, 1936, to 28th February, 1937	164,029
In respect of the period from 1st March, 1937, to 30th June, 1937	53,500
Loss for year 1936 upon services continued by Order ..	2,509
	£220,038

New Lines of Railway.

No new lines of railway 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.	
	1936.	1937.	1935–36.	1936–37.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,720·77	4,720·77	4,720·77	4,720·77
Track Mileage	5,054·93	5,054·93	5,054·93	5,054·93
Sidings	1,039·26	1,037·66	1,038·29	1,037·59
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

Electric Tramways.

The surplus of £5,344 shown on page 5 of this Report in respect of electric tramways was due, not to the operation of lines open for traffic, but to the payment by the Treasury in respect of the line from Black Rock to Beaumaris, which has been closed since 1931.

St. Kilda and Brighton Electric Tramway.

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

	Year 1936-37.		Year 1935-36.	
Number of passengers ..	4,479,570	..	4,420,187	..
	£		£	
Gross revenue ..	45,354	..	45,047	..
Working expenses ..	38,063	..	34,835	..
	<hr/>		<hr/>	
Net revenue ..	7,291	..	10,212	..
	£		£	
Interest charges ..	7,961	..	8,040	..
Exchange on interest payments and redemption ..	794	8,755	794	8,834
	<hr/>		<hr/>	
Net result ..	Loss	£1,464	Profit	£1,378
	<hr/>		<hr/>	

A greater expenditure upon re-conditioning and drainage of the track, and other special maintenance works, was the main factor towards the increase in working expenses, to which the increase in the basic wage also contributed.

	The capital expenditure at 30th June, 1937, on account of the					£
construction of the line was	137,280
and of rolling-stock	68,896
	<hr/>					
Total	£206,176
	<hr/>					

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 1936-37.		Year 1935-36.	
Number of passengers ..	1,085,306	..	1,078,665	..
	£		£	
Gross revenue ..	10,570	..	10,449	..
Working expenses ..	6,614	..	6,343	..
Net revenue ..	3,956	..	4,106	..
	£		£	
Interest charges ..	3,806	..	3,845	..
Exchange on interest payments and redemption ..	380	4,186	380	4,225
Net result ..	Loss	£230	Loss	£119

	The capital expenditure at 30th June, 1937, on account of		£
the construction of the line was	61,486
and of rolling-stock	33,444
Total	£94,930

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 (+) or Decrease (-).	Revenue.		Percentage Increase (+) or Decrease (-).
	1935-36.	1936-37.		1935-36.	1936-37.	
			%	£	£	%
Country passenger traffic ..	5,502,020	6,013,955	+ 9.30	1,409,364	1,485,346	+ 5.39
Suburban passenger traffic ..	134,037,069	135,329,598	+ 0.96	2,304,047	2,321,512	+ 0.76
Totals ..	139,539,089	141,343,253	+ 1.29	3,713,411	3,806,858	+ 2.52

Country Passenger Traffic.

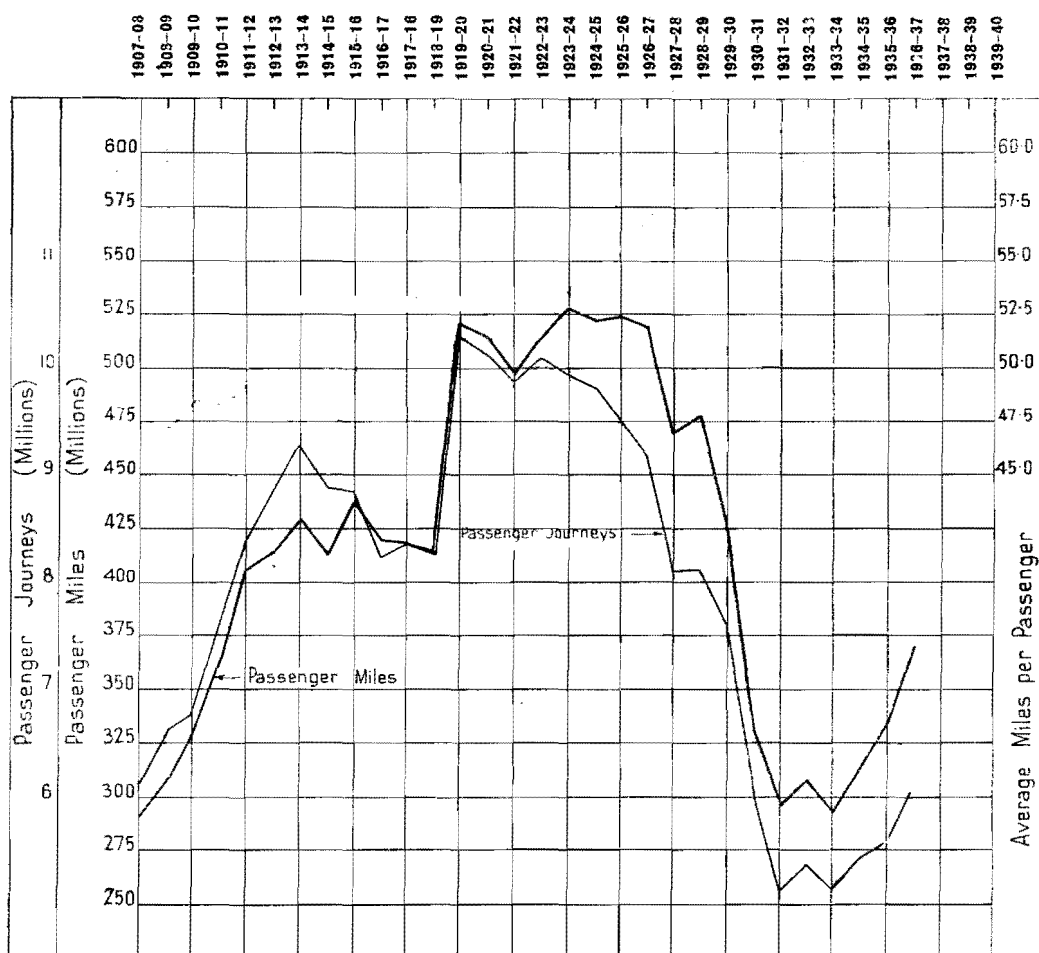
The increase of over 9 per cent. in journeys and 5 per cent. in revenue, while assisted materially by general economic improvement, is also a gratifying reflex of our efforts in various directions to stimulate traffic, and in particular of the reduced fares which were made operative in March, 1936, and of accelerated and improved train running.

There are indications that former rail patrons are availing themselves of the cheaper, faster, and more comfortable services which have been introduced, and we hope by continued effort to regain still further traffic to the rail.

Country periodical ticket fares were also reduced as from 1st November, 1936, by 15 per cent. second class, and approximately 24 per cent. first class.

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 alternative modes of transport and by financial stringency in the depression period :—

COUNTRY PASSENGER TRAFFIC, 1907-8 TO 1936-37.



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, decreasing to 5,072,729 in 1933-34, with an increase in 1936-37 to 6,013,655. The latter figure is 41 per cent. below that of 1919-20, and lower than at the commencement of the graph 28 years ago.

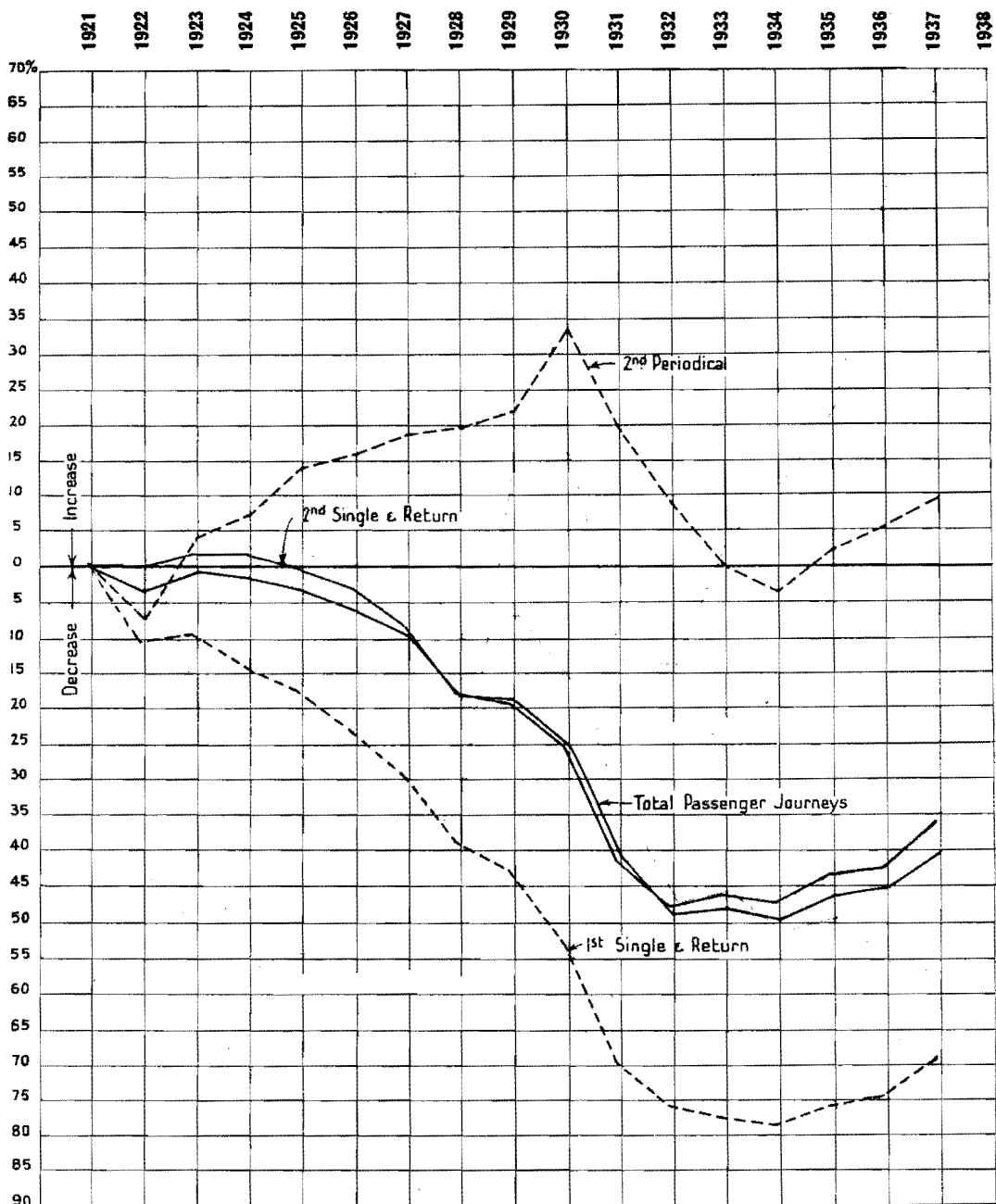
The composition of the country passenger traffic, as well as its volume, has undergone marked changes in recent years, as will be seen from the figures below :—

Country Passenger Journeys.	1920-21.		1936-37.	
	Number.	Percentage.	Number.	Percentage.
1st class single and return ..	1,722,699	17.12	529,064	8.80
1st class periodical ..	1,214,328	12.07	509,951	8.48
		—29.19		—17.28
2nd class single and return ..	6,308,272	62.70	4,010,747	66.69
2nd class periodical ..	689,673	6.85	753,205	12.53
Weekly workmen's (2nd class) ..	126,894	1.26	210,688	3.50
		—70.81		—82.72
	10,061,866	100	6,013,655	100

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

PERCENTAGE INCREASE OR DECREASE IN COUNTRY PASSENGER JOURNEYS,
1920-21 TO 1936-37.

YEAR ENDED 30TH JUNE—



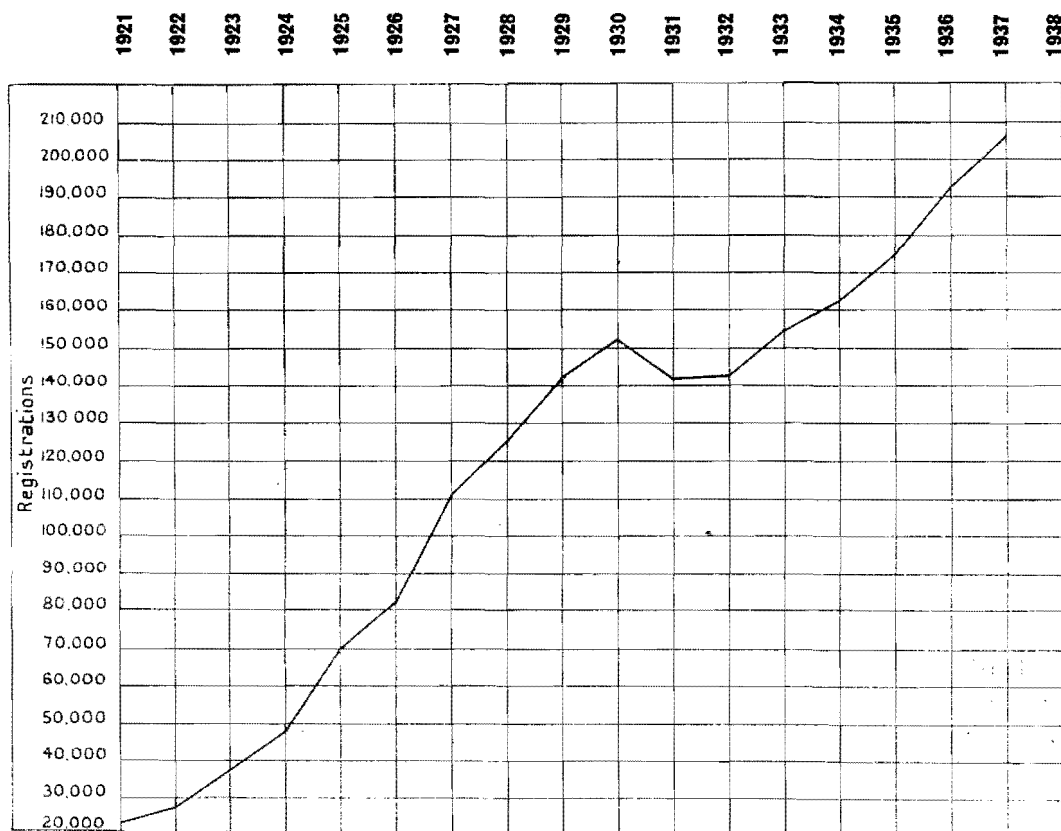
The marked decrease in weekly workmen's passenger journeys between 1922 and 1926 was attributable principally to the decline in mining in country districts. Increases in more recent years (except during the depression period) are ascribable to a reduction in the fares in the 21-27 mile zone from Melbourne.

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

MOTOR CAR REGISTRATIONS.

Registrations of automobiles and commercial vehicles, which are quoted here because of their influence upon railway revenue, again showed a large increase. The total registrations (206,560) current at 30th June, 1937, represented an increase of 13,054 vehicles (6.75 per cent.) over the record number at 30th June, 1936. The following graph shows the growth in the registrations since 1921 :—

AT 30TH JUNE—

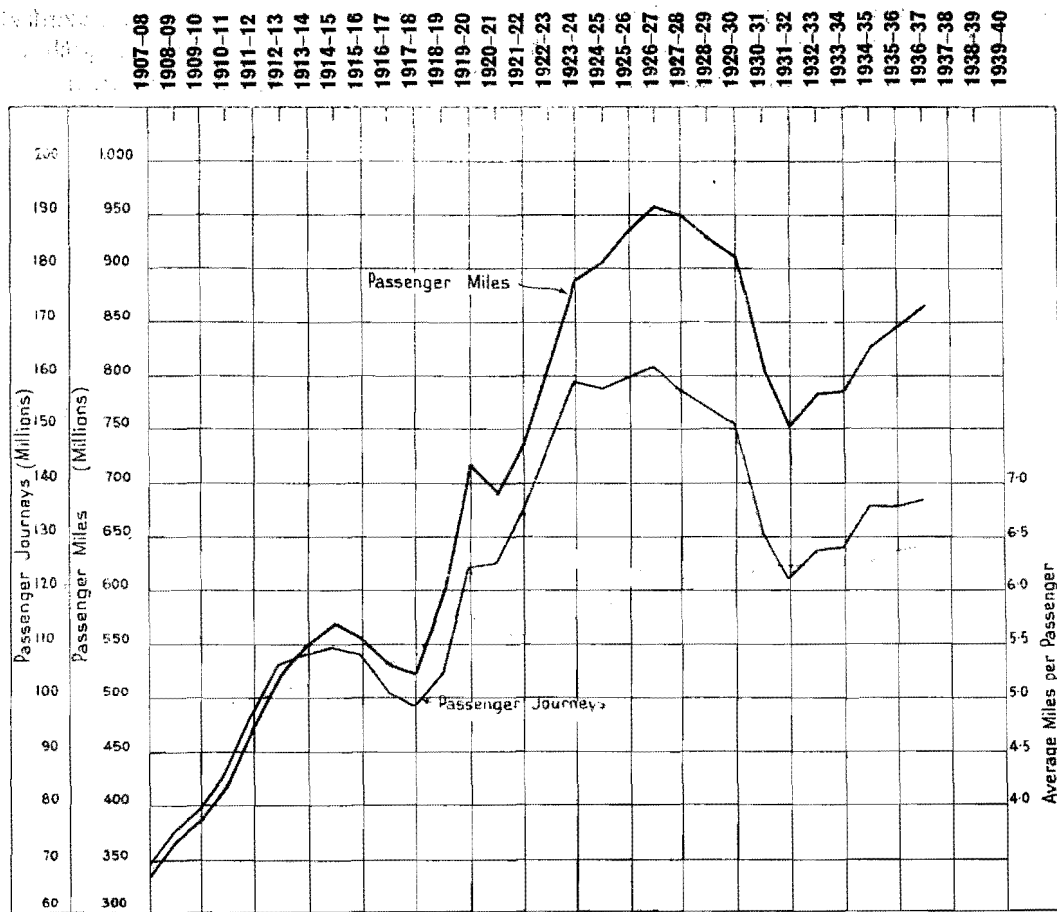


Suburban Passenger Traffic.

Suburban passenger traffic remained virtually the same as in 1935-36, due in part to increased tramway competition, principally by through-routing and conversion to electric traction.

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 subsequent more favorable movements, with a total of 135,329,598 passenger journeys in 1936-37 :—

SUBURBAN PASSENGER TRAFFIC, 1907-8 TO 1936-37.

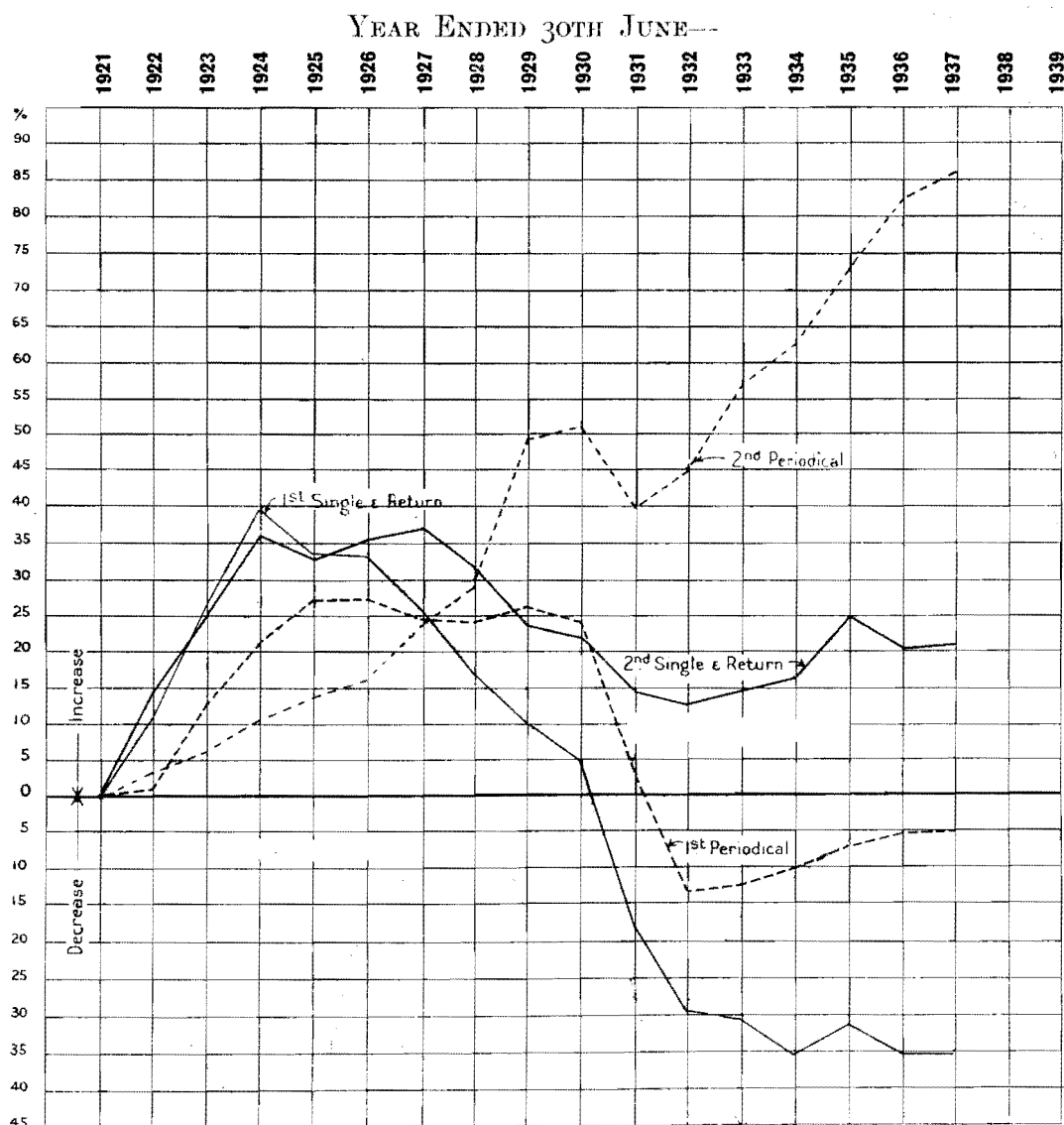


During recent years the composition of the suburban traffic has been undergoing changes similar to, though not so marked as, those which have taken place in the country traffic. This will be seen from the following figures:—

Suburban Passenger Journeys.	1920-21.		1936-37.	
	Number.	Percentage.	Number.	Percentage.
1st class single and return	31,937,385	25.76	20,887,140	15.43
1st class periodical	23,593,993	19.03	22,406,911	16.56
		—44.79		—31.99
2nd class single and return	39,495,944	31.86	47,734,999	35.27
2nd class periodical	16,981,741	13.69	31,708,651	23.44
Weekly workmen's (2nd class)	11,974,754	9.66	12,591,897	9.30
		—55.21		—68.01
	123,983,817	100	135,329,598	100

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

PERCENTAGE INCREASE OR DECREASE IN SUBURBAN PASSENGER JOURNEYS,
1920-21 TO 1936-37.



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 goods and live stock traffic maintained the rate of increase recorded in our last Report, and exceeded that of 1935-36 by 388,868 tons (6.1 per cent.) and £260,679 in revenue (5.5 per cent.).

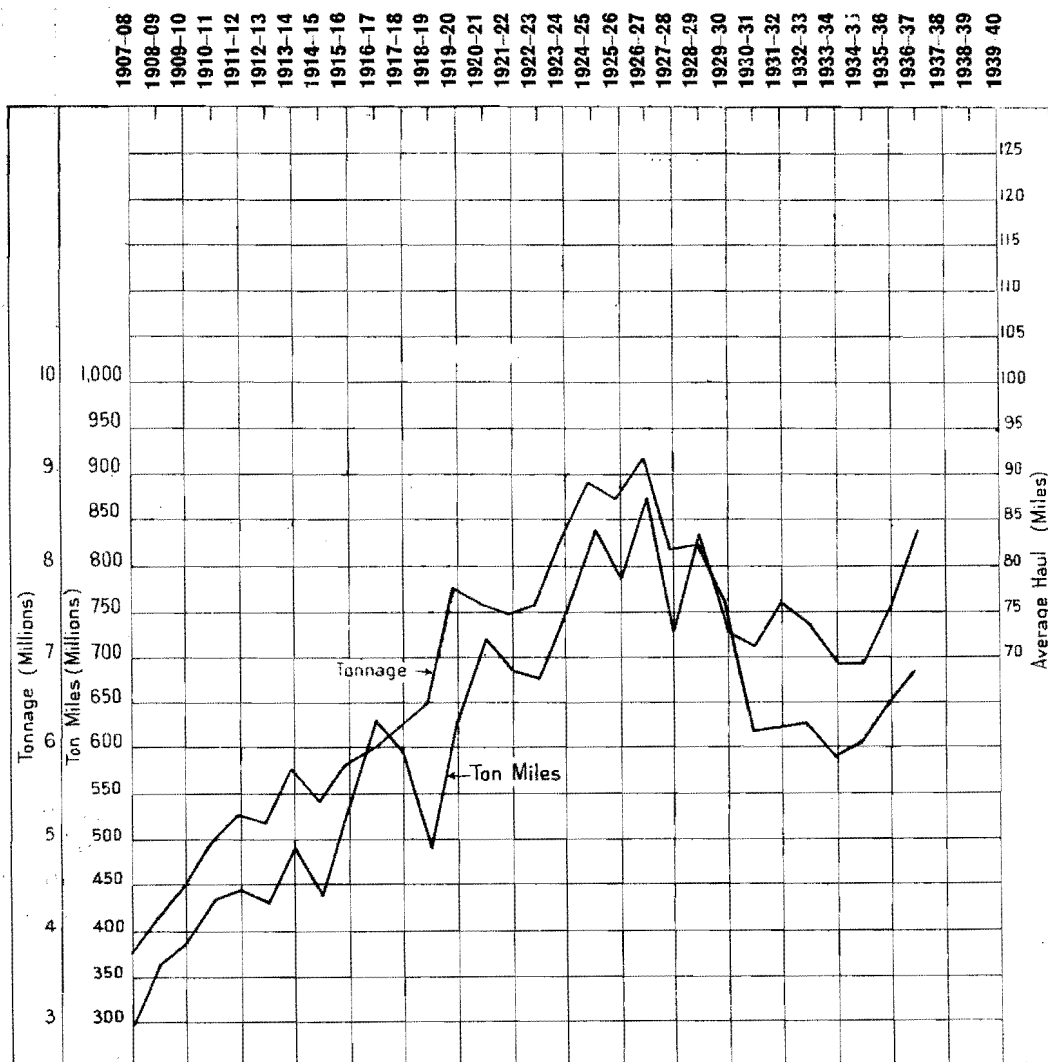
Details of the tonnage and revenue of the various classes are embodied in Appendix No. 23, but the principal increases and decreases were in the following items:—

	Percentage Increase or Decrease in—	
	Tonnage.	Revenue.
<i>Increases—</i>		
Fertilizers	17.4	18.3
Wheat	15.3	19.6
General merchandise (classes "A," "B," "C," "I" and "2")	11.8	4.1
Stone, gravel and sand	11.3	16.4
Live stock	5.4	5.7
<i>Decreases—</i>		
Hay, straw and chaff	13.4	12.9
Butter	0.5	23.5
Dairy produce, excluding butter and cheese	9.3	12.6

The relatively low revenue (by comparison with the tonnage) in the case of general merchandise and butter was due to the necessity to make substantial concessions under freight contracts, in order to conserve traffic from our competitors. In the case of butter, such concessions were made in but were operative only for a portion of 1935-36. The reasons for the adoption of this policy are referred to at greater length under the heading "Road Motor Competition."

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

GOODS AND LIVE STOCK TRAFFIC, 1907-8 TO 1936-37.



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

The average haul, as will be seen from the graph, has also been the subject of wide fluctuation, due largely to variations in the wheat traffic, the average haul of which, in the last eight years, has fluctuated between 147 and 195.7 miles, the figure for the year just closed being 182.46.

Train Mileage, Train Loads, &c.

The total train mileage (including assistant, light, and departmental coal mileage) for the year was 18,288,774, or 980,349 miles more than in 1935-36.

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

		Train Miles.
<i>Increases.</i>		
Country passenger trains		337,714
Suburban passenger trains		217,321
Rail motor cars		15,624
Goods trains		482,055
Departmental coal mileage		16,170
		1,068,884
<i>Decreases.</i>		
Mixed trains		88,535
		88,535
Net increase		980,349

The increases in the mileage of passenger trains reflect the efforts made to render such services more attractive, either during the year or during the course of the preceding year. The decrease in mixed train mileage was the outcome of the same policy, in pursuance of which separate passenger and goods services superseded mixed trains on certain lines.

In the case of goods trains, the increase in goods business was responsible for the greater mileage.

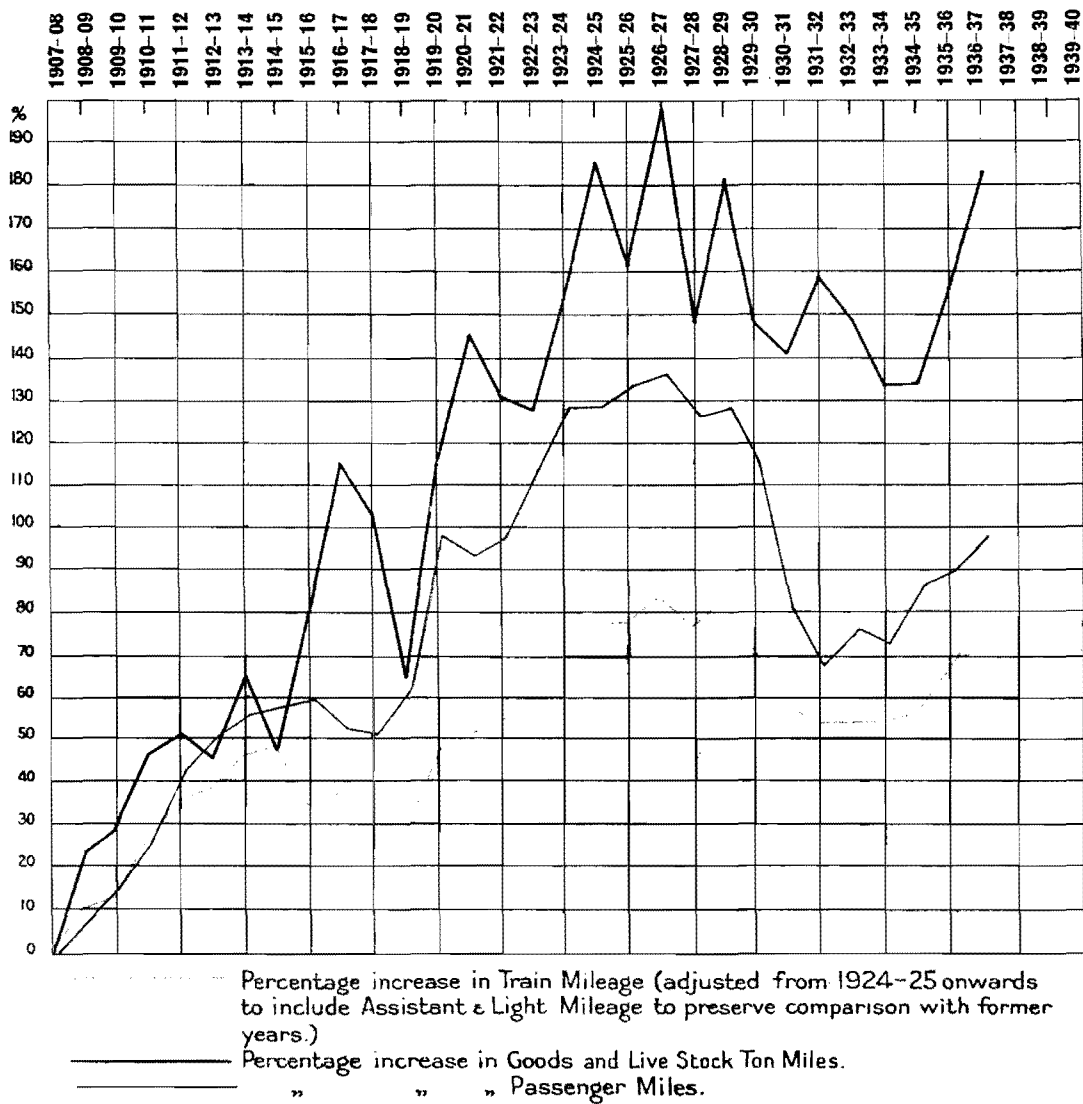
Details of the train, locomotive, and vehicle mileages appear in Appendix No. 9.

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

	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.
Average gross tonnage per traffic train mile—						
Passenger	191	193	206	208	196	204
Mixed	230	230	237	235	230	231
Goods	441	443	453	459	464	457
Average goods and live stock tonnage per loaded truck mile	9.2	8.9	8.7	8.7	8.7	8.9
Average goods and live stock tonnage per loaded truck mile during peak period (January to April inclusive)	10.3	10.6	9.7	9.0	9.6	9.7
Average miles per truck per day during peak period (January to April inclusive)	26.0	26.5	23.2	22.6	25.0	27.0
Number of passengers carried per passenger and mixed train mile, including rail motor mileage—						
Country	83.53	85.12	80.70	83.12	77.80	81.97
Suburban	108.42	112.62	113.54	119.27	118.05	117.11

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

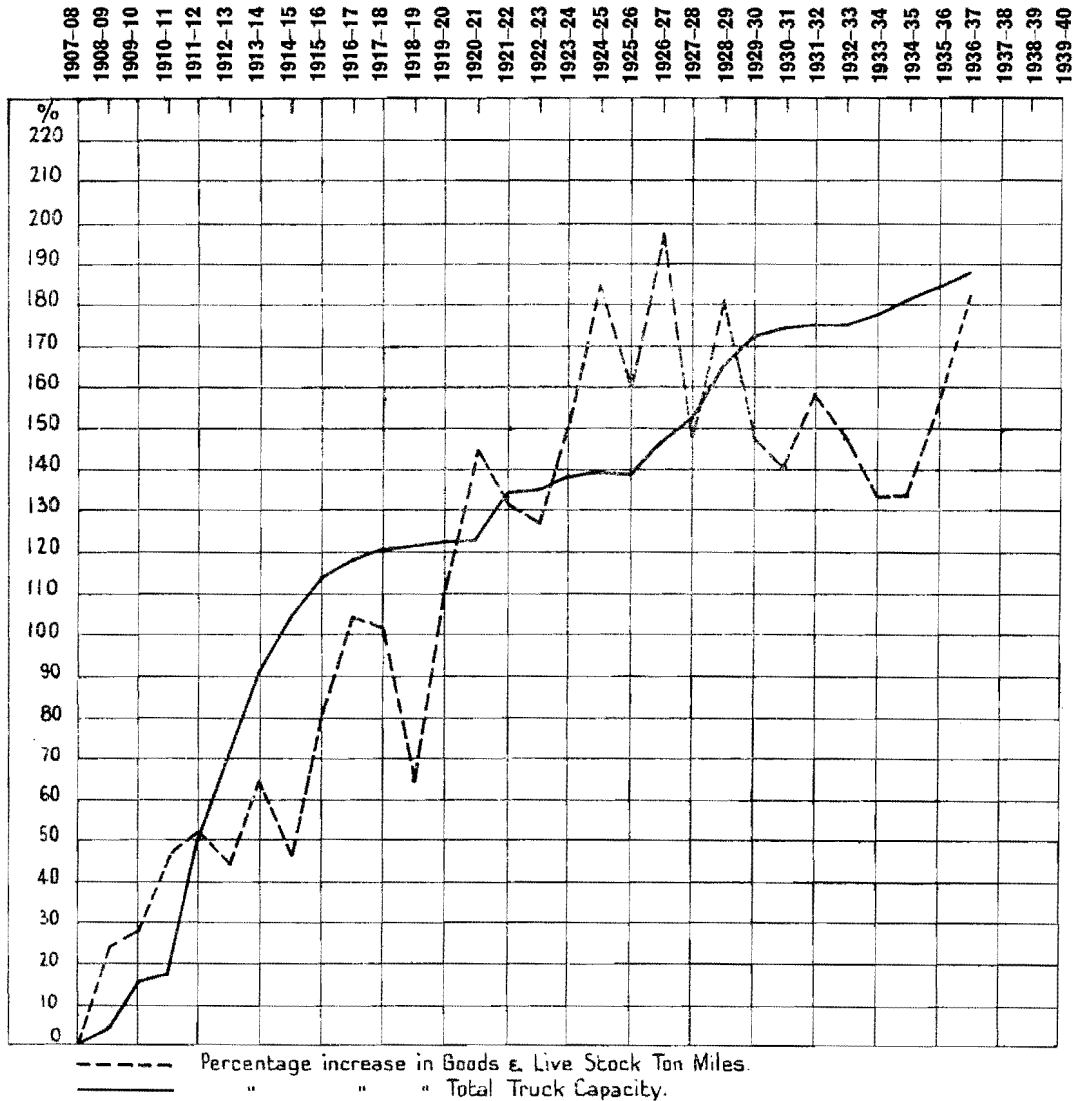
PERCENTAGE INCREASE OVER 1907-08 IN TRAIN MILEAGE BY CONTRAST WITH THAT IN TRAFFIC.



The graph shows that in 1936-37 the goods business and the passenger traffic, as represented by the goods ton-miles and the passenger miles, were 182.66 and 97.15 per cent. respectively greater than in 1907-08, yet the increase in train mileage was equivalent to only 76.13 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 1907-08 IN GOODS AND LIVE STOCK TON MILEAGE
BY CONTRAST WITH THAT IN TOTAL TRUCK CAPACITY.



The chart indicates graphically the result achieved, particularly in years of buoyant traffic, from the endeavors made to obtain the best use from the available rolling stock. In the recent years of depression the serious decline in goods business caused the curve representing it to fall below that representing the truck capacity, but a closer relativity has followed the improved goods traffic of the past two years.

Country Passenger Train Services.

To keep abreast of modern requirements, and to encourage traffic, we have continued the progressive overhaul of train schedules. Numerous important improvements have resulted.

The accelerations achieved during the past three years in the running times of regular passenger trains represent a total saving of 575 hours per week, and plans for further notable alterations on some lines are well advanced.

These betterments, which would not have been practicable but for the improvements which have been effected in locomotives and tracks, demand in every instance an intensive study of operating conditions and public requirements.

A new convenience in country rail travel in Victoria was furnished by the equipment of an air-conditioned buffet car—described under the heading “Rolling Stock Branch”—which is attached to the midday train from Bendigo to Melbourne, returning in the evening. The provision of this type of facility is a natural sequence of the drastic amendments of train schedules which have been effected, and will unquestionably assist in popularizing rail travel where the volume of traffic and nature of the schedules justify their use. A programme for the construction of additional buffet cars is therefore in hand.

Another innovation of importance was the construction of five new rail motors of the sedan type, known as “passenger mail motors.” These vehicles, which carry the mails on certain branch lines on which the ordinary train service is limited, provide improved services for passengers of the nature indicated in the succeeding portion of this paragraph. One trailer which was built for the carriage of perishable and other urgent parcels has proved successful, and more are to be constructed.

Among the numerous alterations which were made in the country passenger train services during the year, those summarized below are perhaps the most important:—

Northern and Midland Districts.

Maryborough-Ballararat.—Local passenger service increased by five trains each way per week with very extensive main and branch line connexions.

Daily mixed train from Maryborough replaced by fast passenger train with express connexion beyond Ballarat and a saving of 103 minutes on the through journey to Melbourne.

Ararat-Avoca-Maryborough.—A daily return service operated by a passenger mail motor and an A.E.C. rail motor car is now available, with improved connexions, and a curtailment of 190 minutes in the journey from Avoca to Melbourne via Maryborough and Ballarat; saving of 90 minutes in journey from Melbourne via Maryborough to Ararat.

Western and South-Western Districts.

Melbourne-Adelaide.—Restoration of a seven days per week service in each direction by Overland Express. Extension to Horsham of 1.25 p.m. Melbourne-Ballararat express on Saturdays. With the additional “up” Overland Express passing through Victorian stations on Monday mornings this provides a greatly improved week-end service.

Incidental savings on Saturday evenings by connexion with the Overland Express—30 minutes on the Hamilton and 45 minutes on the Warracknabeal line.

Goroke Line.—A passenger mail motor provides additional and faster passenger facilities, with extra connexions to and from Melbourne and additional day return trips into Horsham.

Forrest Line.—The mixed service of four days per week, supplemented by one postal motor trip, has been replaced by a daily passenger mail motor, with a goods service on three days per week. Savings in through journeys to and from Melbourne, 120 and 80 minutes respectively.

North-Eastern and Goulburn Valley Districts.

Main North-Eastern Line.—The “up” evening train on Fridays is now regularly run through to Melbourne as an express division of the evening service from Seymour, arriving at Melbourne at 9.35 p.m. instead of 10.10 p.m.

Rushworth Line.—A passenger mail motor and an A.E.C. rail motor now provide a daily morning and evening service in both directions, in place of four mixed trains weekly. Express connexions afforded daily from and to Melbourne with savings of from 30 to 50 minutes on through journeys.

Four passenger mail motor trips per week are run in each direction on Girgarre branch in place of two mixed trains, with reductions of travelling time by from 2 hours to nearly 4 hours.

Dookie Line.—The tri-weekly mixed train has been replaced by a daily passenger mail motor service with one extra trip per week in each direction, giving an express connexion and a saving of from 75 to 95 minutes on journeys from and to Melbourne.

Picola Line.—A daily rail motor service, instead of three "mixed" and three rail motor trips, provides accelerations of 30 minutes in one direction and 40 minutes in the other, on three days per week.

Eastern and South-Eastern Districts.

Melbourne-Nyora-Leongatha.—The "up" evening train from Leongatha has been accelerated by 25 minutes, and the morning "car-goods" up train from Nyora by 35 minutes (five days per week), with corresponding later departures in each case.

Wonthaggi Line.—The morning Wonthaggi passenger services from and to Melbourne are run through as separate trains, under express conditions between Melbourne and Nyora, with savings of 35 and 30 minutes respectively and corresponding earlier arrivals at Wonthaggi and Melbourne. "Up" evening train scheduled as a passenger train throughout, enabling it to depart at 5.40 p.m. instead of 5.5 p.m. without alteration in the time of arrival at Melbourne.

Suburban Train Services.

The morning and evening peak services on the Sandringham line were augmented by three additional trains, and the journey to Melbourne was accelerated by running three of the morning trains from Sandringham under express conditions for portion of the journey.

On the Ashburton line, where there has been a steady development of settlement and of traffic, a service frequency of approximately 15 minutes instead of 30 minutes as formerly, was provided between 9 a.m. and 4 p.m.

On many other lines improvements were introduced. In this respect we owe our thanks to the many patrons who responded to our public appeal for suggestions, as a number of adjustments of local value originated from this source.

The Sunday services were substantially improved by providing trains to connect with earlier country excursion departures and maintaining (in most cases) regularity of service up till midnight.

In connexion with the Royal Agricultural Show, a through service was for the first time provided direct from various suburbs to and from the Show Grounds platform.

The handling of heavy cricket and football traffic, &c., from the Melbourne Cricket Ground, was much facilitated by the construction of a ramped approach at Richmond giving Box Hill line passengers separate and direct access to their platform, with a corresponding reduction of congestion at the remaining entrances.

Satisfactory experiments have been conducted at Flinders-street Station with the installation of public address systems for the purpose of directing traffic and announcing the departure and destination of trains, or in some cases the fact that arriving trains are "not going."

While similar arrangements had been in operation at Spencer-street for some time past, a different problem was presented at Flinders-street by reason of the the proximity of the various suburban platforms, each requiring varying announcements. Experience, however, has shown that a useful additional service can thus be rendered, and steps will be taken to extend the system, which, apart from the country train platform (No. 1), is at present confined to platforms Nos. 4 and 5, and 6 and 7.

Country Goods Train Services.

A number of major improvements were effected in the goods train services, and some idea of the far-reaching influence of these re-arrangements upon the transport of goods by rail throughout the State will be gained from the following summary :—

Bendigo Line.—Early morning fast news-goods train accelerated by 40 minutes, reaching Bendigo at 6 a.m. instead of 6.40 a.m.

Mildura Line.—A fast through goods train is despatched regularly from Melbourne at 2.20 p.m. on Wednesdays via Castlemaine, reaching Mildura at 9 a.m. next day. In the reverse direction, a train leaving Mildura at 9.50 a.m. on Wednesdays arrives at Melbourne via Ballarat, at 2.30 a.m. the next day. Saving 14 and 14½ hours respectively.

Warrnambool Line.—A fast through news-goods train was introduced, leaving Melbourne at 2.5 a.m. daily and reaching Warrnambool at 8.30 a.m., thus admitting of earlier delivery of newspapers and important goods loading by more than four hours. Mails for Colac, Camperdown, Terang, and Warrnambool are also forwarded by this train instead of by the passenger service, which does not arrive at Warrnambool until 1.20 p.m.

The “Up” fast perishable goods train leaves Warrnambool at 6 p.m., instead of at 11.30 a.m. on three days and 4.30 p.m. on two days per week, and reaches Melbourne at 2 a.m.—acceleration of nearly eight hours.

Melbourne-Albury.—An improved service affords a saving of seven hours between Melbourne and Wodonga, and enables consignments for Benalla and stations beyond to be received up till 5 p.m., instead of 12 noon, on the day of despatch. A saving of approximately six hours was effected in “Up” direction, and the later loading limit and earlier delivery are of material benefit for live stock and perishable consignments.

Goulburn Valley Lines.—Evening perishable train was expedited to reach Melbourne at 2.30 a.m., instead of from 5 a.m. to 6 a.m., furnishing material improvement for market consignments, farm produce, and fruit, &c., from irrigated districts. Better facilities have also been provided for transport of fruit from the Goulburn Valley to Sydney.

As a result of improved schedules, goods from Melbourne, &c., are being made available for earlier delivery at Numurkah and on various branch lines.

Melbourne-Maffra-Bairnsdale and Sale.—A fast news-goods train is scheduled to leave Flinders-street at 2 a.m. daily for Traralgon stopping *en route* at Warragul and Morwell only, conveying newspapers and mails for the district. This train links at Traralgon with the Sale, Maffra, and Bairnsdale morning goods services, thereby making mails and newspapers available in Bairnsdale at 10.30 a.m. instead of at 2.25 p.m.

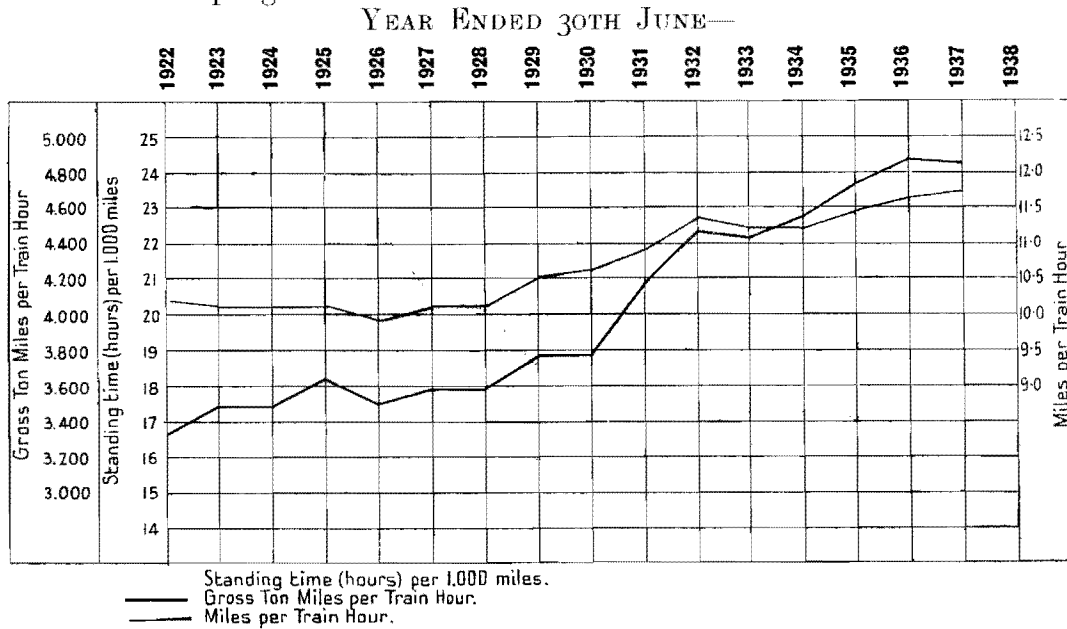
Train Control System.

The Eastern and South-Eastern control section was transferred from Flinders-street to specially prepared quarters in the administrative offices, Spencer-street, and amalgamated with the central control system. All administrative sections connected with transportation operations, such as timetabling, train running, rostering, distribution of engine power, cars and trucks, live stock traffic and records and statistics of train operations, &c., are now grouped together, thus establishing a complete train operating unit.

Steady progress is being made with the preparations for the inauguration of the selector telephone system throughout the suburban area. Suburban stations, signal-boxes, depots, &c., numbering 220 in all, will be linked directly with the main control division, and it will be possible to speak to all the points simultaneously. The installation will rank as one of the most modern of its kind in the world, and will be an invaluable aid in the operation of the suburban services and of country trains passing through the suburban area.

Operating statistics depicted in the following graph indicate the great improvements which have ensued from the train control system, in conjunction with other

factors such as the provision of larger engines, locomotive and track improvements, and automatic couplings.



Timekeeping of Trains.

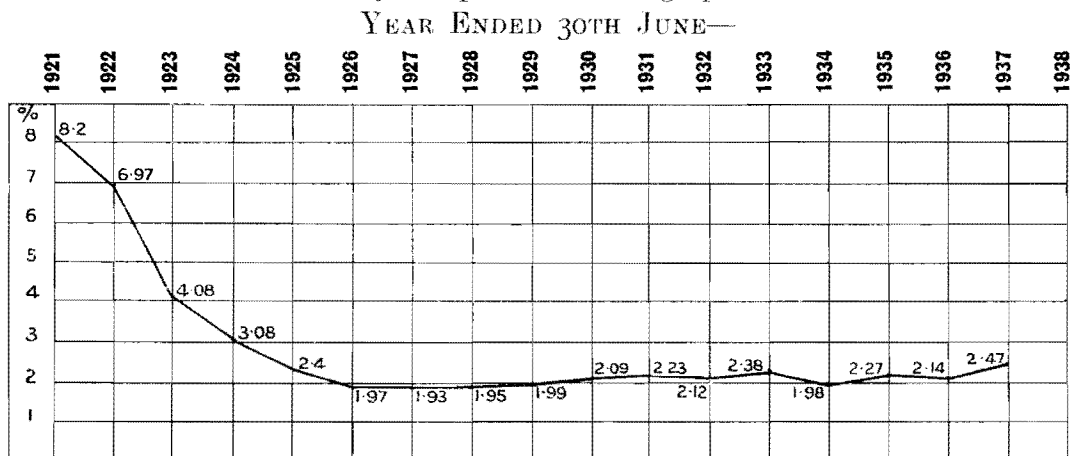
The percentages of trains strictly on time for the year are shown hereunder, in comparison with the performances in the previous year:—

Country passenger trains ..	..	1936-37.	80.83	..	1935-36.	83.51
Country mixed trains ..	..		82.60	..		83.36
Suburban electric trains ..	..		84.00	..		84.00

Additional speed restrictions in conjunction with track works—more especially on the Geelong, North-Eastern, and Eastern lines—and the unusual frequency of foggy weather in the month of June, were mainly responsible for the retrogression indicated in respect of country passenger and mixed trains.

Ticket Collection.

There was a retrogression in this respect, the percentage of tickets not collected rising to 2.47. This compared with 2.14 in the preceding year, and was the poorest performance for a number of years past, *vide* the graph hereunder:—



Although the percentage not collected is still small, it is important, from the aspect of revenue protection, that more care be devoted to this phase of operating, and the matter has been taken up specially with a view to effecting an early improvement.

Claims for Missing and Damaged Consignments.

There was an increase of £3,000 in the amount paid in claims in connexion with consignments missing, damaged or delayed, payments in this respect having totalled £13,215, compared with £10,215 in 1935-36.

This increase is accounted for only partly by the greater volume of traffic, and the ratio which the claims payments bore to the goods, live stock, and parcels, &c. revenue rose from 0.21 per cent. in 1935-36 to 0.26 per cent. in 1936-37.

We are much concerned at this retrogression, which occurred in respect of both damage and pillage. The latter decreased late in the year, following upon the apprehension of some active offenders, but a close investigation of the problem is being made with a view to eliminating basic faults leading to the damage of goods.

It has again been necessary to maintain a special patrol of goods trains and station yards, at a cost of approximately £3,000 per annum, in order to minimize "stowaways" and thus protect goods in our custody from damage or theft. The danger to the stowaways themselves was again illustrated by two having been killed during the year, whilst riding or attempting to ride in trucks on goods trains.

The Wheat Harvest.

Although the acreage of wheat sown for the 1936-37 season was low (2,393,827 acres) the yield per acre was exceptionally high, reaching an average of 17.9 bushels. The total production for the season was thus well above the average, and amounted to 42,844,816 bushels. In addition, our traffic includes approximately 3,500,000 bushels grown in the Riverina.

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

Year.	Number of Bushels Produced.	Number of Bags of Wheat Carried by Rail from Country Districts (approximately 3 bushels per bag).
1932-33	47,843,129	13,028,628
1933-34	42,613,106	10,638,640
1934-35	25,850,528	9,608,060
1935-36	37,552,062	11,748,878
1936-37	42,844,816	13,653,222
Record years	(1915-16) 58,521,706	(1916-17) 18,461,822

Wheat exported during the year amounted to 7,407,934 bags, as compared with 5,146,558 bags in 1935-36.

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

	Number of Bags of Wheat Stacked at 30th June—			
	1934.	1935.	1936.	1937.
At Williamstown	738,494	465,007	717,088	662,446
At Geelong	989,833	513,282	361,917	826,011
At Country Stations	3,976,841	2,292,622	2,412,542	2,666,091
Totals	5,705,168	3,270,911	3,491,547	4,154,548

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.

Operations for the year included the relaying of 88.82 miles of track, and the strengthening of tracks by the addition of 91,645 sleepers and 199,370 cubic yards of bluestone and gravel ballast. Of the total mileage relaid, 66 miles of 60, 80 or 100 lb. were relaid with heavier rails—80, 90 or 110 lb.

In the course of renewals, 92,822 cubic yards of ballast, including 33,022 cubic yards of ashes, were used, 603,808 sleepers were renewed, and 57½ miles of fencing rebuilt.

Unemployment Relief Works.

In connexion with works carried out under the unemployment relief schemes, approximately 3,390 men were engaged for periods of eight or eleven weeks. These works also necessitated the employment for varying periods of a number of skilled workers, averaging approximately 125 men per month, who otherwise would not have been employed in the Department.

The "relief" gangs were engaged on various lines throughout the State in reconditioning and strengthening tracks by the provision of additional sleepers and ballast, and on relaying works.

The country lines on which strengthening operations were carried out during the year were Warracknabeal-Hopetoun (completed), St. Arnaud-Tempy (completed), Sunshine-Bendigo, Bendigo-Kerang, and Traralgon-Sale.

On the Newport-Geelong line $37\frac{1}{4}$ miles of 80-lb. rails were replaced with new 90-lb. rails welded into lengths of 225 feet, and on the Toolamba-Echuca line an additional $21\frac{1}{4}$ miles of 60-lb. rails were replaced with 80-lb. rails released from the Geelong line, and welded into lengths of approximately 180 feet. On the Murtoa-Warracknabeal line $3\frac{1}{4}$ miles of 60-lb. rails were replaced with 80-lb. rails, also released from the Geelong line and welded into lengths of approximately 180 feet. In conjunction with this relaying work the tracks were reconditioned and strengthened by the provision of additional sleepers and ballast.

During the year £350,263 was expended by this Department upon works carried out under unemployment relief schemes. Of this amount £343,872 was provided from Unemployment Relief Funds, while the balance, £6,391, was included in the working expenses of the year.

Welding of Rail Joints.

The automatic electric flash butt welding machine at the Spotswood Depot, referred to in last year's report, was brought into use early in the year, and has since made approximately 12,900 welds in new and serviceable 75, 80, 90 and 110-lb. rails. The capacity of the plant is from 7 to 8 welds per hour, and the machine has proved very efficient and economical in operation. The cost per weld is approximately 10s., or about one-third of the cost by the "Thermit" process. Most of the rails welded by this machine were used in the relaying operations mentioned under "Unemployment Relief Works."

In addition, approximately 4,360 welds in new 90, 100 and 110-lb. rails were made *in situ* by the Thermit process.

The mileage welded during the year was 77 miles, and the total mileage of welded track is now 171 miles.

Hallade Track Recorder.

The Hallade track recorder, referred to in our last report, has proved invaluable in revealing faults in the track, including faulty alignment, incorrect superelevation on curves, sharp changes of gradient, &c.

It has been an important factor in the higher standard of riding comfort which is being achieved on country lines, particularly those on which fast running schedules are in operation.

A second recorder was obtained during the year, and is being used for testing the riding qualities of various classes of rolling stock.

Station Buildings.

At Spencer-street, extensive alterations were almost completed which will considerably improve facilities for passengers. The surfaces of the main concourse and of Numbers 1, 4 and 5 platforms have been improved, and the timber barrier fencing and gates on the concourse replaced by a wrought iron fence and gates. The cloak-room has been re-arranged and the concourse in the vicinity widened, and a covered footway is being provided from the concourse to Number 1 platform by way of the vehicular yard. The wooden post verandah on Numbers 1 and 2 platforms is being replaced by a cantilever structure which will shelter also the footway and the accommodation for road vehicles contiguous to the platforms. A cantilever verandah has also been erected on Numbers 7 and 8 platforms.

New brick lavatory conveniences for men, including shower baths and dressing room and a general waiting room, are being erected near the entrance to Numbers 7 and 8 platforms.

At the Flinders-street station, a new country booking office has been erected at the Centre Entrance. The panelling and counters are of Queensland walnut. Barriers to regulate the movements of passengers to and from the counters, a counter grille and modern fittings will facilitate the purchase of tickets. Portion of the office will be used as a branch of the Victorian Government Tourist Bureau.

During the year the roofs and columns of the platform verandahs and the platform fittings were renovated in an attractive colour scheme which, in conjunction with the improved electric lighting referred to elsewhere, has done much to impart an atmosphere of brightness to the surroundings.

Station buildings which, owing to falling traffic, were in excess of requirements at certain localities, were removed and re-erected so as to provide better accommodation at Ashburton, Kyabram and Loch. The improvements at Ashburton and Kyabram included the provision of a steel cantilever verandah, and the buildings were painted in the new standard colours of ivory and green.

Electric lighting was installed at Garfield, Glen Waverley, Nar-Nar-Goon, Narre Warren, Officer and St. Albans, and improved lighting was provided at thirty-seven country stations.

For the convenience of passengers changing from trains to road motor vehicles at Geelong *en route* to Lorne, Queenscliff, &c., and vice versa, and for the accommodation of the road vehicles, a spacious concourse roofed with a double cantilever verandah was provided at the "down" end of the main platform, with a special barrier exit from the platform. At the same time the roadway between the station buildings and goods yard was widened, to the advantage of both pedestrian and vehicular traffic.

Improvements at Level Crossings.

Flashing light signals were provided at the level crossings at Noorat-road, Terang, and on the "up" side of Weerite station, and a wig-wag signal at Roy-street, Wangaratta.

Live Stock Facilities.

New or improved facilities for handling livestock traffic were provided at Beveridge, Boorcan, Brim, Burrumbeet, Cheviot, Erwen, Euroa, Little Brooklyn Siding, Manangatang, Mansfield, Melton, Moorooduc, St. James, Stony Point, Swanwater, Tocumwal (N.S.W.), and Wahgunyah. Half the cost of the work at Tocumwal was defrayed by the New South Wales Railway Department. At Moama (N.S.W.) livestock trucking facilities were constructed alongside the existing siding by and at the expense of the Municipality of Moama.

Re-alignment of Curves and Tracks to Permit of Increased Speeds.

Many curves on main lines were re-aligned during the year to provide particularly long easement curves and permit of more comfortable riding and increased speeds. Extensive re-alignment or re-arrangement of trackwork was carried out on sections of the North-Eastern and North-Western lines.

Dwelling Accommodation for Employees.

Three new departmental residences were erected, viz., at Broadmeadows, Carlsruhe, and Lake Boga, while surplus refreshment room accommodation was converted into departmental residences at Birchip, Quambatook, and Warrnambool. Extensive repairs and renovations were carried out at the hostel in King-street, West Melbourne, which is occupied by female employees of the Refreshment Services Branch.

Automatic Staff Exchangers and Electric Staff Instruments.

Equipment for exchanging electric staffs at high speeds was installed at Benalla and Bacchus Marsh, and the large type electric staff instruments between Gheringhap and Maroona were replaced by miniature instruments with a view to the subsequent installation of staff exchangers. Facilities for switching out electric staff stations as required were provided at Cowwarr, Tinamba, Wingeel, Berrybank, Kiata, and Diapur.

Other New Works.

Other works undertaken to facilitate the handling of traffic included the re-arrangement and improvement of tracks at Cressy, Talbot, and Terang, and the provision of additional siding accommodation at Red Cliffs.

Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1937, appears in Appendix No. 10.

Rolling Stock Construction.

During the year one additional heavy type Mikado goods locomotive ("X" class) was completed and placed in service.

The following rolling stock also was constructed during the year:—

Open wagons (specially equipped for the carriage of wheat in bulk)—"GZ" class	316
Cattle wagons—"M" class	14
Louvre type closed wagons—"U" class	2
Workmen's sleeping cars—"W" class	18
Rail motor trailer	1

Six passenger mail motors were purchased, and were placed in service, as indicated under the heading "Country Passenger Train Services."

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

Locomotives	15
Cars	1
Van and sundry stock	2
Wagons	379

Cor-ten Steel Train.

The Cor-ten steel passenger train which is being constructed at the Newport Workshops for the "Sydney Limited" service is approaching completion, and will shortly be in running.

In the construction of the twelve vehicles comprising the train, i.e., five first-class and four second-class sitting carriages, a dining car, a parlor-observation car and a van, welding was adopted on a scale hitherto unapproached in railway carriage construction in Victoria. The roof frames have been wholly fabricated by welding. All the side sheets are butt-welded together to form a continuous sheet, which is secured to the side members partly by riveting and partly by resistance welding. The bogies are entirely welded. This has resulted in an appreciable saving in weight and cost as compared with riveting.

The ends of each carriage are specially strengthened, and an aluminium apron covering the gaps between the cars gives a semi-streamlined effect for the whole length of the train.

The weight of each carriage will be approximately 42½ tons. The adoption of up-to-date methods of construction and the use of Cor-ten steel, have thus enabled modern standards of comfort and convenience and a greater degree of safety to be provided in carriages weighing approximately the same as the standard wood and steel country passenger stock without insulation or air-conditioning.

The new train will be the first completely air-conditioned steam train in the Southern Hemisphere. Air-conditioning provides an agreeable temperature under all climatic conditions, as well as freedom from dust, while the insulation provided in the walls and roof and the specially constructed floor have practically eliminated the everyday train noises.

Notable innovations in the equipment of the train are the enhanced comfort of the seats with their new angle of pitch and disappearing arm-rests; the individual reading lamp provided for each passenger (designed in collaboration with the State Electricity Commission); the harmony of colour represented by the tints of the carefully selected carpets, the chrome leather upholstery of the seats and the richly-grained Australian timbers (including walnut, jarrah, silkwood, brown beech, cedar, and blackwood) used for walls, doors, and partitions.

The train is painted a royal blue with two bands of gold running horizontally along the sides. The "S" class Pacific locomotives, which are being streamlined for the new service, will be similarly coloured.

To enable a non-stop run to be made between Melbourne and Albury, the locomotives are being provided with larger tenders with a capacity of 13,000 gallons of water and $7\frac{1}{2}$ tons of coal. They will have six-wheeled instead of four-wheeled bogies.

Buffet Car.

One of the standard country passenger carriages, which had been converted into a composite buffet and sitting car, was placed in service on the Bendigo line in April last. It is the first car of its kind to be used on this system.

Sufficient space for a kitchen, and a buffet counter 30 feet long, was provided by removing five of the eight sitting compartments. Eighteen chairs of modern design are placed along the front of the counter.

The carriage is air-conditioned throughout, a striking feature being an air seal across the entrance to the kitchen to prevent odours and heat from penetrating to the buffet.

The interior colour scheme is distinctive. One section has a highly polished black finish; another a pastel green shade. The whole is furnished in stainless steel trimmings.

The equipment includes facilities for cooking and heating food, electric refrigerators, &c.

Air Conditioning.

The two air-conditioned carriages referred to in our last Report, which have been in service for over eighteen months, have fulfilled all expectations. They have proved extremely popular with our patrons, and from an operating and maintenance point of view have given excellent service.

Five additional air-conditioned carriages were placed in running during the year, and the air-conditioned stock now comprises one dining car, three sitting cars (two first and one second class), two sleeping cars, and the buffet car previously referred to. The installation of air-conditioning in additional country passenger carriages is in progress.

Distinctive Colours for Certain Carriage Stock.

Of recent years there has been an increasing tendency in various parts of the world to adopt distinctive colouring for different trains, as one means of attracting public attention and popularizing rail travel.

The extent to which this is practicable on the Victorian system is somewhat limited, as free interchange of stock is desirable, but departures from the standard colour have been made in the case of the blue and silver "Boat" train described in our last Report, the "Overland" express, for which a green and cream colour scheme has been adopted, and the new Cor-ten steel train described above.

In addition, new and distinctive colours—rose pink and moonstone grey—have been adopted as standard for the suburban electric car stock. A commencement was made with the painting of the cars in November last, and it is expected that the whole of the stock will be completed early in 1940.

Dynamometer Car.

The dynamometer car, owned jointly by the Victorian and South Australian Railways, was used extensively in determining locomotive performances and tractive resistances of various classes of rolling stock. This car has proved invaluable in the acceleration of train services and in determining where loads could be increased. The predictions made from the car results have in every case been confirmed in actual service.

Tests have been conducted also with locomotive accessories, namely, a feed water heater and an exhaust steam injector, to ascertain their effect on coal and water consumptions and engine performances.

Locomotive Construction and Improvements.

The construction of a further seven "X" class locomotives is about to be commenced.

Progress was made with the design of an "H" class (4-8-4) locomotive, in order to maintain fast schedules on heavy grades and obviate double-heading the Adelaide Express between Melbourne and Ararat. It is anticipated that construction work will be commenced in the current year.

An additional 70 locomotives were fitted with altered front end arrangement, making a total of 216, composed of:—

"A" Class	144
"C" Class	26
"D ₃ " Class	36
"S" Class	4
"N" Class	3
"X" Class	3

Boiler Construction.

During the year 29 new boilers were constructed in replacement of existing boilers which had become unserviceable.

Superheater Engines.

The number of superheater engines on the register was increased by 8, making a total of 354, or 61 per cent. of the full locomotive strength.

Automatic Couplings.

During the year an additional 541 wagons, 31 vans and sundry stock, 44 cars, and 18 steam locomotives (engine and tender) were fitted with automatic couplings.

These additions brought the total number of cars, vans, and wagons completely equipped, as at 30th June, 1937, to 16,139, of which 15,291 comprised broad-gauge freight wagons, representing 75 per cent. of this stock. A further 590 vehicles of various classes have been prepared for conversion. At the same date, 300 locomotives (including tenders), representing 52 per cent. of the total strength, had been fitted.

Diesel Traction.

As a result of experience gained with compression ignition engines in rail motor cars, a further five single-ended cars and one double-ended car were fitted with this type of engine. Anticipated economies have been fully realized. It is also proposed to place a Diesel-electric shunting locomotive in service in the Melbourne Yard in the near future.

Fuel Conservation.

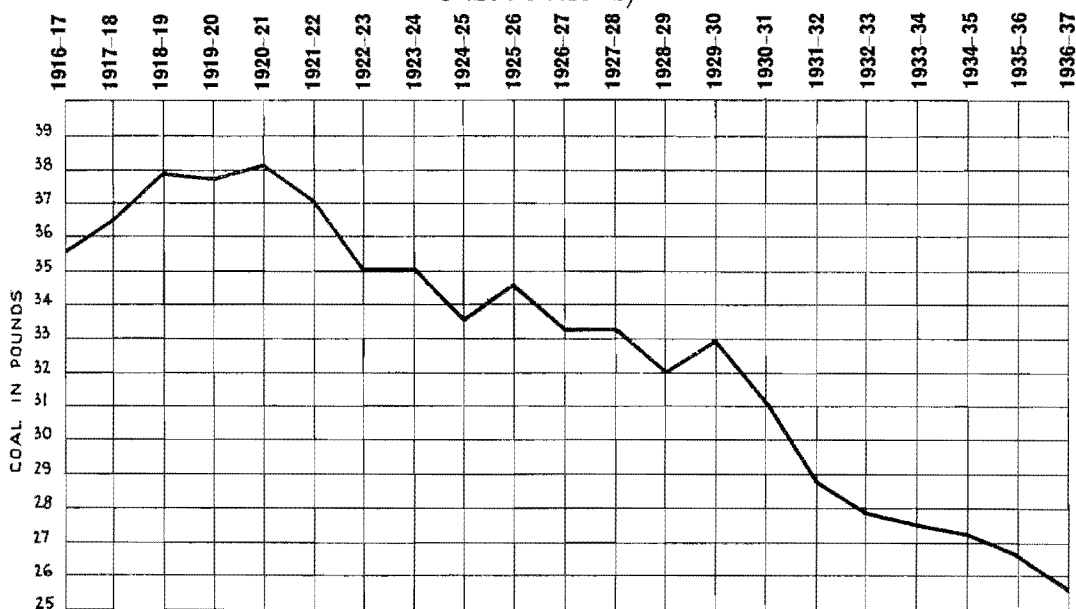
The Fuel Conservation organization has continued to be productive of satisfactory results in various directions, the meeting of employees and of executive officers on equal terms being of substantial assistance in promoting free discussion on a wide variety of operating problems.

Eighteen meetings were held at the different main centres. Suggestions submitted, covering many phases of operation, totalled 343. Of these, 104 have been adopted or have given rise 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; track strengthening, 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 (WEIGHT OF ENGINE EXCLUDED IN CALCULATIONS).



In 1920-21, 38.13 lb. of coal were used for every 100 gross ton-miles hauled by locomotives. The corresponding figure in 1936-37 was 25.58 lb. Equating for varying classes of coal, this represents a saving in 1936-37 of over £215,000.

Electrical Engineering Branch.

Suburban Overhead Electrical Equipment.

No extension of the overhead electrical equipment was made during the year, the mileage of tracks being—track miles, 439.8 (including sidings); route miles, 172.7; and transmission lines, 151.28 miles.

As part of the scheme for increased protection of the overhead equipment, further tie-stations were put into commission at Balaclava and Moorabbin. Tie-stations are being provided at Prince's-bridge Yard and Flinders-street Viaduct, and will go into commission when the control-room now under construction in Batman-avenue is completed. This equipment again demonstrated its value on a number of occasions in preventing overhead faults from developing into major breakdowns.

Equipment has been installed for the rapid localization and isolation of faults on the overhead equipment in sidings in the Flinders-street Yard.

Newport "A" Power Station.

In view of the long period of years for which the power-house equipment has been operated and of the advantages and economies to be gained by the substitution of modern plant, investigations to determine the most suitable type of equipment for this purpose were continued during the year. Specifications for the purchase of one turbo-alternator and two boilers were prepared, and tenders invited in June. The tenders are returnable in December next, and it is expected that a complete report on the whole investigation will be submitted early in next calendar year.

The number of units generated was 177,044,382, compared with 171,268,590 in the previous year. The number of units purchased from the State Electricity Commission during the year was 13,468, while 5,164 units were sold to the Commission.

Suburban Electric Rolling Stock.

The experimental use of carbon strips, as a current collecting medium, is being continued, and as the rate of wear on this type of equipment is low the tests will not be concluded for a considerable time.

Tests with the wax graphite lubricating compound, which had given promising results on two cars, were substantially extended. At an early stage high pan mileage was obtained, but later indications are that this will not be maintained. Further experiments are being conducted with a combination of graphite grease and the wax compound.

Following a successful trial with a single pan pantograph of a design in use overseas, six additional pantographs of this type have been manufactured and are being placed in service, so that the economics of this type of current collector may be more closely investigated.

Lighting, &c. (Suburban Area).

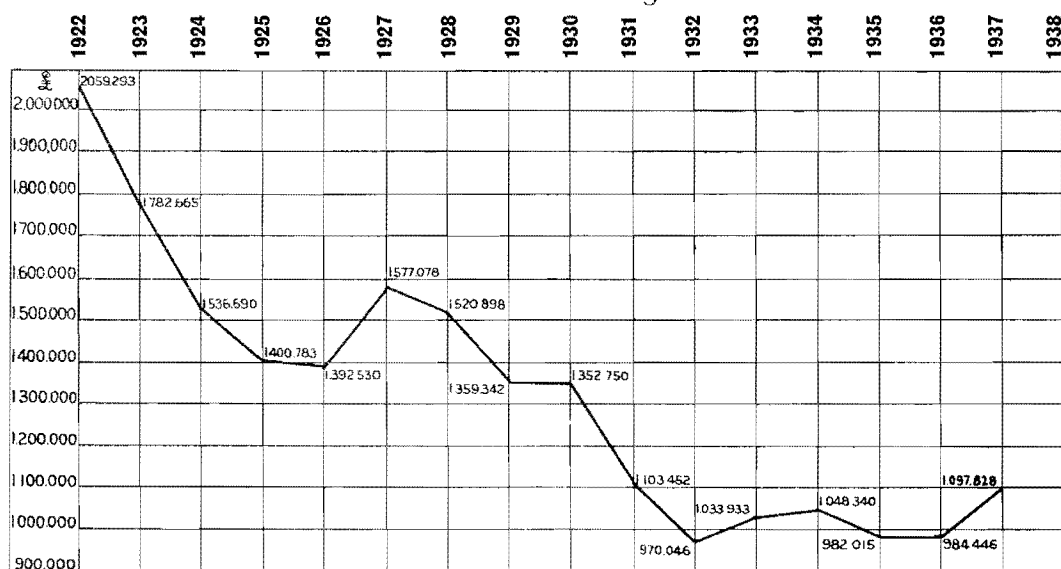
Electric light was installed at the St. Albans, Heathmont, and Glen Waverley railway stations.

At Flinders-street and Spencer-street stations, the lighting of the platforms was materially improved, adding substantially to the attractiveness of the platforms. This treatment will be extended to the concourses, so that the illumination of these city terminals may conform to modern standards.

Stores Branch.

At 30th June, 1937, the value of stock held was £1,097,828. This was £113,382 more than at the close of the previous year, and, as will be seen from the following graph, was the highest for several years past.

VALUE OF STOCK HELD AT 30TH JUNE—



Several factors contributed towards this increase, viz. :—

- The policy of holding in stock sufficient quantities of materials such as rails and fastenings, sleepers, &c., to enable schemes for the relief of unemployment, when authorized by the Government, to be undertaken without delay.
- The necessity for stocking larger quantities of essential iron and steel materials, &c., owing to belated deliveries by Australian and English manufacturers.
- Generally increased prices.

The principal transactions in each year embodied in the above 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	1,033,933	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
1935-36	984,446	1,485,874	911,426	2,395,727
1936-37	1,097,828	1,861,837	1,010,087	2,760,809

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

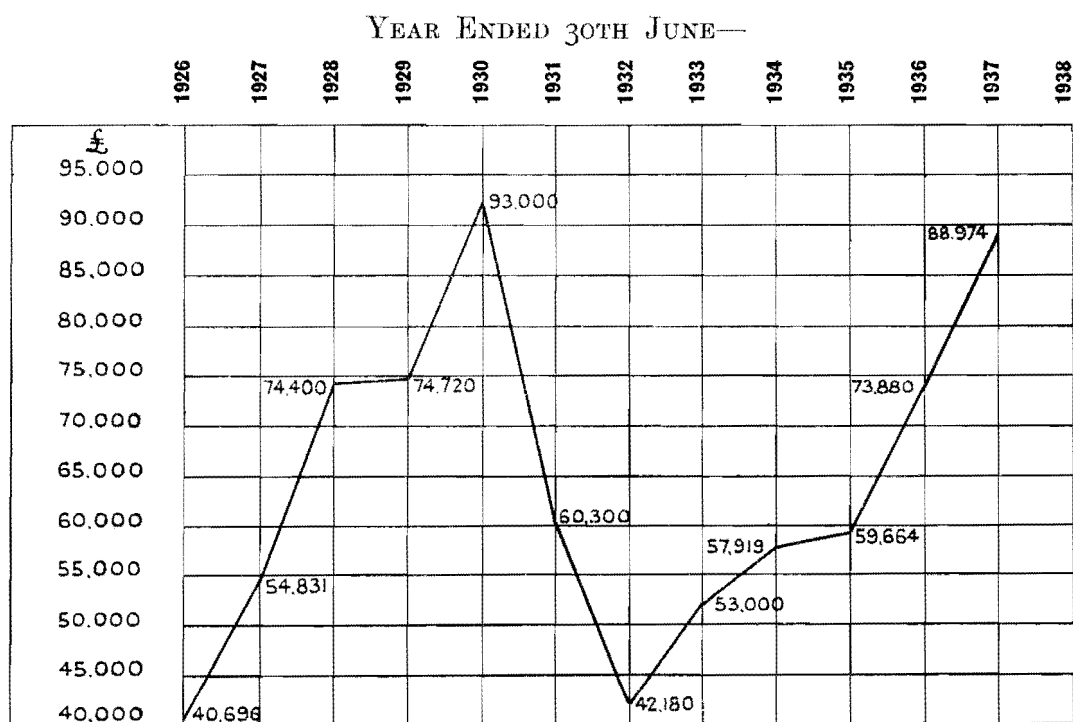
By comparing the stock on hand at 30th June, 1937, with the issues for the year, it will be observed that on an average the stock was turned over 2.51 times during the twelve months. It will also be noted that the volume of stores business, as represented by the purchases, departmental manufactures and issues, was the heaviest since 1929-30.

The review of all stocks by a departmental committee, with a view to simplifying the range of stock items, is steadily being pursued. So far, 10,416 items, representing 19 per cent. of those reviewed, have been eliminated from the stock lists.

Co-ordination with other Government Departments, in obtaining supplies of certain materials, was continued. Substantial supplies of oils, greases, paint, linoleum, galvanized tubes, &c., were thus obtained by other Departments at our contract rates, plus 2½ per cent. to cover the cost of handling. The value of these sales was £12,589. On the other hand, our requirements of certain items of telephone material were obtained from the Postal Department, while we obtained bitumen from the Country Roads Board, and blanketing and wire-netting from the Penal and Gaols Department.

Reclamation Depot.

The value of materials sold or issued from the Reclamation Depot during the year amounted to £88,974. From the graph below, it will be seen that this was the highest output since the depot was established, with the exception of the year 1929-30 :—



A contributory factor to this increased volume of business was the keen demand for scrap metals, with consequent enhanced prices. Advantage was taken of these market conditions to dispose of scrap material which previously it had been found difficult to sell at reasonable rates.

Coal Supplies.

The quantities of coal purchased in 1936-37 were as follow :—

		From State Coal Mine.	From Other Victorian Mines.	From New South Wales Mines.	Total.
		Tons.	Tons.	Tons.	Tons.
Large coal	.. ..	117,716	128	252,112	369,956
Small coal	.. ..	69,384	9,604	64,107	143,095
Totals	.. ..	187,100	9,732	316,219	513,051

The relatively large tonnage of New South Wales coal was consequential upon the restricted quantities available from the State Coal Mine. The factors contributing to this result are outlined in a separate paragraph relating to the mine.

Consumption of large coal for all purposes during the year amounted to 376,242 tons, and that of slack coal to 150,913 tons. The average price was 18s. 9½d. per ton for large coal, and 13s. 9d. per ton for slack. 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.

In all sections of this Branch an increased revenue was earned.

From the refreshment rooms and stalls and the dining car services, the additional revenue by comparison with that of the preceding year amounted to £18,601. The increase in passenger traffic was undoubtedly a vital factor in producing this result, but apart from this there was a gratifying buoyancy in the returns, especially when it is remembered that the remodelled and accelerated country train services have frequently obviated the need of obtaining refreshments *en route*.

In common with other restaurant proprietors, hotelkeepers, &c., we have experienced rising costs which have steadily diminished the margin of profit, and which will render some increases in price inevitable.

Elsewhere in this Report reference is made to the introduction of a Buffet Car—a natural development of the improved time tables, and one which makes available an attractive range of meals and refreshments.

Departmental services integral with the dining rooms and cars, such as the butchery, the bakery, and the laundry, assisted materially by their operations.

The figures hereunder furnish an indication of the volume of the refreshment service business :—

Meat	..	..	266 tons purchased and handled by departmental butchery ;
Poultry and fish	..	..	Value of purchases, £10,473 ;
Fruit	..	..	42,531 cases purchased ;
Bottled milk	..	..	256,655 bottles sold ;
Raisin-bread	..	..	119,208 loaves manufactured by departmental bakery, as well as pies and other small goods ;
Eggs	..	..	33,350 dozen supplied from departmental poultry farm ;
Laundry	..	..	151,140 dozen articles handled by departmental laundry ;
Luncheon cartons	..	..	40,936 sold.

The revenue from the bookstalls division was £66,494, or £2,458 more than in the previous year.

The popularity of the children's nursery was indicated by greatly increased patronage. Attendances numbered 19,131, compared with 13,783 in 1935-36, while the revenue increased from £1,007 to £1,443—more than 40 per cent.

The Chalet, Mt. Buffalo National Park.

The total number of guests for the year reached 5,774, or 271 more than in 1935-36. The revenue, increasing by £1,320, amounted to £29,633.

The fact that a loss of £5,391 was sustained, despite these evidences of popularity, was due to the year's finances having to bear heavy expenditures not merely for maintenance, but also for improvements to the accommodation and water supply, the benefit of which will be gained in future years.

Two new wings, with central heating, were erected, and contain 38 bedrooms, each provided with a hot and cold water service. Two of the single and two of the double bedrooms are equipped with private bathrooms and toilet facilities. The two double rooms may be converted into separate suites, each with a private sitting room. Ten additional lock-up garages were also provided for the use of guests. The new accommodation has proved highly popular.

The water storage capacity at The Chalet has been doubled, and is now 60,000 gallons, while a fresh source of supply has been tapped, thus ensuring an abundant continuous supply with ample reserve in case of emergency.

Last winter saw the successful addition to the staff of an overseas expert ski instructor for the purpose of coaching winter visitors, 944 of whom joined the school of instruction. The provision of facilities for expert teaching not only makes the visitors' stay more enjoyable, but fosters an interest in snow sports which will undoubtedly react to the financial advantage of The Chalet.

At Hotham Heights a loss of £1,682 was sustained, almost all of which is accounted for by special expenditure from revenue upon the installation of a septic tank system, provision of a hot water supply for the use of winter visitors, who are the main source of revenue, a ski room and a drying room.

Advertising.

The revenue for the year amounted to £40,070, which, while much below pre-depression levels, represented an increase of £1,882 over that for 1935-36. This improvement is regarded as satisfactory.

The Staff.

At the commencement of the year, the total staff was 22,548, which at 30th June, 1937, had increased to 23,159. The average number employed full time for the year (excluding 269 on loan to other State Departments) was 23,087, or 799 more than the average for the preceding year (22,288).

The increase in staff was due mainly to the construction of the new Cor-ten steel train and the air-conditioning of cars; the general increase in operating activities; the employment of additional apprentices; and the utilization of additional trained regular employees in supervizing unemployment relief works.

The figures shown above include 117 railway employees (by comparison with 50 in 1935-36) engaged full time in supervisory and other duties associated with such unemployment relief schemes, but do not embrace the relief workers.

Opportunity was taken during the year to make provision for the training of future artisans, and 109 apprentices were appointed to various trades as compared with 24 during the preceding year.

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:—

				£
1934-35	..	..	..	4,613,492
1935-36	..	..	..	4,901,932
1936-37	..	..	..	5,204,414

Medical Division.

The Railways Medical Officer and his two assistants conducted 20,098 examinations during the year, of which 12,432 related to physical capacity, and 7,666 to vision, colour-sense, and hearing. The majority of examinations comprised:—

- (a) examinations following injury or illness of employees;
- (b) examinations to determine the fitness of applicants for employment in the service;
- (c) periodical tests of general health, vision, colour-sense, and hearing, &c., of employees engaged in safe working; and
- (d) examination of employees retired on superannuation to determine whether or not they were fit to resume duty under the "recall" section of the Superannuation Act.

Of the examinations under group (c), 1,321 were conducted at various country centres, by one of the Assistant Medical Officers, thus obviating the expense and inconvenience of bringing country employees to Melbourne.

During the progress of these country visits, the opportunity was taken by the Assistant Medical Officer of inspecting the various refreshment rooms. A high standard of cleanliness and of hygienic conditions generally was found to have been maintained.

Oversight of the Ambulance Depot at Spencer-street and of first-aid services generally was maintained by the Medical Officers.

We deeply regret the death on 13th June last of the Railways Medical Officer (Dr. Roger St. Clair Steuart, M.D., F.R.C.S.E., F.R.A.C.S.). Dr. Steuart, who had a distinguished career as a surgeon both in Australia and abroad, as well as with the A.I.F. overseas, had carried out his duties with marked distinction during his period of office of about two years.

Wage Fixing Tribunals.

The year under review was one of great activity in industrial matters affecting railway employees, and many requests were made for increased wages and improvements generally in the conditions of employment.

Just prior to the close of the year, the Commonwealth Court of Conciliation and Arbitration made a new award in respect of the basic wage throughout the Commonwealth. This award, covering the railway services of New South Wales, Victoria, South Australia and Tasmania, will involve an increase of 5s. per week to all employees covered by awards of the Court, and will, it is anticipated, increase our wages bill by approximately £285,000 per annum.

The Court also dealt with a claim submitted by railway industrial organizations prior to the depression, for a reduction in the hours of their members generally from 96 to 88 hours per fortnight. The reduction was conceded by the Court, and becomes operative in August, 1937, in respect of steam locomotive enginemen, and from January, 1938, in respect of the balance of the staff concerned. These awards are associated with a reduction in certain overtime and Sunday penalty rates and will involve an additional cost of approximately £187,000 per annum.

As mentioned in our last report, arrangements were made for the Railways Classification Board to function as a State Industrial Authority under the provisions of the Commonwealth Conciliation and Arbitration Act to deal with the claims (other than those relating to the basic wage and standard hours) submitted by the Australian Railways Union and the Federation of Salaried Officers.

Up to the close of the year, the Board made awards in this jurisdiction in respect of 135 grades, covering approximately 1,600 officers and employees. Increased marginal rates were granted to many of these grades, and the additional cost is estimated at approximately £6,700 per annum. Substantial progress was made towards finalizing many other claims.

Education and Recreation.

Another most successful year was experienced by the Victorian Railways Institute. Every branch of its activities continued to expand, and 1,764 new members were enrolled during the year. As 210 unfinancial members were written off, and losses through death, retirements and resignations amounted to 880, the net increase was 674, bringing the membership to a record total of 13,300.

Having regard to the fact that the total staff of the Department is approximately 6,000 less than it was ten years ago, the record membership indicates clearly a keener interest on the part of the employees.

The educational classes were again well maintained, and enrolments in the various classes aggregated 2,214.

The library was maintained at a high level. Approximately 8,150 new books (costing £1,706) were purchased, and the total stock at the end of the year was approximately 38,000. Book exchanges aggregated 513,828, representing a daily average of 1,662, as compared with 1,526 in the preceding year.

The technical section of the library was closely overhauled during the year, and approximately 250 old volumes were withdrawn and replaced by 115 up-to-date volumes at a cost of approximately £120.

The country centres of the Institute continue to expand. Schemes were originated during the year to raise funds for further extensions and improvements at Ballarat, Bendigo and Ararat, and movements were initiated for the establishment of branches at Warragul and Donald.

Several instructional classes were conducted for new appointees as Lad Porters, who were recruited from all parts of the State. The policy of affording the trainees a simple course of gymnastic exercises as part of their training was continued with excellent results.

One of the most gratifying features of the Institute activities during the year was the increased interest displayed by the wives and families of members in promoting the interests of the Institute, especially in country districts, and we record our sincere appreciation of their services. We also appreciate the great amount of voluntary work of the members of the Central Council and Country Centre Committees in conducting and supervising the varied activities of the Institute and in promoting goodwill and citizenship among its members.

Tourist and General Publicity.

A large amount of advertising was undertaken to stimulate tourist and general traffic. The publicity programme was progressively extended, consistent with the prospects of inducing increased business.

Accelerated and altered train services, escorted tours, special trains for schools and other excursions, special fares, and numerous other concessions were brought prominently before the notice of the public.

Publicity media included posters and folders, calico and neon signs, window displays, the press and radio, sound films, theatre screen slides, magazines, &c., and the means of advertising employed were extended in several directions, radio advertising now embracing all the Metropolitan "B" Class stations, as well as provincial and country stations. This class of advertising is also carried out in Sydney, Brisbane, and Adelaide, where there are branch offices of the Victorian Government Tourist Bureau. Display advertising in the Melbourne daily newspapers was a new feature in railway publicity which attracted much attention. Reproductions of these advertisements have been widely circulated to the public.

Extensive publicity was given to Victoria's tourist attractions, frequently in co-operation with local and district organizations.

Many tourist posters were produced; also folders, which were widely distributed through the Victorian Government Tourist Bureau and its branches in this and other States; the local tourist bureaux in the provincial cities of Ballarat, Bendigo, and Geelong; the principal hotels in Melbourne and the other capital cities; on Melbourne-bound boats in Sydney, Adelaide, and Perth; on Trans-Australian trains and "The Sydney Limited"; through the Agent-General in London; and to a limited extent through the agencies of the Australian National Travel Association in New Zealand, England, the United States of America, Canada, Japan, Java, China, and Egypt.

Co-operation between the staff and our patrons, so essential to successful railway operation, was again the subject of a considerable amount of publicity, which is progressively building up goodwill for the Department.

The *V.R. News Letter* further demonstrated its usefulness as a medium of disseminating current railway information to the staff.

Tourist Activities.

A vigorous policy of stimulating travel of every description, whether by rail, road, sea or air, was continued throughout the year. The Victorian Government Tourist Bureau and its branches at Spencer Street station and in Sydney, Brisbane, Adelaide and Mildura, maintained their reputation for a high quality of service. With a view to meeting further the travel needs of the community, preparations are now in hand for opening an additional branch at Flinders-street station.

The booking of accommodation at hotels and guest-houses in the country as well as in the city, has become an important activity of the Bureau which is greatly appreciated by patrons and by hotel and guest-house proprietors. Booking is also undertaken for "through" road services to the principal tourist resorts.

A steady growth continues in travel business secured as a result of the meeting of interstate and overseas boats, and the information which is made available to tourists, by the Bureau representatives who board the vessels, is highly appreciated.

Several interstate tours, chiefly to Adelaide and Sydney, were organized by the Melbourne office and were well patronized. The Sydney, Adelaide and Queensland branches also organized tours from those States to Victoria.

The organization in conjunction with the Education Department of Scholars' Educational tours to various railway workshops, depots, &c., is a recent innovation which has met with pronounced success. Although the scheme has been in operation for only nine weeks, 3,600 scholars have undertaken these tours, and as a number have taken part in more than one tour, the individual inspections number 9,800. It is proposed to form a Railway Club composed of scholars who have taken part in the tours, and thus maintain their interest in the railway services.

Day tours by rail, or rail and road or boat, for adults and for scholars, were again greatly in favour, and day tours by road only were also organized by the Bureau in conjunction with the Pioneer Tourist Service and were well patronized by the public.

Holiday train tours continue in popularity, 699 passengers having participated. The revenue derived amounted to £2,717. Included in the tours undertaken was one to South Australia, which was so successful that a similar tour is to be arranged from that State to Victoria in October next. Day excursions to Victorian tourist resorts were also undertaken by the Holiday Train Association, whose membership now numbers 387.

Resorts providing snow sports were again very popular, and the services of the Snowline Representative of the Victorian Government Tourist Bureau at Harrietteville were greatly appreciated by visitors to Mts. Feathertop, Hotham and St. Bernard. This officer, who is a competent skier, arranges transport, &c., and acts as guide when required.

Sunshine tours to Mildura were well patronized, and visitors to the northern city were satisfactorily catered for by our representative who is in charge of the Mildura and District Tourist Bureau.

Overseas tourist business continues to increase in a satisfactory manner, further indicating the value of the advertising work which is being conducted abroad by the Australian National Travel Association.

Publicity to Assist the Primary Producer.

The stimulation of the home consumption of fruit and other primary products was the subject of further publicity issued by the Department with the object of assisting the primary producer.

Appropriate posters and recipe booklets materially aided the fruit industry by stimulating the demand for fruit, while our fruit and fruit juice drink stalls figure prominently in this Department's consumption. The fruit bill for the year totalled £22,875, of which £9,710 represented citrus fruit. Dried fruit purchases considerably augmented this practical assistance, 9 tons being used in 119,208 loaves of raisin bread produced at the Departmental bakery and 7 tons in railway refreshment rooms, while 19,000 packets of dried fruit sold at railway fruit stalls, &c., represented a further 1½ tons.

Outstanding amongst the publicity issued was a poster produced in natural colours which strikingly portrayed the classes of foods necessary for a properly balanced diet. This poster was the subject of much favourable comment and was highly praised at Geneva, where a copy was specially displayed at the sittings of the International Committee on Nutrition. A companion pamphlet "Are you interested in Food" was also issued and has attracted considerable attention.

Dairymen have benefited by our publicity urging the public to "Drink More Milk," also by the sale and use of milk at railway drink stalls and in refreshment rooms, where 121,000 gallons and nearly 257,000 bottles of milk were consumed.

Poultry farmers, too, were assisted by propaganda in the direction of impressing upon producers the correct methods of packing eggs for transport.

Further assistance was rendered to the berry-grower by means of publicity issued to stimulate the demand for berry fruit and by special arrangements to facilitate the sale of such fruit.

The important export lamb trade was assisted by widespread publicity, issued in co-operation with the Australian Meat Board, directing attention to the causes of damage to carcasses and advocating care in the handling of lambs with a view to avoiding bruising the flesh. Copies of this publicity matter are being displayed in all States of the Commonwealth.

Suggestions and Inventions.

The number of suggestions submitted for the year was 2,548, which, while less than that for the previous twelve months, was an indication of continued interest by the staff. The number adopted was 318.

Special appeals to the public for suggestions concerning their railway service met with a ready response, and this co-operation between our patrons and the Department has been productive of good results.

"Reso" and "Better-Farming" Trains.

Two "Reso" train tours were organized during the year, banking, commercial, and primary producing interests being well represented on each occasion.

The first of these tours was to Western Australia—the new wheat areas, the South-Western district and the karri forest of that State being visited. As a result of the contacts made on this tour, a visit to Victoria during the forthcoming year by a party of representative Western Australians is contemplated.

The second "Reso" tour was made to the Murray and Goulburn Valley districts of Victoria.

The success of these tours was contributed to largely by the co-operation of the local residents, who received and entertained the members of the party as their guests at each of the places visited.

A successful visit was paid by the Women's Section of the "Better Farming" train to Shepparton, the tour being organized in conjunction with the Public Health Department.

Road Motor Competition.

The position outlined in our last report in regard to competitive road transport remained practically unaltered during the year.

Passenger Competition.

Competition for passenger business by road services operating regularly and frequently between the metropolis and popular tourist resorts continued to deprive the railway system of much traffic that could have been satisfactorily catered for, either by railway alone, or by a co-ordination of railway and local road services. In addition, there was a growth in the activities of the large number of road passenger vehicles licensed to operate under "charter" conditions, which permit the carriage of parties of passengers for return journeys over relatively long distances, irrespective of the suitability of the existing railway services.

Goods Competition.

Our view that the losses of railway revenue due to road competition for goods were of serious proportions is supported by the following statement made in April last by the then Chairman of the Transport Regulation Board :—

“ I have made a very careful calculation of the exact cost of the existing services which unnecessarily duplicate the existing railway services in the State. A precise measurement of the miles run by these services, in accordance with the exact provisions of their licences and of the tonnage carried by them, upon an assumption that a very substantial part of the tonnage is not employed, enables one to estimate exactly what goods are being carried over what distances which could be suitably carried by the railways. The financial loss in railway freight in respect of these goods is about £440,000 a year. This excludes all operations except those of carrying from Melbourne to main railway towns, the vast majority of which are situated on main railway routes, and is based upon the actual calculations arising from a careful examination of the particular licences which have been granted, which in effect limit the tonnage and trips of every vehicle. This figure therefore represents the lowest possible minimum in an estimate, and disregards a considerable amount of traffic carried by means other than these regular licensed hauliers.”

It is beyond question that the losses would have been much greater but for our action in meeting, by freight concessions to traders, the competition of goods hauliers in many of the more important towns. By this means we succeeded in recovering a substantial tonnage of valuable business and also prevented further diversions of traffic from the railways to road transport.

It is important, however, that it should be realized that the course of action forced upon us as the alternative to the loss of the traffic is distorting the railway rating structure to the point of virtual destruction. Developed on a national and generally uniform basis with due regard to the exigencies of the business and industry of the country as a whole, the rating structure protected the more necessitous industries by low and in many cases insufficiently remunerative rates, and provided for compensatory higher rates for the classes of traffic upon which the influence of freight charges is relatively negligible. It permitted, moreover, a reasonable stabilization of the relative commercial and competitive status of the different localities. Road hauliers are not concerned with these considerations. Intent merely upon obtaining the best financial return for themselves, and under no obligation to the necessitous industries, they have selected the classes of traffic they will carry and the places they will serve. Their classifications and charges vary considerably for the same commodities and the same distances, and even for different individuals in the same locality. Any attempt to meet competition of this nature by a uniform reduction of railway rates would involve substantial and unnecessary losses of revenue. The only alternative open to us was to concede to traders, who were prepared to give the railways all their business, rates sufficiently attractive to meet the competition in the particular locality ; and during the year this course was consistently followed in various parts of the State.

Obviously, anomalies in railway rates are inevitable in the circumstances ; and while it is true that their existence has given rise to dissatisfaction in certain localities where the rates have not been reduced as drastically as in some other places where the road rates to be met were lower, the fact remains that there is no way to prevent them short of a considerable sacrifice of revenue.

The existing conditions of chaotic competition are no doubt advantageous to some individual members of the community. We are nevertheless firmly convinced that such conditions are seriously harmful to the national economy. We believe that rationalization of transport, ensuring that railways and road motors will be encouraged to function fully in their proper economic spheres, instead of in destructive competition with each other, would be in the best interests of both systems and certainly of the

community as a whole. On this aspect it is apposite to quote the following extract from a recent report by C. D. Mahaffie, Interstate Commerce Commissioner of the United States of America :—

“ The greatest single transportation problem before the country to-day is how to use to the best advantage in the interest of the whole country, each agency of transportation as a part of a national system, so that each may render the most efficient service of which it is capable at the lowest practicable cost consistent with its efficient maintenance as a part of the national system ”

This statement is completely applicable to this State.

Co-ordination of Services.

During the year, we pursued our policy of fostering co-ordinated arrangements between the railways and authorized road services. Satisfactory arrangements of this nature now exist in respect of passenger services in many parts of the State.

With regard to goods services, agreements for co-operation with the railways were reached with local carriers at a number of country centres. The existence, however, of active competition by the long-distance hauliers militates in many localities against the complete success of any such arrangements.

Departmental Road Motor Services.

There was no alteration during the year in the routes operated or in the nature of the services, which were as follow :—

Passenger Services—

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

Goods Services—

Melbourne—Geelong ;
Collection and delivery at Geelong ;
Sundry services, including butter to the ship's side ;
Transfer services between Melbourne and suburban stations ;
Domestic services.

The revenue totalled £21,211 ; working expenses (including depreciation) £23,340 ; and interest charges and exchange £780. There was thus a loss of £2,909, which was composed of a deficiency of £4,977 on the passenger routes, and a profit of £2,068 in the goods services.

The passenger operations, in particular, cannot be judged upon their book value, as they act as a valuable feeder to the railways. In the case of the East Camberwell—Deepdene—East Kew route, most of the passengers travel on “ through ” rail and bus tickets, and only the mileage proportion of the fare is credited to the bus, with the result that, although a large volume of traffic was brought to the railway system, the operation of this route showed a loss of £2,732 for the year.

The capital account and working account of the passenger and goods services are embodied in Appendices 16 and 17.

State Coal Mine.

After the payment of working expenses, loan redemption and interest charges, and allowing £10,000 for depreciation, the operation of the mine resulted in a loss of £138,559.

Not since 1915 have selling prices been so low as they are to-day. On the other hand, wages are 55 per cent. higher and stores and materials are considerably dearer. The coal industry is depressed the world over, and in New South Wales this depression is accentuated by cut-throat competition. As the price of Maitland coal forms the basis of the price paid for State Mine coal used for railway purposes, it is impossible under such conditions to work the mine otherwise than at a serious loss.

The quantity of coal won during the year was 247,451 tons. The saleable output was 226,454 tons. Of this quantity 130,835 tons were supplied for railway use; 2,434 tons to other public departments; and 93,185 tons to the general public.

Operations were unfortunately marred by an explosion which occurred in the No. 20 Shaft pit about 10 a.m. on 15th February. At this date the mine was idle owing to an industrial dispute, and only a maintenance shift comprising Overmen, Deputies, Pumpers and Ropemen was at work below ground when the explosion occurred. It is sincerely regretted that all these employees, thirteen in number, lost their lives.

Up to this time, the whole of the pits at the State Coal Mine had been worked as naked light mines, i.e., naked lights were used after a pre-shift inspection had been made by competent persons using locked safety lamps.

The Government appointed Judge Richardson as a Royal Commissioner to inquire into—

- (a) Whether any, and what persons, concerned in the management of the State Coal Mine, were negligent in not having the said mine inspected in the same manner on 15th February (the day of the disaster in which thirteen lives were lost) as on an ordinary working shift commencing at midnight on Sunday.
- (b) Whether any alterations, and if so what alterations, should be made to existing statutory provisions, rules, regulations and practices to secure the future safe working of the State Coal Mine.

In respect of the first term of reference Judge Richardson reported—

“I do not find that any person concerned in the management of the State Coal Mine was negligent in not having the said mine inspected in the same manner on 15th February, 1937, as on an ordinary working shift commencing at midnight on Sunday.”

The taking of evidence in respect of the second term of reference has not yet been completed, but, following a recommendation made to us by the General Manager soon after the explosion, all portions of the mine except the Western Area are being worked with safety lamps exclusively.

Up to the date of the explosion, the equivalent of ten days had been lost on account of strikes and stop-work meetings. Subsequently 40 days were lost at No. 20 Shaft, and 57 days at No. 18 Shaft, Dudley Area, and Western Area. Three days were lost because of mishaps to machinery, &c. In the previous year the time lost from all causes was 26 days.

The amount disbursed in wages was £214,182.

The net average earnings per shift of contract miners up till and inclusive of 13th February, after deducting the cost of explosives, were 21/4.53d. per man.

The number of persons employed at 30th June, 1937, was 1,140.

Wages, piece-work rates and conditions of employment are governed by awards of the State Coal Mine Industrial Tribunal, which made fourteen awards during the year, including the following:—

- (1) No. 30, of 6th August, 1936, which had the effect of increasing the basic wage of 12s. per day for employees working on a basis of 12 shifts per fortnight to 12s. 6d. per day, and of increasing the basic wage of 13s. 1d. per day for employees working on the basis of less than 12 shifts per fortnight to 13s. 8d. per day. Proportionate increases were also provided for under this award for apprentices, boys, and youths.
- (2) No. 31, which increased the existing contract rates by 5 per cent.
- (3) No. 34, providing for increased penalty rates for overtime, Sunday, and holiday work, wet pay, &c.
- (4) No. 36, providing for substantial increases in the payment for crossing faults.

- (5) No. 37, which made provision that "From the time safety lamp conditions of working are first applied in any mine in the State Coal Mine field and pending inquiry as to the adequacy of the existing contract rates under such conditions and/or further award of this Tribunal, such contract rates shall be suspended in any mine working under such conditions and meantime, in lieu thereof, coal miners in any such mine shall be paid at the prescribed miner's shift work rate, including $7\frac{1}{2}$ per cent. additional for afternoon and night shift for all work in the bord (including working through faults). On the understanding that the coal miners have undertaken to fill clean coal as far as reasonably practicable, the provisions of the award and of the Agreement dated 6th March, 1916, relating to dirt fines shall also be suspended in any such mine while contract rates are suspended."
- (6) Nos. 38 and 39, prescribing increased margins for certain grades of employees included in Part 2 of the Schedule to the Act.
- (7) Nos. 40 and 41, prescribing rates of pay for the new grades of Shotfirer and Lamp Attendant respectively.

The additional cost involved for a full year is approximately £15,000, exclusive of the cost of Award No. 37. Concurrently with the operation of this award the method of mining known as "grunching" was abolished, except in the Western Area, by order of the District Inspector, who directed that the coal must be holed to a depth greater than the depth of the shot-hole. The cumulative effect of this order and of the suspension of contract rates has been to increase working costs substantially. The question as to whether "grunching" should be permitted is now under investigation by a special tribunal.

The development of the Kirrak Area was commenced in May last. The works at present in progress include the construction of the vehicular roads and the erection of transmission lines, surface buildings and pithead gear. Shaft-sinking operations will commence in October next.

The Kirrak Area is situated to the North-east of the No. 18 Shaft workings, from which it is separated by a 100-ft. downthrow fault. The area consists of some 956 acres, containing an estimated total quantity of extractable coal of 3,366,000 tons. Boring discloses that the seam varies in thickness, but may be regarded as of an average thickness of 34 inches. The depth of the seam from the surface varies from 960 to 1,200 feet, and at the site of the proposed drawing shaft the depth is 1,120 feet.

Acknowledgment of Services of Staff.

We wish, once more, to record our appreciation of the whole-hearted support which has been given by the staff during the year. The successful introduction of the many improvements in service, and the more efficient operating results, were due in large measure to the spirit of co-operation, which has never been more in evidence than at present.

The tributes which are continually being received from our patrons demonstrate a growing public consciousness of the higher standard of service which is being given.

Heads of Branches.

Mr. T. F. Brennan, Comptroller of Accounts, retired from the service upon reaching the statutory age of 65 years on 30th December last, after having been head of the Branch for over 22 years. We wish to record our appreciation of his valued services.

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

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

Appendices, &c.

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

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

We have the honour to be,

Sir,

Your obedient servants,

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

No. 1.

30TH JUNE, 1937.

ASSETS.					£	s. d.	£	s. d.
Railways (Open Lines)—								
Way, Works, Buildings, and Equipment .. .. .	..	..	..	..	44,264,440	1 0		
Rolling Stock .. .. .	..	..	..	..	5,607,201	18 9	49,871,641	19 9
Electric Tramways (Open Lines)—								
Way, Works, Buildings, and Equipment .. .. .	..	..	..	..	132,941	0 8		
Rolling Stock .. .. .	..	..	..	..	19,351	7 10	152,292	8 6
Road Motor Public Services—								
Buildings and Equipment .. .. .	..	..	..	..	5,973	6 11		
Rolling Stock .. .. .	..	..	..	..	18,150	0 11	24,123	7 10
Stores and Materials on hand and in transit					1,105,974	18 6		
Stores and Equipment on hand at Refreshment Rooms					110,276	9 7		
Materials in course of Manufacture					51,991	9 11	1,268,242	18 0
Railways under Construction .. .. .					..	..	448,005	4 6
Bridges over the Murray and Snowy Rivers for Railways not yet constructed .. .. .					..	..	33,061	2 7
							51,797,367	1 2
Total amount of Capital expenditure which is not represented by live and productive assets and which will be written off as from 1st July, 1937, <i>vide</i> Railways (Finances Adjustment) Act, 1936, No. 4429—								
Way, Works, Buildings, Equipment, and Rolling Stock ..	..	..	..	..	25,716,092	13 3		
Closed Lines, Surveys, &c. .. .. .	..	..	..	..	958,000	18 5		
Discounts and Flotation Charges (Net) .. .. .	..	..	..	..	3,325,906	8 4	30,000,000	0 0
Expenditure on Unemployment Relief Work					1,809,340	3 5		
Less Capital Outlay .. .. .	..	..	..	..	1,040,349	8 8	768,990	14 9
Cash at Treasury—					100,009	7 11		
Special Funds .. .. .	..	..	..	..	103,876	12 6		
Railway Charges in Suspense .. .. .	..	..	..	..	16,772	16 11		
Railways Repayment Fund .. .. .	..	..	..	..	..	..	220,658	17 4
Cash at Stations and in Transit .. .. .					..	..	64,267	6 3
National Debt Sinking Fund .. .. .					..	..	120,985	2 0
Securities held as Deposits on Contracts .. .. .					..	..	34,658	0 2
Sundry Debtors .. .. .					..	..	140,146	0 6
Balance of Moneys provided for Capital purposes—					8,102	15 0		
Railway Loans Repayment Fund .. .. .	..	..	..	..	280	19 1		
Trust Fund Surplus Land Account .. .. .	..	..	..	..	105,265	15 5		
Railways Stores Suspense Account .. .. .	..	..	..	..	..	..
Unexpended Balance of Loan Moneys ..	£19,668	14	8		..	..
Less amount charged to Treasurer's Advance .. .. .	..	..	..	1,596	12 5	18,072	2 3	
Deficit for the year 1936-37 .. .. .					..	..	131,721	11 9
							426,076	8 3
							83,704,871	2 2

L. J. WILLIAMSON,

Comptroller of Accounts.

APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1937 AND 1936.
(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—	
		1937.	1936.			1937.	1936.
		£	£			£	£
To Maintenance of Way and Works ..	A	1,626,953	1,516,786	By Passengers	4	3,806,858	3,713,411
„ Rolling Stock—				„ Parcels, Horses, Carriages, &c.	4	351,351	346,836
General Superintendence, &c. ..	B	37,296	37,095	„ Mails	4	73,403	69,246
Maintenance of Rolling Stock ..	C	1,320,713	1,246,306	Total Coaching .. ..	..	4,231,612	4,129,493
Motive Power	D	1,075,756	994,041	„ Goods and Live Stock ..	4	5,028,806	4,768,127
Examination and Lubrication of Coaching and Goods Vehicles	E	58,476	56,184	„ Electrical Power	4	34,754	30,945
„ Transportation and Traffic ..	F	1,874,436	1,797,996	„ Rents and Miscellaneous	4	161,117	173,357
„ Electrical Engineering Branch ..	G	221,943	201,471	„ Dining Car and Refreshment Rooms Services	4	341,864	321,920
„ Miscellaneous Operations ..	H	389,862	364,012	„ Advertising	4	40,070	38,188
„ Stores Branch	I	106,009	98,824	„ Bookstalls	4	66,494	64,036
„ General Expenses	J	186,624	173,454	„ Recoup of the loss resulting from the working of certain lines of railway, <i>vide</i> page 13	4	211,461	163,859
„ Contribution to the Railway Accident and Fire Insurance Fund		18,978	18,807	„ Guarantees in respect of losses on certain lines	4	19,113	..
„ Pensions		503,845	489,392				
„ Credit for maintenance expenditure charged to Unemployment Relief Funds	K	Cr.162,061	Cr.135,551				
„ Credit for maintenance expenditure charged to the Commonwealth Grant for Rehabilitation (Storms and Floods)	Cr. 2,320				
„ Balance Net Earnings .. ..	..	7,258,830	6,856,497				
		2,876,461	2,833,428				
Total	£	10,135,291	9,689,925	Total	£	10,135,291	9,689,925

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1937 AND 1936
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June--		Year ended 30th June--	
	1937.	1936	1937.	1936
Average Miles of Single Track Open, including Sidings	6,093	6,093		
A.—MAINTENANCE OF WAY AND WORKS.	£	£		
Superintendence	144,822	145,184		
Stationery, Printing and Advertising	6,507	5,078		
Maintenance and Renewals of the Permanent Way	809,047	777,872		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	49,536	43,581		
Slips and Flood Repairs	1,646	15,333		
Bridges, Tunnels, Culverts, Retaining Walls and Drains	60,574	67,546		
Piers and Wharfs	132	85		
Weighbridges, Scales, Lifting Cranes, &c.	17,148	14,462		
Electric Power Station Buildings ..	5,773	6,102		
Other Buildings, Platforms and Fixtures	217,754	167,816		
Stock Yards	14,588	12,230		
Water Services	18,710	18,826		
Machinery, Tools and Supplies ..	55,929	58,274		
Signals and Interlocking, Signal Boxes and Track Bonds	151,443	128,992		
Telegraph and Telephone Lines and Instruments	32,751	26,351		
Injuries to Employees or others ..	4,575	4,333		
Betterments	31,059	19,554		
Other Expenses	4,959	5,167		
	1,626,953	1,516,786		
ROLLING STOCK.				
B.—GENERAL SUPERINTENDENCE, ETC.				
General Superintendence	33,991	33,608		
Stationery, Printing and Advertising	3,305	3,187		
	37,296	37,095		
C.—MAINTENANCE OF ROLLING STOCK.				
Motive Stock—				
Steam Locomotives	534,824	530,718		
Electric Locomotives	3,151	2,421		
Electrical Equipment of Electric Coaching Stock	29,039	27,755		
Coaching Stock, excluding Electrical Equipment	370,764	332,013		
Goods Stock	244,088	216,998		
Rail Motors	38,847	36,401		
Depreciation of Rolling Stock ..	100,000	100,000		
	1,320,713	1,246,306		
D.—MOTIVE POWER.				
Superintendence	41,687	38,977		
Running Sheds, Labour and Supplies	64,603	65,268		
Drivers and Firemen	404,488	377,180		
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c.	375,115	327,894		
Oil, Tallow, Waste and other running supplies	17,745	16,396		
Water	26,542	27,263		
Electric Motormen, including Superintendence, Uniforms, and Supplies..	110,856	104,678		
Rail Motor Operation	31,218	31,751		
Other Expenses	1,945	3,180		
Injuries to Employees or others ..	1,557	1,454		
	1,075,756	994,041		
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				
Excluding Electrical Equipment ..	50,868	48,229		
Electrical Equipment	7,608	7,955		
	58,476	56,184		
F.—TRANSPORTATION AND TRAFFIC.			£	£
General Superintendence	142,856	138,901		
Stationery, Printing and Advertising	59,710	56,676		
Station Yard and Signal Service—				
Salaries, Wages, &c., of Staff ..	1,199,197	1,155,450		
Fuel and Light	33,967	33,957		
Uniforms for Staff	7,753	6,857		
Other Supplies	44,022	46,288		
Other Expenses	12,910	9,903		
Gatekeeping	29,980	29,119		
Guards and Conductors—				
Wages and Expenses	189,611	177,371		
Uniforms and Supplies	3,328	2,502		
Cleaning, Icing, &c., of Carriages ..	61,501	58,418		
Supplies, &c., for Carriages	17,687	18,234		
Light for Carriages	9,339	8,394		
Repairs and Renewals of Tarpaulins and Lashings	49,703	43,595		
Rail Motor Operation	4,633	4,107		
Operation of Grain Elevators and Grain Conveyors	3	..		
Operation of Coal Shipping Plants ..	..	..
Injuries to Employees	2,668	2,780		
Loss and Damage to Property and Goods	2,236	1,485		
Compensation, Personal	1	..		
Other Expenses	3,331	3,959		
	1,874,436	1,797,996		
G.—ELECTRICAL ENGINEERING BRANCH.				
General Superintendence	16,091	15,055		
Stationery, Printing and Advertising	994	429		
Power Station	170,548	154,665		
Transmission, Distribution Systems and Sub-Stations	71,864	68,446		
Injuries to Employees or others ..	61	168		
Other Expenses .. ..	..	..
Other Operations	Cr. 37,615	Cr. 37,292		
	221,943	201,471		
H.—MISCELLANEOUS OPERATIONS.				
Dining Car Service	20,815	18,822		
Refreshment Rooms Service	295,560	274,168		
Advertising Service	14,230	13,062		
Bookstalls Service	59,257	57,060		
	389,862	364,012		
I.—STORES BRANCH.				
Salaries and Wages	101,532	92,543		
Charges for Services rendered by other Branches	13,975	13,395		
Printing	997	875		
Motor Transport	4,249	3,547		
Office Requisites and Stores	2,741	1,912		
Other Expenses	1,506	1,666		
Proportion of Percentage added to cost of Works charged to Capital, &c.	Cr. 18,991	Cr. 15,114		
	106,009	98,824		
J.—GENERAL EXPENSES.				
Commissioners' and Secretary's Offices	30,647	28,272		
Accountancy Branch	99,129	96,599		
Legal and Medical Expenses	12,088	10,888		
Stationery, Printing and Advertising	13,161	10,528		
Municipal and Shire Rates	822	784		
Sundry other General Charges	30,777	26,383		
	186,624	173,454		
K—OTHER EXPENDITURE.				
Contribution to the Railway Accident and Fire Insurance Fund	18,978	18,807		
Pensions	503,845	489,392		
	522,823	508,199		
Total	7,420,891	6,994,368		
Credit for maintenance expenditure charged to Unemployment Relief Funds, and for amount charged to the Commonwealth Grant for Rehabilitation (Storms and Floods)	Cr. 162,061	Cr. 137,871		
Working expenses charged against Railway Revenue	7,258,830	6,856,497		

APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1937, AND 1936 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—							
	1937.				1936.			
	Miles. 4,721				Miles. 4,721			
	Average Miles Open for Traffic ..				Average Miles Open for Traffic ..			
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country 4,509,010				Country 4,297,926			
	Suburban 7,377,390				Suburban 7,160,100			
	Goods 5,324,984				Goods 4,932,917			
	Total 17,211,384				Total 16,390,943			
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers	Journeys. 529,064	£ 384,111	£ 82·25	d. 20·44	Journeys. 434,057	£ 346,833	£ 74·27	d. 19·37
Second Class Passengers	4,010,747	1,011,106	216·51	53·82	3,615,636	964,491	206·53	53·86
Season Tickets—								
First Class	509,951	59,695	12·78	3·18	533,373	67,973	14·56	3·79
Second Class	753,205	25,254	5·41	1·34	728,710	25,380	5·43	1·42
Workmen's Weekly Tickets—Second Class ..	201,688	5,180	1·11	·28	190,244	4,637	1·00	·26
Total Country	6,013,655	1,485,346	318·06	79·06	5,502,020	1,409,364	301·79	78·70
SUBURBAN.								
First Class Passengers	20,887,140	473,566	2,114·13	15·41	20,891,857	472,217	2,108·11	15·83
Second Class Passengers	47,734,999	908,717	4,056·77	29·56	47,461,709	903,420	4,033·12	30·27
Season Tickets—								
First Class	22,406,911	348,303	1,554·92	11·33	22,322,178	348,526	1,555·92	11·69
Second Class	31,708,651	392,071	1,750·32	12·75	31,055,295	385,399	1,720·53	12·92
Workmen's Weekly Tickets—Second Class ..	12,591,897	198,855	887·75	6·47	12,306,030	194,485	868·24	6·52
Total Suburban	135,329,598	2,321,512	10,363·89	75·52	134,037,069	2,304,047	10,285·92	77·23
Total Passenger	141,343,253	3,806,858	806·37	76·86	139,539,069	3,713,411	786·57	77·78
Parcels, Horses, Carriages, &c. .. .. .	..	351,351	74·42	7·10	..	346,836	73·47	7·27
Mails .. .. .	..	73,403	15·55	1·48	..	69,246	14·67	1·45
Total Parcels, &c. .. .. .	..	424,754	89·97	8·58	..	416,082	88·14	8·72
Total Coaching .. .. .	..	4,231,612	896·34	85·44	..	4,129,493	874·71	86·50
Tons.								
General Merchandise	5,548,533	3,911,668	828·57	176·30	5,225,848	3,706,741	785·16	180·34
Wool	69,404	196,454	41·61	8·85	68,577	189,182	40·07	9·20
Live Stock	697,664	764,146	161·86	34·44	661,676	722,533	158·05	35·17
Minerals—								
Coal, Coke and Shale	245,843	73,213	15·51	3·30	242,060	78,064	16·53	3·79
Stone, Gravel and Sand	251,518	83,325	17·65	3·76	225,933	71,607	15·17	3·48
Total Goods	6,812,962	5,028,806	1,065·0	226·65	6,424,094	4,768,127	1,009·98	231·98
Electrical Power .. .. .	..	34,754	7·36	..	..	30,945	6·56	..
Rents .. .. .	..	136,221	28·86	..	..	137,958	29·22	..
Miscellaneous .. .. .	..	24,896	5·27	..	..	35,399	7·50	..
Total Power, Rents, and Miscellaneous ..	..	195,871	41·49	..	..	204,302	43·28	..
Dining Cars .. .. .	..	21,733	4·60	..	..	20,655	4·38	..
Refreshment Rooms .. .. .	..	320,131	67·81	..	..	301,265	63·81	..
Advertising .. .. .	..	40,070	8·49	..	..	38,188	8·09	..
Bookstalls .. .. .	..	66,494	14·08	..	..	64,036	13·56	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls .. .. .	..	448,428	94·98	..	..	424,144	89·84	..
Recomp of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page Guarantees in respect of losses on certain lines .. .. .	..	211,481	44·79	..	..	163,859	34·71	..
.. .. .	..	19,113	4·05	..	..	..	..	..
Total Earnings .. .. .	..	10,135,291	2,146·85	141·33	..	9,689,925	2,052·52	141·88
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.
Maintenance of Way and Works	1,626,953	(a) 14·45	344·62	22·69	1,516,786	(a) 14·23	321·28	22·21
Rolling Stock—								
General Superintendence, &c.	37,296	·37	7·90	·52	37,095	·38	7·86	·54
Maintenance of Rolling Stock	1,320,713	13·03	279·75	18·42	1,246,306	12·86	263·99	18·25
Locomotive Power	1,075,756	10·61	227·86	15·00	994,041	10·26	210·56	14·55
Examination and Lubrication of Coaching and Goods Vehicles	58,746	·58	12·44	·82	56,184	·58	11·91	·82
Transportation and Traffic	1,874,436	18·49	397·03	26·14	1,797,996	18·56	380·85	26·33
Electrical Engineering Branch	221,943	2·19	47·00	3·09	201,471	2·08	42·68	2·95
Miscellaneous Operations	389,862	3·85	82·58	5·44	364,012	3·78	77·10	5·33
Stores Branch	106,009	1·05	22·45	1·48	98,824	1·02	20·93	1·45
General Expenses	186,634	1·84	39·53	2·60	173,454	1·79	36·74	2·54
Pensions	503,845	4·97	106·72	7·02	489,392	5·05	103·66	7·16
Contribution to the Railway Accident and Fire Insurance Fund	18,978	·19	4·01	·26	18,807	·19	3·98	·28
Less amount charged to Unemployment Relief Funds and to the Commonwealth Grant for Rehabilitation (Storms and Floods)	162,061	..	34·33	2·26	137,871	..	29·20	2·02
Total Working Expenses charged to Railway Revenue	7,258,830	71·62	1,537·56	101·22	6,856,497	70·76	1,452·34	100·39
	PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—71·62.				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—70·76.			
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
	Divisions of Expenditure.				Year ended 30th June—			
					1937.		1936.	
Maintenance of Way and Works (including amounts charged to Unemployment Relief Funds and to the Commonwealth Grant for Rehabilitation (Storms and Floods)) .. .. .	.. .. .				21·92		21·69	
Rolling Stock—								
General Superintendence, &c. .. .. .	.. .. .				·50		·53	
Maintenance of Rolling Stock .. .. .	.. .. .				17·81		17·82	
Locomotive Power .. .. .	.. .. .				14·50		14·21	
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	.. .. .				·79		·80	
Transportation and Traffic .. .. .	.. .. .				25·26		25·71	
Electrical Engineering Branch .. .. .	.. .. .				2·99		2·88	
Miscellaneous Operations .. .. .	.. .. .				5·25		5·20	
Stores Branch .. .. .	.. .. .				1·42		1·41	
General Expenses .. .. .	.. .. .				2·61		2·48	
Pensions .. .. .	.. .. .				6·79		7·00	
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	.. .. .				·26		·27	
					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, 1922, TO 30TH JUNE, 1937 (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.			Per Average Mile open.	Per Traffic Train Mile.
			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.		
1922-23	4,353	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	4,415	4,369	66,762,259	15,053	777	1,929	19,751	943	16,594,833	167,861,864	8,309,543	6,754,109	5,204,526	11,958,635	2,737	14/4'90
1924-25	4,482	4,446	67,973,742	15,166	728	1,988	19,779	962	17,482,006	166,444,142	8,959,556	6,983,675	5,775,522	12,759,197	2,870	14/7'16
1925-26	4,625	4,526	69,643,388	15,058	704	2,033	19,662	966	17,575,547	168,054,308	8,728,496	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	9,234,923	7,308,338	6,344,096	13,652,434	2,951	15/1'72
1927-28	4,697	4,661	72,523,192	15,440	663	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5'89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,183,088	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
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9'88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9'33

* Traffic Train Mileage as shown for 1922-23 includes Assistant and Light Mileage.

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

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1922, TO 30TH JUNE, 1937 (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.	WORKING.		REPAIRS AND RENEWALS.		Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.				Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.		Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.
							Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.																	Per Traffic Train Mile.	Per cent. of Gross Revenue.
	£	s.	d.	£	£	s.	d.	£	s.	d.	£	s.	d.	£	d.	£	£	£	£	d.	£	£	£			
1922-23	2,399,867	2/11	15	21'15	1,762,626	410	2/1'80	15'53	1,607,733	1/11'54	14'17	1,468,108	19'49	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	481,281	62,757	0'84	0'46	..		
1927-28	2,673,941	3/0	27	20'86	2,119,124	455	2/4'74	16'53	1,812,107	2/0'58	14'13	1,848,364	2/1'07	14'42	248,374	3'37	1'94	346,808	111,706	493,011	31,301	0'42	0'24	..		
1928-29	2,605,790	2/10	78	19'79	1,926,157	410	2/1'71	14'64	1,738,142	1/11'20	13'20	1,841,478	2/0'58	13'99	240,212	3'21	1'82	349,566	141,094	481,537	31,724	0'42	0'24	16,666		
1929-30	2,536,635	2/10	45	21'14	1,749,068	372	1/11'76	14'57	1,703,952	1/11'14	14'20	1,883,134	2/1'58	15'69	236,410	3'21	1'97	345,566	133,922	464,777	44,417	0'60	0'37	16,667		
1930-31	2,026,918	2/6	51	20'25	1,406,435	298	1/9'17	13'93	1,293,150	1/7'46	12'92	1,527,031	1/11'29	15'46	197,544	2'97	1'97	273,682	110,810	362,222	26,603	0'40	0'27	16,667		
1931-32	1,690,542	2/2	42	17'88	1,110,987	235	1/5'35	11'75	1,066,778	1/4'66	11'28	1,193,374	1/6'64	12'62	168,571	2'63	1'78	187,805	88,636	305,561	18,926	0'30	0'20	..		
1932-33	1,628,237	2/1	51	17'24	1,464,041	310	1/10'93	14'77	988,674	1/3'49	10'47	1,242,974	1/7'47	13'16	166,023	2'60	1'76	192,941	85,389	313,993	28,284	0'44	0'30	..		
1933-34	1,647,482	2/1	82	17'96	1,564,771	331	2/0'53	14'32	965,480	1/3'13	10'53	1,191,226	1/6'67	12'98	165,575	2'59	1'80	187,369	87,361	321,579	19,775	0'31	0'22	..		
1934-35	1,713,789	2/2	47	18'19	1,570,137	313	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	..		
1935-36	1,797,996	2/2	33	18'56	1,516,786	321	1/10'21	14'23	1,069,742	1/3'66	11'04	1,263,884	1/6'50	13'04	173,454	2'54	1'79	201,471	98,824	364,012	18,807	0'28	0'19	..		
1936-37	1,874,436	2/2	14	18'49	1,626,953	345	1/10'69	14'45	1,154,077	1/4'10	11'39	1,338,164	1/6'66	13'20	186,624	2'60	1'84	221,943	106,009	389,862	18,978	0'26	0'19	..		

§ Includes amounts charged against Unemployment Relief Funds—year 1930-31, £12,250; year 1932-33, £69,135; year 1933-34, £251,104; year 1934-35, £151,139; year 1935-36, £135,551; year 1936-37, £162,061, and for years 1934-35 and 1935-36, amounts of £20,800 and £2,320 respectively charged to the Commonwealth Grant for Rehabilitation (Storms and Floods).

¶ Calculated (in respect of 1930-31, 1932-33, 1933-34, 1934-35, 1935-36 and 1936-37) 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 £200,000 for each of the years 1926-27, 1927-28, 1928-29, 1929-30, and 1930-31, and £100,000 for each of the years 1931-32, 1932-33, 1933-34, 1934-35, 1935-36 and 1936-37, for depreciation of Rolling Stock.

§ Includes payment into Rolling Stock Replacement Fund, year 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, 1922, TO 30TH JUNE, 1937 (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 Rehabili- tation (Storms 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. ¶					
	£	£	s. d.	£	£	£	£	s. d.	£	£	Per cent.	£	£	s. d.	Per cent.	£	£	£	£	
1922-23 ...	8,182,601	1,904	9/11'79	203,470	3,938	8,390,009	1,953	10/2'82	...	8,390,009	73'94	2,957,048	688	3/7'29	4'43	4'51	2,937,709	...	...	19,339
1923-24 ...	8,715,097	1,995	10/6'04	206,366	3,297	8,924,760	2,043	10/9'07	...	8,924,760	74'63	3,033,875	594	3/7'88	4'52	4'54	3,001,370	...	103,912†	...
1924-25 ...	9,389,611	2,112	10/8'90	215,087	40,117‡	9,644,815	2,169	11/0'41	...	9,644,815	75'59	3,114,382	701	3/6'75	4'59	4'58	3,085,648	...	...	28,734
1925-26 ...	9,527,805	2,105	10/10'11	238,108	1,630	9,767,543	2,158	11/1'38	...	9,767,543	77'09	2,903,518	642	3'3'65	4'16	4'17	3,077,656	...	...	174,138
1926-27 ...	10,150,907	2,194	11/3'11	293,680	Gr. 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	4'65	4'64	3,473,575	...	...	50,529
1929-30 ...	9,114,548	1,936	10/3'79	394,187	4,684	9,513,419	2,021	10/9'21	...	9,513,419	79'27	2,488,387	529	2/9'80	3'30	3'32	3,508,658	...	...	1,020,270
1930-31 ...	7,261,062	1,542	9/1'27	425,334	20,998	7,707,394	1,636	9/8'01	12 250	7,695,144	76'89	2,313,214	491	2 10'82	3'08	3'10	3,596,758	183,863	1,467,407	...
1931-32 ...	5,831,180	1,235	7/7'09	424,602	84,760	6,340,542	1,343	8/3'05	...	6,340,542	67'06	3,113,762	660	4/0'64	4'12	4'17	3,641,109	440,938	968,285	...
1932-33 ...	6,110,556	1,254	7/11'72	417,651	54,965	6,583,172	1,394	8/7'12	60,135	6,514,037	68'96	2,932,084	621	3/9'93	3'88	3'90	3,223,873	402,705	694,494	...
1933-34 ...	6,150,618	1,303	8/0'41	424,056	52,841	6,627,515	1,404	8/7'88	251,104	6,376,411	69'50	2,798,700	593	3'7'87	3'69	3'70	3,181,736	354,335	737,371	...
1934-35 ...	6,303,876	1,315	8/1'38	450,867	50,845	6,805,588	1,442	8/9'13	171,939	6,633,649	70'41	2,787,443	590	3/7'06	3'68	3'68	3,056,766	300,301	569,624	...
1935-36 ...	6,504,976	1,378	7 11'25	489,392	...	6,994,368	1,482	8/6'41	137,871	6,856,497	70'76	2,833,428	600	3/5'49	3'73	3'72	3,032,530	301,530	500,632	...
1936-37 ...	6,917,046	1,465	8'0'46	503,845	...	7,420,891	1,572	8/7'48	162,061	7,258,830	71'12	2,876,461	609	3/4'11	3'77	3'75	3,005,341	299,632	428,512	...

* Repayment of £37,268, advance to State Coal Mine in year 1924-25, less £1,567 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 BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1937, AND 30TH JUNE, 1936.

Branch.	Year ended 30th June—					
	1937.			1936.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Way and Works	152,707	1,116,844	1,269,551	130,367	1,076,236	1,206,603
Rolling Stock	316,376	1,543,274	1,859,650	259,266	1,457,490	1,716,756
Transportation	32,379	1,504,974	1,537,353	28,711	1,447,041	1,475,752
Electrical	24,762	152,532	177,294	27,658	141,413	169,071
Other Branches	10,303	444,888	455,191	9,063	412,918	421,981
Totals	536,527	4,762,512	5,299,039	455,065	4,535,098	4,990,163

APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1937, AND 30th JUNE, 1936.

Branch.	1937.			1936.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	92	115	207	88	112	200
Accountancy	416	154	570	424	142	566
Stores	132	470	602	132	425	557
Way and Works	379	5,344	5,723	366	5,248	5,614
Rolling Stock	382	7,355	7,737	372	6,981	7,353
Transportation	1,908	4,924	6,832	1,884	4,836	6,720
Electrical	108	579	687	111	566	677
Other Branches	32	804	836	33	770	803
Totals	3,449	19,745	23,194	3,410	19,080	22,490

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.

1937.			1936.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
42	48	90	49	50	99

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, 1937, AND 30TH JUNE, 1936.

How Employed.	1937.	1936.
On Working Expenses	20,801	20,305
On Capital and other funds (including Electric Tramways and Road Motor Services)	2,286	1,983
Total	23,087	22,288

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, 1937.

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.			
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£
LINES OPEN FOR TRAFFIC.										
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	100.89	..	100.89	1,902	18	5,236,103	6	7	51,899
21.10.1862	Bendigo to Echuca (including cost of Bendigo Cattle yards and wharf at Echuca) ..	2.60	53.77	56.37	758	314	694,223	5	6	12,315
19.9.1864	*Deniliquin to Moama ..	0.30	43.76	44.06	..	..	222,916	2	6	5,059
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
4.7.1876	†Echuca Bridge over the River Murray (exclusive of portion of cost of bridge used for Railway purposes) ..	..	..	..	..	..	33,163	7	10	
29.12.1878										
26.3.1926	Barnes to Balranald ..	..	119.92	119.92	326	206	694,208	2	7	5,789
7.6.1881	Clarkefield to Lancefield ..	..	14.50	14.50	1,675	1,072	65,983	1	6	4,551
1.10.1888	Heathcote Junction to Bendigo (including cost of Cattle Siding) ..	..	67.82	67.82	1,450	526	409,482	10	10	6,938
22.8.1890	Carlsruhe to Daylesford ..	0.38	22.17	22.55	2,469	1,791	183,040	18	2	8,117
16.2.1880	Daylesford Junction to North Creswick ..	..	23.11	23.11	2,292	1,429	180,559	1	3	7,813
17.3.1880										
16.2.1880										
17.3.1880										
15.1.1891	Redesdale Junction to Redesdale ..	..	16.25	16.25	1,636	973	88,922	10	0	5,472
7.7.1874	Castlemaine to Dunolly ..	0.38	46.46	46.84	948	579	455,811	19	8	9,731
6.10.1874										
3.9.1878	Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ..	0.28	32.73	33.01	943	611	206,315	4	6	6,250
23.12.1878	St. Arnaud to Donald ..	..	23.86	23.86	868	374	136,029	16	4	5,701
26.1.1882										
22.4.1882										
28.3.1893	Donald to Birchip ..	..	32.30	32.30	394	330	123,353	5	10	3,819
18.9.1899	Birchip to Woomelang ..	..	26.45	26.45	351	260	106,059	11	8	4,010
15.1.1903	Woomelang to Mildura ..	..	110.15	110.15	334	128	496,043	1	0	4,503
27.10.1903										
4.7.1910	Mildura to Merbein ..	..	6.92	6.92	186	126	19,907	2	7	2,877
27.6.1925	Merbein to Yelta ..	..	5.87	5.87	184	116	34,976	0	4	5,958
11.4.1924	Red Cliffs to Werrimull ..	..	35.40	35.40	226	138	135,068	15	3	3,816
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	34,795	10	8	3,609
20.11.1888	Dunolly to Inglewood ..	..	24.24	24.24	794	457	95,614	6	8	3,944
25.6.1912	Ouyen to Cowangie ..	..	56.39	56.39	351	137	143,592	1	11	2,546
25.6.1912	Cowangie to Murrayville ..	..	11.44	11.44	218	146	31,732	9	2	2,774
16.6.1884	Castlemaine (Maldon Junction) to Maldon ..	..	10.24	10.24	1,177	890	66,945	10	2	6,538
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	319,278	18	0	7,653
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	71,449	4	8	5,200
21.10.1876	Maryborough to Avoca ..	..	14.93	14.93	885	721	66,523	8	0	4,456
18.11.1890	Avoca to Ararat ..	..	39.04	39.04	1,215	763	177,063	4	3	4,535
28.5.1914	Ben Nevis (Crowlands) to Navarro ..	..	22.87	22.87	885	720	63,926	3	4	2,795
19.9.1876	Bendigo to Inglewood ..	0.68	28.25	28.93	779	443	232,200	17	9	8,026
18.11.1876										
15.4.1882	Inglewood to Charlton ..	..	42.82	42.82	639	422	296,408	12	6	6,922
20.4.1883										
1.10.1883	Charlton to Wycheproof ..	..	16.48	16.48	521	356	115,991	5	4	7,038
8.3.1895	Wycheproof to Sea Lake ..	..	47.89	47.89	357	172	111,732	1	10	2,333
29.6.1914	Sea Lake to Nandaly ..	..	17.68	17.68	265	172	48,664	6	0	2,753
28.5.1919	Nandaly to Kulwin ..	..	19.68	19.68	256	148	78,100	6	3	3,969
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	90,939	12	1	5,123
7.8.1894	Boort to Quambatook ..	..	21.96	21.96	419	287	80,742	9	9	3,677
1.3.1900	Quambatook to Ultima ..	..	30.23	30.23	371	256	77,154	11	0	2,552
1.7.1909	Ultima to Chillingollah ..	..	20.17	20.17	263	164	42,598	19	2	2,112
28.1.1914	Chillingollah to Manangatang ..	..	18.46	18.46	245	169	39,555	5	4	2,143
	Carried forward ..	105.92	1,239.79	1,345.71	..	..	11,979,154	9	10	

* Taken over by this Department on 1.12.1923.

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

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, 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	..	..	11,979,154	9	10	
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	96,911	17	3	4,932
15.12.1882	Eaglehawk to Kerang .. ..	..	72.99	72.99	742	255	400,397	14	0	5,486
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. ..	..	35.16	35.16	286	225	194,519	18	0	5,532
30.5.1890		..	16.11	16.11	267	244	114,770	10	9	7,124
20.12.1924	Kerang to Murrabit .. ..	..	16.11	16.11	267	244	114,770	10	9	7,124
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	73,319	19	10	2,677
24.3.1920	Piangil to Kooloonong .. ..	..	15.87	15.87	243	199	71,822	16	0	4,526
29.3.1926	Kooloonong to Yungera .. ..	..	6.71	6.71	230	187	37,299	17	4	5,559
10.11.1915	Elmore to Cohuna .. ..	..	57.09	57.09	438	264	146,460	16	2	2,565
1.7.1929	Albion to Broadmeadows	8.58	..	8.58	398	137	509,942	0	4	59,434
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5.50	0.37	5.87	66	8	460,269	15	1	78,411
24.9.1887	†Newport to Sunshine .. ..	..	4.29	4.29	110	48	30,704	9	2	7,157
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier) .. ..	..	35.21	39.20	113	10	1,629,073	10	3	41,558
6.4.1885		..	3.99	35.21	39.20	113	10	1,629,073	10	3	41,558
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. ..	..	1.85	1.85	..	..	11,891	4	7	6,428
25.11.1876	Geelong to Colac	1.26	48.98	50.24	469	10	454,542	7	9	9,047
27.7.1877		..	1.26	48.98	50.24	469	10	454,542	7	9	9,047
21.6.1923	Colac to Alvie .. ..	..	9.65	9.65	518	402	55,707	3	10	5,773
2.7.1883	Colac to Camperdown .. ..	..	28.11	28.11	569	405	158,103	4	7	5,624
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	0.90	41.81	42.71	550	13	402,442	9	5	9,423
4.2.1890		..	0.90	41.81	42.71	550	13	402,442	9	5	9,423
4.2.1890	Warrnambool to Koroit .. ..	..	9.36	9.36	245	19	90,347	1	11	9,652
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. ..	..	11.34	11.34	208	11	107,055	1	6	9,440
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. ..	..	20.72	20.72	264	10	116,684	12	1	5,631
17.3.1890	Moriac to Wensleydale .. ..	..	10.92	10.92	752	361	39,169	14	4	3,587
5.6.1891	Birregurra to Forrest .. ..	..	19.85	19.85	579	363	147,678	8	3	7,440
7.8.1889	Irrewarra to Beac .. ..	..	8.70	8.70	432	390	47,415	17	0	5,450
1.12.1910	Beac to Newtown .. ..	..	34.95	34.95	443	388	117,288	14	3	3,356
25.9.1911		34.95	34.95	443	388	117,288	14	3	3,356
1.3.1902	‡Colac to Beech Forest	0.21	29.45	29.66	1,748	225	78,656	4	11	2,652
20.6.1911	‡Beech Forest to Crowes .. ..	..	14.11	14.11	1,826	1,356	41,858	2	2	2,967
5.4.1892	Timboon Junction to Timboon .. ..	..	22.32	22.32	673	52	116,266	9	6	5,209
4.2.1890	Terang to Mortlake .. ..	..	12.16	12.16	447	414	57,072	15	7	4,693
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5.50	47.75	53.25	1,725	46	1,981,945	2	11	37,220
9.9.1918	North Geelong to Fyansford .. ..	..	2.93	2.93	212	56	5,404	4	6	1,844
11.8.1874	Ballarat to Ararat	4.34	52.95	57.29	1,517	960	635,577	15	11	11,094
7.4.1875	Ararat to Stawell .. ..	..	18.85	18.85	1,086	761	300,422	1	11	15,938
15.2.1876		..	..	18.85	1,086	761	300,422	1	11	15,938
14.4.1876		..	..	18.85	1,086	761	300,422	1	11	15,938
17.12.1878	Stawell to Horsham	1.18	52.26	53.44	761	423	519,882	9	8	7,504
5.2.1879		..	1.18	52.26	53.44	761					423
26.6.1905	†Stawell to Grampians .. ..	..	15.84	15.84	815	621	161,466	1	9	7,524
1.7.1882	Horsham to Dimboola	0.36	21.10	21.46	477	361				
19.1.1887	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton)	1.35	61.87	63.22	631	315	514,192	1	10	8,133
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	297,793	1	8	13,755
1.4.1886	Parwan to Gordon .. ..	..	27.46	27.46	1,877	341	399,718	3	6	14,556
22.12.1886		27.46	27.46	1,877					341
16.2.1887	..	..	27.46	27.46	1,877	341	399,718	3	6	14,556
7.5.1879	Gordon to Warrenheip .. ..	..	12.87	12.87	1,940	1,707	147,248	18	3	11,441
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	515,315	16	11	5,166
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	65,543	16	4	9,582
	Carried forward	139.24	2,353.45	2,492.69	..	..	23,672,304	16	11	

* 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.	£
	LNES OPEN FOR TRAFFIC—continued.									
	Brought forward	139.24	2353.45	2492.69	..	..	23,672,304	16	11	
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	59,437	5	4	4,530
10.10.1890	Scarsdale to Linton	0.19	7.78	7.97	1,189	1,022	77,849	16	0	9,768
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	492,403	4	1	7,454
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	327,839	6	1	6,091
22.8.1890	Penshurst to Koroit .. ..	..	33.12	33.12	725	207	120,635	1	1	3,642
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. ..	..	18.10	18.10	727	590	77,085	8	3	4,259
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	200,295	1	10	4,579
19.11.1920										
15.2.1884	Branxholme to Casterton .. ..	..	32.09	32.09	572	149	182,399	3	8	5,684
1.9.1884										
20.6.1916	Heywood to Puralka (Mumbannar) .. ..	..	38.51	38.51	422	85	141,385	2	9	3,671
28.11.1917										
28.11.1917	† Railways from Mumbaunar 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 .. ..	..	9.77	9.77	487	455	43,864	8	10	4,490
15.6.1909	Rupanyup to Marnoo .. ..	..	15.33	15.33	404	450	33,554	9	0	2,189
25.7.1927	Marnoo to Bolangum .. ..	..	6.40	6.40	579	495	37,663	19	4	5,885
12.5.1886	Murtoa to Warracknabeal .. ..	..	31.20	31.20	464	360	161,036	12	7	5,161
5.1.1893	Warracknabeal to Beulah .. ..	..	21.92	21.92	359	288	76,608	11	7	3,495
6.3.1894	Beulah to Hopetoun .. ..	..	16.01	16.01	290	258	49,269	0	5	3,077
6.5.1925	Hopetoun to Patchewollock .. ..	..	26.96	26.96	279	218	113,232	11	8	4,200
25.8.1887	Horsham to Noradjuha .. ..	..	19.95	19.95	488	395	88,879	18	10	4,455
24.9.1912	Noradjuha to Toolondo .. ..	..	11.24	11.24	560	475	29,164	14	11	2,595
31.7.1894	East Natimuk to Goroke .. ..	..	28.64	28.64	624	394	69,915	17	10	2,441
3.5.1927	Goroke to Carpolac .. ..	..	9.05	9.05	537	462	49,696	6	4	5,491
19.6.1894	Dimboola to Jeparit .. ..	..	21.59	21.59	387	268	53,171	0	0	2,463
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	33,789	13	7	2,470
27.6.1916	Lorquon to Yanac .. ..	..	18.38	18.38	473	355	47,939	5	10	2,608
21.10.1860										
30.11.1867	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5.00	..	5.00	148	14	253,169	18	5	50,634
18.4.1872	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61.27	120.72	181.99	1,147	105	3,090,100	17	7	16,980
21.11.1873										
31.10.1927	Bowser to Peechelba .. ..	..	12.32	12.32	503	461	64,468	9	6	5,233
14.6.1883	† Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1.94	..	1.94	538	312	68,760	13	11	35,444
9.9.1884	North Melbourne to Coburg	5.07	..	5.07	202	13	258,145	15	9	50,916
8.10.1889	Coburg to Somerton .. ..	..	7.16	7.16	530	202	81,603	11	8	11,397
8.5.1888	Royal Park Junction to Clifton Hill	2.21	0.18	2.39	136	103	189,490	1	3	79,285
8.5.1888	Fitzroy Branch .. ..	..	0.89	0.89	119	85	78,072	13	0	87,722
8.10.1889	Whittlesea Junction to Whittlesea	4.67	17.39	22.06	639	119	328,137	14	8	14,875
23.12.1889										
5.12.1904	Northeote 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	166,604	3	1	7,033
12.11.1889	Yea to Mansfield and Koriella .. ..	..	55.82	55.82	1,304	557	345,640	16	11	6,192
6.10.1891	Koriella to Alexandra .. ..	..	4.32	4.32	922	716	29,937	9	0	6,930
28.10.1909										
13.1.1880	Mangalore to Shepparton	0.29	44.96	45.25	499	372	312,045	0	4	6,896
1.9.1881	Shepparton to Numurkah	2.14	18.61	20.75	376	348	102,267	8	0	4,929
1.10.1888	Numurkah to Cobram	0.20	21.47	21.67	376	355	94,247	7	4	4,349
1.9.1890	Murchison East to Rushworth .. ..	..	12.81	12.81	476	391	75,157	7	9	5,867
26.8.1914	Rushworth to Colbinabbin	0.58	12.29	12.87	510	363	46,086	8	6	3,581
15.5.1917	Rushworth to Girgarre .. ..	..	13.62	13.62	516	347	51,323	0	4	3,768
	Carried forward	224.45	3375.96	3600.41	..	..	32,256,184	13	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.		
LINES OPEN FOR TRAFFIC—continued.		Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£
	Brought forward	224.45	3,375.96	3,600.41	..	..	32,256,184	13	3	
13.1.1880	Toolamba to Tatura .. ..	..	6.83	6.83	385	371	32,181	7	4	4,712
19.8.1887	Tatura to Echuca .. ..	..	34.07	34.07	377	320	224,078	7	3	6,577
1.10.1888	Shepparton to Dookie .. ..	..	14.84	14.84	500	372	62,182	2	8	4,190
22.11.1892	Dookie to Katamatite .. ..	..	17.02	17.02	490	383	47,453	2	8	2,788
1.10.1888	Numurkah to Nathalia .. ..	..	13.79	13.79	356	335	56,223	7	7	4,077
15.12.1896	Nathalia to Picola .. ..	..	6.75	6.75	335	325	17,318	4	2	2,566
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	24,509	0	8	11,840
3.9.1883	Benalla to St. James .. ..	..	20.33	20.33	583	450	90,486	13	2	4,451
6.5.1886	St. James to Yarrowonga .. ..	..	19.86	19.86	514	414	104,354	13	11	5,255
30.6.1914	Benalla to Tatong .. ..	..	18.00	18.00	760	556	49,825	0	8	2,768
14.3.1899	*Wangaratta to Whitfield .. ..	..	30.49	30.49	811	481	44,900	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	Beechworth to Yackandandah .. ..	..	12.84	12.84	1,912	981	97,594	6	6	7,601
23.7.1891	Everton to Myrtleford .. ..	..	16.56	16.56	989	581	81,926	14	11	4,947
17.12.1883	Myrtleford to Bright .. ..	..	18.54	18.54	1,004	688	112,846	14	0	6,087
17.10.1890	Springhurst to Wangunyah .. ..	..	13.95	13.95	623	454	78,020	0	11	5,593
29.1.1879	Wodonga to Tallangatta .. ..	..	27.02	27.02	726	530	186,443	13	0	6,900
10.9.1889	Tallangatta to Cudgewa .. ..	..	42.33	42.33	2,580	625	292,875	7	0	6,919
24.7.1891	Spencer-street to Flinders-street	0.76	..	0.76	33	17	281,329	8	2	370,170
13.6.1916	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) .. ..	..	..	..	..	..	..	..	..	..
5.5.1921	Flinders-street to St. Kilda .. ..	..	..	..	..	..	..	..	..	..
23.11.1891	Prince's-bridge to Richmond .. ..	..	..	..	..	..	..	..	..	..
13.9.1854	Richmond to Cremorne	16.62	..	16.62	53	9	2,939,214	0	1	176,848
13.5.1857	Richmond to Windsor .. ..	..	..	..	..	..	..	..	..	..
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	208,968	9	6	94,130
8.5.1888	Collingwood to Heidelberg	2.97	2.52	5.49	196	68	299,798	6	6	54,608
5.6.1902	Heidelberg to Eltham .. ..	..	8.35	8.35	303	110	85,042	0	8	10,185
25.6.1912	Eltham to Hurst's Bridge .. ..	..	6.64	6.64	248	116	82,561	12	11	12,434
2.9.1887	Brighton Beach to Sandringham	2.20	..	2.20	58	20	86,541	2	8	39,337
2.4.1879	South Yarra to Oakleigh	7.05	..	7.05	184	22	738,993	9	2	104,822
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's Coal Mine and Hernes Oak to Yallourn)	11.89	108.78	120.67	513	8	1,599,047	8	11	13,251
8.10.1887	Sale to Stratford Junction .. ..	..	8.97	8.97	64	33	47,607	0	0	5,307
11.1.1922	Oakleigh to Fairfield Park (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield Park to 30 chains 48 links) .. ..	..	5.54	5.54	249	108	205,946	2	11	37,174
8.5.1888	Caulfield to Frankston	19.85	0.03	19.88	166	10	385,554	1	2	19,394
24.3.1890	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. ..	..	18.99	18.99	327	10	117,148	14	7	6,169
24.3.1891	Baxter to Mornington .. ..	..	7.67	7.67	194	60	70,823	5	9	9,234
19.12.1881	Bittern to Red Hill .. ..	..	9.91	9.91	631	43	74,701	0	3	7,538
1.8.1882	Spring Vale Cemetery Line .. ..	..	1.60	1.60	231	145	9,296	4	7	5,810
1.10.1888	Dandenong Junction to Port Albert	1.63	115.65	117.28	746	10	1,082,933	2	4	9,233
13.1.1892	Koo-wee-rup to Triholm .. ..	..	25.06	25.06	353	22	189,025	2	9	7,543
29.6.1922	Nyora to Woolamai .. ..	..	15.56	15.56	410	58	88,204	12	0	5,669
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. ..	..	13.87	13.87	233	14	164,016	14	11	11,825
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	20,908	4	0	5,590
	Carried forward	289.64	4,077.00	4,366.64	..	..	42,842,139	17	9	

* 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.			
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£
	LINES OPEN FOR TRAFFIC—continued.									
	Brought forward	289.64	4,077.00	4,366.64	..	..	42,842,139	17	9	
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	102,293	6	9	8,489
16.12.1921										
22.6.1923	Won Wron to Woodside .. ..	..	9.68	9.68	326	139	50,398	0	10	5,206
12.5.1890	Warragul to Neerim South .. ..	..	13.49	13.49	681	349	124,195	9	8	9,206
18.3.1892										
27.3.1917	Neerim South to Noojee .. ..	..	14.01	14.01	1,415	676	133,888	11	1	9,557
28.4.1919										
8.5.1888	Moe to Thorpdale .. ..	..	10.67	10.67	798	219	118,482	13	10	11,104
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	153,034	10	7	7,587
7.1.1886										
13.11.1883	Traralgon to Heyfield .. ..	..	22.06	22.06	262	93	126,446	18	10	5,732
18.3.1887	Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	314,154	4	3	6,306
8.5.1888										
10.4.1916	Bairnsdale to Orbost .. ..	..	60.24	60.24	423	23	441,199	0	8	7,324
7.8.1889	Maffra to Briagolong .. ..	..	11.79	11.79	238	109	62,290	18	5	5,283
24.3.1890	Burnley to Darling	0.94	3.46	4.40	185	101	226,344	2	11	51,442
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) .. ..	..	..	..	..	..	9,465	7	6	
3.2.1929	Darling (near) to Glen Waverley .. ..	..	5.94	5.94	..	..	169,135	16	3	28,474
5.5.1930										
3.4.1882	Hawthorn to Lilydale	11.52	8.20	19.72	484	41	864,547	17	0	43,841
1.12.1882										
15.5.1888	Lilydale to Healesville	0.26	15.11	15.37	351	230	229,151	17	6	14,909
1.3.1889										
19.12.1887	Hawthorn to Kew .. ..	..	0.96	0.96	119	41	76,542	10	5	79,732
4.12.1889	Ringwood to Upper Ferntree Gully .. ..	..	7.44	7.44	436	314	131,000	18	3	17,608
18.12.1900	*Upper Ferntree Gully to Gembrook .. ..	..	18.22	18.22	1,057	412	76,706	3	5	4,210
13.11.1901	Lilydale to Warburton .. ..	..	23.97	23.97	733	289	154,562	9	5	6,448
21.10.1928	South Kensington to West Footscray	2.44	..	2.44	86	14	609,793	8	8	249,915
	Melbourne to Essendon Junction .. ..	..	..	..	..	..	2,694,380	17	0	
	Railway Offices, Spencer-street .. ..	..	..	..	..	..	282,868	0	8	
	Newport Workshops:—Buildings, plant and equipment .. ..	..	..	..	..	..	1,456,052	14	10	
	Country Workshops:—Buildings, plant and equipment .. ..	..	..	..	..	..	374,471	2	5	
	Refreshment Services Buildings .. ..	..	..	..	..	..	259,236	16	0	
	General Construction Account (Capital Expenditure common to all lines) .. ..	..	..	..	..	..	2,494,635	0	3	
	Electrification Melbourne Suburban Lines .. ..	..	..	..	..	..	5,773,167	18	7	
	Total cost of Way, Works, Buildings and Equipment (Railways) .. ..	..	..	..	..	..	60,498,994	4	3	
	Total mileage open for traffic at 30th June, 1937	305.32	4,415.45	4,720.77						
	ROLLING-STOCK—									
	Broad-gauge .. ..	..	..	..	..	..	£13,898,128	4	1	
	.. .. Electrical Equipment of Suburban Passenger Coaches .. ..	..	..	..	..	..	929,038	10	8	
	Narrow-gauge .. ..	..	..	..	..	..	14,827,166	14	9	
							112,760	12	0	
	Total Rolling-stock (Railways) .. ..	..	..	..	..	..	14,939,927	6	9	
	Stores and Materials on hand and in transit .. ..	..	..	..	..	..	1,105,974	18	6	
	Stores and Equipment on hand at Refreshment Rooms .. ..	..	..	..	..	..	110,276	9	7	
	Materials in course of Manufacture .. ..	..	..	..	..	..	51,991	9	11	
	Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways) .. ..	..	..	..	..	..	76,707,164	9	0	
	Carried forward .. ..	..	..	..	..	..	76,707,164	9	0	

* 2-ft. 6-in. gauge.

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.			
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s.	d.	£
	LINES OPEN FOR TRAFFIC—continued.									
	Brought forward ..	..	..	..	..	..	76,707	164	9	0
	ELECTRIC TRAMWAYS.									
7.5.1906	St. Kilda to Brighton	5.18	..	5.18	59	7	137,280	5	3	26,502
22.12.1906	Sandringham to Black Rock || .. ..	2.21	0.21	2.42	112	41	61,485	13	2	25,407
10.3.1919	Total cost of Way, Works, Buildings and Equipment (Tramways) ..	..	..	..	..	..	198,765	18	5	
	Total mileage of Tramways open for traffic	7.39	0.21	7.60						
	Rolling-stock .. ..	..	..	..	..	..	102,339	12	1	
	Total .. ..	..	..	..	..	..	301,105	10	6	
	ROAD MOTOR PUBLIC SERVICES.									
	Garage Buildings and Equipment ..	..	..	..	..	..	5,973	6	11	
	Road Motor Coaches and Trucks ..	..	..	..	..	..	18,150	0	11	
	Total .. ..	..	..	..	..	..	24,123	7	10	
	LINES UNDER CONSTRUCTION.									
	Nowingi to Millewa South .. ..	..	..	..	..	..	91,605	11	10	
	* Euston to Lette (including portion of cost of bridge over River Murray) ..	..	..	..	..	..	131,930	19	10	
	Yarrowonga to Oaklands .. ..	..	..	..	..	..	224,468	12	10	
	Total .. ..	..	..	..	..	..	448,005	4	6	
	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	..	..	107,446	19	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	..	..	108,403	2	8	
	Ashburton to Oakleigh (of which .05 miles have been dismantled) ..	0.20	2.14	2.34	..	..		
	Canterbury Loop Line (dismantled) ..	..	0.21	0.21	..	..	6,987	0	0	
	Darling to Waverley-road (dismantled) ..	..	0.76	0.76	..	..		
	Geelong Race-course Line (dismantled 28th May, 1909) .. ..	..	1.96	1.96	..	..	5,300	17	9	
	Triholm to Strzelecki .. ..	..	5.49	5.49	..	..	110,770	14	11	
	ELECTRIC TRAMWAYS.									
	Black Rock to Beaumaris || .. ..	..	2.19	2.19	..	..	35,012	3	0	
	Total .. ..	..	..	..	..	..	423,920	17	6	
	Total mileage closed for traffic at 30th June, 1937	0.20	48.90	49.10	..	..		
	Assets abandoned or abolished to be written off .. ..	..	..	..	..	..	89,233	7	6	
	Surveys .. ..	..	..	..	..	..	413,846	1	2	
	Piers transferred to Melbourne Harbor Trust .. ..	..	..	..	..	..	31,000	12	3	
	† TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services						78,471,460	12	10	

|| 4-ft. 8½-in. gauge, 2.42 miles.

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

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

‡ As from 1.7.37 there will be written off an amount of £26,674,993 11s. 8d., being the book value of that portion of the abovementioned Capital expenditure which is not represented by live and productive assets.

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—	
	1937.	1936.		1937.	1936.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric Locomotive ..	2,241	2,196
Country—Steam ..	3,313,694	3,074,501	.. Steam	320,604	293,368
.. Fordson			Ballast—Steam	251,932	205,448
.. Tractor .. ..			.. Electric Loco-		
.. Rail Motor ..	820,075	804,413	.. motive	3,561	14,888
Suburban—Steam ..	28,629	28,156	.. Fordson Tractor ..	202	145
.. Rail Motor ..	30,886	30,924	Electric Motor	5,884	7,002
.. Electric			Inspection	8,073	8,450
.. Motor ..	7,317,237	7,100,420	Water		26
.. Electric Loco-			Departmental Coal ..	277,512†	261,342†
.. motive ..	31		Casualty and Doubling ..	2,987	4,569
MIXED—Country—Steam	750,483	838,024	Miscellaneous	3,524	3,451
.. Suburban—Electric	1,214	1,200	Rail Motor	27,572	25,992
Goods—Steam	4,835,281	4,396,470	Total Departmental Miles	904,092	826,877
.. Electric Loco-					
.. motive ..	104,746	107,689	SHUNTING.		
.. Electric Motor ..	4,858	4,870	Steam Locomotive ..	2,331,360	2,190,787
.. Fordson Tractor	4,250	4,276	Electric Locomotive ..	89,222	90,787
Total Traffic Train Miles	17,211,384	16,390,943	.. Motor	4,660	4,648
			Fordson Tractor ..	948	960
			Rail Motor	7,853	7,717
			Total Shunting Miles ..	2,434,043	2,294,899
ASSISTANT MILEAGE—			LOCOMOTIVE MILEAGE.		
Country Passenger—			Steam	12,890,822	11,935,365
.. Steam	246,416	154,315	Electric Locomotive ..	232,351	240,352
Mixed—Steam	63	1,469	.. Motor	7,333,974	7,118,192
Goods—Steam	157,570	152,598	Fordson Tractor ..	5,864	5,904
.. Electric Loco-			Rail Motor	886,386	869,046
.. motive ..	17,754	12,280	Total Locomotive and		
Total Assistant Miles ..	421,803	320,662	.. Motor Miles	21,349,397	20,168,859
			PASSENGER VEHICLE MILEAGE.		
LIGHT MILEAGE—			Country—Steam	20,192,087	18,956,192
Country Passenger—			.. Fordson Tractor	2,990	3,821
.. Steam	31,124	24,704	.. Rail Motor	1,398,637	1,398,849
Mixed—Steam	4,041	3,643	Suburban—Steam ..	104,955	99,180
Goods—Steam	327,529	294,044	.. Electric	37,098,516	36,380,613
.. Electric Loco-			.. Rail Motor	34,746	34,526
.. motive ..	14,796	12,512	Total Passenger Vehicle		
.. Electric Motor ..	121	52	Miles	58,831,931	56,873,181
.. Fordson Tractor	464	523			
Total Light Miles ..	378,075	335,478	GOODS VEHICLE MILEAGE.		
			Loaded	112,219,977	105,801,329
			Empty	48,186,902	45,489,902
			Total Goods Vehicle Miles	160,406,879	151,291,231
			Total Vehicle Miles ..	219,238,810	208,164,412
			GROSS TON MILEAGE.		
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES	18,011,262*	17,047,083*	Passenger Trains—Steam	681,913,320	606,634,405
			.. .. Electric	1,396,787,272	1,368,229,040
			Rail Motor and Fordson		
			.. Tractor	36,595,389	37,971,601
			Mixed Trains	172,484,331	192,148,020
			Goods Trains	2,396,220,311	2,222,737,510
			Total Gross Ton Miles ..	4,684,000,623	4,427,720,576

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, 1937.

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 ..	561	lb. 13,408,377	lb. 23,900	15	lb. 208,724	lb. 13,915	576	lb. 13,617,101	lb. 23,640
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	16	..	..	..	..	..	16	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle		Total.	Average per Vehicle
STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	186	10,592	56	..	..	..	186	10,592	56
2nd Class	358	25,573	71	49	1,481	30	407	27,054	66
Composite	191	10,137	53	..	..	..	191	10,137	53
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
Buffet Car	1	18	18	..	..	..	1	18	18
Mail Vans	3	..	..	..	..	..	3	..	..
Luggage Vans	621	..	..	6	..	..	627	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	78	..	..	..	..	..	78	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles	5	..	..	..	..	..	5	..	..
Total	1,483	47,173	..	55	1,481	..	1,538	48,654	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class	11	306	88	..	..	..	11	306	88
2nd Class	1	2	2	..	..	..	1	2	2
Composite	29	1,135	39	..	..	..	29	1,135	39
Trailers—									
1st Class	1	53	53	..	..	..	1	53	53
2nd Class	23	564	24	..	..	..	23	564	24
Composite	11	755	68	..	..	..	11	755	68
Luggage	1	..	..	..	..	..	1	..	..
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	80	2,844	..	..	..	..	80	2,844	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	375	33,850	90	..	..	..	375	33,850	90
2nd Class	432	35,566	82	..	..	..	432	35,566	82
Composite	43	3,934	91	..	..	..	43	3,934	91
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	856	73,350	..	..	..	..	856	73,350	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	13	580	45
Double Bogie Cars .. ..	..	..	..	..	..	..	20	1,040	52
Total .. ..	..	..	..	..	..	..	33	1,620	..

APPENDIX No. 10—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock (continued).	5' 3" Gauge.			2' 6" Gauge.			Total.			
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.		
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.	
GOODS STOCK.										
		tons.	tons.		tons.	tons.		tons.	tons.	
Box Goods Wagons	32	645	20·1	1	10	10·0	33	655	19·8	
Coal Wagons	334	5,085	15·2	..	..	..	334	5,085	15·2
Open Goods Wagons	15,539	254,707	16·3	207	2,277	11·0	15,746	256,984	16·3	
Cattle Wagons	769	8,190	10·6	15	150	10·0	784	8,340	10·6	
Sheep Wagons	1,274	13,342	10·5	..	..	..	1,274	13,342	10·5
Louvred Wagons	1,245	17,923	14·4	14	140	10·0	1,257	18,063	14·3	
Refrigerator Wagons	415	5,658	13·6	1	10	10·0	418	5,668	13·6	
Powder Vans	21	105	5·0	..	..	..	21	105	5·0
Flat Wagons	208	4,358	20·9	..	..	..	208	4,358	20·9
Bolster Wagons										
Brake Vans										
Other Vehicles	10	90	9	..	..	..	10	90	9·0
	(Included in Steam Coaching Stock.)									
Total	19,847	310,103	15·6	238	2,587	10·8	20,085	312,690	15·5	
SERVICE STOCK.										
Casualty or Breakdown Vans and Trucks	47	..	..	..	..	..	47	..	..
Water Trucks	194	..	..	..	..	..	194	..	..
Loco. Coal Trucks		(Included in Coal Wagons—Goods Stock.)								
Ballast Wagons	163	..	..	..	..	..	163	..	..
Gas Vehicles	7	..	..	..	..	..	7	..	..
Workmen's Sleeping Cars	330	..	..	..	..	..	330	..	..
Store Van	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on Trucks	13	..	..	..	..	..	13	..	..
Plough Vans	2	..	..	..	..	..	2	..	..
Motor Inspection Cars (Petrol)	1	..	..	..	..	..	1	..	..
Other Vehicles	162	..	..	..	..	..	162	..	..
Total	920	..	..	..	..	..	920	..	..
ROAD MOTOR VEHICLES.								Passengers.	Passengers.	
Coaches (Passenger) .. ..	..	..	..	..	..	..	18	369	20
								T. C. Q.	T. C. Q.	
Trucks (Goods) .. ..	..	..	..	..	..	..	22	73 0 0	3 6 1
Trailers (Goods) .. ..	..	..	..	..	..	..	15	71 0 0	4 14 2
Service Stock (Cars) .. ..	..	..	..	..	..	..	10	..	..
Service Stock (Trucks) .. ..	..	..	..	..	..	..	37	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1927, TO 30th JUNE, 1937.

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.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1927-28	..	15	..	..	..	091	9	148	..	13	..	..	..	1	2	25	1	8	..	..	17	22	20	6	..	..	49	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	..	..	58	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		
1935-36	..	8	1	..	..	057	4	90	1	53	1	1	..	..	2	7	1	3	4	..	17	23	15	3	..	..	46	188
1936-37	000	8	82	3	20	..	1	..	1	4	8	..	8	..	1	20	21	20	2	..	..	55	144		

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 1936-37.	Year 1935-36
Average Mileage of Railways open for Traffic	4,721	4,721
PASSENGER TRAFFIC.		
Passenger Train Mileage	4,509,010	4,297,926
.. .. . { Country	7,377,390	7,160,100
.. .. . { Suburban	£1,485,346	£1,409,364
Passenger Earnings	£2,321,512	£2,304,047
.. .. . { Country	6,013,655	5,502,020
.. .. . { Suburban	135,329,598	134,037,069
Number of Passengers Carried	369,589,769	334,397,222
.. .. . { Country	863,964,225	845,899,736
.. .. . { Suburban	61.46	60.78
Average Miles each Passenger was carried	6.38	6.31
.. .. . { Country	17	16
.. .. . { Suburban	23	23
Average Number of Passengers per Car Mile	4s. 11.28d.	5s. 1.48d.
.. .. . { Country	4.12d.	4.13d.
.. .. . { Suburban .. .. .	.96d.	1.01d.
Average Earnings from each Passenger Journey .. .. .	.61d.	.65d.
.. .. . { Country		
.. .. . { Suburban		
Average Earnings per Passenger Mile		
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried	1,288	1,178
.. .. . { Country	694,150	598,380
.. .. . { Suburban	79,141	71,605
Number of Passengers Carried One Mile	3,856,983	3,776,338
.. .. . { Country	966	920
.. .. . { Suburban	32,935	31,965
Passenger Train Mileage	£318.06	£301.79
.. .. . { Country	£10,363.89	£10,285.92
.. .. . { Suburban		
Passenger Earnings		
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers	82	78
.. .. . { Country	117	118
.. .. . { Suburban	5	5
Average Number of Cars	5	5
.. .. . { Country	6s. 7.00d.	6s. 6.70d.
.. .. . { Suburban	6s. 3.52d.	6s. 5.23d.
Average Earnings from Passengers		
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	5,324,984	4,932,917
Goods Earnings	£5,028,806	£4,768,127
Number of Tons Carried	6,812,962	6,424,094
Number of Tons Carried One Mile	833,001,802	759,036,871
Average Haul per Ton of Goods (Miles)	123.00	118.15
Average Tonnage per Loaded Truck	8.91	8.74
Average Train Load (Tons)	179	180
Average Earnings per Ton	14s. 9.15d.	14s. 10.13d.
Average Earnings per Ton Mile	1'44d.	1.51d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	457	464
Average Number of Vehicles per Train—Loaded	20	20
Average Number of Vehicles per Train—Empty	8	9
<i>Per Average Mile of Railway Open.</i>		
Number of Tons Carried (Paying Traffic)	1,143	1,361
Number of Tons Carried One Mile (Paying Traffic)	177,595	160,779
Goods Train Mileage	1,128	1,045
Goods Earnings	£1,065	£1,010
<i>Per Goods Train Mile.</i>		
Average Earnings	18s. 10.65d.	19s. 3.98d.

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1937.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1936	100,000 0 0	By Expenditure for the year ended 30th June, 1937—	
„ Payment to Fund during the year ended 30th June, 1937, included in the Working Expenses of the Year	19,085 0 5	(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	714 4 2
		(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	8,313 11 5
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	1,060 10 4
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	8,832 2 10
		(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.	164 11 8
		„ Balance at 30th June, 1937	100,000 0 0
	£119,085 0 5		£119,085 0 5

APPENDIX No. 14.

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

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BEAUMARIS.	
	Year 1936-37.	Year 1935-36.	Year 1936-37.	Year 1935-36.
Average Mileage of Tramway Worked	5.18	5.18	2.42	2.42
Car Mileage	514,585	514,050	120,302	116,766
Number of Passengers carried	4,479,570	4,420,187	1,085,306	1,078,665
Average Fare paid per Passenger	2.42d.	2.43d.	2.30d.	2.29d.
GROSS REVENUE—				
Passengers	£45,084	£44,729	£10,389	£10,286
Parcels	17	14	58	60
Miscellaneous	253	304	123	103
TOTAL GROSS REVENUE	£45,354	£45,047	£10,570	£10,449
Per Passenger Car Mile	21.15d.	21.03d.	21.09d.	21.48d.
Per Mile of Single Track	£4,378	£4,348	£2,283	£2,257
ORDINARY WORKING EXPENSES—				
Transportation Account	£15,386	£14,694	£2,842	£2,683
Way and Works Account	10,538	7,986	1,206	7,269
Rolling-stock Account	6,393	5,662	1,209	1,540
Power Account	4,314	4,802	1,122	1,148
General Expenditure	790	821	210	222
Payment into Railway Accident and Fire Insurance Fund	87	89	20	20
Pensions.. ..	555	781	..	..
TOTAL WORKING EXPENSES	£38,063	£34,835	£6,609	£12,882
Per cent. of Gross Revenue	83.92	77.33	62.53	123.28
Per Passenger Car Mile	17.75d.	16.26d.	13.18d.	26.48d.
Per Mile of Single Track	£3,674	£3,362	£1,427	£2,782
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£7,291	£10,212	£3,961	Loss £2,433
INTEREST CHARGES .. £7,961		£8,040	£5,210	£5,531
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION		794	520	546
	£8,755	£8,834	£5,730	£6,077
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	Loss £1,464	Profit £1,378	Loss £1,769*	Loss £8,510*

* 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 £119 in 1935-36 and £230 in 1936-37. The balance (£8,391 in 1935-36 and £7,339 in 1936-37) is accounted for, in each year, by interest charges and exchange in respect of capital invested in the Black Rock-Beaumaris line and in 1935-36 by expenditure for patrolling the track, dismantling the overhead equipment of the line and writing off the original cost of the equipment; in 1936-37 by expenditure for patrolling the track less a credit for materials released.

The amounts recouped by the Treasury (£2,303 in 1935-36, and £8,577 in 1936-37) in respect of the Black Rock to Beaumaris Line are not included in the above figures.

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK
(Including Hostels at Mt. Feathertop and Mt. Hotham).
CAPITAL EXPENDITURE AT 30TH JUNE, 1937.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements	65,016	3	5			
				83,916	3	5
Equipment	26,515	9	0			
Stock	2,944	3	0			
				29,459	12	0
				£113,375	15	5

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1937.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Stores, Freight, and Cartage ..	9,129	14	3	Accommodation and Buffet Sales..	25,710	15	8
Salaries (including Superintendence), Wages and materials for operation and maintenance	19,146	16	5	Hire of Sports Material ..	1,467	6	0
Special Expenditure on improve- ments and additions	5,035	11	3	Motor Services	3,641	18	7
Interest on Capital Expenditure and Stock	4,472	7	8	Loss	6,964	9	4
	£37,784	9	7		£37,784	9	7

APPENDIX No. 16.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1937

	£	s.	d.
Cost of Coaches and Garages	54,983	13	3
Less Depreciation written off	49,677	16	2
Balance of Cost at 30th June, 1937	£5,305	17	1

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1937.

<i>Dr.</i>						<i>Cr.</i>			
£	s.	d.	£	s.	d.	£	s.	d.	
Working Expenses—						Revenue	7,684	2	6
Superintendence, Printing, Advertising, &c.	580	17	9			Loss	4,976	12	3
Operating expenses, Accident Compensation, Licences and Registration Fees ..	6,996	7	7						
Repairs and Renewals, Tools, &c. ..	4,342	3	0						
Maintenance of Garages, &c. ..	169	14	3						
				12,089	2	7			
Depreciation				356	14	7			
Interest				195	7	9			
Exchange on Interest Payments and Redemption				19	9	10			
				£12,660	14	9			
							£12,660	14	9

APPENDIX No. 17.

ROAD MOTOR PUBLIC GOODS SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1937.

	£	s.	d.
Cost of Trucks, Trailers, Containers, and Garages	30,000	1	7
Less Depreciation written off	11,182	10	10
Balance of cost at 30th June, 1937	£18,817	10	9

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1937.

<i>Dr.</i>						<i>Cr.</i>			
£	s.	d.	£	s.	d.	£	s.	d.	
Working Expenses—						Revenue	13,526	11	2
Superintendence, Printing, Advertising, &c.	1,033	6	9						
Operating Expenses, Licence and Registration Fees ..	6,916	2	4						
Repairs and Renewals, Tools, &c. ..	2,149	17	1						
Maintenance of Garage, &c. ..	68	11	11						
				10,167	18	1			
Depreciation				725	13	11			
Interest				513	18	4			
Exchange on Interest Payments and Redemption				51	5	3			
Profit				2,067	15	7			
				£13,526	11	2			
							£13,526	11	2

APPENDIX No. 18.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., AND DEFICIT
FOR THE YEAR 1936-37 (*VIDE* PAGE 11).

REVENUE.		£	s. d.	£	s. d.
Revenue shown by the Railways		10,221,003	2 1		
To bring this amount into agreement with the Treasury figures deduct outstandings at 30th June, 1937, not included in the Treasury figures		84,076	1 4		
		10,136,927	0 9		
and add outstandings at 30th June, 1936, collected in 1936-37 and therefore included by the Treasury in that year		107,244	19 6		
		..	..	10,244,172	0 3
WORKING EXPENSES.					
Working Expenses as shown by the Railways		7,326,841	7 5		
To bring this amount into agreement with the Treasury figures add—					
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn		218	5 10		
(2) Exchange on Redemption Payments in London		6,000	0 0		
(3) Credit included by the Treasury in 1935-36 and by the Railways in 1936-37		0	3 2		
		7,333,059	16 5		
and deduct—					
(1) Payment included by the Treasury in 1935-36 and by the Railways in 1936-37		2	0 0		
		..	..	7,333,057	16 5
Working Expenses as shown by the Treasury					
Net Revenue on the Treasury basis of Accounts				2,911,114	3 10
INTEREST EXCHANGE, ETC.					
The total of the Interest and Exchange Charges and Loan Conversion Expenses shown by the Railways is		3,320,238	2 11		
To bring this amount into agreement with the Treasury figures deduct—					
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn	£218	5 10			
(2) Exchange on Redemption Payments in London	6,000	0 0			
		6,218	5 10		
Interest, Exchange, &c., Charges as shown by the Treasury				3,314,019	17 1
Deficit as shown by the Treasury				£402,905	13 3

RAILWAY POSITION SUMMARIZED.

	£	s. d.
Revenue	10,221,003	2 1
Working Expenses	7,326,841	7 5
Net Revenue	2,894,161	14 8
Interest, Exchange, &c.	3,320,238	2 11
Deficit	£426,076	8 3

APPENDIX No. 19.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1937.

Section.	Miles.	Date Opened.
Nil.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1937.

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

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1937.

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 16.

† 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 1936-37.	5' 3" gauge ..	3·30	6·57	2·5	292·74	4293·89	4599·00	4932·95	1027·76	5960·71
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·90	131·88
	Total ..	3·30	6·57	2·5	292·95	4415·45	4720·77	5054·93	1037·66	6092·59
	Electric Tramway, 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway, 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
Grand Total	3·30	6·57	2·5	300·34	4415·66	4728·37	5069·92	1039·06	6108·98	
Year 1935-1936	5' 3" gauge ..	3·30	6·57	2·5	292·74	4293·89	4599·00	4932·95	1029·36	5962·31
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·90	131·88
	Total ..	3·30	6·57	2·5	292·95	4415·45	4720·77	5054·93	1039·26	6094·19
	Electric Tramway 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
Grand Total	3·30	6·57	2·5	300·34	4415·66	4728·37	5069·92	1040·66	6110·58	
		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 1936-1937.	5' 3" gauge ..	3·30	6·57	2·5	292·74	4293·89	4599·00	4932·95	1027·68	5960·63
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·91	131·89
	Total ..	3·30	6·57	2·5	292·95	4415·45	4720·77	5054·93	1037·59	6092·52
	Electric Tramway 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
Grand Total	3·30	6·57	2·5	300·34	4415·66	4728·37	5069·92	1038·99	6108·91	
Year 1935-1936.	5' 3" gauge ..	3·30	6·57	2·5	292·74	4293·89	4599·00	4932·95	1028·38	5961·33
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·91	131·89
	Total ..	3·30	6·57	2·5	292·95	4415·45	4720·77	5054·93	1038·29	6093·22
	Electric Tramway 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
Grand Total	3·30	6·57	2·5	300·34	4415·66	4728·37	5069·92	1039·69	6109·61	

APPENDIX No. 21.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1937.				<i>Cr.</i>		
	£	s.	d.	£	s.	d.	
To funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896)	559,440	16	2				
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820.. .. .	50,000	0	0				
.. Advances from Loan Account subsequent to 30th June, 1896 ..				509,440	16	2	
.. Sundry Creditors				530,000	0	0	
				176,715	10	5	
				£1,216,156	6	7	
By Stores and Materials on hand and in transit					1,105,974	18	6
.. Sundry Debtors					4,915	12	8
.. Cash in Treasury and with Agent-General					105,265	15	5
					£1,216,156	6	7

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1937, AND 1936.

	Year ended 30th June, 1937.						Year ended 30th June, 1936.					
	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	126,276	874,609	1,000,885	173,200	342,060	515,260	140,025	1,118,515	1,258,540	180,111	446,197	626,308
Return Tickets	402,788	3,136,138	3,538,926	210,911	669,046	879,957	294,032	2,497,121	2,791,153	166,722	518,294	685,016
Periodical Tickets	509,951	753,205	1,263,156	59,695	25,254	84,949	533,373	728,710	1,262,083	67,973	25,380	93,353
Workmen's Weekly Tickets .. ..	..	210,688	210,688	..	5,180	5,180	..	190,244	190,244	..	4,687	4,687
Total	1,039,015	4,974,640	6,013,655	443,806	1,041,540	1,485,346	967,430	4,534,590	5,502,020	414,806	994,558	1,409,364
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets	5,874,998	9,730,635	15,605,633	130,884	199,587	330,471	5,917,314	9,862,153	15,779,467	131,060	202,261	333,321
Return Tickets	14,671,859	37,224,775	51,896,634	329,278	688,773	1,018,051	14,637,146	36,810,992	51,448,138	327,987	680,299	1,008,286
Race and Special Picnic Tickets	340,283	779,589	1,119,872	13,404	20,357	33,761	337,397	788,564	1,125,961	13,170	20,860	34,030
Periodical Tickets	22,406,911	31,708,651	54,115,562	348,303	392,071	740,374	22,322,178	31,055,295	53,377,473	348,526	385,399	733,925
Workmen's Weekly Tickets .. ..	..	12,591,897	12,591,897	..	198,855	198,855	..	12,306,030	12,306,030	..	194,485	194,485
Total	43,294,051	92,035,547	135,329,598	821,869	1,499,643	2,321,512	43,214,035	90,823,034	134,037,069	820,743	1,483,304	2,304,047
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	44,333,066	97,010,187	141,343,253	1,265,675	2,541,183	3,806,858	44,181,465	95,357,624	139,539,089	1,235,549	2,477,862	3,713,411
ROAD MOTOR PUBLIC SERVICES .. ..	..	..	836,304	..	..	7,522	..	..	779,618	..	..	7,161
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..	..	..	4,479,570	..	..	45,084	..	..	4,420,187	..	..	44,730
SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAY .. ..	..	..	1,085,306	..	..	10,389	..	..	1,078,665	..	..	10,286

APPENDIX No. 23.

9641-2

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1937, AND 30TH JUNE, 1936 (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year ended 30th June, 1937.											Year ended 30th June, 1936.			
	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	238,845	3 '91	521,391	..	521,391	12 '21	31,076,251	130 '11	4 '027	..	4 '027	223,374	537,568	..	537,568
1st Class															
"Smalls"															
"C" Class	168,925	2 '76	287,616	158	287,774	6 '74	21,727,039	128 '62	3 '177	'002	3 '179	149,172	279,398	214	279,612
"B" Class	154,904	2 '53	169,015	1,907	170,922	4 '00	16,179,638	104 '45	2 '507	'028	2 '535	138,347	161,986	2,908	164,894
"A" Class	428,226	7 '00	412,132	28,930	441,062	10 '33	57,372,161	133 '98	1 '724	'121	1 '845	375,899	360,824	21,650	382,474
Miscellaneous	146,344	2 '39	66,586	..	66,586	1 '56	11,979,140	81 '86	1 '334	..	1 '334	134,735	62,135	..	62,135
Fish	2,185	'04	3,579	..	3,579	'08	348,679	159 '58	2 '403	..	2 '403	2,702	5,437	..	5,437
Fruit	138,757	2 '27	134,535	14,815	149,350	3 '50	24,545,197	176 '89	1 '315	'145	1 '460	143,050	137,865	15,491	153,356
Butter	57,711	'94	66,216	..	66,216	1 '55	7,464,466	129 '34	2 '129	..	2 '129	57,977	80,148	6,420	86,568
Other Dairy Produce	20,274	'33	34,794	3,024	37,818	'89	2,335,320	115 '19	3 '576	'311	3 '887	22,353	38,906	4,349	43,255
Wine	6,659	'11	9,168	992	10,160	'24	1,304,150	195 '85	1 '687	'183	1 '870	6,461	8,890	969	9,859
Wool	69,404	1 '13	147,295	49,159	196,454	4 '60	11,128,767	160 '35	3 '177	1 '060	4 '237	68,577	141,794	47,388	189,182
Flour, Bran, Pollard, and Sharps	272,526	4 '46	146,122	10,749	156,871	3 '67	39,933,683	146 '53	'878	'943	'943	279,677	151,155	10,317	161,472
Wheat	1,137,247	18 '60	702,111	88,925	791,036	18 '54	207,505,175	182 '46	'812	'103	'915	986,291	587,582	73,964	661,546
All other Agricultural Produce	431,359	7 '05	248,230	21,534	269,764	6 '32	61,501,543	142 '59	'969	'084	1 '053	403,258	225,885	19,904	245,789
Hay, Straw, and Chaff	168,483	2 '76	80,406	9,227	89,633	2 '10	19,702,992	116 '94	'979	'112	1 '091	194,527	92,447	10,478	102,925
Fertilizers	461,236	7 '54	165,164	..	165,164	3 '87	75,259,987	163 '17	'527	..	'527	392,783	139,362	..	139,362
Minerals (including Coal, Coke, Ores, &c.)	245,843	4 '02	73,213	..	73,213	1 '71	12,887,426	52 '42	1 '363	..	1 '363	242,060	78,064	..	78,064
Firewood	809,634	13 '24	382,140	..	382,140	8 '95	102,962,284	127 '17	'891	..	'891	801,187	370,784	..	370,784
Timber	254,128	4 '16	145,994	..	145,994	3 '42	26,559,936	104 '51	1 '319	..	1 '319	253,251	142,773	..	142,773
Stone, Gravel, and Sand	251,518	4 '11	83,325	..	83,325	1 '95	14,842,461	59 '01	1 '347	..	1 '347	225,933	71,607	..	71,607
All other Goods	651,090	10 '65	105,509	..	105,509	2 '47	7,428,559	11 '41	3 '409	..	3 '409	660,804	111,265	..	111,265
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing .. .. .	..	..	55,704	..	55,704	1 '30	..	..	..	..	..	..	50,154	..	50,154
Total Tonnage of Paying Goods carried, and Revenue derived therefrom	6,115,298	..	4,040,245	229,420	4,269,665	..	754,044,854	123 '30	1 '286	'073	1 '359	5,762,418	3,836,029	214,052	4,050,081
Live Stock	697,664	..	563,791	200,355	764,146	..	83,956,948	120 '34	1 '611	'573	2 '184	661,676	532,950	189,583	722,533
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	6,812,962	..	4,604,036	429,775	5,033,811	..	838,001,802	123 '00	1 '319	'123	1 '442	6,424,094	4,368,979	403,635	4,772,614
Departmental Traffic (Free) (Truck Loads)	1,226,572	..	..	..	..	..	101,606,971	82 '84	..	..	..	1,172,486	..	..	..

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

Number of Live Stock.

	Year Ending—			
	30th June, 1937.		30th June, 1936.	
Calves	149,068	..	106,285
Cattle	515,202	..	461,291
Horses	34,838	..	33,579
Pigs	397,673
Sheep	10,342,806
				10,263,487

APPENDIX No. 24.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1937.

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.
	£	£	£	£	£	£	£	£	£	£	£	£
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
1936	978	..	978	241,567	26,897	214,670	245,620	117,719	127,901	16,516	3,888	12,628
1937	4,437	..	4,437	328,521	9,015	319,506	298,823	116,316	182,507	12,266	3,345	8,921
Total	4,879,303	18,056	4,861,247	9,642,600	969,242	8,673,358	6,166,554	2,564,449	3,602,105	4,170,035	236,731	3,933,304

APPENDIX No. 24—continued.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1937—continued.

Year ended 30th June—	Total Railways.			Electric Tramways (including Rolling Stock).			Road Motor Public Services (including Garage Accommodation).			Total.			—	
	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.	Non-Interest Bearing Funds.	Interest Bearing Funds.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1918 ..	856,293	9,310	846,983	9,644	..	9,644	..	..	..	865,937	9,310	856,627	2,591	854,036
1919 ..	933,410	8,879	924,531	12,962	..	12,962	..	..	..	946,372	8,879	937,493	2,426	935,067
1920 ..	967,696	67,611	900,085	1,410	..	1,410	..	..	..	969,106	67,611	901,495	4,168	897,327
1921 ..	1,739,387	212,181	1,527,206	5,091	..	5,091	..	..	..	1,744,478	212,181	1,532,297	9,504	1,522,793
1922 ..	3,035,995	47,226	2,988,769	31,861	19	31,842	..	..	..	3,067,856	47,245	3,020,611	6,131	3,014,480
1923 ..	1,949,429	56,231	1,893,198	30,036	36	30,000	..	..	..	1,979,465	56,267	1,923,198	6,270	1,916,928
1924 ..	1,496,766	98,258	1,398,508	11,993	2,500	9,493	..	..	..	1,508,759	100,758	1,408,001	56,630	1,351,371
1925 ..	1,635,436	149,446	1,485,990	11,903	2,000	9,903	..	..	..	1,647,339	151,446	1,495,893	28,930	1,466,963
1926 ..	1,811,816	463,745	1,348,071	32,384	5,032	27,352	17,514	764	16,750	1,861,714	469,541	1,392,173	550	1,391,623
1927 ..	1,979,727	353,214	1,626,513	8,281	1,000	7,281	41,765	13,131	28,634	2,029,773	367,345	1,662,428	8,352	1,654,076
1928 ..	2,399,015	321,522	2,077,493	7,789	1,000	6,789	8,379	20,351	Cr. 11,972	2,415,183	342,873	2,072,310	19,363	2,052,947
1929 ..	1,535,867	356,154	1,179,713	951	1,179	Cr. 228	Cr. 1,079	6,755	Cr. 7,834	1,535,739	364,088	1,171,651	*221,560	950,091
1930 ..	1,008,668	336,277	672,391	852	..	852	17,953	3,322	14,631	1,027,473	339,599	687,874	10,200	677,674
1931 ..	485,607	346,449	139,158	1,607	..	1,607	Cr. 1,536	3,631	Cr. 5,167	485,678	350,080	135,598	31,915	103,683
1932 ..	267,402	138,262	129,140	418	..	418	..	3,376	Cr. 3,376	267,820	141,638	126,182	4,418	121,764
1933 ..	483,817	177,121	306,696	1,349	..	1,349	..	3,070	Cr. 3,070	485,166	180,191	304,975	228,438	76,537
1934 ..	671,340	149,449	521,891	1,136	..	1,136	3,178	1,717	1,461	675,654	151,166	524,488	380,883	143,605
1935 ..	452,093	219,963	232,130	864	..	864	Cr. 1,599	1,531	Cr. 3,130	451,358	221,494	229,864	132,939	96,925
1936 ..	504,681	148,504	356,177	..	6,611	Cr. 6,611	13	1,622	Cr. 1,609	504,694	156,737	347,957	123,794	224,163
1937 ..	644,047	128,676	515,371	1	344	Cr. 343	419	1,613	Cr. 1,194	644,467	130,633	513,834	182,574	331,260
Total ..	24,858,492	3,788,478	21,070,014	170,532	19,721	150,811	85,007	60,883	24,124	25,114,031	3,869,082	21,244,949	1,461,636	19,783,313

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

APPENDIX No. 25.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1937, 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, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	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	32,384	22,883	..	23,383	35,428	..	58,496
Avonmore	27,309	32,759	23,659	..	29,030	..	32,759
Elmore	122,678	102,196	48,325	68,663	63,407	66,447	144,127
Rochester	34,212	33,093	38,191	47,180	29,581	35,952	130,087
Echuca .. ..	..	..	..	..	33,667	..	41,964
Mathoura	25,331	26,588	..	20,622	39,468	30,600	72,138
Gulpha Siding .. ..	..	23,386	20,000	20,000	33,094	28,506	49,484
Southdown .. ..	..	..	23,973	..	23,477	25,477	25,477
Deniliquin	52,159	36,340	36,241	42,512	67,093	93,408	97,224
Shelbourne	54,691	54,233	31,169	30,296	28,009	34,256	113,952
St. Arnaud	26,104	33,375	..	..	..	..	56,742
Sutherland	76,483	72,366	89,835	44,044	52,800	97,610	122,013
Swanwater	82,785	64,440	59,665	65,156	31,921	63,235	108,494
Cope Cope	141,792	94,644	118,222	80,840	86,552	126,687	153,184
Donald	215,037	219,881	191,315	116,549	100,960	206,542	219,881
Litchfield	133,375	130,987	144,295	81,748	138,578	189,488	189,488
Massey	65,822	64,191	31,351	63,081	62,794	70,759	70,759
Watchem	114,576	90,980	72,733	83,767	89,645	160,804	165,982
Morton Plains	45,273	30,980	..	42,205	41,875	53,550	64,716
Birchip	61,393	68,946	36,732	64,919	79,374	101,037	101,037
Kinnabulla	70,118	64,629	44,218	85,218	53,740	91,549	91,549
Curyo	58,707	28,173	29,206	39,332	39,156	74,854	74,854
Watchupga	81,096	66,086	39,924	83,136	46,495	109,921	109,921
Woomelang	114,159	71,832	76,556	92,881	81,300	172,894	172,894
Lascelles	67,695	42,820	26,057	59,059	35,702	82,015	125,222
Gama	44,097	37,893	24,858	36,660	34,883	50,914	61,403
Turriff	44,093	..	..	..	..	46,184	81,723
Speed	46,870	35,028	23,099	27,795	32,072	51,131	102,568
Tempy	50,459	24,684	21,223	22,658	28,599	57,966	76,179
Gypsum Siding .. ..	..	..	..	..	..	..	42,015
Bronzewing .. ..	..	..	..	20,210	21,012	46,440	46,440
Ouyen	35,510	28,752	..	23,258	40,642	75,888	126,811
Kiamal	28,786	20,108	..	23,971	34,144	38,872	107,437
Boonoonar .. ..	..	..	..	..	21,878	28,213	56,212
Carwarp .. ..	..	..	..	..	40,831	47,801	73,001
Yatpool .. ..	..	..	..	..	..	23,318	31,358
Llanelly .. ..	..	..	..	..	20,086	..	38,568
Tiega .. ..	..	..	..	..	..	23,261	33,835
Galah	23,497	..	..	22,463	37,367	54,071	121,512
Walpeup	64,490	53,959	69,276	32,775	75,249	141,945	148,171
Torrira	24,517	20,915	..	21,224	27,083	42,244	65,934
Underbool	42,085	38,900	32,502	30,312	57,857	109,377	136,889
Linga	28,255	32,744	..	24,613	35,308	51,732	78,264
Boinka	20,495	24,423	..	..	21,818	32,574	60,615
Tutye	23,859	24,186	..	31,139	26,171	47,409	57,623
Cowangie	48,225	23,028	25,919	43,426	56,998	75,774	108,483
Danyo	25,905	..	..	..	25,448	37,959	69,443
Murrayville	64,355	24,114	34,711	41,340	58,472	86,436	158,807
Carina	45,921	29,595	30,242	34,010	49,243	63,854	111,282
Panitya	75,039	34,090	56,218	57,310	75,871	89,811	101,074

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1937, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	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.
Benetook .. ..	..	..	..	..	..	28,108	29,209
Pirlta .. ..	..	..	..	..	29,378	36,990	62,139
Merrinee	20,032	..	..	21,956	72,037	83,908	108,371
Karawinna	26,079	..	..	25,276	89,352	79,994	147,777
Werrimull	30,700	..	..	38,009	105,314	112,352	121,055
Bambill .. ..	..	..	..	26,115	69,833	49,725	69,833
Yarrara	26,106	..	..	29,674	55,150	54,089	65,616
Meringur	34,126	..	..	38,471	72,682	57,386	108,042
Karween .. ..	..	..	..	21,864	60,852	47,017	60,852
Morkalla	21,291	..	..	..	39,530	43,477	43,477
Bridgewater	43,260	37,240	*164,455	47,776	33,397	20,776	*164,455
Korong Vale .. ..	..	24,715	..	20,099	..	..	66,230
Wychitella	61,812	63,518	24,008	60,822	27,043	56,542	76,530
Buckrabanyule	32,000	38,862	31,247	43,447	27,138	38,261	88,208
Barrakee	32,308	51,043	32,664	36,509	23,932	36,879	92,556
Charlton	104,109	62,047	48,742	51,226	20,792	90,118	237,678
Teddywaddy .. ..	..	20,855	..	24,730	25,411	22,168	60,422
Glenloth	39,429	47,966	31,420	44,134	56,231	61,690	83,927
Wycheproof	113,321	157,500	69,191	104,227	110,518	207,984	207,984
Dumosa	74,951	66,804	26,268	66,699	81,065	123,291	123,291
Nullawil	81,234	67,810	38,625	59,482	80,885	110,524	110,524
Warne	33,240	32,633	..	29,225	44,816	55,728	55,728
Culgoa	80,141	66,492	40,683	89,697	97,535	151,606	152,048
Berriwillock	91,967	101,112	90,303	110,529	116,858	188,994	188,994
Boigbeat	36,530	25,517	24,602	29,741	40,506	63,599	63,599
Sea Lake	86,988	80,870	55,876	86,086	96,372	170,367	170,367
Ninda	35,011	32,926	..	..	28,835	44,839	47,399
Nyarrin	39,733	..	..	22,422	28,680	60,448	83,631
Nandaly	33,186	..	..	..	23,135	52,091	58,610
Pier Millan .. ..	..	..	..	..	..	33,287	42,478
Mittyack	31,772	..	..	..	25,896	48,790	69,086
Kulwin	27,123	21,511	..	20,000	29,053	67,650	71,982
Wedderburn	35,732	43,478	23,098	..	22,998	28,622	86,790
Borong	25,829	31,150	..	..	32,090	26,912	77,154
Mysia .. ..	..	..	..	..	21,263	..	46,774
Boort	70,404	54,319	64,095	81,559	31,839	108,473	125,960
Barraport	101,686	60,420	41,771	97,676	93,859	89,088	128,687
Gredgwin	43,259	42,999	..	38,515	35,981	28,084	45,869
Oakvale	64,015	24,427	..	42,967	32,954	33,539	64,015
Quambatook	126,149	54,531	108,287	105,580	122,502	130,034	157,217
Cannie	89,693	42,885	38,478	55,051	64,706	111,507	111,507
Lalbert	113,177	58,928	38,525	77,982	110,629	190,023	190,023
Meatian	94,677	65,504	52,798	92,766	71,760	119,558	119,558
Ultima	74,146	70,478	65,391	76,550	104,982	137,492	168,709
Gowanford	37,668	27,046	..	23,727	47,151	57,669	58,718
Waitchie	33,982	39,229	31,569	33,460	59,389	122,339	126,827
Chillingollah	23,976	22,708	..	21,547	29,788	58,282	99,303
Chinkapook	59,988	27,292	32,970	34,712	59,947	86,826	87,172
Cocamba .. ..	..	..	..	..	28,123	33,422	62,996
Manangatang	39,419	24,706	37,174	..	45,204	105,536	105,536

* 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 ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1937, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	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.
Bolton .. ..	..	..	..	..	20,960	33,932	44,454
Annuello .. ..	..	..	..	..	35,953	56,160	99,113
Bannerton .. ..	..	..	..	..	36,492	40,919	53,199
Raywood	24,319	26,703	..	..	25,501	..	77,555
Tandarra	32,943	28,708	21,828	29,192	36,128	..	78,426
Dingee .. ..	..	..	..	..	20,062	..	98,007
Prairie .. ..	..	24,093	..	..	27,825	22,889	94,229
Mitiamo	21,853	21,835	..	25,278	31,693	25,042	114,645
Mologa .. ..	..	..	..	..	..	..	59,542
Pyramid .. ..	..	..	..	20,247	21,261	22,743	61,768
Kerang	51,742	28,975	..	46,216	48,850	54,230	89,314
Mystic Park	32,466	22,237	..	..	44,576	49,229	56,074
Lake Boga	35,157	21,873	..	24,540	36,145	74,356	92,564
Pental .. ..	..	..	..	..	24,978	25,557	28,935
Swan Hill	57,705	..	..	..	34,769	43,065	158,641
Woorinen	25,001	..	..	..	27,370	33,087	39,611
Pira	39,801	23,177	27,668	..	49,874	62,938	69,575
Nyahwest	35,220	21,009	..	20,000	52,038	57,858	65,001
Miralie .. ..	..	..	..	..	24,952	33,683	39,397
Piangil	41,803	28,101	38,928	..	50,444	95,037	95,037
Natya .. ..	..	..	..	..	..	30,754	44,586
Kooloonong .. ..	..	..	..	..	22,277	35,410	62,090
Hunter	34,577	35,057	..	32,849	47,990	..	59,508
Warragamba	27,541	22,993	..	21,902	33,859	..	49,758
Kotta .. ..	..	..	..	20,815	20,020	..	61,370
Bunnaloo .. ..	..	..	..	..	..	32,572	73,709
Womboota .. ..	..	..	..	..	..	23,290	25,485
Tantonan .. ..	..	..	..	..	25,109	..	25,109
Caldwell .. ..	..	..	..	..	20,163	22,759	22,759
Glenorchy	25,356	..	..	20,380	..	..	72,183
Lubeck	51,015	61,130	37,553	44,658	42,552	60,098	110,831
Murtoa	38,485	30,131	44,648	47,785	..	36,507	48,028
Jung	197,987	171,831	142,647	74,360	160,614	150,585	247,347
Dooen	130,561	128,240	147,738	83,088	124,521	167,943	167,943
Horsham	61,545	105,080	31,074	30,958	..	57,754	105,080
Dahlen	33,828	27,473	45,674	21,916	35,445	23,022	45,674
Pimpinio	86,597	72,532	93,406	64,956	97,014	91,540	136,430
Wail	112,687	130,400	144,722	92,638	116,607	181,863	248,147
Dimboola	125,353	110,650	165,833	72,920	98,542	120,459	169,761
Gerang Gerung	85,244	92,265	64,532	53,790	58,463	130,111	130,111
Kiata	40,104	32,537	39,385	28,717	31,502	56,921	96,784
Salisbury	31,905	28,532	37,035	..	55,060	30,274	57,370
Nhill	82,712	26,447	..	..	26,602	94,457	94,457
Tarranginnie	48,869	36,160	54,921	43,556	46,468	36,961	86,144
Diapur	30,455	31,580	27,126	28,654	22,218	28,992	74,611
Miram	81,458	60,349	82,168	58,731	93,596	91,626	137,749
Kaniva	71,365	79,725	91,692	34,541	130,709	81,277	130,709
Lillimur	95,508	54,445	95,046	56,864	98,846	64,920	140,884
Serviceton	73,208	37,626	92,870	31,137	74,201	56,027	92,870
Westmere	25,234	..	50,753	32,684	34,452	41,814	139,597

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1937, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	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.
Tatooon .. ..	..	..	..	..	..	26,538	91,990
Willaura	32,926	20,000	66,807	22,768	23,430	36,781	120,202
Jackson	51,019	50,644	50,424	..	37,290	27,216	51,019
Rupanyup	47,883	57,651	27,321	33,211	32,870	67,273	96,998
Burrum	130,850	157,786	78,751	42,268	75,495	87,771	157,786
Banyena	79,216	72,266	64,565	49,935	79,063	139,643	139,643
Marnoo	56,376	83,089	74,182	27,556	84,152	120,129	202,512
Bolangum	48,934	39,096	40,632	35,643	45,865	54,288	54,288
Coromby	70,402	46,654	56,950	41,251	56,099	64,709	114,877
Minyip	263,959	220,598	219,423	143,473	124,719	320,967	321,140
Nullan	43,571	55,332	50,083	26,403	52,746	51,444	100,864
Sheepbills	180,541	150,973	171,284	113,886	136,726	238,441	245,792
Mellis	30,197	28,915	..	35,506	33,623	27,015	51,441
Warracknabeal	159,422	110,172	116,601	73,004	44,583	154,424	188,401
Batchica	29,471	52,432	..	45,339	49,657	46,500	52,432
Lah	81,025	95,370	83,704	107,008	55,712	167,188	167,188
Brim	185,880	106,280	149,998	87,223	115,954	232,663	232,663
Galaquil	101,489	68,078	62,892	65,973	88,325	133,263	133,263
Beulah	149,285	108,264	123,012	160,994	72,895	217,713	217,713
Rosebery	107,729	39,297	54,850	77,943	78,651	139,618	139,618
Goyura	39,372	24,021	..	35,662	33,487	40,054	40,054
Hopetoun	153,547	100,586	67,288	97,780	93,706	228,519	228,519
Burroin	23,556	..	..	..	21,597	26,102	26,102
Patchewollock	55,599	41,538	50,091	65,802	47,311	106,624	106,624
Remlaw	39,335	..	38,784	20,000	29,202	21,511	45,221
Vectis .. ..	..	28,346	52,549	..	33,702	44,477	65,729
Noradjuha .. ..	..	..	..	..	..	..	23,806
Natimuk	62,191	82,477	49,306	50,314	45,361	55,590	128,704
Arapiles	22,921	..	33,429	..	..	..	33,429
Arkona	41,638	46,608	30,727	31,916	25,802	36,805	64,313
Antwerp	99,773	69,198	74,968	20,692	97,971	140,809	140,809
Tarranyurk	82,754	74,243	68,001	48,625	76,594	168,294	168,294
Jeparit	86,091	62,259	61,829	57,375	38,729	98,193	114,859
Ellam	75,329	60,160	52,283	55,267	53,042	96,226	96,539
Pullut	89,056	24,135	73,896	51,768	45,389	77,865	110,489
Rainbow	78,690	64,170	71,319	99,053	65,930	159,514	188,258
Albacutya	40,049	23,599	24,700	30,285	39,755	46,755	54,414
Yaapeet	77,095	40,500	48,556	51,937	82,036	94,406	116,830
Detpa	90,517	66,327	64,857	36,792	66,199	94,060	94,060
Lorquon	115,723	64,859	82,066	46,268	54,595	126,659	126,659
Netherby	74,240	66,128	74,941	50,669	45,243	116,022	116,022
Yanac	92,322	114,917	131,531	58,660	112,802	102,270	214,779
Wangaratta	21,691	..	..	..	..	..	34,319
Springhurst	23,965	28,423	22,134	..	..	..	44,664
Congupna	26,713	23,648	..	26,224	27,292	..	51,359
Tallygaroopna	49,945	57,574	28,029	42,302	38,114	25,965	105,322
Winghnu	58,772	36,910	45,773	31,770	41,132	51,367	66,295
Numurkah	55,454	58,250	36,556	40,443	30,690	45,540	63,964
Katunga	85,047	97,905	72,277	40,883	63,276	83,288	100,921
Strathmerton	29,215	35,379	20,346	20,403	23,956	38,186	75,204

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STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1937, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	Year ended 30th June, 1932.	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.
Yarroweyah	21,281	27,689	..	20,000	22,301	20,164	39,485
Cobram	86,759	141,140	70,302	82,061	110,651	94,679	141,140
Colbinabbin	51,167	64,703	50,257	44,091	51,765	69,747	119,851
Kyabram .. ..	..	20,148	..	..	..	..	93,653
Pine Lodge	29,603	34,881	28,994	36,457	40,493	25,890	84,905
Cosgrove	42,247	51,810	43,316	37,260	48,664	31,415	87,552
Dookie	52,559	37,322	44,941	40,236	26,859	28,913	55,061
Yabba South	28,375	..	..	30,575	26,770	..	30,575
Yabba North	24,309	42,837	24,167	26,762	39,757	25,292	65,685
Youanmite	35,675	53,568	31,789	31,654	39,304	32,215	61,898
Katamatite	74,421	106,338	81,226	82,661	94,826	61,184	137,960
Waaia	77,735	101,127	39,122	56,774	60,700	67,098	104,714
Nathalia	99,669	67,787	66,423	81,675	82,842	87,115	176,082
Picola	88,483	80,223	33,668	61,132	75,958	59,451	121,601
Mywee .. ..	..	20,000	..	..	..	..	20,495
Tocumwal	165,428	90,145	68,265	..	33,032	..	165,428
Goorambat	26,650	39,156	25,701	32,099	34,177	21,042	74,034
Devenish	43,587	39,351	42,028	33,354	43,140	40,221	85,002
St. James	39,534	61,491	45,751	56,789	33,367	65,056	101,327
Tungamah	44,833	60,865	35,708	56,884	50,777	52,680	81,229
Telford	61,437	60,912	40,372	51,469	67,840	36,369	103,129
Yarrawonga	83,223	77,725	56,025	51,844	58,172	37,223	359,643
Mulwala .. ..	..	..	..	30,184	24,737	..	30,184
Sloane	50,821	59,161	20,197	34,590	57,922	27,125	59,161
Warragoon	69,886	78,806	35,223	36,921	78,521	43,090	78,806
Rennie	114,428	127,275	69,376	52,743	107,647	67,147	127,275
Sangar	84,500	115,143	33,750	54,272	88,829	45,008	115,143
Wangamong	37,189	68,239	..	30,074	45,287	..	68,239
Oaklands	128,235	193,475	92,470	47,639	125,360	67,971	193,475
Peechelba	21,028	27,783	23,103	30,058	..	..	44,395
Rutherglen	26,206	30,296	..	32,518	34,704	..	53,736
Wahgunyah	38,042	32,903	..	21,245	20,086	..	104,213
Kilmany .. ..	..	..	..	..	..	21,498	35,682
Other Stations	1,565,647	1,541,380	1,348,969	2,212,907	1,845,162	529,912	..
TOTALS	13,653,222	11,748,878	9,608,060	10,638,640	13,028,628	15,619,699	..

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APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.											
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.							
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.							
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.				
<i>Section No. 1.</i>																			
MELBOURNE—Spencer-street, Country	1,101,854	395,428 3 6	} 148,273 7 11	} 659,436 3 11	} £ 200,232 15 1	} 497,975	} 872,062	} 80	} 181	} 630	} 340	} 118	} 1,191	} 637	} 2,859	} ..	} ..	} ..	
MELBOURNE—Spencer-street, Suburban	1,174,704	28,102 3 0																	..
MELBOURNE—Tourist Bureau, Country	253,345	200,119 16 10	} 58,102 6 7	} ..	} 325,249 13 11	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..
MELBOURNE—Tourist Bureau, Suburban	4,518	112 18 3																	
MELBOURNE—Flinders-street, Country	410,635	70,945 5 4	} ..	} ..	} 37,833 4 2	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..
MELBOURNE—Flinders-street, Suburban	9,474,814	196,202 2 0																	
MELBOURNE—Prince's-Bridge, Country	63,774	7,067 3 1	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..	} ..
MELBOURNE—Prince's-Bridge, Suburban	1,613,116	30,766 1 1																	
Total—Country	1,829,608	673,560 8 9	206,375 14 6	659,436 3 11	1,794,555 11 6	497,975	872,062	80	181	630	340	118	1,191	637	2,859	..	..	..	..
Total—Suburban	12,267,162	255,183 4 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 2.—MELBOURNE—DENILQUIN LINE.</i>																			
North Melbourne	685,528	9,018 15 10	833 1 4	..	9,851 17 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Arden-street .. .. .	..	..	..	5,491 4 6	5,491 4 6	20,968	89,652	..	..	..	..	..	..	..	..	..	..	..	..
Middle Footscray	395,723	5,717 6 5	39 19 3	..	5,757 5 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..
West Footscray	773,887	10,924 0 4	538 18 7	14,975 3 3	26,438 2 2	29,598	58,498	..	..	..	..	..	..	..	..	..	..	..	..
Tottenham	104,867	1,618 17 4	44 10 11	..	1,663 8 3	..	11	..	..	..	..	..	..	..	..	..	..	..	..
White City	2,633	79 10 0	..	..	79 10 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sunshine	621,332	16,123 16 6	1,965 3 7	19,957 9 10	38,046 9 11	10,803	34,782	..	..	8	..	23	10	19	..	..	..	..	..
Albion	142,332	2,979 15 1	31 12 11	..	3,011 8 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Albion Stone Siding .. .. .	..	..	..	736 16 3	736 16 3	2,780	26	..	..	..	..	..	..	..	..	..	..	..	..
Darling's Siding .. .. .	..	..	..	5,275 3 1	5,275 3 1	24,343	28,571	..	..	..	..	..	..	..	..	..	..	..	..
St. Albans	120,521	2,360 3 0	51 18 10	45 2 11	2,457 4 9	133	455	..	1	1	..	..	..	..	..	..	..	..	..
Sydenham	2,893	117 13 10	32 3 3	758 15 7	909 12 8	2,276	1,196	49	..	2	..	149	115	1	..	..	..	..	..
Digger's Rest	10,088	390 8 9	68 13 7	1,521 0 1	1,980 2 5	5,967	1,391	65	..	9	..	96	17	11	..	..	..	..	..
Sunbury	38,625	2,231 2 11	137 1 6	1,244 2 5	3,612 6 10	1,927	3,130	165	96	34	9	110	86	36	..	..	..	..	..
Naughton's Siding .. .. .	..	..	..	34 3 1	34 3 1	89	11	..	..	..	..	..	..	..	..	..	..	..	..
Clarkfield	4,659	315 2 2	28 2 10	1,011 2 8	1,354 7 8	265	480	223	126	2	..	166	38	3	..	..	..	..	..
Riddell	4,180	447 6 8	44 2 2	433 15 6	925 4 4	579	489	102	13	18	..	40	40	22	..	..	..	..	..
Gisborne	4,658	558 14 11	89 6 2	592 1 7	1,240 3 0	463	1,298	94	49	8	..	88	38	15	..	..	..	..	..
Macedon	10,040	1,413 6 11	139 14 0	669 16 3	2,222 17 2	1,891	1,303	..	..	2	..	23	2	6	..	..	..	..	..
Woodend	21,354	2,433 18 2	199 10 7	2,064 1 11	4,697 10 8	4,230	2,391	92	21	17	..	81	22	17	..	..	..	..	..
Carlsruhe	1,735	92 6 7	5 8 9	283 14 7	381 9 11	284	125	46	18	5	..	40	5	4	..	..	..	..	..
Kyneton	25,410	4,412 19 7	390 3 10	7,414 16 11	12,218 0 4	9,549	14,269	757	245	78	20	752	88	89	..	..	..	..	..
Redesdale Junction	234	40 9 7	2 2 0	12 7 8	54 19 3	23	79	..	..	..	..	..	..	..	..	..	..	..	..
Malmsbury	5,054	504 9 10	40 2 11	779 18 9	1,324 11 6	1,338	438	85	18	..	2	110	24	2	..	..	..	..	..
Taradale	3,794	370 10 11	27 0 7	120 3 10	517 15 4	330	37	..	..	..	..	..	..	..	..	..	..	..	..
Elphinstone	3,899	431 13 7	32 2 0	917 11 1	1,381 6 8	762	949	53	31	1	..	138	3	5	..	..	..	..	..
Chewton	3,689	633 4 7	28 12 11	98 13 6	760 11 0	115	666	..	..	..	..	..	..	..	..	..	..	..	..
Castlemaine	47,184	9,341 19 5	618 0 1	4,064 15 3	14,024 14 9	2,727	16,413	41	10	6	..	137	52	6	78	..	..	..	..
Harcourt	10,483	834 7 10	120 10 3	6,937 1 6	7,891 19 7	9,043	2,711	..	..	..	..	3	..	1	..	..	..	..	..
Ravenswood	491	71 13 9	13 10 6	241 10 2	326 14 5	238	255	9	..	..	..	31	1	1	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.											
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.							
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.							
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.				
<i>Section No. 7.—CASTLEMAINE-YELTA LINE—continued.</i>																			
Moolort	270	£ 61 5 7	£ 6 14 1	2,452 15 6	2,520 15 2	3,833	444	106	..	9	..	10	..	4	..	..	..	..
State Rivers and Water Supply Siding	..	..	..	1,090 4 8	1,090 4 8	1,693	42	..	..	..	..	..	..	..	..	..	..	..
Carisbrook	1,687	398 13 1	76 11 0	20,149 13 6	20,024 17 7	22,346	1,147	167	59	9	33	81	19	10	..	..	..	8
Maryborough	18,279	5,862 5 7	669 4 7	9,241 11 9	15,773 1 11	14,164	14,787	17	9	17	2	57	50	30	..	..	..	2
Simson	85	7 10 4	..	..	7 10 4	..	..	..	..	..	..	..	..	..	..	..	..	..
Havelock	200	12 10 4	1 2 3	1,303 13 1	1,317 5 8	2,612	43	..	..	..	..	2	..	..	..	..	..	..
Bet Bet	493	103 19 0	7 3 7	1,674 11 6	1,785 14 1	2,737	388	..	1	..	..	1	3	..	..	..	..	..
Dunolly	4,253	1,106 17 3	78 12 11	7,422 8 3	8,607 18 5	12,474	1,242	14	1	5	..	3	2	7	..	..	..	..
Goldsbrough	353	78 10 9	7 13 9	1,582 14 9	1,668 19 3	3,088	245	..	..	..	..	4	..	..	..	..	..	..
Bealiba	2,143	612 0 5	56 8 6	10,656 18 10	11,325 7 9	19,186	951	70	11	2	..	18	3	2	..	..	..	..
Maffescioni's Siding	..	..	..	922 10 7	922 19 7	1,750	46	..	..	..	..	..	..	..	..	..	..	..
Emu	501	135 5 1	22 9 8	3,266 1 6	3,423 16 3	6,092	448	2	1	..	..	5	..	2	..	..	..	..
Carapooce	315	95 0 10	10 2 7	1,605 18 7	1,711 2 0	2,551	154	172	..	1	..	..	..	..	..	..	..	..
St. Arnaud	8,379	4,416 14 2	449 7 6	24,728 17 7	29,594 19 3	38,294	16,976	379	70	17	..	56	16	13	..	..	..	2
Sutherland	388	88 13 11	4 7 10	3,490 17 0	3,583 18 9	6,424	620	106	..	..	..	3	..	..	..	..	..	..
Swanwater	110	31 15 7	0 6 11	4,349 9 9	4,381 12 3	7,210	686	35	..	3	..	..	..	1	..	..	..	..
Cope Cope	557	260 5 8	19 15 11	8,349 8 10	8,629 10 5	12,238	1,639	87	1	19	..	17	2	11	..	..	..	..
Donald	4,828	2,672 14 11	360 7 11	16,033 1 8	19,066 4 6	19,846	7,994	234	35	14	..	143	7	8	..	..	..	..
Buloke	3	1 14 3	..	558 10 4	560 4 7	902	354	..	..	..	..	2	..	..	..	..	..	..
Litchfield	235	87 17 11	14 5 5	7,775 16 1	7,877 19 5	11,221	1,529	81	..	..	..	7	1	..	..	..	..	..
Massey	59	22 11 0	0 6 5	3,791 18 0	3,814 15 5	5,663	603	..	1	..	..	..	..	1	..	..	..	..
Watchem	1,474	644 3 4	57 17 0	8,780 4 5	9,482 4 9	10,136	1,769	214	34	17	..	59	..	10	..	..	..	..
Morton Plains	74	26 4 10	0 8 9	3,014 11 0	3,041 4 7	3,948	212	48	..	1	..	3	1	..	..	..	..	..
Birchip	3,110	1,626 7 9	252 15 3	7,666 1 2	9,545 4 2	5,906	3,536	373	43	9	3	266	9	14	..	..	..	..
Karyrie	44	13 18 8	..	803 15 0	817 13 8	876	106	27	..	..	..	6	..	..	..	..	..	..
Kinnabulla	113	73 10 5	4 4 0	4,621 18 1	4,699 12 6	6,458	647	44	..	..	..	1	..	2	..	..	..	..
Curyo	450	182 17 11	16 12 10	4,303 8 3	4,502 19 0	5,162	604	64	8	10	..	94	2	2	..	..	..	..
Watchugga	514	175 11 10	12 18 0	5,413 3 6	5,601 13 4	7,122	883	37	..	5	..	13	..	9	..	..	..	..
Woomelang	2,069	1,015 18 4	113 13 4	8,351 18 2	9,481 9 10	10,298	2,463	72	11	19	..	44	6	4	..	..	..	..
Lascelles	1,093	591 12 3	58 17 5	5,088 10 1	5,738 19 9	6,074	898	92	1	4	1	31	3	..	..	..	..	..
Gama	101	67 10 9	3 18 5	3,169 3 11	3,240 13 1	3,884	506	14	..	..	..	3	..	..	..	..	..	..
Torpey's Siding	8	0 14 0	..	440 8 8	441 2 8	653	91	..	..	..	..	..	..	1	..	..	..	..
Turriff	683	301 14 6	19 9 1	3,177 4 10	3,498 8 5	4,046	526	..	..	..	..	3	..	7	..	..	..	..
Speed	1,522	593 10 0	40 0 6	4,177 11 4	4,811 1 10	4,410	761	65	12	18	3	22	11	1	..	..	..	..
Tempy	1,281	453 11 4	41 1 3	4,149 3 0	4,643 15 7	4,815	721	23	3	..	..	65	8	..	..	..	..	..
Gypsum Siding	76	50 6 10	..	9,156 13 1	9,206 19 11	10,772	163	..	..	..	..	2	..	..	..	..	..	..
Bronzewing	55	37 14 6	1 7 5	1,465 6 10	1,504 8 9	1,879	225	..	..	..	..	2	..	..	..	..	..	..
Nunga	49	23 17 6	..	1,648 6 0	1,672 3 6	1,230	141	..	..	1	..	..	..	..	..	..	..	..
Ouyen	5,260	3,439 14 6	374 15 0	6,408 2 5	10,222 11 11	4,802	4,149	251	47	52	..	169	7	34	..	..	..	..
Kiamal	147	117 11 3	4 16 10	3,424 11 8	3,546 19 9	4,263	377	12	..	..	..	13	1	..	..	..	..	..
Trinita	9	10 17 2	0 6 11	780 8 6	791 12 7	1,025	60	..	..	..	..	1	..	1	..	..	..	..
Hattah	175	131 8 2	23 5 2	587 12 8	742 6 0	950	43	5	15	..	..	10	..	1	..	..	..	..
Nowingi	50	40 14 11	9 15 5	9,174 7 11	9,224 18 3	10,045	377	11	5	..	..	16	3	..	..	..	..	..
Boonoonar	84	86 8 0	2 9 5	608 11 7	697 9 0	605	138	3	..	..	..	70	..	2	..	..	..	..
Carwarp	299	255 9 10	34 11 7	2,459 19 8	2,750 1 1	1,910	323	56	23	8	..	66	3	1	..	..	..	..
Yatpool	70	59 5 6	4 2 2	571 3 7	634 11 3	451	45	14	..	1	5	24	7	..	..	..	..	1
Redcliffs	5,518	6,414 9 11	944 18 7	25,808 2 9	33,167 11 3	15,632	26,532	..	1	4	..	18	8	10	..	..	..	2
Irymple	907	1,158 12 6	211 9 1	22,320 2 3	23,690 3 10	14,037	10,086	..	..	3	..	29	22	32	..	..	..	..

Mildura	16,183	21,699 9 3	2,444 13 11	25,048 17 0	49,193 0 2	15,253	32,756	86	23	19	3	199	57	22	1
Merbein	224	179 18 1	225 1 3	32,745 5 4	33,150 4 8	19,114	12,988	..	..	1	..	6	4	9	..
Merbein West	4	0 2 0	..	102 14 11	102 16 11	83	114	..	..	..	..	11	..	..	..
Yelta	4	0 2 11	..	2,582 8 9	2,582 11 8	1,576	3,301	..	..	..	..	3	..	..	..
<i>Section No. 8.—MARYBOROUGH—ARARAT LINE.</i>															
Adelaide Lead	128	4 11 8	3 3 11	2 19 5	10 15 0	..	..	..	..	..	..	..	..	..	..
Bung Bong	23	2 1 3	10 17 8	216 1 5	229 0 4	451	91	..	..	..	..	1	..	..	..
Homebush	129	9 13 9	3 8 2	181 5 11	194 7 10	343	75	..	..	..	..	..	..	..	..
Avoca	1,351	378 10 0	74 8 6	4,552 15 9	5,005 14 3	8,902	1,763	112	42	1	..	20	16	1	..
Amphitheatre	871	102 17 4	13 0 11	863 16 1	979 14 4	1,895	443	1	..	..	..	2	..	..	..
Elmhurst	434	69 12 11	16 5 4	929 8 11	1,015 7 2	1,252	547	32	25	..	..	13	9	1	..
Eversley	24	4 6 2	0 4 10	40 10 8	45 1 8	56	86	..	1	..	..	..	..	..	..
Ben Nevis	75	11 0 10	6 2 8	88 18 8	106 2 2	122	59	..	..	..	..	..	..	..	..
Dunneworthy	8	0 9 4	..	80 4 4	80 13 8	77	75	..	..	..	..	1	..	1	..
Warra-Yadin .. .. .	..	..	..	81 2 6	81 2 6	121	21	..	..	..	..	..	..	..	..
<i>Section No. 9.—NAVARRE LINE.</i>															
Crowlands	2	0 4 6	0 16 5	535 15 5	536 16 4	945	144	32	..	1	..	..	..	..	..
Joel	19	0 12 1	0 6 5	797 11 6	798 10 0	1,424	133	..	..	..	..	..	..	..	..
Landsborough	2	0 7 10	5 0 4	2,312 14 10	2,318 3 0	3,720	436	14	5	1	..	3	..	..	..
Tulkara	2	0 6 8	0 6 8	581 0 1	581 13 5	964	81	..	..	..	..	..	1	1	..
Navarre .. .. .	..	..	4 3 9	6,952 3 1	6,956 6 10	11,130	631	12	9	2	..	20	..	2	..
<i>Section No. 10.—BALLARAT—MARYBOROUGH LINE.</i>															
Selkirk's Siding .. .. .	..	..	..	5,630 9 2	5,630 9 2	9,255	2,632	..	1	3	..	..	..	..	..
Waubra Junction	481	26 14 5	9 7 2	9 7 2	36 1 7	..	..	..	..	..	..	..	..	..	..
Sulky	469	24 3 10	0 4 3	78 1 5	102 9 6	128	129	..	..	..	..	..	..	..	..
Bald Hills	773	37 11 10	0 2 5	0 4 11	37 19 2	..	1	..	..	..	..	..	..	..	..
Creswick	13,990	1,182 10 2	78 14 7	1,151 6 10	2,412 11 7	1,281	731	..	..	1	..	4	..	..	..
North Creswick	2,759	311 6 1	15 3 9	367 13 0	694 2 10	647	65	..	..	..	..	..	..	..	..
Tourello	112	22 13 2	6 16 2	943 2 9	972 12 1	910	80	87	13	..	..	39	10	2	..
Clunes	6,782	866 10 7	89 13 0	2,437 18 3	3,394 1 10	2,585	1,628	124	23	3	..	23	32	4	..
Talbot	10,731	720 14 7	46 7 3	1,365 8 6	2,072 10 4	3,260	718	45	18	2	..	10	..	3	..
Daisy Hill	164	16 2 2	..	0 10 11	16 13 1	..	..	..	..	..	..	..	..	..	..
<i>Section No. 11.—WAUBRA LINE.</i>															
Pisgah .. .. .	..	..	..	..	..	..	27	..	..	..	..	..	..	..	..
Midas .. .. .	..	..	..	50 8 0	50 8 0	85	102	1	..	..	..	..	..	..	..
Blowhard	1	0 1 6	0 5 10	2,407 6 1	2,407 13 5	4,059	455	17	..	..	..	3	..	..	..
Learmonth .. .. .	..	..	6 19 4	1,901 8 7	1,902 7 11	3,103	441	..	..	1	..	..	..	..	..
Addington .. .. .	..	..	1 5 9	548 9 1	549 14 10	867	73	..	2	..	..	..	..	..	..
Waubra	1	0 3 1	2 1 2	4,114 9 0	4,116 13 3	5,865	837	87	39	7	..	1	7	1	..
<i>Section No. 12.—DUNOLLY—INGLEWOOD LINE.</i>															
Painswick .. .. .	..	..	..	491 13 0	491 13 0	838	..	..	..	..	..	..	..	..	..
Laurie	14	1 15 0	..	1,112 19 4	1,114 14 4	2,091	57	26	..	..	..	..	..	..	..
Tarnagulla	254	56 6 11	9 12 6	742 9 0	808 8 5	1,264	432	..	..	..	..	..	1	..	..
Llanally	220	24 7 0	1 15 8	630 8 6	656 11 2	1,222	468	..	..	..	..	..	..	..	..
Arnold	123	11 18 0	3 16 5	927 17 5	943 11 10	1,363	244	75	..	..	..	..	..	..	..
Bullabul	19	0 9 6	0 4 10	28 11 3	29 5 7	46	1	..	..	..	..	..	..	..	..
<i>Section No. 13.—OUYEN—PANITYA LINE.</i>															
Tiega	53	10 4 2	0 1 3	1,356 3 2	1,366 8 7	1,568	75	..	..	..	..	2	..	..	..
Galah	155	59 5 10	5 15 5	2,573 13 10	2,638 15 1	2,878	350	47	..	..	..	3	..	1	..
Walpeup	1,180	544 4 1	45 3 0	5,929 11 9	6,347 18 10	6,347	1,619	61	6	..	1	30	..	..	..
Torrita	331	244 19 4	9 18 3	3,167 17 10	3,422 15 5	3,660	493	22	..	2	..	16	..	6	..
Underbool	675	483 12 6	73 14 4	5,639 17 0	6,107 3 10	5,654	1,133	132	4	8	..	28	4	9	..
Linga	194	107 15 10	9 3 2	15,374 18 8	15,491 17 8	16,657	598	29	1	1	..	16	1	3	..
Boinka	188	110 12 8	11 13 7	2,499 16 7	2,622 2 10	2,731	371	33	..	2	..	22	..	..	..
Tutye	123	90 6 11	21 19 2	2,728 17 6	2,841 3 7	2,730	292	54	3	2	..	23	..	..	..
Cowangie	369	295 13 6	58 12 11	5,381 11 11	5,735 18 4	5,123	1,122	72	11	5	..	20	2	5	..
Danyo	51	45 14 4	2 19 6	3,126 0 2	3,174 14 0	3,470	470	16	..	..	..	3	..	..	..
Murrayville	514	497 13 0	74 17 6	7,876 13 8	8,449 4 2	7,590	1,646	113	3	8	..	2	1	3	..
Carina	5	1 3 4	1 3 0	3,737 9 10	3,739 16 2	4,275	615	13	..	..	..	..	..	..	..
Panitya	87	48 13 6	1 9 9	6,244 5 7	6,294 8 10	6,721	976	61	..	1	..	7	..	3	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.																
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.												
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.												
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.									
<i>Section No. 14.—REDCLIFFS-MORKALLA LINE.</i>																								
Thurla	5	£ 0 9 0	£ 3 11 1	£ 303 6 2	307 6 3	325	24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Benetook	17	1 11 9	4 10 10	208 6 3	212 8 10	121	31	11	..	2	..	..	..	..	..	..	..	..	..	..	..	..
Pirlta	36	17 18 9	3 0 6	438 6 2	459 5 5	468	73	..	1	2	..	..	..	..	..	..	..	..	..	..	..	..
Merrinee	75	23 11 1	6 6 0	2,254 6 2	2,284 3 3	1,955	310	68	1	2	..	..	..	..	..	..	..	..	..	..	..	..
Karrawinna	85	64 5 11	9 1 3	2,048 10 7	2,121 17 9	2,267	426	7	..	3	..	..	..	..	..	..	..	..	..	..	..	..
Werrimull	189	198 4 2	35 11 8	3,166 10 11	3,400 6 9	3,088	987	36	4	8	4	..	..	..	..	..	..	..	..	..	..	..
Bambill	35	28 8 11	3 18 10	1,712 8 6	1,744 16 3	1,718	282	14	1	3	..	..	..	..	..	..	..	..	..	..	..	..
Yarrara	80	83 14 5	6 0 3	2,551 9 11	2,641 4 7	2,725	547	1	..	6	..	..	..	..	..	..	..	..	..	..	..	..
Meringur	160	94 4 0	19 11 0	3,888 4 4	4,061 19 4	3,609	641	59	4	10	3	..	..	..	..	..	..	..	..	..	..	..
Karween	53	13 0 2	3 5 9	1,366 13 0	1,382 19 8	1,512	262	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Morkalla	52	17 1 2	10 3 2	1,955 0 4	1,982 4 8	1,973	212	9	2	1	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 15.—BENDIGO-KULWIN LINE.</i>																								
California Gully	1,294	28 9 3	..	36 9 0	64 18 3	30	2,475	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Eaglehawk	3,023	398 9 5	78 4 4	1,015 17 7	1,492 11 4	1,479	3,949	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marong	331	68 13 7	13 19 10	431 5 5	513 18 10	479	484	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Leichardt	70	17 5 4	7 9 7	1,495 18 0	1,520 12 11	2,488	279	28	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Derby	73	18 18 7	5 15 5	2,747 9 3	2,772 3 3	4,516	468	57	2	1	..	..	..	..	..	..	..	..	..	..	..	..
Bridgewater	1,185	187 8 0	37 17 5	19,668 0 5	19,893 5 10	32,416	19,413	205	59	18	..	..	..	..	..	..	..	..	..	..	..	..
Inglewood	1,752	576 9 9	91 9 3	1,360 0 10	2,027 19 10	1,405	1,335	51	2	6	..	..	..	..	..	..	..	..	..	..	..	..
Kurting	75	17 7 1	4 2 1	1,115 15 10	1,137 5 0	2,865	177	42	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glenalbyn	167	32 11 4	6 0 2	618 9 2	657 0 8	1,017	145	25	3	..	..	..	..	..	..	..	..	..	..	..	..	..
Wedderburn Junction	574	200 2 8	36 19 7	557 9 11	794 12 2	573	233	63	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Korong Vale	2,424	642 4 0	89 8 2	2,020 17 9	2,752 9 11	3,064	977	46	10	6	1	..	..	..	..	..	..	..	..	..	..	..
Country Roads Board Gravel Siding .. .. .	..	..	..	0 10 9	6 10 9	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wyehitella	202	89 13 6	7 4 10	3,917 15 0	4,014 13 4	5,750	524	66	9	4	..	..	..	..	..	..	..	..	..	..	..	..
Buckrabanyule	268	105 6 8	20 18 10	2,085 4 10	2,211 10 4	2,928	421	58	..	2	..	..	..	..	..	..	..	..	..	..	..	..
Barrakee	93	29 9 10	2 19 11	2,269 4 3	2,301 14 0	3,242	438	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Charlton	1,539	827 2 4	172 19 7	22,628 16 9	23,628 18 8	31,015	18,469	207	35	4	..	..	..	..	..	..	..	..	..	..	..	..
Teddywaddy	98	29 4 2	2 9 11	1,127 16 5	1,159 10 6	1,637	328	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glenloth	481	104 18 10	12 17 2	3,042 19 8	3,160 15 8	3,581	1,260	107	17	2	..	..	..	..	..	..	..	..	..	..	..	..
Fairview	2	0 2 6	..	4 18 9	5 1 3	1	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wycheproof	1,000	654 2 1	108 3 5	8,532 15 4	9,295 0 10	10,444	2,890	304	27	11	1	..	..	..	..	..	..	..	..	..	..	..
Dumosa	64	22 18 3	6 19 7	4,802 0 0	4,831 17 10	6,488	702	131	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nullawil	154	95 14 11	18 14 5	5,321 12 3	5,436 1 7	7,192	1,094	106	12	..	..	..	..	..	..	..	..	..	..	..	..	..
Warne	16	14 9 5	0 1 9	2,076 8 8	2,090 19 10	2,899	323	22	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Culgoa	247	138 1 11	33 3 10	6,230 3 3	6,401 9 0	6,904	1,379	206	18	9	..	..	..	..	..	..	..	..	..	..	..	..
Berrwillock	202	134 11 5	34 11 9	6,517 0 7	6,686 3 9	8,301	1,796	78	4	7	..	..	..	..	..	..	..	..	..	..	..	..
Boigheat	57	43 12 7	0 0 2	2,226 6 9	2,269 19 6	3,130	273	11	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Sea Lake	835	551 19 9	123 8 0	9,235 17 5	9,911 5 2	11,112	5,419	81	13	7	1	..	..	..	..	..	..	..	..	..	..	..
Ninda	30	3 10 8	0 15 8	3,984 13 1	3,988 19 5	5,215	239	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nyarrin	100	21 5 6	3 11 5	2,704 0 8	2,728 17 7	3,843	633	24	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nandaly	137	52 1 5	22 17 11	3,714 5 4	3,789 4 8	4,502	670	80	7	..	..	..	..	..	..	..	..	..	..	..	..	..
Pier Millan	144	48 5 4	2 3 10	1,624 13 5	1,675 2 7	2,212	316	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mittyaok	114	91 18 9	11 12 8	3,690 8 4	3,793 19 9	4,540	437	37	5	..	..	..	..	..	..	..	..	..	..	..	..	..
Leitpar	23	13 9 10	1 7 2	1,410 11 7	1,425 8 7	1,982	129		
Kulwin	85	67 15 2	9 16 11	3,715 12 3	3,793 4 4	4,207	517	42	1	2		

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Section No. 16.—WEDDERBURN LINE.		Section No. 17.—KORONG VALE-LETTE LINE.		Section No. 18.—EAGLEHAWK-YUNGERA LINE.											
Wedderburn	1,768	270 7 7	38 8 3	5,071 16 9	5,380 12 7	7,248	1,861	82	27	7	..	2	2	2	..
Section No. 17.—KORONG VALE-LETTE LINE.															
Borong	294	56 3 2	10 9 0	2,331 0 6	2,397 12 8	2,688	403	133	..	..	..	19	..	1	..
Mysla	363	142 1 7	15 8 8	2,144 2 4	2,301 12 7	1,717	437	119	10	1	..	4	..	1	..
Boort	2,351	857 8 11	182 15 3	8,813 12 5	9,853 16 7	8,931	3,725	435	111	21	15	88	..	2	15
Barraport	370	100 10 3	13 17 2	6,910 8 10	7,024 16 3	9,581	690	143	3	..	..	26	..	4	..
Gredgwin	451	115 17 6	10 5 9	2,999 7 3	3,125 10 6	4,181	289	47	7	1	..	13	..	1	..
Oakvale	367	79 5 8	2 3 10	3,437 4 11	3,518 14 5	5,315	221	33	..	2	..	3	..	1	..
Quambatook	2,582	961 4 3	160 7 7	9,556 4 6	10,677 16 4	11,672	3,031	313	12	7	..	69	..	3	6
Cannie	242	106 6 0	3 16 4	5,477 11 8	5,587 14 0	7,749	441	38	..	..	..	10	..	..	..
Lalbert	677	309 17 5	58 14 11	8,397 2 7	8,765 14 11	10,158	1,370	184	11	2	2	16	..	2	..
Meatian	163	108 4 2	6 18 2	5,954 16 1	6,069 18 5	8,332	894	60	..	1	..	2	..	2	..
Ultima	1,181	630 19 11	86 2 8	5,915 6 11	6,632 9 6	6,598	1,793	147	11	7	..	39	2	3	..
Gowanford	84	33 12 0	0 6 8	2,654 6 7	2,688 5 3	3,687	311	26	..	..	..	9	..	..	..
Waiche	311	128 16 6	12 0 2	2,514 3 1	2,654 19 3	3,298	590	34	1	..	..	3	..	..	..
Chillingollah	307	122 5 2	17 18 10	2,375 0 0	2,515 4 0	2,692	539	49	4	1	..	22	..	1	..
Chinkapook	378	235 5 9	32 11 10	4,781 3 1	5,049 0 8	5,661	1,155	63	..	2	..	36	..	5	..
Cocamba	86	50 17 11	0 8 6	1,296 3 7	1,347 10 0	1,685	175	..	..	..	..	..	..	..	..
Manangatang	911	578 19 5	64 13 4	5,056 2 5	5,699 15 2	5,789	2,278	49	5	6	..	14	2	2	..
Public Works Siding	..	..	..	..	..	10,909	..	..	..	..	..	..	..	..	..
Bolton	74	63 0 1	3 15 11	4,468 17 8	4,535 13 8	5,495	453	9	..	..	..	..	..	..	..
Koimbo	35	27 16 2	0 15 9	1,144 3 8	1,172 15 7	1,478	79	..	..	..	..	..	..	..	..
Annuello	197	180 19 2	23 4 9	3,744 5 2	3,948 9 1	3,837	843	57	4	3	1	8	..	..	..
Marggoya	12	6 5 1	0 5 4	463 12 2	470 2 7	590	26	..	..	..	..	..	..	..	..
Bannerton	97	100 7 10	11 10 9	2,817 1 8	2,929 0 3	3,242	285	29	..	..	..	3	..	..	..
Robinvale	355	300 3 7	122 3 1	4,034 0 9	4,456 7 5	3,582	1,118	37	6	1	..	5	8	1	..
Euston	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..
Benance	..	..	..	54 0 1	54 0 1	68	11	..	..	..	..	9	..	..	..
Koorakee	..	..	..	623 12 10	623 12 10	503	55	..	..	..	..	..	..	..	..
Section No. 18.—EAGLEHAWK-YUNGERA LINE.															
Myer's Flat	316	27 1 1	2 11 2	1 9 5	31 1 8	..	1	..	..	..	..	..	..	..	..
Woodvale	108	16 2 11	0 3 3	987 16 0	1,004 2 2	1,803	129	..	..	..	..	..	..	..	..
Sebastian	462	71 4 1	5 10 5	1,162 13 6	1,239 8 0	2,058	316	9	..	..	..	4	1	..	..
Raywood	2,902	302 6 9	35 2 4	2,162 16 6	2,500 5 7	3,970	831	91	25	12	..	23	7	8	..
Tandarra	1,383	192 5 0	9 5 6	1,496 17 1	1,698 7 7	2,977	630	83	..	..	..	19	9	10	..
Dingee	1,877	326 0 0	33 17 2	1,759 10 11	2,119 8 1	1,601	955	211	116	15	1	55	19	9	1
Prairie	1,131	233 4 8	15 2 5	1,944 17 6	2,193 4 7	1,823	688	186	..	6	..	52	6	7	..
Mitiamo	1,991	504 8 4	53 9 8	3,629 4 11	4,187 2 11	2,775	1,122	308	63	8	..	76	20	6	..
Mologa	805	171 2 2	16 18 1	1,190 9 7	1,378 9 10	1,068	276	88	..	3	..	23	..	2	..
Pyramid	3,235	1,109 10 5	197 15 11	9,106 17 11	10,414 4 3	17,270	3,191	443	178	19	46	93	10	12	..
Mincha	910	211 1 7	18 3 3	1,000 4 11	1,229 9 9	424	217	54	31	4	21	12	2	1	..
Macorna	1,452	469 4 6	34 17 3	1,901 3 1	2,405 4 10	640	2,574	127	143	3	26	22	8	3	10
Tragowel	417	120 4 11	14 8 7	723 6 7	858 0 1	244	1,369	30	34	..	3	10	..	..	1
South Kerang	35	12 14 11	..	0 3 5	12 18 4	..	..	..	..	..	..	..	..	..	..
Kerang	10,850	5,449 12 10	716 10 10	17,741 0 3	23,907 3 11	14,479	19,538	461	295	48	117	133	86	37	4
Fairley	99	22 13 8	0 11 3	217 10 0	240 14 11	110	63	24	..	..	..	3	..	..	..
Lake Charm	598	199 9 9	18 19 0	5,477 16 2	5,696 4 11	5,510	697	79	15	1	..	5	..	2	..
Mystic Park	1,073	226 5 11	20 13 5	5,615 17 6	5,862 16 10	5,963	2,173	119	1	..	..	4	2	1	..
Tresco	685	204 4 6	10 3 3	2,007 14 1	2,222 1 10	1,633	1,022	..	..	..	1	..	..	..	..
Lake Boga	2,099	562 8 0	62 8 7	5,005 3 9	5,630 0 4	5,216	1,513	74	14	..	..	7	1	1	..
Pental	12	3 1 6	14 2 11	1,283 15 11	1,301 0 4	1,816	421	..	..	..	..	..	..	..	..
Swan Hill	11,317	7,042 18 2	752 17 11	18,189 16 6	25,985 12 7	15,373	10,684	489	96	43	114	220	44	40	..
Woorinen	1,690	337 2 4	23 16 1	6,079 18 10	6,440 17 3	5,727	2,272	..	..	..	..	..	..	..	..
Pira	614	75 3 0	3 8 6	2,493 4 7	2,571 16 1	3,557	428	16	..	..	..	..	..	..	..
Nyahwest	2,499	906 8 0	141 18 2	8,805 15 5	9,854 1 7	8,472	4,239	13	2	2	..	6	..	1	..
Miralle	153	43 16 8	9 6 10	831 8 6	884 12 0	1,307	255	..	..	..	..	..	..	1	..
Piangil	821	408 3 1	87 1 2	4,098 12 9	4,593 17 0	4,601	1,472	126	18	1	..	27	3	3	..
Coonimur	7	2 16 0	..	591 17 9	594 13 9	840	75	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 18.—EAGLEHAWK—YUNGERA LINE—continued.</i>															
Natya	55	£ 24 10 1	£ 2 11 3	£ 2,256 19 10	2,284 1 2	299	25	..	3	..	10	..	2	..	
Kooloonong	55	43 0 6	12 2 0	2,944 16 1	2,999 18 7	737	64	14	7	..	5	1	..	..
Koorkab	12	15 17 5	0 1 4	1,171 18 4	1,187 17 1	32	..	..	..	..	..	..	..	..
Yungera	42	30 4 5	89 2 0	811 0 0	930 6 5	1,070	4	..	3	..	7	..	..	..
<i>Section No. 19.—KERANG—STONY CROSSING LINE.</i>															
Westby	15	0 16 3	..	5 16 0	6 12 3	1	..	..	..	..	10	1	..	..
Myall	51	4 8 4	0 11 6	530 17 6	535 17 4	191	52	..	..	..	5	2	..	..
Murrabit	1,402	142 4 6	41 8 2	3,388 5 11	3,571 18 7	2,188	68	28	8	..	29	11	3	..	
Ballbank	1	1 6 3	..	821 17 3	823 3 6	601	57	..	..	..	12	1	..	..
Nacurrie .. .. .	..	..	0 6 4	2,245 16 8	2,246 3 0	2,593	105	25	..	..	23	2	..	..
Wetuppa .. .. .	..	..	1 3 0	339 13 6	340 16 6	49	2	12	..	..	11	13	..	..
Coobool .. .. .	..	..	..	1,934 0 3	1,934 0 3	2,713	8	..	..	..	17	2	..	..
Dilpurra .. .. .	..	..	0 6 4	2,332 5 6	2,332 11 10	1,681	101	8	..	..	46	19	..	..
Tueloga .. .. .	..	..	..	195 16 6	195 16 6	273	11	..	..	..	..	..	..	..
Stony Crossing	1	0 7 5	6 5 6	833 7 2	840 0 1	752	29	..	..	..	1	5	..	..
<i>Section No. 20.—COHUNA LINE.</i>															
Hunter	239	54 9 11	0 0 11	2,114 8 0	2,168 18 10	3,396	15	..	..	..	2	..	..	..
Warragamba	135	34 17 2	..	1,738 2 1	1,772 19 3	2,561	40	13	2	..	1	..	..	..
McCull	34	17 18 3	..	1,090 2 7	1,108 0 10	686	142	..	..	..	7	..	..	..
Lockington	804	319 16 3	54 1 8	3,451 4 7	3,825 2 6	1,818	325	76	3	17	38	4	..	..
Kotta	109	52 5 1	6 5 2	2,135 7 11	2,193 18 2	1,609	206	..	..	..	25	..	1	..
Roslynmead	47	20 15 4	0 9 3	733 7 11	754 12 6	584	61	1	..	..	..	..	..	..
Patho	90	56 4 6	7 19 5	413 15 4	477 19 3	165	51	22	..	..	..	..	..	..
Guntower	476	232 6 10	61 8 3	2,925 3 2	3,218 18 3	1,396	67	102	8	27	8	5	13	..	
Leitchville	647	368 11 2	46 1 10	1,280 0 6	1,694 13 6	314	31	91	5	33	..	2	1	..	
Keely	63	41 18 6	1 3 2	94 13 0	137 14 8	135	..	..	..	..	..	..	..	..
Cohuna	1,811	1,131 14 9	115 3 5	4,410 9 3	5,657 7 5	1,529	100	226	5	87	5	9	1	..	
<i>Section No. 21.—BALRANALD LINE.</i>															
Benarca	10	1 5 8	0 18 5	681 12 2	683 16 3	582	103	6	..	..	2	..	..	..
Womboota	257	21 15 10	1 6 5	3,539 4 0	3,562 6 3	2,962	302	72	..	..	39	..	5	..
Thyra	32	6 12 3	5 7 7	1,373 11 1	1,385 10 11	562	197	23	6	..	35	4	6	..	
Bunnaloo	46	11 5 0	4 19 7	3,084 18 9	3,101 3 4	1,542	380	53	3	..	37	8	8	..	
Tantonan	42	12 5 1	2 3 8	1,762 11 4	1,777 0 1	2,545	147	65	..	3	14	4	..	..
Caldwell	95	40 6 2	4 17 3	2,494 3 1	2,539 6 6	1,120	262	25	4	..	74	5	5	..	
Yallakool	51	30 2 0	5 8 7	7,070 6 2	7,105 16 9	9,771	161	22	1	..	64	6	1	..	
Water Tanks	1	0 6 8	..	..	0 6 8	..	..	..	..	..	..	..	..	..
Wakool	220	124 4 6	25 19 10	2,401 12 3	2,551 16 7	492	600	220	30	3	82	25	1	..	
Burraboi	96	57 5 3	2 19 9	3,611 19 8	3,672 4 8	2,908	221	11	3	..	54	9	2	..	
Jimaringle	38	17 4 0	0 12 2	518 16 6	536 12 8	601	12	..	..	..	10	..	1	..
Niemur	113	73 2 7	4 13 9	1,049 14 5	1,127 10 9	363	1,611	79	10	1	11	5	4	..	
Dhuragoon	64	38 8 0	2 15 0	3,495 3 7	3,534 6 7	4,972	1,015	..	..	..	4	2	3	..
Moulamein	486	304 8 3	84 9 9	6,587 10 3	6,976 8 3	3,605	421	44	7	..	103	22	14	..	
Berambong .. .. .	..	..	0 9 4	..	0 9 4	..	..	..	..	..	..	..	..	..
Perekerton	62	45 12 9	4 16 1	867 2 9	917 11 7	103	83	11	..	..	27	1	..	..
Moolpa	1	1 14 0	2 1 5	320 15 0	324 10 5	272	35	..	..	..	22	..	3	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.										
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.						
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.			
<i>Section No. 23.—GEE LONG—BALLARAT LINE—continued.</i>																		
Medina Siding	26	30
Meredith	2,789	432 18 3	39 14 5	1,257 11 8	1,730 4 4	2,927	920	92	15	6	..	28	3	10	..	..	..
Elaine	2,808	320 9 11	24 12 3	1,232 3 7	1,577 5 9	4,028	944	44	..	3	..	13	1	3	..	..	..
Lal Lal	2,032	167 9 0	9 9 11	329 3 9	505 13 8	732	203	..	..	..	..	4	3	3	..	..	..
Yendon	1,025	85 9 4	24 10 11	72 19 3	182 19 6	75	265	21	1	19	..	7	1	21	..	..	..
Navigator	1,016	50 15 0	0 10 8	..	51 5 8
<i>Section No. 24.—SUNSHINE—SERVICETON LINE.</i>																		
Leather Cloth Siding	3,268
Ardeer	2,412 18 2	2,412 18 2	2,077	3,393
Deer Park	11,533	288 3 1	14 12 8	68 18 9	371 14 6	153	89	..	..	2	..	498	2	8	..	..	..
Rockbank	8,765	361 5 10	95 10 10	1,932 11 11	2,389 8 7	7,084	4,262	50	..	2	..	86	..	1	..	..	..
Clark's Crossing	61	4 3 5	4 3 5
Melton	23,192	1,114 5 10	190 7 3	2,631 5 1	3,935 18 2	9,152	2,802	42	45	32	..	46	9	39	..	..	..
Staughton	28	1 5 9	..	113 0 9	114 6 6	458	89
Parwan	3,777	182 10 6	10 7 7	1,430 1 3	1,623 8 4	5,064	349	71	..	1	..	36	..	1	..	..	..
Bacchus Marsh	44,582	3,243 8 3	537 2 8	4,736 13 11	8,517 4 10	11,646	8,031	66	67	18	..	77	28	7	..	..	..
Rowlsley	612	31 13 8	3 17 4	1,945 14 8	1,981 5 8	6,011	354	..	..	..	..	5	..	3	..	..	..
Ingliston	317	56 10 5	9 6 7	89 17 0	155 14 0	67	173	14	1	..	..	23	..	..	..	..	..
Ballan	12,179	1,594 19 0	226 18 10	1,899 16 2	3,721 14 0	1,191	2,052	348	90	12	..	131	16	8	..	..	..
Bradshaw	79	11 12 2	1 11 7	0 14 11	13 18 8
Llandello	2	0 2 11	..	174 9 9	174 12 8	446	263	..	..	..	..	2	..	..	..	..	..
Gordon	7,116	827 18 8	39 13 6	1,600 1 3	2,467 13 5	3,656	757	..	..	..	..	..	..	2	..	..	..
Millbrook	1,667	160 12 1	5 18 6	862 18 5	1,029 9 0	1,207	143	85	20	3	11	13	5	4	..	..	..
Wallace	4,461	265 8 0	25 0 5	2,233 2 10	2,523 11 3	3,919	851	62	2	8	..	32	2	4	..	..	..
Bungaree	5,911	540 4 11	33 11 4	7,689 3 10	8,263 0 1	13,910	636	..	..	1	..	62	..	2	..	..	..
Dunnstown	4,694	214 13 0	6 3 0	675 18 5	896 14 5	1,477	1,151	..	..	..	..	8	1	..	..	..	..
Warrenheip	3,258	170 1 0	10 11 1	90 9 3	271 1 4	124	15	..	..	..	..	10	33	2	..	..	..
Ballarat East	9,469	1,379 14 6	393 3 6	2,099 10 7	3,872 8 7	3,248	19,778
Ballarat	158,026	39,052 5 4	4,933 1 9	46,769 3 3	90,754 10 4	34,014	102,106	1,227	465	284	227	1,802	719	222	386
North Ballarat	677	69 9 2	0 1 6	..	69 10 8
White's Siding	900 5 3	900 5 3	1,827	158
Wendouree	158	14 15 2	14 15 2
Dowling	8	1 10 1	0 0 10	..	1 10 11
Widmerere	496	55 18 3	37 3 1	1,891 15 8	1,984 17 0	3,441	383	..	..	8	..	47	4	9	..	..	..
Burrumbeet	1,094	147 19 1	11 8 10	3,127 8 8	3,286 16 7	4,939	918	111	16	2	..	40	2	9	..	..	..
Trawalla	579	129 19 3	14 14 4	1,688 9 4	1,833 2 11	2,552	1,431	15	2	..	..	18	..	..	..	..	..
Beaufort	8,048	1,990 0 7	322 1 4	3,719 1 5	6,031 3 4	5,318	4,166	164	76	9	..	56	35	12	..	..	..
Middle Creek	679	131 3 1	9 10 5	1,463 9 9	1,604 3 3	2,019	416	28	26	5	..	8	5	2	..	..	..
Buangor	1,319	249 12 10	20 1 3	1,129 5 3	1,398 19 4	1,854	595	19	1	2	..	13	1	3	..	..	..
Dobie	158	35 3 4	4 3 1	98 3 3	137 9 8	55	232	..	..	..	..	..	..	..	..	..	..
Ararat	22,918	7,395 6 9	717 9 8	3,797 17 5	11,910 13 10	2,757	13,232	188	22	26	3	166	80	31	1	..	..
Armstrong	514	55 7 10	4 1 7	47 17 5	107 6 10	125	79	..	..	..	..	..	..	..	..	..	..
Irvine's Siding	388 3 6	388 3 6	329
Great Western	1,397	221 17 2	34 10 1	4,876 12 10	5,133 0 1	13,979	738	..	2	2	..	2	2	1	..	..	..
Stawell	25,918	6,001 7 7	512 19 8	12,556 7 1	19,070 14 4	19,334	14,575	89	26	12	..	174	47	21	3	..	..

Deep Lead	175	22 1 8	2 18 10	540 4 5	565 4 11	1,879	65	..	..	..	..	..	..	..	..	..	..	..	..
Glenorchy	3,414	470 16 1	90 14 7	4,779 19 6	5,341 10 2	6,924	1,241	53	14	8	..	..	19	2	5	..	..	..	..
Wal Wal	1,217	86 3 1	7 3 7	945 3 10	1,038 10 6	1,256	357	..	..	..	..	..	..	..	..	..	..	..	..
Lubeck	2,812	308 12 4	25 11 11	4,116 18 11	4,451 3 2	5,569	2,139	137	2	2	..	..	91	1	3	..	..	..	..
Ashens	302	13 16 4	..	..	13 16 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murtoa	10,589	3,350 11 1	256 13 2	22,702 7 1	26,309 11 4	32,030	28,808	155	22	22	..	..	94	4	12	..	..	..	..
Jung ..	922	309 15 4	36 13 4	11,129 17 1	11,476 5 9	17,001	2,103	..	..	12	..	..	16	..	5	..	..	..	..
Dooen	406	193 14 2	23 13 2	7,983 15 2	8,201 2 6	11,109	1,193	89	2	10	..	..	42	..	2	..	..	..	1
Horsham	19,349	8,911 11 0	1,093 15 6	23,464 8 5	33,469 14 11	29,896	28,669	490	29	66	..	..	469	33	44	..	..	..	..
Dahlen Siding	..	..	..	2,204 3 10	2,204 3 10	3,344	511	..	..	..	..	..	..	..	..	..	..	..	..
Pimpinio	725	106 14 6	10 13 3	5,192 19 5	5,310 7 2	7,404	862	23	1	..	..	..	16	..	..	..	..	..	..
Wail ..	228	22 9 0	3 18 9	6,389 6 9	6,415 14 6	9,768	702	..	..	..	..	..	..	..	..	..	..	..	..
Dimboola	6,446	2,351 19 7	347 6 7	11,362 7 9	14,061 13 11	15,818	6,711	195	22	25	..	..	66	11	12	..	..	..	..
Gerang Gerung	121	30 5 1	9 19 2	5,157 17 0	5,198 1 3	7,168	745	10	1	..	..	..	15	..	..	..	..	..	..
Kiata	153	38 10 6	9 4 10	2,615 6 8	2,663 2 0	3,452	556	14	..	..	..	..	..	1	2	..	..	..	..
Salisbury	55	13 16 10	2 9 2	1,948 15 0	1,965 1 0	2,807	179	..	..	1	..	..	..	..	..	..	..	..	..
Nhill ..	5,254	3,124 16 0	322 0 1	12,397 9 10	15,844 5 11	14,520	6,488	303	57	29	..	..	195	4	23	..	..	..	..
Tarranginnie	62	3 3 0	3 9 10	2,788 2 3	2,794 15 1	4,116	479	25	..	..	..	..	12	..	..	..	..	..	..
Diapur	446	49 15 0	6 4 4	2,161 4 3	2,217 3 7	2,775	317	..	..	..	..	..	1	..	..	..	..	..	..
Miram	175	33 3 6	25 9 0	6,065 6 3	6,123 18 9	7,856	1,960	19	8	5	..	..	31	2	5	..	..	..	..
Kaniva	2,038	1,227 17 4	178 2 10	7,008 19 7	8,414 19 9	7,583	2,940	109	16	13	..	..	91	1	10	..	..	..	..
Lillimur	85	26 16 9	10 12 2	7,963 14 9	8,001 3 8	10,158	1,754	15	..	..	..	..	4	..	1	..	..	..	..
Serviceton	984	625 13 8	26 19 2	5,998 15 2	6,651 8 0	7,139	863	21	6	6	..	..	8	2	1	..	..	..	..
<i>Section No. 25.—WILLIAMSTOWN LINE.</i>																			
South Kensington	232,052	2,976 7 5	23 18 10	5,502 15 9	8,503 2 0	25,077	53,837	..	..	..	..	..	..	..	..	..	..	..	..
Anglia's Siding	..	..	..	4,130 19 9	4,130 19 9	27,497	3,361	..	..	..	..	..	..	..	..	..	..	..	..
Footscray	3,439,894	56,958 7 6	1,851 8 1	69,321 8 7	128,131 4 2	138,859	47,441	..	..	..	..	..	..	..	..	..	..	..	..
Scddon	1,924,049	19,576 12 0	155 10 1	..	19,732 2 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Yarraville	1,589,581	24,283 16 10	266 12 3	47,826 0 10	72,376 9 11	105,155	16,303	..	..	..	..	..	..	..	..	..	..	..	..
Spotswood	441,707	6,824 10 4	549 16 0	179,249 10 4	186,623 16 8	109,116	25,449	..	..	..	..	..	..	..	..	..	..	..	..
Newport	1,724,588	32,049 10 5	403 13 3	6,780 17 3	39,234 0 11	12,074	150,008	..	..	..	..	..	..	..	..	..	..	..	..
Austral Meat Siding	..	..	..	1,863 9 0	1,863 9 0	10,428	1,532	..	1	..	..	..	4,697	1,038	4	..	..	..	57
North Williamstown	1,003,197	20,344 8 6	218 3 10	93 18 1	20,656 10 5	718	8,839	..	..	..	..	..	..	..	..	..	..	..	..
Williamstown Beach	644,763	13,057 1 5	109 14 7	0 10 0	13,767 6 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Williamstown	389,647	8,654 6 10	170 14 9	..	8,825 1 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Williamstown Pier	9,594	248 14 11	14 13 7	18,868 1 1	19,131 9 7	155,931	315,411	..	..	..	..	..	..	1	24	..	..	..	..
<i>Section No. 26.—NEWPORT-SUNSHINE LINE.</i>																			
Thomas' Siding	..	..	..	2,675 8 8	2,675 8 8	19,475	23,728	..	..	..	..	..	..	..	..	..	..	..	..
McKenzie and Holland's Siding	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..
Texas Co. Ltd. Siding	..	..	..	85 11 8	85 11 8	32	420	..	..	..	..	..	..	..	..	..	..	..	..
Brooklyn Pty. Ltd. Siding	..	..	..	233 17 2	233 17 2	957	..	..	..	..	..	..	..	..	..	..	..	..	..
Jas. Hardie and Co.'s Siding	..	..	..	2,980 4 7	2,980, 4 7	2,220	7,044	..	..	..	..	..	..	..	..	..	..	..	..
Borthwick's Siding	..	..	..	1,902 5 1	1,902 5 1	11,311	1,862	..	..	1	..	..	2,792	112	..	..	..	..	65
Little Brooklyn Siding	..	..	..	217 2 1	217 2 1	354	2,358	..	..	..	..	..	..	..	..	..	..	..	61
Prossor's Siding	..	..	..	730 7 8	730 7 8	4,146	1,343	4	..	..	..	..	1,141	92	..	..	..	..	323
Braybrook Pty. Co.'s Siding	..	..	..	33 17 4	33 17 4	47	20	..	..	..	..	..	..	..	..	..	..	..	..
Willis' Siding	..	..	..	127 7 8	127 7 8	572	4	..	..	..	..	..	..	..	..	..	..	..	..
Williams Highfield Siding	..	..	..	133 13 3	133 13 3	611	630	..	..	..	..	..	..	..	..	..	..	..	..
Melbourne Quarries Siding	..	..	..	208 11 10	208 11 10	278	..	..	..	..	..	..	..	..	..	..	..	..	..
Stanley Quarries Siding	..	..	..	924 15 11	924 15 11	3,894	221	..	..	..	..	..	..	..	..	..	..	..	..
Commonwealth Quarries Siding	..	..	..	434 19 3	434 19 3	2,081	501	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 27.—ALTONA BEACH LINE.</i>																			
Seaholme	143,578	2,908 16 6	7 12 9	..	2,916 9 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Altona Beach	223,426	5,046 10 2	46 16 7	..	5,093 6 9	..	1,581	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 28.—FYANSFORD LINE.</i>																			
Fyansford	..	..	..	93,448 9 6	93 448 9 6	143,472	77,588	..	..	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.		Outwards.			Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.		Tons.	Number of Trucks.				Number of Trucks.				
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 29.—QUEENSCLIFF LINE.</i>																	
Cheetham's Salt Siding	..	..	..	..	8,270 12 1	..	8,270 12 1	14,967	534	..	..	..	..	..	..	..
Leopold	..	..	..	..	413 4 6	..	413 4 6	729	66	..	..	1	..	..	..	1
Curlewis	..	..	..	..	144 19 2	..	144 19 2	191	94	..	..	..	..	..	..	4
Drysdale	690	81 9 0	2 12 2	716 5 9	800 6 11	..	800 6 11	1,386	647	1	7	2	..	1	4	4	
Mannerim	11	0 18 3	9 2 2	180 6 0	190 6 5	..	190 6 5	450	78	..	..	6	..	5	..	6
Marcus	..	..	..	5 5 11	5 5 11	..	5 5 11	..	..	..	..	1	..	..	..	2
Queenscliff	1,226	232 8 0	29 2 3	98 15 2	360 5 5	..	360 5 5	51	4,193	..	..	..	..	..	..	..
<i>Section No. 30.—WENSLEYDALE LINE.</i>																	
Layard	..	..	..	19 13 11	19 13 11	..	19 13 11	41	63	..	..	..	..	..	..	..
Gherang	..	..	..	636 6 11	636 6 11	..	636 6 11	3,423	110	..	..	..	..	..	..	..
Wormbete	..	..	..	140 16 4	140 16 4	..	140 16 4	883	1	..	..	..	..	..	..	..
Wensleydale	..	..	..	212 0 9	212 0 9	..	212 0 9	1,135	38	..	..	..	..	..	..	..
<i>Section No. 31.—FORREST LINE.</i>																	
Whoorel	33	3 9 9	5 9 8	619 1 9	628 1 2	..	628 1 2	1,069	597	1	..	..	..	..	..	..
Dean Marsh	316	42 15 10	11 9 0	2,349 18 7	2,404 3 5	..	2,404 3 5	4,014	1,953	..	..	..	..	..	..	4
Pennyroyal	57	9 17 0	3 18 5	109 4 9	123 0 2	..	123 0 2	204	225	..	1	..	..	..	..	..
Murroon	46	13 15 9	4 12 5	125 18 3	144 6 5	..	144 6 5	39	384	20	7	3	..	9	3	1	
Barwon	489	114 4 6	8 7 3	2,341 0 10	2,463 12 7	..	2,463 12 7	3,466	229	..	..	..	..	1	2	1
Gerangamete	74	15 6 11	3 7 1	5 9 2	24 3 2	..	24 3 2	4	299	..	..	..	..	..	2	..
Vaugher	20	2 12 11	3 12 1	64 11 1	70 16 1	..	70 16 1	31	59	7	..	1	..	7	3	3	
Forrest	1,130	235 10 0	22 18 7	5,020 11 2	5,278 19 9	..	5,278 19 9	8,234	1,981	..	..	1	..	7	3	3
<i>Section No. 32.—CROWES LINE.</i>																	
Elliminyt	8	0 2 8	..	..	0 2 8	..	0 2 8	..	..	..	..	..	..	..	..	..
Tulloh	1	0 0 8	..	..	0 0 8	..	0 0 8	..	..	..	..	..	..	..	..	..
Coram	46	1 17 11	..	..	1 17 11	..	1 17 11	..	..	..	..	..	..	..	..	..
Barougarook	112	9 7 11	0 2 7	60 12 11	70 3 5	..	70 3 5	404	26	..	..	..	..	..	..	..
Birnam	44	3 12 1	..	..	3 12 1	..	3 12 1	..	12	..	..	..	..	..	..	..
Kawarren	87	6 10 0	1 2 1	3,263 2 9	3,270 14 10	..	3,270 14 10	5,132	203	..	..	..	..	..	..	..
Lovat	22	5 19 7	0 6 3	51 19 8	58 5 6	..	58 5 6	325	9	..	..	..	..	..	..	..
Gellibrand	147	52 19 3	3 9 6	661 2 0	717 10 9	..	717 10 9	1,632	1,157	7	5	..	..	8	2	1
Banool	18	5 12 5	1 10 0	598 4 0	605 6 5	..	605 6 5	1,236	24	..	..	..	..	..	1	..
Wimba	5	2 1 6	0 4 2	19 3 1	21 8 9	..	21 8 9	6	17	3	2	1	..	4	..	..
McDevitt	3	0 4 9	0 5 0	0 3 4	0 13 1	..	0 13 1	..	..	..	..	..	..	..	1	..
Dinmont	6	0 3 0	..	13 0 6	13 3 6	..	13 3 6	23	1	..	..	..	..	..	..	..
Ditchley	7	1 16 5	..	6 2 9	7 19 2	..	7 19 2	1	..	..	..	..	..	14	13	..
Beech Forest	517	196 0 9	24 16 6	1,939 9 3	2,160 6 6	..	2,160 6 6	2,512	473	2	14	1	..	24	23	..	
Ferguson	10	1 0 3	0 9 1	590 9 3	591 18 7	..	591 18 7	1,000	108	..	..	..	..	..	..	..
Weaprounah	7	1 2 2	0 8 4	217 9 5	218 19 11	..	218 19 11	300	116	15	1	1	..	10	..	1	
Pile Siding	..	..	0 3 10	2,138 12 6	2,138 16 4	..	2,138 16 4	3,050	18	..	..	..	..	..	..	..
Kincaid	..	..	..	37 4 3	37 4 3	..	37 4 3	53	1	..	..	..	..	..	..	..
Wyelangta	39	17 9 0	1 4 3	334 16 1	353 9 4	..	353 9 4	449	402	..	..	..	2	..	..	..
Pettit's Siding	..	..	0 1 11	0 13 0	0 14 11	..	0 14 11	..	3	..	..	..	..	..	..	..
Stalker	1	0 2 4	0 14 2	2,364 7 9	2,365 4 3	..	2,365 4 3	1,949	75	..	..	..	..	10	1	..
Laver's Hill	12	5 8 9	1 16 7	666 10 3	673 15 7	..	673 15 7	417	458	3	74	..	..	10	21	1
Crowes	5	0 7 7	13 9 0	73 17 3	87 13 10	..	87 13 10	79	35	..	..	..	..	..	..	..

<i>Section No. 33.—ALVIE LINE.</i>												
Cororooke	100	24 17 0	0 2 5	2,143 7 11	2,168 7 4	3,652	923	..	..	..	..	2
Coragulac	118	23 1 8	0 6 6	3,314 6 2	3,337 14 4	5,427	385	..	..	..	..	..
Alvie	104	23 13 7	0 1 7	1,521 3 5	1,544 18 7	2,182	644	34	1	..	11	..
<i>Section No. 34.—TIMBOON LINE.</i>												
Naroghid .. .. .	..	..	0 9 2	15 11 0	16 0 2	11	260	..	..	..	..	..
Cobden	17	73 0 5	29 13 7	3,253 2 1	3,355 16 1	2,429	4,942	22	7	7	1	26
Elingamite .. .. .	..	..	0 6 5	170 17 1	171 3 6	42	175	23	..	..	..	14
Glenlyne	16	5 13 1	1 2 5	136 12 0	143 7 6	816	229	..	1	1	..	6
Curdie	165	10 2 2	5 17 9	1,673 7 7	1,689 7 6	3,393	138	..	1	..	..	1
Timboon	73	37 4 1	32 13 10	1,047 9 4	1,117 7 3	488	3,677	74	22	6	4	58
<i>Section No. 35.—MORTLAKE LINE.</i>												
Mortlake	542	61 14 8	92 17 3	3,922 17 5	4,077 9 4	2,384	6,512	160	39	1	..	17
<i>Section No. 36.—KOROIT-HAMILTON LINE.</i>												
Warrong .. .. .	..	..	..	3 11 4	3 11 4	3	286	..	..	..	..	1
Woolsthorpe	2	0 5 0	..	423 5 0	423 10 0	232	1,325	46	..	1	..	6
Hawkesdale	23	2 1 8	1 4 3	1,610 7 7	1,613 13 6	418	2,223	128	83	2	..	14
Minhamite	2	0 8 6	0 11 11	758 13 3	759 13 8	585	502	54	..	1	..	18
Purdeet	11	0 19 3	0 1 10	232 12 10	233 13 11	310	1,451	..	..	..	..	1
Penshurst	1,607	260 2 9	46 6 1	2,869 9 9	3,175 18 7	1,246	3,017	128	171	5	..	8
Tabor	6	0 8 10	0 0 11	1,340 7 10	1,340 17 7	1,960	243	..	1	..	..	6
Yatchaw	6	0 4 11	0 3 2	1,189 6 4	1,189 14 5	1,008	323	39	18	1	..	32
<i>Section No. 37.—GHEINGHAP-MAROONA LINE.</i>												
Murgheboluc	5	1 12 1	..	3 8 6	5 0 7	4	92	..	..	..	..	..
Inverleigh	334	58 0 3	32 0 3	858 11 5	948 11 11	1,127	584	112	40	5	..	39
Doroj	22	3 12 1	8 5 10	381 14 7	393 12 6	925	467	..	..	..	..	2
Wingee	69	12 10 8	11 3 5	639 3 6	682 17 7	586	681	158	..	..	..	27
Poorneet	24	8 5 6	0 6 7	286 13 5	295 5 6	529	174	14	1	..	1	2
Duverney	35	8 4 10	2 3 4	934 11 10	945 0 0	1,702	374	1	..	..	..	2
Berrybank	225	81 11 3	23 0 0	2,842 17 7	2,947 8 10	3,746	1,539	150	18	2	3	52
Gnarkeet	24	7 15 0	2 8 8	885 17 5	896 1 1	1,261	709	43	..	..	..	26
Lismore	308	135 14 2	59 7 6	3,690 12 0	3,785 13 8	3,377	3,028	479	44	19	..	88
Derrinalum	286	95 13 5	64 17 3	2,183 7 2	2,343 17 10	1,247	2,967	100	97	6	12	24
Vite Vite	92	37 10 11	9 11 4	797 14 9	844 17 0	828	1,215	34	..	1	..	9
Pura Pura	197	92 16 7	11 3 11	1,329 3 8	1,433 4 2	645	2,007	116	57	3	..	34
Nerrin Nerrin	158	81 7 1	22 7 5	947 9 3	1,051 3 9	733	89	27	6	..	..	5
Westmere	393	145 10 10	40 5 0	5,901 9 0	6,087 4 10	5,811	3,892	328	54	9	1	37
Mlinera	161	55 7 1	18 9 2	1,747 17 5	1,821 13 8	2,164	1,106	52	..	4	..	13
Tatyoon	116	34 8 8	11 0 10	1,771 0 2	1,816 9 8	1,656	1,197	139	..	1	1	30
<i>Section No. 38.—BUNINYONG LINE.</i>												
Eureka .. .. .	..	..	..	3,741 8 3	3,741 8 3	5,358	4,008	..	..	..	..	..
Canadian	131	2 4 3	..	2 2 1	4 6 4	1	72	..	..	..	..	..
Buninyong .. .. .	..	..	0 4 10	29 5 8	29 10 6	77	1,224	..	..	1	..	..
<i>Section No. 39.—BALLARAT-IRREWARRA LINE.</i>												
Cardigan	120	3 11 9	..	..	3 11 9	..	..	..	..	..	..	..
Kopke	86	3 17 0	..	..	3 17 0	..	..	..	..	..	..	..
Haddon	198	13 18 2	1 2 9	123 16 8	138 17 7	228	443	..	..	..	..	..
Nintingbool	92	1 18 10	..	..	1 18 10	..	..	..	..	..	..	..
Smythesdale	2,348	117 16 5	15 14 7	44 12 8	178 3 8	124	180	..	..	..	..	..
Scarsdale	2,278	116 2 8	5 13 7	88 11 4	210 7 7	123	73	..	..	..	..	..
Newtown	2,892	127 18 6	15 11 0	102 19 7	246 9 1	158	355	13	..	..	..	..
Betringa	2	0 7 0	0 1 3	377 3 11	377 12 2	1,741	206	..	..	2	..	2
Illabarook	31	5 8 0	3 4 0	307 8 3	316 0 3	457	343	14	..	..	..	3
Rokewood	2	0 19 0	2 3 8	766 7 5	769 10 1	1,249	812	31	11	2	..	10
Werneth	1	0 1 6	1 2 0	804 3 10	805 7 4	1,431	597	..	..	..	..	1
Cressy	415	158 16 6	30 10 2	2,235 3 1	2,424 9 9	2,232	1,016	301	69	16	..	77
Barpinba	13	1 11 3	1 0 7	849 19 8	852 11 6	1,358	214	43	..	..	..	2
Becac	243	61 15 0	14 11 11	2,394 2 6	2,470 9 5	3,080	2,241	96	22	3	80	8
Ondit	127	11 2 3	0 3 1	316 0 5	327 5 9	565	94	1	..	5	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 40.—NEWTOWN-SKIPTON LINE.</i>															
Happy Valley	1,133	54 9 11	.. .. .	.. .. .	54 9 11	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Linton	2,747	210 0 10	23 5 0	914 12 4	1,147 18 2	1,787	733	9	4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Pittong .. .. .	.. .. .	.. .. .	0 1 8	1,097 16 11	1,097 16 11	1,681	583	19	9	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Skipton	1	0 1 10	9 14 6	2,942 17 9	2,952 14 1	2,868	3,341	111	175	2	.. .. .	.. .. .	2	5
<i>Section No. 41.—PORTLAND LINE.</i>															
Langi Logan	24	3 7 4	0 1 6	353 2 0	356 10 10	582	208	.. .. .	.. .. .	.. .. .	.. .. .	3	.. .. .	1
Maroona	811	145 12 8	28 3 4	1,158 11 0	1,332 7 0	701	743	105	40	5	.. .. .	77	8	3
Calvert Siding	9	3 10 1	.. .. .	125 12 6	129 2 7	225	218	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Willaura	2,498	917 8 3	141 7 0	6,377 12 8	7,436 7 11	5,944	3,462	334	89	13	.. .. .	72	29	10
Stavely	288	70 16 4	5 0 11	795 1 11	870 19 2	577	331	59	1	.. .. .	4	.. .. .	.. .. .	1
Glenthompson	1,920	523 0 1	64 10 5	2,341 12 5	2,929 2 11	1,449	1,977	108	43	5	.. .. .	57	6	9
Dunkeld	3,945	675 15 7	72 7 9	3,506 5 11	4,254 7 3	2,427	1,559	117	58	10	.. .. .	63	51	13
Moutajup	215	72 10 9	5 10 8	1,234 9 1	1,312 10 6	1,693	427	.. .. .	.. .. .	.. .. .	.. .. .	10	.. .. .	.. .. .
Strathkellar	110	27 15 1	2 9 1	737 9 6	767 13 8	954	413	7	.. .. .	.. .. .	.. .. .	6	.. .. .	.. .. .
Hamilton	13,053	8,083 2 1	1,213 11 4	19,143 6 4	28,439 19 9	18,395	20,510	610	176	77	1	342	135	67	
Branxholme	1,893	234 13 4	32 3 3	1,410 17 8	1,677 14 3	845	1,584	24	41	8	.. .. .	26	2	5
Condah	618	151 1 2	17 0 8	2,788 11 3	2,956 13 1	1,118	1,541	224	.. .. .	6	40	68	.. .. .	4
Myamyn	428	73 8 9	7 6 8	110 19 3	191 14 8	65	654	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Miltown	222	50 3 11	3 9 2	156 11 11	210 5 0	416	105	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Heywood	1,767	404 10 1	74 17 1	1,870 16 8	2,350 3 10	1,671	2,598	79	19	3	.. .. .	45	15	9
Heathmere	50	14 5 4	0 3 9	55 13 3	70 2 4	41	100	.. .. .	.. .. .	.. .. .	.. .. .	3	1	3
Gorac	114	73 13 9	0 15 9	2,160 3 9	2,234 13 3	1,459	491	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1
Portland North	277	97 2 3	12 8 9	20,787 5 6	20,896 16 6	12,508	1,318	4	2	.. .. .	18	35	8	3
Portland	2,103	865 8 9	460 3 10	5,070 5 10	6,395 18 5	3,038	6,327	.. .. .	6	8	.. .. .	1,129	122	13
Portland Pier .. .. .	.. .. .	.. .. .	.. .. .	374 1 4	374 1 4	362	881	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
<i>Section No. 42.—COLERAINE LINE.</i>															
Bochara	10	2 10 9	.. .. .	20 17 8	23 8 5	24	396	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Wannon	112	13 4 9	2 14 7	253 14 11	269 14 3	318	455	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Parkwood	10	4 8 9	0 9 5	15 5 8	20 3 10	13	412	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Coleraine	2,145	570 18 0	109 13 2	6,769 11 0	7,459 2 2	3,205	4,670	448	228	4	53	69	52	3	
<i>Section No. 43.—CASTERTON LINE.</i>															
Grassdale	162	52 4 11	8 2 7	1,156 8 9	1,216 16 3	265	1,505	40	61	8	.. .. .	15	.. .. .	6
Merino	941	281 0 4	53 11 0	2,269 3 2	2,603 14 6	1,091	2,223	42	1	1	29	25	3	3	
Henty	101	39 9 4	5 12 5	1,092 1 3	1,137 3 0	99	531	41	56	1	24	17	6	.. .. .
Sandford	347	47 16 0	8 16 8	2,641 0 1	2,697 12 9	96	383	277	123	.. .. .	8	111	.. .. .	2
Casterton	1,853	639 4 4	267 15 7	5,742 2 6	6,649 2 5	5,454	7,604	4	.. .. .	10	29	17	1	7
<i>Section No. 44.—MOUNT GAMBIER-BORDER LINE.</i>															
Sinclair	4	0 6 2	2 4 10	2 12 7	5 3 7	6	105	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Lyons	53	7 10 6	2 1 11	182 12 3	192 4 8	135	122	13	12	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Greenwald	108	17 3 4	2 15 6	74 0 0	93 18 10	59	133	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Winnap	62	31 9 10	3 5 1	305 3 7	339 18 6	151	412	28	1	.. .. .	2	111	.. .. .	.. .. .
Dartmoor	200	74 9 8	14 19 9	735 15 0	825 4 5	342	521	26	20	4	.. .. .	6	5	10
Marp	2	1 18 6	4 14 4	29 3 1	35 15 11	13	54	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Puralka	37	5 13 4	3 1 0	484 10 2	493 4 6	149	1,412	23	.. .. .	3	.. .. .	11	.. .. .	2
Rennick	9	8 17 4	0 7 10	972 1 7	981 6 9	870	204	.. .. .	.. .. .	.. .. .	.. .. .	31	.. .. .	.. .. .

Benalla	23,293	7,007	19	0	697	2	11	7,708	19	3	15,414	1	2	3,216	11,701	591	442	47	30	332	84	57	3
Winton	391	73	15	4	5	11	5	201	16	6	281	3	3	351	240	..	..	..	..	..	..	..	..
Head's Siding	..	..	..	..	..	..	..	372	15	6	372	15	6	703	180	..	..	..	..	2	..	..	..
Glenrowan	2,245	458	10	4	31	17	6	4,931	14	8	5,422	2	6	8,068	1,593	139	125	1	..	59	19	4	..
Wangaratta	32,618	11,990	10	1	958	11	6	16,260	2	1	29,209	3	8	15,996	22,075	422	688	119	149	185	147	116	73
Bowser	243	63	13	0	6	0	2	1,256	13	4	1,326	6	6	223	475	147	60	15	..	53	26	19	..
Springhurst	4,775	1,804	0	6	66	13	4	4,288	7	7	6,159	1	5	2,979	1,377	239	95	8	6	16	5	4	..
Chiltern Valley Ballast Siding	..	..	..	..	..	..	..	12,757	0	7	12,757	0	7	30,279	..	..	..	..	..	..	..	..	..
Chiltern	3,053	941	8	11	86	13	9	1,213	14	6	2,241	17	2	651	1,539	38	35	3	1	1	2	2	..
Barnawartha	1,535	467	11	8	24	2	10	4,000	6	8	4,492	1	2	1,632	1,660	238	216	2	..	7	..	7	..
Wodonga	9,990	3,168	7	2	454	1	0	54,841	18	4	58,464	6	6	2,562	6,711	5,361	3,204	490	123	4,754	2,679	446	34
Bandiana	24	0	17	2	..	..	..	..	..	..	0	17	2	26	..	..	..	..	..	..	..	..	..
Bonegilla	22	1	19	8	..	..	..	..	..	..	1	19	8	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 37	81	4	15	5	..	..	..	..	..	..	4	15	5	..	..	..	..	..	..	..	..	..	..
Ebden	85	14	11	8	3	7	8	4,712	10	6	4,730	9	10	2,269	555	137	105	8	..	3	4	8	..
Huon	418	165	18	2	10	0	7	3,871	1	0	4,046	19	9	1,527	2,264	14	169	4	44	1	6	6	..
Stopping Place No. 38	34	2	12	4	..	..	..	..	..	..	2	12	4	..	..	..	..	..	..	..	..	..	..
Bolga	89	19	7	3	0	8	3	7	14	1	27	9	7	1	133	..	..	..	..	..	2	..	..
Tatonga	17	1	14	11	..	..	..	252	18	3	254	13	2	..	..	..	..	..	..	..	4	..	..
Tallangatta	2,648	1,543	5	2	133	15	2	9,157	0	11	10,834	1	3	1,964	5,043	182	583	31	92	63	50	20	..
Bullioh	17	2	18	9	..	..	..	10	13	10	13	12	7	13	779	..	..	..	..	2	2	..	..
Darbyshire	16	1	9	4	0	1	6	42	10	11	44	1	9	45	24	..	..	..	..	..	..	..	..
Koetong	38	10	5	0	..	..	..	760	8	3	770	13	3	154	45	6	79	..	..	..	3	..	..
Shelley	54	50	2	8	10	15	7	1,503	8	5	1,564	6	8	510	1,165	30	49	7	..	2	2	7	..
Bectooouba	90	31	3	11	2	1	2	729	5	3	762	10	4	1,154	330	11	21	2	..	6	9	3	..
Wabba	14	8	10	11	..	..	..	2	5	3	10	16	2	1	..	..	..	..	..	..	..	..	..
Cudgowa	246	203	11	1	44	10	1	13,620	19	7	13,869	0	9	1,288	5,664	185	1,151	56	52	26	34	48	..
Section No. 52.—COBURG LINE.																							
Macaulay	389,383	4,506	13	7	73	0	5	953	7	8	5,533	1	8	1,346	7,625	19	..	..	..	12	..	..	..
Flemington Bridge	344,930	4,088	12	10	37	19	3	..	..	..	4,126	12	1	..	..	..	..	..	..	..	..	..	..
Royal Park	352,469	4,206	19	0	59	11	9	6	7	3	4,272	18	0	3	3	..	..	..	..	..	..	..	..
South Brunswick	347,442	4,946	0	9	491	2	5	4,898	16	5	10,395	19	7	6,579	19,442	..	..	..	..	..	..	..	..
Brunswick	544,012	7,856	6	10	446	4	7	449	13	11	8,232	5	4	873	8,056	..	..	..	..	..	..	..	..
North Brunswick	609,987	8,050	3	2	232	14	7	..	..	..	8,282	17	9	..	3	..	..	..	..	..	..	..	..
Moreland	1,068,385	13,538	2	8	497	11	3	1,574	1	8	15,609	15	7	4,166	41,493	..	..	..	..	..	..	..	..
Coburg	1,402,611	20,379	9	6	638	1	6	2,425	3	0	23,442	14	0	1,454	17,783	..	..	..	..	..	..	..	..
Batman	260,358	3,904	1	1	114	16	3	1	6	0	4,020	3	4	22	5,230	..	..	..	..	..	..	..	..
Merlynston	370,366	6,096	2	2	67	0	9	..	..	..	6,163	2	11	..	..	..	..	..	..	..	..	..	..
Fawcner	70,320	1,132	3	2	13	18	4	..	..	..	1,146	1	6	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 13	1,534	21	11	9	..	..	..	..	..	..	21	11	9	..	..	..	..	..	..	..	..	..	..
Campbellfield	19,786	338	7	11	0	5	0	..	..	..	338	12	11	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 14	8,663	172	18	4	..	..	..	..	..	..	172	18	4	..	..	..	..	..	..	..	..	..	..
North Campbellfield	2,460	41	16	6	..	..	..	..	..	..	41	16	6	..	..	..	..	..	..	..	..	..	..
Section No. 53.—PRESTON-WHITTLESEA LINE.																							
North Carlton	260,028	3,062	14	2	90	12	7	63	18	0	3,217	4	9	194	8,425	..	..	..	..	..	..	..	..
North Fitzroy	375,297	4,611	9	0	380	14	3	718	3	4	5,710	6	7	538	13,079	..	..	1	..	..	..	1	..
Fitzroy	..	..	..	..	..	..	..	973	11	2	973	11	2	1,392	54,125	..	..	..	..	..	..	..	..
Rushall	360,509	4,463	6	5	53	11	4	..	..	..	4,516	17	9	..	..	..	..	..	..	..	..	..	..
Merri	358,187	4,406	11	11	66	17	6	..	..	..	4,473	9	5	..	..	..	..	..	..	..	..	..	..
Northcote	925,678	10,827	1	8	273	11	5	3,454	16	9	14,555	9	10	9,215	19,186	..	..	..	..	..	..	..	..
Croxton	797,835	11,327	6	5	117	10	11	..	..	..	11,444	17	4	..	1	..	..	..	..	..	..	..	..
Thornbury	991,469	15,017	1	8	181	1	4	1,042	18	10	16,241	1	10	2,351	8	..	..	..	..	..	..	..	..
Bell	684,448	10,637	13	11	193	15	7	759	14	8	11,591	4	2	1,823	25,447	..	2	3	..	6	2	358	..
Preston	1,023,825	16,288	16	1	144	9	8	..	..	..	16,433	5	9	..	3	..	..	..	..	..	..	..	..
Regent	1,132,399	18,261	13	0	121	11	1	..	..	..	18,383	4	1	..	2	..	..	..	..	..	..	..	..
Reservoir	748,472	13,075	3	1	114	2	10	258	7	1	13,447	13	0	437	7,986	..	..	2	..	..	..	..	..
Keonpark	6,790	112	10	5	1	7	10	..	..	..	113	18	3	..	..	..	..	..	..	..	..	..	..
Fowler's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	611	..	..	..	..	..	..	..	..
Thomastown	9,679	234	18	2	12	5	5	8	2	3	255	5	10	16	924	..	..	..	..	..	..	..	..
Stopping Place No. 8	2	0	1	4	..	..	..	..	..	..	0	1	4	..	..	..	..	..	..	..	..	..	..
Epping	28,245	597	9	2	15	18	11	87	4	8	700	12	0	166	1,483	3	4	16	..	16	1	11	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.															
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.											
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.											
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.								
<i>Section No. 53.—PRESTON-WHITTLESEA LINE—continued.</i>																							
Epping Quarry Siding	281	10 6 11	.. .. .	.. .. .	10 6 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Morang	12,387	354 10 0	18 5 4	25 12 3	398 7 7	.. 14	.. 651	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 9	1,004	22 5 6	.. .. .	.. .. .	22 5 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mernda	12,211	440 0 2	43 6 10	92 0 6	575 7 6	23	977	61	..	2	..	39	4	1	..	..	..	..	..	..	..
Stopping Place No. 33	275	10 8 6	.. .. .	.. .. .	10 8 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Yan Yean	5,225	235 18 8	92 15 1	225 4 1	553 17 10	924	1,192	..	1	8	..	9	5	8	..	..	..	..	..	..	..
Stopping Place No. 10	849	33 6 1	.. .. .	.. .. .	33 6 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 17	312	19 5 10	.. .. .	.. .. .	19 5 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 26	138	7 16 1	.. .. .	.. .. .	7 16 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Whittlesea	19,147	816 16 11	58 12 0	460 4 11	1,335 13 10	405	1,561	71	65	10	..	48	25	17	..	..	..	..	..	..	..
<i>Section No. 54.—WALLAN-BENDIGO LINE.</i>																							
Leslie	205	19 14 5	2 8 5	31 2 10	53 5 8	134	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bylands	259	30 14 5	1 13 3	132 14 7	165 2 3	308	83	38	..	1	..	13	..	..	..	..	..	..	..	..	..
Kilmore	3,359	636 14 5	62 11 8	786 10 8	1,485 16 9	642	2,476	97	27	6	2	69	8	4	104	..	..	..	..	..	..
Willowmavin	184	28 2 5	0 12 9	179 0 9	207 15 11	84	74	66	2	1	..	33	2	3	..	..	..	..	..	..	..
Moranding	52	4 10 4	0 7 9	57 1 3	61 19 4	45	20	..	..	..	..	1	..	..	..	..	..	..	..	..	..
High Camp	194	36 5 3	9 11 11	551 19 0	597 16 2	948	215	97	3	2	..	14	..	4	..	..	..	..	..	..	..
Pyalong	294	52 19 11	9 10 9	1,028 18 7	1,091 9 3	1,876	188	113	18	2	..	21	7	1	..	..	..	..	..	..	..
Tooborac	1,039	194 14 4	15 19 4	3,254 14 9	3,465 8 5	7,986	551	85	10	1	..	19	2	1	..	..	..	..	..	..	..
Argyle	907	186 5 9	21 10 10	3,651 2 8	3,858 19 3	8,748	283	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Heathcote	4,757	838 12 1	130 3 4	9,215 14 1	10,193 9 6	19,087	2,456	87	8	9	..	58	17	12	..	..	..	..	..	..	..
Derrinal	403	44 5 1	6 11 0	274 11 10	325 7 11	205	151	53	3	3	..	7	2	1	..	..	..	..	..	..	..
Knowsley	519	61 1 1	7 1 7	2,557 7 9	2,625 10 5	5,730	311	69	..	..	..	26	1	..	..	..	..	..	..	..	..
Ingham	2	0 2 5	.. .. .	27 8 11	27 11 4	59	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Axedale	890	80 2 0	11 19 4	1,392 0 11	1,484 2 3	2,397	174	52	22	2	..	17	3	2	..	..	..	..	..	..	..
Longlea	330	26 17 11	0 18 6	336 8 11	364 5 4	536	203	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rifle Butts	138	4 6 0	.. .. .	.. .. .	4 6 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 55.—MANSFIELD LINE.</i>																							
Trawool	109	27 11 3	0 1 0	103 12 1	131 4 4	23	150	22	1	5	..	27	1	10	..	..	..	..	..	..	..
Granite	75	13 14 0	.. .. .	.. .. .	13 14 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kerrisdale	275	44 14 9	6 6 6	149 2 9	200 4 0	155	240	9	19	..	..	12	3	1	..	..	..	..	..	..	..
Homewood	311	68 6 7	6 17 0	616 11 3	691 14 10	46	349	104	66	..	..	55	4	2	..	..	..	..	..	..	..
Yea	3,736	842 6 5	150 12 1	4,227 8 0	5,220 6 6	4,254	3,376	246	96	20	16	122	10	16	..	..	..	..	..	..	..
Cheviot	37	6 2 9	2 12 5	608 3 1	616 18 3	802	299	36	..	1	..	25	..	1	..	..	..	..	..	..	..
Molesworth	159	33 7 8	10 10 0	539 10 0	583 7 8	47	203	69	60	2	..	26	30	5	..	..	..	..	..	..	..
Cathkin	285	79 6 8	9 19 11	71 16 7	161 3 2	48	138	..	1	3	..	2	3	2	..	..	..	..	..	..	..
Yarck	268	85 15 0	18 9 11	860 10 0	964 14 11	234	623	68	49	3	1	14	4	6	..	..	..	..	..	..	..
Kanumbra	54	22 5 0	5 8 8	285 14 1	313 7 9	76	223	32	..	..	..	6	1	2	..	..	..	..	..	..	..
Merton	299	121 10 0	22 13 11	581 15 2	725 19 1	131	856	47	35	3	..	48	2	2	..	..	..	..	..	..	..
Woodfield	58	19 14 5	2 11 10	425 12 2	447 18 5	61	222	42	26	..	..	3	2	..	..	..	..	..	..	..	..
Bonnie Doon	657	148 2 7	23 3 11	1,071 19 4	1,243 5 10	207	689	70	70	..	..	6	..	1	..	..	..	..	..	..	..
Maindample	314	31 8 10	6 11 0	773 3 2	811 3 0	151	514	72	30	..	..	5	1	1	..	..	..	..	..	..	..
Mansfield	1,316	540 12 10	158 10 7	7,239 19 8	7,939 3 1	1,612	6,466	499	463	19	6	29	9	12	..	..	..	..	..	..	..

<i>Section No. 56.—ALEXANDRA LINE.</i>															
Koriella	51	17 0 7	1 10 10	532 17 3	551 8 8	588	179	41	..	..	..	22	..	1	..
Alexandra	1,503	530 12 5	94 14 4	23,447 14 7	24,073 1 4	26,608	4,063	60	63	11	..	39	17	18	..
<i>Section No. 57.—SEYMOUR—TOCUMWAL LINE.</i>															
Tabilk	564	149 5 8	18 14 3	1,148 2 0	1,316 1 11	1,675	401	118	18	11	1	40	1	11	..
Nagambie	6,065	1,091 9 1	146 6 2	6,439 10 10	7,677 6 1	11,485	1,473	227	129	31	..	94	44	23	..
Wahring	576	144 16 5	20 15 11	1,271 14 3	1,437 6 7	1,819	310	151	..	5	..	80	..	7	..
Murchison East	4,406	1,335 15 11	384 9 9	2,625 12 1	4,345 17 9	1,356	961	312	156	41	1	110	26	32	..
Arcadia	1,191	321 7 0	17 5 9	2,444 9 0	2,783 1 9	2,037	1,658	293	37	14	..	58	2	12	..
Toolamba	2,166	506 10 0	28 18 5	3,436 3 4	3,971 11 9	3,402	929	187	40	13	..	143	22	15	..
Mooroopna	6,198	1,900 4 7	137 8 5	17,866 11 3	19,904 4 3	26,276	17,723	80	41	12	..	32	9	11	..
Shepparton	22,055	8,312 3 1	1,194 15 5	35,096 16 7	44,603 15 1	34,005	42,144	821	202	57	91	441	92	58	73
Congupna	471	156 2 8	11 19 10	1,698 10 1	1,866 12 7	2,548	361	32	13	6	..	44	2	7	..
Tallygaroopna	1,447	353 4 6	39 15 8	3,551 1 1	3,944 1 3	5,142	1,215	77	33	5	..	69	..	5	..
Wunghnu	1,079	282 17 8	20 2 6	4,046 17 9	4,349 17 11	5,595	558	147	24	1	3	18	2	1	..
Numurkah	8,031	2,850 6 4	414 15 6	6,668 16 8	9,933 18 6	6,722	3,831	203	78	17	2	62	39	21	..
Katunga	296	94 3 2	34 13 7	5,366 7 5	5,495 4 2	8,304	773	110	24	9	..	5	..	14	..
Strathmerton	1,288	320 5 1	55 2 2	3,002 7 0	3,377 14 3	3,384	583	110	52	36	..	10	2	32	..
Mywee	116	34 19 8	2 6 5	1,320 7 7	1,357 13 8	1,479	188	81	1	..	..	2	..	1	..
Tocumwal	5,576	3,051 10 4	281 19 7	55,773 3 3	59,106 13 2	35,323	6,038	4,755	1,780	122	38	144	37	62	4
<i>Section No. 58.—MURCHISON EAST—COLBINABBIN LINE.</i>															
Murchison	1,023	88 3 7	60 8 8	549 3 3	697 15 6	902	1,659	..	..	..	..	2	..	..	..
Hammond .. .. .	..	..	..	26 12 4	60	..	..	..	..	..	..	..	..	..	..
Waranga	2	0 14 3	..	1,409 1 7	1,409 15 10	3,177	..	..	..	..	..	..	..	..	..
Rushworth	2,406	554 17 4	72 2 1	9,021 15 3	9,648 14 8	16,752	1,600	77	4	1	..	23	1	1	..
Erwen	3	0 3 5	..	966 1 4	966 4 9	1,858	30	20	..	..	..	..	..	..	..
Wanalta	6	2 11 5	..	1,508 16 7	1,511 8 0	2,391	335	76	1	1	..	..	1	..	..
Colbinabbin	106	31 4 7	14 13 0	6,278 9 0	6,324 6 7	9,123	1,462	173	8	2	..	15	..	4	..
<i>Section No. 59.—GIRGARRE LINE.</i>															
Karook	2	0 16 5	..	119 8 9	120 5 2	215	72	..	..	..	..	6	..	..	..
Stanhope	645	226 11 1	54 8 6	3,288 15 10	3,569 15 5	1,964	2,316	287	49	2	20	31	..	2	..
Girgarre	151	55 3 4	13 17 5	1,625 4 4	1,694 5 1	1,403	810	71	1	..	..	2	..	..	..
<i>Section No. 60.—TOOLAMBA—ECHUCA LINE.</i>															
Hendersyde	92	18 6 10	..	..	18 6 10	..	..	..	..	..	..	..	..	..	..
Tatura	4,507	1,498 1 4	289 14 2	7,295 16 0	9,083 11 6	7,377	6,519	222	90	26	..	76	66	32	9
Byrneside	345	103 17 0	0 0 7	1,123 7 6	1,227 5 1	893	307	90	25	1	28	53	16	1	..
Merrigum	2,397	568 16 0	48 3 11	3,457 10 3	4,074 10 2	3,008	4,279	206	42	8	2	75	11	7	..
Kyabram	7,279	2,425 6 9	293 15 2	15,175 12 5	17,894 14 4	14,115	13,265	553	141	44	78	281	33	71	27
Kyvalley	619	68 12 0	..	..	68 12 0	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 32	306	65 18 5	..	..	65 18 5	..	..	..	..	..	..	..	..	..	..
Tongala	17,024	1,394 10 10	115 10 0	4,202 8 11	5,712 9 9	2,471	3,183	275	85	8	66	143	16	8	..
Stopping Place No. 28	169	23 0 9	..	..	23 0 9	..	..	..	..	..	..	..	..	..	..
Koyuga	866	139 7 9	8 12 2	910 3 6	1,058 3 5	413	738	79	17	4	27	19	3	3	..
Kanyapella	210	13 7 11	..	2 11 3	15 19 2	8	589	..	..	..	..	1	..	..	..
Stopping Place No. 30	68	2 13 11	..	..	2 13 11	..	..	..	..	..	..	..	..	..	..
<i>Section No. 61.—KATAMATITE LINE.</i>															
Pine Lodge	115	25 8 10	1 19 7	1,551 3 4	1,578 11 9	2,913	475	..	..	..	..	..	..	..	..
Lamrock	2	0 3 8	..	4,790 11 10	4,790 15 6	12,833	..	..	..	..	..	..	..	..	..
Cosgrove	244	65 12 9	10 9 11	3,636 17 4	3,713 0 0	6,768	859	10	..	..	..	5	..	1	..
Dookie	1,054	387 10 0	66 14 4	5,438 0 6	5,892 4 10	11,455	2,005	128	27	11	3	33	16	4	1
Yabba South	9	2 6 6	..	1,494 6 8	1,496 13 2	2,514	53	..	..	..	..	..	..	..	..
Yabba North	148	60 16 8	12 10 0	1,828 14 3	1,902 0 11	2,292	650	68	..	..	..	2	1	..	..
Youanmte	121	47 6 8	7 13 8	2,629 12 4	2,684 12 8	3,637	649	82	..	..	..	..	..	..	..
Katamatite	449	246 0 1	29 17 7	5,483 4 11	5,759 2 7	7,106	1,610	187	37	3	..	4	..	..	..
<i>Section No. 62.—PICOLA LINE.</i>															
Waaia	280	78 7 2	65 19 9	5,035 17 5	5,180 4 4	7,345	560	95	20	22	..	5	4	10	..
Nathalia	1,438	681 16 2	158 9 1	8,177 12 3	9,017 17 6	9,448	2,835	275	79	7	1	5	1	7	..
Barwo	6	0 3 2	..	0 5 10	0 9 0	..	..	..	..	..	..	..	..	..	..
Picola	689	347 6 2	76 15 9	7,228 1 8	7,652 3 7	8,455	1,263	241	96	5	9	10	..	3	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 63.—COBRAM LINE.</i>															
Yarroweyah	69	£ 25 15 5	9 16 9	1,551 7 2	1,586 19 4	2,006	183	46	16	1	..	6	1	1	..
Cobram	2,279	786 8 10	151 16 7	13,186 17 8	14,125 3 1	13,381	4,525	498	87	10	7	60	4	11	..
<i>Section No. 64.—BENALLA-OAKLANDS LINE.</i>															
Chesney	38	2 17 6	..	41 13 11	44 11 5	75	111	..	..	..	..	..	..	..	..
Goorambat	1,046	208 1 9	23 2 11	3,677 14 6	3,908 19 2	3,933	1,232	183	47	3	..	3	3	4	..
Nooramunga	163	11 1 7	15 5 9	143 17 6	170 4 10	200	62	3	3	2	..	1	1	..	..
Devenish	2,943	432 12 7	58 2 8	4,236 17 0	4,727 12 3	4,357	1,448	185	41	10	..	10	13	11	..
St. James	1,964	539 8 10	47 7 1	4,935 3 11	5,521 19 10	4,350	1,624	278	55	6	..	30	7	7	..
Tungamah	1,873	668 3 9	61 3 6	4,255 5 6	4,984 12 9	4,197	1,761	228	44	..	2	12	6	4	..
Telford	418	158 1 5	6 11 8	3,598 0 11	3,762 14 0	5,317	468	113	19	..	..	10	..	1	..
Yarrawonga	6,578	4,139 8 11	395 4 8	15,654 10 4	20,189 3 11	15,715	15,274	707	112	58	..	324	31	29	1
State Rivers and Water Supply Siding .. .. .	..	..	..	..	..	..	41,870	..	..	..	..	..	..	..	..
Mulwala .. .. .	..	..	1 5 5	192 18 11	194 4 4	252	666	..	..	..	..	..	..	..	..
Sloane .. .. .	..	..	..	4,070 19 3	4,070 19 3	6,011	428	98	35	..	..	13	..	..	..
Warragoon .. .. .	..	..	..	3,877 12 11	3,877 12 11	6,102	443	131	3	2	..	5	5	2	..
Rennie .. .. .	..	..	4 3 8	7,997 13 7	8,001 17 3	11,315	879	242	38	5	4	11	5	2	..
Sanger .. .. .	..	..	1 0 7	6,822 10 3	6,823 10 10	8,744	825	246	57	1	1	16	2	2	..
Wangamong	21	18 19 0	0 4 9	4,524 13 2	4,543 16 11	5,917	294	128	..	4	..	17	..	3	..
Oaklands .. .. .	..	..	2 14 10	15,739 11 1	15,742 5 11	13,076	1,706	679	386	13	1	45	6	6	..
<i>Section No. 65.—PEECHELBA LINE.</i>															
Boorhaman	6	0 10 8	0 1 7	519 1 2	519 13 5	401	346	59	..	..	..	..	..	..	..
Peechelba	7	2 6 5	0 11 3	7,145 1 2	7,147 18 10	11,420	597	160	3	..	..	..	1	..	..
<i>Section No. 66.—TATONG LINE.</i>															
Vacuum Oil Co.'s Siding .. .. .	..	..	..	64 7 5	64 7 5	90	2,701	..	..	..	..	..	..	..	..
Karn	2	1 3 5	..	13 16 0	14 19 5	..	33	..	4	..	..	..	1	..	..
Lima	33	5 3 7	3 9 2	556 6 1	564 18 10	210	988	32	19	..	1	..	..	..	..
Mallum	6	0 13 7	0 0 8	4 18 1	5 12 4	..	2	..	..	..	..	..	..	..	..
Tatong	104	22 12 9	2 3 6	1,484 14 4	1,509 10 7	3,615	290	19	..	..	12	..	1	..	..
<i>Section No. 67.—WHITFIELD LINE.</i>															
Targoora	11	0 5 4	..	..	0 5 4	..	..	..	..	..	..	..	..	..	..
Lacey	5	0 3 9	..	..	0 3 9	..	..	..	..	..	..	..	..	..	..
Oxley	30	1 14 0	0 13 6	13 8 0	15 15 6	10	278	..	..	..	..	..	..	..	..
Skehan	24	1 17 5	0 2 4	..	1 19 9	..	..	..	..	..	..	..	..	..	..
Docker	92	7 6 8	0 5 5	80 6 7	87 18 8	147	366	..	..	..	..	..	..	..	..
Byrne	32	2 14 4	..	..	2 14 4	..	..	..	..	..	..	..	..	..	..
Moyhu	230	17 9 0	6 4 7	1,354 5 8	1,377 19 3	1,302	1,137	15	7	5	10	1	..	3	..
Angleside	26	1 16 2	..	..	1 16 2	..	..	..	..	..	..	..	..	..	..
Claremont	45	3 9 1	..	..	3 9 1	..	..	..	..	..	..	..	..	..	..
Dwyer	5	0 8 4	..	..	0 8 4	..	..	..	..	..	..	..	..	..	..
Edi	141	12 10 3	1 4 5	92 0 9	105 15 5	103	156	2	1	..	..	..	1	..	..
Hyem	8	0 15 2	..	..	0 15 2	..	..	..	..	..	..	..	..	..	..
King Valley	55	5 10 7	0 5 7	142 15 9	148 11 11	174	102	..	..	..	1	1	..	2	..
Jarrott	5	0 9 2	..	..	0 9 2	..	..	..	..	..	..	..	..	..	..
Pleper	9	0 19 5	..	..	0 19 5	..	..	..	..	..	..	..	..	..	..
Whitfield	173	22 13 0	7 4 6	1,066 2 7	1,096 0 1	1,372	667	2	9	2	22	1	1	1	..

Section No. 68.—YACKANDANDAH LINE.

Londrigan	371	82 0 8	4 5 0	389 2 7	475 8 3	234	568	..	..	..	..	..	..	..	..	..	..
Tarrawingee	599	61 16 1	2 9 4	92 6 0	156 11 5	100	426	..	..	..	..	..	..	..	..	..	..
Everton	1,214	232 7 3	10 15 0	707 10 3	950 12 6	509	617	23	33	..	..	..	..	1	..	..	..
Baarmutha	103	6 4 6	..	9 1 6	15 6 0	3	3	..	..	..	..	..	..	..	..	..	..
Beechworth	6,137	2,561 11 2	258 19 5	1,713 19 9	4,534 10 4	1,481	9,481	3	5	..	2	10	16	..	..	2	..
Wooracee	36	17 4 8	0 10 8	27 18 8	45 14 0	28	196	..	..	..	..	..	..	..	..	..	..
Yackandandah	883	434 12 5	32 15 9	491 17 1	959 5 3	150	2,000	7	27	..	2	1	2	..	..	..	..

Section No. 69.—BRIGHT LINE.

Brookfield	156	15 14 9	0 4 8	87 17 9	103 17 2	54	102	..	..	..	..	..	..	..	..	..	..
Bowman	488	164 19 1	7 6 10	831 17 8	1,004 3 7	260	745	48	57	..	..	..	3	8	3	..	..
Gapsted	292	67 17 8	1 2 1	158 19 3	227 19 0	78	305	..	..	..	..	..	..	..	..	..	..
Myrtleford	3,180	1,188 13 4	103 18 8	2,232 4 5	3,525 1 5	982	4,757	61	133	4	5	30	9	4	..	..	..
Ovens	320	171 1 1	7 15 0	293 1 7	471 17 8	201	1,423	..	..	..	..	..	..	1	..	..	..
Eurobin	309	118 17 1	13 4 7	373 11 1	505 12 9	216	758	..	..	..	..	..	5	1	..	..	..
Porepunkah	708	400 11 7	33 19 7	251 5 0	685 16 2	184	668	2	..	..	4	1	3	..	..	..	..
Bright	1,697	1,049 19 6	87 4 0	1,697 5 6	2,834 9 0	1,266	2,537	5	2	..	12	29	..	3	..	..	..

Section No. 70.—WAHGUNYAH LINE.

Lilliput	85	25 15 5	0 2 9	275 10 9	301 8 11	419	620	..	..	..	..	..	..	..	..	..	..
Rutherglen	3,783	1,407 12 8	164 4 6	4,213 6 10	5,785 4 0	3,988	4,405	101	..	1	..	..	..	..	6	..	..
Wahgunyah	3,708	2,099 18 5	235 7 7	15,123 0 10	17,458 6 10	15,375	9,830	486	228	44	1	19	7	31	..	..	..

Section No. 71.—MELBOURNE-ORROST LINE.

Hawksburn	1,123,847	16,461 4 9	220 2 3	..	16,681 7 0	..	1	..	..	..	..	..	..	..	..	..	..
Toorak	754,786	12,498 13 4	268 10 1	897 10 0	13,664 13 5	412	22,404	..	..	..	..	..	..	..	..	..	..
Armadale	1,050,960	17,989 19 0	254 4 3	..	18,244 3 3	..	4	..	..	..	..	..	..	..	..	..	..
Malvern	2,046,775	37,410 6 5	516 19 1	36 15 10	37,964 1 4	161	12,393	..	..	..	..	..	..	..	..	..	..
Caulfield	2,401,080	56,012 8 0	2,016 6 10	1,893 1 5	59,921 16 3	1,243	15,267	..	6	170	..	..	..	10	181	..	..
Carnegie	1,434,271	27,988 6 0	255 14 3	..	28,244 0 3	..	3	..	..	..	..	..	..	..	..	..	..
Murrumbeena	1,324,830	26,391 10 4	246 10 9	30 14 3	26,668 15 4	45	5,736	..	..	..	..	..	..	..	..	..	..
Hughesdale	681,906	13,642 1 0	236 10 10	..	13,878 11 10	..	..	..	..	..	..	..	..	..	..	..	..
Oakleigh	1,953,868	40,566 4 1	537 19 7	2,768 5 10	43,872 9 6	4,191	32,683	..	..	28	..	15	51	60	..	..	..
Eastoakleigh	99,497	1,748 17 0	15 0 5	0 1 4	1,763 18 9	..	..	..	..	..	..	..	..	..	..	..	..
Clayton	225,452	4,642 12 8	188 13 9	28 14 1	4,860 0 6	15	3,240	..	3	..	..	..	..	2	..	..	..
Sandown Park	278	15 14 9	..	..	15 14 9	..	..	..	..	..	..	..	..	..	..	..	..
Spring Vale	422,911	10,050 6 10	279 3 6	5,480 2 2	15,809 12 6	4,104	16,913	..	..	4	..	..	..	..	1	..	..
Noble Park	260,483	6,003 14 11	123 6 0	131 4 0	6,258 4 11	44	..	..	..	..	..	..	..	..	..	..	..
Dandenong	538,695	18,667 0 2	1,530 19 7	5,576 0 11	25,774 0 8	5,324	27,040	22	420	128	58	213	1,230	169	720	..	..
Hallam	1,097	68 15 2	5 14 0	950 6 6	1,024 15 8	4,437	208	..	..	..	..	..	..	1	..	..	..
Narre Warren	6,759	327 1 4	62 14 0	391 0 7	780 15 11	741	1,716	25	17	..	..	..	31	15	2	..	..
Berwick	21,594	1,012 19 10	210 16 2	350 8 3	1,574 4 3	358	1,612	83	12	11	..	..	103	44	18	..	..
Beaconsfield	18,928	950 3 6	193 16 7	454 5 5	1,598 5 6	1,290	990	..	..	1	..	..	20	4	2	..	..
Officer	4,392	261 11 3	106 9 6	2,910 5 0	3,278 5 9	3,010	1,396	110	16	3	..	..	133	18	5	..	..
Pakenham	16,532	1,331 14 6	213 19 5	1,836 6 9	3,382 0 8	3,869	4,157	123	23	5	1	123	69	7	..	..	..
Nar-nar-noon	4,925	617 9 8	62 2 6	1,134 11 0	1,814 3 2	2,716	1,187	100	20	1	..	..	108	45	3	..	..
Tynong	4,011	428 6 2	35 19 2	764 8 9	1,228 14 1	1,429	778	9	..	..	..	..	30	4	..	..	..
Garfield	6,143	885 9 5	157 17 4	1,769 5 10	2,812 12 7	3,094	1,019	29	9	4	..	..	43	18	8	..	..
Bunyip	5,482	737 11 11	307 19 6	1,768 9 3	2,814 0 8	2,684	1,950	27	68	1	..	..	29	14	2	..	..
Longwarry	6,015	754 13 7	78 18 7	375 6 10	1,208 19 0	458	3,230	27	11	9	1	52	45	17	..	..	..
Dromin	12,658	1,740 0 0	182 1 5	2,030 3 0	3,952 4 5	3,006	5,599	32	88	30	7	58	45	32	..	..	1
Warragul	29,830	6,049 0 9	582 19 4	4,999 9 11	11,631 10 0	3,358	18,696	137	576	17	115	209	330	21	19	..	..
Nilma	1,293	105 14 9	24 0 0	61 8 8	191 3 5	71	528	..	..	..	..	..	3	..	..	..	..
Darum	1,859	224 6 3	17 19 1	594 12 2	836 17 6	338	719	17	107	1	..	..	21	15	2	..	..
Yarragon	5,496	858 14 3	71 0 9	1,226 1 10	2,155 16 10	1,649	2,931	14	49	2	2	30	24	4	..	..	..
Trafalgar	8,565	2,025 19 5	512 19 1	3,208 14 10	5,747 13 4	2,753	5,969	17	351	42	116	50	132	48	22	..	..
Moe	18,643	4,843 5 3	238 4 3	2,289 9 8	7,370 19 2	3,024	7,703	13	20	6	..	..	30	15	3	..	..
Yallourn	770	124 15 2	146 7 6	174,615 9 2	174,886 11 10	357,645	11,809	..	..	..	..	..	20	3	..	..	..
Morwell	9,478	2,375 16 7	595 1 11	1,482 11 3	4,653 9 9	486	2,932	90	143	17	19	118	67	20	1	..	..
Traralgon	13,076	3,422 6 1	556 2 4	5,848 9 11	9,826 18 4	4,293	6,249	138	211	27	217	72	33	39	31	..	..
Loy Yang	122	17 14 10	0 2 1	0 15 5	18 12 4	..	59	..	..	..	..	..	..	..	..	..	..
Flynn	245	63 16 8	4 19 5	405 8 11	474 5 0	15	182	21	61	4	..	..	16	6	3	..	..
Rosedale	9,133	836 14 2	69 15 0	2,056 7 11	2,962 17 1	944	1,244	228	31	..	..	110	63	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 71.—MELBOURNE-ORBOST LINE—continued.</i>																
Kilmany	1,725	£ 198 3 11	£ 15 14 10	£ 1,184 1 7	1,398 0 4	696	563	110	38	3	..	19	5	2	..	..
Fulham	369	60 13 10	5 3 9	257 19 0	323 16 7	344	163	..	..	..	..	..	..	..	..	..
Sale	13,482	5,755 2 2	906 3 3	7,926 0 1	14,587 5 6	5,060	14,442	152	345	15	179	48	59	18	12	..
Montgomery	59	26 4 7	75 10 1	1,132 9 4	1,234 4 0	632	350	67	61	1	..	8	6	2	..	..
Stratford	3,718	1,078 4 7	140 18 6	1,315 15 7	2,540 18 8	698	1,375	66	61	16	..	39	41	12	1	..
Munro	264	29 9 1	2 11 2	312 1 4	344 1 7	1,612	124	..	..	..	..	..	..	..	..	..
Fernbank	1,360	272 9 8	13 19 7	1,216 15 9	1,503 5 0	2,237	351	25	..	1	..	4	1	1	..	..
Lindenow	1,610	566 12 2	29 11 11	2,642 7 4	3,238 11 5	6,288	1,149	44	67	3	..	5	6	11	..	..
Hillside	432	150 13 6	5 6 4	2,774 8 2	2,930 8 0	5,680	337	53	130	..	2	4	2	2	..	..
Bairnsdale	16,160	10,733 13 8	723 15 3	12,476 15 8	23,934 4 7	5,601	16,051	255	680	44	123	54	74	31	8	..
Nicholson	4	0 6 6	..	48 10 3	48 16 9	54	73	..	..	..	..	..	..	..	..	..
Claybank	2	0 8 3	..	20 12 10	21 1 1	9	4	..	..	..	..	..	..	..	..	..
Bumberrah	11	2 1 10	2 0 7	911 10 5	915 12 10	698	679	45	..	2	9	7	1	..	..	..
Mossface	26	4 15 8	3 2 7	798 3 7	806 1 10	1,074	225	..	..	..	..	..	..	..	..	..
Bruthen	251	68 16 7	38 19 7	5,124 17 0	5,232 13 2	4,235	2,803	17	76	1	4	..	20	..	..	..
Colquhoun	4	0 8 7	..	19 7 7	19 16 2	10	..	..	..	..	..	..	..	..	..	..
Nowa Nowa	208	40 15 10	11 10 5	2,361 9 8	2,413 15 11	2,853	1,373	22	9	..	1	5	7	4	..	..
Tostaree	16	3 16 7	0 14 7	48 17 2	53 8 4	30	101	..	..	..	..	..	..	3	..	..
Waygara	5	1 9 0	0 8 8	15 0 11	16 18 7	11	9	..	..	..	..	..	..	..	..	..
Orbost	315	132 11 7	122 8 11	9,309 14 7	9,564 15 1	4,441	4,964	27	345	21	109	33	133	23	1	..
<i>Section No. 72.—STONY POINT LINE.</i>																
Glenhuntly	1,643,864	32,500 16 7	939 16 2	543 18 8	33,984 11 5	235	29,519	..	..	..	..	..	..	..	..	..
Ormond	1,328,379	26,474 6 7	299 15 2	..	26,774 1 9	..	7	..	..	..	..	..	..	..	..	..
McKinnon	675,372	13,616 7 2	76 7 7	..	13,692 14 9	..	..	..	..	..	..	..	..	..	..	..
Bentleigh	1,071,288	21,853 19 1	326 3 6	..	22,180 2 7	..	6	..	..	..	..	..	..	..	..	..
Moorabbin	279,642	5,747 0 3	226 1 8	261 19 11	6,235 1 10	350	14,856	..	..	2	..	..	1	4	..	..
Highbett	259,834	5,265 3 6	119 5 5	..	5,384 8 11	..	..	..	..	..	..	..	..	..	..	..
Cheltenham	662,483	14,539 7 10	369 16 0	79 6 7	14,988 10 5	71	13,056	..	..	..	..	..	..	4	..	..
Mentone	870,322	22,246 9 8	1,224 17 0	249 9 6	23,720 16 2	294	11,458	..	..	39	..	..	..	41	..	..
Parkdale	585,880	14,307 15 3	221 5 0	..	14,529 0 3	..	1	..	..	..	..	..	..	..	..	..
Mordialloc	601,168	16,731 10 2	1,122 0 8	109 13 3	17,963 4 1	110	8,065	..	..	38	..	..	..	38	..	..
Aspendale	182,321	5,075 18 0	36 15 6	31 3 5	5,143 16 11	307	4,973	..	..	..	..	..	..	..	..	..
Edithvale	324,401	8,351 3 10	61 3 5	0 2 9	8,412 10 0	..	..	..	..	..	..	..	..	..	..	..
Chelsea	561,260	15,358 10 6	115 8 5	150 2 10	15,624 1 9	373	9,178	..	..	..	..	..	..	..	..	..
Forsyth's Siding	..	..	..	1,834 0 4	1,834 0 4	10,398	..	..	..	..	..	..	..	..	..	..
Bonbeach	95,699	3,337 0 3	18 4 10	..	3,365 5 1	..	..	..	..	..	..	..	..	..	..	..
Carrum	112,257	3,996 19 1	94 3 4	211 19 7	4,303 2 0	463	2,811	4	1	1	..	127	70	6	..	..
Seaford	54,461	2,117 13 0	55 12 5	1,144 13 1	3,317 18 6	6,215	326	..	..	..	..	..	..	..	..	..
Frankston	249,238	13,436 8 9	605 3 6	130 14 0	14,172 6 3	77	5,551	..	..	3	..	13	3	9	..	..
Langwarrin	1,796	95 11 4	9 11 9	373 3 3	478 6 4	1,850	1,143	..	..	..	..	..	..	2	..	..
Baxter	5,568	251 4 7	86 8 4	89 2 11	426 15 10	42	329	..	..	..	..	1	1	1	..	..
Somerville	9,521	510 7 7	64 11 8	929 5 10	1,504 5 1	1,382	1,863	..	6	1	..	53	9	3	..	..
Tyabb	6,575	317 13 2	60 13 1	1,976 16 11	2,355 3 2	2,793	2,029	..	..	5	..	8	..	11	..	..
Hastings	4,477	469 2 0	109 10 4	904 13 5	1,483 5 9	1,171	1,676	1	5	3	..	16	16	..	..	..
Bittern	3,325	411 0 9	47 2 5	511 9 0	969 12 2	648	580	47	25	..	..	95	46	11	..	..

Crib Point	14,462	2,355 6 11	56 11 1	181 6 6	2,593 4 6	68	3,816											
Crib Point Naval Base	16,718	2,146 0 10			2,146 0 10													
Stony Point	4,413	603 2 6	253 12 0	688 7 9	1,515 12 3	1,183	1,840	12	1				46	2		3		
<i>Section No. 73.—MORNINGTON LINE.</i>																		
Moorooduc	1,197	71 18 6	7 12 11	587 9 9	670 1 2	633	637	87	21	2			124	50	5			
Mornington	21,214	1,650 5 1	263 7 0	196 1 3	2,109 16 4	48	4,846	9	36	10			49	15	12			
<i>Section No. 74.—RED HILL LINE.</i>																		
Balnarring	12	1 10 8	5 17 5	25 10 2	32 18 3	16	183			5			8	1				
Merricks	17	0 13 11	2 8 0	339 16 2	342 18 1	316	960	42	29	1			43	12		3		
Red Hill	13	1 13 5	2 16 11	480 15 5	485 5 9	918	1,426	15	1	1			1	6				
<i>Section No. 75.—DANDENONG-PORT ALBERT LINE.</i>																		
Lynnhurst	2,184	124 10 2	123 8 9	296 19 11	544 18 10	1,163	829	1	2				8	4	2			
Cranbourne and Sidings	12,426	587 5 10	656 18 2	4,387 7 10	5,631 11 10	21,265	4,486	53	63	13			80	133	16			
Glyde	7,887	401 14 8	28 2 7	184 19 10	614 17 1	117	409	56					91	14				
Tooradin	2,603	206 13 8	30 9 6	326 10 2	572 13 4	363	394	68	14				64	5	1			
Dalmore	3,224	211 13 5	31 3 2	957 11 10	1,200 8 5	2,443	751			2			39					
Koo-wee-rup	11,698	4,081 5 7	100 3 9	7,785 1 10	8,916 11 2	25,669	3,468	51	19	8			43	75	9			
Monomeith	1,260	114 19 5	19 13 1	781 17 8	916 10 2	56	309	58	337	19			36	202	16			
Caldermeade	748	115 13 9	88 6 8	202 6 10	406 7 3	47	361	4	59	4			13	36	3			
Lang Lang	4,142	662 1 4	107 13 1	575 16 5	1,345 10 10	515	2,672	16	71	3			42	146	8			
Nyora	4,162	693 6 3	52 19 3	945 4 1	1,691 9 7	3,131	1,569	1	9				9	16	1			
Loch	3,099	536 10 7	213 4 1	770 1 10	1,519 16 6	265	1,305	30	189	6	13		49	45	4			
Jeetho	1,376	110 18 10	275 8 7	49 4 8	435 12 1	34	87	5	2				3					
Bena	1,553	303 8 6	991 6 11	692 2 5	1,896 17 10	293	708	20	16	4	18		19	21	6			
Whitelaw	145	8 8 3	0 12 8	4 15 9	13 16 7	7	33											
Korumburra and Coal Creek Sidings	12,566	2,882 16 7	441 15 3	10,809 15 4	14,134 7 2	23,855	9,017	14	292	23	106		74	89	46			
Extended Co.'s Sidings				162 13 4	162 13 4	598	27											
Austral Coal Co.'s Sidings				3,290 4 8	3,290 4 8	10,715												
Kardella	2,238	197 3 5	10 18 4	145 14 2	353 15 11	72	165	21					11	1				
Ruby	970	405 16 2	9 12 8	309 10 7	424 19 5	105	311	9	51				9	14				
Leongatha	10,498	3,159 5 8	727 3 5	5,354 18 0	9,241 7 1	4,982	9,617	61	293	19	113		130	194	16		3	
Knox Sidings				261 1 8	261 1 8	1,057												
Gwyther				90 2 0	90 2 0	161	29											
Koonwarra	1,158	81 15 4	12 19 11	232 6 9	327 2 0	149	641	16	1		2		13	1				
Tarwin	556	187 0 10	13 19 1	470 4 0	671 3 11	381	346	8	17	1			6	6				
Meeniyan	2,758	639 18 9	73 4 0	1,661 12 1	2,374 14 10	981	2,538	48	59	3	81		76	50	2		2	
Stony Creek	806	467 12 7	26 12 2	226 9 0	420 13 9	90	628	17	17				29	4				
Buffalo	708	129 13 3	18 2 8	479 0 3	626 16 2	132	241	19	55				12	1				
Boys	81	14 11 4		10 18 4	25 9 8	9	3											
Fish Creek	2,289	539 18 6	77 8 4	1,106 5 0	1,723 11 10	778	1,410	41	52	7	4		50	14	7			
Hoddle	406	79 6 8	18 2 3	61 3 10	152 12 9	59	90						14	1				
Foster	2,356	612 4 8	112 0 8	1,663 17 11	2,388 3 3	900	2,197	7	11	3	80		39	67	8		2	
Bennison	687	171 14 5	16 18 6	26 17 11	215 10 10	12	131		2				2	2				
Toora	2,003	797 6 11	94 6 5	1,568 18 9	2,370 12 1	749	1,781	12	101	18	39		26	35	17		4	
Agnes	184	70 9 11	2 3 2	101 12 0	177 5 1	71	147						1	11	1			
Welshpool	1,252	436 0 3	81 17 0	518 12 7	1,036 9 10	318	1,451	6	32	12	4		9	4				
Hedley	367	123 16 11	18 16 0	642 10 1	785 3 0	540	522	10	9	2	22		5	2				
Gelliondale	556	264 16 4	15 16 3	933 13 3	1,214 5 10	158	188	3	149					3				
Alberton	735	243 11 7	30 0 8	1,084 12 11	1,358 5 2	674	1,114	12	29	1			14	9		1		
Port Albert	159	53 9 2	1 3 5	36 8 10	443 12 5	169	81											
<i>Section No. 76.—ALBERTON WOODSIDE LINE.</i>																		
Yarram	3,705	2,117 16 11	228 4 2	5,9 5 14 10	8,341 15 11	2,160	4,178	75	405	14	230		22	19	13			
Devon				5 9 4	15 9 4	16	87											
Calrossie				110 15 8	110 15 8	91	25	7	6									
Wou Wron				95 2 7	95 2 7	16	86	4	11	2								
Napier				135 0 9	135 0 9	253	18											
Woodside				1,929 6 9	1,929 6 9	2,334	556	41	48									
<i>Section No. 77.—TRIHOLOM LINE.</i>																		
Bayles	38	6 0 5	7 3 11	1,550 7 9	1,562 12 1	3,403	1,711	13		3			3	2	5			
Catani	25	2 16 5	8 1 3	742 7 6	753 5 2	1,562	593	1	1				4	3	1			
Yannathan	111	9 6 9	4 10 10	222 10 9	236 8 4	27	393	5	62				10	5				

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 77.—TRIHOLM LINE—continued.</i>															
Heathhill	41	£ 9 6 1	£ 4 4 1	£ 48 15 0	62 5 2	112	54	..	..	..	..	..	..	..
Athlone	67	18 2 7	2 5 2	72 13 6	93 1 3	213	221	1	..	..	..	..	..	..
Topiram	55	10 10 8	3 15 5	212 17 9	227 3 10	115	390	45	17	..	..	24	3	..
Triholm	34	9 14 10	2 13 5	415 10 1	427 18 4	116	191	44	11	..	42	26	8	..	
<i>Section No. 78.—WONTHAGGI LINE.</i>															
Woodleigh	620	125 2 3	599 10 2	223 1 11	947 14 4	518	211	10	17	6	..	12	3	5	
Kernot	794	147 3 3	91 8 11	600 6 10	838 19 0	28	309	23	164	..	..	39	28	3
Almurta	697	118 14 4	47 18 10	631 13 7	798 6 9	63	315	21	147	3	..	47	72	3	
Glen Forbes	647	123 10 8	229 19 8	188 15 7	542 5 11	33	191	20	24	..	..	28	15	..
Woolamai	1,178	207 2 5	193 11 1	397 17 11	798 11 5	72	381	24	47	2	11	15	8	..	
Anderson	798	163 14 4	49 13 8	878 10 2	1,091 18 2	370	513	34	47	5	..	38	33	3	
Mitchell's Siding	..	..	..	5,830 14 8	5,830 14 8	18,996	297	..	..	..	..	..	..	..
Kilcunda	960	141 10 2	24 7 10	25 19 4	191 17 4	14	169	..	1	..	..	..	1	..
Dalyton	603	154 8 4	22 3 7	1,471 18 1	1,648 10 0	1,017	1,515	33	31	1	54	24	48	1	
State Coal Mine	..	..	..	13,167 16 2	13,167 16 2	35,342	7,640	..	..	..	..	..	..	..
Wonthaggi	11,163	3,545 4 0	534 16 3	907 18 11	4,987 19 2	545	5,480	17	14	5	16	45	10	5	
<i>Section No. 79.—OUTTRIM LINE.</i>															
Jumbunna	158	5 11 7	7 16 10	2,639 17 6	2,653 5 11	7,890	1,552	1	2	..	55	5	..	..
Outtrim North	6	0 4 6	..	..	0 4 6	..	..	..	..	..	..	..	..	..
Outtrim	6	0 14 10	0 4 2	611 15 0	612 14 0	1,978	56	..	..	..	..	..	..	..
<i>Section No. 80.—PORT WELSHPOOL LINE.</i>															
Welshpool Jetty	364	9 11 4	13 13 5	247 17 0	271 1 9	91	25	..	..	..	..	..	..	..
<i>Section No. 81.—WARRAGGI—NOOJEE LINE.</i>															
Lilloco	..	..	0 1 11	0 4 8	0 6 7	..	37	..	..	..	..	..	..	..
Buln Buln	30	3 4 4	5 3 1	963 6 6	971 13 11	1,254	562	..	..	..	..	1	..	..
Bravington	..	..	..	..	..	..	22	..	..	..	..	..	..	..
Rokeby	50	6 8 0	0 17 3	1,194 14 8	1,201 19 11	3,822	177	1	1	..	..	..	..	..
Crossover	..	..	0 12 6	19 7 8	20 0 2	21	11	..	..	..	..	..	1	..
Neerim South	221	85 7 9	14 19 10	798 18 11	899 6 6	424	940	10	115	..	12	12	13	..	
Neerim	139	23 19 5	7 17 3	1,152 14 9	1,184 11 5	2,144	388	..	..	..	..	4	2	1
Nayook	96	16 3 4	9 9 7	1,179 13 4	1,205 6 3	1,724	978	7	1	1	12	5	1	3	
Noojee	166	40 4 0	10 14 7	5,751 9 0	5,802 7 7	9,228	592	..	..	..	..	6	4	..
<i>Section No. 82.—THORPDALE LINE.</i>															
David	16	0 13 10	0 1 1	10 8 9	11 3 8	6	1	..	..	..	..	..	..	..
Coalville	198	18 12 10	0 15 11	46 4 0	65 12 9	46	31	..	1	..	..	3	..	..
Narracan	47	4 14 11	2 0 5	167 15 3	174 10 7	180	327	4	3	..	3	2	..	..
Thorpdale	110	23 10 6	45 18 6	1,067 16 0	1,137 5 0	1,155	1,420	60	5	..	4	54	1	..	
<i>Section No. 83.—WALHALLA LINE.</i>															
Gooding	7	0 8 9	2 14 6	0 15 0	3 18 3	..	..	..	..	..	..	..	..	..
Gould	504	66 16 7	5 8 0	305 19 4	378 3 11	501	53	..	..	..	..	..	..	..
Moondarra	259	27 0 9	5 9 1	342 15 9	375 5 7	543	193	1	..	..	..	1	..	1
Watson	162	20 9 0	4 2 9	25 8 5	50 0 2	26	19	..	..	..	..	..	..	..
Collins' Siding	36	2 15 9	5 3 0	10,095 5 10	10,103 4 7	19,451	372	..	..	..	..	..	..	..

Erica	2,197	666 9 0	15 6 2	545 11 5	1,227 6 7	712	612	6	4	5	1	16	23							
Knott's Siding	136	44 4 4	5 4 6	51 6 8	100 15 6	23	283													
Fullwood's Siding				5,072 0 10	5,072 0 10	7,104	114													
O'Shea and Bennett's Siding			1 6 2	3,774 3 11	3,775 10 1	6,377														
White Rock Co.'s Siding				1,963 4 2	1,963 4 2	3,548	1,362													
Platina	165	34 18 7	4 10 0	1,134 6 1	1,173 14 8	2,129	1,422													
Thomson	44	1 4 11			1 4 11															
Walhalla	490	140 8 0	13 1 9	41 1 3	194 11 0	17	127													
<i>Section No. 84.—NORTH MIRBOO LINE.</i>																				
Hazelwood	1	0 1 10		11 8 6	11 10 4	2	77	1		2										
Yinnar	332	69 8 6	29 18 7	681 10 7	780 17 8	381	1,418	6	23	4	42	2	6	1						
Boolarra	852	261 9 5	35 14 3	1,442 17 7	1,740 1 5	1,342	1,199	49	43	4	10	62	2	6						
Darlimurla	414	15 16 7	0 0 8	24 17 14	40 15 1	13														
North Mirboo	1,252	321 8 10	71 16 3	2,114 19 9	2,508 4 10	683	2,439	80	107	3	80	24	107	3	1					
<i>Section No. 85.—TRARALGON—STRATFORD LINE.</i>																				
Glengarry	1,763	304 3 1	20 14 8	1,397 4 0	1,722 1 9	1,537	1,263	27	57	1	15	9	5	4	4					
Toongabbie	1,147	199 11 0	12 11 7	404 6 4	616 8 11	179	453	32	12		1	23	5							
Cowwarr	2,178	579 10 6	49 5 1	1,375 0 11	2,003 16 6	937	561	27	79	9	25	3	18	3	6					
Dawson	91	24 4 7	0 2 0	16 0 5	40 7 0	23														
Heyfield	2,562	805 16 2	107 9 9	2,680 5 10	3,593 11 9	1,965	1,724	67	158	6	51	19	41	6						
Tinamba	2,201	719 17 9	46 8 10	3,557 14 9	4,324 1 4	1,441	1,573	56	335	10	138	26	22	6	4					
Maffra	5,345	2,415 9 11	263 1 10	11,709 18 11	14,388 10 8	8,941	34,010	33	151	10	48	6	47	6	4					
Poweracourt				80 0 4	80 0 4	1,227	47													
<i>Section No. 86.—BRIAGOLONG LINE.</i>																				
Boisdale				1,868 16 2	1,868 16 2	5,511	274		22											
Bushy Park			0 3 10	253 1 7	253 8 5	2,719	184													
Briagolong				1,025 3 4	1,025 3 4	4,898	466													
<i>Section No. 87.—HEALESVILLE LINE.</i>																				
East Richmond	501,550	6,558 5 7	232 14 7		6,791 0 2		1													
Burnley	628,728	8,280 16 9	174 4 8	3,949 9 5	11,564 10 10	4,722	101,276													
Hawthorn	778,960	11,525 18 6	421 8 1	197 18 4	12,145 4 11	75	7,359													
Glenferrie	1,246,948	20,841 16 8	479 8 11		21,321 5 7		6													
Auburn	1,236,271	19,903 18 7	190 10 1	0 5 5	20,094 14 1		5													
Camberwell	1,454,430	26,828 1 1	533 15 2	748 8 9	28,410 5 0	501	21,914													
East Camberwell	758,984	13,290 10 1	101 17 3		13,392 7 4															
Canterbury	1,231,681	23,595 3 4	355 12 11	20 0 2	23,970 16 5	2	15			1				2						
Chatham	836,654	15,317 13 4	106 1 0	0 1 0	15,423 15 4															
Surrey Hills	1,146,887	21,625 0 10	175 13 1	64 19 6	21,865 13 5	102	14,595													
Mont Albert	891,061	17,265 5 2	126 19 11		17,391 5 1															
Box Hill	1,725,687	35,753 9 11	582 6 2	2,714 19 2	39,050 15 3	3,086	23,845		9	3		2	57	5						
Blackburn	512,070	11,115 16 10	163 12 1	1,584 7 0	12,863 15 11	5,673	3,682							1						
Tunstall	196,628	4,257 5 1	135 4 11	3 1 11	4,395 11 11		4													
Mitcham	485,509	11,272 17 5	180 12 1	1,376 14 5	12,830 3 11	2,247	23,405			4				1						
Ringwood	473,963	11,986 9 0	308 14 0	743 1 10	13,038 4 10	1,764	5,931		7	4			7	3						
Ringwood East	44,197	1,032 2 8	11 0 4		1,043 3 0															
Croydon	356,104	10,173 8 8	345 9 3	530 4 9	11,049 2 8	1,170	4,202	6	32	2		5	56	3						
Mooroolbark	16,183	552 0 9	317 2 3	33 9 6	902 12 6	21	160		1			3		1						
Cave Hill Siding				6,611 0 1	6,611 0 1	20,977														
Lilydale	89,350	4,296 2 1	370 0 7	656 14 9	5,232 17 5	537	5,732	26	90	1		45	69	8						
Black's Siding				6,361 1 6	6,361 1 6	23,612														
Goldstream	1,597	98 1 7	267 19 5	261 17 1	627 18 1	589	973	93	3			131	104	3						
Yering	1,011	73 1 7	14 6 8	228 16 6	316 4 9	11	713	61	68	2		94	53	5						
Yarra Glen	8,878	606 9 11	286 12 0	362 17 3	1,255 19 2	1,193	1,299	12	6	4		50	23	8						
Tarrawarra	630	56 19 0	14 0 4	66 13 5	137 12 9	9	191	11				6	17							
Healesville	18,859	1,942 6 7	308 0 5	5,295 19 2	7,546 6 2	16,062	3,357	26	77	2		34	83	1						

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

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.			
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.		Number of Trucks.	
								Sheep.	Cattle.	Horses.	Pigs.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.						
<i>Section No. 88.—BURNLEY-GLEN WAVERLEY LINE.</i>											
Heyington	112,593	1,770 9 1	11 0 3	..	1,781 9 4	..	..	..	..	..
Kooyong	308,988	5,081 5 1	15 6 6	..	5,076 11 7	..	..	..	..	..
Tooronga	907,241	13,632 18 10	146 12 2	97 12 11	13,877 3 11	56	14,962	..	..	..
Gardiner	777,453	13,435 0 10	123 15 4	..	13,558 16 2	..	..	..	..	..
Glen Iris	834,644	15,431 6 3	81 0 4	..	15,512 6 7	..	5	..	..	..
Darling	560,298	10,996 2 10	84 2 11	10 5 0	11,090 10 9	23	3,352	..	..	..
Eastmalvern	273,070	5,556 11 7	13 17 6	1 1 9	5,601 11 1	..	..	..	..	..
Holmeslen	6,432	146 0 4	7 0 7	..	153 0 11	..	..	..	..	..
Jordanville	12,205	284 2 11	6 19 2	..	291 2 1	..	..	..	..	..
Mount Waverley	24,443	542 19 7	22 12 2	0 7 11	565 19 8	..	195	..	..	..
Syndal	11,673	279 4 11	16 1 7	..	295 6 6	..	..	..	..	..
Glen Waverley	39,596	960 15 10	23 0 6	20 6 6	1,001 2 10	38	1,094	..	..	..
<i>Section No. 89.—KEW LINE.</i>											
Barker	286,789	3,865 18 7	10 8 8	..	3,906 7 3	..	..	..	..	..
Kew	699,294	8,912 0 5	212 17 2	173 41 2	9,328 8 3	75	13,950	..	..	..
<i>Section No. 90.—ASHBURTON LINE.</i>											
Riversdale	153,506	2,488 3 9	21 9 10	38 16 1	2,768 9 11	1	6,859	..	..	..
Willison	323,894	5,511 5 4	11 15 10	..	5,523 1 12	..	..	..	..	..
Hartwell	605,172	10,564 15 10	79 9 9	..	10,644 5 11 2	..	..	..	..	..
Burwood	472,611	7,966 2 10	173 10 3	7 11 3	8,147 1 4	..	3,855	..	..	..
Ashburton	297,637	5,489 9 2	84 3 11	1 13 6	5,575 6 7	7	1,386	..	..	..
<i>Section No. 91.—DEEPDENE LINE.</i>											
Shenley	42,057	544 14 11	1 18 8	..	546 13 7	..	..	..	..	..
Roystead	96,214	1,350 12 4	1 19 9	..	1,352 18 1	..	..	..	..	..
Deepdene	210,004	3,070 17 0	4 3 0	..	3,075 0 0	..	..	..	..	..
East Kew	99,659	978 17 0	2 12 16	0 5 3	990 15 1	23	6,248	..	..	..
<i>Section No. 92.—RINGWOOD-GEMBROOK LINE.</i>											
Heathmont	35,785	823 1 8	13 16 0	..	836 17 8	..	..	..	..	..
Bayswater	159,480	4,328 2 11	233 15 6	87 15 1	4,649 13 6	66	2,315	..	..	..
Boronia	183,067	5,629 10 11	265 18 3	27 18 8	5,923 7 10	16	12	..	23	7 5	
Lower Ferntree Gully	72,770	2,716 4 3	161 17 5	71 17 8	2,952 19 3	67	1,254	..	..	..
Heron's Sliding	..	..	..	..	..	..	..	..	..	..
Upper Ferntree Gully	88,871	1,203 2 0	421 3 6	182 3 2	3,109 9 5	144	1,685	..	..	..
Upwey	18,778	843 5 8	26 16 2	10 0 8	880 2 5	3	64	..	..	..
Tecoma	9,793	376 10 0	21 12 2	0 10 4	398 12 6	..	..	..	..	..
Belgrave	20,520	858 14 11	49 5 9	10 11 1	918 11 9	3	705	..	..	..
Selby	923	51 11 0	..	1 2 1	52 13 1	..	15	..	..	..
Aura	453	18 19 1	9 2 11	93 10 1	121 12 1	318	81	..	1	..	
Clematis	393	27 14 6	..	1 4 7	28 19 1	..	60	..	..	1

Section No. 95.—WARRIBOON LINE.		Section No. 94.—HURSTBURGH LINE.		Section No. 95.—PORT MELBOURNE LINE.		Section No. 96.—ST. KILDA LINE.							
Emerald	1,461	1,222	1 6	56	1 8	187	1 5	711	1	27	14	2	
Nobelius' Siding	56	2 13 9	56	19	9 2	368	4 9	367	4 7				
Wright	95	3 15 11	95	16	13 10	29	1 1	176	6 0	18			
Cockatoo	1,286	130 11 1	0 16 19	30	13 0	2,027	11 0	2,133	18 5	5,676			
Fielder	26	66 11 5											
Gembrook	550												
Mount Evelyn	16,123	986 13 2		127	13 11	95	2 10	1,209	11 11	230			
Wandin	6,517	507 14 19		278	10 1	306	10 7	1,075	15 6	944			
Seville	2,466	203 14 9		43	4 3	254	10 9	501	17 7	1,009			
Killara	1,020	43 15 3		11	4 3	68	18 2	125	17 8	18			
Woodi Yallock	2,522	284 11 1		52	7 9	326	16 9	653	9 7	591			
Launelling Place	2,713	294 6 3		369	3 4	369	3 4	1,223	17 1	915			
Yarra Junction	5,232	665 8 6		95	1 6	11,289	10 2	12,050	0 2	39,827			
Birkanna	3,177	260 19 2		220	0 8	146	19 7	146	19 7	111			
Wesburn	1,848	186 5 11		26	7 6	105	17 2	616	16 7	53			
Millgrove	6,602	1,135 12 9		154	5 1	2,264	19 5	3,554	17 3	1,739			
Warburton						4,408	12 7	4,498	12 7	12,987			
La La Extension													
Jolimion	247,708	2,921 17 4		46	9 11			2,968	7 3				
West Richmond	594,726	7,709 3 3		495	16 1			8,195	19 4				
North Richmond	512,095	7,707 11 11		646	15 2			8,354	7 1				
Collingwood	188,972	6,909 11 10		582	4 9			7,491	16 7				
Victoria Park	756,529	10,819 2 1		566	18 0	10,835	19 7	22,321	19 8	27,569			
Clifton Hill	1,269,651	16,361 11 7		485	18 1			16,800	6 8				
Westgarth	620,619	8,521 10 9		81	0 9			8,602	12 3				
Penns	797,451	11,608 19 7		87	6 4			11,695	16 11				
Fairfield Park	1,375,321	21,226 11 6		224	17 2	3,831	19 1	27,303	10 9	44,929			
Alphington	593,663	3,665 7 2		85	0 1	1,23	12 6	9,873	19 9	3,585			
Darebin	558,188	6,993 12 2		50	2 5			7,043	14 7				
Ivanhoe	1,060,886	20,868 6 3		164	9 10	18	4 0	21,051	0 1	8			
Eastonmont	348,838	7,495 8 3		36	6 4			7,631	14 7				
Heidelberg	666,797	14,349 2 7		143	1 8	197	11 10	14,689	19 1	102			
Rosanna	468,566	3,017 18 1		20	12 7			3,068	10 8				
Macleod	71,725	1,510 19 7		51	7 11	54	1 9	1,616	12 3				
Mont Park						46	3 8	46	3 8	19			
Watsonia	67,849	1,480 1 8		18	0 1	1	14 4	1,509	16 1				
Greensborough	222,319	5,559 7 6		83	18 3	62	8 0	5,565	13 9	82			
Montmorency	137,431	3,207 9 7		21	9 5			3,228	19 0				
Eltham	296,391	5,449 17 11		67	10 9	13	5 11	5,536	11 7	25			
Diamond Creek	52,636	1,536 0 5		100	16 0	29	8 0	1,686	4 5	16			
Wadgegon	16,449	363 19 11		0	0 8			364	0 7				
Hursbridge	36,737	1,570 19 7		69	5 5	19	16 1	1,690	1 1	137			
Montague	190,278	2,454 4 2		27	18 1			2,482	2 3				
North Port	257,150	7,126 14 8		30	14 7			7,21	3 3				
Graham	731,310	9,675 6 8		186	3 9			9,861	10 5				
Port Melbourne	222,862	3,292 12 10		51	7 7	29,766	13 10	33,053	10 5	96,908			15 08
South Melbourne	1,041,841	12,247 9 11		513	11 9	39	9 4	12,800	14 0				
Albion Park	1,018,105	21,304 18 11		292	19 7			21,337	18 2	6			
Middle Park	1,390,461	16,246 16 1						16,385	16 8				
St. Kilda	3,813,126	43,240 11 2		423	13 11	61	14 5	45,696	1 6	27			

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

STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.																		
	Outwards.		Outwards.	Outwards.	Tons.	Tons.		Outwards.				Inwards.																
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.				Number of Trucks.				Number of Trucks.																
					Sheep.	Cattle.		Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.															
<i>Section No. 97.—BRIGHTON-SANDRINGHAM LINE.</i>																												
Richmond	1,596,437	22,929 17 6	1,544 10 8	..	24,474 8 2	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Yarra	1,618,623	21,922 3 11	1,062 2 4	..	22,984 5 3	..	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Prahran	1,073,764	14,426 0 3	780 7 3	7 0 6	15,213 8 0	3	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Windsor	1,271,971	17,297 12 0	352 2 9	996 13 5	18,646 8 2	694	10,194	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Balaclava	1,359,287	21,570 4 7	266 19 7	..	21,837 4 2	..	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ripponlea	1,086,505	18,131 10 2	150 14 6	..	18,282 4 8	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Elsternwick	2,418,833	39,898 15 4	453 16 7	1,164 16 0	41,517 7 11	741	15,018	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gardenvale	1,409,431	26,312 10 9	218 14 2	..	26,531 4 11	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Brighton	1,698,179	31,343 12 11	412 0 8	369 8 7	35,124 12 2	275	9,950	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Middle Brighton	1,323,400	28,087 18 6	593 7 7	3,657 18 3	32,339 4 4	2,621	9,876	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach	812,354	17,460 6 7	101 11 5	0 2 8	17,562 0 8	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton	1,638,861	35,951 0 10	223 0 9	7 0 8	36,181 2 3	..	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham	1,945,735	44,577 18 3	365 9 8	88 6 9	45,031 14 8	32	10,581	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
VARIOUS.																												
Traffic derived from New South Wales Stations	118,651	112,367 16 1	14,633 2 4	81,541 11 4	208,542 9 9	64,051	126,225	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Queensland Stations	7,617	7,889 13 3	517 3 9	8,878 16 6	17,285 13 6	10,153	3,070	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. South Australian Stations	50,836	75,076 14 3	10,935 6 8	80,437 9 3	169,449 10 2	46,386	46,632	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Commonwealth Stations	8,838	3,182 17 7	173 19 10	2,734 12 10	6,091 10 3	292	1,023	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Western Australian Stations	6,122	5,042 18 2	130 11 1	45 15 5	5,219 4 8	12	256	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. Tasmania	379	473 18 1	..	..	473 18 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thos. Cook and Sons to New South Wales, South Australia, &c. ..	476	643 18 11	..	..	643 18 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ELECTRIC TRAMWAYS.																												
St. Kilda-Brighton	4,479,570	..	..	..	45,354 15 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham-Black Rock	1,085,306	10,569 17 9		
ROAD MOTOR PUBLIC SERVICES.																												
	830,304	7,521 11 8	216 18 1	13,472 3 11	21,210 13 8		

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DIAGRAM N^o 1

AVERAGE MILEAGE OPERATED

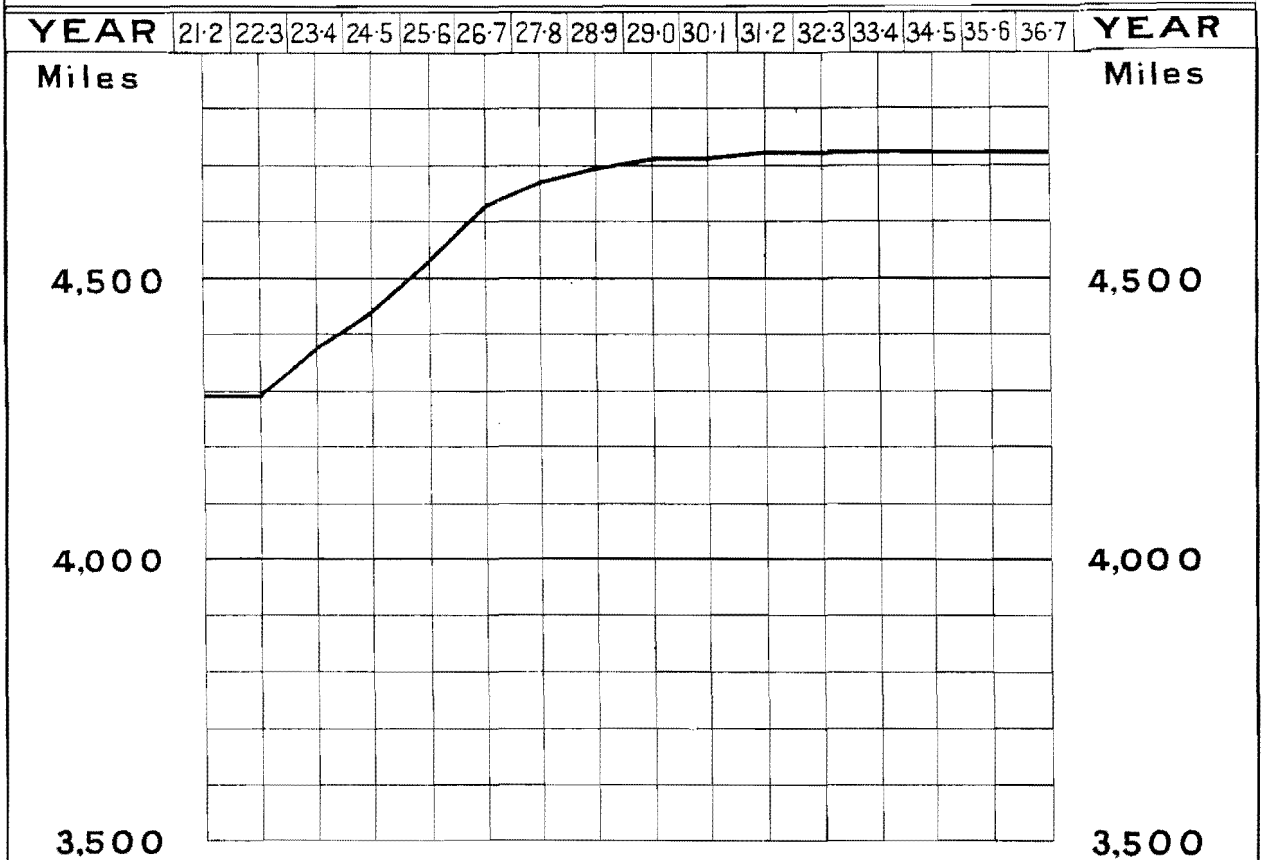


DIAGRAM N^o 2

AVERAGE COST OF CONSTRUCTION PER MILE

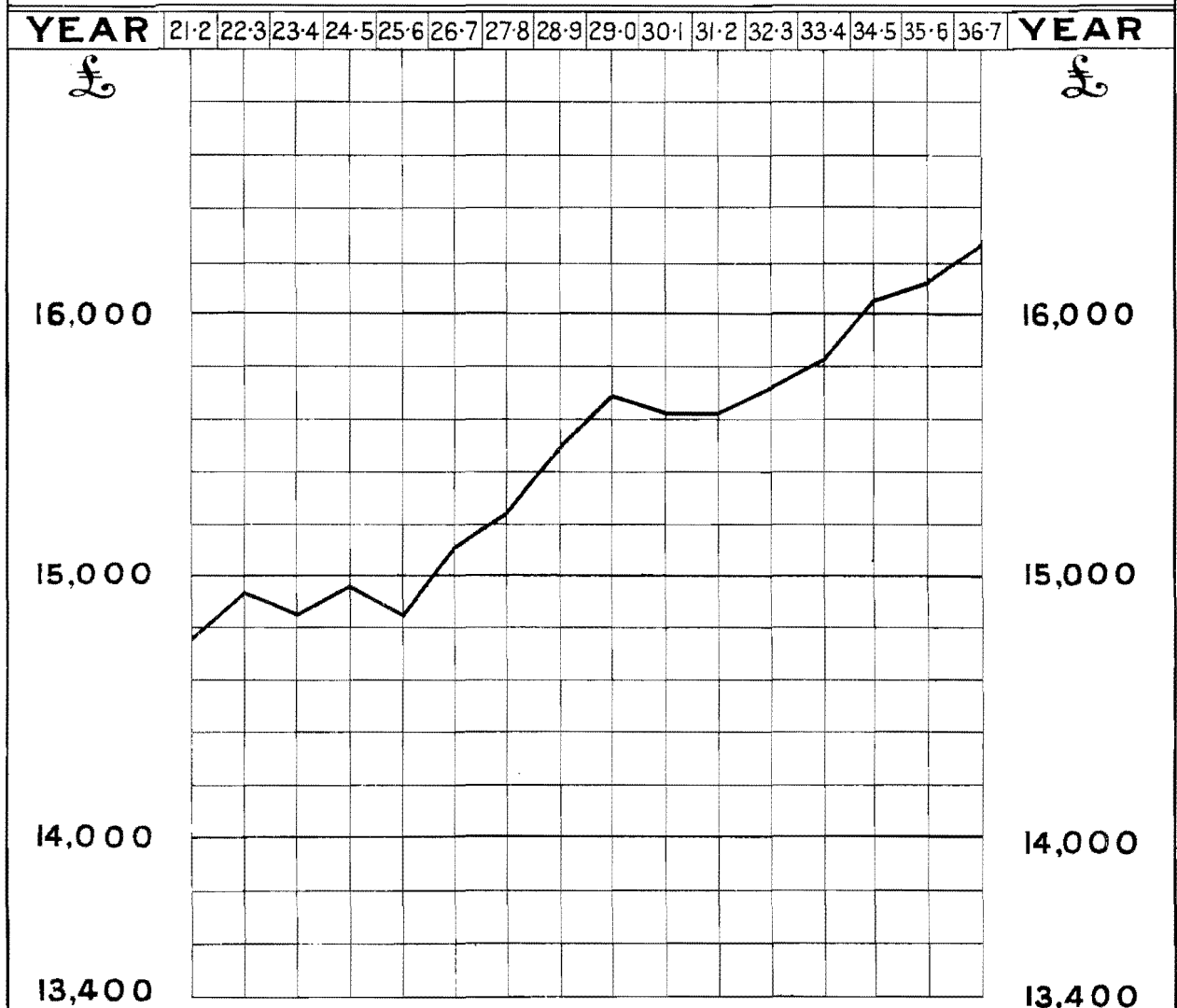
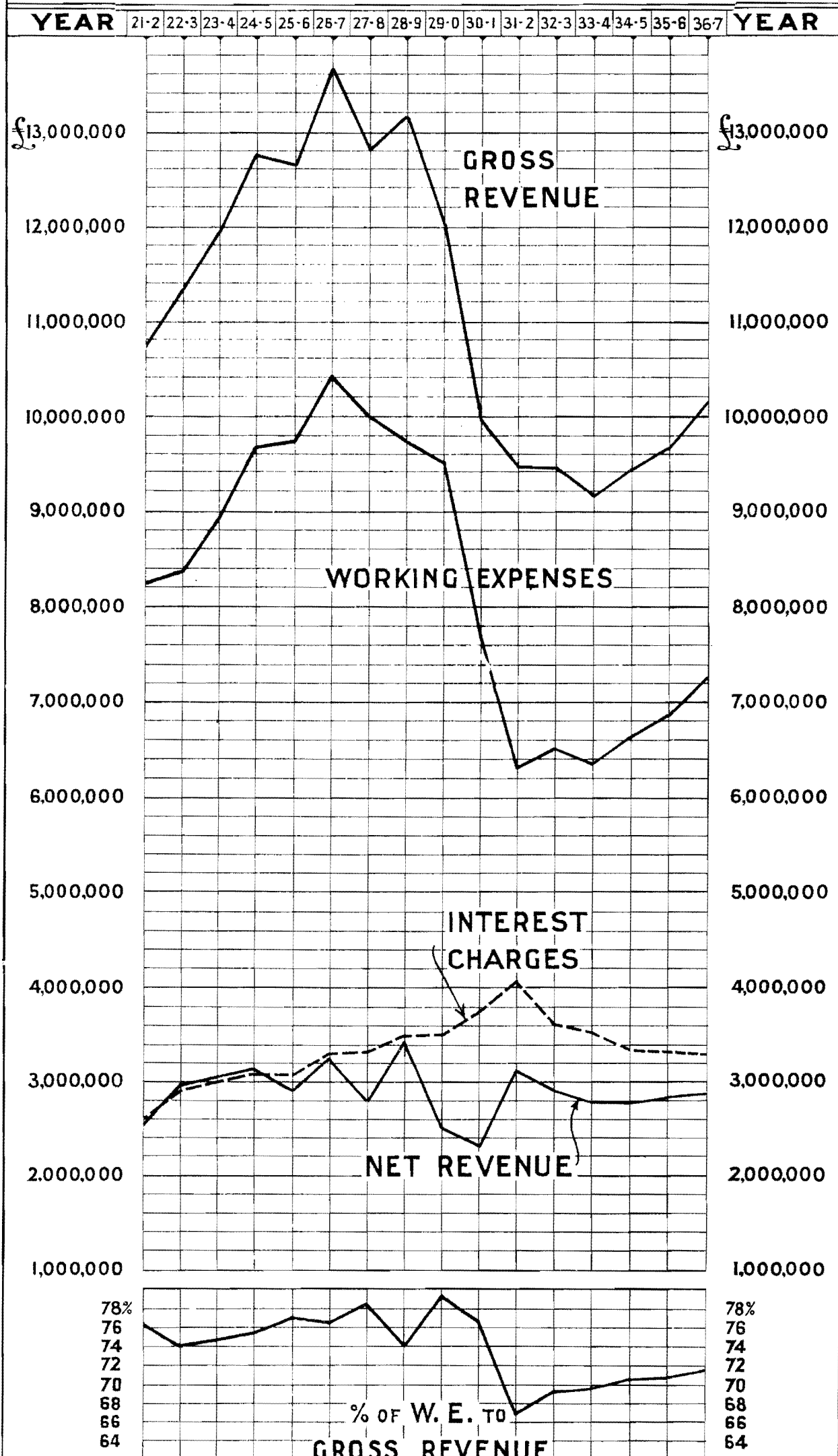


DIAGRAM NO 3

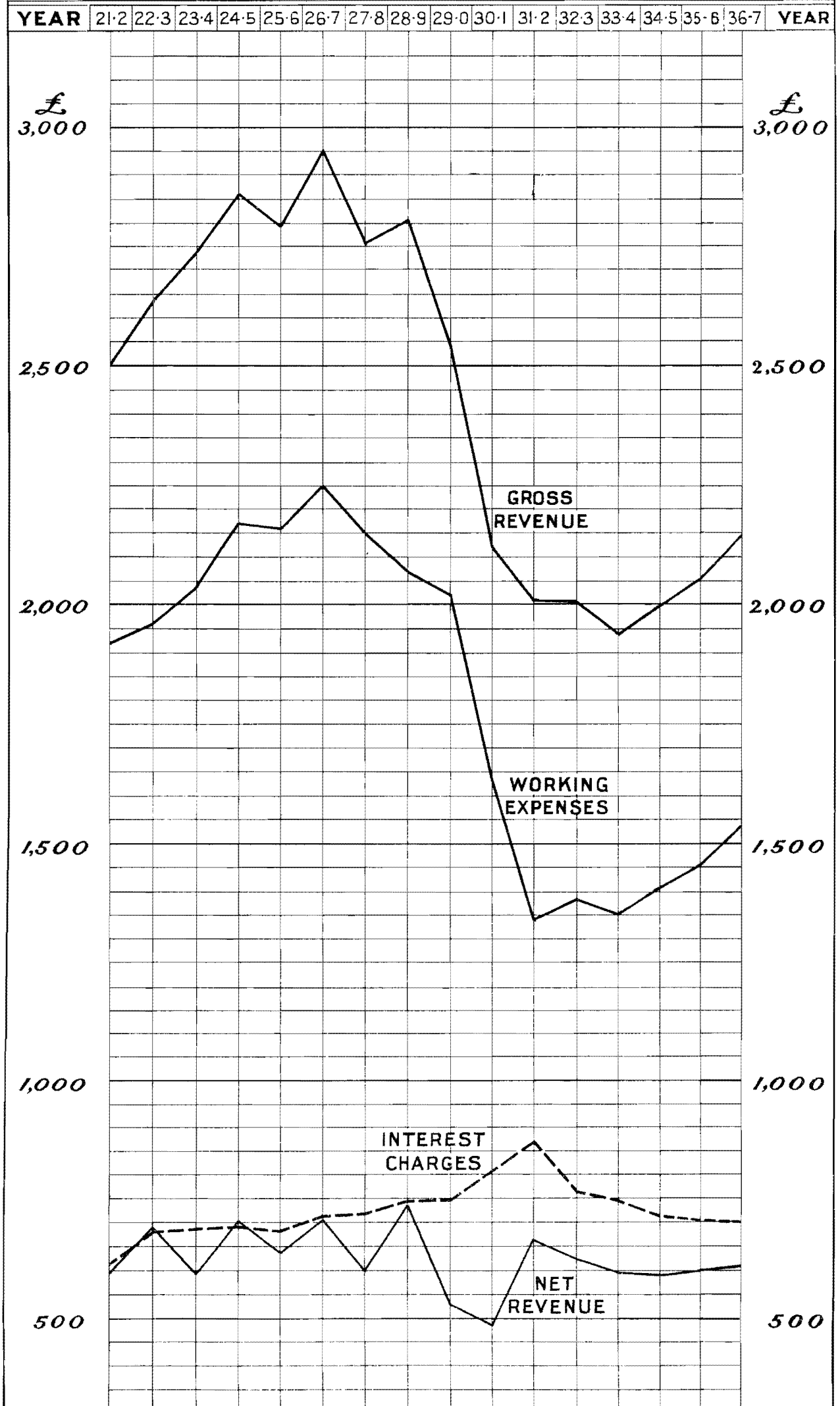
(Exclusive of Electric Tramways & Road Motor Public Services)



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

DIAGRAM N^o 4

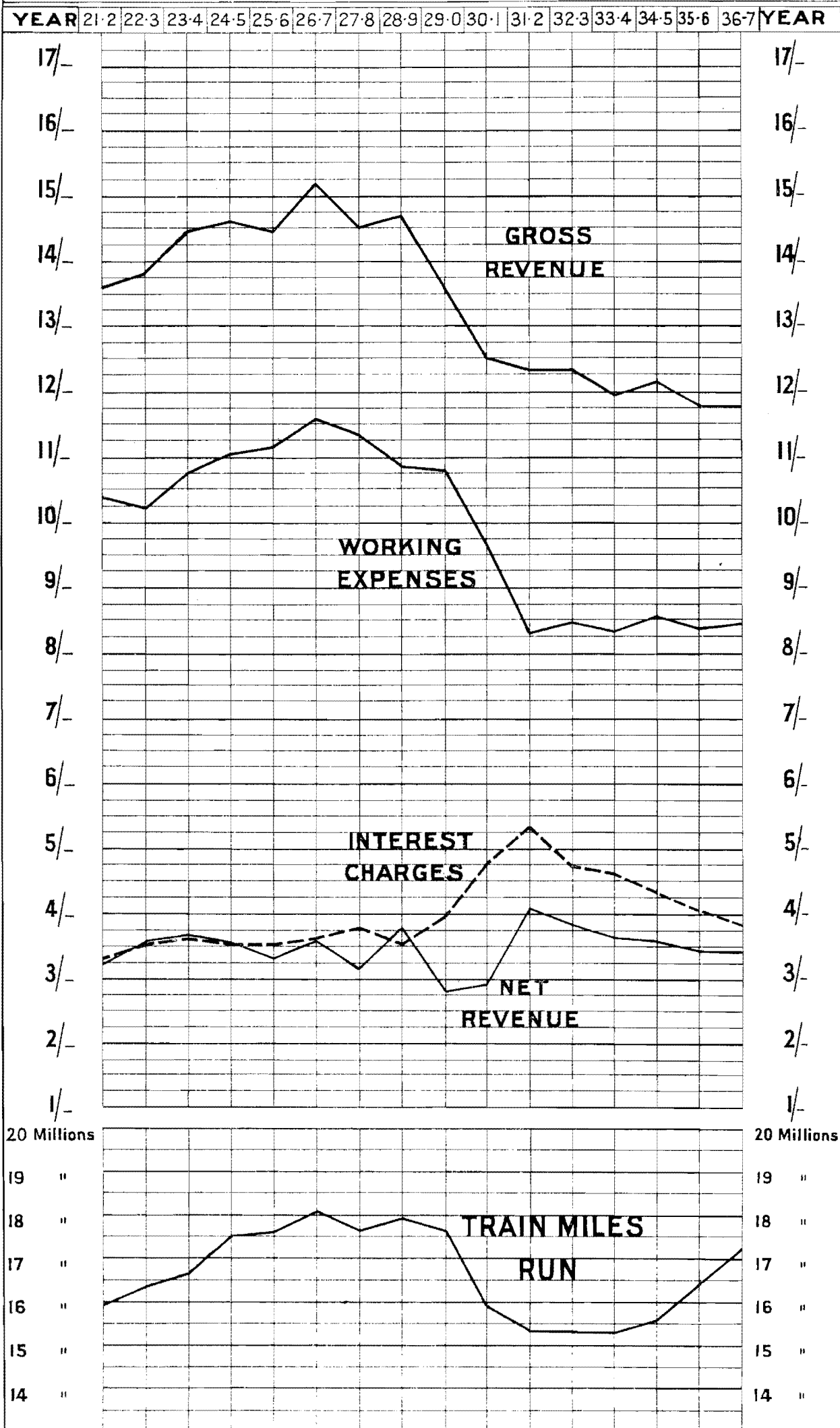
PER AVERAGE MILE OF RAILWAY OPEN



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

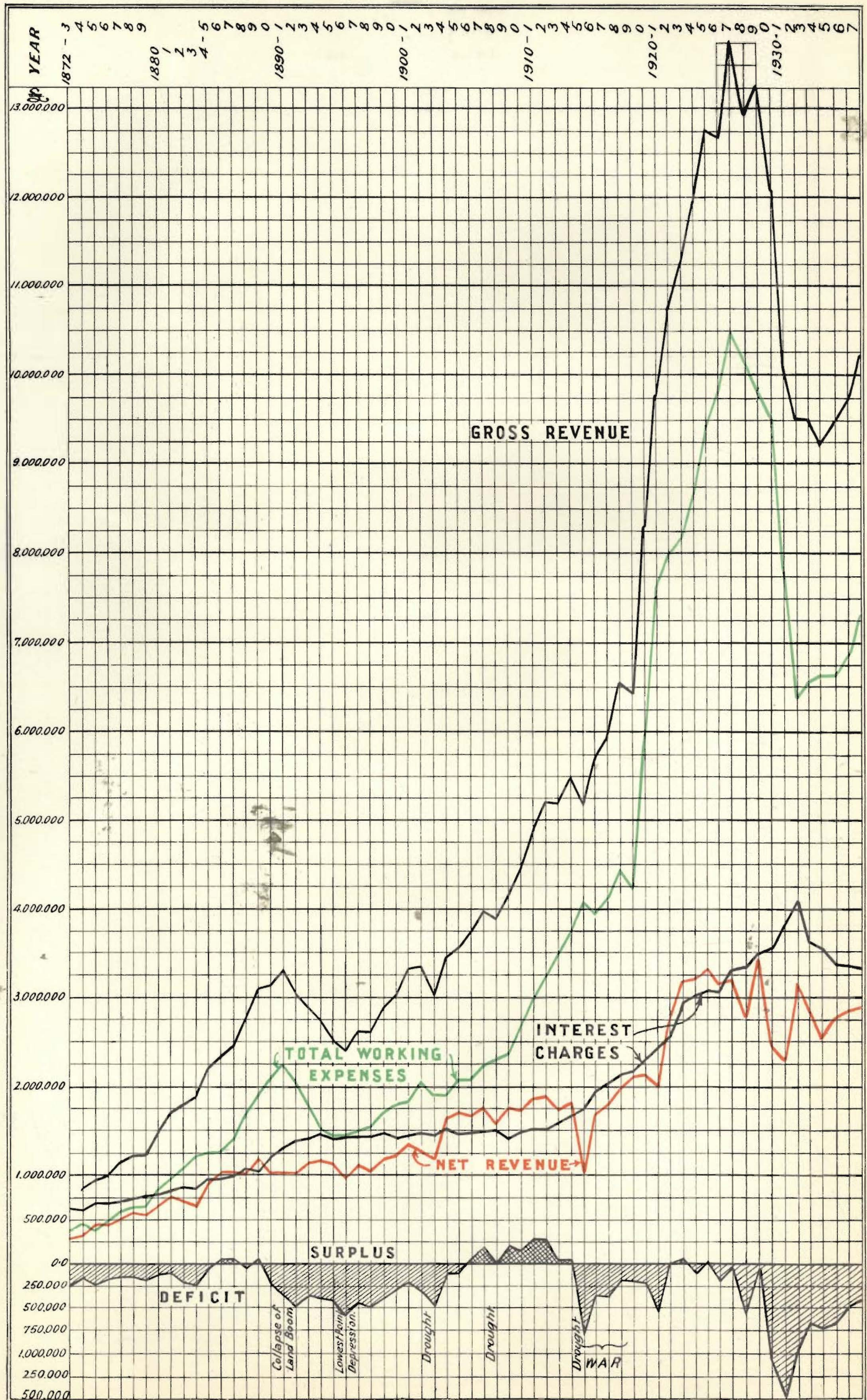
DIAGRAM N^o 5

PER TRAIN MILE RUN

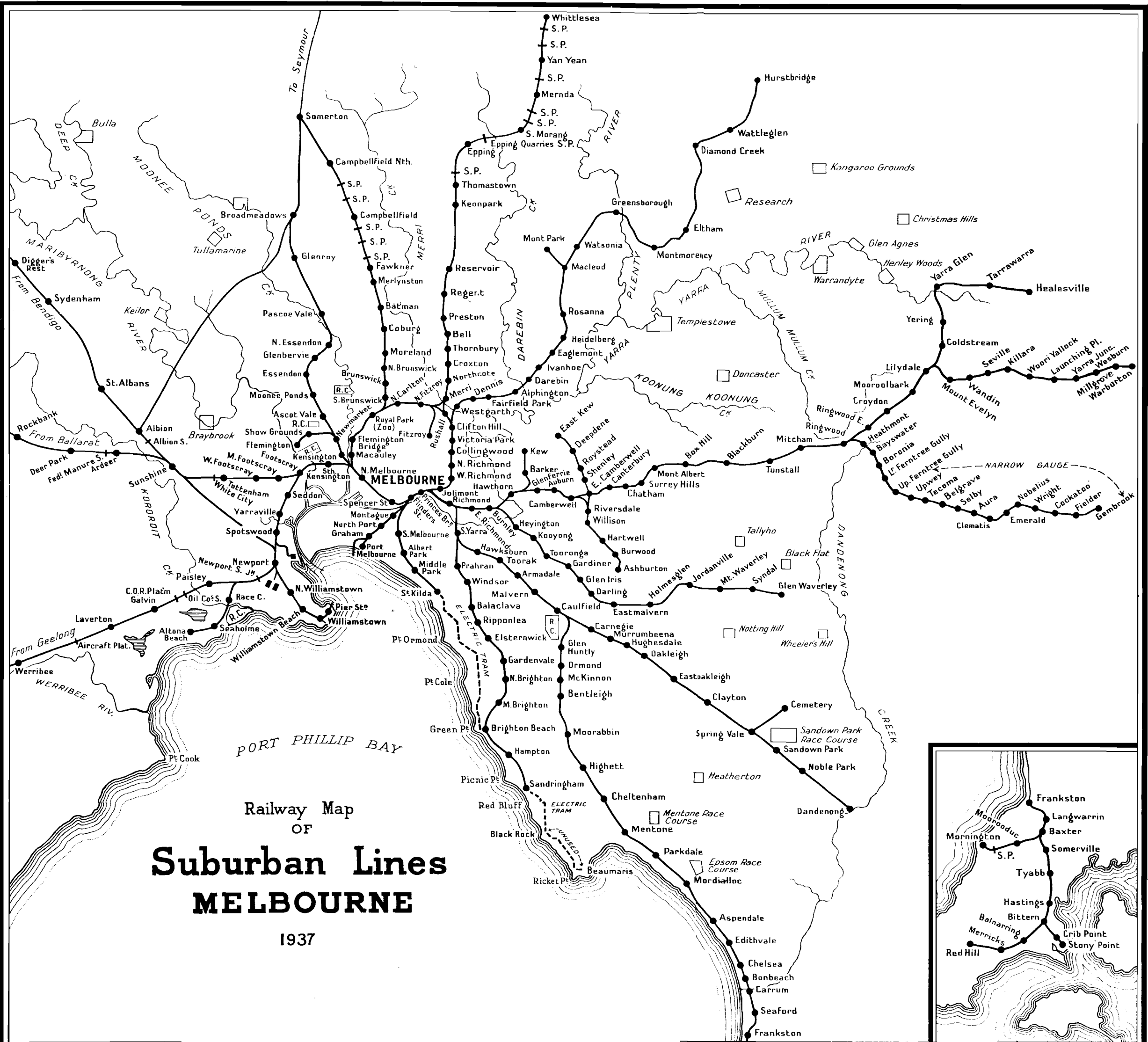


Working Expenses are exclusive of expenditure charged to Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).

DIAGRAM N^o. 6

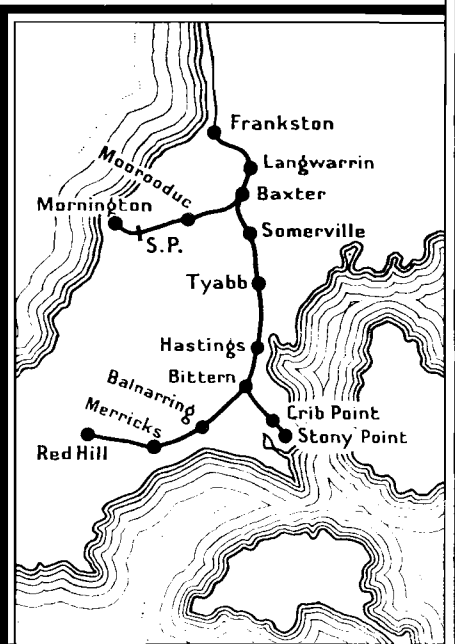


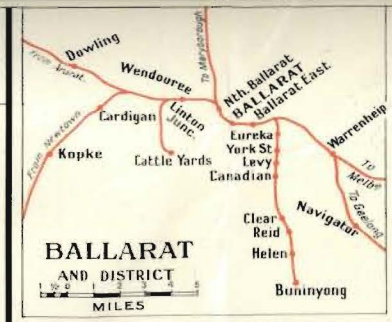
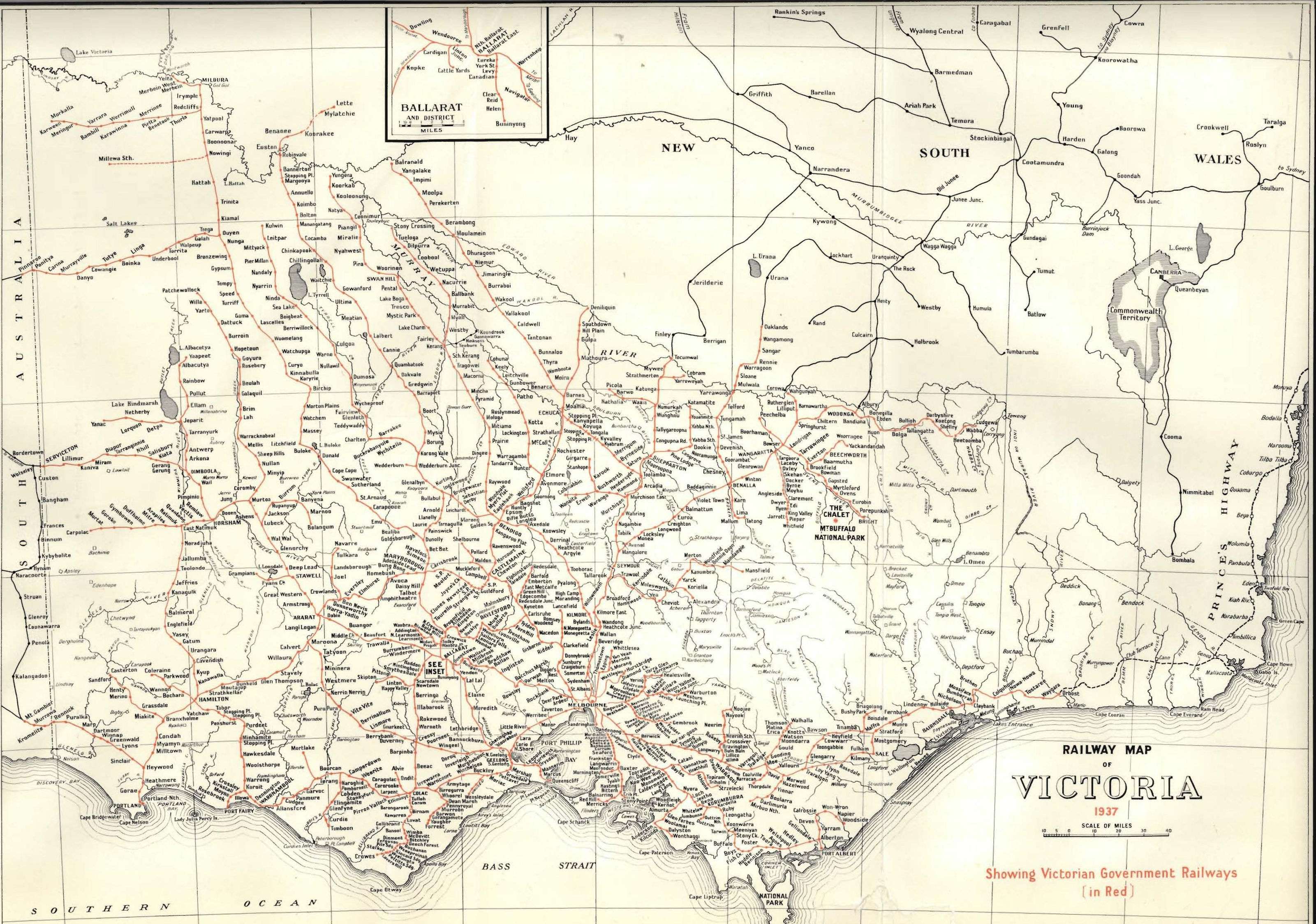
Working Expenses are exclusive of expenditure charged to Unemployment Relief Funds and the Commonwealth Grant for Rehabilitation (Storms and Floods).



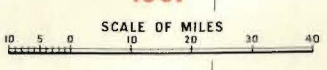
Railway Map
OF
Suburban Lines
MELBOURNE

1937





RAILWAY MAP
OF
VICTORIA
1937



Showing Victorian Government Railways
(in Red)

A U S T R A L I A

S O U T H

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

NEW SOUTH WALES

W A L E S

Commonwealth Territory

PRINCE'S HIGHWAY

WILSON'S PROMONTORY