

1932.
—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1932.

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

[*Approximate Cost of Report.*—Preparation—Not given. Printing (60,000), £ .]

By Authority:

H. J. GREEN, GOVERNMENT PRINTER, MELBOURNE.

No. —[]—8754.

INDEX.

		Page
COMMISSIONERS' REPORT		3
HEADS OF BRANCHES		41
APPENDICES—	Appendix	
Balance Sheet	1	42-43
Working Expenses and Earnings	2	44
Working Expenses, Abstract of	3	45
Working Expenses and Earnings, Comparative Analysis of	4	46
General Comparative Statement for Last Fifteen Years	5	47-49
Salaries and Wages, Total Amount Paid	6	50
Staff Employed in June, 1931 and 1932	7	50
Date of Opening, Total Cost, Length, Highest Point, and Average Cost per Mile of Each Line ; and the Cost of Rolling Stock, General Offices, &c.	8	51-56
Mileage ; Train, Locomotive and Vehicle	9	57
Locomotives, Coaching Stock, Goods Stock and Service Stock on Books	10	58-59
Persons Killed or Injured during last Ten Years	11	60
Statistics ; Passenger, Goods Traffic, &c.	12	61
Railway Accident and Fire Insurance Fund	13	62
St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways, Results of Working	14	63
Mt. Buffalo National Park Chalet, Results of Working, &c.	15	64
Road Motor Coach Passenger Service	16	65
Road Motor Public Goods Service	17	65
Reconciliation of the Railway and Treasury Figures relating to Revenue and Working Expenses	18	66
New Lines Opened for Traffic	19	67
Mileage of Railways and Tracks	20	68
Railways Stores Suspense Account	21	69
Passenger Traffic and Revenue, Comparative Analysis of	22	70
Goods and Live Stock Traffic and Revenue, Comparative Analysis of	23	71
Capital Expenditure for last Seventeen Years	24	72-73
Wheat, Principal Loading Stations	25	74-79
Traffic at Each Station	26	81-111
DIAGRAMS AND MAPS		At end

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30th JUNE, 1932.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 29th August, 1932.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act 1928*, No. 3759, we have the honour to submit our report in respect of the year ended 30th June, 1932.

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

	Railways.			St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways.			Road Motor Public Services.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—												
Earnings	9,310,951	6	1	54,428	17	9	16,711	0	10	9,382,091	4	8
Amount received in respect of the loss resulting from the working of certain lines of railway, <i>vide</i> page 10 ..	139,429	0	0	3,368	0	0	..			142,797	0	0
Guarantees in respect of losses on certain lines	3,923	15	8	2,000	0	0	..			5,923	15	8
	9,454,304	1	9	59,796	17	9	16,711	0	10	9,530,812	0	4
WORKING EXPENSES ..	6,340,542	0	0	37,907	18	10	23,069	10	6	6,401,519	9	4
NET REVENUE ..	3,113,762	1	9	21,888	18	11	6,358	9	8	3,129,292	11	0
INTEREST CHARGES and EXPENSES ..	3,641,109	9	9	16,268	13	7	1,327	0	3	3,658,705	3	7
DEFICIT before providing for Exchange on Interest Payments ..	527,347	8	0	5,620	5	4	7,685	9	11	529,412	12	7
Exchange on Interest Payments ..	440,937	18	9	..			..			440,937	18	9
DEFICIT ..	£968,285	6	9	£5,620	5	4	£7,685	9	11	£970,350	11	4

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

	Year 1931-32.			Year 1930-31			Increase (+) Decrease (-)			
	£	s.	d.	£	s.	d.	£	s.	d.	
Gross Revenue—										
Railways—Earnings	9,310,951	6	1	9,836,995	1	2	—	526,043	15	1
„ Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 10	139,429	0	0	158,508	0	0	—	19,079	0	0
„ Guarantees in respect of losses on certain lines	3,923	15	8	12,855	3	6	—	8,931	7	10
	9,454,304	1	9	10,008,358	4	8	—	554,054	2	11
 St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways	54,428	17	9	59,902	12	5	—	5,473	14	8
 Amount received in respect of the loss resulting from the working of the Black Rock to Beaumaris Electric Tramway, <i>vide</i> page 10	3,368	0	0	2,693	0	0	+	675	0	0
Guarantee in respect of the loss on the Black Rock to Beaumaris Electric Tramway	2,000	0	0	2,000	0	0		..		
	59,796	17	9	64,595	12	5	—	4,798	14	8
 Road Motor Public Services	16,711	0	10	16,929	18	7	—	218	17	9
 Total	9,530,812	0	4	10,089,883	15	8	—	559,071	15	4
 Working Expenses—										
Railways	6,340,542	0	0	7,695,144	7	2	—	1,354,602	7	2
St. Kilda and Brighton and Sandringham to Beaumaris Electric Tramways	37,907	18	10	51,152	19	1	—	13,245	0	3
Road Motor Public Services	23,069	10	6	24,044	0	9	—	974	10	3
 Total	6,401,519	9	4	7,770,341	7	0	—	1,368,821	17	8
 Net Revenue	3,129,292	11	0	2,319,542	8	8	+	809,750	2	4
Interest Charges and Expenses	3,658,705	3	7	3,614,243	14	9	+	44,461	8	10
 DEFICIT before providing for Exchange on Interest Payments	529,412	12	7	1,294,701	6	1	—	765,288	13	6
Exchange on Interest Payments	440,937	18	9	183,862	18	1	+	257,075	0	8
 Deficit	£970,350	11	4	£1,478,564	4	2	—	508,213	12	10

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

	Year 1931-1932.	Year 1930-1931.	Year 1929-1930.	Year 1928-1929.
Average Mileage of Railways operated ...	4,720	4,710	4,708	4,698
TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	2,993,997	3,143,860	3,599,431	3,573,955
" Suburban ...	6,961,711	7,156,085	7,528,385	7,441,216
Mixed ...	1,156,485	1,532,043	2,120,062	2,176,995
Goods (including Live Stock) ...	4,251,563	4,113,327	4,422,687	4,787,055
Total ...	15,363,760(a)	15,945,315(a)	17,670,565	17,979,219
Number of Passenger Journeys (Country Suburban) ...	2,142,078	5,906,293	7,547,240	8,161,804
Tonnage of Goods ...	120,848,507	128,748,927	149,571,831	152,840,373
Tonnage of Live Stock ...	5,682,312	5,557,176	6,823,607	7,579,765
	503,769	542,134	689,999	607,323
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country ...	£ 1,318,718	£ 1,511,442	£ 2,081,750	£ 2,405,387
" " Rail Motors ...	63,403	68,348	43,778	48,213
" Suburban ...	2,111,568	2,310,204	2,703,885	2,768,160
" " Rail Motors ...	415	610	485	464
Parcels, &c. ...	319,739	360,718	464,355	511,299
" " Rail Motors ...	16,459	15,080	5,723	6,928
Horses, Carriages, and Dogs ...	21,098	26,539	34,140	38,482
Mails ...	74,653	85,221	94,234	92,104
	3,946,053	4,378,162	5,428,350	5,871,037
Goods, &c., Business.				
Goods ...	4,182,815	4,154,965	4,708,574	5,427,821
Live Stock ...	550,461	572,658	730,008	664,729
Minerals ...	72,462	90,185	160,600	159,132
	4,805,738	4,817,808	5,599,182	6,251,682
Other Services.				
Dining Car Services ...	10,757	12,627	26,775	29,132
Refreshment Services ...	265,539	305,174	404,033	414,886
Advertising ...	42,423	55,425	57,580	54,462
Bookstalls ...	57,348	63,972	77,199	82,318
	376,067	437,198	565,587	590,818
Electrical Power ...	27,394	43,860	34,542	38,574
Rentals ...	139,089	149,865	159,161	149,118
Miscellaneous ...	15,710	10,122	11,987	11,440
Amount received in respect of the loss resulting from the working of certain lines of railway, &c. <i>Fide page 10</i> ...	159,129	158,508	201,997	190,719
Repayment by the State Coal Mine of portion of subsidies paid in previous years ...	...	...	...	59,585
Guarantees in respect of losses on certain lines ...	1,924	12,855	1,000	2,000
Total ...	9,454,304	10,008,358	12,001,806	13,164,973
Per mile of Railway worked ...	2,003	2,125	2,549	2,802
Per traffic train mile ...	12s. 3.69d.	12s. 6.64d.	13s. 7.01d.	14s. 7.73d.
WORKING EXPENSES.				
Transportation Branch ...	£ 1,690,542	£ 2,026,918	£ 2,536,635	£ 2,605,790
Way and Works Branch ...	1,110,987	1,394,185(b)	1,749,068	1,926,157
Rolling-Stock Branch—Operating Expenses ...	1,066,778	1,293,150	1,703,952	1,738,142
" " Repairs and Renewals ...	1,093,374	1,297,031	1,633,134	1,591,478
" " Payments in respect of accrued depreciation on Rolling-Stock and of Rolling-Stock withdrawn from service ...	100,000	250,000	250,000	250,000
Electrical Engineering Branch ...	187,805	273,682	345,566	349,566
Miscellaneous Operations ...	305,561	362,222	464,777	481,537
Stores Branch ...	88,636	110,810	133,922	147,094
General Expenses ...	168,571	197,544	236,410	240,212
Payment into Railway Accident and Fire Insurance Fund ...	18,926	26,603	44,417	31,724
Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge ...	...	16,667	16,667	16,666
TOTAL WORKING EXPENSES (exclusive of Pensions, Superannuation, &c.) ...	5,831,180	7,248,812	9,114,548	9,372,366
Per mile of Railway worked ...	1,235	1,539	1,936	1,995
Per traffic train mile ...	7s. 7.09d.	9s. 0.91d.	10s. 3.79d.	10s. 5.10d.
Percentage of Gross Revenue ...	61.68	72.43	75.94	71.19
Pensions and Gratuities ...	424,602	425,334	394,187	366,899
Border Railways Adjustment ...	84,760	20,998	4,684	2,662
Total Working Expenses ...	6,340,542(c)	7,695,144(c)	9,513,419	9,741,927
Per mile of Railway worked ...	1,343	1,634	2,021	2,074
Per traffic train mile ...	8s. 3.05d.	9s. 7.82d.	10s. 9.21d.	10s. 10.04d.
Percentage of Gross Revenue ...	67.06	76.89	79.27	74.00
Net Revenue ...	3,113,762	2,313,214	2,488,387	3,423,046
Per mile of Railway worked ...	660	491	529	729
Per traffic train mile ...	4s. 0.64d.	2s. 10.82d.	2s. 9.80d.	3s. 9.69d.

(a) For details see Appendix No. 9.

(b) Exclusive of £12,250 debited to Unemployment Relief Fund.

(c) For details see Appendix No. 3.

Finance.

The year's operations resulted in a deficit of £970,351--£508,214 less than in the previous year. Omitting the interest charges on capital and the cost of exchange (£441,000) on the interest charges, the betterment for the year, as compared with the preceding year, was £809,750.

Primarily, the serious loss in working is due to continued stagnation of trade resulting from the world-wide economic crisis. A further important factor contributing to the unsatisfactory financial results is the loss of business due to active and increasing road competition from both private and commercial vehicles. The railways cannot under these conditions earn sufficient net revenue to meet the interest charges arising from a capitalization which was built up in years when the traffic was steadily increasing, and which renders them capable of handling a much greater volume of business.

The revenue from all sources, £9,530,812, was £559,072 less than in the preceding year, and £2,557,201 (or 21 per cent.) less than in 1929-30--an alarming retrogression. Not since 1919-20 has so low a revenue been returned, and in that year fares and freight rates were appreciably lower, while in the meantime the mileage of railways open for traffic increased by 526 miles (12 per cent.), and the population of the State by 207,000 persons (nearly 20 per cent.). With these factors operating, a substantial increase in the volume of business would naturally be anticipated.

The graph on page 16 is a most striking illustration of the retrogression which actually has taken place in the country passenger traffic. Up till 1922-23, when 10,047,000 passengers were carried, this class of traffic showed a fairly regular increase, but since then it has as regularly declined, almost without a break in its downward course, to 8,162,000 passengers in 1928-29--which must be regarded as pre-depression--and to 5,142,000 in the year just closed. Between the years 1923-24 and 1928-29 there should, under normal conditions, have been an increase in the traffic, whereas there was a substantial decrease.

Expressed in terms of money, the decrease in the revenue from the country passengers between 1923-24 and 1928-29 was actually £263,600, but taking the natural increase into account it was probably in the vicinity of £500,000. Between 1923-24 and 1931-32 the decline in this traffic (not allowing for any natural increase) represented a loss of revenue of £1,335,000.

If to this is added the loss of goods and live-stock revenue, the total is a staggering one.

So long as the railways remain the indispensable medium of transport of this country--and the time cannot be visualized when they will not be indispensable--they must obviously be maintained in an adequate state of repair and operated at a standard acceptable to our patrons. Under the conditions already referred to, it is impossible to balance the expenditure (including interest on capital) with the revenue, and the difference must be met by direct taxation. The whole of the income tax paid by individual taxpayers is now required to meet railway deficits, and further retrogression of railway finances may impose an intolerable burden upon taxpayers.

No thinking person can believe that this country can prosper unless its railways function efficiently. The community, however, is being asked to pay too great a price for a service which is essential to its welfare. The position is so serious that further delay will be positively dangerous. The enactment of legislation to regulate unrestricted commercial road competition and to bring about a system of co-ordination in place of the duplicate transport facilities which now exist, has become a matter of most urgent necessity. We have referred to this more fully under the heading "Road Motor Competition."

In the meantime, our efforts to achieve every possible economy and to reduce expenditure have not been relaxed, and have produced striking results. The working expenses for the year were £6,401,519. This represents a reduction of £1,368,821 by comparison with the previous year, and of £3,197,373 (or 33 per cent.) as compared with 1929-30. These figures reflect the constant efforts which we have made to effect economies, though they were also contributed to by decreases in rates of wages and in prices of materials, while a further substantial portion was due to the deferment of maintenance work, enforced by the financial situation. Savings of this nature cannot be continued indefinitely without their having a detrimental effect on the property or on the services or on both. As a matter of fact, the stage has now been reached when it is necessary to overtake some of the leeway as regards maintenance. It was only because of the high standard at which the tracks had been maintained that we were able to reduce the maintenance programme so drastically during the past two years, in order to help in meeting the financial situation.

The loss of revenue was much more than offset by the reduction in the cost of operating the services and maintaining the property, but there was an increase in the interest charges and in the cost of exchange thereon. Interest was £44,461 more than in the previous year, and the cost of exchange was £257,075 more. This cost of exchange has become a serious item. In 1931-32 it amounted to no less than £440,938.

In our last report we drew attention to the fact that our deficit, which was equal to 16s. 6d. per head of the population was, on that basis, the lowest in Australia. The necessary information to make a comparison with the other Australian Systems in respect of the year 1931-32 is not available, but our deficit per head was reduced to 10s. 8d. While this result is far from satisfactory, it is pertinent to remark that the return on the capital investment was very much better than the average either of the four principal British railway organizations or of all the Class 1 Railroads of the United States. The average return for the year 1931 on the investment of the former was 2.82 per cent., and on the American railways it is calculated to be 1.98 per cent. On the like basis ours for the year 1931-32 was 4.09 per cent.; on the loan liability of the Department at 30th June, 1932, it was equal to 4.14 per cent.

For years past we have been regularly calling attention to the over-capitalization of these railways, and to the need for adequate provision towards making good the depreciation of the property as it accrues.

Much of the lost value of the property is due to the wear and tear in giving service during the early years in which the State was developing. Although such loss of value was part of the cost of giving service in those years, no provision was made for it. It is not equitable, however, that the charge should be made against present-day railway users. In common justice it should be charged against and met from the wealth of the whole community, and we strongly recommend that the amount (calculated to be now approximately £20,000,000) should be written off the railway liability.

In previous reports we have dwelt upon the need for providing, out of current revenue, a sufficient amount each year to make good the depreciation which is incurred in earning the revenue, and which is as directly a charge against such revenue as are the direct wages and cost of materials. In 1931-32 the provision made was not 25 per cent. of what should have been provided. The property is being maintained as well as circumstances will admit, and considerations of safety are not being neglected, but the amount which we can afford to spend on maintenance is insufficient to do what is needed, let alone to make good depreciation. The problem, which eventually will have to be faced, is thus accumulating in its proportions and difficulties.

Still another matter which calls for earnest consideration is the establishment of a Reserve Fund. The need for such a fund, to stabilize the financial position of the Department by providing for losses in lean years, is very pressing.

Gross Revenue of the Railways.

The gross revenue of the railways (exclusive of the electric tramways and the road motor public services) amounted to £9,454,304, which is a decrease of £554,054 as compared with the revenue earned in the preceding year, viz., £10,008,358, or equivalent to a decrease of 5.54 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

	Increase.		Decrease.	
	Amount.	Per cent.	Amount.	Per cent.
	£		£	
Passenger Traffic—				
Country ... ..	...	...	192,724	12.75
" Rail Motor Services ... ..	...	...	4,945	7.24
Suburban ... ..	...	...	178,636	7.73
" Rail Motor Services ... ..	...	...	195	31.97
Dining Car Services ... ..	...	...	1,870	14.81
Refreshment Services ... ..	...	...	39,635	12.99
Advertising ... ..	...	...	13,002	23.46
Bookstalls ... ..	...	...	6,624	10.35
Parcels, &c. ... ..	...	...	40,979	11.36
" Rail Motor Services	1,379	9.14	...	...
Horses, Carriages, and Dogs ... ..	...	...	5,441	20.50
Mails ... ..	...	...	10,568	12.40
Goods	27,850	.67	...	...
Live Stock ... ..	...	...	22,197	3.88
Minerals ... ..	...	...	17,723	19.65
Electrical Power ... ..	...	...	16,446	37.51
Rentals ... ..	...	...	9,876	6.59
Miscellaneous	5,588	55.21	...	...
Amount paid (and payable) to the Department in respect of the loss resulting from the working of certain lines of railway, &c., vide page 10 ... ..	...	...	19,079	12.04
Guarantees in respect of losses on certain lines ... ..	...	...	8,931	69.47
Total	34,817	...	588,871	...
Net Decrease			£554,054	

The contributing factors are explained in our comments on page 16, under the heading "Analysis of Passenger, Goods, and Live Stock Traffic."

The gross revenue per traffic train mile was 12s. 3.69d., a decrease of 2.95d. as compared with 12s. 6.64d. in the preceding year.

For comparative purposes, a statement is furnished hereunder showing the gross earnings per traffic train mile each year for the four years ended 30th June, 1932 :—

Year.	Revenue per traffic train mile.	
	s.	d.
1928-29	14	7.73
1929-30	13	7.01
1930-31	12	6.64
1931-32	12	3.69

Working Expenses of the Railways.

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

The percentage of working expenses (exclusive of electric tramways, road motor coaches, and road motor public goods services, pensions, superannuation, &c.) to gross revenue was 61.68. This percentage is the lowest in the last twenty years, and compares with 72.43 in 1930-31, and 75.94 in 1929-30.

Reconciliation with Treasury Figures.

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

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

A reconciliation is embodied in Appendix No. 18.

South Australian Border Railways Adjustment Account.

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

The amount thus payable is £236,800, of which £20,000 was paid to South Australia, in 1930-31 and charged to the working expenses of that year. During 1931-32 a further amount of £84,760 (inclusive of £15,560 for interest) was paid to South Australia and charged to the working expenses of the year.

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

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

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

In accordance with the proposal to write off the cost of the line during the period in question, the sum of £9,180 in respect of the first twelve years had been charged to working expenses and credited to capital account, at 30th June, 1931, and a sum of £758 was similarly dealt with in 1931-32.

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

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

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

	£
The loss incurred in connexion with the operation of certain non-paying lines (<i>vide</i> pages 12, 13 and 14)	142,797
The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament ...	281
The loss incurred in connexion with the reduction of 10 per cent. in freight charges for certain classes of agricultural produce, &c.	223,627
Total	£366,705

Pensions and Gratuities.

The amount paid in pensions and gratuities (to ex-employees or to their dependent relatives) was £159,052, a decrease of £36,158 as compared with the preceding year, in which £195,210 was paid. These figures relate to payment of pensions, &c., to employees who were in the service at the date of the passing of Act No. 767 on 1st November, 1883, and not to pensions under the Superannuation Act which came into operation as from 1st January, 1926.

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

On the other hand, the full effect of the Superannuation Act will not be felt for a number of years to come. Payments under the latter Act for the year ended 30th June, 1931, amounted to £230,278, and for the year ended 30th June, 1932, to £265,848, an increase of £35,570. It is estimated that the figure will increase to approximately £400,000 per annum in ten years' time, and that the combined effect of the two schemes will then be somewhat in excess of £450,000, as against £424,900 in the year under review.

Capital Expenditure.

The total amount at debit of the Capital Account at the 30th June, 1931, was £75,155,917 11 9
During the year 1931/32 additional charges as shown hereunder were made :—

	Gross Expenditure.			Credits.			Net Expenditure.		
	£	s.	d.	£	s.	d.	£	s.	d.
Construction of New Lines and Surveys	£25,868	19	5	5,102	17	7	20,766	1	10
Additions and Improvements to :—									
Way and Works	101,267	17	4	13,279	18	5	87,987	18	11
Rolling Stock ...	140,682	11	5	123,254	18	6	17,427	12	11
	£267,819	8	2	141,637	14	6	126,181	13	8

The total increase in the Capital Account during the year was £126,181 13 8

and the total amount standing at debit of the Capital Account at 30th June, 1932, was £75,282,099 5 5

Loan Funds.

	£	s.	d.
At 30th June, 1931, the total liability in respect of current loans was	74,049,432	11	11
and during the year the liability was increased by discount and expenses on renewal loans to the extent of	244,820	3	4
making a gross total of	74,294,252	15	3
Less Securities purchased and cancelled from National Debt Sinking Fund	114,751	4	8
so that the total liability, at 30th June, 1932, in respect of current loans was	<u>£74,179,501</u>	<u>10</u>	<u>7</u>
	£	s.	d.
The proceeds of loans, after deducting discounts and expenses (less net premiums received), amounted at 30th June, 1931, to	71,223,821	0	10
and as this amount was reduced during the year ended 30th June, 1932, by securities purchased and cancelled from National Debt Sinking Fund	114,751	4	8
the total proceeds of loans at 30th June, 1932, were	<u>£71,109,069</u>	<u>16</u>	<u>2</u>

Interest Account.

	£	s.	d.
The interest charges on current loans amounted to	3,649,725	3	10
In addition expenses were incurred by the Treasury in connexion with the payment of interest to the extent of	8,979	19	9
The debit for interest charges and expenses for the year 1931-32 was therefore	<u>£3,658,705</u>	<u>3</u>	<u>7</u>
which represents an increase of £44,461 as compared with the debit for the previous year.			
Exchange on interest payments amounted to	440,937	18	9
The total of interest and exchange was thus	<u>£4,099,643</u>	<u>2</u>	<u>4</u>

Non-Interest Bearing Funds.

	£	s.	d.
At 30th June, 1931, the amount provided out of Consolidated Revenue for railway construction, equipment, stores, &c., on which interest is not charged, was	4,320,603	16	10
and further moneys were provided during the year out of Consolidated Revenue as shown hereunder			
Expenditure under Division 89 of the Appropriation Act	4,388	0	0
Expenditure under "Developmental Railways Account"	29	19	3
The total amount so provided as at 30th June, 1932 (<i>vide</i> Appendix No. 1), was therefore	<u>£4,325,021</u>	<u>16</u>	<u>1</u>

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

Lines Closed for Traffic, Railways.	Miles.	Approximate Capital Cost.
Dunkeld to Panshurst (dismantled) ...	15.87	£50,000
Canterbury Loop Line (dismantled) ...	0.21	
Ashburton to Oakleigh (of which .05 miles have been dismantled) ...	2.34	
Fairfield Park near (30 chs. 48 lks.) to East Kew (of which .68 miles have been dismantled) ...	2.18	109,623
Darling to Waverley ...	.76	6,987
Lancefield to Kilmore (dismantled) ...	18.10	107,873
Geelong Race-course Line (dismantled) ...	1.96	5,301
Tribolum to Strzelecki ...	5.49	110,686
	46.91	£390,470
Electric Tramways.		
Black Rock—Beaumaris (closed 1.9.31) ...	2.19	33,102
	49.10	£423,572
Surveys for lines not constructed ...	...	499,777
Total ...	...	£833,349

Non-Paying Lines.

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

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

The operation of the following non-paying lines for the twelve months ended 29th February, 1932, after the payment of working expenses and interest charges, resulted in a loss of £157,897. The amount for which, in respect of non-paying lines, credit has been taken in the revenue account in accordance with the provisions of the *Railways Act* is £142,797, as shown hereunder.

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 29th Feb- ruary, 1932.
Alberton to Won Wron	£3,770
Annuello to Robinvale	4,132
Bairnsdale to Orbost	25,864
Beac to Newtown	1,711
Benalla to Tatong	1,913
Ben Nevis (Crowlands) to Navarre	83
Bittern to Red Hill	3,857
Bowser to Peechelba	1,040
*Black Rock to Beaumaris	5,368
Cavendish to Toolondo	2,518
Colac to Crowes	9,260
†Darling to Glen Waverley	11,855
Elmore to Cohuna	3,739
Eltham to Hurstbridge	7,351
Fawkner to Somerton	1,829
Ferntree Gully to Gembrook	8,568
Goroke to Carpolac (Morea)	420
Carried forward	91,515

* From 1.9.30 to 29.2.32.

† Year ended 1.5.31.

NON-PAYING LINES—*continued.*

Line.					Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 20th February, 1932.
Brought forward	..	..	..	..	£91,515
Heywood to Puralka (Mumbannar)	..	..	..	..	7,785
Hopetoun to Patchewollock	..	..	..	..	420
Kerang to Murrabit (Gonn Crossing)	..	..	..	..	4,957
Kooloonong (West Narrung) to Yungera	..	..	..	..	393
Koo-wee-rup to Strzelecki (McDonald's Track)	..	..	..	..	14,504
Linton to Skipton	..	..	..	..	2,000
Merbein to Yelta (Abbotsford)	..	..	..	..	1,387
Moe to Walhalla	..	..	..	..	3,274
Neerim South to Noojee (Toorongo River)	..	..	..	..	6,508
Newport to Altona	..	..	..	..	1,260
Nowingi to Millewa South	..	..	..	..	3,823
Piangil to Kooloonong (Pine Tank)	..	..	..	..	1,825
‡Puralka to South Australian Border	..	..	..	..	621
Rushworth to Gungahpe (Stanhope North)	..	..	..	..	2,800
Tallangatta to Cudgewa	..	..	..	..	11,983
Wangaratta to Whitfield	..	..	..	..	2,676
					157,807
<i>Less Profits earned in previous years:—</i>					
Beecac to Newtown	..	..	..	..	£171
Ben Nevis (Crowlands) to Navarre	..	..	..	..	83
Bowser to Peechelba	..	..	..	..	1,046
					1,600
<i>Less Amounts Guaranteed:—</i>					
§Black Rock to Beaumaris (Guarantor, Sandringham City Council)	..	..	..	..	£2,000
Fawkner to Somerton (Guarantor, Broadmeadows Shire)	..	..	..	..	1,500
†Darling to Glenwaverley (Guarantor, the Darling to Glenwaverley Railway Construction Trust)	..	..	..	..	10,000
					13,500
					15,100
TOTAL	..	..	..	..	£142,707

‡ From 1.7.30 to 20.2.32. § Year ended 31.8.31. † Year ended 1.5.31.

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

Line.	Amount.	Funds to which Expenditure was Charged.
Bowser to Peechelba	£ 8,814	Developmental Railways Account
Hopetoun to Patchewollock	8,985	Developmental Railways Account
Kooloonong (West Narrung) to Yungera	12,000	Developmental Railways Account
Moe to Walhalla	30,000	Surplus Revenue Act
Moe to Walhalla	22,383	Public Works Votes
Nowingi to Millewa South	350	Developmental Railways Account

Consequent upon the close attention which has been given to the working of these lines, coupled with the closing of certain sections and the curtailment of services on others, the loss on this group of non-paying lines (£157,807) showed a reduction of £27,962 by comparison with that of the preceding year, while the net amount payable to us under Section 102 of the Railways Act (£142,707) was £17,306 less than in 1930-31.

As is mentioned above there are, in addition to those lines in respect of which we are entitled to be reimbursed the losses incurred in operating them, certain other lines the operation of which results in a loss. Records have been kept of a number of these lines for the twelve months ended 29th February, 1932, and the results are shown hereunder:—

Line.	Loss after Paying Working Expenses and Interest on Capital Cost, for the Twelve Months ended 29th February, 1932.			
	£			
Ballarat to Buninyong	2,819
Birregurra to Forrest	9,992
Brauxholme to Casterton	12,025
Cathkin to Koriella	1,161
Clarkefield to Lancefield	3,864
Everton to Yackandandah	10,815
Hamilton to Coleraine	6,432
Hamilton to Koroit	7,078
Linton Junction to Linton	7,013
Lilydale to Healesville	17,423
Maffra to Briagolong	4,923
Moe to Thorpdale	8,535
Redesdale Junction to Redesdale	4,653
Tallarook to Mansfield	30,244
Terang to Mortlake	3,609
Timboon Junction to Timboon	5,991
Warragul to Neerim South	6,122
Total Losses	£138,799

The losses on these lines constitute an appreciable addition to the normal difficulties of the Department.

New Lines of Railways.

During the year a deviation of the Wedonga-Tallangatta line was made by the Chief Engineer for Railway Construction to provide for the flooding of lands under the River Murray Waters scheme. As a result of this deviation 8.66 route miles of railway were opened for traffic and 7.35 route miles closed.

Details of all lines are shown on appendix No. 19.

Mileage of Railways and Tracks Open for Traffic.

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

	At 30th June.		Average for Year.	
	1932.	1931.	1931-32.	1930-31.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,729.77	4,716.76	4,720.00	4,717.27
Track Mileage	5,090.12	5,085.31	5,089.35	5,078.82
Sidings	1,035.85	1,036.25	1,036.03	1,028.77
Electric Tramways—				
Route Mileage	7.60	9.79	7.97	9.79
Track Mileage	14.99	17.18	15.36	17.18
Sidings	1.40	1.40	1.40	1.40

St. Kilda and Brighton Electric Tramway.

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

		Year 1931-32.		Year 1930-31.
Number of passengers ...	...	4,250,058	...	4,613,394
		£		£
Gross revenue ...	...	44,225	...	47,912
Working expenses ...	...	31,572	...	39,840
Net revenue ...	...	12,653	...	8,072
Interest charges ...	...	9,389	...	9,322
Net result ...	...	Profit £3,264	Less	£1,250

The reduction in working expenses by comparison with the preceding year was due to a restricted maintenance programme, to the lower rates of wages payable to the staff, and to a curtailment of car mileage and other economies.

				£
The capital expenditure at 30th June, 1932, on account of the construction of the line was ...	...	...	...	135,900
and of rolling stock ...	...	...	...	68,896
Total ...	...	...	...	£204,796

Sandringham to Beaumaris Electric Tramway.

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

		Year 1931-32.		Year 1930-31.
Number of passengers ...	...	1,039,046	...	1,297,508
		£		£
Gross revenue ...	...	10,204	...	11,991
Working expenses ...	...	6,336	...	11,313
Net revenue ...	...	3,868	...	678
Interest charges ...	...	6,880	...	6,845
Net result ...	...	Loss £3,012	Loss	£6,167
Guarantee by the Sandringham City Council in connexion with the operation of the Black Rock to Beaumaris Electric Tramway ...	...	2,000	...	2,000
Loss after allowing for the guarantee in connexion with the operation of the Black Rock to Beaumaris Electric Tramway ...	...	£1,012	...	£4,167

NOTES.—(a) The amount due by the Sandringham City Council at 30.6.1932 for the period 1.9.26 to 31.8.31 in connexion with the guarantee was £10,000.

(b) The amounts of £2,693 and £5,368 recouped by the Treasury in respect of the loss on the Black Rock to Beaumaris line for the periods 1.9.29 to 31.8.30 and 1.9.30 to 29.2.32 respectively are not included in the above statement.

The section from Black Rock to Beaumaris, 2.19 miles in length, was closed for traffic as from 1st September, 1931. This section, pursuant to the Act authorizing its construction, was worked under guarantee by the Sandringham City Council for a period of five years, which expired on 31st August. The guarantee, however, was not nearly sufficient to recoup the loss sustained, and as every effort had been made to reduce expenditure, and the traffic showed no prospect of improvement, it was decided to cease operations from the date stated.

The decrease in the working expenses of the Sandringham-Beaumaris tramway, by comparison with the preceding year, was partly due to the closing of the terminal section, and partly to the reduced wages of the staff and to decreased maintenance costs.

The capital expenditure at 30th June, 1932, on account	£
of the construction of the line was	103,129
and of rolling-stock	31,818
Total	£134,947

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

A summarized comparison of the passenger business with that of the preceding twelve months is given below—further details being shown in Appendix No. 22 :—

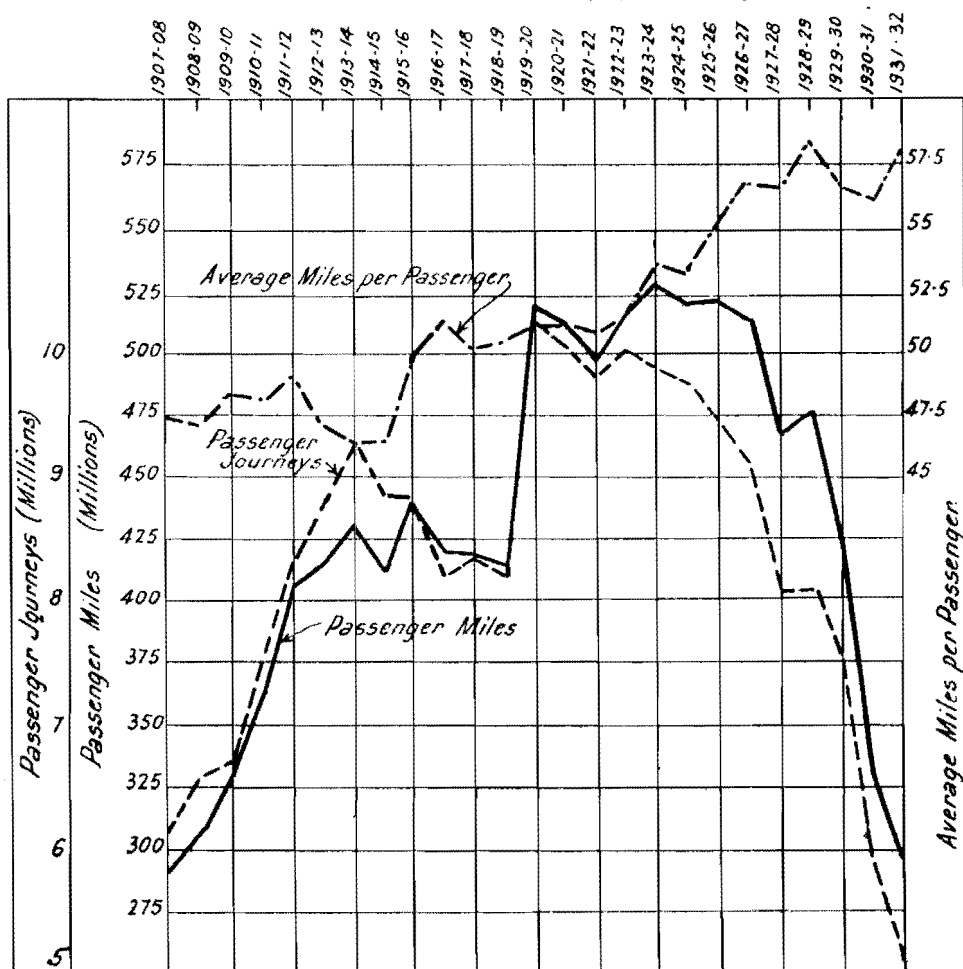
	Total Number of Journeys.			Revenue.		Percentage Decrease.
	1930-31.	1931-32.	Percentage Decrease.	1930-31.	1931-32.	
Country Passenger Traffic ..	5,906,293	5,142,078	12.9	£ 1,579,790	£ 1,382,121	12.5
Suburban Passenger Traffic ..	128,748,927	120,848,507	6.1	2,310,814	2,131,983	7.7
Totals ..	134,655,220	125,990,585	6.4	3,890,604	3,514,104	9.7

COUNTRY PASSENGER TRAFFIC.

The decrease in country passenger traffic (12.9 per cent.) by comparison with 1930-31, was due principally to the reduced spending power of the community. Special steps which were taken to conserve traffic to the rail and to induce travel are referred to under the heading "Road Motor Competition."

This decrease is, of course, cumulative on those sustained in other recent years. The marked degree to which the country passenger traffic has been affected by the use of private motor cars and the competition of service cars, together with the financial depression, is illustrated strikingly by the following graph, which shows the rise and fall since 1907-8 :—

COUNTRY PASSENGER TRAFFIC, 1907-8 TO 1931-32.



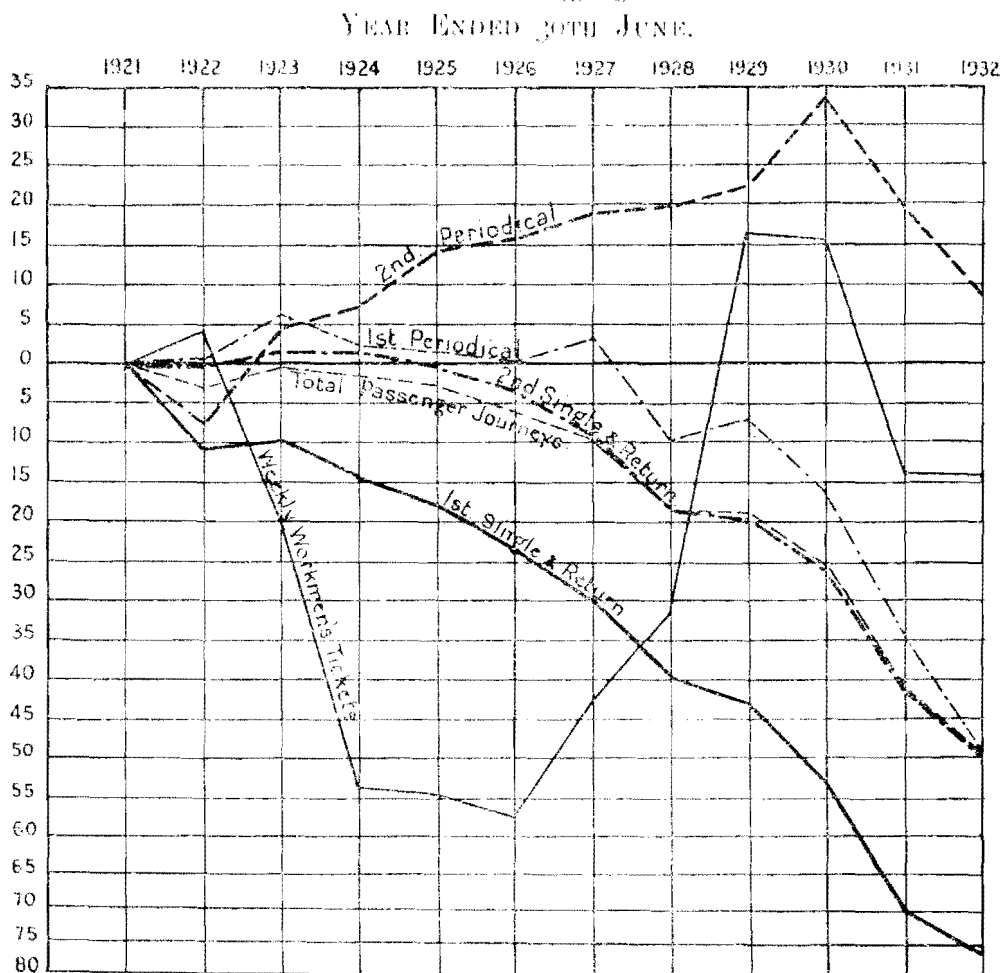
At the commencing point of the graph (1907-8) the country passenger journeys were 6,107,745. The peak was reached in 1919-20 with 10,263,863, and almost continuous decreases have since been experienced, until in 1931-32 the country passenger journeys fell to 5,142,078—the lowest in the whole period of 25 years. The decrease between 1919-20 and 1931-32 is equivalent to almost 50 per cent.

The average mileage per country passenger has shown a fairly continuous increase, having risen from 47.37 miles in 1907-8 to 58.01 miles in 1931-32. This increase is attributable partly to the construction of new lines into the more remote portions of the State and into New South Wales, and partly to the fact that the influence of motor traffic is more severely felt in respect of comparatively short journeys than in respect of journeys involving substantial distances.

The composition of the country passenger traffic, as well as its volume, has undergone marked changes of recent years. Thus, while the total passenger journeys decreased by 49 per cent. in the eleven years from 1920-21 to 1931-32, the type of traffic carrying the highest fares (first-class single and return tickets) decreased by 76 per cent. in the same period. Second-class single and return tickets showed a decrease of 48 per cent., practically equivalent to the general average. First-class periodical tickets fell by 48 per cent., and weekly workmen's tickets decreased by 14 per cent., whereas second-class periodicals showed an increase of 8 per cent.

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

PERCENTAGE INCREASE OR DECREASE OF COUNTRY PASSENGER TRAFFIC,
1920-21 TO 1931-32.



The marked decrease in weekly workmen's tickets between 1922 and 1926 was attributable principally to the decline of mining in country districts. The subsequent increase in this class of traffic was ascribable to a reduction in the fares in the 21-27 mile zone from Melbourne in 1928, but depressed conditions led to a substantial decrease in 1930-31, at a level which was maintained last year.

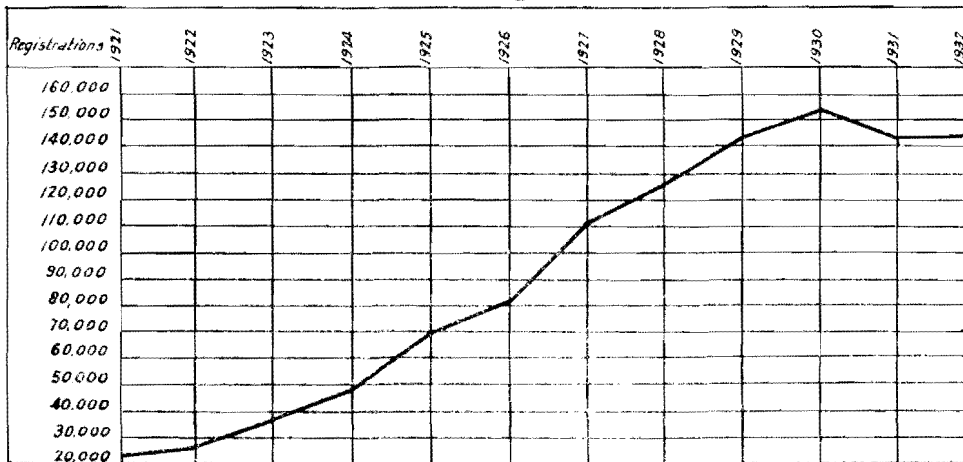
In the case of second class periodical tickets, also, the increase was in a measure due to the introduction of weekly periodical tickets in the 21-27 mile zone in 1928. Here again the adverse conditions resulted in a heavy decline in the last two years.

It will be seen that first class travel has suffered more severely than second-class. In 1920-21 the first class passenger journeys represented 29 per cent. of the total, whereas in 1931-32 only 20 per cent. of the travel was first-class.

MOTOR CAR REGISTRATIONS.

There was little change during the year in the number of registrations of automobiles and commercial vehicles (buses and trucks), the number at 30th June, 1932, being 144,553, as compared with 143,636 twelve months earlier. Private cars showed an increase of 592 and commercial vehicles increased by 605, but there was a decrease of 280 in the case of hire cars. The growth in the number of motor car registrations since 1921 is shown in the following graph:

YEAR ENDED 30TH JUNE.

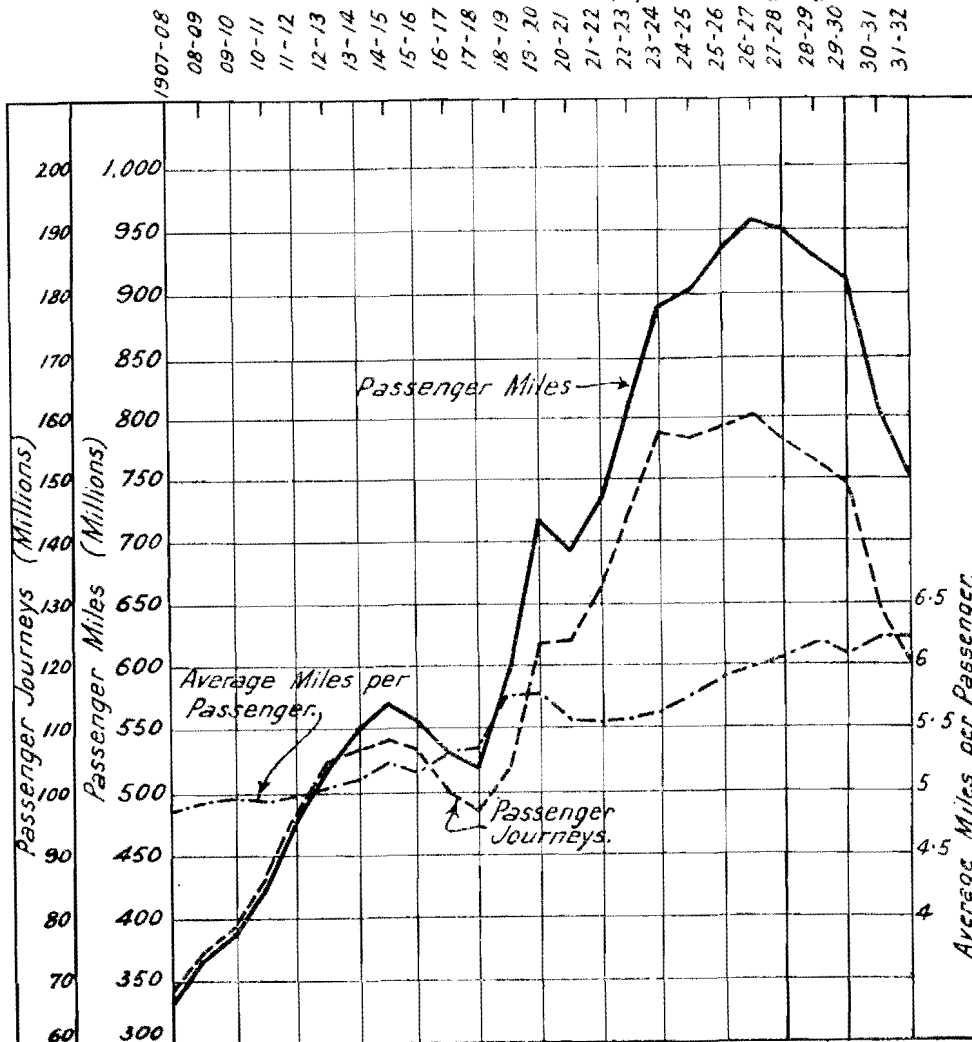


Suburban Passenger Traffic.

The financial position, and the associated unemployment, again had a marked effect on the suburban traffic, there being a decrease of 7,000,420 passenger journeys by comparison with the previous year, or of 28,723,324 by comparison with 1929-30.

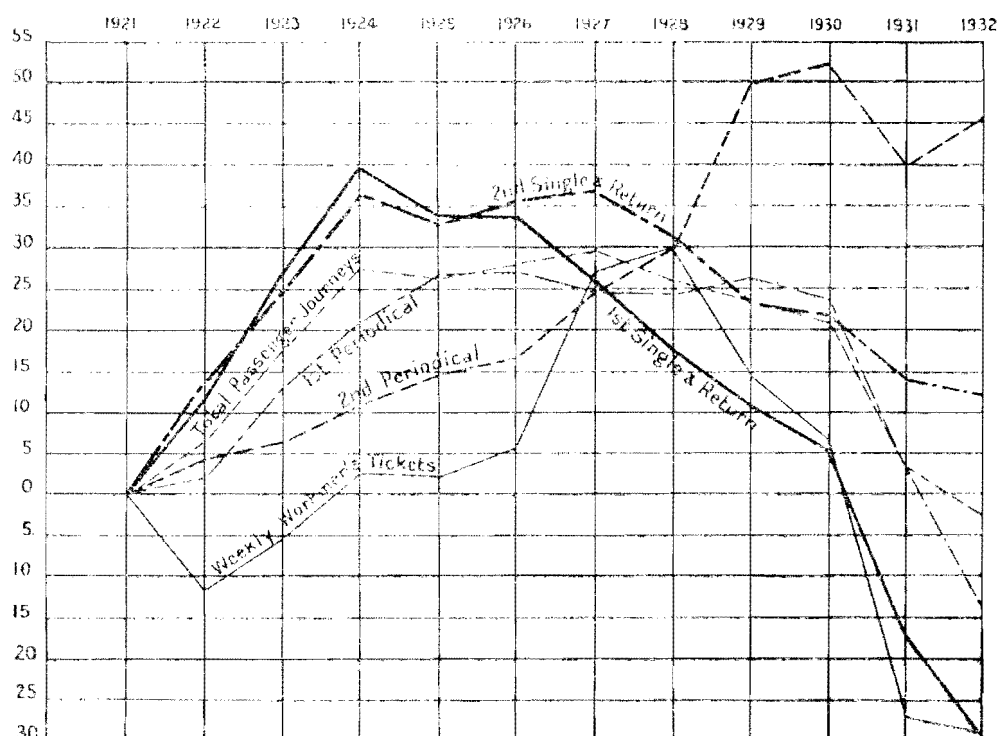
In the graph hereunder is depicted the development in the suburban passenger traffic from the year 1907-8 (68,709,680 passenger journeys) until 1926-27 (160,154,490 passenger journeys), and the retrogression since that date to a total of 120,848,507 in 1931-32.

SUBURBAN PASSENGER TRAFFIC, 1907-8 to 1931-32.



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

YEAR ENDED 30TH JUNE.



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

The proportion of first-class suburban travel is now 36 per cent., as compared with 45 per cent. in 1920-21.

Goods and Live-stock Traffic.

The volume of goods and live stock traffic showed a net increase of 86,771 tons (equivalent to 1.4 per cent.) over the previous year, but the revenue decreased by £14,327 - equivalent to .3 per cent.

The principal increases were

	Tonnage.		Revenue.	
	Tons.	Per cent.	£	Per cent.
Wheat	20,070	17	155,505	19
Firewood and briquettes	174,320	27	81,085	30
Wool	6,365	8	20,082	14

Under the heading "The Wheat Harvest," reference is made to the reason for the increase in this class of traffic.

The marked increase in the carriage of fuel was due to the large orders for sustenance firewood, and to the stimulation of the briquette traffic resulting from the duplication of the Electricity Commission's briquetting plant at Yallourn and the opening of large distribution depots in the metropolitan area.

The heaviest decreases occurred in the following commodities:

	Tonnage.		Revenue.	
	Tons.	Per cent.	£	Per cent.
Stone, gravel, and sand	130,000	13	40,162	14
Coal and coke	62,370	22	17,723	20
General merchandise	93,777	16	137,390	14

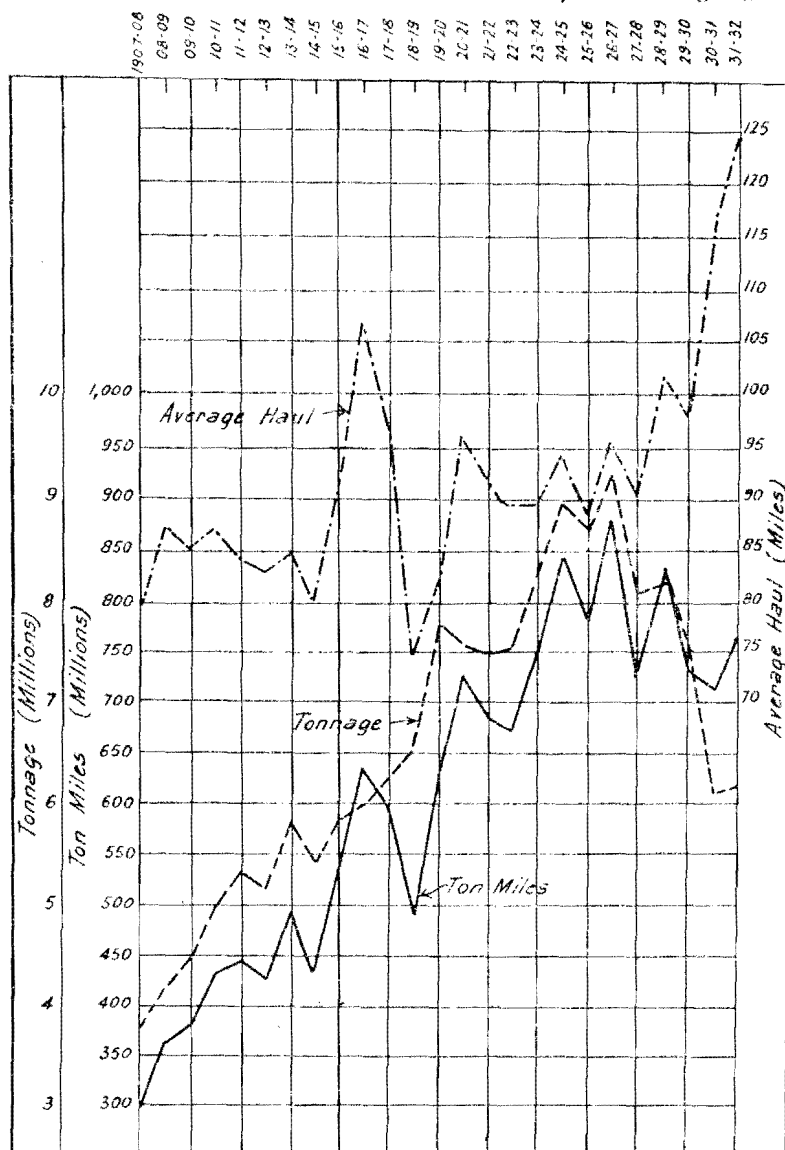
In the case of stone, gravel, and sand traffic, the continued decline is indicative of the drastic curtailment of Government, municipal, and private activities in regard to constructional and maintenance works.

The falling off in the coal and coke traffic was due to adoption by industrial undertakings of fuel oil and electric power, and to the increasing use of briquettes, as well as, of course, to the industrial depression.

Two factors are primarily responsible for the decline in the general merchandise traffic, viz., the general business stagnation and unregulated road competition.

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

GOODS AND LIVE STOCK TRAFFIC, 1907-8 TO 1930-31.



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

The fact that the ton-mileage for 1930-31 shows a retrogression and not a peak, although the wheat ton-mileage was 220,915,783 as compared with 207,510,133 in 1926-27, serves to emphasize the very serious decline which took place in 1930-31 in the general goods business. This business failed to react to the influence of a good harvest as in previous years, owing to the extreme financial depression.

The goods ton-mileage is the actual reflex of the volume of traffic, as it takes into account the average haul as well as the tonnage carried. The average haul, as will be seen from the graph, has been the subject of wide fluctuation, being influenced by the variations in the wheat traffic to a greater extent than is the goods tonnage. This is due to the fact that the average haul of wheat (105.7 miles in 1931-32) is substantially more than that of all other classes of goods traffic combined (103.60 miles in 1931-32).

The average haul of wheat is itself the subject of appreciable variation. In 1926-27, wheat on an average was hauled 173.1 miles, as compared with 146 miles in 1927-28. It rose again to 173.7 miles in 1928-29, fell to 147 miles in 1929-30, and reached its maximum (105.7 miles) in 1931-32. The decreases in 1927-28 and in 1929-30 were attributable to the fact that the shortage in rainfall in those seasons was most pronounced in the remoter portions of the State.

Train Mileage, Train Loads, &c.

The total train mileage (including assistant, light engine, and departmental coal mileage) for the year was 16,207,502, or 533,262 miles less than in 1930-31.

There was an increase of 198,056 in the goods train mileage, due to the running of goods trains where mixed services had been withdrawn or curtailed, to the increased tonnage and longer average haul of wheat, and to the necessity to remove much of the wheat hastily by special instead of by ordinary services owing to a plague of mice in the stacks.

This increase, however, was more than counterbalanced by decreases in the passenger and mixed train mileage, largely attributable to the fact that the stringent limitations of passenger schedules which were made in 1930-31 were operative for a portion only of that year.

The variations in the various classes of train mileage (by comparison with the previous year) were:

Decreases---			
Country passenger trains	..	..	148,025
Suburban passenger trains	..	..	186,665
Mixed trains	..	..	376,107
Rail motors	..	..	15,109
Departmental coal mileage	..	..	5,412
			731,318
Increase---			
Deduct increase in goods train mileage	..	..	198,056
			533,262

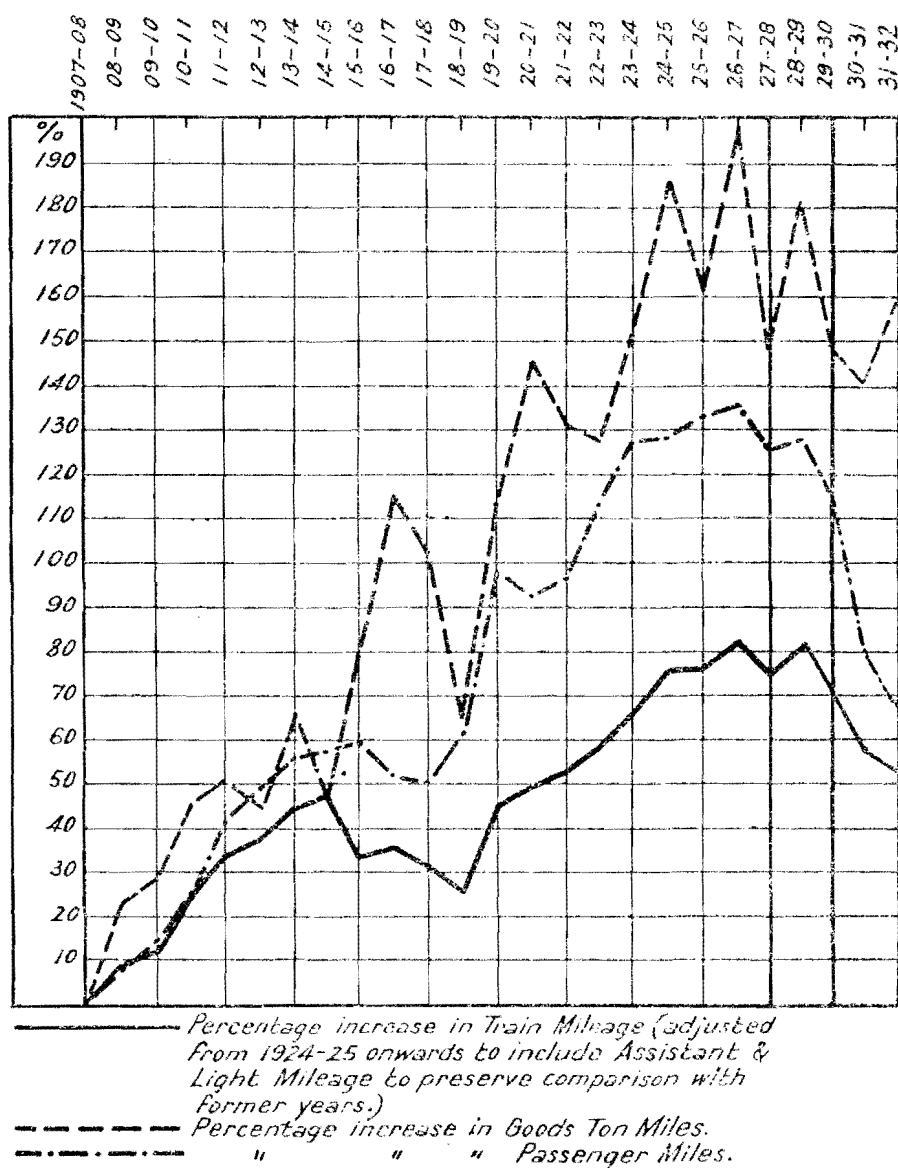
Full details of the train, locomotive, and vehicle mileages appear in Appendix No. 9.

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

		1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.
Average gross tonnage per traffic train mile	Passenger	219	218	207	200	196	191
	Mixed	210	209	212	212	217	230
	Goods	395	391	404	407	421	411
Average goods and live-stock tonnage per loaded truck mile		8.8	8.3	8.7	8.3	9.0	9.2
Average goods and live-stock tonnage per loaded truck mile during peak period (January to April inclusive)		9.5	8.8	9.8	8.9	10.1	10.3
Average miles per truck per day during peak period (January to April inclusive)		30.1	26.7	28.9	24.3	23.1	26.0
Number of passengers carried per passenger and mixed train mile, including rail motor mileage	Country	115.18	102.53	101.90	91.2	84.54	83.53
	Suburban	130.38	129.01	127.06	123.27	112.29	108.42

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

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



It should be noted that the train mileage curve represents all classes of running, and not the percentage increase or decrease in any individual class of service.

The graph shows that in 1931-32 the goods business and the passenger traffic were 159.47 and 68.33 per cent. respectively greater than in 1907-8, yet the increase in train mileage was equivalent to only 53.61 per cent. indicating substantial economic advantage.

Throughout the year a Committee of officers has been carefully investigating the practicability of increasing train loads on a number of lines, and increases were authorized on 35 sections, of which the following are examples:

	Mileage.	Increase Authorized.		Class of Engine.
		From.	To.	
		Tons.	Tons.	
Patchewollock-Hopetoun	27	500	620	" D1 " and corresponding increase for higher-powered engines
Patchewollock-Burroin		500	620	
Burroin-Hopetoun		500	620	
Ouyen-Woomelang	17½	500	650	" " " "
Turriff-Gama		500	720	
Gama-Lascelles		500	780	
Lascelles-Woomelang	17½	435	600	" D1 " " " "
Woomelang-Ouyen		435	600	
Murrayville-Waipenup	40	325	500	" D1 "
Camperdown-Terang	13½	572	720	" A "
Colac-Camperdown	28	429	570	" A "

In many cases it has been necessary to authorize modification of existing running practices, such as setting back at certain stations after trains are made up, in order to secure momentum to surmount grades with the heavier loads.

Another factor considered by the Loads Committee was the exploitation of automatic couplers where vehicle limitations, due to the contour of the tracks, had in the past limited the loads on locomotives. Increases were authorized over a number of sections according to the number of automatically-coupled vehicles at the head of the train.

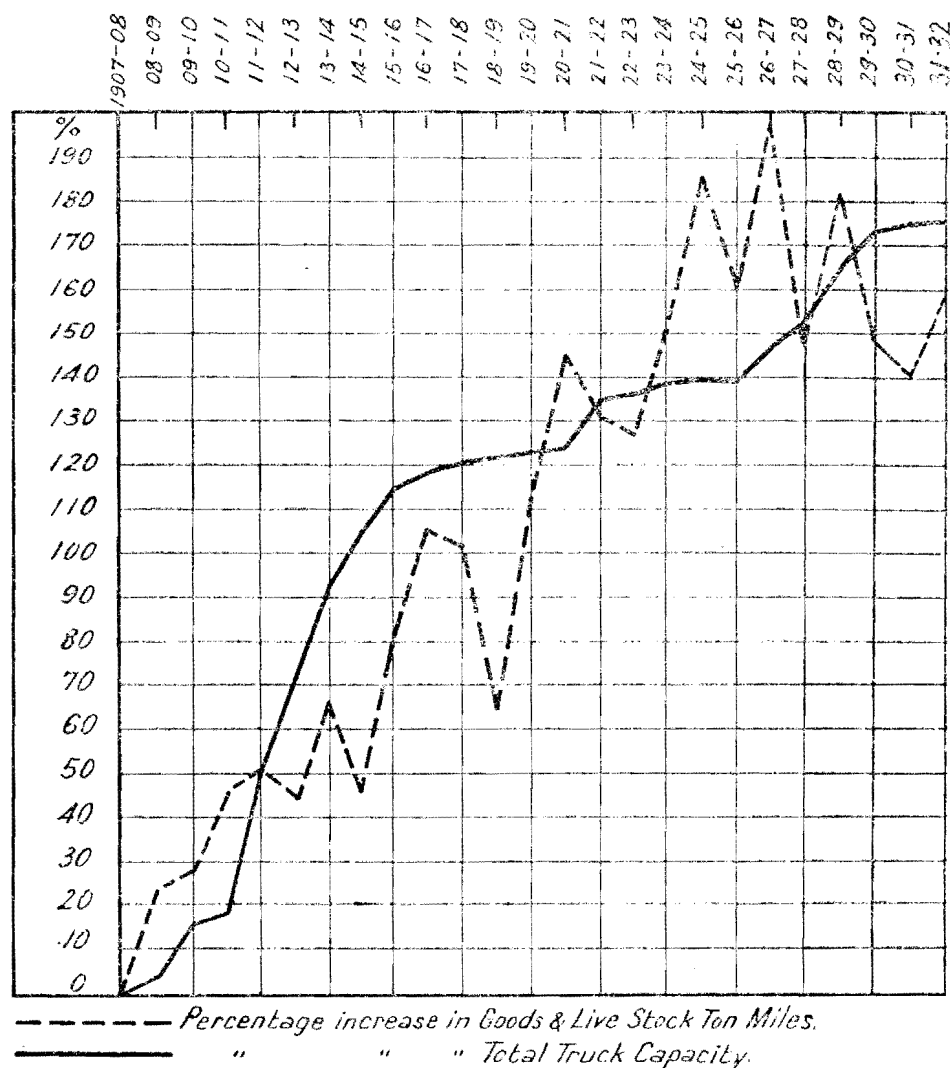
Reference is made elsewhere in this report to the fact that all of the sheep trucks have been converted to automatic couplers. This has opened up the possibility of running appreciably heavier trains in a class of traffic offering considerable economy due to the heavy peak loading and necessity for fast through running. Tests recently conducted between Seymour and Melbourne have demonstrated the practicability of handling trains consisting of 72 loaded sheep trucks with the smoothness of a passenger train. This represents an increase of 50 per cent. on the former vehicular limit on this service, and is typical of a number of operating improvements which may be achieved when full conversion to automatic couplers is accomplished. Moreover, these trains can now be handled much longer distances without alteration of load, with useful economies in respect of standing time and shunting charges.

Similarly on the State Mine Nyora section (30 miles), the loads have been increased from 1,107 tons ("C" class engine assisted by a "C" class pusher engine) to 1,332 tons ("C" class engine assisted by "C" class engine at head of train), provided that the weight of the train in excess of 750 tons consists of automatically-coupled vehicles placed consecutively next to the engine.

Apart from the savings in operating cost arising from this limitation of train mileage, the better loading and better movement of trucks represent a substantial economy in enabling the business to be conducted with less vehicles than would otherwise be the case. The figures showing the average goods and live stock tonnage per loaded truck mile, throughout the year and during the peak period, indicate that a substantial advance has been made in this direction. In the following graph are contrasted, over a series of years, the percentage increase in goods ton-miles

in each year and in the total capacity of the trucks utilized for handling the business:—

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



This chart indicates graphically the result of the endeavours which have been made to obtain the best use from the available rolling stock. The serious decline in the goods business has, however, caused the truck capacity curve to rise above that indicating the goods business during the last three years, although the year just closed showed an improvement in this respect by comparison with the two previous years.

The Wheat Harvest.

The wheat yield for the season was 41,055,856 bushels, and the quantity transported by rail from the producing districts for the year amounted to 15,619,699 bags.

The following statement shows the wheat yield and the quantity railed from the country districts during each of the past five years:—

Period.	No. of Bushels Produced.	No. of Bags of Wheat carried by Rail from Country Districts.
1927-28 ..	26,160,814 ..	6,709,149
1928-29 ..	46,818,833 ..	13,242,079
1929-30 ..	25,112,567 ..	5,775,690
1930-31 ..	53,814,369 ..	14,601,317
1931-32 ..	41,055,856 ..	15,619,699
Record Years (1915-16)	58,521,706	(1916-17) 18,461,822

The figures as to production relate to Victorian production only, whereas the wheat carried by rail includes grain grown in the Riverina district of New South Wales and received into this State through Tocumwal or the Border Railways, as well as relatively small quantities entering through the South Australian system.

During the year 7,335,110 bags were exported, compared with 8,311,220 bags in 1930-31.

It will be noticed from the above figures that the quantity of wheat railed during the year was greater than in 1930-31, although the harvest was substantially smaller. Correspondingly, the "carry-over" at country stations was noticeably less than in preceding years. This was due to a plague of mice at country stacks, necessitating the urgent removal of grain which in the ordinary course would not have been despatched until a later date. At 30th June last the quantity of grain stacked at the seaboard and in the country was 2,513,504 bags, which compares as under with the quantity stacked on the same date in each of the previous three years:—

Number of Bags of Wheat Stacked at 30th June—

	1920.	1930.	1931.	1932.
At or in the vicinity of Williamstown	312,227	489,595	377,152	978,905
At or in the vicinity of Geelong	574,879	210,188	293,347	946,392
At country stations	1,459,193	1,929,358	2,893,621	589,017
Totals	2,346,299	2,629,051	3,564,120	2,513,504

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

Timekeeping of Trains.

The percentage of trains on time in each of the last two years is shown hereunder:—

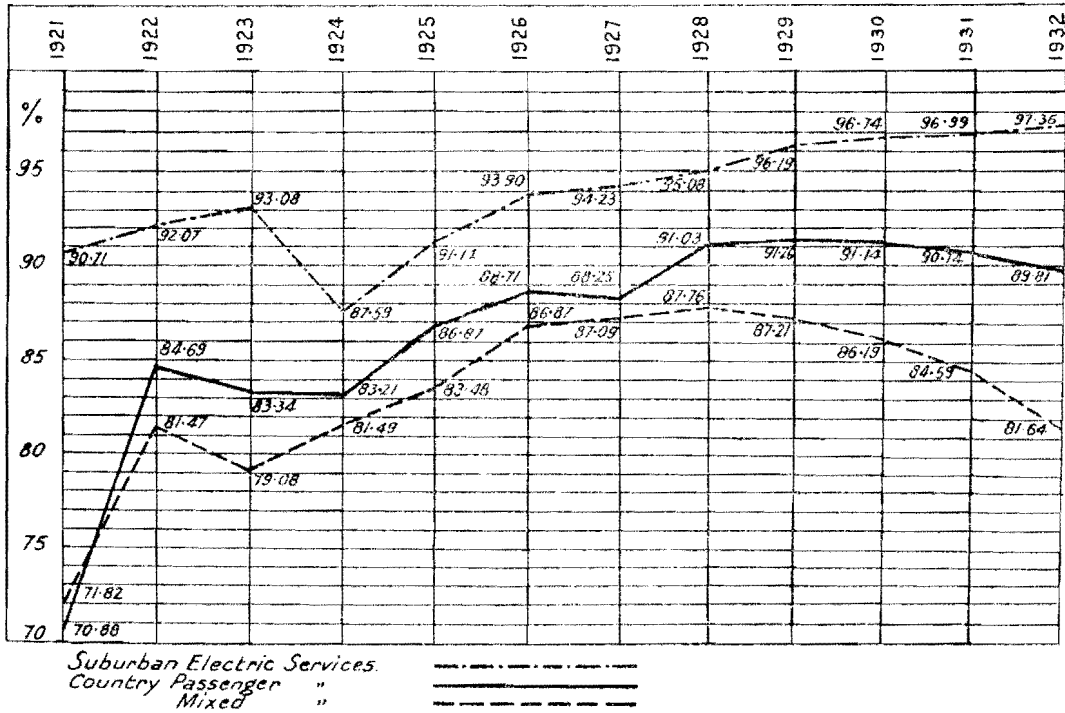
		1930-31.		1931-32.
Country passenger trains .. .. .	.. .. .	90.74	.. .. .	89.81
Country mixed trains .. .. .	.. .. .	84.59	.. .. .	81.64
Suburban electric trains .. .. .	.. .. .	96.99	.. .. .	97.36

In the case of suburban electric trains the percentage on time surpassed the record which had been established in 1930-31.

The timekeeping of the country trains was adversely affected by the curtailments of frequency which commenced at varying dates in the previous year, the full effects of which were, therefore, felt in the year under review. In an endeavour to limit goods train mileage, the mixed trains were utilized more or less frequently for additional roadside shunting work which was not provided for in the schedule. This furnished the best service possible in the circumstances for the primary producer, but had an adverse effect on the timekeeping of the mixed trains, and of the main line passenger trains with which they connect.

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

YEAR ENDED 30TH JUNE.



Train Services.

The progressive decline in passenger traffic necessitated the continuance of the limited train services generally in country districts. We have not been unmindful, however, of the necessity to improve the services where justified by the traffic or for the purpose of counteracting or preventing the diversion of business to the road. A noticeable example was the improvement in the schedules between Melbourne and Wonthaggi, which were remodelled to provide times of arrival and departure more suited to requirements, and for substantial reduction in the time between terminals. An improved service was also provided between Traralgon and Sale in conjunction with the Melbourne trains, a connexion being afforded on four days per week instead of two.

On the suburban electrified system further curtailments were made, resulting in an appreciable decrease in train mileage. Substantial savings were also effected in car (as distinct from train) mileage by reducing the number of cars on trains, particularly during the late evening and early morning periods, when the diminished volume of traffic admits of this course.

Way and Works Branch.

The activities of this Branch were again drastically curtailed by reason of the necessity to limit expenditure under the depressed financial conditions. Economy in maintenance was effected wherever practicable, but every care was taken to ensure that the permanent way, buildings, &c., were maintained in good working order and repair to the standard required for each line.

During the year 21 miles of track were relaid, and the tracks were strengthened by 7,346 additional sleepers and 4,830 cubic yards of additional bluestone ballast. In ordinary maintenance 27,763 cubic yards of bluestone ballast and 17,964 cubic yards of gravel ballast were used, 307,645 sleepers were renewed and 42 miles of fencing rebuilt.

Thermit Welding.

By arrangement with the Thermit International Interests in Australia, thermit welding of rail joints has been adopted in the Metropolitan Area on 100-lb. rail, with satisfactory results in maintenance economy.

Newport Workshops.

The new Locomotive Erecting Shop was completed during the year by the provision of an annexe 152 feet by 45 feet by 27 feet high, equipped with electrically operated lifting appliances, and immersion tanks and steam heat for removing grease, &c., from the parts of locomotives prior to overhaul and repair work being undertaken. The roof and walls are of asbestos corrugated sheets, to resist the corrosive effects of the fumes from the chemicals used in the cleansing processes.

The annexe has been in use since October last, and has contributed materially to the economical working of the Erecting Shop.

Subway at Mount Alexander-road, Essendon.

The vehicular subway at Essendon, where the North-Eastern line is carried over Mt. Alexander-road, consisted for many years of spans which provided for only one footpath and one 40-ft. roadway, on the south side of which, close to the footpath, was a single track electric tramway. Mt. Alexander-road for some distance in each direction is 3 chains wide and the subway formed a dangerous bottleneck.

The roadway at this point has now been widened by abolishing the short span over the footpath on the south side, and providing on the north side an additional span with a central pier, thereby increasing the width of the roadway to 80 feet between the abutments, and permitting the duplication of the tram track and its relocation in the centre of the road.

This work, which was completed in October last, was carried out by the Department under running conditions without interruption of rail or road traffic. The cost, which was defrayed by the Melbourne and Metropolitan Tramways Board and the Essendon City Council, was substantially below the estimate.

New Substation at Coburg.

A new brick substation was built at Coburg, as referred to under the heading "Electrical Engineering Branch." Siding accommodation and access by road were provided, and a manually operated gantry crane of 25 tons lifting capacity erected inside the building.

A transmission line between the new substation and those at North Fitzroy and Arden-street, which entailed alterations and extensions to 100 existing traction structures, and the erection of 13 new ones, was brought into use in May last.

New Roadway between Flinders-street Extension and Napier-street Bridge, Footscray

This work, which is being carried out by the Melbourne City Council (this Department contributing 15 per cent. of the cost) was advanced a further stage by the construction of an additional small permanent section on each side of the bridge over the Coal Canal, North Melbourne. It is anticipated that the roadway will not be finally completed for at least two years.

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

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

Level Crossing Signals.

In continuance of our policy of providing improved protection at level crossings, Flashing Light signals were installed at Moorabbin road, Mentone, and at Galliano-road, Bungee. This type of signal has been adopted as standard for future construction throughout Australia and New Zealand in place of the Wig-wag signal.

Telephones.

Further progress was made with the provision of station to station telephones, various sections of line totalling 71 miles being so equipped. Selector telephones were installed on 63 miles of line, making a total of 1,718 miles equipped for the Train Dispatcher system.

Rolling-Stock Branch.

A statement of the rolling stock in existence at 30th June, 1932, appears in Appendix No. 10.

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

Locomotives

"N" Class ("Mikado," tractive power, 26,960 lb.) 1

Rail Motors

Fordson (tractor parts purchased and adapted for railway running) 1

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

Locomotives	..	..	..	..	..	8
Cars	..	..	..	..	..	67
Vans and sundry	..	..	..	..	..	14
Trucks	..	..	..	..	..	5

Locomotive Construction.

As anticipated in our last report, no new locomotives were constructed during the year beyond the completion of one light line goods locomotive ("N" class), representing the last of a programme of ten of this type commenced in 1930. A "Fordson" tractor was, however, adapted for experimental use on the Kerang-Murrabit line, to test the possibility of further curtailing operating expense on this and similar non-paying lines.

Superheater Locomotives.

The "N" class engine constructed in the current year was equipped for superheated steam, and conversions of existing units from saturated to superheated steam numbered seven. The total number of superheater engines on the register at 30th June, 1932, stood at 321, which is slightly in excess of 50 per cent. of the full locomotive strength.

Locomotive Maintenance.

In keeping with the falling traffic demands and with financial requirements, the expenditure under this heading was again substantially reduced. Under a policy of reconditioning locomotives at a rate lower than the rate of deterioration in service, maintenance has been deferred and the available serviceable power reduced by storing locomotives in defective condition. At the end of the year there were 81 locomotives so stored.

During 1930-31 and 1931-32 the number of engines overhauled, as compared with 1929-30, declined by 25 per cent. and 30 per cent. respectively. The reduction in steam train mileage in the same years was 16 per cent. and 19 per cent. respectively.

This course has been made possible by the lesser traffic requirements and by improvement in train operating performances, but there are indications that a limit to the process of deferring locomotive repairs has been reached. The policy of using these units until heavy repairs are required has necessarily, to some extent, involved living on capital resources, a course which obviously cannot be continued indefinitely.

Although advantage has been taken of the opportunity to set aside a number of the older units, the cessation of construction work has resulted in the average age of the locomotive stock being higher now than at any time in the past twenty years. It is a matter for some concern that the prospects of improvement in this direction are somewhat remote, and this must inevitably be reflected in a tendency for the frequency and cost of overhauls to increase.

Automatic Couplers.

Steady progress was made with the fitting of automatic couplers to existing rolling stock, an additional 2,779 wagons, 18 steam locomotives, and 18 tenders being equipped with this improvement during the twelve months under review. An achievement worthy of special note was the conversion of the whole of the sheep trucks, the work being organized in such a manner as to avoid the utilization of slack transition couplings on trains composed wholly of such vehicles. This conversion was effected without any interference to live stock traffic.

As at 30th June, 1932, the number of broad and narrow gauge cars, vans, and wagons equipped with automatic couplers totaled 7,651. Of our broad-gauge freight vehicles, 35 per cent. are now so fitted. At the same date, 74 broad and narrow gauge locomotives, representing 12 per cent. of the total, had automatic couplers on both engine and tender, whilst the tenders of a further 31 locomotives were similarly equipped. Two hundred and thirty three other vehicles are prepared to receive the couplers.

Whilst the progress made during the year has been satisfactory in the circumstances prevailing, it has tended to increase the difficulties inseparable from a transition period and to emphasize the desirability of finalizing the conversion as early as practicable.

Boiler Construction.

During the year 26 new boilers were constructed, including four commenced but not completed in the previous year. This number was considerably below that required to replace those condemned, and the reduction involved serious depletion of spare stocks, without which the most valuable engines cannot be promptly repaired and returned to service. It was therefore necessary to store a number of locomotives without boilers until such time as replacements are available.

New Erecting Shop.

The complete change-over to the new Erecting Shop was completed in August, 1931. The improved facilities, which include modern overhead cranes, stripping annexe, and machine shop for the heavier locomotive parts, enabled considerable economies to be effected not only on engine repair work, but also on automatic coupler conversion and heavy truck and tender repairs, which now occupy the old Erecting Shop.

No locomotive construction has been carried out in the new shop, but the facilities which are now available will enable heavy engines to be built in future under much more favorable conditions, with resultant economies, although the present floor space is not excessive for the restricted output necessary under existing depressed conditions.

The advent of the new Erecting Shop facilitated a re-grouping of machines in the main Machine Shop, thus permitting a more systematic control of work passing through this Shop by reducing the handling of material to a minimum.

Electrical Engineering Branch.

Melbourne Suburban Electric System.

In order to decrease rail potentials on the Coburg Fawkner line, an additional automatic sub-station with an installed capacity of 1,500 k.w. is being erected at Coburg. The major portion of the equipment of this sub-station has been provided by transfers from another sub-station, and it has only been necessary to purchase certain minor equipment outside the Department. The automatic equipment was designed and almost entirely manufactured in the Electrical Engineering Branch.

Coincident with this work, the opportunity was taken to reinforce the existing 20,000 volt three-phase supply to the North Fitzroy sub-station. This has been necessary for some time in view of the important network comprising the Reservoir and Heidelberg to Hurstbridge lines, which are fed from this sub-station. This provision has now been made in the form of a 20,000 volt line carried on the 1,500-volt structures.

The installation of the 150 electric headlights on suburban rolling-stock has been practically completed, 148 having been put into service by the end of the year. Fifty additional headlights are being manufactured within the Department, and their installation will provide for the equipment of all trains running on the Frankston, Dandenong, Box Hill, Lilydale, Fernrice Gully, and Hurstbridge lines.

No. 10 boiler at Newport "A," which has been equipped for burning pulverized fuel, operated satisfactorily. This boiler has been provided with equipment enabling it to deal with the high moisture content coal obtained from Wonthaggi State Mine. Efficiency of combustion and operation in accordance with the original guarantees has been obtained. This boiler is now in regular service, and investigations to determine the efficiency of the equipment when burning various grades of coal will be carried out as opportunity offers.

The erection of the two deaerators at the Power House was completed and they are in operation. Tests are now in progress to determine their performance with respect to oxygen removal from the feed water and the most efficient method of station operation.

No extensions of the overhead electrical equipment were made during the year, and the total mileage of electrified track in operation at the end of the year is the same as last year, viz., 439.01 track miles, or 172.4 route miles.

The total number of units generated at Newport "A" Station during the year was 156,523,942, compared with 169,631,912 in the previous year. During the year 10,472 units were purchased from and 919,234 units sold to the State Electricity Commission.

Stores Branch.

The year under review marked the satisfactory completion of the stores re-organization, which was commenced in 1922, and has since been brought to finality in gradual stages.

This work embraced a complete review of all storage facilities and all work in connexion with the receipt, storage, custody and issue of stores, including the simplification of the stores accounting system.

Storehouse records and methods of storage were established which enable stock to be reviewed monthly, and to ensure regular and correct ordering: under the present system materials which are ordinarily in use can neither be under nor overstocked.

The physical method adopted enables stock to be readily taken, and a rapid and correct check to be made at any time. A general stocktaking has become a matter of days.

The systems and methods introduced disclose regularly the position in respect to obsolete and slowly-moving stock, the section stock books showing, month after month, the actual movement of each item of material stocked.

Stores facilities and stock descriptions are now standard throughout Victoria, and all materials held are fully recorded and regularly checked.

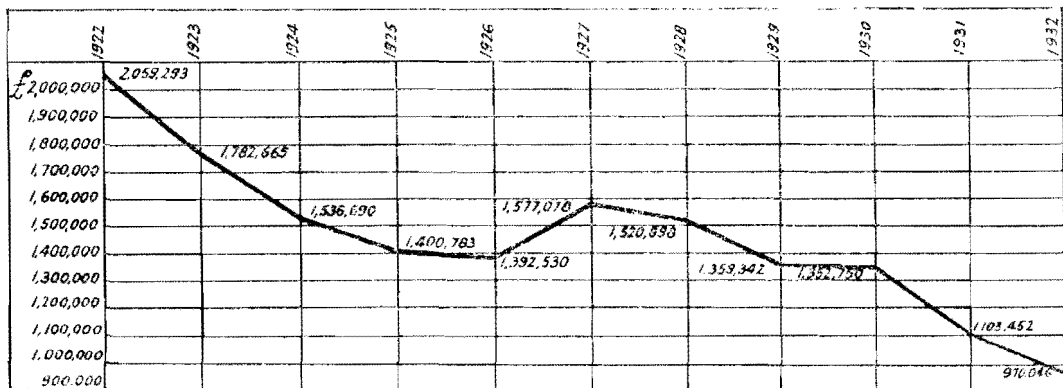
Shortly, the stores re-organization has resulted in the clearing of useless material, the correct ordering of all material and an efficient and perpetual check of stock, and it has facilitated inspection and reduced stock to a minimum. The outstanding benefits are:—

- (a) more efficient supply service to Branches,
- (b) reduced cost of operating,
- (c) reduction in investment.

During the year a reduction of £123,406 was effected in the stores stock, its value at 30th June being £970,046, as compared with £1,103,452 at 30th June, 1931.

Aided, of course, by the curtailment of the works programme and by lower prices, the re-organization of the stores system has yielded striking results in reducing stocks, and the following graph indicates the position at the close of each of the last eleven years:—

YEAR ENDED 30TH JUNE.



It will be seen that in the period covered by the graph the capital represented by the stores stock has been reduced from over £2,000,000 to less than £1,000,000.

In conjunction with the stores re-organization, a depot was established at Spotswood for the collection, reclamation, recovery or sale of all discarded materials.

This has resulted in all workshops and depots throughout Victoria being free of all scrap or discarded materials. It has also enabled us to recover articles suitable for re-use in their recovered condition or by reclamation. Further, materials unsuitable for re-use within the Department are collected and made available for sale at regular intervals. This depot has thus become a central location for the recovery, reclamation or sale of all discarded railway material. The value of sales and issues for 1931-32 was £42,180.

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

Year.	Stock on hand	Purchases.	Returns into Stock and	
	at 30th June.		manufactures by the	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	2,480,587	1,542,765	4,271,297
1924-25	1,400,783	2,766,777	1,460,069	4,326,428
1925-26	1,392,539	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	2,479,458	1,559,782	4,204,573
1929-30	1,352,750	2,282,089	1,369,917	3,640,727
1930-31	1,193,452	1,279,877	952,941	3,174,418
1931-32	970,040	1,154,311	814,363	2,168,793

Coal Supplies.

The total quantity of coal purchased during the year 1931-32 was as follows:

	From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	Total.
	Tons.	Tons.	Tons.	Tons.
Large coal	253,843	571	104,765	359,179
Slack coal	159,032	..	9,098	169,030
Totals	412,875	571	114,763	528,209

The total consumption of coal for the year was 526,652 tons, valued at £463,232, or an average of 17s. 7. 1d. per ton.

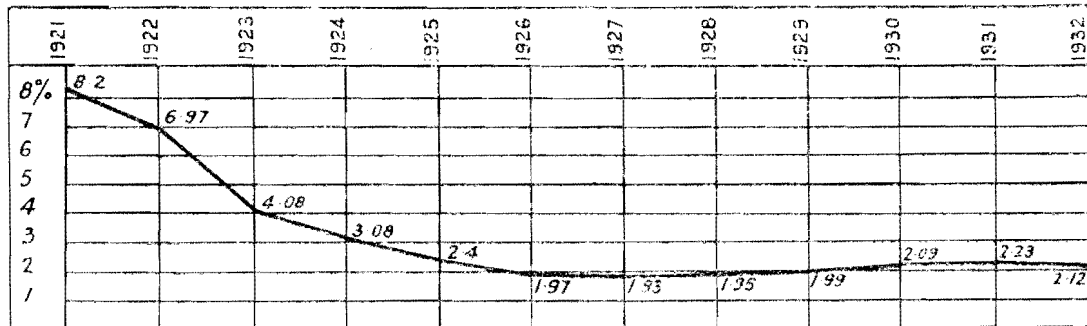
It is our policy to utilize State Mine coal for locomotive purposes to the maximum degree practicable. It is essential to provide Maitland coal for use, either in whole or in part, on the Interstate express trains, and at times (dependent upon the load) to use a proportion of such coal on other important passenger trains, but otherwise the State Mine product is utilized when available. During this year, however, the State Mine has not been able to supply the full quantity which could be consumed under this policy. This is due to the necessity to curtail the output of the mine consequent upon the difficulty experienced in disposing of the slack coal, which represents about 48 per cent. of the coal won.

Ticket Collection.

The high standard which has been attained in the collection of tickets was satisfactorily maintained during the year, and the efforts which have been made by the staff to procure this result are appreciated.

In the graph below is indicated the substantial reduction since 1920-21 in the percentage of tickets not collected:

YEAR ENDED 30TH JUNE.



Claims for Missing and Damaged Consignments.

The amount paid during the year for claims for short delivery, damage, and delay of consignments of goods, parcels, and live stock was £11,103. In the two preceding years the totals were £11,811 and £17,701. The percentage of claims paid to revenue from the same sources was .23 as compared with .24 in 1929-31, and .31 in 1929-30.

Improvements in the methods of packing and of stowing in trucks have effected a considerable reduction in the claims for damage to goods, and the measures taken to patrol trains and stations have prevented any increase in the amounts paid for theft, notwithstanding the fact that large numbers of unemployed men have boarded goods trains and camped near stations during the year.

The large number of stowaways on goods and mixed trains is, however, a menace not only to the property of the Department and its patrons, but to the life and limb of these unauthorized travellers, several of whom suffered death or serious injury during the year through accidents sustained in attempting to join or to alight from moving trains.

In addition, the prevalence of the stowaways has forced us to incur substantial expenditure in the special "policing" of trains.

Existing legislation does not enable us to deal effectively with this type of offence, and we have strongly urged an amendment of the law to overcome the trouble.

Refreshment Services and Bookstalls.

The revenue earned by the various refreshment rooms and stalls decreased by about 13 per cent. compared with that of the preceding financial year, owing mainly to the continued decline in country passenger traffic. Notwithstanding this, the trading profit was greater than in the previous year by approximately £3,000, due to the fall in the cost of commodities, and economies in working, despite the fact that for the greater part of the year a reduced tariff in the refreshment rooms, and lower selling rates on the stalls for many lines, were operative.

The policy consistently followed of giving acceptable service at reasonable prices has proved beneficial, ensuring the retention of a large measure of patronage that would otherwise have been lost. This has enabled the operations of the refreshment rooms and stalls to be conducted at a substantial trading profit.

Forty-four thousand five hundred and seventy cases of fruit were purchased for retail sale during the year, for which £22,224 was paid. The policy of selling fruit in cartons is being increasingly developed; grapes, oranges, peaches, and mixed fruit being the most favoured lines disposed of in this way. The patronage of the fruit juice drink stalls shows no signs of decreasing popularity, this being still one of the most successful spheres of operation.

The poultry farm proved its utility by providing 33,926 dozen eggs, and poultry valued at £1,049, for use in the refreshment rooms, dining cars, and The Chalet, Mt. Buffalo National Park.

The butchery, which purchases nearly all the meat required for the refreshment service organization, handled 490,221 lb. of beef, mutton, pork, &c., of a wholesale buying value of £7,827. The butchery manufactured 30 tons of sausages for railway use.

The principal items of production at the bakery were :—

Raisin and prune bread	..	..	115,466 loaves
Pies, pasties, &c.	..	..	56,140 dozen
Cake	..	..	20,918 lb.

The number of articles treated at the laundry for all sections of the Department totalled 112,734 dozen.

Ninety thousand and seventy-two bottles of milk and 16,964 luncheon cartons were sold to railway patrons.

Despite reduced earnings, the dining car on the Sydney express returned a profit for the year. The number of meals supplied was 44,202.

The bookstalls revenue amounted to £57,348, a falling-off of approximately 10 per cent., notwithstanding which the business was conducted at a satisfactory trading profit.

The Chalet, Mt. Buffalo National Park.

There was a slight increase in the number of visitors, but the revenue decreased by £1,343 due to the reduced tariff brought into operation for the winter season and the Christmas holidays. It was necessary to adjust the tariff in order to meet the lowered spending power of the community, otherwise a considerable loss of patronage by tourists would probably have resulted.

Following is a comparison of the number of visitors and revenue for the year, compared with the preceding year :—

	No. of Visitors.	Revenue.
1930-31	4,212 ..	£24,656
1931-32	4,373 ..	£23,313

The loss on the year's working was approximately £2,806, after allowing for interest and all charges except the writing down of the capital value of the buildings. This loss is due mainly to the lower revenue, but there were also accident expenses to be met and the cost of rehabilitating the motor transport to enable it to cope satisfactorily with the demands during the winter season. In addition, The Chalet has met, from its own revenue resources, the charges necessary for the maintenance of the buildings in first class condition, and for the various improvements carried out during the year, as well as for the writing down in value of the plant and equipment and the motor fleet.

The working costs have been reduced to the minimum consistent with giving efficient and acceptable service to patrons. Economic conditions have for the time being prevented our realizing the expectation that The Chalet would become self-supporting, but it must not be forgotten that it is a factor of substantial and increasing value to the community in the development of tourist travel, both local, Interstate, and from overseas.

One reason which has operated against the financial position of The Chalet is the fact that it has no liquor licence. In this respect it is placed at a disadvantage by comparison with other first-class accommodation houses such as those at Mount Kosciusko and Jenolan Caves.

A licence would assist materially in converting The Chalet from (under existing economic conditions) a losing proposition into a paying one. Apart from this fact, we are satisfied that in view of the isolation of The Chalet and of the climatic and other conditions, the properly regulated sale of liquor would be a decided convenience to guests. It would also be a decided advantage to the management, as it would place the control of liquor in its hands, and it would reduce surreptitious drinking, as it would eliminate any necessity for visitors to bring drink with them.

We have on a number of occasions represented that legislation should be passed which would enable us to hold a licence at The Chalet, subject to approval by the Licensing Court. This is the one thing lacking at present to enable complete service to be provided, and we would strongly urge that such action be taken without further delay.

Advertising.

As foreshadowed in last year's report, a decrease both in revenue and profits was experienced by the Advertising Division. The revenue totalled £42,423 as against £55,425 in 1930-31, and the profit was £29,891 as compared with £38,536. The exercise of strict economy in expenses resulted in the working costs being reduced and a still greater ratio of profit being obtained. Intensive sales work on sound and original lines has resulted in the widening of the field of endeavour, so that in a large measure new business has helped to atone for that unavoidably lost through the existing economic stringency.

The Staff.

The total staff at 30th June was 21,290, comprising 18,581 permanent officers and employees, and 2,709 supernumeraries.

Owing, however, to the "rationing" system operating in many grades, and to other factors, the quotation of these numbers does not convey an accurate impression either of the effective strength of the staff or of the variation in such strength.

The most accurate figures which can be used for this purpose are those embodied in the concluding portion of Appendix No. 7, which are compiled not on the basis of individuals (working in many cases less than full time), but on the basis of man-days. They thus combine the number of individuals employed and the time they work in a figure representing "full-time" employees.

In addition, they afford a survey covering the year as a whole, instead of the position at the end of the year, which may not fairly represent the true situation owing to depletion or otherwise of funds available at that stage for various works, &c.

The average staff for 1931-32 (on the man-day basis) was 20,694, as compared with 22,592 the preceding year—a reduction of 1,898, due partly to the lesser volume of business and curtailment of the works programme, but reflecting also the constant efforts which have been made to effect economy by re-organization and amalgamation of positions and altered methods of working.

Owing to the reduced operations of the Department, no appointments to the permanent staff were made during the year. The arrangements for absorbing some of the surplus staff in other Departments were continued as far as practicable, and 236 officers and employees of various grades are now on loan to other State Services—an increase of 89 during the year.

The arrangements for spreading employment by utilizing surplus staff to work off Sunday time and overtime wherever practicable were continued.

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

1929-30	..	..	..	..	£6,959,806
1930-31	..	..	..	..	5,490,927
1931-32	..	..	..	..	4,352,872

Wage Fixing Tribunals.

Apart from quarterly "cost-of-living" adjustments, the wages of the staff have been stabilized at the position mentioned in our last report. This position, it may be recalled, was the outcome of proceedings under which the Commonwealth Court of Conciliation and Arbitration set aside (except as regards basic wage and standard hours of duty) awards embracing a large section of the staff, and further reduced the basic wage by 10 per cent., while the Railways Classification Board made a similar reduction in the margins over the basic wage.

During the year the various unions made application to the Arbitration Court for the cancellation of the 10 per cent. reduction, but after a protracted hearing the application was refused.

The only business of importance dealt with by the Railways Classification Board during the year was our application for a reduction in the rates of expenses payable to officers and employees on duty away from head-quarters. An award was made which reduced such rates by amounts ranging from 5 to 10 per cent.

Education and Recreation.

The educational classes in railway and commercial subjects conducted by the Victorian Railways Institute continue to be freely availed of by the staff. Enrolments in classes have, however, been affected by the adverse conditions prevailing; the suspension of promotions within the Department; and the lack of new appointments to the service. In the circumstances the enrolment of a total of 1,975 students for the year, or 236 less than in 1930-31, is satisfactory.

Special attention is accorded by the Council to the educational aspect of the work of the Institute.

It is pleasing to note that as at 30th June, 1932, the membership of the Institute had increased by 380, the total membership at that date being 10,801. During the year, 1,105 new members were enrolled, compared with 1,760 in 1930-31 and 450 in 1929-30.

With the assistance of money granted out of the Government's Unemployment Fund, through the Melbourne City Council who supported the Institute Council in its application, a recreation ground has been established at Royal Park partly on park land and partly on adjoining railway land. This development in the work of the Institute will be an important factor in increasing the membership of the Institute and creating an interest in other phases of its work.

The Institute continues to be conducted in an efficient and economical manner.

Tourist and General Publicity.

The publicity programme this year, although necessarily somewhat limited by the restricted funds available for the purpose, was satisfactorily carried out, and we have reason to believe that it has been productive of good results in many directions.

Wide publicity was again given to the State's chief holiday resorts, and to the "bargains" in railway travel offered from time to time throughout the year. In addition, exhaustive distribution was given to thousands of pamphlets and leaflets directing attention to the existing problems of railway finance. These appealed to the people of the State to make the fullest possible use, in the interests of national economy, of their own railway system, in preference to the unregulated and largely irresponsible rival motor services which are active competitors for the more easily handled and most payable classes of traffic between the metropolis and practically every country centre where there is any substantial concentration of business.

Wool-growers, also tobacco-growers, were actively canvassed for their business by local advertisements, wireless broadcasting, and pamphlets which supplemented the personal interviews arranged wherever practicable. Those means undoubtedly helped to conserve and in some cases succeeded in regaining to the railway the traffic in those commodities, both of which are particularly susceptible to the inducements offered by road operators.

Throughout the year there was a noticeable increase in propaganda issued by the motor interests in support of road transport. Much of the matter published contained inaccurate and misleading statements detrimental to the railways. Suitable publicity measures were taken in order to place the truth before the public.

We are glad to say there are many gratifying evidences that the community generally—largely, we believe, as the result of our publicity—is beginning to realize more clearly than at any previous period, the important part which railways play in the financial structure of the State and the necessity for their being adequately safeguarded.

(In another section of this report the problem of road competition is referred to further.)

The publication of the monthly *News Letter* was continued during the year, its distribution being confined to the staff. By this means, we were enabled to extend our appeals to all railwaymen for their co-operation in furthering the interests of the service. Much interesting and topical railway news was also disseminated. We are satisfied that the *News Letter* is proving a valuable link between the administration and the staff.

Tourist Activities.

Every avenue of tourist traffic was fully exploited with the means at our disposal.

The Government Tourist Bureau, whose wide range of services was again largely availed of by the travelling public, proved a highly useful adjunct to the Department. The total revenue, compared with last year, was slightly lower. A large increase, however, was recorded in the number of people taking part in the escorted tours arranged by the Bureau, although it is significant that the lower-priced tours attracted the bulk of the patronage.

Altogether, the escorted tours numbered 101 (including two from Adelaide and one from Brisbane), with a revenue of £12,853 from 10,856 passengers, as compared with 77 tours and a revenue of £11,445 from 2,619 passengers during the preceding year. Of the tours arranged, 22 were conducted to the State Electricity Commission's Works at Yallourn, and consisted of parties of State and Technical School pupils and teachers, the total number of passengers being 8,855. This represented new business resulting from an intensive canvass of metropolitan and provincial schools by the Bureau.

The Bureau was also instrumental in arranging a number of special tours to various parts of the State for parties of State school teachers and pupils, public school boys, members of the Y.M.C.A. and Y.W.C.A., athletic clubs, and other bodies.

A party of New Zealand school boys (comprising 34 students and three masters) made an extensive tour of Australia, during which the Bureau made comprehensive arrangements for the party's stay of four days in Melbourne. The leader of the party expressed the belief that the success of the tour would lead to further ventures of this kind from the sister Dominion.

In furtherance of the policy under which a representative of Victoria has been established in Sydney for some years past for the purpose of promoting Interstate traffic, a representative was located in Brisbane during the year. The results achieved to date have fully justified this step, an outstanding example being the organization of a party comprising 56 scholars from various Brisbane schools, who, together with fourteen adults, visited Mt. Buffalo National Park, followed by a brief stay in Melbourne. Similar success attended the establishment of a representative at the Adelaide Bureau for a short period, a party of 72 people being booked for a tour to Mt. Buffalo. There are excellent prospects of a further tour in the near future, of a large number of Adelaide scholars to this resort.

An important addition to the Bureau's many facilities is the provision of service to travellers arriving in Melbourne on overseas and interstate vessels. A representative of the Bureau boards the boats, and furnishes visitors with particulars of shore excursions and with general travel information. Similar arrangements exist in Sydney and Brisbane, where the Victorian Bureau's representatives also meet incoming liners.

An event of particular significance in connexion with the promotion of overseas traffic to Victoria was the decision of the Matson Line Steamship Company, trading between the United States of America and Australia, to change the Australian terminal port of their steamers from Sydney to Melbourne. In conjunction with the Australian National Travel Association, details of a series of both short and extended shore tours to coincide with the arrival and sailing dates of the steamers were supplied to the company, in order that they may be placed before their passengers. Similar arrangements have been made with other steamship companies trading from overseas with these shores.

Further evidence of a greater interest in Australia overseas is the forthcoming visit to Australia of the s.s. *Ulysses*, which is undertaking an extended cruise from Great Britain. This is the first occasion that Australia has been included in a British cruise, and we are actively co-operating with the local representatives (Messrs. Thos. Cook and Son—Wagons-Lits (Australasia) Pty. Ltd.) and the agents for the line (Messrs. John Sanderson and Co.) in making such arrangements for the shore itineraries as will strengthen the claims of Australia for inclusion in any similar cruises that may be organized in the future.

Publicity to Assist the Primary Producer.

Our activities in this respect were directed principally to stimulating the consumption of both fresh and dried fruits. The Victorian Central Citrus Association co-operated with us financially in this publicity work.

The Department's fruit business at railway refreshment rooms, fruit and fruit-juice drink stalls, though somewhat less than in the previous year on account of the continued depressed state of business generally, again provided a very considerable market for the fruit-growers. The sum of £22,224 was paid to the growers in respect of fruit sold and used at railway stalls and refreshment rooms during the year. Of this sum, £9,155 was paid to citrus-growers.

At the 27 fruit-juice drink stalls operated by the Department in various parts of the State, 852,494 drinks were sold; sales of raisins, sultanas, &c., totalled 41,174 packets, or practically 3 tons of fruit; while a further 9½ tons of dried fruit were used in the 111,339 loaves of raisin bread made at the departmental bakery, and used and sold at railway refreshment rooms and stalls.

There was again this season a heavy crop of berry fruits, and by means of leaflets distributed by the Department, growers were materially assisted in disposing of their surplus fruit. Further assistance was rendered by arranging for Stationmasters to accept and despatch orders for such fruit.

Growers of potatoes and onions also found themselves with abnormally large crops, and they were aided in the disposal of their produce by folders featuring appropriate recipes which were printed and widely distributed by the Department.

Suggestions and Inventions.

We desire to express our earnest appreciation of the action of the present Government in authorizing us to reinstitute the payment of awards to the staff for suggestions submitted by them which are deemed to be worthy of such recognition.

The discontinuance of this practice in December, 1930, by direction of the Government of the day resulted, as was forecast and as indeed was inevitable, in a most serious decline in the number of suggestions received, the number which came to hand during the year being only 413, compared with 1,406 for the previous year and 2,387 for 1929-30. The abolition of the payment of awards, which was decided upon despite our strong and repeated objections, virtually destroyed the foundation of the system, which rests, of course, upon the expectation of reward for initiative and labour.

The value of incorporating in the suggestions system some real incentive to employees to submit their ideas is strikingly illustrated by the fact that from the inception of the scheme in April, 1921, until December, 1930, when the payments of awards ceased, the direct savings and benefits to the Department arising from adopted suggestions are conservatively estimated at no less than £50,000 per annum.

The decision to reinstitute the system has already resulted in a striking increase in the suggestions received, and we are confident that the Department will again be able to secure the benefits which were formerly obtained by this means.

"Better-Farming" Train.

During the year, two tours were undertaken, the costs of both this Department and the Agricultural Department being defrayed by the Commonwealth Bank of Australia out of the Rural Credits Development Fund. (The Bank made the requisite amount available for a further tour which was undertaken about the middle of July, and has recently intimated that the same responsibility will be accepted for a still further tour, details of which have not yet been fixed.) We desire to take this means for expressing our gratification that the far-sighted policy of the Bank enabled these valuable tours to be continued at a time when financial considerations would otherwise have necessitated their continued suspension.

Twenty centres were visited by the train during its two tours, the consistently large attendances testifying to the high regard which the farming community has for the practical knowledge, arising from scientific experimentation, to be gained by contact with the expert staff and inspection of the educational exhibits on the train.

The women's section of the train, devoted to demonstrations in child welfare, mothercraft, cooking, and needlework, again met with the appreciation of large numbers of country womenfolk.

The national character of the work being performed by the train was the subject of a notable tribute paid by the Rev. Dr. Lauchlan MacLean Watt, Turnbull Trust preacher for 1932, following an inspection of the exhibits. "Its introduction was a stroke of genius," he declared. "The train is one of the greatest things in the world—an apostle of prosperity and enlightenment."

Road Motor Competition.

We have again to express our deep sense of disappointment that another year should have closed without legislative action for the economic co-ordination of road and rail transport.

We have in previous reports stressed the economic dangers of road transport being permitted to operate without regulation or control, in competition with the railway system. During the year further important developments in competitive road transport caused us much concern. The number of road freight services operating between Melbourne and country centres increased substantially. Generally speaking, however, these were carried on by individual owners or by concerns of relatively small magnitude, and there was no evidence of the existence of any large vested interests in the competitive road motor transport business until recently, when a large receiving depot in the metropolis was established by a newly-created company.

The depot is advertised as having accommodation for 100 country carriers. The grave importance of this development cannot be over-estimated. Other companies will no doubt follow suit, and the time can be visualized when a well-organized system of competitive road transport will be depriving the railways of practically the whole of the higher-class, more payable traffic, which is, of course, the only traffic with which road transport competing with the railways seriously concerns itself.

The success of road transport in securing this selected traffic is attributable to the lower rates charged. Railway rates are fixed with a view to covering the over-all cost of railway service. But primary produce and other low-grade traffic, which comprise approximately two-thirds of the freight handled, must, for obvious reasons, be carried at very low rates, which do not contribute proportionately to the cost of providing railway service. A share of the cost of handling this traffic must therefore be obtained from the rates upon the higher-class commodities, the marketing of which is affected only to a relatively small extent by the freight charges.

This principle of railway rating—which is necessary for the development and protection of primary production and could not be discarded without adversely affecting the interests of the whole community—is the real explanation of the vulnerability of the railways to road competition for the high-grade commodities. If a flat railway rate could be fixed—and obviously it could not be—for all classes of goods, road competition for freight certainly could not exist. The average freight charged by the railways for carrying 1 ton of goods 1 mile—1.4d.—is full justification for this assertion.

The loss of the bulk of the high-grade, payable traffic, with a consequent further loss in other traffic which will be carried by the road services on the return trip for any rates obtainable, would place the railway finances in an utterly hopeless position. Staggering deficits would be inevitable, and essential railway service would be imperilled.

We determined therefore to adopt every practicable means, however drastic in their consequences, to avert what could only be regarded as a national catastrophe. Steps were taken, and are still being continued, to follow the road competitors from place to place and to offer rates, regardless of the standard charges, sufficiently attractive to regain the lost business to the railways. This is a development of the course which we entered upon some three years ago, but which was discontinued when there appeared to be prospects of legislation to control the situation.

We are fully convinced that no other effective course is open to us. It is solely a question of rates, and we are now meeting our competitors on that ground.

Unfortunately, the action now being taken will involve immediate loss of revenue, but unquestionably the loss will be much less than the ultimate amount involved if nothing were done to check the unregulated competition.

In addition to road freight services, five-seater passenger cars are still operating without restriction of any kind, practically everywhere throughout the State, except upon the five banned highways. The activities of these services are adversely affecting railway revenue to an important extent, and they are also having a seriously detrimental effect upon many of the licensed omnibus services operating under contract with the Department as "feeders" to the railways.

In an endeavour to retain traffic to the rail, specially cheap fares, lower than the road fares, have been put into operation on the Wonthaggi line for a trial period, while similar steps were taken to meet the intensive road competition for football traffic in the country, and to encourage long-distance suburban travel in the suburbs in connexion with Association football matches.

Other examples of the same kind, made with the object of promoting travel, were reductions for long journeys in the Cheap Excursion fares, for a "Mystery" train for hikers on King's Birthday, and in the fares and guarantees for large picnic parties travelling to tourist resorts. In addition, Cheap Excursion fares were charged for travel by special trains to Sydney in connexion with the opening of the Sydney Harbour Bridge. These trains conveyed nearly 4,000 passengers, and resulted in a Victorian revenue of £6,000.

The need for the economic co-ordination of the respective transport facilities has been recognized throughout Australasia, and legislation to this end has been passed, except in Western Australia and Victoria. The tendency throughout the world is definitely in the direction of co-ordination in place of unnecessary and costly duplication.

We are gratified to learn that it is the intention of the Government to introduce legislation based on similar principles, and we earnestly hope that an appropriate measure will be passed at the earliest possible moment.

Departmental Road Motor Services.

Road motor bus services, connecting with the railway system, were continued on the following routes :—

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

There was a slight increase in the patronage on the Upper Ferntree Gully—Belgrave—Monbulk route, the operation of which has enabled substantial savings to be effected on the narrow-gauge railway line.

On the East Camberwell—Deepdene—East Kew route also there was an increase in traffic.

An alteration in the route of the Lilydale—Warburton service has reduced the mileage to a minimum, while adjustments in the running schedules decreased the over-all travelling time between Melbourne and Warburton by 27 minutes on the "down" and 5 minutes on the "up" journey on week-days. That this service is a valuable feeder to the railways is indicated by traffic tallies, which disclosed that approximately 80 per cent. of the passengers use the rail service to and from Lilydale.

The Melbourne—Geelong road goods service carried an increased tonnage of 642 tons, and showed a profit of £725 for the year's operations. This service is retaining to the Department business which was being given to the road competitors to handle.

The system of collection and delivery of parcels and goods is still in operation at Geelong and is not waning in popularity. It offers a convenient and speedy means of transport by road and rail to and from business houses. This system is ensuring traffic to the rail which, if handled by competitors in Geelong, would probably be taken to Melbourne and other places direct by road whenever the opportunity offered.

The system of transferring less than truck load lots of goods by road motor between the Melbourne Goods Sheds and suburban stations is still in operation on the following routes :—

Melbourne Goods—Flinders Street.
" " Sandringham and Mordialloc lines.
" " Oakleigh line.
" " Box Hill, Blackburn, and Kew lines.
" " Victoria Park and Reservoir line.
" " North Fitzroy and Coburg lines.
" " West Footscray, Newport, and Williamstown.

This method of dealing with small lots of goods continues to give quick service and economical transport.

An extension of this service has been made to include the collection of small lots of tobacco at the various portions of the Melbourne Goods Sheds for cartage to Flinders-street and Spencer-street for despatch by passenger train.

Powers Electric Accounting Machines and Re-organization of Workshops Costing Methods.

The use of the Powers electric accounting machines was further extended during the year by the introduction of a mechanical system of accounting for materials consumed in the workshops at Newport, thus affording considerably more detailed information than it was possible to obtain under manual methods and enabling a more efficient and effective control to be exercised.

The procedure which has been introduced with such highly satisfactory results at the Newport Rolling Stock Branch workshops has been adopted as the standard costing practice to be extended to all railway workshops.

As a preliminary step towards the amalgamation of the Newport Signal and Telegraph Branch workshops and the Spotswood Way and Works Branch workshops, arrangements were made for the introduction of the new system at the Spotswood workshops and subsequently for the consolidation of the costing procedure of these two workshops into one organization located at Spotswood. This consolidation has been effected and a substantial saving in clerical cost achieved.

State Coal Mine.

After payment of working expenses, loan redemption and interest charges, and after allowing for a contribution of £30,000 to the Depreciation Fund, the operations of the Mine resulted in a loss of £93,616.

This result was occasioned by the much reduced prices ruling for Maitland coal—such prices forming the basis (allowance being made for the difference in heating, &c., values) of the prices paid for State Mine coal utilized by the railways. At the beginning of 1930-31 coal so utilized was being paid for at 21s. 8d. per ton for screened and 18s. per ton for slack. These figures had been reduced at the beginning of 1931-32 to 19s. and 12s. 11d. per ton respectively, and during the currency of the year fell to 13s. per ton for large and 9s. 8d. per ton for slack coal.

The quantity of coal braced during the year was 526,278 tons. The saleable output (which is exclusive of local consumption, miners' household coal, allowances, and waste) was 499,644 tons. Of this quantity 429,461 tons were supplied to the Railways Department; 9,599 tons to other Public Departments, and 60,584 tons to the general public.

During the year operations were suspended on account of strikes, stop-work meetings, and the like for four days; on account of fatal accidents for four days, and on account of shortage of trade for 80 days. Last year a total of 55 days was lost altogether.

The average number of persons employed throughout the year was 1,668, compared with 1,774 employees during the previous financial year.

The number employed is much in excess of requirements and does not represent a "full time" staff, as the employees have been securing only six or seven days' work per fortnight. This situation, which originated from the employment of a large number of additional men during the cessation of work on the Maitland coalfields two or three years ago, presents undesirable features, and since the close of the year we have taken steps towards reducing the staff to actual requirements.

In the period under review an amount of £376,688 was disbursed in wages. The net average daily earnings of the contract miners, after deducting the cost of explosives, were 24s. 10d.

In view of the heavy loss sustained in working, we instituted proceedings in June last with the object of obtaining relief from the high rates of payment in operation at the Mine. This indirectly resulted, soon after the close of the financial year, in the passing of State legislation establishing a State Coal Mine Industrial Tribunal, from which an interim award has just been received, effecting a reduction of 20 per cent. in wages and contract mining rates.

Acknowledgment of Services of Staff.

We have pleasure in again recording our appreciation of the excellent service given by the Staff.

Despite the financial sacrifices which have been imposed upon all sections in consequence of the economic crisis, there has been no decline in the morale of the service. On the contrary, officers and employees alike have responded freely to the call to put forth their best efforts in the difficult times through which the Department is passing.

There are many evidences—including numerous letters of appreciation—of the co-operation between the employees and the patrons of the Department, and of the recognition by the staff of the need for them to function as active business agents for the organization, rather than to confine themselves to the routine performance of their duties.

Heads of Branches.

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

Secretary	Mr. E. C. Eyers.
Chief Mechanical Engineer	„ N. C. Harris.
Chief Engineer of Way and Works	„ J. M. Ashworth.
General Superintendent of Transportation	„ M. J. Canny.
Chief Electrical Engineer	„ H. P. Colwell.
Comptroller of Accounts	„ T. F. Brennan.
General Passenger and Freight Agent	„ J. McClelland.
Comptroller of Stores	„ C. W. J. Coleman.
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.
W. M. SHANNON,	
T. B. MOLOMBY,	

APPENDIX

BALANCE-SHEET AT

LIABILITIES.	Reference.	£ s. d.			£ s. d.		
	Appendix. No.						
Face value of Bonds and Stock allocated to the Railways ... ..	...	75,498,032	4	10			
<i>Less</i> Securities purchased and cancelled from National Debt Sinking Fund ...	...	1,318,530	14	3			
					74,179,501	10	7
Contributions from Revenue for Capital Purposes—							
Proceeds of Sale of State Lands ...	...	2,825,740	6	1			
Accrued Interest on Loan Moneys expended during the construction of certain lines ... ..	...	21,619	0	0			
Consolidated Revenue ... ..	...	1,369,141	19	4			
Developmental Railways Account ...	...	108,520	10	8			
					4,325,021	16	1
Advances from Public Account for Capital Purposes ... ..	...	...			124,034	17	10
Contributions to National Debt Sinking Fund ... ..	...	...			1,541,242	8	2
Special Funds :—							
Rolling Stock Replacement Fund ...	...	15,015	13	6			
Railway Accident and Fire Insurance Fund	13	100,000	0	0			
					115,015	13	6
Sundry Creditors ... ..	...	282,005	11	8			
Payments received in advance for Revenue Services to be rendered in the year 1932/33 ... ..	...	59,909	5	0			
Payment received in advance for works to be carried out ... ..	...	3,939	9	8			
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue ...	...	...			345,854	6	4
					80,585	18	0
Interest Charges and Expenses ... ..	...	3,658,705	3	7			
Exchange on Interest Payments ... ..	...	440,937	18	9			
					4,099,643	2	4
<i>Less</i> Net Revenue for the year after providing for Working Expenses ...	...	3,129,292	11	0			
					970,350	11	4
					£81,681,607	1	10

This statement has been examined with the Railway Ledgers and found correct.

J. A. NORRIS, Auditor-General.

No. 1.

30TH JUNE, 1932.

ASSETS.	Reference.	£ s. d.			£ s. d.		
	Appendix No.						
Railways (Open Lines) :—							
Way, Works, Buildings and Equip- ment	8	59,152,362	12	9			
Rolling Stock	8	14,444,743	3	8			
					73,597,105	16	5
Stores and Materials on hand and in transit	8 and 21	972,792	15	4			
Stores and Equipment on hand at Refreshment Rooms ... ..	...	123,451	18	6			
Materials in course of Manufacture ...	8	8,021	5	9			
					1,104,265	19	7
Electric Tramways (Open Lines) :—							
Way, Works, Buildings and Equip- ment	8	205,927	3	11			
Rolling Stock	8	100,714	4	4			
					306,641	8	3
Road Motor Public Services :—							
Buildings and Equipment	8	6,101	1	10			
Rolling Stock	8	25,564	6	6			
					31,665	8	4
Railways under construction	8	...			421,608	13	7
Bridges over the Murray and Snowy Rivers for Railways not yet constructed	8	...			33,061	2	7
Lines closed for traffic—							
Railways	8	399,479	4	11			
Black Rock to Beaumaris Electric Tramway	8	33,101	6	8			
					423,571	11	7
Assets abandoned or abolished—to be written off ... ..	...	...			12,667	4	1
Surveys	8	...			409,777	8	4
Piers transferred to Melbourne Harbor Trust, at cost ... ..	...	279,830	0	0			
Less Repaid to Capital Account ...	8	233,829	7	9			
					46,009	12	3
					76,386,365	5	0
Discount and Floating charges on Loans	...	3,524,360	8	11			
Less Premiums ... ..	...	453,928	14	6			
					3,070,431	14	5
Cash at Treasury—							
Special Funds ... ..	...	115,015	13	6			
Trust Funds ... ..	...	139,261	17	8			
					254,277	11	2
Cash at Stations and in Transit ...	...	...			55,164	3	3
National Debt Sinking Fund... ..	...	...			222,711	13	11
Securities held as Deposits on Contracts	...	...			22,019	8	10
Sundry Debtors ... ..	...	...			147,464	17	1
Balance of Moneys provided for Capital Purposes :—							
Railway Loans Repayment Fund ...	...	354,649	8	6			
Trust Funds Surplus Land Account	...	388	19	7			
Railways Stores Suspense Account	21	196,739	11	11			
Unexpended Balance of Loan Moneys	...	1,043	16	10			
					552,821	16	10
Deficit for year 1931-32 ... ..	...	...			970,350	11	4
					£81,681,607	1	10

T. F. BRENNAN,
Comptroller of Accounts.

APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1932 AND 1931.
(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—	
		1932.	1931.			1932.	1931.
		£	£			£	£
To Maintenance of Way and Works ..	A	1,110,987	1,394,185	By Passengers	4	3,514,101	3,890,604
„ Rolling Stock—				„ Parcels	4	336,198	375,798
General Superintendence, &c. ..	B	34,891	44,817	„ Horses, Carriages and			
Maintenance of Rolling Stock ..	C	1,175,372	1,524,136	Dogs	4	21,098	26,539
Motive Power	D	998,776	1,216,400	„ Mails	4	74,653	85,221
Examination and Lubrication of				Total Coaching		3,946,053	4,378,162
Coaching and Goods Vehicles	E	51,110	54,828	„ Goods and Live Stock ..	4	4,805,738	4,817,808
Transportation and Traffic ..	F	1,690,542	2,026,918	„ Electrical Power	4	27,394	43,840
Electrical Engineering Branch ..	G	187,805	273,682	„ Rents and Miscellaneous	4	155,699	159,987
Miscellaneous Operations ..	H	305,561	362,222	„ Dining Car and Refresh-			
Stores Branch	I	88,636	110,810	ment Rooms Services	4	276,296	317,801
General Expenses	J	168,571	197,544	„ Advertising	4	42,423	55,425
Contribution to the Railway Accident				„ Bookstalls	4	57,348	63,972
and Fire Insurance Fund		18,926	26,603	„ Amount received in respect			
Contribution to Melbourne Harbour				of the loss resulting from the working			
Trust in connexion with the construction	K	..	16,667	of certain lines of railway,			
of Spencer-street Bridge		424,602	425,334	<i>vide</i> page 10	4	139,429	158,508
Pensions and Gratuities ..		84,760	20,998	„ Guarantees in respect of			
Border Railways Adjustment ..				losses on certain lines	4	3,924	12,855
„ Balance Net Earnings .. ..	..	6,340,542	7,695,144				
		3,113,762	2,313,214				
Total	£	9,454,304	10,008,358	Total	£	9,454,304	10,008,358

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1932 AND 1931
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1932.	1931.		£	£
Average Miles of Single Track Open, including Sidings	6,125	6,108			
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence	£ 143,840	£ 167,163	General Superintendence	139,487	163,369
Stationery, Printing, and Advertising	3,537	3,874	Stationery, Printing, and Advertising	49,381	54,137
Maintenance and Renewals of the Permanent Way	542,928	642,245	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	31,351	48,707	Salaries, Wages, &c., of Staff ..	1,094,830	1,341,887
Slips and Flood Repairs	2,810	4,451	Fuel and Light	32,579	34,870
Bridges, Tunnels, Culverts, Retaining Walls, and Drains	50,977	80,144	Uniforms for Staff	4,175	7,450
Piers and Wharfs	62	20,349	Other Supplies	36,035	39,994
Weighbridges, Scales, Lifting Cranes, &c.	12,833	18,328	Other Expenses	8,305	10,943
Electric Power Station Buildings ..	3,145	4,331	Gatekeeping	28,167	33,855
Other Buildings, Platforms, and Fixtures	108,304	157,266	Guards and Conductors—		
Stock Yards	5,885	7,620	Wages and Expenses	161,978	202,434
Water Services	17,433	25,952	Uniforms and Supplies	1,384	2,410
Machinery, Tools, and Supplies ..	54,985	65,230	Cleaning, Icing, &c., of Carriages ..	54,843	70,025
Signals and Interlocking, Signal Boxes, and Track Bonds	106,896	119,049	Supplies, &c., for Carriages	12,068	14,548
Telegraph and Telephone Lines and Instruments	20,985	24,446	Light for Carriages	10,827	12,862
Injuries to Employees or others ..	2,121	2,878	Repairs and Renewals of Tarpaulins and Lashings	45,324	23,339
Betterments	2,173	1,386	Rail Motor Operation	4,337	4,897
Other Expenses	722	766	Operation of Grain Elevators and Grain Conveyors		
	1,110,987	1,394,185(a)	Operation of Coal Shipping Plants ..		
ROLLING STOCK.					
			Injuries to Employees	2,097	2,779
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence	32,154	42,209	Loss and Damage to Property and Goods	864	1,168
Stationery, Printing, and Advertising	2,740	2,608	Compensation, Personal		
	34,894	44,817	Other Expenses	3,861	5,951
C.—MAINTENANCE OF ROLLING STOCK.					
Motive Stock—				1,690,542	2,026,918
Steam Locomotives	417,036	533,179	G.—ELECTRICAL ENGINEERING BRANCH.		
Electric Locomotives	1,777	1,661	General Superintendence	12,603	17,058
Electrical Equipment of Electric Coaching Stock	24,100	31,030	Stationery, Printing, and Advertising	582	611
Coaching Stock, excluding Electrical Equipment	244,156	297,742	Power Station	144,637	203,834
Goods Stock	352,513	376,066	Transmission, Distribution Systems, and Sub-Stations	66,023	91,058
Rail Motors	35,790	34,458	Injuries to Employees or others ..	95	206
Payments in respect of accrued depreciation on Rolling Stock, and of Rolling Stock withdrawn from service	100,000	250,000	Other Expenses		
	1,175,372	1,524,136	Other Operations (Credit)	Cr. 36,135	Cr. 39,085
D.—MOTIVE POWER.					
Superintendence	40,421	47,173		187,805	273,682
Running Sheds, Labour and Supplies	64,114	86,865	H.—MISCELLANEOUS OPERATIONS.		
Drivers and Firemen	330,375	401,966	Dining Car Service	9,439	12,118
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.	381,111	479,415	Refreshment Rooms Service	232,324	275,752
Oil, Tallow, Waste, and other running supplies	15,324	13,881	Advertising Service	12,532	16,889
Water	23,257	26,177	Bookstalls Service	51,266	57,463
Electric Motormen, including Superintendence, Uniforms, and Supplies ..	99,162	114,925		305,561	362,222
Rail Motor Operation	40,094	42,474	I.—STORES BRANCH.		
Other Expenses	1,934	2,070	Salaries and Wages	84,539	106,608
Injuries to Employees or others ..	984	1,454	Charges for Services rendered by other Branches	5,518	9,534
	998,776	1,216,400	Printing	1,046	1,099
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.					
Excluding Electrical Equipment ..	33,097	34,513	Motor Transport	3,397	4,185
Electrical Equipment	18,013	20,315	Office Requisites and Stores	1,633	1,599
	51,110	54,828	Other Expenses	1,308	1,199
			Proportion of Percentage added to cost of Works charged to Capital, &c. (Credit)	Cr. 8,805	Cr. 13,414
				88,636	110,810
			J.—GENERAL EXPENSES.		
			Commissioners' and Secretary's Offices	25,758	31,020
			Accountancy Branch	99,389	113,645
			Legal and Medical Expenses	10,345	12,934
			Stationery, Printing, and Advertising	6,840	7,016
			Municipal and Shire Rates	533	502
			Sundry other General Charges	25,706	32,427
				168,571	197,544
			K.—OTHER EXPENDITURE.		
			Contribution to the Railway Accident and Fire Insurance Fund	18,926	26,603
			Contribution to Melbourne Harbour Trust in connexion with construction of the Spencer-street Bridge ..		16,667
			Pensions and Gratuities to the Staff	424,602	425,334
			Border Railways Adjustment	84,760	20,998
				528,288	489,602
			Total	6,340,542	7,695,144

(a) Exclusive of £12,250 debited to Unemployment Relief Fund.

APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1932, AND 1931 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—								
	1932.				1931.				
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.		
	..		4,720		..		4,710		
	Traffic Train Mileage—				Traffic Train Mileage—				
	Passenger—				Passenger—				
	Country		3,571,624		Country		3,909,244		
	Suburban		6,962,346		Suburban		7,156,722		
	Goods		4,823,800		Goods		4,879,349		
	Total		15,357,770		Total		15,945,315		
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	
EARNINGS.									
	Journeys.	£	£	d.	Journeys.	£	£	d.	
COUNTRY.	405,902	322,707	69·05	21·69	513,226	379,797	81·5	23·32	
First Class Passengers	3,254,956	929,512	198·87	62·46	3,657,975	1,041,024	223·4	63·91	
Second Class Passengers									
Season Tickets—									
First Class	628,005	99,089	21·20	6·66	799,750	125,645	27·0	7·71	
Second Class	744,043	28,431	6·08	1·91	825,909	30,955	6·6	1·90	
Workmen's Weekly Tickets—Second Class	109,172	2,322	·50	·15	109,433	2,369	·5	·15	
Total Country	5,142,078	1,382,121	295·70	92·87	5,906,293	1,579,790	339·0	96·99	
SUBURBAN.									
First Class Passengers	22,764,812	505,208	2,360·79	17·41	26,692,418	603,383	2,819·5	20·23	
Second Class Passengers	44,400,967	857,741	4,008·14	29·57	45,087,451	881,189	4,117·7	29·55	
Season Tickets—									
First Class	20,475,137	327,267	1,529·28	11·28	24,395,794	392,638	1,834·8	13·17	
Second Class	24,669,753	310,312	1,450·06	10·70	23,778,927	298,631	1,395·5	10·01	
Workmen's Weekly Tickets—Second Class	8,537,838	131,465	614·27	4·53	8,794,337	134,972	630·7	4·53	
Total Suburban	120,848,507	2,131,983	9,962·54	73·49	128,748,927	2,310,814	10,798·2	77·49	
Total Passenger	125,990,535	3,514,104	744·51	80·06	134,655,220	3,890,604	826·0	84·38	
Parcels		336,198	71·23	7·66		373,798	79·8	8·15	
Horses, Carriages, &c.		21,098	4·47	·48		26,539	5·6	·57	
Mails		74,653	15·82	1·70		85,221	18·1	1·85	
Total Parcels, &c.		431,949	91·52	9·84		487,558	103·5	10·57	
Total Coaching		3,946,053	836·03	89·90		4,378,162	929·5	94·95	
General Merchandise	Tons.	3,881,691	822·39	192·89	Tons.	3,833,761	814·0	188·56	
Wool	5,140,348	239,189	50·68	11·88	4,778,761	210,107	44·6	10·34	
Live Stock	85,684	560,461	116·62	27·35	79,119	572,658	121·6	28·17	
Minerals—									
Coal, Coke, and Shale	218,013	72,462	15·35	3·60	542,134	280,533	90·185	19·1	
Other than Coal, Coke, and Shale	238,267	61,935	13·12	3·08	418,763	111,097	23·6	5·46	
Total Goods	6,186,081	4,805,738	1,018·16	238·80	6,099,310	4,817,808	1,022·9	236·97	
Electrical Power		27,394	5·80	··		43,840	9·3	··	
Rents		199,989	29·66	··		149,865	31·8	··	
Miscellaneous		15,710	3·33	··		10,122	2·2	··	
Total Power, Rents, and Miscellaneous		183,093	38·79	··		203,827	43·3	··	
Dining Cars		10,757	2·28	··		12,627	2·7	··	
Refreshment Rooms		265,539	56·26	··		305,174	64·7	··	
Advertising		42,423	8·99	··		55,425	11·8	··	
Bookstalls		57,348	12·15	··		63,972	13·6	··	
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls		376,067	79·68	··		437,198	92·8	··	
Amount received in respect of the loss resulting from the working of certain lines of railway, &c., vide page 10		139,429	29·54	··		158,508	33·7	··	
Guarantees in respect of losses on certain lines		3,924	·83	··		12,855	2·7	··	
Total Earnings		9,454,304	2,003·03	147·69		10,008,358	2,124·9	150·64	
WORKING EXPENSES.									
	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	
	£	%	£	d.	£	%	£	d.	
WORKING EXPENSES.									
Maintenance of Way and Works	1,110,987	11·75	235·38	17·35	1,394,185a	13·93	296·01	20·98	
Rolling Stock—									
General Superintendence, &c.	34,894	·40	7·39	·55	44,817	·45	9·51	·67	
Maintenance of Rolling Stock	1,175,372	12·42	249·02	18·36	1,524,156	15·23	323·60	22·94	
Locomotive Power	968,776	10·35	211·60	15·00	1,216,400	12·15	258·26	18·31	
Examination and Lubrication of Coaching and Goods Vehicles	51,110	·54	10·83	·80	54,828	·55	11·64	·83	
Transportation and Traffic	1,690,542	17·88	358·17	26·42	2,026,918	20·25	430·34	30·51	
Electrical Engineering Branch	187,805	1·99	39·79	2·93	273,682	2·73	58·11	4·12	
Miscellaneous Operations	305,561	3·23	64·74	4·77	362,222	3·62	76·90	5·45	
Stores Branch	88,636	·94	18·78	1·39	110,810	1·11	23·53	1·67	
General Expenses	168,571	1·78	35·71	2·63	197,544	1·97	41·94	2·97	
Pensions and Gratuities	424,602	4·48	89·96	6·63	425,334	4·25	90·30	6·46	
Contribution to the Railway Accident and Fire Insurance Fund	18,926	·20	4·01	·30	26,603	·27	5·65	·40	
Border Railways Adjustment	84,760	·90	17·96	1·32	20,968	·21	4·46	·32	
Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge					16,667	·17	3·54	·25	
Total Working Expenses	6,240,542	67·06	1,343·34	99·05	7,695,144	76·89	1,633·79	115·82	
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—67·06.				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—76·89.					
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.									
Divisions of Expenditure.					Year ended 30th June—				
					1932.		1931.		
					%		%		
Maintenance of Way and Works					17·52		18·12		
Rolling Stock—									
General Superintendence, &c.					·55		·58		
Maintenance of Rolling Stock					18·54		19·81		
Locomotive Power					15·75		15·81		
Examination and Lubrication of Coaching and Goods Vehicles					·80		·71		
Transportation and Traffic					26·60		26·34		
Electrical Engineering Branch					2·98		3·56		
Miscellaneous Operations					4·82		4·71		
Stores Branch					1·40		1·44		
General Expenses					2·66		2·56		
Pensions and Gratuities					6·70		5·53		
Contribution to the Railway Accident and Fire Insurance Fund					·30		·34		
Border Railways Adjustment					1·34		·27		
Contribution to Melbourne Harbor Trust in connexion with the construction of Spencer-street Bridge					··		·23		
					100·00		100·00		

(a) Exclusive of £12,250 debited to Unemployment Relief Fund.

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1917, TO 30TH JUNE, 1932 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year	Mileage of Railway Open for Traffic at end of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling-stock and Stores and Materials).	Average Cost per Mile open at end of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile open.	Per Traffic Train Mile.
1917-18	4,152	4,139	56,874,585	13,698	817	1,641	19,380	912	13,626,371	105,753,073	6,231,093	3,424,712	3,137,547	6,562,259	1,585	9/7.58
1918-19	4,190	4,159	57,789,221	13,792	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,488	2,957,789	6,432,277	1,547	9/10.46
1919-20	4,214	4,194	58,721,037	13,936	788	1,693	19,532	910	15,022,465	134,012,162	7,770,694	4,503,850	3,721,122	8,224,972	1,961	10/11.40
1920-21	4,267	4,237	61,185,930	14,339	790	1,748	19,579	913	15,533,556	134,045,683	7,572,993	5,384,487	4,411,276	9,795,763	2,312	12/7.34
1921-22	4,322	4,284	64,593,531	14,945	799	1,782	19,694	921	15,856,815	142,456,924	7,491,031	5,976,026	4,815,056	10,791,082	2,519	13/7.33
1922-23	4,333	4,297	65,599,595	15,133	804	1,852	19,749	924	16,394,239	155,957,240	7,517,216	6,393,865	4,953,192	11,347,057	2,641	13/10.11
1923-24	4,435	4,369	66,762,259	15,053	777	1,929	19,751	943	16,594,833	167,861,864	8,309,543	6,754,109	5,204,526	11,958,635	2,737	14/4.90
1924-25	4,482	4,446	67,973,742	15,166	728	1,988	19,779	962	17,482,006	166,444,142	8,959,556	6,983,675	5,775,522	12,759,197	2,870	14/7.16
1925-26	4,625	4,526	69,643,388	15,058	704	2,033	19,662	966	17,575,547	168,054,308	8,728,456	7,105,610	5,565,451	12,671,061	2,800	14/5.03
1926-27	4,634	4,627	70,938,554	15,308	687	2,004	19,864	978	18,030,749	169,237,648	9,234,923	7,308,338	6,344,096	13,652,434	2,951	15/1.72
1927-28	4,697	4,661	72,523,192	15,440	663	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5.89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,913,291†	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

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

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

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1917, TO 30TH JUNE, 1932 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS AND SIGNAL AND TELEGRAPH BRANCHES.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Melbourne Harbour Trust in connexion with the construction of the Spencer-street Bridge.
	Amount	Per Traffic Train Mile.	Per cent. of Gross Revenue	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.			Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	
								Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.									
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	£	£	s. d.		£
1917-18	1,207,027	1/9.26	18.39	1,049,270	253	1/6.48	15.99	1,327,488	1/11.39	20.23	£715,358	1.0.60	10.90	100,911	0/1.78	1.54	...	...	32,586	0/0.57	0.05	...
1918-19	1,243,666	1/10.90	19.33	870,123	209	1/4.02	13.53	1,320,274	2/0.32	20.53	£696,296	1/0.82	10.83	100,094	0/1.84	1.56	3,397	...	31,794	0/0.59	0.49	...
1919-20	1,720,607	2/3.49	20.92	1,262,069	301	1/8.16	15.35	1,722,967	2/3.53	20.95	£976,684	1/3.60	11.87	124,012	0/1.98	1.51	85,963	...	40,668	0/0.65	0.49	...
1920-21	2,246,443	2/10.71	22.93	1,578,206	372	2/0.38	16.11	2,139,809	2/9.6	21.84	£1,255,460	1.7.40	12.82	159,174	0/2.46	1.62	146,698	...	*73,969	0/1.14	0.76	...
1921-22	2,395,694	3/0.26	22.20	1,709,214	399	2/1.87	15.84	1,793,643	2/3.15	16.62	£1,367,902	1/8.70	12.68	174,555	0/2.64	1.62	264,825	...	80,225	0/1.21	0.74	...
1922-23	2,399,867	2/11.13	21.15	1,762,626	410	2/1.80	15.53	1,607,733	1/11.54	14.17	£1,468,108	1.9.49	12.94	191,371	0/2.81	1.69	406,870	...	84,259	0/1.23	0.74	...
1923-24	2,543,229	3/0.78	21.27	1,862,562	426	2/2.94	15.58	1,638,163	1/11.69	13.70	£1,581,104	1/10.87	13.22	199,697	0/2.89	1.67	538,547	...	38,916	0/0.56	0.32	...
1924-25	2,664,697	3/0.58	20.88	1,964,635	442	2/2.97	15.40	1,770,939	2/0.31	15.88	£1,730,972	1/11.76	13.57	216,130	0/2.97	1.69	564,264	...	47,823	0/0.66	0.38	...
1925-26	2,701,124	3/0.88	21.32	1,929,938	426	2/2.35	15.23	1,821,763	2/0.88	14.37	£1,770,727	2/0.18	13.98	238,621	0/3.26	1.88	466,770	80,162	65,945	0/0.90	0.52	...
1926-27	2,822,524	3/1.57	20.67	2,277,359	492	2/6.31	16.68	1,914,543	2/1.48	14.02	£1,832,378	2/0.39	13.42	256,214	0/3.41	1.88	410,671	90,180	62,757	0/0.84	0.46	...
1927-28	2,673,941	3/0.27	20.86	2,119,124	455	2/4.74	16.53	1,812,107	2/0.58	14.13	£1,848,364	2/1.07	14.42	248,374	0/3.37	1.94	346,808	111,706	31,301	0/0.42	0.24	...
1928-29	2,605,790	2/10.78	19.79	1,926,157	410	2/1.71	14.64	1,738,142	1/11.20	13.20	£1,841,478	2/0.58	13.99	240,212	0/3.21	1.82	349,566	141,094	31,724	0/0.42	0.24	16,666
1929-30	2,536,635	2/10.45	21.14	1,749,068	372	1/11.76	14.57	1,703,952	1/11.14	14.20	£1,883,134	2/1.58	15.69	236,410	0/3.21	1.97	345,566	133,922	44,417	0/0.60	0.37	16,667
1930-31	2,026,918	2/6.51	20.25	†1,394,185	296	1/8.98	13.93	1,293,150	1/7.46	12.92	£1,547,031	1/11.29	15.46	197,544	0/2.97	1.97	273,682	110,810	26,603	0/0.40	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	0/2.63	1.78	187,805	88,636	18,926	0/0.30	0.20	...

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

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

† Exclusive of £12,250 debited to Unemployment Relief Fund.

‡ Includes £100,000 expenditure on Automatic Couplers which otherwise would be chargeable to capital.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1917, TO 30TH JUNE, 1932 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Miscellaneous Operations.	TOTAL WORKING EXPENSES. (exclusive of Pensions and Gratuities.)				PENSIONS AND GRATUITIES.	Adjustments.— Border Railways and State Coal Mine.	TOTAL WORKING EXPENSES. (Including Pensions and Gratuities.)				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines, (including Rolling stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES.	EXCHANGE ON INTEREST PAYMENTS.	DEFICIT.	SURPLUS.
		Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue.			Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. on Railway Loans. †					
	£	£	£	s. d.	£	£	£	£	s. d.	£	£	s. d.	£	£	£	£	£	£		
1917-18 ...	18,452	4,451,092	1,075	6/6.40	67.83	129,160	...	4,580,252	1,107	6/8.67	69.80	1,982,007	479	2/10.91	3.53	3.48	2,120,547	...	138,540	...
1918-19 ...	14,019	4,279,663	1,029	6/6.82	66.53	151,588	14,521	4,445,772	1,069	6/9.88	69.12	1,986,505	478	3/0.58	3.52	3.44	2,157,799	...	171,294	...
1919-20 ...	99,981	6,032,951	1,438	8/0.38	73.35	152,932	29,160	6,215,043	1,482	8/3.29	75.56	2,009,929	479	2/8.11	3.49	3.42	2,225,881	...	215,952	...
1920-21 ...	237,346	7,837,105	1,850	10/1.09	80.01	182,036	2,005	8,021,146	1,893	10/3.93	81.88	1,774,617	419	2/3.41	2.96	2.90	2,401,132	...	626,515	...
1921-22 ...	241,284	8,027,340	1,874	10/1.50	74.39	194,581	3,879	8,225,800	1,920	10/4.50	76.23	2,565,282	599	3/2.83	4.01	3.97	2,580,001	...	14,719	...
1922-23 ...	261,767	8,182,601	1,904	9/11.79	72.11	203,470	3,938	8,390,009	1,953	10/2.82	73.94	2,957,048	688	3/7.29	4.43	4.51	2,937,709	...	...	19,339
1923-24 ...	312,879	8,715,097	1,995	10/6.04	72.88	206,366	3,297	8,924,760	2,043	10/9.07	74.63	3,033,875	594	3/7.88	4.52	4.54	3,001,370	...	103,912 ‡	...
1924-25 ...	430,151	9,389,611	2,112	10/8.90	73.59	215,087	40,117 †	9,644,815	2,169	11/0.41	75.59	3,114,382	701	3/6.75	4.59	4.58	3,085,648	...	...	28,734
1925-26 ...	452,755	9,527,805	2,105	10/10.11	75.19	238,108	1,630	9,767,543	2,158	11/1.38	77.09	2,903,518	642	3/3.65	4.16	4.17	3,077,656	...	174,138	...
1926-27 ...	484,281	10,150,907	2,194	11/3.11	74.35	293,680	Cr. 35,901 *	10,408,686	2,250	11/6.55	76.24	3,243,748	701	3/7.17	4.52	4.57	3,269,628	...	25,880	...
1927-28 ...	493,011	9,684,736	2,078	10/11.35	75.53	335,950	6,156	10,026,842	2,151	11/4.00	78.21	2,794,217	600	3/1.89	3.80	3.85	3,321,727	...	527,510	...
1928-29 ...	481,537	9,372,366	1,995	10/5.10	71.19	366,899	2,662	9,741,927	2,074	10/10.04	74.00	3,423,046	729	3/9.69	4.63	4.64	3,473,575	...	50,529	...
1929-30 ...	464,777	9,114,548	1,936	10/3.79	75.94	394,187	4,684	9,513,419	2,021	10/9.21	79.27	2,488,387	529	2/9.80	3.30	3.32	3,508,658	...	1,020,270	...
1930-31 ...	362,222	7,248,812	1,539	9/0.91	72.43	425,334	20,998	7,695,144	1,634	9/7.82	76.89	2,313,214	491	2/10.82	3.08	3.10	3,596,758	183,863	1,467,407	...
1931-32 ...	305,561	5,831,180	1,235	7/7.09	61.68	424,602	84,760	6,340,542	1,343	8/3.05	67.06	3,113,762	660	4/0.64	4.12	4.17	3,641,109	440,938	968,285	...

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

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

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

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

APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID IN THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1932 AND 1931.

Branch.	Year ended 30th June—					
	1932.			1931.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Permanent Way	59,752	919,695	979,447	120,413	1,186,378	1,306,791
Locomotive	191,153	1,321,494	1,512,647	336,335	1,594,448	1,930,783
Traffic	26,684	1,376,651	1,403,335	33,334	1,683,810	1,717,144
Electrical	19,686	130,189	149,875	27,458	161,444	188,902
Other Branches	38,321	352,023	390,344	19,177	424,742	443,919
Totals	335,596	4,100,052	4,435,648	536,717	5,050,822	5,587,539

APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF* EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1932 AND 1931.

Branch.	Year ended 30th June, 1932.			Year ended 30th June, 1931.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Commissioners' and Secretary's Office	87	16	103	103	13	116
Chief Accountant's	514	104	618	457	70	527
Traffic Audit	436	390	537	153	412	565
Stores						
Permanent Way						
Signalling						
Locomotive	484	6,889	7,373	502	7,386	7,888
Traffic	2,144	4,651	6,795	2,275	4,882	7,157
Electrical	121	534	655	127	561	688
General	54	692	746	56	730	786
Totals	3,987	17,818	21,805	4,152	18,929	23,081
Rolling Stock (Locomotive) Branch Butty Gangs not included in above .. .. .	..	..	..	..	24	24

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

CONSTRUCTION BRANCH.

YEAR ENDED 30TH JUNE.

1932.			1931.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
50	212	262	50	303	353

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL EMPLOYEES HAD WORKED FULL TIME (ORDINARY HOURS) DURING THE YEARS ENDED 30TH JUNE, 1932 AND 1931.

How Employed.	1932.	1931.
On Working Expenses	19,166	20,463
On Capital and other funds (including Electric Tramways and Road Motor Services)	1,528	2,129
Totals	20,694	22,592

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, 1932.

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, exclusive of Rolling-stock.		
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.		Average per Mile.
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£
LINEs OPEN FOR TRAFFIC.									
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	100.89	..	100.89	1,902	18	5,159,913	2 10	51,144
4.7.1876 } 4.7.1876 }	Bendigo to Echuca (including cost of Bendigo Cattle yards and wharf at Echuca) ..	2.60	53.77	56.37	758	314	697,806	2 3	12,379
	*Moama to Deniliquin ..	0.30	43.76	44.06	..	..	197,946	18 3	4,493
29.12.1878	†Echuca to Moama (including portion of cost of Echuca Bridge used for Railway purposes only) ..	..	1.06	1.06	..	..	15,206	0 0	14,345
	†Echuca Bridge over the River Murray (exclusive of portion of cost of bridge used for Railway purposes) ..	..	..	..	..	..	33,163	7 10	..
26.3.1926 } 7.6.1881 }	Barnes to Balranald ..	..	119.92	119.92	326	206	694,528	17 2	5,792
1.10.1888 } 22.8.1890 }	Clarkefield to Lancefield ..	..	14.50	14.50	1,675	1,072	66,430	1 6	4,581
16.2.1880 } 17.3.1880 }	Heathcote Junction to Bendigo (including cost of Cattle Siding) ..	..	67.82	67.82	1,450	526	409,471	6 7	6,038
16.2.1880 } 17.3.1880 }	Carlsruhe to Daylesford ..	0.38	22.17	22.55	2,469	1,791	182,309	2 0	8,085
16.2.1880 } 17.3.1880 }	Daylesford Junction to North Creswick ..	..	23.11	23.11	2,292	1,429	181,410	15 8	7,850
15.1.1891 } 7.7.1874 }	Redesdale Junction to Redesdale ..	..	16.25	16.25	1,636	973	89,319	0 0	5,496
6.10.1874 } 3.9.1878 }	Castlemaine to Dunolly ..	0.38	46.46	46.84	948	579	443,747	11 5	9,474
23.12.1878 } 26.1.1882 }	Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ..	0.28	32.73	33.01	943	611	193,949	12 8	5,875
22.4.1882 } 28.3.1893 }	St. Arnaud to Donald ..	..	23.86	23.86	868	374	128,301	11 5	5,377
18.9.1899 } 15.1.1903 }	Donald to Birchip ..	..	32.30	32.30	394	330	103,652	0 6	3,209
27.10.1903 } 4.7.1910 }	Birchip to Woomelang ..	..	26.45	26.45	351	260	88,101	1 11	3,331
27.6.1925 } 11.4.1924 }	Woomelang to Mildura ..	..	110.15	110.15	334	128	471,987	17 3	4,285
30.10.1925 } 16.6.1931 }	Mildura to Merbein ..	..	6.92	6.92	186	126	20,006	9 10	2,891
20.11.1888 } 25.6.1912 }	Merbein to Yelta ..	..	5.87	5.87	184	116	35,005	0 4	5,963
25.6.1912 } 25.6.1912 }	Red Cliffs to Werrimull ..	..	35.40	35.40	226	138	134,927	8 8	3,811
29.7.1915 } 29.7.1915 }	Werrimull to Meringur ..	..	15.23	15.23	303	193	63,309	0 4	4,157
16.6.1884 } 24.3.1891 }	Meringur to Morkalla ..	..	9.64	9.64	234	111	33,755	17 6	3,502
7.7.1874 } 2.2.1875 }	Dunolly to Inglewood ..	..	24.24	24.24	794	457	95,721	19 2	3,949
11.8.1881 } 1.10.1888 }	Ouyen to Cowangie ..	..	56.39	56.39	351	137	143,817	4 0	2,550
21.10.1876 } 15.4.1882 }	Cowangie to Murrayville ..	..	11.44	11.44	218	146	33,493	6 5	2,928
20.4.1883 } 1.10.1883 }	†Murrayville to South Australian Border ..	..	12.53	12.53	351	192	19,280	8 11	1,539
8.3.1895 } 29.6.1914 }	†South Australian Border to Pinnaroo (3.55 miles) ..	..	..	..	..	..	6,711	9 0	..
28.5.1914 } 19.9.1876 }	Castlemaine (Maldon Junction) to Maldon ..	..	10.24	10.24	1,177	890	67,610	0 5	6,602
18.11.1890 } 28.5.1914 }	Maldon (Laanecoorie Junction) to Shelbourne ..	..	9.89	9.89	1,126	649	68,472	14 1	6,923
19.9.1876 } 18.11.1876 }	Maryborough to Ballarat ..	0.41	41.31	41.72	1,525	732	305,030	2 1	7,311
15.4.1882 } 20.4.1883 }	Waubra Junction to Ballarat Racecourse ..	..	2.10	2.10	1,508	1,466	7,485	3 4	3,564
1.10.1883 } 8.3.1895 }	Waubra Junction to Waubra ..	..	13.74	13.74	1,533	1,341	73,012	11 11	5,314
29.6.1914 } 28.5.1914 }	Maryborough to Avoca ..	..	14.93	14.93	885	721	66,678	8 0	4,466
19.9.1876 } 18.11.1876 }	Avoca to Ararat ..	..	39.04	39.04	1,215	763	176,890	12 11	4,531
15.4.1882 } 20.4.1883 }	Ben Nevis (Crowlands) to Navarro ..	..	22.87	22.87	885	720	66,470	3 4	2,906
1.10.1883 } 8.3.1895 }	Bendigo to Inglewood ..	0.68	28.25	28.93	779	443	232,112	1 8	8,023
29.6.1914 } 28.5.1919 }	Inglewood to Charlton ..	..	42.82	42.82	639	422	287,382	7 6	6,711
16.6.1920 } 21.4.1887 }	Charlton to Wycheproof ..	..	16.48	16.48	521	356	109,769	11 1	6,661
2.7.1883 } 7.8.1894 }	Wycheproof to Sea Lake ..	..	47.89	47.89	357	172	92,259	2 10	1,926
1.3.1900 } 1.3.1900 }	Sea Lake to Nandaly ..	..	17.68	17.68	265	172	43,507	13 11	2,461
28.5.1919 } 16.6.1920 }	Nandaly to Kulwin ..	..	19.68	19.68	256	148	78,152	17 1	3,971
21.4.1887 } 2.7.1883 }	Wedderburn Junction to Wedderburn ..	..	4.86	4.86	660	554	17,779	1 8	3,658
7.8.1894 } 1.3.1900 }	Korong Vale to Boort ..	..	17.75	17.75	459	296	92,144	12 1	5,191
	Boort to Quambatook ..	..	21.96	21.96	419	287	71,863	2 5	3,272
	Quambatook to Ultima ..	..	30.23	30.23	371	256	61,593	6 7	2,037
	Carried forward ..	105.92	1,213.69	1,319.61	..	..	11,661,486	6 4	..

* Taken over by the Department on 1.12.1928.

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

‡ The expenditure shown is portion only of the total cost, the balance having been borne by the South Australian 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.	Fect.	Fect.	£	s.	d.	£
	Brought forward	105.92	1,213.69	1,319.61	..	..	11,661,486	6	4	..
1.7.1909	Ultima to Chillingollah .. ..	..	20.17	20.17	263	164	36,124	11	2	1,791
23.1.1914	Chillingollah to Manangatang .. ..	..	18.46	18.46	245	169	39,797	6	9	2,156
8.3.1921	Manangatang to Annuello .. ..	..	14.44	14.44	200	172	68,881	2	0	4,770
5.6.1924	Annuello to Robinvale .. ..	..	19.65	19.65	250	173	96,729	6	3	4,923
15.12.1882	Eaglehawk to Kerang .. ..	..	72.99	72.99	742	255	371,833	19	8	5,094
25.10.1884										
30.5.1890	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. ..	..	35.16	35.16	286	225	180,230	14	7	5,126
20.12.1924	Kerang to Murrabit .. ..	..	16.11	16.11	267	244	115,007	14	8	7,139
16.3.1928	*Murrabit to Stony Crossing (including portion of cost of Bridge over River Murray) .. ..	..	38.59	38.59	251	214	257,803	6	6	6,680
27.5.1915	Swan Hill to Piangil .. ..	..	27.39	27.39	291	216	73,280	2	4	2,675
24.3.1920	Piangil to Kooloonong .. ..	..	15.87	15.87	243	199	72,068	16	10	4,541
29.3.1926	Kooloonong to Yungera .. ..	..	6.71	6.71	230	187	37,381	14	11	5,571
10.11.1915	Elmore to Cohuna .. ..	..	57.09	57.09	438	264	146,674	5	6	2,569
1.7.1929	Albion to Broadmeadows .. ..	..	8.58	8.58	398	137	508,261	2	7	59,237
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5.50	0.37	5.87	66	8	455,134	4	8	77,535
24.9.1887	†Newport to Sunshine .. ..	..	4.29	4.29	110	48	31,262	6	8	7,287
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse Branch and Geelong Pier)	3.99	35.21	39.20	113	10	1,521,053	19	8	38,802
6.4.1885										
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. ..	..	1.85	1.85	..	..	11,951	4	7	6,460
25.11.1876	Geelong to Colac	1.26	48.98	50.24	469	10	453,842	12	1	9,033
27.7.1877										
21.6.1923	Colac to Alvie .. ..	..	9.65	9.65	518	402	59,102	2	8	6,124
2.7.1883	Colac to Camperdown .. ..	..	28.11	28.11	569	405	158,520	19	7	5,639
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	0.90	41.81	42.71	550	13	400,504	6	4	9,377
4.2.1890	Warrnambool to Koroit .. ..	..	9.36	9.36	245	19	90,418	14	7	9,660
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. ..	..	11.34	11.34	208	11	107,242	1	6	9,457
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. ..	..	20.72	20.72	264	10	117,605	1	0	5,676
17.3.1890	Moriac to Wensleydale .. ..	..	10.92	10.92	752	361	39,203	14	4	3,590
5.6.1891	Birregarra to Forrest .. ..	..	19.85	19.85	579	363	147,993	17	9	7,456
7.8.1889	Irrewarra to Beeae .. ..	..	8.70	8.70	432	390	47,742	8	6	5,488
1.12.1910	Beeae to Newtown .. ..	..	34.95	34.95	443	388	118,767	5	7	3,398
25.9.1915										
1.3.1902	†Colac to Beech Forest	0.21	29.45	29.66	1,748	225	79,354	8	9	2,675
20.6.1911	†Beech Forest to Crowes .. ..	..	14.11	14.11	1,826	1,356	44,057	18	9	3,122
5.4.1892	Timboon Junction to Timboon .. ..	..	22.32	22.32	673	52	116,892	6	2	5,237
4.2.1890	Terang to Mortlake .. ..	..	12.16	12.16	447	414	57,738	0	7	4,748
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	41.66	11.59	53.25	1,725	46	1,974,711	6	7	37,083
9.9.1918	North Geelong to Pyansford .. ..	..	2.93	2.93	212	56	6,374	6	0	2,175
11.8.1874	Ballarat to Ararat	4.34	52.95	57.29	1,517	960	604,207	12	9	10,546
7.4.1875										
15.2.1876	Ararat to Stawell .. ..	..	18.85	18.85	1,086	761	212,481	14	3	11,272
14.4.1876										
17.12.1878	Stawell to Horsham	1.18	52.26	53.44	761	423	446,207	11	7	6,441
5.2.1879										
26.6.1905	†Stawell to Grampians .. ..	..	15.84	15.84	815	621	151,951	19	1	7,081
1.7.1882	Horsham to Dimboola	0.36	21.10	21.46	477	361				
19.1.1887	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)	1.35	61.87	63.22	631	315	478,512	10	5	7,569
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	287,882	12	2	13,297
1.4.1886										
22.12.1886	Parwan to Gordon .. ..	..	27.46	27.46	1,877	341	383,480	5	5	13,965
16.2.1887										
7.5.1879	Gordon to Warrenheip .. ..	..	12.87	12.87	1,940	1,707	141,588	19	8	11,001
26.12.1900	†Rungaree 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	460,125	1	3	4,612
	Carried forward	175.40	2,320.98	2,496.38	..	..	22,874,795	0	7	..

* 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.	
LINES OPEN FOR TRAFFIC—continued.		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£
	Brought forward	175.40	2,320.98	2,496.38	..	..	22,874,795	0 7	..
1.1.1886	*Lal Lal Racecourse Branch .. ..	..	2.00	2.00	1,539	1,532	11,420	12 4	5,710
12.9.1889	Ballarat East to Buninyong .. ..	..	6.84	6.84	1,626	1,436	65,782	16 8	9,617
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	59,837	16 4	4,561
10.10.1890	Scarsdale to Linton	0.19	7.78	7.97	1,189	1,022	78,125	3 0	9,802
17.1.1916	Linton to Skipton .. ..	..	12.75	12.75	1,383	944	56,485	17 8	4,430
1.1.1904	*Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. ..	..	1.14	1.14	1,297	1,256	3,689	9 1	3,236
24.4.1877	Ararat to Hamilton (including cost of Ripon	..	..	..	..	..	..	..	..
29.10.1877	Ballast Crushing Plant)	1.28	64.78	66.06	1,028	572	450,769	12 10	6,823
19.12.1877	Hamilton to Portland (including cost of	..	..	..	..	..	..	..	..
22.8.1890	sidings to piers at Portland)	0.24	53.58	53.82	606	11	329,469	13 6	6,122
22.8.1890	Penshurst to Koroit .. ..	..	33.12	33.12	725	207	120,900	17 11	3,650
22.8.1890	Hamilton to Penshurst (including cost of	..	18.10	18.10	727	590	77,981	18 6	4,308
20.11.1888	Penshurst Ballast Crushing Plant) .. ..	..	23.01	23.01	668	301	113,283	9 4	4,923
1.11.1915	Hamilton (Coleraine Junction) to Coleraine	..	14.26	14.26	794	577	48,157	4 3	3,377
17.12.1917	Hamilton to Cavendish .. ..	..	43.74	43.74	864	558	200,717	7 1	4,589
19.11.1920	Cavendish to Toolondo .. ..	..	32.09	32.09	572	149	182,652	3 8	5,692
15.2.1884	Bransholme to Casterton .. ..	..	38.51	38.51	422	85	141,414	14 7	3,672
1.9.1884	Heywood to Puralka (Mumbannar) .. ..	..	5.65	5.65	223	209	6,854	6 5	1,213
20.6.1916	†Puralka (Mumbannar) to South Australian	..	..	..	..	..	40,563	0 9	..
28.11.1917	Border .. ..	..	..	..	..	..	..	..	..
28.11.1917	†South Australian Border to Mount Gambier	..	..	..	..	..	..	..	..
1.6.1887	(11.67 miles) .. ..	..	..	..	..	..	..	..	..
15.6.1909	Lubeck to Rupanyup (including portion of	..	9.77	9.77	487	455	45,242	1 6	4,631
25.7.1927	cost of the Warranook Ballast Pits Tram-	..	15.33	15.33	494	450	34,048	10 9	2,221
12.5.1886	way) .. ..	..	6.40	6.40	579	495	37,763	0 10	5,900
5.1.1893	Murnoo to Bolangum .. ..	..	31.20	31.20	464	360	159,861	17 0	5,124
6.3.1894	Warracknabeal (including portion	..	21.92	21.92	359	288	62,140	3 6	2,835
6.5.1925	of cost of the Warranook Ballast Pits	..	16.01	16.01	290	258	40,689	1 5	2,541
25.8.1887	Tramway) .. ..	..	26.96	26.96	279	218	113,232	11 8	4,200
24.9.1912	Warracknabeal to Beulah .. ..	..	19.95	19.95	488	395	88,384	19 6	4,455
31.7.1894	Noradjuha to Toolondo .. ..	..	11.24	11.24	560	475	29,729	14 11	2,645
3.5.1927	East Natimuk to Goroke .. ..	..	28.64	28.64	624	394	70,385	13 1	2,458
19.6.1894	Goroke to Carpolac .. ..	..	9.05	9.05	537	462	49,871	6 4	5,511
2.11.1899	Dimboola to Jeparit .. ..	..	21.59	21.59	387	268	53,131	18 9	2,461
26.6.1914	Jeparit to Rainbow .. ..	..	18.47	18.47	388	263	38,620	16 8	2,091
10.12.1912	Rainbow to Yaapeet .. ..	..	10.59	10.59	294	237	27,374	18 9	2,585
27.6.1916	Jeparit to Lorquon .. ..	..	13.68	13.68	395	271	34,016	3 1	2,486
21.10.1860	Lorquon to Yanac .. ..	..	18.38	18.38	473	355	48,094	5 10	2,617
30.11.1867	Essendon Junction to Essendon (including	5.00	..	5.00	148	14	237,465	19 4	47,493
18.4.1872	cost of Flemington Racecourse Branch)	..	..	..	..	..	..	..	..
21.11.1873	Essendon to Wodonga (including cost of	61.27	120.72	181.99	1,147	105	2,974,605	17 11	16,345
31.10.1927	Mangalore Ballast Pits Tramway) .. ..	..	12.32	12.32	503	461	65,248	9 6	5,296
14.6.1883	Bowser to Peechelba .. ..	..	..	..	..	..	..	..	..
9.9.1884	†Wodonga to River Murray (including por-	1.94	..	1.94	538	312	68,613	4 11	35,368
8.10.1889	tion of cost of Bridge over River Murray)	5.07	..	5.07	202	13	247,691	13 8	48,854
8.5.1888	North Melbourne to Coburg .. ..	..	7.16	7.16	530	202	79,301	16 10	11,076
8.5.1888	Coburg to Somerton	2.21	0.18	2.39	136	103	185,942	17 7	77,800
8.10.1889	Royal Park Junction to Clifton Hill .. ..	..	0.89	0.89	119	85	78,092	13 0	87,744
23.12.1889	Fitzroy Branch	4.67	17.39	22.06	639	119	320,046	16 9	14,508
5.12.1904	Whittlesea Junction to Whittlesea	0.13	..	0.13	128	119	10,351	11 8	79,627
16.11.1883	Northcote Loop Line .. ..	..	23.69	23.69	698	488	166,054	15 11	70,009
12.11.1889	Tallaroek to Yea .. ..	..	55.82	55.82	1,304	557	346,673	19 5	6,210
6.10.1891	Yea to Mansfield and Koriella .. ..	..	4.32	4.32	922	716	29,994	17 3	6,943
28.10.1909	Koriella to Alexandra	0.29	44.96	45.25	499	372	309,377	15 4	6,837
1.9.1881	Mangalore to Shepparton	2.14	18.61	20.75	376	348	97,849	0 5	4,716
1.10.1888	Shepparton to Numurkah	0.20	21.47	21.67	376	355	89,636	8 1	4,136
	Numurkah to Cobram	260.03	3,301.08	3,561.11	..	..	31,115,847	12 6	..
	Carried forward								

* Trains run only as required for traffic.

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

‡ 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	260.03	3,301.08	3,561.11	..	..	31,115,847	12 6	..
1.9.1890	Murchison East to Rushworth .. ..	..	12.81	12.81	476	391	69,304	19 11	5,410
26.8.1914	Rushworth to Colbinabbin	0.58	12.29	12.87	510	363	41,019	18 9	3,187
15.5.1917	Rushworth to Girgarre .. ..	..	13.62	13.62	516	347	51,502	11 7	3,781
13.1.1880	Toolamba to Tatura .. ..	..	6.83	6.83	385	371	31,422	13 4	4,601
19.8.1887	Tatura to Echuca .. ..	..	34.07	34.07	377	320	166,174	1 1	4,877
1.10.1888	Shepparton to Dookie .. ..	..	14.84	14.84	500	372	55,029	14 4	3,768
22.11.1892	Dookie to Katamatite .. ..	..	17.02	17.02	490	383	42,366	12 8	2,488
1.10.1888	Numurkah to Nathalia .. ..	..	13.79	13.79	356	335	52,499	8 0	3,807
15.12.1896	Nathalia to Picola .. ..	..	6.75	6.75	935	325	14,341	7 11	2,125
28.2.1905	Strathmerton to 8 miles 23 chains .. ..	..	8.20	8.20	390	358	23,081	2 3	2,815
9.7.1908	8 miles 23 chains to Tocumwal .. ..	..	2.07	2.07	375	365	21,070	9 11	10,179
3.9.1883	Benalla to St. James .. ..	..	20.33	20.33	583	450	80,479	2 3	3,959
6.5.1886	St. James to Yarrawonga .. ..	..	19.86	19.86	514	414	98,055	19 6	4,937
30.6.1914	Benalla to Tatong .. ..	..	18.00	18.00	760	556	49,980	12 1	2,777
14.3.1899	*Wangaratta to Whitfield .. ..	..	30.49	30.49	811	481	44,995	19 7	1,476
7.7.1875	Bowser to Beechworth .. ..	..	22.26	22.26	1,831	502	166,897	3 5	7,498
30.9.1876	Beechworth to Yackandandah .. ..	..	12.84	12.84	1,912	981	97,594	6 6	7,601
23.7.1891	Everton to Myrtleford .. ..	..	16.56	16.56	989	581	82,207	16 3	4,964
17.12.1883	Myrtleford to Bright .. ..	..	18.54	18.54	1,004	688	112,553	19 1	6,071
17.10.1890	Springhurst to Wahgunyah .. ..	..	13.95	13.95	623	454	77,207	0 3	5,534
29.1.1879									
10.9.1889	Wodonga to Tallangatta .. ..	..	27.02	27.02	726	530	194,628	13 0	7,263
24.7.1891	Tallangatta to Cudgewa .. ..	..	42.33	42.33	2,580	625	293,199	11 4	6,926
13.6.1916	Spencer-street to Flinders-street	0.76	..	0.76	33	17	280,094	18 6	368,545
5.5.1921	Flinders-street to Port Melbourne								
23.11.1891	Flinders-street to St. Kilda								
13.9.1854									
13.5.1857	Prince's-bridge to Richmond								
8.2.1859	Richmond to Cremorne								
12.12.1859	Windsor to North Brighton								
19.12.1859	Richmond to Pic-nic Station								
24.9.1860	Cremorne to Windsor								
22.12.1860									
13.4.1861	Pic-nic Station to Hawthorn								
21.12.1861	North Brighton to Brighton Beach								
21.10.1901	Prince's-bridge to Collingwood	2.22	..	2.22	85	23	205,347	13 1	92,498
8.5.1888	Collingwood to Heidelberg	2.97	2.52	5.49	196	68	292,570	12 9	53,291
5.6.1902	Heidelberg to Eltham .. ..	..	8.35	8.35	303	110	79,336	6 10	9,501
25.6.1912	Eltham to Hurst's Bridge .. ..	..	6.64	6.64	248	116	82,716	16 1	12,457
2.9.1887	Brighton Beach to Sandringham	2.20	..	2.20	58	20	83,428	14 3	37,922
2.4.1879	South Yarra to Oakleigh	7.05	..	7.05	184	22	710,192	13 7	100,736
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), opened on 11.1.1922	11.89	108.78	120.67	513	8	1,511,900	4 2	12,529
8.10.1887	Sale to Stratford Junction .. ..	..	8.97	8.97	64	33	47,539	0 4	5,300
8.5.1888									
24.3.1890	Oakleigh to Fairfield Park (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield Park to 30 chains 48 links) .. ..	..	5.54	5.54	249	108	196,938	1 4	35,548
24.3.1891	Caulfield to Frankston	19.85	0.03	19.88	166	10	365,682	18 4	18,394
19.12.1881	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. ..	..	18.99	18.99	327	10	116,393	17 6	6,129
1.8.1882	Baxter to Mornington .. ..	..	7.67	7.67	194	60	70,179	19 1	9,150
1.10.1888	Bittern to Red Hill .. ..	..	9.91	9.91	631	43	76,477	7 4	7,717
17.12.1889									
10.9.1889									
12.12.1921									
7.2.1904	Spring Vale Cemetery Line .. ..	..	1.60	1.60	231	145	9,296	4 7	5,810
1.10.1888	Dandenong Junction to Port Albert	1.63	115.65	117.28	746	10	1,086,164	12 2	9,261
13.1.1892									
29.6.1922	Koo-wee-rup to Triholm .. ..	..	25.06	25.06	353	22	191,498	8 1	7,641
9.5.1910	Nyora to Woolamai .. ..	..	15.56	15.56	410	58	88,048	13 3	5,659
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. ..	..	13.87	13.87	233	14	163,018	15 11	11,753
	Carried forward	325.80	4,034.69	4,360.49	..	..	41,556,531	6 10	..

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	325.80	4,034.69	4,360.49	..	..	41,556,531	6 10	..
28.10.1892	Korumburra to Coal Creek .. ..	..	0.89	0.89	735	630	5,741	7 11	6,451
1.6.1894	Black Diamond Junction to Black Diamond .. ..	..	1.52	1.52	765	573	7,337	17 6	4,827
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. ..	..	3.74	3.74	796	619	20,996	4 0	5,614
5.2.1896	Jumbunna to Outtrim .. ..	..	2.40	2.40	649	539	27,882	8 11	11,618
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	102,476	9 6	8,504
16.12.1921		..	..	..	..	..	..	..	..
22.6.1923	Won Wron to Woodside .. ..	..	9.68	9.68	326	139	50,702	0 10	5,238
12.5.1890	Warragul to Neerim South .. ..	..	13.49	13.49	681	349	124,887	16 5	9,258
18.3.1892	} Neerim South to Noojee .. ..	..	14.01	14.01	1,415	676	133,877	19 10	9,556
27.3.1917		..	..	..	..	..	..	..	..
28.4.1919	} Moe to Thorpdale .. ..	..	10.67	10.67	798	219	118,897	13 10	11,143
8.5.1888		..	..	..	..	..	..	..	..
3.5.1910	*Moe to Walhalla .. ..	..	26.06	26.06	1,323	174	117,537	2 5	4,510
10.4.1885	Morwell to North Mirboo .. ..	..	20.17	20.17	784	184	152,843	6 7	7,578
7.1.1886	} Traralgon to Heyfield .. ..	..	22.06	22.06	262	93	125,730	9 10	5,699
13.11.1883		..	..	..	..	..	..	..	..
18.3.1887	} Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	311,410	11 0	6,251
8.5.1888		60.24	60.24	423	23	441,295	13 9	7,326
10.4.1916	Bairnsdale to Orbost .. ..	..	..	..	..	..	..	..	..
7.8.1889	Maffra to Briagolong .. ..	..	11.79	11.79	238	109	62,849	18 1	5,331
24.3.1890	Burnley to Darling .. ..	..	3.46	4.40	185	101	213,651	6 2	48,557
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	..	..	167,921	4 9	28,269
5.5.1930		..	..	..	..	..	..	..	..
3.4.1882	} Hawthorn to Lilydale	11.52	8.20	19.72	484	41	846,668	8 5	42,934
1.12.1882		..	..	..	..	..	..	..	..
15.5.1888	} Lilydale to Healesville	0.26	15.11	15.37	351	230	228,782	8 9	14,885
1.3.1889		..	..	..	..	..	..	..	..
19.12.1887	Hawthorn to Kew .. ..	..	0.96	0.96	119	41	76,577	14 0	79,768
4.12.1889	Ringwood to Upper Ferntree Gully .. ..	..	7.44	7.44	436	314	125,141	18 8	16,820
18.12.1900	*Upper Ferntree Gully to Gembrook .. ..	..	18.22	18.22	1,057	412	76,904	10 8	4,221
13.11.1901	Lilydale to Warburton .. ..	..	23.97	23.97	738	289	154,652	9 5	6,452
21.10.1928	South Kensington to West Footscray	2.44	..	2.44	86	14	606,470	14 4	248,553
	Melbourne to Essendon Junction .. ..	..	..	..	..	..	2,682,035	6 1	..
	Railway Offices, Spencer-street .. ..	..	..	..	..	..	263,852	5 11	..
	Newport Workshops :—Buildings, plant, and equipment .. ..	..	..	..	..	..	1,476,628	16 10	..
	Country Workshops :—Buildings, plant, and equipment .. ..	..	..	..	..	..	372,059	13 6	..
	Refreshment Services Buildings .. ..	..	..	..	..	..	273,761	12 7	..
	General Construction Account (Capital Expenditure common to all lines) .. ..	..	..	..	..	..	2,470,992	4 7	..
	Electrification Melbourne Suburban Lines .. ..	..	..	..	..	..	5,742,598	4 2	..
	Total cost of Way, Works, Buildings, and Equipment (Railways) .. ..	..	..	..	..	..	59,152,362	12 9	..
	Total mileage open for traffic at 30th June, 1932	341.48	4,379.29	4,720.77					
	ROLLING-STOCK—								
	Broad-gauge .. ..	..	..	..	£13,523,147	0 2			
	„ „ Electrical Equipment of Suburban Passenger Coaches .. ..	..	..	..	809,038	10 8			
	Narrow-gauge .. ..	..	..	..	..	..	14,332,185	10 10	
		..	..	..	..	..	112,557	12 10	
	Total Rolling-stock (Railways) .. ..	..	..	..	..	..	14,444,743	3 8	
	Stores and Materials on hand and in transit .. ..	..	..	..	..	..	972,792	15 4	
	Stores and Equipment on hand at Refreshment Rooms .. ..	..	..	..	..	..	8,021	5 9	
	Materials in course of Manufacture .. ..	..	..	..	..	..	123,451	18 6	
	Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways) .. ..	..	..	..	..	..	74,701,371	16 0	
	Carried forward .. ..	..	..	..	..	..	74,701,371	16 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.		Average per Mile
		Double and over.	Single.	Total.	Highest.	Lowest.	Total.	£ s. d.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£ s. d.	£	
	LINES OPEN FOR TRAFFIC—continued.								
	Brought forward ..	..	..	..	..	..	74,701,971 16 0	..
	ELECTRIC TRAMWAYS.								
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda and Brighton	5.18	..	5.18	59	7	135,899 10 9	26,235	
	Sandringham to Black Rock || .. ..	2.21	.21	2.42	112	41	70,027 13 2	2,894	
	Total cost of Way, Works, Buildings, and Equipment (Tramways) ..	..	..	..	..	..	205,927 3 11	
	Total mileage of Tramways open for traffic	7.39	.21	7.60					
	Rolling-stock .. ..	..	..	..	..	..	100,714 4 4	
	Total .. ..	..	..	..	..	..	306,641 8 3	
	ROAD MOTOR PUBLIC SERVICES.								
	Garage Buildings and Equipment ..	..	..	..	..	..	6,101 1 10	
	Road Motor Coaches and Trucks ..	..	..	..	..	..	25,564 6 6	
	Total .. ..	..	..	..	..	..	31,665 8 4	
	LINES UNDER CONSTRUCTION.								
	Nowingi to Millewa South .. ..	..	..	..	..	..	91,692 14 8	
	* Euston to Lette (including portion of cost of bridge over River Murray) ..	..	..	..	..	..	126,060 10 10	
	Yarrawonga to Oaklands .. ..	..	..	..	..	..	203,855 8 1	
	Total .. ..	..	..	..	..	..	421,608 13 7	
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.								
	* Mildura and Abbotsford—Portion of cost of bridges over River Murray ..	..	..	..	..	..	23,803 14 7	
	† Orboat—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	..	..	107,873 7 2	
	Oakleigh to Fairfield Park— Fairfield near (30 chains 48 links) to East Kew (of which .68 miles have been dismantled) .. ..	..	2.18	2.18	..	..	109,623 0 0	
	Ashburton to Oakleigh (of which .05 miles have been dismantled) ..	0.20	2.14	2.34	..	..	
	Canterbury Loop Line (dismantled) ..	..	0.21	0.21	..	..	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	..	..	110,686 0 0	
	ELECTRIC TRAMWAYS.								
	Black Rock to Beaumaris || .. ..	..	2.19	2.19	..	..	33,101 6 8	
	Total .. ..	..	..	..	..	..	423,571 11 7	
	Total mileage closed for traffic at 30th June, 1931	0.20	48.90	49.10	..	..	
	Assets abandoned or abolished to be written off .. ..	..	..	..	..	..	12,667 4 1	
	Surveys .. ..	..	..	..	..	..	409,777 8 4	
	Piers transferred to Melbourne Harbor Trust .. ..	..	..	..	..	..	46,000 12 3	
	TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services						76,386,365 5 0		

|| 4-ft. 5½-in. gauge, 2.42 miles.

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

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

NOTE.—Tracks on piers and wharfs, to ballast pits, and to the Great Maxwell 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—	
	1932.	1931.		1932.	1931.
TRAFFIC TRAIN MILEAGE.					
PASSENGER—					
Country—Steam ..	2,191,907	2,334,350			
" Fordson					
Tractor ..	60	..			
Rail Motor ..	802,030	809,510			
Suburban—Steam ..	33,797	32,521			
" Rail Motor..	27,937	35,626			
" Electric					
Motor ..	6,898,759	7,084,561			
Electric Loco-					
motive ..	1,238	3,377			
Mixed—Country—Steam..	1,155,254	1,530,769			
" Suburban—Electric	1,231	1,274			
Goods—Steam ..	4,146,840	4,006,990			
" Electric Loco-					
motive ..	99,836	101,377			
" Electric Motor ..	4,857	4,960			
" Fordson Tractor	30	..			
Total Traffic Train Miles ..	15,363,776	15,945,315			
ASSISTANT MILES—					
Country Passenger—					
Steam ..	28,353	32,896			
Mixed—Steam ..	164	320			
Goods—Steam ..	165,485	127,851			
" Electric Loco-					
motive ..	6,281	5,262			
Total Assistant Miles ..	200,283	166,329			
LIGHT MILES—					
Country Passenger—					
Steam ..	22,738	23,777			
Mixed—Steam ..	2,272	2,665			
Goods—Steam ..	356,759	334,751			
" Electric Loco-					
motive ..	7,223	8,145			
" Electric Motor..	162	81			
Total Light Miles ..	389,154	369,419			
TOTAL TRAIN, INCLUDING ASSISTANT AND LIGHT MILES ..					
	15,953,213*	16,481,063*			
DEPARTMENTAL MILEAGE.					
Light—Electric Locomotive	1,112	1,210			
" Steam ..	244,361	277,342			
Ballast Steam ..	53,669	70,842			
" Fordson Tractor	83	..			
Inspection ..	10,536	10,639			
Water ..	132	36			
Departmental Coal ..	254,289†	259,701†			
Casualty and Doubling ..	2,302	4,614			
Miscellaneous ..	810	941			
Rail Motor ..	24,592	26,351			
Total Departmental Mileage	591,886	651,676			
SHUNTING—					
Steam Locomotive ..	1,938,519	2,100,076			
Electric Locomotive ..	80,881	85,125			
Electric Motor ..	5,241	4,921			
Rail Motor ..	9,455	9,329			
Total Shunting Miles ..	2,084,096	2,199,451			
LOCOMOTIVE MILEAGE.					
Steam ..	10,658,187	11,151,081			
Electric ..	196,571	204,496			
Total ..	10,854,758	11,355,577			
VEHICLE MILEAGE.					
PASSENGER—					
Country—Steam ..	16,332,769	18,115,942			
" Rail Motor ..	1,457,168	1,433,610			
Fordson Tractor	120	..			
Suburban—Steam ..	125,823	117,833			
" Electric ..	33,995,765	35,717,274			
" Rail Motor..	28,037	35,626			
Total ..	51,939,682	55,420,285			
GOODS—					
Loaded ..	98,236,832	95,126,743			
Empty ..	46,503,137	41,358,242			
Total ..	144,739,969	136,484,985			
TOTAL VEHICLE MILEAGE	196,679,651	191,905,270			
GROSS TON MILEAGE.					
Passenger Trains—Steam ..	463,629,633	497,626,163			
" " Electric	1,282,464,111	1,357,963,191			
Rail Motor and Fordson					
Tractor ..	36,023,718	32,435,487			
Mixed Trains ..	265,282,374	327,071,841			
Goods Trains ..	2,007,078,594	1,857,871,176			
Total Gross Ton Mileage ..	4,054,478,430	4,072,967,858			

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, 1932.

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.
		lbs.	lbs.		lbs.	lbs.		lbs.	lbs.
STEAM LOCOMOTIVES ..	621	14,520,708	23,383	17	231,708	13,629	638	14,752,416	23,123
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	17	..	..	..	..	..	17	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle.
	No.	No.		No.	No.		No.	No.	
STEAM COACHING STOCK.									
Passenger Cars—									
1st Class	223	12,778	57	..	..	..	223	12,778	57
2nd Class	405	27,181	67	49	1,481	30	454	28,662	63
Composite	218	11,334	52	..	..	..	218	11,334	52
Sleeping Cars—									
1st Class	21	420	20	..	..	..	21	420	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars	6	145	24	..	..	..	6	145	24
Parlor Cars	2	66	33	..	..	..	2	66	33
Dining Cars	5	222	44	..	..	..	5	222	44
Mail Vans	3	..	..	..	..	..	3	..	..
Luggage Vans	643	..	..	6	..	..	649	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	78	..	..	..	..	..	78	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles	4	..	..	..	..	..	4	..	..
Total	1,614	52,146	..	55	1,481	..	1,669	53,627	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class	10	285	28	..	..	..	10	285	28
2nd Class	8	286	36	..	..	..	8	286	36
Composite	17	865	51	..	..	..	17	865	51
Trailers:									
1st Class	1	68	68	..	..	..	1	68	68
2nd Class	23	563	24	..	..	..	23	563	24
Composite	10	685	68	..	..	..	10	685	68
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley; (Petrol)—									
Mail Service only	26	..	..	..	..	..	26	..	..
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	98	2,781	..	..	..	..	98	2,781	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	375	33,850	90	..	..	..	375	33,850	90
2nd Class	373	29,964	80	..	..	..	373	29,964	80
Composite	102	9,518	93	..	..	..	102	9,518	93
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	856	73,332	..	..	..	..	856	73,332	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	13	580	45
Double Bogie Cars .. ..	..	..	..	..	..	..	20	1,040	52
Total .. ..	..	..	..	..	..	..	33	1,620	..

APPENDIX No. 10—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons	75	1,124	15.0	1	10	10.0	76	1,134	14.9
Coal Wagons	342	5,173	15.1	..	..	..	342	5,173	15.1
Open Goods Wagons	15,782	244,725	15.5	212	2,331	11.0	15,974	247,056	15.5
Cattle Wagons	718	7,680	10.7	15	151	10.1	733	7,831	10.7
Sheep Wagons	1,274	13,342	10.5	..	..	..	1,274	13,342	10.5
Louvréd Wagons	1,148	16,429	14.3	14	141	10.1	1,162	16,570	14.3
Refrigerator Wagons	417	5,692	13.6	1	10	10.0	418	5,692	13.6
Powder Vans	22	110	5.0	..	..	..	22	110	5.0
Flat Wagons	222	4,486	20.2	..	..	..	222	4,486	20.2
Bolster Wagons
Brake Vans	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Other Vehicles .. ..	..	..	..	..	..	..	..	..	..
Total	19,980	298,751	15.0	243	2,643	10.9	20,223	301,394	14.9
SERVICE STOCK.									
Casualty or Break-down Vans and Trucks	45	..	..	..	..	..	45	..	..
Water Trucks	176	..	..	..	..	..	176	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock.)			..	..	..	..	..	..
Ballast Wagons	163	..	..	..	..	..	163	..	..
Gas Vehicles	7	..	..	..	..	..	7	..	..
Workmen's Sleeping Cars	216	..	..	..	..	..	216	..	..
Store Vans	3	..	..	..	..	..	3	..	..
Cranes (not Locomotives) on Trucks	13	..	..	..	..	..	13	..	..
Plough Vans	3	..	..	..	..	..	3	..	..
Motor Inspection Cars (Petrol)	3	..	..	..	..	..	3	..	..
Other Vehicles	110	..	..	..	..	..	110	..	..
Total	739	..	..	..	..	..	739	..	..
	Number.	Capacity.	Average per Vehicle.	Number.	Capacity.	Average per Vehicle.	Number.	Capacity.	Average per Vehicle.
ROAD MOTOR VEHICLES.									
Coaches (Passenger) .. ..	..	..	..	..	..	..	16	Passengers. 357	Pas- sengers. 22
Trucks (Goods) .. ..	..	..	..	..	..	..	35	T. C. Q. 101 10 0	T. C. Q. 2 18 0
Trailers (Goods) .. ..	..	..	..	..	..	..	12	56 0 0	4 13 1
Service Stock—									
Cars .. ..	..	..	..	..	..	..	11	..	..
Trucks .. ..	..	..	..	..	..	..	21	..	..
Trailers .. ..	..	..	..	..	..	..	1	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1922, TO 30th JUNE, 1932.

Year.	Passengers									Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.	Employees while in the Execution of their Duty.						Employees proceeding to or from Duty within the Railway Boundary.	Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.			
	Through causes beyond their own Control.			Through Contributory Negligence.		Solely through their own Action or Negligence.		Through causes beyond their own Control.			Through Contributory Negligence.		Solely through their own Action or Negligence.		Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.													
1922-23	5	..	6	6	134	..	.032	1	33	2	34	7	116	1	2	11	11	20	10	3	21	51	372
1923-24	3	..	4	8	112	..	.017	..	29	2	36	8	146	3	2	10	15	18	2	2	13	51	362

60

Year.	Train Accidents.						Accidents on Line (Other than Train Accidents).						Shunting Accidents.						Employees proceeding to and from Duty within the Railway Boundary.	Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.			
	Passengers.		Employees.		Number of Passengers Killed and Injured per Million Carried.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.											
1924-25	1	..	.000	7	133	5	103	..	..	..	..	5	44	..	5	3	2	12	3	15	3	..	4	47	298	
1925-26	3	153	..	..	.017	.910	8	186	9	89	1	2	..	..	5	33	..	1	1	1	28	25	18	8	..	..	78	498
1926-27	..	12	..	..	..	.071	4	171	3	32	1	3	..	..	1	40	2	5	1	1	11	25	28	3	..	..	53	292
1927-28	..	15	..	..	..	.091	9	148	..	13	..	..	..	1	2	25	1	8	..	..	17	22	20	6	..	..	60	238
1928-29	..	53	..	..	..	.329	4	139	7	17	..	..	..	..	4	28	2	2	..	2	18	35	13	4	..	1	46	281
1929-30	..	28	..	..	..	.178	10	113	5	9	..	..	..	..	4	16	2	9	..	..	15	14	22	8	..	..	57	197
1930-31000	11	78	2	33	1	..	..	..	4	8	1	6	2	..	12	18	24	7	..	..	57	150	
1931-32	..	45	..	..	..	.357	4	85	4	53	..	4	..	1	3	6	2	4	..	..	20	18	23	11	..	..	56	227

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

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

APPENDIX No. 12.

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

Particulars.	Year 1931-32.	Year 1930-31.
Average Mileage of Railways open for Traffic	4,720	4,710
PASSENGER TRAFFIC.		
Passenger Train Mileage { Country	3,571,624	3,909,244
.. .. . { Suburban	6,962,346	7,156,722
Passenger Earnings { Country	£1,382,121	£1,579,790
.. .. . { Suburban	£2,131,983	£2,310,814
Number of Passengers Carried { Country	5,142,078	5,906,293
.. .. . { Suburban	120,848,507	128,748,927
Number of Passengers Carried One Mile { Country	298,325,830	330,722,045
.. .. . { Suburban	754,889,156	803,653,927
Average Miles each Passenger was carried { Country	58·01	55·99
.. .. . { Suburban	6·24	6·24
Average Number of Passengers per Car Mile { Country	17	17
.. .. . { Suburban	22	22
Average Earnings from Each Passenger { Country	5s. 4·50d.	5s. 4·19d.
.. .. . { Suburban	4·23d.	4·30d.
Average Earnings per Passenger Mile { Country	1·11d.	1·14d.
.. .. . { Suburban	·67d.	·69d.
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried { Country	1,100	1,267
.. .. . { Suburban	564,713	601,630
Number of Passengers Carried One Mile { Country	63,827	70,955
.. .. . { Suburban	3,527,519	3,755,392
Passenger Train Mileage { Country	764	839
.. .. . { Suburban	32,534	33,443
Passenger Earnings { Country	£295·70	£338·72
.. .. . { Suburban	£9,962·54	£10,798·20
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers { Country	84	85
.. .. . { Suburban	108	112
Average Number of Cars { Country	5	5
.. .. . { Suburban	5	5
Average Earnings from Passengers { Country	7s. 8·87d.	8s. 0·99d.
.. .. . { Suburban	6s. 1·49d.	6s. 5·49d.
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	4,829,806	4,879,349
Goods Earnings	£4,805,738	£4,817,808
Number of Tons Carried	6,186,081	6,099,310
Number of Tons Carried One Mile	769,228,493	713,021,840
Average Haul per Ton of Goods	124·34	116·90
Average Tonnage per Loaded Truck	9·22	9·03
Average Train Load (Tons)	181	174
Average Earnings per Ton	15s. 6·44d.	15s. 9·57d.
Average Earnings per Ton Mile	1·49d.	1·62d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	441	421
Average Number of Vehicles per Train—Loaded	19	18
Average Number of Vehicles per Train—Empty	10	8
<i>Per Average Mile of Railway Open.</i>		
Number of Tons Carried (Paying Traffic)	7,311	1,295
Number of Tons Carried One Mile (Paying Traffic)	162,972	151,385
Goods Train Mileage	1,023	1,036
Goods Earnings	£1,018	£1,023
<i>Per Goods Train Mile.</i>		
Average Earnings	19s. 10·80d.	19s. 8·97d.

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1932.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1931	100,000 0 0	By Expenditure for the year ended 30th June, 1932—	
„ Payment to Fund during the year ended 30th June, 1932, included in the Working Expenses of the Year	19,045 12 4	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	283 12 0
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	850 1 1
		(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	6,007 14 0
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	2,122 15 5
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	8,812 5 0
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c.	969 4 10
		„ Balance at 30th June, 1932	100,000 0 0
	£119,045 12 4		£119,045 12 4

APPENDIX No. 14.

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

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BEAUMARIS.	
	Year 1931-32.	Year 1930-31.	Year 1931-32	Year 1930-31.
Average Mileage of Tramway Worked...	5.18	5.18	2.78	4.61
Car Mileage	480,025	503,818	127,430	184,507
Number of Passengers carried	4,250,058	4,613,394	1,039,046	1,297,508
Average Fare paid per Passenger	2.49d.	2.47d.	2.32d.	2.18d.
GROSS REVENUE—				
Passengers	£44,041	£47,641	£10,056	£11,796
Parcels	4	3	62	68
Miscellaneous	180	268	86	127
TOTAL GROSS REVENUE	£44,225	£47,912	£10,204	£11,991
Per Passenger Car Mile	22.11d.	22.82d.	19.22d.	15.34d.
Per Mile of Single Track	£4,269	£4,625	£2,037	£1,690
ORDINARY WORKING EXPENSES—				
Transportation Account	£13,578	£17,058	£3,088	£4,935
Way and Works Account	6,258	9,223	601	2,180
Rolling Stock Account	6,210	7,308	1,236	2,287
Power Account	4,270	5,035	1,160	1,597
General Expenditure	860	932	229	282
Payment into Railway Accident and Fire Insurance Fund	98	130	22	32
Pensions and Gratuities	298	154	...	...
TOTAL WORKING EXPENSES	£31,572	£39,840	£6,336	£11,313
Per cent. of Gross Revenue	71.39	83.15	62.10	94.35
Per Passenger Car Mile	15.79d.	18.98d.	11.94d.	14.72d.
Per Mile of Single Track	£3,047	£3,846	£1,265	£1,621
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£12,653	£8,072	£3,868	£678
INTEREST CHARGES	£9,389	£9,322	£6,880	£6,845
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	£3,264	Loss £1,250	Loss £3,012	Loss £6,167
Guarantee by the Sandringham City Council in connexion with the operation of the Black Rock to Beaumaris Electric Tramway ... ..	...	...	£2,000	£2,000
LOSS IN RESPECT OF THE SANDRINGHAM TO BEAUMARIS LINE AFTER ALLOWING FOR THE GUARANTEE IN CONNEXION WITH THE OPERATION OF THE BLACK ROCK TO BEAUMARIS ELECTRIC TRAMWAY ... ..	...	...	£1,012	£4,167

The amount due at 30th June, 1932, for the period 1.9.1926 to 31.8.1931 was £10,000. £2,000, representing the guarantee in respect of the year 1.9.1930 to 31.8.1931, has been included in the figures for the year 1931-32.

The amounts recouped by the Treasury (£2,693 in 1930-31, and £3,368 in 1931-32) in respect of the loss on the Black Rock to Beaumaris Line are not included in the above figures.

The Line from Black Rock to Beaumaris was closed for traffic on 31.8.1931.

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.

CAPITAL EXPENDITURE AT 30TH JUNE, 1932.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements	52,740	12	3			
				71,640	12	3
Equipment	25,337	19	10			
Stock	2,197	11	3			
				27,535	11	1
				£99,176	3	4

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1932.

<i>Dr.</i>			<i>Cr.</i>		
	£	s. d.		£	s. d.
Stores, Freight, and Cartage ..	6,520	17 5	Accommodation and Buffet Sales..	18,879	11 8
Superintendence, Salaries, Wages, and General Charges ..	14,627	6 2	Hire of Sports Material ..	904	14 11
Interest on Capital Expenditure ..	4,970	9 6	Motor Services ..	3,528	11 3
			Loss	2,805	15 3
	£26,118	13 1		£26,118	13 1

APPENDIX No. 16.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1932. £ s. d.

Cost of Coaches and Garages	..	..	..	55,090	3	11
Less Depreciation written off	..	..	..	46,630	14	0
Balance of Cost at 30th June, 1932	..	..	..	£8,459	9	11

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1932.

Dr.		£		s.		d.		Cr.		£		s.		d.	
Working Expenses—		£	s.	d.	£	s.	d.	Revenue	..	..	..	6,339	7	3	
Superintendence, Printing, Advertising, &c.	521	15	11					Loss	..	..	..	9,020	1	2	
Operating expenses, Accident Compensation, Licences and Registration Fees ..	6,482	0	0												
Repairs and Renewals, Tools, &c. . .	5,631	12	4												
Maintenance of Garages, &c. . .	49	10	0												
					12,684	18	3								
Depreciation ..	..	..	..	2,129	17	3									
Interest ..	..	..	..	544	12	11									
					£15,359	8	5					£15,359	8	5	

APPENDIX No. 17.

ROAD MOTOR PUBLIC GOODS SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1932.

Cost of Trucks, Trailers, Containers, and Garages	..	..	..	27,905	13	9
Less Depreciation written off ..	..	..	..	4,699	15	4
				£23,205	18	5

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1932.

Dr.		£		s.		d.		Cr.		£		s.		d.	
Working Expenses—		£	s.	d.	£	s.	d.	Revenue	..	..	..	10,371	13	7	
Superintendence, Printing, Advertising, &c.	501	1	4												
Operating Expenses, Licence and Registration Fees ..	4,743	1	3												
Repairs and Renewals, Tools, &c. . .	1,976	18	9												
Maintenance of Garage, &c. . .	102	10	2												
					7,331	0	6								
Depreciation ..	..	..	..	923	14	0									
Interest ..	..	..	..	782	7	4									
Profit ..	..	..	..	1,334	11	3									
					£10,371	13	7					£10,371	13	7	

APPENDIX No. 18.

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

REVENUE.		£	s.	d.
Revenue as shown by the Railways		9,530,812	0	4
That total includes the net amount of accounts due but unpaid at 30th June, 1932, which amount is not included in the Treasury figures because it was not received on that date, and which, in order to agree with the Treasury, must be deducted, viz.		80,585	18	0
		<hr/>		
		9,450,226	2	4
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1931, which were paid in 1931-32, and therefore included in the Treasury figures, and which therefore require to be added, viz. ...		56,070	18	4
		<hr/>		
		9,506,297	0	8
Amount credited by Railways to Interest Account but by Treasury to Revenue		948	2	4
		<hr/>		
Revenue as shown by the Treasury		9,507,245	3	0

WORKING EXPENSES.		£	s.	d.
Working Expenses as shown by the Railways		6,401,519	9	4
In order to bring this sum into agreement with the Treasury figures, the following amounts must be added :—				
(1) Amount of Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn	£	266	0	0
(2) Amount of Exchange on Interest Payments	£	440,937	18	9
		<hr/>		
		441,203	18	9
		<hr/>		
		£6,842,723	8	1

The Working Expenses as shown by the Treasury are :—		£	s.	d.
Division 80, subdivision 1 of the Appropriation Act 1931-32		5,762,995	1	7
Division 80, subdivision 2—Expenditure on Automatic Couplers which otherwise would be chargeable to Capital		99,999	11	3
Division 80, subdivision 2—Railway Accident and Fire Insurance Fund		19,045	12	4
Division 80, subdivision 2, Payment (Part) to South Australia in accordance with the provisions of clause 12 of the South Australian and Victorian Border Railways Agreement—Act 2424 (including Interest)		84,760	7	5
Division 80, subdivision 2—Repayment to Capital Account of the original cost of Shops erected on the Flinders-street Station Concourse		2,302	18	3
Division 80, subdivision 3—Repayment to Capital Account in connexion with the North Geelong and Fyansford Line		758	0	0
Division 80, subdivision 4—Salary of the Chairman of the Board of Discipline		437	11	6
Division 80, subdivision 5—Interest charges paid to State Electricity Commission on the Capital Cost of portion of the line from Hernes Oak to Yallourn		266	0	0
Division 80, subdivision 6, Exchange on Interest Payments in London		440,937	18	9
Division 81, Pensions, Gratuities		2,646	10	0
Act No. 3759, Pensions, Gratuities		156,405	10	2
Act No. 3759, Commissioners' Salaries		6,320	0	0
Act No. 3782, Payment to Superannuation Fund		265,848	6	10
		<hr/>		
		£6,842,723	8	1

APPENDIX No. 19.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1932.

Section.	Miles.	Date Opened.
Wodonga to Tallangatta (Deviation) ..	8·66 (single track)	1st February, 1932

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1932.

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

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1932.

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.	

PORTION OF MAIN LINE CLOSED FOR TRAFFIC.

Railways.

Section.	Miles.	Date closed.
Wodonga to Tallangatta (Deviation) ..	7·35 (single track)	1st February, 1932

Tramway.

Section.	Miles.	Date Closed.
Beaumaris—Black Rock	2·19 (single track)	1st September, 1931

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 1931-32.	5' 3" gauge ...	3'30	6'57	2'5	327'93	4258'70	4599'00	4968'14	1025'96	5994'10
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	328'14	4380'26	4720'77	5090'12	1035'85	6125'97
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2'21	'21	2'42	4'63	'26	4'89
	Grand Total	3'30	6'57	2'5	335'53	4380'47	4728'37	5105'11	1037'25	6142'36
Year 1930-31.	5' 3" gauge ...	3'30	6'57	2'5	327'13	4255'49	4594'99	4963'33	1026'36	5989'69
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	327'34	4377'05	4716'76	5085'31	1036'25	6121'56
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2'21	2'40	4'61	6'82	'26	7'08
	Grand Total	3'30	6'57	2'5	334'73	4379'45	4726'55	5102'49	1037'65	6140'14
		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 1931-32.	5' 3" gauge ...	3'30	6'57	2'5	327'93	4257'93	4598'23	4967'37	1026'14	5993'51
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	328'14	4379'49	4720'00	5089'35	1036'03	6125'38
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2'21	'58	2'79	5'00	'26	5'26
	Grand Total	3'30	6'57	2'5	335'53	4380'07	4727'97	5104'71	1037'43	6142'14
Year 1930-31.	5' 3" gauge ...	3'30	6'57	2'5	327'13	4249'00	4588'50	4956'84	1018'88	5975'72
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'89	131'87
	Total ...	3'30	6'57	2'5	327'34	4370'56	4710'27	5078'82	1028'77	6107'59
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2'21	2'40	4'61	6'82	'26	7'08
	Grand Total	3'30	6'57	2'5	334'73	4372'96	4720'06	5096'00	1030'17	6126'17

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1932, AND 1931.

	Year ended 30th June, 1932.						Year ended 30th June, 1931.					
	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	193,635	1,328,120	1,521,755	229,817	525,894	755,711	246,440	1,563,713	1,810,153	270,825	612,581	883,406
Return Tickets	212,267	1,926,836	2,139,103	92,950	403,618	496,568	266,786	2,094,262	2,361,048	108,972	428,443	537,415
Periodical Tickets	628,005	744,043	1,372,048	99,089	28,431	127,520	799,750	825,909	1,625,659	125,645	30,955	156,600
Workmen's Weekly Tickets .. ..	..	109,172	109,172	..	2,322	2,322	..	109,433	109,433	..	2,369	2,369
Total	1,033,907	4,108,171	5,142,078	421,856	960,265	1,382,121	1,312,976	4,593,317	5,906,293	505,442	1,074,348	1,579,790
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets	5,557,728	9,209,078	14,766,806	126,009	190,734	316,743	6,348,270	9,208,360	15,556,630	147,900	194,746	342,646
Return Tickets	16,955,354	34,582,371	51,537,725	366,299	646,742	1,013,041	20,023,860	35,169,476	55,193,336	440,088	661,672	1,101,760
Race and Special Picnic Tickets	251,730	609,518	861,248	12,900	20,265	33,165	320,288	709,615	1,029,903	15,395	24,771	40,166
Periodical Tickets	20,475,137	24,669,753	45,144,890	327,267	310,312	637,579	24,395,794	23,778,927	48,174,721	392,638	298,631	691,269
Workmen's Weekly Tickets .. ..	..	8,537,838	8,537,838	..	131,455	131,455	..	8,794,337	8,794,337	..	134,973	134,973
Total	43,239,949	77,608,558	120,848,507	832,475	1,299,508	2,131,983	51,088,212	77,660,715	128,748,927	996,021	1,314,793	2,310,814
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	44,273,856	81,716,729	125,990,585	1,254,331	2,259,773	3,514,104	52,401,188	82,254,032	134,655,220	1,501,463	2,389,141	3,890,604
ROAD MOTOR COACH SERVICES .. ..	..	..	641,990	..	..	6,191	..	..	646,251	..	..	7,818
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..	..	..	4,250,058	..	..	44,041	..	..	4,613,394	..	..	47,641
SANDRINGHAM-BEAUMARIS ELECTRIC TRAMWAY* .. ..	..	..	1,039,046	..	..	10,056	..	..	1,297,508	..	..	11,796

* Note.—The Black Rock to Beaumaris section was closed for traffic on 31st August, 1931.

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1932, AND 30TH JUNE, 1931.

Class of Goods.	Year ended 30th June, 1932.							Year ended 30th June, 1931.	
	Tons carried.	Percentage of each Class to Total of Tonnage.	Revenue.	Percentage of each Class to Total Revenue.	Ton Miles.	Average Haul Miles per Ton.	Average Rate per Ton Mile.	Tons carried.	Revenue.
			£				d.		£
2nd Class	49,072	.8	156,192	3.6	6,932,745	141.2	5.4	56,857	184,461
1st Class	55,324	.9	123,399	2.9	5,710,415	103.2	5.1	64,455	151,051
"C" Class	127,837	2.2	288,461	6.7	15,407,139	120.5	4.4	159,516	342,047
"B" Class	144,314	2.5	189,742	4.4	14,589,016	101.0	3.1	164,002	215,910
"A" Class	257,630	4.5	282,108	6.6	33,908,221	131.6	1.9	282,522	292,381
Miscellaneous ..	84,333	1.4	38,287	.9	6,252,132	74.1	1.4	90,454	41,481
Fish	4,796	..	8,496	.1	711,098	148.2	2.8	5,453	9,301
Fruit	129,091	2.2	151,048	3.5	23,659,379	183.2	1.5	134,886	150,746
Butter	52,233	.9	83,844	1.9	6,627,012	126.8	3.0	43,384	69,881
Other Dairy Produce ..	37,600	.6	63,561	1.4	3,465,884	92.1	4.4	31,758	53,551
Wine	6,138	.1	7,856	.1	1,144,081	186.3	1.6	5,794	8,341
Wool	85,684	1.5	239,189	5.6	12,667,426	147.8	4.5	79,119	210,101
Flour, Bran, Sharps, and Pollard	279,972	4.9	162,497	3.8	38,814,280	138.6	1.0	260,862	150,021
Wheat	1,393,324	24.5	981,794	23.0	272,687,506	195.7	.8	1,189,285	826,281
All other Agricultural Produce	471,113	8.2	393,679	7.1	63,663,995	135.1	1.1	499,585	327,211
Hay, Straw, and Chaff ..	188,444	3.3	89,323	2.1	15,982,027	84.8	1.3	205,682	96,611
Fertilizers	235,346	4.1	84,098	1.9	38,326,084	162.8	.5	228,893	79,111
Minerals (including Coal, Coke, Ores, &c.) ..	218,013	3.8	72,462	1.7	15,894,810	72.9	1.0	280,533	90,111
Firewood	819,306	14.4	361,871	8.5	92,247,525	112.5	.9	645,086	277,611
Timber	143,996	2.5	79,580	1.8	14,090,000	97.8	1.3	132,304	74,611
Stone, Gravel, and Sand ..	238,267	4.1	61,935	1.4	9,184,195	38.5	1.6	418,763	111,611
All other Goods	660,479	11.6	369,150	8.7	19,069,624	28.8	4.6	586,983	407,111
Haulage, Storage, Demurrage, Quayage, Hire of Taraulins, Unloading, and Weighing ..	..	..	54,364	1.2	..	..	..	..	75,111
Total Tonnage of Goods carried and Total Revenue derived therefrom	5,682,312	..	4,252,936	..	711,034,594	125.1	1.4	5,557,176	4,245,111
Live Stock	503,769	..	550,461	..	58,193,989	115.5	2.2	542,134	572,111
Total Tonnage of Goods and Live Stock carried and Total Revenue derived therefrom	6,186,081	..	4,803,397	..	769,228,493	124.3	1.4	6,099,310	4,817,111

Number of Live Stock.

	Year ended 30th June, 1932.	Year ended 30th June, 1931.
Calves	26,686	18,685
Cattle	367,602	360,616
Horses	28,844	28,997
Pigs	346,381	350,578
Sheep	7,614,893	8,744,479

APPENDIX No. 24.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR SEVENTEEN YEARS ENDED 30TH JUNE, 1932.

Year ended 30th June—	New Lines and Surveys.			Additions and Improvements on Existing Lines.			Rolling Stock (exclusive of Electric Tramways Rolling Stock).			Electrification of Melbourne Suburban Lines.		
	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.
	£	£	£	£	£	£	£	£	£	£	£	£
1916	346,855	..	346,855	722,209	4,723	717,486	612,739	..	612,739	572,549	..	572,549
1917	139,477	..	139,477	273,583	10,603	262,980	365,973	..	365,973	419,024	378	418,646
1918	128,336	1,074	127,262	312,896	7,980	304,916	237,107	234	236,873	177,954	22	177,932
1919	127,567	2	127,565	231,996	8,863	223,133	287,546	..	287,546	286,301	14	286,287
1920	235,870	..	235,870	213,829	67,611	146,218	150,621	..	150,621	367,376	..	367,376
1921	306,348	..	306,348	486,318	10,942	475,376	141,812	201,239	Cr. 59,427	804,909	..	804,909
1922	277,551	..	277,551	737,989	46,426	691,563	632,853	450	632,403	1,387,602	350	1,387,252
1923	286,972	30	286,942	635,465	54,610	580,855	423,562	..	423,562	603,430	1,591	601,839
1924	556,888	..	556,888	550,154	47,651	502,503	197,124	50,000	147,124	192,600	607	191,993
1925	525,077	..	525,077	718,099	91,768	626,331	299,568	56,050	243,518	92,692	1,628	91,064
1926	382,501	..	382,501	932,592	125,665	806,927	455,412	169,480	285,932	41,311	168,600	Cr. 127,289
1927	540,521	..	540,521	963,300	61,402	901,898	434,117	290,109	144,008	41,789	1,703	40,086
1928	756,902	..	756,902	919,255	59,329	859,926	667,648	261,376	406,272	55,210	817	54,393
1929	439,297	..	439,297	649,692	54,591	595,101	420,119	286,338	133,781	26,759	15,225	11,534
1930	182,005	..	182,005	452,736	60,728	392,008	362,187	262,845	99,342	11,740	12,704	Cr. 964
1931	69,430	11,476	57,954	175,544	50,671	124,873	223,683	269,122	Cr. 45,439	16,950	15,180	1,770
1932	25,869	5,103	20,766	83,250	9,815	73,435	140,683	119,879	20,804	18,018	3,465	14,553
Total	5,327,466	17,685	5,309,781	9,058,907	773,378	8,285,529	6,052,754	1,967,122	4,085,632	5,116,214	222,284	4,893,930

APPENDIX No. 24—continued.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR SEVENTEEN YEARS ENDED 30TH JUNE, 1932—continued.

Year ended 30th June—	Total Railways.			Electric Tramways (including Rolling Stock).			Road Motors Public Services (including Garage Accommodation).			Total.		
	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.	Gross Expenditure.	Credits to Loan Funds.	Net Expenditure.
	£	£	£	£	£	£	£	£	£	£	£	£
1916	2,254,352	4,723	2,249,629	44,471	73	44,398	..	..	..	2,298,823	4,796	2,294,027
1917	1,198,057	10,981	1,187,076	37,965	..	37,965	..	..	..	1,236,022	10,981	1,225,041
1918	856,293	9,310	846,983	9,644	..	9,644	..	..	..	865,937	9,310	856,627
1919	933,410	8,879	924,531	12,962	..	12,962	..	..	..	946,372	8,879	937,493
1920	967,696	67,611	900,085	1,410	..	1,410	..	..	..	969,106	67,611	901,495
1921	1,739,387	212,181	1,527,206	5,091	..	5,091	..	..	..	1,744,478	212,181	1,532,297
1922	3,035,995	47,226	2,988,769	31,861	19	31,842	..	..	..	3,067,856	47,245	3,020,611
1923	1,949,429	56,231	1,893,198	30,036	36	30,000	..	..	..	1,979,465	56,267	1,923,198
1924	1,496,766	98,258	1,398,508	11,993	2,500	9,493	..	..	..	1,508,759	100,758	1,408,001
1925	1,635,436	149,446	1,485,990	11,903	2,000	9,903	..	..	..	1,647,339	151,446	1,495,893
1926	1,811,816	463,745	1,348,071	32,384	5,032	27,352	17,514	764	16,750	1,861,714	469,541	1,392,173
1927	1,979,727	353,214	1,626,513	8,281	1,000	7,281	41,765	13,131	28,634	2,029,773	367,345	1,662,428
1928	2,399,015	321,522	2,077,493	7,789	1,000	6,789	8,379	20,351	Cr. 11,972	2,415,183	342,873	2,072,310
1929	1,535,867	356,154	1,179,713	951	1,179	Cr. 228	Cr. 1,079	6,755	Cr. 7,834	1,535,739	364,088	1,171,651
1930	1,008,668	336,277	672,391	852	..	852	17,953	3,322	14,631	1,027,473	339,599	687,874
1931	485,607	346,449	139,158	1,607	..	1,607	Cr. 1,536	3,631	Cr. 5,167	485,678	350,080	135,598
1932	267,820	138,262	129,558	..	..	..	..	3,376	Cr. 3,376	267,820	141,638	126,182
Total	25,555,341	2,980,469	22,574,872	249,200	12,839	236,361	82,996	51,330	31,666	25,887,537	3,044,638	22,842,899

APPENDIX No. 25.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1932, 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, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	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	42,085	30,816	44,424	39,484	43,302	..	58,496
Avonmore .. ..	..	..	30,924	..	22,006	..	30,924
Elmore	72,878	..	93,948	44,938	64,712	66,447	144,127
Rochester	43,080	20,322	67,968	24,596	71,920	35,952	130,087
Strathallan	25,823	..	33,240	..	21,439	..	85,105
Echuca .. ..	..	..	..	..	..	..	41,964
Moama .. ..	..	..	..	..	..	..	21,247
Mathoura	38,592	..	..	..	..	30,600	72,133
Culpha Siding	35,166	..	24,720	..	..	28,506	49,484
Hill Plains	20,457	..	..	..	..	..	26,110
Southdown .. ..	..	..	21,156	..	..	25,477	25,477
Deniliquin	97,224	34,543	49,356	39,239	..	93,408	97,224
Shelbourne	50,962	41,132	59,232	38,083	25,186	34,256	113,952
Moolort .. ..	..	..	46,392	38,429	55,022	..	55,022
Maryborough .. ..	..	..	..	..	..	..	24,069
Bet Bet .. ..	..	..	26,484	..	32,225	..	32,225
Bealiba .. ..	..	..	24,540	..	34,611	..	57,150
Bmu .. ..	..	..	20,940	..	..	..	20,940
Carapooce	21,820	..	..	..	..	..	40,078
St. Arnaud .. ..	..	..	33,720	..	31,738	..	56,742
Sutherland	86,702	82,018	67,093	22,423	60,865	97,610	122,013
Swanwater	78,668	46,513	83,616	..	57,831	63,235	108,494
Cope Cope	95,945	87,378	90,840	36,256	60,788	126,687	153,184
Donald	138,593	130,397	179,811	91,495	102,639	206,542	206,542
Litchfield	110,288	61,146	134,232	34,263	51,278	189,488	189,488
Massey	50,832	21,901	60,144	..	32,010	70,759	70,759
Watchem	88,912	45,842	116,418	30,226	26,989	160,804	165,982
Morton Plains	53,621	..	64,716	..	20,804	53,550	64,716
Birchip	94,114	30,918	75,132	..	21,913	101,037	101,037
Kinnabulla	75,031	24,235	51,948	23,122	..	91,549	91,549
Curyo	47,015	23,102	57,804	..	21,323	74,854	74,854
Watchupga	59,339	63,813	88,404	..	27,273	109,921	109,921
Woomelang	107,898	52,938	91,884	34,495	35,861	172,894	172,894
Lascelles	89,276	29,939	57,648	..	42,630	82,015	125,222
Gama	49,200	..	33,468	..	47,058	50,914	61,403
Turriff	38,055	..	33,912	..	48,069	46,184	81,723
Speed	39,291	..	33,804	..	68,940	51,131	102,568
Tempy	34,547	..	38,232	..	76,179	57,966	76,179
Gypsum Siding	22,671	..	..	..	42,015	..	42,015
Bronzewing	26,329	..	20,076	..	37,011	46,440	46,440
Nunga	24,752	..	..	..	35,842	..	78,207
Ouyen	44,447	..	28,092	..	71,418	75,888	126,811
Kiamal	40,216	..	..	..	107,437	38,872	107,437
Boonoonar	25,117	..	..	..	56,212	28,213	56,212
Carwarp	38,296	..	..	..	73,001	47,801	73,001
Yatpool	20,482	..	..	..	23,927	23,318	31,358
Merbein	25,926	..	..	..	25,919	..	25,926
Llanely .. ..	..	..	29,688	..	38,568	..	38,568
Arnold .. ..	..	..	..	..	25,693	..	25,693
Tiega	23,927	..	..	..	33,835	23,261	33,835

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1932,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	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.
Galah	55,678	..	27,334	..	49,209	54,071	121,512
Walpeup	84,774	54,053	71,748	..	84,141	141,945	148,171
Torrta	50,779	..	26,880	..	57,373	42,244	65,934
Underbool	78,528	25,094	50,388	..	76,498	109,377	136,889
Linga	38,676	..	..	..	59,882	51,732	78,264
Boinka	32,413	..	..	..	60,615	32,574	60,615
Tutye	38,385	..	..	..	57,623	47,409	57,623
Cowangie	71,326	..	39,780	..	91,842	75,774	108,483
Danyo	37,941	..	28,752	..	51,329	37,959	69,443
Murrayville	51,092	25,336	63,288	..	83,756	86,436	158,807
Carina	44,229	20,315	52,150	..	64,946	63,854	111,282
Panitya	62,797	22,777	66,084	..	101,074	89,811	101,074
Benetook .. ..	..	..	..	..	29,209	28,108	29,209
Pirlta .. ..	..	..	..	..	62,139	36,990	62,139
Merrincee	35,255	..	29,832	..	108,371	83,908	108,371
Karrawinna	27,676	..	34,632	..	147,777	79,994	147,777
Werrimull .. ..	..	..	26,806	..	121,055	112,352	121,055
Bambill .. ..	..	..	..	..	66,790	49,725	66,790
Yarrara .. ..	..	..	..	..	65,616	54,089	65,616
Meringur .. ..	..	..	25,413	..	108,042	57,386	108,042
Karween .. ..	..	..	..	..	28,203	47,017	47,017
Morkalla .. ..	..	..	..	..	..	43,477	43,477
Derby .. ..	..	..	..	..	..	..	33,521
Leichardt .. ..	..	..	27,288	..	23,278	..	27,288
Bridgewater .. ..	..	..	24,780	..	..	20,776	57,399
Kurting	22,601	..	27,744	..	26,688	..	34,063
Korong Vale	36,525	..	22,824	..	33,151	..	66,230
Wychitella	53,822	..	50,172	..	39,761	56,542	76,530
Buckrabanyule	43,246	27,488	36,806	..	35,606	38,261	88,208
Barrakee	72,673	25,125	58,248	..	47,216	36,879	92,556
Charlton	57,638	71,631	128,088	..	59,753	90,118	237,678
Teddywaddy	40,100	20,656	28,560	..	..	22,168	60,422
Glenloth	68,307	..	48,840	..	..	61,690	83,927
Wycheproof	151,907	57,246	119,532	..	22,899	207,984	207,984
Dumosa	78,305	27,668	57,564	..	..	123,291	123,291
Nullawil	77,629	32,436	49,860	..	24,740	110,524	110,524
Warne	52,598	..	27,612	..	..	55,728	55,728
Culgoa	99,742	..	58,788	..	44,472	151,606	152,048
Berriwillock	156,805	40,568	96,144	..	72,153	188,994	188,994
Boigbeat	54,244	..	32,882	..	36,019	63,599	63,599
Sea Lake	102,413	45,889	86,326	..	112,231	170,367	170,367
Ninda	27,746	..	27,804	..	43,312	44,839	47,399
Nyarrin	56,429	..	44,592	..	83,631	60,448	83,631
Nandaly	30,855	..	33,468	..	49,061	52,091	58,610
Pier Millan	25,974	..	23,556	..	42,478	33,287	42,478
Mittyack	32,295	..	26,712	..	69,086	48,790	69,086
Leitpar .. ..	..	..	..	..	42,948	..	42,948
Kulwin	42,954	..	22,284	..	71,982	67,650	71,982
Wedderburn	50,288	43,444	63,696	25,408	83,267	28,622	86,790
Borong	42,495	..	50,018	..	59,727	26,912	77,154

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1932,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	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.
Mysia	29,161	..	29,964	..	26,854	..	46,774
Boort	92,526	31,988	93,672	..	44,228	108,473	125,960
Barraport	110,377	22,682	105,084	..	55,666	89,088	128,687
Gredgwin	44,366	..	36,696	..	..	28,084	45,869
Oakvale	56,528	..	35,616	..	30,140	33,539	56,528
Quambatook	132,566	20,591	126,348	..	84,528	130,034	157,217
Cannic	68,160	20,019	60,168	..	54,132	111,507	111,507
Lalbert	99,541	..	..	..	107,371	190,023	190,023
Meatian	84,573	..	97,500	22,024	85,021	119,558	119,558
Ultima	101,041	..	122,964	..	166,041	137,492	168,709
Gowanford	46,447	..	45,732	..	58,718	57,669	58,718
Waitchie	70,429	..	50,208	..	81,901	122,339	126,827
Chillingollah	64,252	..	39,672	..	77,774	58,282	99,303
Chinkapook	66,000	..	65,664	..	85,562	86,826	87,172
Cocamba	32,815	..	24,072	..	37,504	33,422	62,996
Manangatang	68,791	..	34,500	..	54,677	105,536	105,536
Bolton	33,234	..	..	..	44,454	33,932	44,454
Koimbo	20,149	..	..	..	..	..	20,149
Annuello	45,471	..	..	..	99,113	56,160	99,113
Bannerton	42,526	..	..	..	53,199	40,919	53,199
Robinvale .. ..	..	..	..	..	20,507	..	20,507
Kaywood	40,227	..	49,224	..	47,910	..	77,555
Tandarra	54,020	..	46,152	..	68,438	..	78,426
Dingee	38,349	..	43,680	..	49,720	..	98,007
Prairie	41,372	..	42,108	..	42,839	22,889	94,229
Mitiamo	47,211	..	36,624	..	31,166	25,042	114,645
Mologa	31,872	..	20,316	..	..	..	59,542
Pyramid	28,678	..	28,080	..	..	22,743	61,768
Kerang	42,886	..	50,280	..	..	54,230	89,314
Mystic Park	25,058	..	31,896	..	48,058	49,229	56,074
Lake Boga	43,607	..	..	..	21,919	74,356	92,564
Pental	28,935	..	..	..	26,795	25,557	28,935
Swan Hill	52,255	..	27,456	..	..	43,065	158,641
Woorinen	22,700	..	23,676	..	28,873	33,087	39,611
Pira	35,719	28,863	39,780	..	69,575	62,938	69,575
Nyahwest	45,575	..	37,668	..	43,980	57,858	65,001
Miralie	29,722	..	..	..	28,948	33,683	39,397
Piangil	46,729	..	41,026	..	37,707	95,037	95,037
Natya	44,586	..	..	..	34,757	30,754	44,586
Kooloonong	38,376	..	..	..	45,447	35,410	62,090
Koorkab .. ..	..	..	..	..	22,070	..	22,070
Yungera .. ..	..	..	..	..	22,927	..	22,927
Hunter	42,916	..	55,704	26,461	59,508	..	59,508
Warragamba	25,440	..	40,188	..	21,121	..	49,758
McColl .. ..	..	..	..	..	..	..	40,043
Lookington .. ..	..	..	..	..	..	..	53,435
Kotta	28,256	..	22,764	25,853	..	..	61,370
Roslynmead .. ..	..	..	..	..	..	..	32,703
Bunnaloo	34,074	..	..	..	..	32,572	73,709
Womboota .. ..	..	..	..	..	..	23,290	25,485

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT
HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1932,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	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.
Tantonan	21,570	..	..	..	..	..	21,570
Caldwell .. ..	..	..	..	..	..	22,759	22,759
Lara .. ..	..	..	..	..	21,092	..	21,092
Glenorchy	21,187	25,803	27,504	22,872	36,032	..	72,183
Lubeck	35,665	43,902	44,952	23,968	58,245	60,098	110,831
Murtoa .. ..	..	..	24,804	..	33,866	36,507	48,028
Jung	185,336	114,057	118,272	108,586	123,339	150,585	247,347
Dooen	118,803	36,949	102,600	42,483	101,647	167,943	167,943
Horsham .. ..	..	..	..	..	22,089	57,754	96,272
Dahlen	29,350	..	26,040	..	28,103	23,022	42,864
Pimpinio	105,267	59,056	78,768	27,163	123,563	91,540	136,430
Wail	164,667	57,827	127,044	53,360	150,328	181,863	248,147
Dimboola	86,868	..	53,016	29,688	169,761	120,459	169,761
Gerang Gerung	72,021	36,441	65,016	63,665	66,972	130,111	130,111
Kiata	40,110	32,732	39,636	25,365	47,436	56,921	96,784
Salisbury	32,393	..	41,088	..	45,135	30,274	57,370
Nhill .. ..	..	..	41,736	..	67,501	94,457	94,457
Tarranginnie	72,500	38,736	58,000	65,802	86,144	36,961	86,144
Diapur	35,938	..	30,192	21,126	50,023	28,992	74,611
Miram	62,231	75,177	81,373	71,448	137,749	91,626	137,749
Kaniva	78,655	47,983	102,356	98,840	95,976	81,277	105,611
Lillimur	37,780	98,917	104,232	125,577	140,884	64,920	140,884
Serviceton	36,136	66,802	70,104	63,596	69,719	56,027	70,104
Parwan .. ..	..	..	..	27,025	24,635	..	27,025
Cressy .. ..	..	..	..	..	23,019	..	23,019
Berrybank .. ..	..	..	..	21,807	39,701	..	39,701
Gnarkcet .. ..	..	..	..	..	40,466	..	40,466
Lismore .. ..	..	23,507	..	..	56,810	..	56,810
Vite Vite .. ..	..	..	..	20,766	23,255	..	23,255
Westmere	45,834	35,787	75,360	45,715	139,597	41,814	139,597
Mininera .. ..	..	26,195	25,320	..	57,783	..	87,584
Tatyoan	22,054	37,326	44,424	27,237	91,990	26,538	91,990
Werneth .. ..	..	..	..	..	21,237	..	21,237
Skipton .. ..	..	31,012	30,312	..	80,293	..	80,293
Maroona .. ..	..	..	..	..	33,869	..	33,869
Calvert .. ..	..	..	..	23,730	24,617	..	24,617
Willaura	37,884	52,312	42,792	..	120,202	36,781	120,202
Stavelly .. ..	..	..	23,279	..	45,162	..	57,173
Jackson	41,463	27,292	46,776	..	50,511	27,216	50,511
Rupanyup .. ..	..	..	..	20,080	67,766	67,273	96,998
Burrum	86,278	39,795	97,920	..	52,949	87,771	116,031
Banyena	81,255	68,614	96,228	..	..	139,643	139,643
Marnoo	114,294	86,060	81,492	50,659	46,766	120,129	202,512
Bolangum .. ..	..	32,073	46,212	21,892	54,275	54,288	54,288
Coromby	71,274	29,701	61,140	33,360	68,373	64,709	114,877
Minyip	241,328	82,337	164,736	90,203	40,523	320,967	321,140
Nullan	67,895	23,336	57,408	..	42,112	51,444	100,864
Sheephills	98,327	106,283	130,524	46,429	33,658	238,441	245,792
Mellis	32,236	..	34,896	..	25,275	27,015	51,441
Warracknabeal	54,245	100,119	80,988	28,530	34,792	154,424	188,401

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1932 ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	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.
Batchica	49,162	..	37,332	..	33,255	46,500	49,162
Lah	105,746	62,586	90,804	..	..	167,188	167,188
Brim	169,963	72,795	135,276	55,999	37,162	232,663	232,663
Galáquil	98,246	50,614	76,044	34,955	..	133,263	133,263
Beulah	130,528	102,146	160,992	61,967	42,487	217,713	217,713
Rosebery	74,609	21,554	103,692	..	..	139,618	139,618
Goyura	29,797	..	30,840	..	20,679	40,054	40,054
Hopetoun	103,075	89,642	98,616	74,138	43,941	228,519	228,519
Burroin	22,429	..	22,536	..	..	26,102	26,102
Patchewollock	84,499	32,410	62,004	..	60,084	106,624	106,624
Remlaw	25,423	..	29,028	..	28,141	21,511	45,221
Vectis	37,551	..	44,244	..	42,033	44,477	65,729
Noráduha .. ..	..	..	..	..	..	..	23,806
Natimuk	74,091	36,016	77,112	40,427	87,476	55,590	128,704
Arapiles .. ..	..	..	28,536	..	..	..	28,536
Mitre .. ..	..	..	20,336	..	..	..	29,471
Gymbowen .. ..	..	..	..	27,148	24,724	..	27,148
Goróke .. ..	..	..	..	26,151	27,668	..	38,003
Mortat .. ..	..	..	..	26,732	..	..	26,732
Carpolac .. ..	..	..	..	..	24,817	..	24,817
Arkona	52,944	..	29,868	21,516	55,023	36,805	64,313
Antwerp	115,736	33,479	88,860	57,673	97,721	140,809	140,809
Tarranyurk	124,369	40,606	101,652	27,177	71,314	168,294	168,294
Jeparit	93,899	35,208	100,860	56,809	89,500	98,193	114,859
Ellam	96,539	27,564	75,010	37,427	69,165	96,226	96,539
Pullut	77,740	32,788	68,470	36,312	64,306	77,865	110,489
Rainbow	99,905	68,694	71,940	129,592	132,225	159,514	188,258
Albacutya	54,414	..	39,708	..	34,706	46,755	54,414
Yaapeet	72,248	49,128	60,108	58,975	66,393	94,406	116,830
Detpa	87,235	..	86,880	25,573	91,964	94,060	94,060
Lorquon	79,296	45,291	98,088	30,797	97,851	126,659	126,659
Netherby	75,655	27,260	94,018	52,723	107,783	116,022	116,022
Yanac	113,995	56,835	122,338	79,686	214,779	102,270	214,779
Wangaratta .. ..	..	..	34,319	..	..	..	34,319
Bowser .. ..	..	..	..	..	..	..	33,049
Springhurst .. ..	..	44,664	28,920	31,265	43,045	..	44,664
Barnawartha .. ..	..	20,387	..	..	23,491	..	23,491
Arcadia .. ..	..	..	..	25,162	29,829	..	29,829
Toolamba .. ..	..	..	23,977	..	25,273	..	25,273
Mooroopna .. ..	..	..	..	..	..	..	22,672
Shepparton .. ..	..	21,711	20,340	..	..	..	55,382
Congupna .. ..	..	..	27,528	23,425	..	..	51,359
Tallygaroopna	52,866	29,254	54,069	..	63,192	25,965	105,322
Wunghnu	33,028	30,358	49,864	44,659	24,031	51,367	66,295
Numurkah	40,967	27,330	44,515	..	51,352	45,540	63,964
Katunga	68,792	31,079	60,861	..	58,905	83,288	100,921
Strathmerton	41,005	..	31,035	..	..	38,186	75,204
Yarroweyah	27,074	..	..	..	..	20,164	39,485
Cobram	54,259	54,236	42,645	50,769	74,141	94,679	94,679
Colbinabbin	67,898	38,791	103,788	46,725	55,791	69,747	119,851

APPENDIX No. 25—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1932, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	Year ended 30th June, 1929.	Year ended 30th June, 1930.	Year ended 30th June, 1931.	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.
Girgarre .. ..	..	..	..	..	..	..	30,309
Tatura .. ..	..	..	..	..	26,409	..	26,409
Merrigum	28,411	..	29,556	..	..	..	78,609
Kyabram	26,348	..	24,840	23,897	..	..	93,653
Pine Lodge	23,036	46,160	61,520	23,607	84,905	25,890	84,905
Cosgrove	28,162	44,534	51,894	49,121	58,893	31,415	87,552
Dookie	24,789	34,815	46,896	46,197	55,061	28,913	55,061
Yabba South.. ..	..	21,855	23,856	26,551	21,413	..	26,551
Yabba North.. ..	27,549	30,256	37,944	40,648	26,273	25,292	65,685
Youanmite	25,527	25,706	30,840	28,098	25,210	32,215	61,898
Katamatite	73,617	56,577	58,740	23,158	105,423	61,184	137,960
Waaia	67,717	25,066	51,996	42,206	29,247	67,098	104,714
Nathalia	40,119	47,421	76,752	38,427	55,840	87,115	176,082
Picola	76,455	44,405	40,512	..	32,646	59,451	121,601
Mywee .. ..	..	..	..	..	..	..	20,495
Tocumwal	32,731	..	35,382	40,951	..	..	40,951
Goorambat .. ..	..	49,646	49,332	31,190	74,034	21,042	74,034
Devenish	22,893	56,946	53,844	57,978	54,634	40,221	85,002
St. James	23,499	62,571	58,956	36,557	77,283	65,056	101,327
Tungamah	25,912	41,767	48,888	42,292	62,549	52,680	81,229
Telford	39,288	62,321	64,500	35,148	59,792	36,369	103,129
Yarrowonga	157,325	114,570	254,064	66,150	59,058	37,223	359,643
Mulwala .. ..	..	..	..	..	27,920	..	27,920
Sloane .. ..	..	..	..	..	48,950	27,125	48,950
Warragoon .. ..	..	..	..	..	72,568	43,090	72,568
Rennie .. ..	..	..	..	..	125,269	67,147	125,269
Sangar .. ..	..	..	..	..	35,032	45,008	45,008
Wangamong .. ..	..	..	..	..	22,270	..	22,270
Oaklands .. ..	..	..	..	..	..	67,971	67,971
Peechelba .. ..	..	30,866	40,248	37,844	44,395	..	44,395
Rutherglen	30,095	42,808	34,716	49,308	44,644	..	53,736
Wahgunyah .. ..	..	..	62,352	28,545	73,140	..	104,213
Kilmany	24,806	32,428	25,206	35,682	21,984	21,498	35,682
Other Stations	1,437,239	1,629,047	1,589,907	1,890,586	1,563,502	529,912	..
TOTALS	13,443,578	6,709,149	13,242,079	5,775,690	14,601,317	15,619,699	..

APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

INDEX TO STATIONS.

Section No.	Section No.	Section No.	Section No.	Section No.
Aldington .. 11	Bittern .. 73	Chinkapeok .. 17	Doon .. 24	Glenorchy .. 24
Adelaide Lead .. 8	Blackburn .. 88	Clarendon .. 68	Bookie .. 62	Glenrowan .. 22
Agnes .. 50	Black's Siding .. 88	Clarksfield .. 2	Dorog .. 37	Glenroy .. 52
Albacutya .. 76	Blowhard .. 11	Claybank .. 72	Dowling .. 24	Glen Thompson .. 41
Alberton .. 76	Blue Metal Siding .. 72	Clayton .. 72	Drouin .. 72	Glen Waverley .. 39
Albert Park .. 97	Bochara .. 42	Clematis .. 53	Drysdale .. 29	Gnarkeet .. 87
Albion .. 2	Boigbeat .. 15	Clifton Hill .. 95	Duffholme .. 48	Golden Square .. 2
Albion Stone Siding .. 2	Boinka .. 13	Clunes .. 10	Dumosa .. 15	Goldsbrough .. 7
Alexandra .. 57	Boisdale .. 87	Clyde .. 76	Dunkeld .. 41	Golf Links .. 91
Allansford .. 22	Bolungum .. 43	Coalville .. 83	Dunneworthy .. 8	Gooding .. 84
Allendale .. 4	Bolega .. 52	Cobden .. 34	Dunnstown .. 24	Goornabat .. 65
Almurta .. 79	Boilinda .. 3	Cobran .. 64	Dunolly .. 7	Goornong .. 2
Alphington .. 93	Botton .. 17	Coburg .. 53	Duverney .. 37	Gorae .. 41
Altona Beach .. 27	Bonbeach .. 73	Cocamba .. 17	Dwyer .. 68	Gordon .. 24
Alvie .. 33	Bonegilla .. 52	Cockatoo .. 93	Dysart .. 52	Goroke .. 48
Amphitheatre .. 8	Bonnie Doon .. 56	Cohuna .. 20	Eaglehawk .. 15	Gould .. 84
Anderson .. 79	Boolarra .. 85	Colac .. 22	Eaglemont .. 95	Gowanford .. 17
Anglies .. 68	Boonoonar .. 7	Colbinabbin .. 59	East Cumberwell .. 88	Goyura .. 47
Angliers' Siding .. 25	Booran .. 22	Coldstream .. 88	East Kew .. 92	Graham .. 96
Annuello .. 17	Boorhaman .. 66	Coleraine .. 42	Eastmalvern .. 89	Gramplans .. 45
Antwerp .. 50	Boort .. 17	Collingwood .. 95	East Metcalfe .. 5	Gramplans 4 miles .. 45
Arapiles .. 48	Eoronia .. 93	Collin's Siding .. 84	East Natouk .. 48	Gramplans 12 miles .. 45
Ararat .. 24	Eorwick's Siding .. 26	Colquhoun .. 72	Eastoklegh .. 72	Gramplans 14 miles .. 45
Aradia .. 58	Borning .. 17	Commonwealth .. 26	East Richmond .. 88	Granite .. 53
Arden Street .. 2	Bowman .. 70	Quarry Siding .. 26	Ebden .. 52	Grassdale .. 43
Arzyle .. 59	Bowser .. 52	Coodah .. 41	Echuca .. 2	Gray Bros. Siding .. 26
Arkona .. 50	Box Hill .. 88	Cookangana .. 58	Echuca Wharf .. 2	Great Western .. 24
Armada .. 72	Boys .. 76	Construction Branch .. 52	Edgecombe .. 5	Gredgwin .. 17
Armstrong .. 24	Bradshaw .. 24	Siding No. 1 .. 52	Edi .. 68	Green Hill .. 5
Armutage .. 22	Branxholme .. 41	Construction Branch .. 52	Edithvale .. 73	Greenborough .. 95
Arnold .. 12	Bravington .. 82	Siding No. 2 .. 52	Elaine .. 23	Greenwald .. 44
Ascot Vale .. 52	Braybrook Pty. Co.'s .. 26	Coober .. 19	Elliminyt .. 32	Grovedale .. 22
Ashburton .. 91	Siding .. 26	Coonfrou .. 18	Ellingamite .. 34	Gulldford .. 7
Ashens .. 24	Brigolow .. 87	Cope Cepe .. 7	Ellam .. 50	Gulpha Siding .. 2
Aspendale .. 73	Brigowater .. 15	Coragula .. 33	Elmhurst .. 8	Gunbower .. 29
Atblone .. 78	Bright .. 70	Coram .. 32	Elmore .. 2	Gwyther .. 76
Auburn .. 88	Brighton Beach .. 98	Cororooke .. 33	Elphinstone .. 2	Gymbowen .. 48
Aura .. 93	Brim .. 47	Corio .. 22	Elsternwick .. 98	Gypsum Siding .. 7
Austral Meat Siding .. 25	Britannia .. 94	Corio Quay .. 22	Eltham .. 95	Haddon .. 39
Aviation Siding .. 22	Broadford .. 52	Coromby .. 47	Emberton .. 5	Hallam .. 72
Avenel .. 52	Broadmeadows .. 52	C.O.R. Siding (Laver- .. 22	Emerald .. 93	Hamilton .. 41
Avooca .. 8	Bronzewing .. 7	ton) .. 22	Emu .. 7	Hammond .. 59
Avonmore .. 2	Brookfield .. 70	Cosgrove .. 62	Englefield .. 49	Hampton .. 98
Axdale .. 55	Brooklyn Quarries .. 26	Cowangle .. 13	Epping .. 54	Happy Valley .. 49
Barnnutha .. 69	Broomfield .. 4	Cowwarr .. 86	Epping Quarry Sdng. .. 54	Harcourt .. 2
Bacchus Marsh .. 24	Brunswick .. 53	Craigieburn .. 52	Epsom .. 2	Hardie & Co's. .. 26
Baddaginnie .. 52	Bruthen .. 72	Crauhourne .. 76	Erica .. 84	Siding .. 26
Bagshot .. 2	Buangor .. 24	Creighton .. 52	Erwen .. 59	Hartwell .. 91
Bairnsdale .. 72	Buckley .. 22	Cressy .. 39	Essendon .. 52	Hastings .. 73
Balaclava .. 98	Buckrabanyule .. 15	Creswick .. 10	Eureka .. 38	Hattah .. 7
Bald Hills .. 10	Buffalo .. 76	Crib Point .. 73	Euroa .. 52	Havelock .. 7
Balban .. 24	Bullabul .. 12	Crib Point Naval Base .. 73	Eurobin .. 70	Hawksburn .. 72
Balarat .. 24	Bullarto .. 4	Siding .. 73	Eversley .. 8	Hawkesdale .. 36
Balarat East .. 24	Bullhof .. 52	Crossley .. 22	Everton .. 69	Hawthorn .. 88
Balbank .. 19	Bulu Bulu .. 82	Crossover .. 82	Fairfield Park .. 95	Hazelwood .. 85
Balmattum .. 52	Bumberrah .. 72	Crowes .. 32	Fairley .. 18	Head's Siding .. 52
Balmoral .. 49	Bungaree .. 24	Crowlands .. 9	Fairview .. 15	Healesville .. 88
Balnarring .. 75	Bung Bong .. 8	Croxton .. 54	Fawkner .. 53	Heathcote .. 55
Balranald .. 21	Bunburyong .. 38	Croydon .. 88	Federal Manure Sdng. .. 24	Heathcote Junction .. 52
Bambill .. 14	Bunnaloo .. 21	Cudgee .. 22	Ferguson .. 32	Heathhill .. 78
Bandiana .. 52	Bunyip .. 7	Cudgewa .. 32	Ferdbank .. 72	Heathmere .. 41
Bannerton .. 17	Burley .. 88	Culgoa .. 15	Fern Hill .. 4	Heathmont .. 93
Bannockburn .. 23	Burrabool .. 21	Curdie .. 84	Fidler .. 93	Hedley .. 76
Banool .. 46	Burroln .. 47	Curlew .. 29	Fish Creek .. 76	Heidelberg .. 95
Banyena .. 5	Burrun .. 46	Curyo .. 7	Fitzroy .. 54	Hendersyde .. 61
Barfold .. 90	Burruubeet .. 24	Dahlen .. 24	Flemington Bridge .. 53	Henty .. 43
Barker .. 52	Burwood .. 91	Daisy Hill .. 10	Flyn .. 72	Hermion's Siding .. 93
Barns wartha .. 2	Bushy Park .. 87	Dalmore .. 76	Footscray .. 25	Heyfield .. 86
Barnes .. 32	Bylands .. 55	Dalyston .. 79	Forrest .. 31	Heyington .. 89
Barongarook .. 30	Byrneside .. 61	Dandenong .. 72	Forsyth's Siding .. 73	Heywood .. 41
Barpinba .. 15	California Gully .. 15	Danyo .. 13	Foster .. 76	High Camp .. 55
Barrakee .. 17	Caldernade .. 76	Darbyshire .. 72	Fowler's Siding .. 54	Hight .. 73
Barrapert .. 63	Caldwell .. 21	Darbin .. 95	Frankston .. 73	Highfield Siding .. 26
Barwo .. 31	Calrossie .. 77	Darbinura .. 85	Fulham .. 72	Hill Plain Siding .. 2
Barwon .. 47	Calvert .. 41	Darling .. 89	Fullwood's Siding .. 84	Hillside .. 72
Batehica .. 53	Calvert .. 41	Darling's Siding .. 2	Fyansford .. 28	Hoddle Range .. 76
Batman .. 53	Camberwell .. 88	Darwin .. 72	Fyans Creek .. 45	Holmesglen .. 89
Baxter .. 73	Campbell .. 7	Dartmoor .. 44	Galah .. 13	Homebush .. 8
Bayles .. 78	Campbellfield .. 53	Dartuck .. 47	Galaquil .. 47	Homewood .. 56
Bayswater .. 93	Canperdown .. 22	David .. 83	Galvin .. 22	Hopetoun .. 47
Beaconsfield .. 72	Canadlan .. 38	Dawson .. 86	Gama .. 7	Horsham .. 24
Bealiba .. 7	Canite .. 17	Daylesford .. 4	Gapsted .. 70	Hughesdale .. 72
Beaufort .. 39	Canterbury .. 88	Dean Marsh .. 31	Gardenvale .. 98	Hunter .. 20
Beccac .. 39	Carapooce .. 7	Deepdene .. 92	Gardiner .. 86	Huntly .. 2
Beech Forest .. 32	Cardigan .. 39	Deep Lead .. 24	Garfield .. 72	Huron .. 52
Beechworth .. 69	Carina .. 13	Deer Park .. 24	Garvoe .. 22	Hurstbridge .. 95
Beetomba .. 52	Carlsruhe .. 7	Denilquin .. 2	Gatun .. 49	Hyem .. 68
Belgrave .. 93	Carlsruhe .. 7	Dennington .. 22	Geelong .. 22	Illabarook .. 39
Bell .. 54	Caruzlae .. 48	Dennis .. 95	Geelong Pier .. 22	Illowa .. 22
Bena .. 76	Carurun .. 48	Derry .. 15	Geelong Racecourse .. 22	Imprint .. 21
Benalla .. 72	Carwar .. 73	Derrin .. 55	Platform .. 22	Ingham .. 55
Benanco .. 17	Casterton .. 45	Derrinallum .. 37	Gellibrand .. 32	Inglewood .. 15
Benarea .. 21	Castlemaine .. 7	Deva .. 51	Gellondale .. 76	Ingleson .. 2
Benetook .. 14	Catani .. 78	Devenish .. 65	Gembrook .. 93	Inverleigh .. 37
Ben Nevis .. 8	Cathkin .. 56	Devon .. 77	Gerang Gerung .. 24	Irewarra .. 22
Bennison .. 76	Canfield .. 72	Dhuragoon .. 21	Gerangamate .. 31	Irvine's Siding .. 24
Bentelgh .. 73	Cavendish .. 49	Diamond Creek .. 95	Gherang .. 30	Irymple .. 7
Beramlong .. 21	Cave Hill Siding .. 15	Diapur .. 24	Gheringhap .. 23	Ivanhoe .. 95
Berringa .. 39	Chariton .. 88	Diggers Rest .. 2	Gisborne .. 60	Jackson .. 46
Berrilwook .. 15	Chatham .. 29	Dipura .. 19	Glenaby .. 2	Jallum .. 49
Berrybank .. 37	Chatham's Salt Sdng .. 88	Dimboola .. 24	Glenbervie .. 15	Jarrott .. 68
Berwick .. 72	Chelsea .. 73	Dingee .. 18	Glenferrie .. 52	Jeetho .. 76
Bet Bet .. 7	Cheltenham .. 73	Dinmont .. 32	Glenforrie .. 88	Jeffries .. 49
Beulah .. 47	Chesterham .. 73	Distiller's Siding .. 22	Glenfyne .. 34	Jepavit .. 50
Beveridge .. 52	Chesney .. 65	Doble .. 32	Glen Forbes .. 79	Jimangle .. 21
Birchip .. 7	Cheviot .. 56	Doerle .. 21	Glenharry .. 86	Joel .. 9
Birnam .. 72	Chewton .. 22	Docker .. 68	Glenhuntly .. 73	Johnmont .. 95
Birregurra .. 22	Chillingollah .. 17	Donald .. 7	Glen Iris .. 89	Jordanville .. 83
	Chiltern .. 52	Bonnybrook .. 52	Glendath .. 16	Joyce's Creek .. 7

APPENDIX NO. 26.—INDEX TO STATIONS—continued.

Section No.	Section No.	Section No.	Section No.	Section No.
Jumbunna .. 80	Lover Ferntree Gully .. 93	Mount Evelyn .. 94	Perekerton .. 21	South Yarra .. 98
Jung .. 24	Loy Yang .. 72	Mount Helen .. 38	Pettavel .. 22	Speed .. 7
Kanagulk .. 49	Lubeck .. 24	Mount Waverley .. 89	Petbitt's Siding .. 32	Spotswood .. 25
Kanawalla .. 49	Lyndhurst .. 76	Moutajup .. 41	Phosphate Co.'s Sdg. .. 22	Springhurst .. 52
Kangaroo Flat .. 2	Lyons .. 44	Moyhu .. 68	Piangli .. 18	Springvale .. 73
Kanva .. 24	Lyonville .. 4	Moyna .. 22	Picola .. 63	St. Albans .. 2
Kanumbra .. 56	Macauley .. 53	Muckleford .. 6	Pieper .. 68	St. Arnaud .. 7
Kanyapella .. 61	Macedon .. 2	Mulwala .. 65	Pier Millan .. 15	Stalker .. 32
Kardella .. 76	Macleod .. 95	Munro .. 72	Pile Siding .. 32	Stanhope .. 60
Karn .. 67	Macorna .. 18	Murchison .. 59	Pimpino .. 24	Stanley Quarries .. 26
Karook .. 60	Maffescioni's Siding .. 7	Murchison East .. 58	Pine Lodge .. 62	State Mines .. 79
Karrawiluna .. 14	Maffra .. 86	Murghoboluc .. 37	Pira .. 18	State River's Siding .. 7
Karwee .. 14	Maldamp .. 56	Murrabit .. 19	Pirlta .. 14	Staughton .. 24
Karyrie .. 7	Maldon .. 6	Murrayville .. 13	Pirron Yallock .. 22	Stavelly .. 41
Katamatite .. 62	Mallum .. 67	Murroon .. 31	Pisgah .. 11	Stawell .. 24
Katunga .. 58	Malmsbury .. 2	Murrumbena .. 72	Pittong .. 40	St. James .. 65
Kawarren .. 32	Malvera .. 72	Murtoa .. 24	Platina .. 84	St. Kilda .. 97
Keely .. 20	Manangatang .. 17	Musk .. 4	Pollard .. 6	Stoneyford .. 22
Kensington .. 52	Mangalore .. 52	Myall .. 19	Pombornett .. 22	Stony Creek .. 76
Kcompark .. 54	Mannerlin .. 29	Myamyn .. 41	Poorneet .. 37	Stony Crossing .. 19
Kerang .. 18	Manor .. 22	Myer's Flat .. 18	Porepukah .. 70	Stony Point .. 73
Kernot .. 79	Mansfield .. 56	Myrtleford .. 70	Portland .. 41	Stopping Place No. 7 .. 36
Kerrisdale .. 58	Marcus .. 29	Mysia .. 17	Portland North .. 41	Stopping Place No. 8 .. 54
Kew .. 90	Margooa .. 17	Myrtle Park .. 18	Portland Pier .. 41	Stopping Place No. 9 .. 54
Klarnal .. 7	Marnoo .. 46	Mywee .. 58	Port Albert .. 76	Stopping Place No. 10 .. 54
Klata .. 24	Marong .. 15	Nacurrie .. 19	Port Fairy .. 22	Stopping Place No. 11 .. 36
Kilcunda .. 79	Maroona .. 41	Nagambie .. 58	Port Melbourne .. 96	Stopping Place No. 13 .. 53
Killara .. 94	Marr .. 44	Nandaly .. 15	Powerscourt .. 86	Stopping Place No. 14 .. 53
Kilmany .. 72	Marshall .. 22	Napier .. 77	Prahran .. 98	Stopping Place No. 17 .. 54
Kilmore .. 55	Maryborough .. 7	Nar-Nar-Goon .. 72	Prahran City Council Siding .. 26	Stopping Place No. 18 .. 53
Kilmore East .. 52	Massey .. 7	Naroghid .. 34	Prairie .. 18	Stopping Place No. 19 .. 36
Kincald .. 32	Mathoura .. 2	Narraean .. 83	Preston .. 54	Stopping Place No. 26 .. 54
Kingston .. 4	McColl .. 20	Narre Warren .. 72	Prossor's Siding .. 26	Stopping Place No. 27 .. 7
Kingsville Quarries .. 26	McCulloch's Sand Sdg. .. 73	Nathalia .. 63	Pullat .. 50	Stopping Place No. 28 .. 61
King Valley .. 68	McDevitt .. 32	Natimuk .. 48	Puraka .. 44	Stopping Place No. 29 .. 7
Kinnabulla .. 7	McDougall .. 52	Natya .. 18	Pura Pura .. 37	Stopping Place No. 30 .. 61
Kirkstall .. 22	Melvor Timber Co.'s Siding .. 55	Naughton's Siding .. 2	Purdeet .. 36	Strangway .. 7
Knott's Siding .. 84	McKenzie & Holland's Siding .. 26	Navarre .. 9	Pyalong .. 55	Stratford .. 72
Knowsley .. 55	Meck .. 73	Navigators .. 23	Pyramid .. 18	Strathallan .. 2
Knox Siding .. 76	Meck Innon .. 17	Nearin .. 82	Quambatook .. 17	Strathmerton .. 58
Koetong .. 52	Meatian .. 23	Nearin South .. 82	Quandong .. 48	Sulky .. 10
Kolmbo .. 17	Medina Siding .. 23	Nerrin Nerrin .. 37	Queenscliff .. 23	Sunbury .. 2
Kooloonong .. 18	Meenlyan .. 76	Netherby .. 51	Rainbow .. 50	Sunshae .. 2
Koonwarra .. 76	Melbourne, Spencer-st. .. 1	Newlyn .. 4	Ravenswood .. 2	Surrey Hills .. 83
Koorak .. 18	Melb., Flinders-st. .. 1	Newmarket .. 52	Raywood .. 18	Sutherland .. 7
Koorakee .. 17	Melb., Princes Bridge .. 1	Newmarket Show Sdg. .. 52	Redcliffs .. 7	Swan Hill .. 18
Koo-wee-rup .. 76	Melb., Tourist Bureau .. 1	Newport .. 7	Redesdale .. 5	Swanwater .. 2
Kooyong .. 89	Melb. Quarries Sdg. .. 26	Newstead .. 2	Redesdale Junction .. 2	Sydenham .. 2
Kopke .. 39	Mellis .. 47	Newtown .. 39	Red Hill .. 75	Syndal .. 89
Koriella .. 57	Melton .. 24	Nhill .. 24	Regent .. 54	Tablik .. 58
Korot .. 22	Mentone .. 73	Nicholson .. 72	Roid .. 38	Tabor .. 36
Korong Vale .. 15	Merbein .. 7	Niemur .. 21	Romlaw .. 48	Talbot .. 19
Korumburra .. 76	Merbein West .. 7	Nilma .. 72	Rennick .. 44	Tallangatta .. 52
Korumburra Coal Siding .. 76	Meredith .. 23	Ninda .. 15	Rennie .. 65	Tallarook .. 52
Kotta .. 20	Meringur .. 14	Nintinbool .. 39	Reservoir .. 54	Tallygaropna .. 58
Koyuga .. 61	Merino .. 43	Nobelius Siding .. 93	Richmond .. 98	Tandarra .. 18
Kulwin .. 15	Merlynston .. 53	Noble Park .. 72	Riddell .. 2	Tanks Siding .. 93
Kurling .. 15	Mernda .. 54	Noofee .. 82	Ringwood .. 88	Tantonan .. 21
Kyabram .. 61	Merri .. 54	Nooramunga .. 65	Ringwood East .. 88	Taradale .. 2
Kyneton .. 2	Merricks .. 75	Noradjuha .. 49	Ripponlea .. 98	Tarragulla .. 12
Kyup .. 49	Merrigum .. 61	North Ballarat .. 24	Riversdale .. 91	Tarrangulene .. 24
Kyvalley .. 61	Merrince .. 14	North Brighton .. 93	Roads Board Siding (Korong Vale) .. 15	Tarranyurk .. 50
Lah .. 47	Merton .. 56	Northcote .. 54	Robnvalle .. 17	Tarrawarra .. 88
Lake Boga .. 18	Mikite .. 43	North Brunswick .. 53	Rochester .. 2	Tarrawingee .. 69
Lake Buloke .. 7	Midas .. 11	North Campbellfield .. 53	Rockbank .. 24	Tarwin .. 76
Lake Charm .. 18	Middle Brighton .. 93	North Carlton .. 54	Rocklyn .. 4	Tatong .. 67
La La Extension .. 94	Middle Creek .. 24	North Creswick .. 10	Rokeyby .. 82	Tatonga .. 52
Laibert .. 17	Middle Footscray .. 2	North Essendon .. 52	Rokewood .. 39	Tatura .. 61
Lal Lal .. 23	Middle Park .. 97	North Fitzroy .. 54	Romsey .. 3	Tatyeon .. 37
Lamrock .. 62	Mildura .. 7	North Geelong .. 22	Rosana .. 95	Tecoma .. 93
Lancefield .. 3	Millbrook .. 24	North Learmonth .. 11	Rosebery .. 47	Teddywaddy .. 15
Landsborough .. 9	Millgrove .. 94	North Melbourne .. 2	Rosebrook .. 22	Telford .. 65
Lang Lang .. 76	Milltown .. 41	North Mirboo .. 85	Rosedale .. 72	Tempy .. 7
Langi Logan .. 41	Mincha .. 18	North Monegeetta .. 3	Roslynmead .. 20	Terang .. 22
Langi Logan New Sdg. .. 41	Minhamite .. 36	North Port .. 96	Rowley .. 24	Texas Oil Coy. Siding (Lillico) .. 82
Langwarrin .. 73	Minalnera .. 37	North Richmond .. 95	Royal Park .. 53	Thomas Siding .. 26
Lara .. 22	Minyip .. 47	North Shore .. 22	Roystead .. 92	Thomastown .. 54
Larpet .. 22	Mirale .. 18	North Willamstown .. 25	Ruby .. 76	Thomson .. 84
Lascelles .. 7	Miram .. 24	Nowa Nowa .. 72	Rupanyup .. 46	Thornbury .. 54
Launching Place .. 94	Mitcham .. 88	Nowingi .. 7	Rushall .. 54	Thorpdale .. 83
Laurie .. 12	Mitchell's Siding .. 79	Nullan .. 47	Rushworth .. 59	Thurla .. 14
Laver's Hill .. 32	Mitlamo .. 18	Nullawill .. 15	Rutherford .. 71	Thyra .. 21
Laverton .. 22	Mitre .. 48	Nunurkah .. 58	Salfors Falls .. 4	Tigra .. 13
Layard .. 30	Mittyack .. 15	Nunga .. 7	Sale .. 72	Timboon .. 34
Learmonth .. 11	Moama .. 2	Nyabwest .. 18	Salisbury .. 24	Tiramba .. 86
Leather Cloth Sdg. .. 24	Noe .. 72	Nyarria .. 15	Sandford .. 43	Tocumwal .. 58
Leichardt .. 15	Molra .. 2	Nyora .. 76	Sandrligham .. 98	Tongala .. 61
Leitchville .. 20	Molesworth .. 56	Oaklands .. 65	Sangar .. 65	Torpey's Siding .. 7
Leitpar .. 15	Mologa .. 18	Oakleigh .. 72	Scarsdale .. 39	Toorbec .. 55
Leonard .. 4	Monea .. 52	Oakvale .. 17	Seaford .. 73	Toorambo .. 58
Leongatha .. 76	Monegeetta .. 3	Officer .. 72	Seaholme .. 27	Toongabbie .. 86
Leopold .. 29	Monomeith .. 76	Oil Co.'s Sdg. (Laverton) .. 22	Sea Lake .. 15	Toora .. 76
Leslie .. 55	Montague .. 96	Oil Co.'s Sdg. (Tatong) .. 67	Sebastian .. 18	Tooradin .. 76
Lethbridge .. 23	Montmorency .. 95	Oil Co.'s Sdg. (Lillico) .. 82	Seddon .. 25	Toorak .. 72
Lethbridge Qry. Sdg. .. 23	Mont Albert .. 88	Orbit .. 72	Selby .. 93	Tootonga .. 89
Levy .. 38	Montgomery .. 72	Ormond .. 73	Selkirk's Siding .. 10	Topiram .. 78
Lightwood .. 52	Mont Park .. 95	O'Shea & Bennett's Siding .. 84	Seville .. 94	Torrta .. 13
Lillico .. 82	Moolap .. 29	Otway Coal Co. Siding .. 30	Seymour .. 52	Tostaree .. 72
Lillimur .. 24	Moolort .. 7	Outtrim .. 80	Sheep Hills .. 47	Totterham .. 2
Lilliput .. 71	Moolpa .. 21	Outtrim North .. 80	Shelbourne .. 6	Tourelle .. 10
Lilydale .. 88	Moondarra .. 84	Ouyen .. 7	Shelley .. 52	Trafalgar .. 72
Llma .. 67	Moonee Ponds .. 52	Ovens .. 70	Shenley .. 92	Tragowel .. 18
Lindenow .. 72	Moorabbin .. 73	Oxley .. 68	Shepparton .. 58	Traralgon .. 72
Linga .. 13	Moorabool .. 23	Pahnswick .. 12	Simon .. 7	Trawalla .. 24
Linton .. 40	Moorooduc .. 74	Paisley .. 22	Sinclair .. 41	Trawool .. 56
Lismore .. 37	Mooroolbark .. 88	Pakenham .. 72	Shehan .. 68	Trentham .. 4
Litchfield .. 7	Mooroopna .. 58	Paninya .. 13	Skipton .. 40	Tresco .. 18
Little Brooklyn Sdg. .. 26	Morading .. 55	Pammure .. 23	Sloane .. 65	Tribolm .. 78
Little River .. 22	Mordalloe .. 73	Parkdale .. 73	Smythesdale .. 39	Trinita .. 7
Llandello .. 24	Moreland .. 53	Parkwood .. 42	Somerton .. 52	Tucloga .. 19
Llanelly .. 12	Morlac .. 22	Parwan .. 24	Somerville .. 73	Tulkara .. 9
Loch .. 76	Morkalla .. 14	Pascoe Vale .. 52	Southdown .. 2	Tulloh .. 32
Lockington .. 20	Mornington .. 74	Patchewollock .. 47	South Brunswick .. 53	Tungamah .. 65
Locksley .. 52	Mortat .. 48	Patho .. 20	South Geelong .. 22	Tunstall .. 88
Londrigan .. 69	Mortlake .. 35	Peechelba .. 65	South Kensington .. 25	Turiff .. 7
Longlea .. 55	Morton Plains .. 7	Pennyroyal .. 31	South Kerang .. 18	Tutye .. 13
Longwarry .. 72	Morwell .. 72	Penshurst .. 16	South Morang .. 54	Tyabb .. 73
Longwood .. 52	Mossfall .. 72	Peral .. 28	South Melbourne .. 57	Tylden .. 4
Lorquon .. 51	Mount Clear .. 36			
Lovat .. 12				

APPENDIX No. 26.—INDEX TO STATIONS—*continued.*

Section No.	Section No.	Section No.	Section No.	Section No.	Section No.
Tynong 72	Waranga 59	Wensleydale .. 30	Windsor 98	Yabba South .. 62	
Ultima 17	Warburton 94	Werneth 39	Widgee 37	Yackandandah .. 69	
Underbool 13	Warracoort 22	Werrilee 22	Winnup 44	Yallakool 21	
Upper Fernree Gully 93	Warne 15	Werrimull 14	Winton 52	Yallourn 72	
Upwey 93	Warracknabeal .. 47	Wesburn 94	Wodonga 52	Yanae 51	
Urangara 49	Warragamba 20	Westby 19	Wombat 4	Yangalake 21	
Vasey 49	Warragoon 65	West Footscray .. 2	Wombota 21	Yan Yeap 54	
Veetia 48	Warragul 72	Westgarth 95	Wonthaggi 79	Yannathan 78	
Victoria Park 95	Warra Yadin 8	Westmere 37	Won Wron 77	Yarck 56	
Violet Town 52	Warrenheip 24	West Richmond .. 95	Woodburn 4	Yarra Glen 88	
Vite Vite 37	Warrnambool 22	Wetuppa 19	Woodend 2	Yarra Junction .. 94	
Waala 63	Warrong 36	White's Siding .. 24	Woodfield 56	Yarragon 72	
Wabba 52	Watchem 7	White Hills Siding .. 2	Woodleigh 79	Yarram 77	
Wahgunyah 71	Watchuppa 7	White Rock Lime .. 2	Woodside 77	Yarrara 14	
Wahring 58	Watson 84	Co.'s Siding 84	Woodvale 18	Yarraville 25	
Wail 24	Watsonia 95	Whitelaw 76	Woolamal 79	Yarrawonga 65	
Waitchie 17	Wattle Glen 95	Whitfield 68	Woolsthorpe 36	Yarroweyah 64	
Wakool 21	Waubra 11	Whittlesea 54	Woomelang 7	Yarto 47	
Walhalla 84	Waubra Junction .. 10	Whooret 31	Woerl Yallock .. 94	Yatchaw 35	
Wallace 24	Waygara 72	Willa 47	Woorimoon 18	Yatpool 7	
Wallan 52	Wedderburn 16	Willaura 41	Woorragee 69	Vaugher 31	
Walpeup 13	Wedderburn Junct. 15	Williamstown 25	Wornbete 36	Yea 55	
Wai Wal 24	Wedge's Siding .. 73	Williamstown Beach 25	Wright 93	Yelta 7	
Wanalta 59	Wecaprolnah 32	Williamstown Pier .. 25	Wunghun 58	Yendon 23	
Wandin 94	Weerite 22	Willis' Siding .. 26	Wycheproof 15	Yering 88	
Wandong 52	Wellsford 2	Willowmavin 55	Wychitella 15	Yinnar 85	
Wangamong 65	Wellsford 2	Wimba 12	Wychlangra 32	York-street 38	
Wangaratta 52	Welsbpool 76	Winchelsea 22	Yaapeet 50	Yoramito 62	
Wannon 42	Weisbpool Jetty .. 81	Windermere 24	Yabba North .. 62	Yungiea 18	
	Wendourec 24				

APPENDIX No 26.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.													
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.																	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.																	
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.														
	£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.									
<i>Section No. 1.</i>																													
MELBOURNE—Spencer-street, Country ..	1,006,388	381,434	10 5	153,773	8 0	1,263	19 7	397,352	799,154	654,312	19 7	98	318	568	248	98	342	446	2,209	1,203,223	12 1								
MELBOURNE—Spencer-street, Suburban ..	1,367,587	42,438	14 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	164,130	9 11								
MELBOURNE—Tourist Bureau, Country ..	220,538	164,004	1 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	291,944	12 4								
MELBOURNE—Tourist Bureau, Suburban ..	802	36	8 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Flinders-street, Country ..	334,798	68,160	17 1	58,045	11 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Flinders-street, Suburban ..	8,379,117	167,690	11 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Prince's-Bridge, Country ..	61,571	7,897	9 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Prince's-Bridge, Suburban ..	1,500,275	28,940	2 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total—Country ..	1,623,295	619,586	13 9	181,818	19 9	1,311	11 5	397,352	799,154	654,312	19 7	98	318	568	248	98	342	446	2,209	1,696,136	6 11								
Total—Suburban ..	11,247,781	239,105	17 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 2.—MELBOURNE-DENLIGUIN LINE.</i>																													
North Melbourne ..	694,226	8,330	5 5	1,401	14 4	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	9,735	13 0							
Arden-street ..	..	..	..	..	..	18,313	..	..	71,380	4,585	13 7	..	..	..	..	..	..	..	..	..	..	4,585	13 7						
Middle Footscray ..	345,259	5,030	12 9	26	5 4	..	0 8 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,057	6 1						
West Footscray ..	593,631	8,958	5 3	425	19 8	27,673	56 7 8	52,716	..	11,682	12 5	..	..	..	..	..	..	..	..	..	..	..	21,123	5 0					
Tottenham ..	95,949	1,528	4 2	12	10 0	..	13 17 0	199	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,554	11 2					
Spashine ..	552,134	14,342	5 4	1,714	4 10	4,078	17 1 0	10,479	..	11,666	7 6	..	1	2	..	..	3	5	..	..	..	..	27,739	18 8					
Albion ..	110,907	2,483	1 10	14	10 2	..	0 2 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,497	14 8				
Albion Stone Siding ..	..	..	..	..	..	2,788	..	59	..	738	8 6	..	..	..	..	..	..	..	..	..	..	..	..	738	8 6				
Durling's Siding ..	..	..	..	..	..	42,881	..	47,676	..	8,885	9 6	..	..	..	..	..	..	..	..	..	..	..	..	8,885	9 6				
St. Albans ..	101,791	2,167	17 3	33	10 9	4,285	1 8 7	637	..	821	11 0	..	..	..	..	..	..	..	..	..	..	..	..	..	3,024	7 7			
Sydenham ..	3,008	139	11 11	69	5 3	801	3 17 1	239	..	486	3 2	91	2	..	105	18	1	..	..	..	..	..	..	..	698	17 5			
Digger's Rest ..	8,830	473	17 0	96	14 1	6,737	0 8 7	1,493	..	1,717	12 10	80	2	4	..	50	16	6	..	..	..	..	..	..	..	2,288	12 6		
Sanbury ..	35,120	2,694	16 0	163	1 10	1,855	32 19 7	3,197	..	2,394	10 8	216	253	30	14	149	76	13	..	..	..	..	..	..	..	5,290	8 1		
Naughton's Siding ..	..	..	..	..	..	52	..	..	..	13	5 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	5 0	
Clarkefield ..	4,374	427	0 5	49	19 11	427	8 3 1	270	..	666	11 5	51	46	5	4	33	39	3	..	..	..	..	..	..	..	..	1,151	14 10	
Fiddell ..	3,265	561	14 8	115	7 4	673	2 7 11	621	..	478	8 9	60	17	7	..	18	22	5	..	..	..	..	..	..	..	..	1,157	18 8	
Gosborne ..	3,715	584	8 8	96	7 9	75	4 10 5	1,320	..	1,036	6 6	95	29	3	..	44	29	8	..	..	..	..	..	..	..	..	1,721	13 4	
Macedon ..	8,831	1,559	4 4	417	15 2	4,744	8 5 6	2,067	..	1,724	19 0	..	4	2	..	26	13	9	..	..	..	..	..	..	..	..	3,710	4 0	
Woodend ..	20,754	2,431	14 9	219	15 3	2,944	20 11 5	2,158	..	1,806	12 8	53	35	3	..	26	15	5	..	..	..	..	..	..	..	..	4,478	14 1	
Carlsruhe ..	4,241	135	10 5	4	19 1	266	0 1 2	221	..	195	8 6	13	8	1	..	11	5	2	..	..	..	..	..	..	..	..	335	19 2	
Rymeton ..	29,011	5,324	5 11	715	13 0	8,578	93 0 11	11,299	..	7,086	3 8	570	171	30	10	209	74	25	4	..	..	..	..	..	..	..	..	13,219	3 6
Redesdale Junction ..	192	35	14 3	5	9 4	122	..	75	..	23	13 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	64	17 3
Mahnsbury ..	4,868	760	5 11	111	9 7	184	11 2 0	602	..	627	16 1	61	39	3	8	58	17	1	2	..	..	..	..	..	..	..	..	1,510	13 7
Paradale ..	2,181	284	2 6	48	5 0	286	1 9 6	278	..	102	7 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	436	4 11
Elphinstone ..	2,354	355	0 11	81	14 2	843	1 3 9	1,440	..	1,107	6 1	76	9	3	3	68	5	4	..	..	..	..	..	..	..	..	..	1,605	4 11
Chewton ..	2,820	450	3 10	34	12 0	41	1 17 4	970	..	49	19 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	536	12 10
Castlemaine ..	38,115	7,901	4 7	824	9 7	24	7 9	2,137	10,637	3,630	12 10	7	13	6	4	136	20	8	81	..	..	..	..	..	..	..	..	12,180	14 9
Harcourt ..	7,532	655	2 5	145	2 9	6,954	0 5 11	2,010	..	1,987	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,788	7 8
Ravenswood ..	895	97	10 3	19	1 8	937	0 5 11	48	..	662	9 2	14	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	779	7 0
Kangaroo Flat ..	2,401	476	18 1	52	3 8	1,265	0 4 1	908	..	1,217	14 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,747	0 6

18

Golden Square	5,971	1,492 3 4	810 4 2	2 18 11	2,033	7,193	3,104 6 0	..	..	..	..	15	37	7	218	4,909 12 5
Bendigo	117,201	89,068 0 1	3,655 17 6	517 3 10	33,949	69,516	45,988 6 3	2,056	270	76	71	2,432	809	58	58	89,229 13 8
White Hills Siding .. .. .	..	..	..	..	21,183	48	5,286 0 10	..	..	..	..	..	..	..	..	5,286 0 10
Epsom	541	113 9 0	27 12 2	..	2,397	1,367	1,535 0 11	..	..	18	..	..	..	10	..	1,676 8 1
Huntly	94	11 14 6	1 18 7	..	1,579	165	942 12 3	..	1	..	..	..	..	1	..	950 5 4
Bagshot	103	15 16 11	3 17 4	..	10,259	931	4,679 14 8	..	..	..	..	..	..	..	..	4,699 8 11
Wellsford	23	3 15 4	0 0 10	..	7	779	11 0 10	..	..	..	..	..	..	..	..	14 17 0
Goornong	1,086	243 7 9	39 6 6	..	2,591	3,727	1,898 9 5	106	30	7	..	17	15	..	..	2,181 3 8
Avonmore	159	44 18 9	8 5 11	0 7 6	1,851	2,649	975 13 5	..	..	..	..	2	..	..	..	1,029 5 7
Elmore	6,349	1,491 1 6	138 13 0	4 1 8	8,483	5,789	6,087 5 7	190	73	24	3	110	20	6	..	7,721 1 9
Rochester	7,121	2,036 1 10	230 15 11	19 8 0	6,981	10,983	8,422 7 9	337	51	37	53	198	75	13	..	10,708 13 6
Strathallan	285	80 12 2	6 16 7	..	1,090	316	1,042 19 8	63	19	..	..	50	21	..	..	1,130 8 5
Echuca	16,711	6,266 15 11	890 10 6	160 8 8	12,395	20,344	15,068 0 2	422	179	70	47	505	174	28	2	22,185 15 3
Echuca Wharf .. .. .	..	..	..	..	4,051	837	9,759 7 4	..	..	..	..	..	..	..	..	9,759 7 4
Moama	933	160 15 7	68 6 2	7 1 10	839	544	881 8 7	..	..	..	..	..	..	..	..	1,117 12 2
Barnes	233	50 15 1	33 12 10	1 5 5	3,829	203	3,017 12 11	136	22	..	..	52	12	..	..	3,103 6 3
Motra	134	26 11 10	1 1 1	19 0 7	2,322	96	3,806 19 7	152	123	2	..	34	48	3	..	3,858 13 1
Mathoura	1,572	543 7 3	95 11 9	5 17 6	8,681	763	8,264 0 8	189	77	19	2	95	32	10	..	8,908 17 2
Gulpha Siding	98	48 16 10	0 1 9	0 5 9	4,731	189	3,733 6 9	68	2	2	..	15	6	1	1	3,732 11 1
Hill Plain Siding	11	5 18 10	..	..	..	..	..	..	..	..	..	..	..	..	..	5 18 10
Southdown	13	7 6 9	..	..	2,357	90	1,319 16 5	42	..	..	..	..	..	..	..	1,327 3 2
Denillquin	2,769	2,208 11 11	315 1 2	115 8 3	13,875	4,509	34,540 1 7	1,369	702	19	4	211	50	12	1	37,177 2 11
<i>Section No. 3.—LANCENFIELD LINE.</i>																
Lolinda	501	75 6 7	5 12 8	..	628	163	443 10 0	73	1	2	1	26	1	2	2	524 9 3
Moneggetta	411	67 6 1	13 7 11	0 1 6	82	146	60 15 4	..	..	..	..	10	..	..	..	141 10 10
North Moneggetta	203	32 7 2	1 7 8	..	6	7	10 11 9	..	..	..	..	1	..	..	..	44 6 7
Romsey	4,449	714 15 7	89 1 4	1 6 9	4,057	1,378	2,110 10 2	119	11	2	2	29	8	..	..	2,915 13 10
Lancefield	2,908	746 12 0	138 8 2	7 12 0	6,659	1,985	3,399 15 1	251	11	3	2	70	2	6	..	4,292 7 3
<i>Section No. 4.—DAYLESFORD LINE.</i>																
Tylden	352	103 1 10	6 6 8	1 3 1	49	193	184 14 8	21	6	9	..	5	3	13	..	295 6 3
Fern Hill	982	215 17 5	19 7 3	0 8 7	5,024	492	2,397 8 6	..	..	3	..	..	..	..	..	2,633 1 9
Trentham	3,980	817 12 1	98 3 9	9 5 1	7,994	1,498	4,023 0 2	12	1	2	..	10	..	2	..	4,948 1 1
Lyonville	2,528	165 0 1	11 18 10	0 10 11	1,636	178	1,000 13 9	..	..	..	..	..	..	..	..	1,178 3 7
Bullarto	2,014	178 6 9	14 0 4	1 0 10	2,237	195	1,170 16 5	..	1	..	..	1	..	..	..	1,364 4 4
Musk	1,505	95 6 9	10 3 9	..	892	222	503 17 11	..	..	..	..	6	..	..	..	609 8 5
Daylesford	7,723	2,106 10 11	224 3 5	13 2 9	3,988	3,523	3,052 12 4	49	5	8	8	69	30	11	5	5,396 9 5
Woodburn	2	0 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	0 1 0
Sallor's Falls	9	0 19 1	..	..	294	15	95 16 4	..	..	..	..	..	..	..	..	96 15 5
Leonard	47	6 18 11	1 14 11	..	1,786	108	588 2 8	..	..	..	..	..	..	..	..	596 16 6
Wombat	144	12 2 11	0 10 7	..	1,897	26	342 5 3	..	..	..	..	..	..	..	..	354 18 9
Rocklyn	112	13 1 1	1 6 10	0 9 2	328	38	88 5 5	..	..	..	..	..	..	..	..	103 2 6
Newlyn	5,132	137 3 0	26 11 5	4 1 8	14,069	1,687	9,340 12 9	71	33	3	..	9	6	3	..	9,598 8 10
Kingston	3,574	158 4 6	11 0 4	0 2 2	9,056	1,396	5,649 12 4	1	1	15	..	..	4	14	..	5,818 19 4
Allendale	2,973	118 15 9	13 8 7	0 7 11	950	1,008	1,361 1 2	194	21	12	52	9	5	..	..	1,493 13 5
Broomfield	333	11 5 0	..	..	..	13	0 3 3	..	..	..	..	..	..	..	..	11 8 3
<i>Section No. 5.—REDSDALE LINE.</i>																
Edgecombe	116	21 8 5	0 3 7	..	153	2	66 19 7	..	..	..	..	..	..	..	..	88 11 7
Green Hill	18	3 15 9	0 6 10	..	162	21	84 18 11	1	..	..	..	..	..	..	..	89 1 6
East Metcalfe	61	9 1 6	0 3 5	..	18	6	56 8 10	10	..	..	..	..	..	..	..	65 13 9
Emberton	7	1 11 7	0 17 8	..	26	2	12 15 0	..	..	..	..	..	..	..	..	15 4 3
Earfold	43	7 16 11	2 17 5	..	224	74	475 17 5	89	..	..	..	..	..	..	..	486 11 9
Redesdale	213	89 6 4	12 18 0	..	1,292	188	906 17 9	92	..	..	..	..	..	..	..	1,000 2 1
<i>Section No. 6.—SHELBOURNE LINE.</i>																
Muckleford	201	9 8 2	0 15 1	..	380	240	255 0 7	..	..	..	..	..	2	2	..	285 3 10
Maldon	19,982	1,109 8 5	150 11 2	1 8 3	513	1,265	941 11 6	53	1	..	..	..	2	..	..	2,202 19 4
Follard .. .. .	..	..	..	..	23	4	53 9 1	..	..	..	..	..	..	..	..	53 9 1
Shelbourne	5	0 9 3	1 0 4	..	4,477	566	2,583 14 0	22	..	..	..	1	..	..	..	2,583 3 7
<i>Section No. 7.—CASTLEMAINE-YELTA LINE.</i>																
Campbell	271	34 7 11	23 2 10	3 7 6	304	230	209 4 10	..	1	..	..	..	1	..	..	270 3 1
Guildford	3,088	214 12 11	39 14 9	0 2 2	232	379	236 4 3	..	..	..	..	5	2	..	..	490 14 1
Strangway	329	45 13 6	1 14 7	..	58	21	39 17 6	..	..	..	..	..	..	..	..	87 5 7
Stopping Place No. 29	13	1 13 0	..	..	..	..	..	..	..	..	..	..	..	..	..	1 13 0
Newstead	4,616	582 4 2	68 17 10	243 17 11	3,171	1,128	3,588 9 1	115	39	6	47	20	13	4	6	4,483 9 0

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUPWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
		£ s. d.	£ s. d.	£ s. d.			£ s. d.									£ s.
<i>Section No. 7.—CASTLEMAINE-YELTA LINE—continued.</i>																
Joyce's Creek	236	37 3 2	4 6 8	..	751	157	418 15 11	..	..	1	..	..	4	1	..	460 5 8
Woolport	445	86 2 8	13 12 10	0 3 4	2,362	305	1,639 18 8	76	..	1	..	41	3	..	..	1,739 17 6
Stopping Place No. 27	2	0 1 2	..	..	..	..	..	..	..	..	..	..	..	..	..	0 1 1
State Rivers and Water Supply Siding .. .. .	..	..	..	..	71	..	99 0 8	..	..	..	..	..	..	..	..	99 0 2
Carlsbrook	1,512	438 1 8	39 14 3	8 9 3	5,252	755	4,164 13 8	174	74	6	56	50	49	1	21	4,590 18 10
Maryborough	16,170	3,387 18 5	577 8 5	45 2 9	15,448	12,072	10,196 5 1	9	8	23	..	46	11	22	..	16,206 14 8
Simson	84	7 7 10	..	..	..	..	5 16 10	..	..	..	..	..	..	..	..	13 4 8
Havelock	55	17 9 3	1 5 6	..	2,633	11	1,192 2 9	..	..	..	..	..	..	..	..	1,210 17 6
Pat Bet	240	61 3 11	7 18 8	5 1 6	1,853	303	978 5 11	..	1	..	..	..	1	..	..	1,052 10 0
Dunolly	2,444	791 19 10	72 9 8	0 15 7	14,157	1,127	7,492 14 7	17	..	..	2	4	3	8	..	8,357 19 8
Goldsbrough	178	70 9 8	6 14 0	..	2,972	95	1,524 17 1	..	..	..	2	..	1	..	..	1,602 0 9
Bealiba	1,861	465 1 5	51 17 10	0 18 2	20,694	735	12,056 9 3	79	9	2	2	27	1	10	..	12,574 6 8
Maffescioni's Siding .. .. .	..	..	..	..	2,913	33	1,608 11 11	..	..	..	..	..	..	..	..	1,608 11 11
Emu	430	130 4 2	9 9 9	4 0 9	5,696	267	3,351 10 5	1	..	..	..	3	1	..	..	3,495 5 1
Carapooee	306	112 14 17	7 8 9	0 14 2	6,813	175	3,520 8 10	..	..	..	..	..	..	..	..	3,641 6 8
St. Arnaud	6,293	3,769 9 11	340 13 9	25 5 0	24,818	11,869	16,934 2 9	141	19	12	..	64	27	11	..	21,069 11 5
Sutherland	346	100 0 11	5 0 8	..	8,964	503	6,060 12 7	133	..	..	..	..	..	..	..	6,165 14 8
Swanwater	51	23 11 1	0 19 5	..	5,683	180	3,175 13 3	..	..	3	..	..	..	..	..	3,290 3 9
Cape Cope	526	243 13 11	21 2 0	3 9 9	11,519	1,123	8,452 0 7	99	4	2	..	10	8	3	..	8,720 6 3
Donald	4,250	2,595 6 7	270 11 11	31 2 6	17,881	4,332	15,123 15 1	359	26	13	..	49	43	10	..	18,330 16 1
Lake Buloke .. .. .	..	..	..	..	731	41	458 7 4	..	..	..	..	..	..	..	..	458 7 4
Hitchfield	175	103 5 10	14 9 10	0 0 0	15,983	710	11,689 5 2	80	..	..	..	62	2	1	..	11,807 1 7
Massey	41	23 5 6	0 7 5	..	6,058	159	4,034 2 11	..	..	..	..	..	..	..	..	4,057 15 10
Watchum	927	569 17 7	49 11 2	11 15 4	13,728	1,266	11,293 8 8	142	19	3	..	46	32	4	..	11,924 12 9
Morton Plains	24	13 18 8	0 8 3	..	4,601	196	3,405 4 4	17	..	..	..	1	..	..	..	3,419 11 3
Mirchip	2,409	1,635 0 1	194 19 0	96 6 8	9,588	6,902	10,157 19 3	243	23	8	1	95	30	20	..	12,084 5 0
Karyrie	19	11 19 4	0 2 4	..	1,710	33	1,446 10 10	10	..	..	..	2	1	..	..	1,458 12 6
Kinnabulla	67	29 14 1	2 7 5	..	8,089	324	5,849 11 6	16	1	1	..	3	..	..	..	5,881 13 0
Curyo	452	191 5 11	12 4 3	0 0 9	6,393	469	4,937 11 2	25	..	1	..	22	2	..	..	5,141 2 1
Watchuppa	290	161 1 5	18 19 7	9 19 5	9,222	588	7,271 2 2	17	2	4	..	21	2	6	..	7,461 2 7
Woomelang	1,360	923 7 4	118 2 6	18 13 1	15,194	2,254	11,991 19 5	75	12	8	2	44	19	5	..	13,052 2 4
Lascelles	849	559 6 8	52 8 1	0 5 1	7,613	783	6,233 3 5	62	2	2	1	11	1	1	..	6,845 3 3
Gama	35	29 6 9	7 5 2	..	5,283	376	3,958 18 11	..	..	1	..	1	..	..	..	3,995 10 10
Torpey's Siding .. .. .	..	..	..	..	1,280	72	991 14 1	..	..	..	..	..	..	1	..	991 14 1
Turriff	402	214 19 7	16 0 0	0 14 4	5,418	548	4,149 16 7	..	..	..	..	4	4	..	..	4,381 10 6
Speed	820	500 4 8	32 8 8	3 8 1	6,406	637	5,413 15 11	29	1	4	1	36	6	5	..	5,949 17 4
Tempy	474	373 17 9	36 0 1	..	7,652	841	6,102 17 2	9	1	1	..	10	1	1	..	6,517 15 0
Gypsum Siding	27	30 19 10	..	..	5,145	148	4,094 9 4	..	..	..	..	..	..	..	..	4,125 9 2
Pronzewing	98	101 13 4	1 12 10	..	3,738	303	2,886 2 0	1	..	..	..	1	..	..	..	2,989 8 7
Aunga	32	27 9 1	0 11 3	0 3 0	1,917	206	1,593 5 3	..	1	..	..	..	..	..	..	1,531 8 2
Ouyen	4,415	3,445 16 8	337 9 5	30 12 2	8,057	3,303	8,604 16 11	36	16	14	..	33	10	25	..	12,418 15 2
Kiamal	110	86 12 7	3 13 8	..	4,499	490	3,559 0 3	..	1	..	1	2	..	..	..	3,649 6 6
Trinita	76	66 13 8	2 5 6	0 1 6	2,179	321	1,710 5 2	..	..	..	..	..	..	..	..	1,779 5 10
Hattah	146	113 4 3	10 10 5	0 1 6	1,417	85	1,023 16 5	8	1	1	1	..	1	..	..	1,147 12 7
Nowingi	74	58 3 7	13 18 0	..	3,039	124	2,425 13 7	2	..	..	..	8	1	..	..	2,497 15 2

Boonoonar	147	115 1 3	25 19 2	0 9 4	3,153	318	2,107 8 4	2	..	..	..	7	5	2	..	2,248 18 1
Carwarp	496	457 12 6	46 19 2	0 1 6	4,833	543	4,382 0 6	74	5	5	11	8	4	0	1	4,886 13 8	
Yatpool	156	166 14 9	11 9 2	..	2,538	238	1,893 17 8	..	..	..	2	12	4	7	..	2,072 1 7
Redcliffs	4,200	4,915 13 5	498 10 8	10 16 3	15,335	18,181	23,861 16 9	..	3	1	..	10	10	5	..	35,286 17 1	
Irymple	968	1,330 2 3	86 0 2	2 5 4	14,850	8,811	27,983 14 2	2	4	12	..	7	4	38	..	29,402 1 11	
Mildura	12,610	16,903 12 6	1,414 19 3	77 1 6	15,103	25,060	33,080 13 6	165	8	16	16	132	52	17	4	51,476 6 9	
Merbein	573	362 17 10	138 4 1	6 7 1	20,993	9,907	39,407 0 10	..	1	..	1	3	1	5	..	39,914 9 10	
Merbein West	5	0 3 7	..	..	2	38	6 10 3	..	..	..	..	..	..	..	..	6 13 10
Yelta	..	..	0 1 8	..	721	1,071	1,474 6 11	..	..	..	..	..	1	..	..	1,474 8 7
Section No. 8.—MARYBOROUGH—ARARAT LINE.																	
Adelaide Lead	100	15 1 0	2 11 2	0 0 0	..	..	0 2 8	..	..	..	..	..	..	..	..	17 15 4
Bung Bong	20	2 2 2	13 8 7	..	2,318	46	877 6 5	..	..	..	..	..	..	..	..	892 17 2
Homebush	129	10 16 4	1 15 0	..	1,528	18	721 14 2	..	..	..	..	..	..	..	..	734 5 6
Avoca	1,011	336 19 1	88 5 10	1 14 1	12,655	1,152	6,698 12 0	73	10	2	..	23	19	2	..	7,125 11 0	
Amphitheatre	347	69 0 6	14 2 2	0 5 10	1,230	340	913 18 6	2	1	..	2	2	3	..	..	997 7 0
Elmhurst	357	69 17 7	11 13 3	0 3 8	1,121	443	888 17 8	16	4	..	..	6	2	..	..	970 12 2
Eversley	19	2 13 0	0 3 10	..	275	67	232 4 5	..	..	..	..	..	..	..	..	235 1 3
Ben Nevis	109	35 15 7	2 14 5	..	445	70	207 2 2	..	..	..	..	..	..	..	..	245 12 2
Dunneworthy	12	1 12 8	..	..	66	547	103 4 1	..	..	..	..	..	..	..	..	104 16 9
Warra-Yadin	4	0 5 7	..	..	..	1	0 3 1	..	..	..	..	..	..	..	..	0 8 8
Section No. 9.—NAVARRE LINE.																	
Crowlands	6	0 13 6	1 5 9	..	676	97	343 3 5	4	..	..	..	1	..	..	..	345 2 8
Joel	6	0 13 1	0 10 7	..	2,063	50	1,038 12 5	..	..	..	..	..	..	..	..	1,039 16 1
Landsborough	18	1 13 9	4 1 6	0 15 6	3,584	330	2,109 16 2	4	..	..	..	1	..	2	..	2,116 6 11
Tulkara	4	0 12 0	..	..	855	135	523 2 2	..	..	..	..	..	..	..	..	523 14 2
Navarre	18	8 9 2	4 19 6	..	16,843	307	10,559 8 2	..	1	..	..	20	..	1	..	10,572 16 10
Section No. 10.—BALLARAT—MARYBOROUGH LINE.																	
Selkirk's Siding	..	..	..	..	8,408	1,163	4,505 8 7	..	..	..	..	..	..	..	..	4,505 8 7
Waubra Junction	542	27 16 0	3 18 9	0 2 11	..	..	0 1 8	..	..	..	..	..	..	..	..	31 19 4
Sulky	319	16 18 9	..	..	58	120	41 18 0	..	..	..	..	..	..	..	2	58 16 9
Bald Hills	559	30 11 6	0 2 5	..	..	2	0 3 2	..	..	..	..	..	..	..	..	30 17 1
Creswick	23,263	1,239 15 7	65 5 7	2 7 8	247	999	353 11 10	..	..	..	..	..	2	1	..	1,661 0 8
North Creswick	7,316	386 11 2	16 2 0	0 5 3	302	152	202 6 11	..	..	..	..	..	..	..	..	605 5 4
Tourello	116	23 3 5	2 8 1	..	422	289	696 13 6	91	19	..	..	6	4	..	..	722 5 0
Clines	4,137	981 4 0	99 9 11	6 1 4	2,022	2,181	3,284 4 4	217	77	12	11	10	8	3	5	4,370 19 7	
Talbot	10,480	929 6 10	56 8 9	1 16 11	4,758	650	2,578 7 0	84	11	5	6	2	3	2	..	3,565 19 6	
Daisy Hill	61	4 8 7	0 0 8	..	..	..	0 6 1	..	..	..	..	..	..	..	..	4 15 4
Section No. 11.—WAUBRA LINE.																	
Pisgah	1	0 0 5	..	..	..	..	0 1 2	..	..	..	..	..	..	1	..	0 1 7
Midas	..	..	..	..	38	176	23 12 5	1	..	..	..	..	..	..	..	23 12 5
Blowhard	..	..	0 13 1	0 2 2	5,846	327	3,509 12 7	8	2	1	..	3	4	..	..	3,510 7 10
Learmonth	2	0 4 4	1 8 6	..	3,133	348	1,896 8 3	..	2	1	..	..	..	2	..	1,898 1 1
North Learmonth	..	..	..	0 15 6	..	51	0 3 4	..	..	..	..	..	..	..	..	0 18 10
Addington	..	..	..	..	1,712	116	1,184 8 0	12	1	..	..	..	..	1	..	1,184 8 0
Waubra	4	2 12 0	1 16 3	..	7,989	640	5,032 15 2	73	18	14	..	3	9	4	..	5,037 3 5	
Section No. 12.—DUNOLLY—INGLEWOOD LINE.																	
Painswick	3	0 2 6	..	..	2,032	4	986 16 7	..	..	..	..	..	..	..	..	986 19 1
Laurie	18	5 13 4	0 1 4	..	849	67	477 19 11	..	..	..	..	..	..	..	..	483 14 7
Tarnagulla	254	72 13 1	14 12 7	0 9 3	6,745	376	3,605 17 19	..	..	..	..	..	..	..	..	3,693 12 9
Llanely	77	13 13 11	2 7 0	..	1,151	217	641 17 8	..	..	..	..	..	..	..	..	657 18 7
Arnold	136	23 1 11	6 6 6	..	2,796	212	1,775 10 8	17	..	..	..	1	..	..	..	1,804 19 1
Bullabul	31	1 15 11	0 13 8	0 3 7	43	1	18 16 10	..	..	..	..	..	..	..	..	21 10 0
Section No. 13.—OUYEN—PANITYA LINE.																	
Tlega	7	0 8 5	0 2 9	..	2,172	93	1,724 19 3	..	..	..	..	..	..	..	..	1,725 10 5
Galah	95	57 2 1	4 9 6	..	4,938	386	3,951 7 2	9	4	..	..	4	2	..	..	4,042 18 8
Walpeup	342	302 19 6	61 15 2	0 12 3	12,309	1,311	10,055 3 9	6	2	1	..	10	6	..	..	10,420 10 8
Torrita	121	122 2 2	11 14 11	..	4,789	410	3,880 18 3	1	..	1	..	4	2	1	..	4,014 15 4	
Underbool	456	392 3 6	68 12 3	1 19 7	13,164	1,363	11,226 14 2	9	7	2	3	29	3	4	..	11,689 9 6	
Linga	126	90 0 1	9 19 8	..	6,613	435	6,521 9 11	1	..	..	..	5	4	..	..	6,621 9 8
Boinka	155	131 2 2	10 3 9	..	3,035	452	2,505 2 10	..	..	..	..	1	..	..	..	2,646 8 9
Tutye	94	91 1 10	18 19 10	..	4,552	382	3,895 4 3	7	1	..	..	23	3	2	..	4,003 5 11
Cowangle	338	301 7 3	55 1 10	10 3 5	7,355	1,097	6,778 11 5	30	..	..	..	23	1	..	..	7,145 3 11
Danyo	63	41 8 3	12 4	..	4,929	442	4,175 4 10	4	..	..	..	..	..	..	..	4,229 2 5

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 13.—OUYEN-PANTYA LINE—continued.</i>																
Murrayville	597	£ 501 12 0	£ 87 0 3	£ 2 8 3	8,616	1,506	£ 8,054 0 5	25	..	1	..	9	1	6	..	£ 8,045 0 11
Carina	14	5 6 7	10 15 8	..	6,000	481	5,198 14 0	6	..	..	1	..	..	..	..	5,214 16 2
Pantya	20	8 3 9	3 8 5	..	7,640	1,059	6,747 19 2	5	..	..	..	..	3	..	..	6,759 11 4
<i>Section No. 14.—REDCLIFFS MORKALLA LINE.</i>																
Thurla	17	11 12 5	0 0 8	..	597	25	493 11 0	..	..	..	..	..	..	..	..	505 4 1
Benetook	57	27 12 10	1 6 10	..	3,001	287	2,126 16 3	..	..	..	..	2	..	..	..	2,155 16 11
Dirita	65	27 3 5	5 9 2	0 10 1	4,182	401	2,855 17 9	..	..	..	..	1	1	..	..	2,880 0 6
Merrinee	194	121 2 9	12 19 6	..	7,413	1,082	6,133 13 4	16	..	..	9	8	9	..	..	6,267 15 7
Karrawinna	137	100 15 4	5 2 10	0 10 1	7,277	803	5,941 8 0	..	..	..	..	7	..	..	..	6,047 16 3
Werrimull	392	328 18 5	42 19 10	0 13 0	9,554	1,339	8,103 17 2	..	..	..	7	13	2	..	..	8,566 8 5
Pambill	82	50 9 4	3 1 3	0 5 9	4,522	451	3,797 2 0	..	..	..	..	..	..	..	..	3,850 18 4
Yarrara	124	114 17 4	7 16 2	0 9 4	4,503	808	3,892 13 6	..	..	..	..	3	..	..	..	4,015 16 4
Meringur	355	299 17 3	31 0 10	0 8 0	5,476	1,292	4,723 9 2	1	..	..	..	11	..	..	..	5,054 15 3
Karween	26	22 10 4	1 2 5	0 2 2	3,539	403	3,102 10 10	..	..	..	..	..	..	..	..	3,126 5 9
Morkalla	33	27 7 0	1 12 5	0 5 9	3,420	272	3,032 5 10	..	..	..	..	..	..	..	..	3,061 11 0
<i>Section No. 15.—BENDIGO-KULWIN LINE.</i>																
California Gully	..	..	..	..	93	2,547	109 5 10	..	..	..	..	..	..	..	..	109 5 10
Eaglehawk	4,041	461 1 2	78 11 1	3 6 1	471	1,743	520 8 0	..	..	..	..	..	..	..	..	1,063 6 4
Marong	586	54 7 11	14 18 9	0 1 6	383	754	392 4 7	2	1	2	..	3	2	..	..	461 12 9
Leichardt	78	11 7 9	2 14 1	0 2 11	1,031	492	621 16 10	21	1	1	..	3	..	..	..	639 1 7
Derby	87	17 7 8	3 18 8	..	1,945	812	1,118 15 2	42	..	1	..	15	..	4	..	1,140 1 6
Eridgewater	1,346	282 11 10	40 1 4	17 3 1	25,221	25,236	15,430 8 3	311	54	11	..	103	31	11	..	15,770 4 6
Eaglewood	2,439	607 7 4	108 1 2	1 6 4	4,129	1,040	2,706 15 11	31	1	..	3	19	5	..	..	3,423 10 9
Eurling	105	22 1 4	4 6 0	0 4 5	2,699	530	1,616 11 5	18	..	..	..	10	..	..	..	1,643 3 2
Geenalbyn	117	38 0 6	6 8 9	..	1,033	486	625 13 11	10	1	..	..	..	..	..	..	670 3 2
Wedderburn Junction	427	197 7 1	27 2 4	0 5 9	454	156	452 14 0	14	..	1	..	29	6	3	..	677 9 2
Eorong Vale	1,869	667 17 5	69 3 1	10 5 3	2,390	837	2,014 9 0	33	3	..	..	22	7	5	..	2,761 14 9
Country Roads Board Gravel Siding	..	..	..	..	6,500	..	1,511 5 7	..	..	..	..	..	..	..	..	1,511 5 7
Wyhitella	155	50 12 11	5 7 3	..	6,297	502	3,419 10 8	35	2	..	..	2	3	1	..	3,475 10 10
Buckrabyule	317	92 8 11	8 19 6	0 15 10	3,780	239	2,600 11 4	37	..	..	2	19	1	..	..	2,702 15 7
Farrakee	132	36 16 11	4 1 4	..	3,365	1,351	2,247 6 0	27	1	..	..	10	1	..	..	2,288 4 3
Charlton	1,608	568 3 0	165 16 11	3 1 3	30,101	22,146	21,892 5 5	178	11	8	2	64	38	3	2	22,629 6 7
Teddywaddy	136	23 3 6	4 18 2	0 1 6	2,112	4,842	1,431 10 9	15	..	..	..	1	1	..	..	1,518 13 11
Henloth	414	132 2 11	11 12 4	0 10 8	6,424	491	4,371 3 5	49	5	..	..	13	6	8	..	4,515 9 4
Fairview	..	1 15 0	..	..	460	42	290 7 4	..	..	..	..	..	..	..	..	291 19 4
Wycheproof	1,233	707 2 7	124 16 10	21 14 10	21,085	4,639	15,612 13 9	233	38	1	1	183	51	12	..	16,466 8 0
Dumosa	140	64 14 9	7 18 6	..	11,550	622	7,628 14 8	99	..	2	2	24	..	2	..	7,701 7 11
Nullawil	267	132 1 4	26 13 10	0 14 2	10,979	1,263	7,631 13 8	31	6	..	..	7	10	5	..	7,791 3 0
Warne	19	10 19 3	0 7 2	0 7 1	5,055	208	3,612 5 3	25	..	..	..	7	7	..	..	3,623 18 10
Culgoa	394	192 1 5	40 6 10	1 2 1	12,645	1,544	9,825 2 4	80	5	1	1	31	4	6	..	9,858 12 8
Berrillock	332	214 18 5	34 8 11	1 1 2	16,934	1,553	12,468 6 7	41	2	..	..	9	..	..	..	12,718 15 1
Eolgbeat	7	1 14 1	1 10 2	..	5,661	231	3,757 17 5	13	..	..	..	3	..	1	..	3,761 1 8
Sea Lake	1,008	676 0 0	148 1 7	1 12 4	15,403	4,263	12,281 11 0	74	1	6	..	8	4	14	..	13,107 4 11
Minda	15	13 10 10	0 4 11	..	4,396	237	2,802 18 0	..	..	..	..	..	..	..	..	2,816 13 9
Nyarrin	92	56 18 7	2 11 3	1 2 0	6,613	396	4,358 12 0	14	..	..	..	2	..	1	..	4,419 2 7
Nandaly	125	84 16 3	19 8 9	4 0 11	5,090	599	3,916 3 10	10	2	1	..	..	1	2	..	4,024 9 6

20

Pier Millan	43	36 6 8	2 7 7	0 5 9	3,755	277	2,879 5 7	15	..	..	..	4	2	1	..	2,918 5 7
Mittyaek	196	123 10 1	9 4 0	0 8 7	6,162	488	6,278 5 3	14	..	..	..	1	2	..	..	6,411 7 11
Leftpar	54	55 4 6	1 0 0	..	2,695	206	1,974 18 9	..	..	..	..	..	1	..	..	2,031 3 3
Kulwin	206	195 12 7	12 12 1	..	6,470	621	5,040 9 7	2	..	..	..	..	..	..	..	5,248 14 3
<i>Section No. 16.—WEDDERBURN LINE.</i>																
Wedderburn	514	113 10 6	48 3 4	0 6 6	7,351	1,879	5,317 13 1	49	1	4	..	1	3	1	..	5,479 13 5
<i>Section No. 17.—KORONG VALE-LETTE LINE.</i>																
Borong	250	51 11 5	15 11 11	0 5 1	2,497	284	1,919 18 5	45	..	..	..	4	1	4	..	1,987 6 10
Mysia	438	111 10 2	25 17 6	0 7 10	1,727	466	2,058 11 4	64	7	..	..	20	1	1	1	2,196 6 10
Boort	3,188	1,213 5 8	169 17 5	10 16 3	10,822	2,874	9,718 6 9	232	24	24	10	99	20	18	..	11,112 6 1
Barrapoot	500	161 3 1	10 6 7	10 16 7	8,720	609	6,236 5 11	66	2	..	..	13	1	1	1	6,358 12 2
Gredgwin	569	160 19 2	5 14 8	0 6 6	3,061	209	2,127 6 7	10	1	..	..	5	..	..	..	2,234 6 11
Oakvale	161	29 4 4	3 2 6	1 5 11	3,323	221	2,281 3 3	9	..	1	2	..	..	..	..	2,314 16 0
Quambatook	2,067	771 17 2	125 13 3	3 5 8	12,134	2,379	10,463 10 3	173	7	8	1	112	17	15	1	11,304 6 4
Canna	187	40 9 7	4 10 6	..	9,214	460	6,433 13 2	10	..	1	..	4	..	..	..	6,478 13 3
Lalbert	942	446 12 11	56 0 10	0 10 10	16,900	1,069	12,294 16 2	131	5	..	..	22	10	3	..	12,798 0 9
Meatian	184	99 14 10	8 7 11	..	10,228	711	7,320 9 1	50	..	..	..	6	..	1	..	7,428 11 10
Ultima	1,590	825 15 3	60 0 7	2 19 2	12,064	1,728	9,457 2 1	65	2	6	1	21	3	9	..	10,345 17 1
Gowanford	58	25 9 1	0 13 11	..	6,018	399	4,368 14 7	26	..	..	..	6	1	1	..	4,394 17 7
Waitchie	444	160 12 10	16 3 2	0 2 3	10,588	657	8,031 9 2	29	..	..	..	14	1	3	..	8,298 7 5
Chillingollah	419	181 19 10	18 6 3	1 14 8	5,252	576	4,270 0 9	15	4	4	..	3	1	10	..	4,472 1 6
Chinkapook	344	206 6 7	0 19 11	..	7,731	797	6,593 7 2	47	..	..	..	9	9	4	..	6,735 1 3
Cocamba	83	66 3 11	1 12 0	..	3,475	137	2,712 8 3	..	..	..	..	..	..	..	..	2,780 4 2
Manangatang	751	699 10 7	63 11 6	3 5 1	11,946	1,545	9,269 17 2	61	22	7	..	34	14	2	..	10,035 4 4
Bolton	201	126 0 4	5 8 6	0 8 7	3,780	449	3,025 13 1	14	3	..	..	12	4	..	..	3,157 10 6
Kolmbo	66	46 15 6	1 6 3	0 9 4	2,628	295	1,543 4 6	..	..	..	..	..	..	..	..	1,591 15 7
Annuelio	378	313 11 9	27 7 4	1 3 1	5,732	1,050	4,710 18 11	37	8	2	1	14	9	2	..	5,053 1 1
Margooya	10	33 8 6	1 1 9	..	285	194	234 11 6	..	..	..	..	9	..	..	..	269 1 9
Bannerton	112	109 13 9	31 17 11	0 11 1	3,592	395	2,934 11 8	14	2	..	4	..	..	..	..	3,076 14 5
Robinvale	257	194 6 1	52 3 7	1 19 1	1,558	618	2,532 4 11	35	45	2	..	20	6	2	..	2,780 13 8
Benanee	..	..	..	..	333	25	462 4 0	..	..	..	..	..	..	..	..	452 4 0
Koorakee	..	..	..	..	1,906	28	926 1 7	..	..	..	..	..	..	..	..	926 1 7
<i>Section No. 18.—EAGLEHAWK-YUNGERA LINE.</i>																
Myer's Flat	88	10 16 4	1 17 11	0 2 2	1	8	6 5 7	..	..	..	..	..	..	..	..	19 2 0
Woodvale	50	12 19 0	..	..	526	65	265 6 3	..	..	..	..	..	..	..	..	278 5 3
Sebastian	458	65 9 9	6 9 4	0 3 8	2,085	55	906 6 2	..	..	..	..	..	..	..	..	978 8 11
Raywood	1,350	186 10 9	33 8 5	0 13 9	3,959	522	2,571 9 2	63	11	8	..	7	1	8	..	2,792 2 1
Tandarra	474	93 4 6	8 16 7	0 2 8	1,979	268	1,355 6 2	45	..	..	..	3	1	..	..	1,457 0 11
Dingee	779	208 7 5	27 19 5	1 3 5	1,497	520	1,589 8 3	167	50	1	1	9	23	1	..	1,826 18 6
Prairie	625	162 10 11	16 16 11	0 3 9	2,964	400	2,713 0 8	101	3	..	..	18	5	2	..	2,892 12 3
Mitiamo	1,358	449 12 10	54 4 10	5 9 6	3,231	924	3,595 7 4	239	39	11	3	63	33	8	..	4,014 14 6
Mologa	643	158 11 1	15 13 2	0 4 5	1,483	242	1,298 4 0	87	..	..	..	8	6	..	..	1,442 12 8
Pyramid	2,874	1,001 8 6	148 16 9	21 1 10	3,479	2,118	4,925 6 3	243	93	11	33	40	19	6	1	6,096 13 4
Mincha	467	106 8 7	22 2 1	1 14 7	550	640	1,152 12 3	38	5	1	1	17	8	2	1	1,282 17 6
Macorna	900	361 0 8	34 3 4	1 6 4	932	1,045	1,978 13 9	98	30	3	14	7	10	1	1	2,375 4 1
Tragowel	291	111 4 5	17 6 10	0 2 0	421	563	1,021 17 3	12	18	..	16	..	10	..	..	1,150 10 6
South Kerang	3	1 4 9	..	..	..	..	..	..	..	..	..	..	..	..	..	1 4 9
Kerang	7,702	4,739 7 0	635 7 11	31 2 9	14,805	10,861	18,141 2 8	271	126	12	105	113	257	22	45	23,547 0 4
Fairley	40	7 4 8	0 15 6	..	529	34	435 7 9	5	..	..	..	..	..	..	..	443 7 11
Lake Charm	836	240 14 10	36 7 9	0 19 9	4,193	453	4,387 13 0	56	2	..	1	5	3	..	..	4,665 15 4
Mystic Park	955	235 13 2	22 12 1	4 12 1	7,417	857	6,710 13 9	49	..	..	15	16	5	..	..	6,973 10 4
Tresco	549	229 6 10	19 9 3	0 0 9	1,284	372	1,530 2 5	..	..	..	..	..	2	..	..	1,807 19 3
Lake Boga	1,286	654 17 5	80 0 5	..	7,701	1,711	7,281 9 11	85	2	..	1	8	2	..	..	8,017 5 7
Pental	2	0 8 1	0 4 3	..	2,142	113	1,503 17 6	..	..	..	..	..	..	..	..	1,504 9 10
Swan Hill	7,573	5,776 2 9	558 10 4	99 6 7	8,582	9,473	13,434 3 6	351	75	20	37	155	85	26	1	19,868 3 2
Woorinen	812	327 11 11	17 17 1	2 10 2	6,230	1,763	6,622 2 0	..	..	..	..	..	..	..	..	6,970 1 2
Pira	94	29 2 11	4 5 2	0 5 1	5,403	347	4,175 7 5	29	..	..	..	..	..	..	..	4,209 0 7
Nyahwest	1,108	797 1 4	108 7 2	6 2 10	9,016	3,607	10,980 5 6	51	..	5	..	8	7	13	..	11,391 16 10

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK-								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 18.—EAGLEHAWK-YUNGERA LINE—continued.</i>																
Miralle	39	£ 13 17 1	£ 2 16 6	£ 3 4 0	3,143	293	2,173 10 3	..	..	..	..	..	3	..	..	£ 2,190 3 10
Piangli	599	434 9 5	79 5 9	0 1 2	9,370	1,366	8,745 17 8	106	3	2	..	16	13	3	1	9,262 16 10
Coonimur	7	2 8 8	0 4 4	0 9 4	1,797	38	1,075 8 4	..	..	..	..	..	..	..	..	1,078 2 6
Natya	66	48 3 7	5 11 9	0 9 4	4,235	321	3,081 8 2	5	1	1	..	2	..	1	..	3,135 12 10
Kooloonong	221	189 0 1	18 1 11	0 12 2	5,409	913	4,545 2 7	48	1	3	..	10	..	2	1	4,752 16 9
Koorkab	5	5 11 4	0 1 2	..	2,030	193	1,481 10 8	..	..	..	..	..	..	..	..	1,487 3 2
Yungera	100	78 19 2	81 13 0	0 8 7	2,489	306	1,880 8 11	1	..	..	..	..	..	..	..	2,041 9 8
<i>Section No. 19.—KERANG-STONY CROSSING LINE.</i>																
Westby	11	0 10 11	..	..	116	18	112 13 4	..	..	..	..	..	..	..	..	113 4 3
Myall	58	8 5 7	1 2 4	..	281	40	610 19 0	38	..	..	..	9	1	..	..	620 6 11
Murrabit	502	221 0 2	67 2 4	1 18 11	2,707	1,050	3,982 14 9	67	6	4	..	11	23	7	..	4,262 16 2
Kallbank .. .. .	..	..	0 0 8	..	380	10	266 1 0	17	..	..	..	..	..	..	..	266 1 8
Nacurrie	1	0 3 6	0 4 6	..	1,444	35	1,268 11 11	54	1	..	..	28	35	..	..	1,268 19 11
Wetuppa	2	1 12 11	1 11 3	..	707	5	800 18 11	25	5	..	..	5	..	..	..	804 3 1
Coobool .. .. .	..	..	..	..	1,124	44	822 14 11	..	..	..	..	..	..	..	..	822 14 11
Dilpurra	2	0 12 6	0 6 9	0 7 1	2,237	19	2,956 19 4	124	1	1	..	5	4	..	..	2,958 5 8
Tueloga .. .. .	..	..	..	..	176	1	107 12 6	..	..	..	..	..	..	..	..	107 12 6
Stony Crossing	1	0 12 0	15 13 2	..	1,813	69	1,944 18 1	50	..	..	..	..	..	1	..	1,961 3 3
<i>Section No. 20.—COHUNA LINE.</i>																
Hunter	83	26 18 9	0 7 4	..	2,216	169	1,490 6 6	18	..	..	..	..	..	..	..	1,517 12 7
Warragamba	124	26 19 6	0 3 5	..	1,668	218	1,246 7 6	51	7	1	..	13	..	..	..	1,273 10 5
McColl	73	28 8 9	..	..	936	162	1,012 8 10	84	..	..	..	28	..	..	..	1,040 17 7
Lockington	818	292 16 1	38 16 1	1 4 9	2,477	1,965	4,037 3 7	229	39	2	19	25	1	..	1	4,370 0 6
Kotia	136	75 7 1	8 8 1	..	1,690	290	2,262 10 5	138	..	..	..	15	..	1	..	2,346 5 7
Roslynmead	30	16 16 11	0 3 5	..	1,009	66	1,186 3 0	37	..	..	..	2	..	..	..	1,203 3 4
Patho	119	65 1 6	15 1 9	0 9 3	661	81	917 8 0	55	19	..	..	4	..	..	2	998 0 6
Gunbower	304	175 17 5	68 18 11	0 8 8	884	621	2,307 8 9	47	37	2	30	12	1	..	..	2,552 13 9
Leitchville	580	398 6 3	48 5 4	1 2 11	762	1,069	1,664 2 7	12	58	5	40	4	6	..	3	2,111 17 1
Keely	89	69 7 5	2 13 1	..	5	6	26 4 1	..	..	..	..	..	..	..	..	98 4 7
Cohuna	1,098	835 10 5	155 14 2	21 5 3	1,264	2,179	3,285 14 11	55	48	8	50	2	9	9	..	4,298 4 9
<i>Section No. 21.—BALRANALD LINE.</i>																
Benarca	25	10 1 5	0 1 1	0 2 11	580	32	830 16 8	64	7	..	..	7	1	..	..	841 2 1
Womboota	80	27 10 9	1 10 10	..	3,813	172	4,039 11 3	216	49	..	..	54	27	..	..	4,068 12 10
Thyra	30	9 19 1	1 9 9	3 14 8	3,499	86	3,211 2 1	130	2	1	..	24	9	..	..	3,226 5 7
Bunnaloo	165	54 19 1	9 14 2	0 4 6	4,251	233	5,115 3 0	204	54	..	..	44	17	3	..	5,180 0 9
Tantonan	37	11 14 0	0 10 8	..	2,339	157	1,686 1 8	11	7	..	..	4	1	..	..	1,698 6 4
Caldwell	187	77 0 2	2 11 8	0 11 7	2,279	194	3,553 19 1	195	8	..	..	59	9	..	..	3,634 2 6
Yallakool	45	34 1 2	0 7 0	0 9 4	72	22	897 11 9	53	9	..	..	7	..	..	..	932 9 3
Wakool	267	149 7 5	39 13 7	2 13 9	943	236	4,254 1 2	268	18	1	..	90	8	1	..	4,445 15 11
Burraboi	73	57 18 9	3 11 2	0 1 2	1,006	69	3,105 12 5	157	17	..	..	64	17	..	..	3,167 3 6
Jimangle	40	17 2 0	4 6 10	0 0 9	60	10	346 6 6	17	..	..	..	1	..	..	..	367 16 1
Niemur	72	54 19 0	1 17 9	..	168	63	1,487 12 1	84	6	..	..	4	1	..	..	1,544 8 10
Dhuragoon	81	31 19 8	1 11 10	..	1,274	23	1,001 19 0	..	..	..	..	..	..	..	..	1,035 19 5
Moulamein	754	666 6 7	115 6 0	9 4 3	1,477	1,174	6,387 2 0	299	52	3	..	160	7	3	..	7,177 18 10
Berambong	2	1 4 10	0 18 9	..	352	8	244 7 4	..	..	..	..	..	..	..	..	240 10 11
Perekerten	91	65 13 3	24 19 2	0 10 10	200	98	2,143 0 2	130	9	..	..	16	8	..	..	2,234 3 5

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 23.—GEE LONG-BALLARAT LINE—continued.</i>																
Medina Siding		£ s. d.	£ s. d.	£ s. d.	253	2	43 10 8								£ s. d.	
Meredith	3,766	520 16 0	58 8 9	1 5 1	5,277	840	2,346 3 8	60	7	6	2				2,926 14 0	
Elaine	2,462	312 3 10	39 0 9	0 9 7	3,138	451	1,119 13 4	24			1	15		1	1,471 7 6	
Lal Lal	2,024	261 11 1	30 12 0	0 5 9	2,107	157	816 19 4	1							1,109 8 2	
Yendon	1,118	141 12 2	9 7 11	0 6 11	465	212	270 6 2	27	1	9		9	1	13	421 13 2	
Navigator	1,358	73 1 4	1 2 8												74 4 0	
<i>Section No. 24.—SUNSHINE-SERVICETON LINE.</i>																
*Leather Cloth Siding						1,468										
Federal Manure Siding					3,017	5,207	2,088 0 4								2,088 0 4	
Deer Park	12,678	303 3 7	36 0 11		72	231	48 10 5	6		3		90	7	1	387 14 11	
Reekbank	9,062	392 0 5	197 6 7	42 11 9	7,007	935	1,644 0 3	59	3			82	6		2,275 19 0	
Melton	17,947	1,329 5 2	221 14 4	77 0 9	8,234	3,692	2,798 9 8	142	33	27		125	28	20	4,426 9 11	
Stoughton	1	0 0 6		0 10 6	500	40	127 19 5							3	128 10 5	
Parwan	2,756	254 9 9	147 0 3	5 15 10	6,401	931	1,840 17 8	62	2			44	1	5	2,248 3 6	
Bacchus Marsh	27,502	3,224 8 9	664 11 9	44 14 4	10,145	5,254	4,839 8 9	148	160	45		68	48	20	8,773 3 7	
Rowsley	232	32 9 1	7 15 11	0 1 6	4,529	310	1,325 0 8					2	1		1,345 7 2	
Ingiston	400	94 9 9	39 12 6		169	59	152 10 11	16							283 13 2	
Ballan	9,317	1,334 3 0	246 11 9	7 8 9	1,809	2,321	2,159 13 1	298	50	7	1	80	14	3	3,747 16 7	
Bradshaw	89	17 5 0	30 16 7		239		0 19 11								49 1 6	
Handello	2	0 5 10			1,860	1,441	328 7 10					4			328 13 8	
Gordon	5,248	651 15 8	65 4 1	2 19 6	3,288	491	1,386 19 4					2			2,106 18 7	
Hillbrook	1,676	130 0 2	13 16 2	1 18 0	1,784	131	1,096 2 6	60	5	2	24	2	2	2	1,241 16 10	
Wallace	5,402	317 6 10	20 5 11	6 12 0	5,008	632	3,108 10 7	49	7	3	7	1	5	3	3,452 15 4	
Bungaree	5,736	631 14 3	31 14 9	18 6 2	12,858	974	7,254 18 2			1				2	7,936 13 4	
Dunnstown	5,232	231 19 2	5 8 5	0 5 1	3,161	1,089	1,535 5 7		1			5	1		1,772 18 3	
Warrenhelp	3,106	227 16 4	7 6 10		877	150	528 9 2			1			2		767 9 6	
Ballarat East	12,001	2,396 13 10	551 3 1	4 7 8	1,764	22,940	1,275 13 4								4,227 17 11	
Ballarat	145,901	40,357 3 9	5,940 11 4	498 1 4	23,941	86,480	47,325 12 7	909	435	207	129	2,403	745	150	611	94,121 9 0
North Ballarat	1,055	117 11 5		0 5 1		53	383 18 0								117 16 6	
White's Siding					675										383 18 0	
Wendouree	297	24 4 7	0 2 3			6									24 6 10	
Dowling	47	2 13 2	0 1 2												2 14 4	
Windermere	444	57 18 6	3 16 6	14 12 8	2,824	422	1,446 0 9			1		9			1,522 8 5	
Burrumbeet	1,019	163 7 9	22 0 5	27 12 9	6,024	805	3,574 4 5	60	11	8	2	32	4	0	3,787 5 4	
Trawalla	515	133 0 5	14 13 9	7 17 10	4,171	265	1,918 15 9	15	2	10		3	2	6	2,074 7 9	
Beaufort	6,385	1,879 10 0	214 18 3	21 7 7	7,060	2,497	4,196 6 4	210	32	16		53	38	9	6,312 2 2	
Middle Creek	362	111 9 2	10 14 9	1 14 5	988	280	1,028 16 7	68	17			8	1		1,052 14 11	
Buangor	891	263 8 11	26 12 1	0 1 6	2,421	403	1,569 14 9	25						2	1,859 17 3	
Dobie	262	51 6 2	5 11 1		161	558	233 4 0						1		290 1 3	
Ararat	18,980	7,725 5 8	671 19 1	87 0 8	2,672	10,311	4,056 19 5	130	17	18	6	72	56	42	12,541 4 10	
Armstrong	458	37 5 4	7 12 8		159	42	46 1 10								99 19 10	
Kvine's Siding					183		212 2 3								212 2 3	
Great Western	1,981	243 10 9	30 7 11	1 2 7	13,090	439	5,446 2 0			1		1	1	1	5,721 3 3	
Stawell	29,043	5,952 0 11	475 10 7	9 17 8	10,441	12,825	9,521 5 1	23	6	8	1	67	46	5	15,353 14 3	
Deep Lead	81	12 3 9	2 6 6	0 9 4	172		1,098								169 13 3	
Glenorchy	1,231	381 4 8	66 12 3	11 9 1	7,177	1,041	5,297 11 11	44	1	6		22	1	12	5,756 17 11	
Wal Wal	329	91 1 7	10 15 2	0 2 2	881	218	864 14 1		1	1		1	3	1	935 13 0	

Lubeck	1,878	260 0 6	28 8 8	0 12 2	6,070	533	4,993 19 1	168	1	1	..	21	5	4	1	5,293 0 8	
Ashens	176	11 2 6	..	..	..	..	..	..	..	..	..	..	..	..	..	11 2 6
Murtoa	7,443	3,029 11 8	235 19 5	22 0 1	27,167	23,605	19,347 17 7	89	11	9	1	82	17	21	..	22,635 8 9	
Jung	1,412	278 6 11	17 10 9	22 12 11	12,616	1,432	8,219 3 4	..	..	7	3	..	4	3	5	5,537 13 11
Dooen	837	268 6 11	25 3 8	8 15 0	14,299	873	9,718 4 1	41	1	2	6	14	..	9	1	10,020 9 8	
Horsham	16,698	6,792 18 0	732 14 8	59 8 8	31,505	28,739	26,160 11 9	311	79	19	1	254	5	22	..	33,745 13 1	
Dahlen Siding .. .. .	..	..	..	..	1,721	496	1,220 8 6	..	..	..	..	..	..	..	..	1,220 8 6
Pimpino	1,825	203 0 11	20 2 2	0 6 6	7,668	6,059	5,593 1 4	22	..	..	..	..	2	..	..	5,726 16 11
Wail	547	64 5 9	7 8 9	0 0 9	15,131	4,188	10,255 2 0	..	1	..	..	..	..	1	..	10,326 17 2
Dumboola	7,279	3,683 0 7	274 3 9	62 7 5	14,816	5,264	12,491 3 5	54	85	13	..	20	6	..	..	16,310 15 2
Gerang Gerang	353	75 1 7	11 8 11	1 19 5	11,173	732	7,979 16 0	7	1	4	..	7	3	5	..	8,063 5 11	
Kiata	257	64 13 4	19 4 1	0 8 7	4,287	532	3,498 10 5	16	..	..	..	3	1	2	..	3,483 18 5
Salisbury	97	37 8 10	4 7 1	..	2,339	184	1,753 2 7	..	..	..	..	..	..	..	..	1,734 18 6
Nhill	4,680	3,673 17 0	303 8 7	60 15 6	22,187	9,299	19,174 3 6	272	34	12	1	45	6	9	..	22,612 4 7	
Tarranginnie	80	4 7 10	4 5 8	0 8 8	2,991	369	1,399 19 1	4	..	..	..	2	..	..	..	1,409 1 3
Diapur	425	85 8 6	31 13 1	1 6 5	2,805	338	1,512 10 11	..	..	..	..	1	..	2	..	1,831 3 11
Hiram	332	67 7 8	16 6 4	0 1 6	8,449	937	6,972 3 4	9	2	5	..	..	1	5	..	7,055 13 10
Kaniva	1,851	1,212 11 5	133 11 10	10 19 9	7,866	3,043	7,404 0 0	61	3	22	..	6	4	15	..	8,761 3 0	
Hillmur	147	5 8 4	7 3 2	5 8 4	5,609	916	4,319 19 9	..	..	1	..	6	1	6	..	4,398 18 6
Serviceton	927	514 6 5	15 8 4	4 8 10	5,392	667	4,756 8 0	43	..	4	1	19	4	1	..	5,284 11 7	
Section No. 25.—WILLIAMSTOWN LINE.																	
South Kensington	222,702	2,904 19 0	14 4 5	0 8 9	28,452	80,689	8,592 16 3	..	..	..	..	..	..	..	..	11,512 8 5
Angliss' Siding .. .. .	..	..	..	..	13,170	2,562	2,265 16 5	..	..	..	..	..	..	..	..	2,265 16 5
Footscray	2,948,875	51,032 3 8	2,740 13 8	3417 4	104,658	47,957	64,643 8 10	..	..	..	..	..	..	..	..	118,451 3 6
Seddon	1,233,884	18,456 16 0	69 6 2	0 17 3	..	2	..	..	..	..	..	..	..	..	..	18,526 19 5
Yarraville	1,504,030	22,982 0 4	186 3 9	2 7 6	43,327	17,155	36,292 11 8	..	..	..	..	..	..	..	..	59,367 3 3
Spotswood	377,251	6,013 2 7	482 7 4	1 4 2	67,796	21,354	151,142 17 4	..	..	..	..	..	..	..	..	157,639 11 5
Newport	1,456,471	27,624 0 3	219 0 7	17 17 6	11,369	113,552	8,423 17 0	..	..	..	..	..	1	4	..	36,284 15 4
Austral Meat Siding .. .. .	..	..	..	..	7,265	2,492	1,243 13 0	..	..	..	929	131	..	..	..	1,243 13 0
North Williamstown	843,187	18,268 2 3	150 13 6	3 17 3	394	5,701	52 4 0	..	..	..	..	..	..	..	..	18,394 17 0
Williamstown Beach	555,973	12,443 13 9	58 18 11	0 16 0	..	..	..	..	..	..	..	..	..	..	..	12,568 8 8
Williamstown	321,721	7,677 6 5	139 8 5	0 19 7	..	..	..	..	..	..	..	..	..	..	..	7,808 14 5
Williamstown Pier	13,773	328 13 2	15 1 4	0 5 9	138,095	499,912	14,926 3 2	..	..	..	..	..	2	131	..	15,270 3 7
Section No. 26.—NEWPORT SUNSHINE LINE.																	
Thomas's Siding .. .. .	..	..	..	..	23,172	28,159	3,632 5 6	..	..	..	..	..	..	..	..	3,632 5 6
McKenzie and Holland's Siding .. .. .	..	..	..	..	31	53	124 6 9	..	..	..	..	..	..	..	..	124 6 9
Gray Bros.' Siding .. .. .	..	..	..	..	3,359	360	9,641 16 5	..	..	..	..	..	..	..	..	9,641 16 5
Brooklyn Pty. Ltd. Siding .. .. .	..	..	..	..	2,833	60	638 0 6	..	..	..	..	..	..	..	..	638 0 6
Jas. Hardie and Co's. Siding .. .. .	..	..	..	..	230	1,630	473 7 11	..	..	..	..	..	..	..	..	473 7 11
Borthwick's Siding .. .. .	..	..	..	..	7,949	2,704	1,517 3 5	..	..	..	991	..	..	..	..	1,517 3 5
Kingsville Quarries Siding .. .. .	..	..	..	..	139	..	72 17 11	..	..	..	..	..	..	..	..	72 17 11
Little Brooklyn Siding .. .. .	..	..	..	..	178	2,031	101 4 6	..	..	..	..	..	..	..	..	101 4 6
Prossor's Siding .. .. .	..	..	..	..	4,643	1,330	698 18 6	..	..	..	679	21	..	355	..	698 18 6
Braybrook Pty. Co's. Siding .. .. .	..	..	..	..	16	16	3 6 6	..	..	..	..	..	..	..	..	3 6 6
*Prahran City Council Siding .. .. .	..	..	..	..	161	..	50 6 8	..	..	..	..	..	..	..	..	50 6 8
Willis's Siding .. .. .	..	..	..	..	2,349	..	441 3 2	..	..	..	..	..	..	..	..	441 3 2
Williams Hightfield Siding .. .. .	..	..	..	..	216	366	81 3 1	..	..	..	..	..	..	..	..	81 3 1
Melbourne Quarries Siding .. .. .	..	..	..	..	4,968	7	1,073 12 7	..	..	..	..	..	..	..	..	1,073 12 7
Stanley Quarries Siding .. .. .	..	..	..	..	4,320	..	940 19 10	..	..	..	..	..	..	..	..	940 19 10
Commonwealth Quarries Siding .. .. .	..	..	..	..	47	..	11 2 7	..	..	..	..	..	..	..	..	11 2 7
Section No. 27.—ALTONA BEACH LINE.																	
Seaholme	106,985	2,110 10 1	0 3 5	..	..	..	..	..	..	..	..	..	..	..	..	2,110 13 6
Altona Beach	154,613	3,664 0 9	38 11 1	1 8 0	..	1,183	..	..	..	..	..	..	..	..	..	3,703 19 10
Section No. 28.—FYANSFORD LINE.																	
Fyansford .. .. .	..	..	..	..	47,407	29,286	31,613 16 8	..	..	..	..	..	..	..	..	31,613 16 8
Section No. 29.—QUEENSLIFF LINE.																	
Cheetham's Salt Siding .. .. .	..	..	..	..	14,069	124	9,392 7 7	..	..	..	..	..	..	..	..	9,392 7 7
Moolay	7	0 6 5	0 0 2	..	..	..	0 1 4	..	..	..	..	..	..	..	..	0 7 11
Leopold .. .. .	..	..	..	..	707	1,106	461 18 5	..	..	..	..	..	..	..	..	462 0 9
Curlewis	5	0 7 6	1 16 2	..	934	292	478 18 3	..	..	..	..	..	..	..	..	481 1 11
Drysdale	320	26 5 11	11 2 7	0 2 2	4,058	753	2,227 11 7	3	17	5	..	6	4	2	..	2,265 2 3	

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.						
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.			
<i>Section No. 29.—QUEENSLIFF LINE—continued.</i>																		
Mannerlin	33	£ 2 18 2	£ 0 11 11	£ 6 16 6	334	1,201	£ 160 11 0	..	2	2	..	..	..	..	..	£ 170 17 7
Marcus	8	2 14 1	0 1 2	10 10 0	9	..	44 6 5	..	4	7	..	..	..	5	..	57 11 8
Queenscliff	323	108 15 6	97 19 9	1 0 8	917	2,393	826 11 9	..	..	1	..	..	3	2	..	1,034 7 8
<i>Section No. 30.—WENSLEYDALE LINE.</i>																		
Layard .. .. .	..	..	..	..	185	107	50 8 7	..	..	..	..	..	..	..	..	50 8 7
Gherang .. .. .	..	..	..	..	4,755	25	1,211 6 8	..	..	..	..	..	..	..	..	1,211 6 8
Wormbete .. .. .	..	..	..	..	1,577	5	253 1 7	..	..	..	..	..	..	..	..	253 1 7
Otway Coal Co's. Siding .. .. .	..	..	..	..	4,567	..	1,360 8 3	..	..	..	..	..	..	..	..	1,360 8 3
Wensleydale .. .. .	..	..	..	..	932	28	211 14 10	..	..	..	..	..	..	..	..	211 14 10
<i>Section No. 31.—FORREST LINE.</i>																		
Whoorel	56	5 6 8	1 18 4	..	603	116	199 10 6	1	..	..	..	..	..	..	..	206 15 6
Dean Marsh	551	74 5 2	11 14 11	0 7 3	1,190	720	689 11 6	..	..	..	15	..	..	..	..	775 18 10
Pennyroyal	197	36 7 3	3 2 3	0 3 7	410	218	272 18 6	..	..	..	..	..	1	..	..	312 11 7
Murron	136	30 8 1	10 10 3	0 15 2	454	214	341 3 7	28	13	1	..	11	1	1	..	382 17 1		
Barwon	526	95 8 8	19 15 9	..	2,431	404	1,472 1 5	..	..	..	..	..	..	..	..	1,578 5 10
Gerangamete	24	4 5 9	1 3 2	0 7 2	85	70	50 17 5	..	..	..	..	..	2	..	..	56 13 6
Yaughter	32	3 11 6	..	..	143	112	94 17 3	7	..	..	..	..	1	..	..	98 8 9
Forrest	778	232 13 6	46 11 4	0 0 9	2,285	2,851	1,750 19 3	..	2	1	..	2	6	3	..	2,050 4 10		
<i>Section No. 32.—CROWES LINE.</i>																		
Elliminyt	45	2 9 0	0 0 9	..	..	..	..	..	..	..	..	..	..	..	..	2 9 9
Tulloh	39	2 18 10	..	..	..	..	..	..	..	..	..	..	..	..	..	2 18 10
Coram	39	1 15 2	..	..	..	..	..	..	..	..	..	..	..	..	..	1 15 2
Barongarook	74	6 12 4	0 0 8	..	263	38	53 17 6	..	..	..	..	..	..	..	..	60 10 6
Birnam	40	6 5 0	..	..	..	5	0 2 8	..	..	..	..	..	..	..	..	6 7 8
Kawarren	85	10 0 7	0 11 11	..	2,721	129	854 12 6	..	..	..	..	1	2	..	..	865 5 0
Lovat	15	1 11 10	0 7 6	..	796	18	205 17 2	..	..	..	..	2	..	..	..	207 16 6
Gellibrand	207	43 6 0	6 9 6	..	2,887	484	977 17 11	6	10	..	27	4	6	2	..	1,027 13 5		
Banool	41	5 12 6	1 4 6	..	162	38	41 9 10	..	..	..	..	..	..	..	..	48 6 10
Winba	61	14 1 3	0 8 4	..	45	24	30 10 8	..	4	..	..	3	..	..	..	45 0 3
McDevitt	14	2 13 8	0 3 9	..	6	15	7 4 2	..	..	..	..	..	..	..	..	10 1 7
Dinnont	16	4 4 11	..	..	504	12	266 19 8	..	..	..	..	..	..	..	..	271 4 7
Ditchley	20	7 2 7	0 6 2	..	..	15	1 16 7	..	..	..	..	..	..	..	..	9 5 4
Beech Forest	891	283 5 8	83 15 9	0 16 11	4,800	1,500	3,894 16 2	9	25	2	3	42	43	9	1	4,212 14 6		
Ferguson	29	5 2 3	1 8 1	..	1,357	239	846 3 11	..	..	..	..	..	1	..	..	852 14 3
Weeaprounah	22	10 10 7	0 1 8	0 9 4	697	215	472 1 10	..	5	1	..	1	..	1	..	488 3 5		
Pile Siding	7	0 9 9	0 1 11	..	328	187	247 9 8	..	..	..	..	..	..	..	..	248 1 4
Kineaid	9	1 10 4	0 1 9	..	114	..	72 4 9	..	..	..	..	..	..	..	..	73 16 10
Wyclangta	51	25 11 8	3 1 4	..	450	752	320 4 9	..	..	..	..	..	1	1	..	348 17 9
Pettit's Siding	6	2 18 3	..	..	34	1,142	23 6 0	..	..	..	..	..	..	..	..	26 4 3
Stalker	7	2 1 7	0 4 11	..	412	298	381 0 0	..	..	..	..	..	..	..	..	383 6 6
Laver's Hill	118	62 19 11	6 19 11	0 1 11	306	622	712 14 7	26	62	2	..	10	10	3	..	782 16 4		
Crowes	9	7 0 2	22 12 2	..	165	95	150 16 8	6	..	..	..	1	..	..	..	180 9 0
<i>Section No. 33.—ALVIE LINE.</i>																		
Cororooke	206	19 13 0	0 9 6	..	4,316	748	3,150 7 4	..	..	..	..	..	..	..	..	3,170 9 10
Coragulac	223	27 0 4	0 1 7	..	6,149	615	3,645 11 5	..	..	..	..	..	..	..	..	3,972 13 4
Alvie	272	20 0 7	2 7 9	..	1,777	1,292	1,820 0 3	26	1	..	13	..	1	..	..	1,351 8 7

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 39.—BALLARAT-IRREWARRA LINE—continued.</i>																
Werneth	5	1 3 0	1 16 3	..	1,495	262	608 15 6	..	..	..	6	..	5	..	..	611 14 9
Cressy	801	238 9 1	35 8 6	1 1 4	1,185	1,161	1,803 19 1	245	29	17	6	94	8	7	..	2,078 18 0
Barpinda	69	12 3 0	2 12 7	..	912	453	690 14 4	53	..	2	10	..	..	..	..	695 9 11
Beeac	848	105 6 7	29 7 7	7 11 9	890	2,824	1,408 5 10	93	5	2	73	1	..	..	..	1,550 11 9
Ondit	182	14 17 0	0 5 6	..	328	1,081	219 11 6	1	..	..	..	..	..	..	..	234 14 0
<i>Section No. 40.—NEWTOWN-SKIPTON LINE.</i>																
Happy Valley	334	26 2 7	..	..	2,177	..	0 6 10	..	..	..	..	..	..	..	..	26 9 5
Linton	2,781	191 9 0	29 8 0	..	2,177	825	1,110 14 3	14	6	..	..	..	..	..	..	1,331 11 3
Pittong .. .. .	..	..	..	..	868	209	709 14 1	22	12	..	..	..	5	..	..	709 14 1
Skipton	4	1 0 8	11 13 3	0 2 11	1,995	886	2,387 13 4	61	32	3	..	..	..	1	..	2,400 10 2
<i>Section No. 41.—PORTLAND LINE.</i>																
Langi Logan	65	9 19 9	3 8 7	0 0 9	2,080	109	782 1 1	..	..	..	..	..	..	..	..	775 10 2
New Langi Logan Siding .. .. .	..	..	..	..	496	..	192 16 11	..	..	..	..	..	..	..	..	192 16 11
Maroona	555	147 11 8	28 9 0	3 18 7	1,277	656	1,792 17 10	95	4	5	..	10	2	1	..	1,882 17 1
Calvert Siding	13	1 18 1	..	..	82	..	147 11 4	..	..	..	..	..	..	..	..	149 9 5
Willaura	1,621	773 2 6	173 9 10	34 7 7	4,202	1,979	5,415 11 0	237	15	8	..	68	11	11	2	6,396 10 11
Stavely	172	41 2 8	0 14 8	..	942	218	896 12 1	30	..	..	..	3	..	1	..	947 9 5
Glenthompson	1,496	509 0 5	58 10 11	1 16 8	1,134	734	2,011 15 5	79	11	4	..	20	2	3	..	2,581 3 5
Dunkeld	2,816	698 4 8	55 18 8	8 4 11	936	744	3,157 7 3	167	25	6	..	118	46	12	..	3,919 15 6
Mountajup	163	42 13 5	6 8 1	0 2 11	879	260	654 10 4	..	..	..	..	..	..	..	..	763 14 9
Strathellar	111	30 16 7	2 3 0	0 2 2	511	316	539 6 6	5	..	..	..	..	2	..	..	592 8 3
Hamilton	13,909	7,313 16 10	1,200 16 3	176 3 2	12,299	15,110	14,420 3 0	516	114	62	..	203	75	28	..	23,110 19 3
Braxholme	1,996	452 12 8	36 3 6	19 9 5	610	936	1,230 9 11	26	25	1	..	5	10	..	..	1,744 6 6
Candah	793	251 15 5	21 3 11	12 3 9	1,090	1,493	2,631 2 11	89	3	2	36	9	2	..	1	2,916 6 0
Myamyn	583	110 13 8	7 17 1	0 6 6	318	402	390 1 2	..	..	..	..	..	..	..	..	448 18 5
Miltown	125	19 17 10	3 3 10	..	784	83	436 10 5	..	..	..	..	..	..	..	..	459 12 1
Heywood	2,426	565 14 4	89 9 6	1 19 10	1,551	1,850	2,514 8 2	60	28	2	1	3	8	2	..	3,171 11 10
Heathmere	39	8 3 1	0 2 10	..	605	156	445 16 8	..	..	..	..	..	..	..	..	453 16 7
Gorae	83	13 3 1	0 2 1	..	1,676	244	2,397 16 8	..	..	..	..	..	..	..	..	2,351 1 10
Portland North	551	186 0 0	21 1 1	0 15 4	7,923	865	15,995 13 1	8	9	2	26	40	22	1	2	16,203 18 6
Portland	2,303	1,144 18 6	705 3 4	2 6 11	4,330	5,404	6,034 4 2	..	..	..	..	..	..	..	..	7,886 12 11
Portland Pier .. .. .	..	..	..	..	..	..	12 2 0	..	..	..	..	..	..	..	..	12 2 0
<i>Section No. 42.—COLERAINE PINE.</i>																
Bochara	15	2 4 0	..	..	22	117	18 10 0	..	..	..	..	..	..	..	..	20 14 0
Wannon	253	40 10 3	8 10 6	0 7 1	703	87	359 12 6	..	..	..	..	..	..	..	..	409 0 4
Parkwood	47	8 10 1	0 8 2	..	26	42	15 0 5	..	..	..	..	..	..	..	..	23 18 8
Coleraine	2,214	973 10 8	127 18 9	14 0 7	2,339	2,998	7,140 7 11	240	153	15	66	2	..	3	..	8,255 17 11
<i>Section No. 43.—CASTERTON LINE.</i>																
Miakite	2	0 1 3	..	..	..	..	..	..	..	..	..	..	..	..	..	0 1 8
Grassdale	336	122 17 9	7 16 3	33 13 10	123	382	1,933 7 2	32	33	..	..	6	2	..	..	1,197 15 0
Merino	2,193	652 19 0	76 9 4	6 17 1	950	2,450	2,778 11 11	33	1	5	38	..	1	1	1	3,514 13 1
Henty	86	22 16 11	4 3 4	0 12 4	115	416	1,396 9 7	28	81	1	14	1	27	..	1	1,424 2 2
Sandford	585	128 2 5	16 1 8	12 12 8	27	214	2,532 0 9	188	95	4	3	29	9	1	..	2,658 17 6
Casterton	2,677	990 19 8	215 1 4	65 18 11	2,353	3,390	6,628 18 6	5	1	2	30	8	..	7	..	6,990 18 5

Section No. 44.—MOUNT GAMBIER BORDER LINE.

Sluclair	106	5 11 0	0 8 0	..	320	19	98 13 3	..	..	..	..	..	..	..	..	..	..	104 12 8
Lyons	92	16 19 8	2 17 7	0 2 4	1,356	138	908 18 5	..	..	..	..	..	..	..	..	..	..	926 18 0
Greenwald	172	39 4 11	1 16 4	0 2 2	352	89	247 1 4	..	..	..	..	..	..	..	..	..	..	288 4 9
Winnap	143	49 6 5	5 8 4	0 12 8	333	340	571 2 4	..	..	..	..	..	..	..	..	..	..	626 10 9
Dartmoor	345	82 1 10	43 6 1	0 1 6	675	617	612 14 1	6	1	..	..	..	..	..	..	..	..	738 3 6
Marp	7	0 12 11	0 18 6	0 0 9	10	12	25 15 1	..	..	..	..	..	..	..	..	..	..	27 7 3
Puralka	48	10 15 2	1 0 3	0 5 2	294	41	735 5 1	..	..	..	..	..	..	..	..	..	..	747 5 8
Rennick	168	44 1 4	7 15 3	..	711	31	1,085 2 2	..	..	..	..	..	..	..	..	..	..	1,136 18 9

Section No. 45.—GRAMPIANS LINE.

Fyan's Creek	..	..	..	..	163	9	89 1 2	..	..	..	..	..	..	..	..	..	..	89 1 2
Grampians 4 miles	..	..	..	..	1,146	..	646 13 11	..	..	..	..	..	..	..	..	..	..	646 13 11
Grampians	..	..	..	..	2,158	4	2,055 3 1	..	..	..	..	..	..	..	..	..	..	2,055 3 1
Grampians 12 miles	..	..	..	..	149	..	84 12 9	..	..	..	..	..	..	..	..	..	..	84 12 9
Grampians 14 miles	..	..	..	..	322	..	188 19 4	..	..	..	..	..	..	..	..	..	..	188 19 4

Section No. 46.—LUBECK-BOLANGUM LINE.

Jackson	..	..	..	..	2,303	66	1,427 6 10	..	..	..	..	..	..	..	..	..	..	1,427 6 10
Rupanyup	33	15 7 10	38 2 4	0 12 3	10,103	2,619	8,019 16 6	107	8	..	..	..	..	..	..	..	..	8,073 18 11
Burrum	..	..	..	..	7,146	358	4,439 9 1	..	..	..	..	..	..	..	..	..	..	4,439 9 1
Banyena	18	3 3 9	1 2 8	0 2 11	13,784	311	6,946 10 10	52	..	..	..	..	..	..	..	..	..	6,951 0 2
Marnoo	13	1 6 10	7 3 8	0 0 9	9,901	1,146	7,512 1 11	73	2	4	..	..	..	..	..	..	..	7,520 13 2
Bolangum	2	0 6 2	..	..	8,941	472	6,301 13 4	..	..	..	..	..	..	..	..	..	..	6,301 19 6

Section No. 47.—MURTOA-PATCHEWOLLOCK LINE.

Coromby	275	22 5 0	4 11 9	..	5,343	249	3,296 3 5	16	..	..	..	..	..	..	..	..	..	3,323 0 2
Minyip	2,455	887 18 4	113 11 1	15 18 7	28,222	2,781	20,489 5 4	139	17	9	..	..	..	..	..	..	..	21,506 13 4
Nullan	214	20 3 2	2 5 2	..	4,067	133	2,626 7 7	..	..	..	..	..	..	..	..	..	..	2,648 15 11
Sheep Hills	1,055	231 0 2	21 0 6	2 19 4	20,506	805	14,887 15 11	65	4	2	..	..	..	..	..	..	..	15,142 15 11
Mellis	22	4 10 1	0 9 2	..	2,305	57	1,436 14 11	..	..	..	..	..	..	..	..	..	..	1,441 14 2
Warracknabeal	7,068	3,198 6 5	378 8 7	52 14 9	33,565	15,756	27,719 7 0	257	27	41	3	226	33	32	..	..	..	31,348 16 9
Batchica	4	0 5 2	..	..	4,102	158	2,493 15 2	..	..	..	..	..	..	..	..	..	..	2,494 0 4
Lah	260	24 6 3	4 18 1	..	13,675	554	9,247 19 8	43	..	..	..	..	..	..	..	..	..	9,277 4 0
Brim	1,164	269 16 1	31 8 2	0 0 9	10,836	1,426	15,580 12 4	186	7	..	4	24	13	2	..	..	..	15,881 17 4
Galaquill	165	48 14 3	6 15 4	..	11,557	501	7,813 12 1	1	..	1	..	1	..	..	..	..	..	7,867 1 8
Beulah	1,378	790 15 5	94 0 5	16 0 0	18,885	2,475	15,504 13 9	165	18	9	1	104	32	8	..	..	..	16,405 9 7
Rosebery	250	123 2 6	14 3 3	0 1 6	11,898	971	9,025 1 6	78	..	..	..	..	..	..	..	..	..	9,162 8 9
Goyura	99	39 5 4	2 12 0	..	3,345	217	2,103 15 5	..	..	..	..	..	..	..	..	..	..	2,145 12 9
Hopetoun	1,409	951 14 8	155 13 0	2 0 3	19,649	2,878	15,884 12 4	108	2	3	1	91	5	13	..	..	..	16,494 0 3
Burroin	3	1 4 5	..	..	2,330	104	1,726 2 11	..	..	..	..	..	..	..	..	..	..	1,727 7 4
Dattuck	12	1 0 4	..	..	988	174	640 6 3	..	..	..	..	..	..	..	..	..	..	641 6 7
Yarto	18	2 14 11	0 6 10	..	1,600	301	1,273 9 7	..	..	..	..	..	..	..	..	..	..	1,276 11 4
Willa	23	13 10 11	0 1 11	..	2,105	94	1,560 14 2	..	..	..	..	..	..	..	..	..	..	1,574 7 0
Patchewollock	226	156 1 11	19 8 2	0 2 8	11,887	1,532	9,102 19 3	6	..	1	2	28	5	9	..	..	..	9,278 12 0

Section No. 48.—HORSHAM-CARPOLAC LINE.

Remlaw	47	3 17 2	..	..	1,833	188	1,314 17 7	..	..	..	..	..	..	..	..	..	..	1,318 14 9
Vectis	140	10 1 11	0 2 1	..	3,744	283	2,596 9 9	..	..	..	..	..	..	..	..	..	..	2,606 13 9
Quantong	640	53 17 4	1 2 5	0 17 2	1,942	420	1,959 6 1	..	..	..	..	..	..	..	..	..	..	2,015 3 0
East Natimuk	374	85 9 6	4 1 9	..	19	2	74 0 4	..	..	..	..	..	..	..	..	..	..	183 11 7
Natimuk	2,002	379 12 11	74 18 4	4 5 2	5,045	1,200	3,594 4 11	35	1	1	..	4	..	..	..	..	..	4,053 1 4
Arapiles	90	8 9 10	0 12 1	..	1,398	157	810 13 10	..	..	..	..	..	..	..	..	..	..	819 15 9
Mitre	339	54 17 4	13 2 5	0 10 9	808	208	908 15 9	..	..	..	..	..	..	..	..	..	..	977 6 3
Duffholme	39	7 13 2	..	0 8 3	211	63	157 9 5	..	..	..	..	..	..	..	..	..	..	165 10 10
Gymbowen	527	129 1 6	11 11 3	0 16 0	726	318	810 2 6	..	..	..	..	..	..	..	..	..	..	951 11 3
Goroke	1,166	619 12 6	70 4 1	0 6 6	2,425	1,694	3,515 8 3	7	2	4	..	15	3	10	..	..	..	4,205 11 4
Mortat	7	0 15 2	0 11 6	..	1,244	400	1,479 19 5	..	..	..	..	..	..	..	..	..	..	1,481 6 1
Carpolac	1	0 1 6	0 3 4	..	1,668	485	3,190 11 11	..	..	..	..	..	..	..	..	..	..	3,190 16 9

Section No. 49.—EAST NATIMUK-HAMILTON LINE.

Noradjuha	220	43 11 9	2 11 6	..	859	301	909 15 0	2	1	..	..	..	..	..	..	..	..	955 18 3
Jallumba	48	8 3 6	0 19 10	..	611	157	862 9 2	..	..	..	..	..	..	..	..	..	..	871 12 6
Poolondo	136	35 10 7	7 6 8	..	441	130	724 7 9	11	5	..	..	..	..	..	..	..	..	767 5 0
Jeffries	59	10 10 4	3 6 5	..	21	29	53 6 2	..	..	..	..	..	..	..	..	..	..	67 2 11
Kanagulk	66	28 7 3	3 16 6	..	753	241	1,070 16 4	2	..	..	..	..	..	..	..	..	..	1,102 19 7

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.								
<i>Section No. 49.—EAST NATIMUK—HAMILTON LINE</i>																
<i>—continued.</i>																
Patimoral	696	412 12 0	63 13 4	2 18 8	2,391	902	2,786 9 0	69	7	6	..	31	4	5	..	3,265 13 0
Anglefield	91	28 2 7	2 9 2	0 2 11	775	131	787 7 6	..	..	..	..	..	..	..	..	798 2 2
Casey	149	42 18 9	3 4 4	0 13 9	1,686	152	1,143 15 0	..	1	..	..	27	1	..	..	1,190 11 10
Utum	106	19 14 10	0 18 7	..	4,113	149	1,812 1 3	1	..	..	..	..	..	..	..	1,832 14 8
Urangara	14	1 17 2	0 8 7	..	28	28	18 11 5	..	..	..	..	..	..	..	..	20 17 2
Gayendish	767	120 18 4	29 11 8	8 16 4	3,132	917	2,970 10 0	7	4	..	..	6	..	2	..	3,129 16 4
Kyup	54	5 9 2	2 9 3	..	103	70	168 6 2	..	..	..	..	..	..	..	..	176 4 7
Konawalla	29	1 4 4	0 11 9	..	165	32	95 0 9	..	..	..	..	..	..	..	..	96 16 10
<i>Section No. 50.—DIMBOOLA—YAAPET LINE</i>																
Akona	14	1 0 9	0 4 8	..	3,364	304	1,899 11 0	1	..	..	..	..	..	..	..	1,900 16 5
Antwerp	209	24 5 8	4 12 10	0 1 6	12,153	661	7,462 17 7	15	8	6	..	3	2	3	..	7,491 17 7
Tarranyurk	182	25 18 2	2 1 1	45 19 1	14,369	716	9,330 3 2	13	1	17	..	9	2	14	..	9,404 1 6
Jeparit	2,238	550 7 5	113 1 9	12 11 2	9,149	2,731	6,645 6 2	65	2	6	..	10	1	10	1	7,328 6 6
Dilam	23	8 0 7	0 0 11	..	8,718	465	6,365 13 4	19	..	..	..	3	..	..	..	6,373 14 10
Pullut	32	14 13 11	0 7 7	..	7,395	499	5,077 18 9	..	..	..	..	..	1	1	..	5,093 0 3
Rainbow	1,525	851 6 6	102 18 8	23 19 1	17,507	5,000	12,878 13 2	68	6	7	..	6	7	6	..	13,868 17 5
Albacutya	3	0 2 6	0 2 9	..	4,193	287	2,585 14 6	..	..	..	..	..	..	..	..	2,585 19 9
Yaapet	197	24 8 8	9 17 0	8 11 1	8,923	860	6,462 4 10	2	..	..	..	..	..	..	..	6,505 1 7
<i>Section No. 51.—JEPARIT—YANAC LINE.</i>																
Detpa	12	4 13 3	0 9 11	..	8,780	566	6,456 16 9	11	..	..	..	..	..	..	..	6,461 19 11
Lorquon	46	7 19 1	1 12 7	..	10,963	836	8,386 5 11	11	..	..	..	..	1	..	..	8,395 17 7
Netherby	57	14 11 7	3 5 4	..	9,806	809	7,905 2 7	7	..	2	..	..	..	1	..	7,922 19 6
Yanac	22	7 9 3	12 3 0	..	10,072	1,347	8,561 18 2	4	..	3	2	..	..	4	..	8,581 10 5
<i>Section No. 52.—MELBOURNE—CUDGEWA LINE.</i>																
Kensington	994,152	12,764 19 8	129 13 8	3 16 0	39,250	118,619	11,146 3 9	..	..	..	..	1	..	..	..	24,044 4 1
Newmarket	1,181,593	17,593 12 10	207 0 8	3,818 4 6	7,950	26,059	30,825 15 8	6,477	1,593	550	..	33,466	15,261	684	2	52,444 13 8
Newmarket Show Siding	8,946	180 4 9	0 13 11	4 8 9	37	92	658 17 3	..	..	..	..	..	..	..	..	844 4 8
Ascot Vale	2,253,159	31,952 15 8	244 19 3	5 4 2	..	6	0 2 3	..	..	..	..	..	..	..	..	32,203 1 4
Moonee Ponds	2,095,574	33,571 2 4	365 14 10	2 4 7	..	8	..	..	..	..	..	..	..	..	..	33,939 1 9
Essendon	2,496,349	43,507 12 8	529 9 1	18 11 4	459	24,315	592 1 10	..	2	..	..	..	..	..	..	44,647 14 11
Glenbervie	300,775	5,512 18 10	40 13 1	16 8 5	..	..	..	..	..	..	..	..	..	..	..	5,370 0 4
North Essendon	158,026	2,638 0 9	12 5 9	0 15 11	..	..	..	..	..	..	..	..	..	..	..	2,651 2 5
Pascoe Vale	286,391	4,993 15 7	38 0 3	0 0 9	..	..	..	..	..	..	..	..	..	..	..	5,031 16 7
Glenroy	163,642	3,305 18 10	28 15 0	5 18 6	89	2,937	48 7 5	..	..	1	..	..	..	1	..	3,388 19 9
Broadmeadows	36,641	1,122 9 8	52 14 3	0 17 3	94	1,966	450 8 0	23	70	16	..	698	209	29	4	1,626 9 2
Somerton	5,932	189 9 4	10 5 9	0 8 0	121	1,598	52 16 1	1	..	..	..	2	19	..	..	252 10 2
Craigieburn	4,632	319 12 10	135 8 9	10 17 4	219	802	692 10 1	97	63	21	..	54	41	17	..	1,158 9 0
Donnybrook	4,083	288 15 7	414 17 9	2 17 8	488	534	1,248 4 0	163	94	9	..	127	154	21	..	1,954 15 0
Beveridge	987	100 1 0	23 3 6	0 10 4	148	185	163 10 11	44	7	6	..	51	2	1	..	287 5 9
Wallan	4,019	513 12 3	165 17 11	1 19 10	773	613	660 7 3	119	55	1	..	77	34	..	..	1,344 17 3
Lightwood .. .. .	..	..	..	..	519	3	104 12 0	..	..	..	..	..	..	..	..	104 12 0
Heathcote Junction	721	92 11 4	2 13 11	0 1 11	..	..	..	..	..	..	..	..	..	..	..	95 17 2
Wandong	1,917	243 8 3	40 6 7	0 15 3	3,429	279	806 5 6	..	..	..	..	..	..	..	..	1,090 15 7
Kilmore East	3,549	1,136 18 7	75 17 2	20 1 6	883	182	1,313 16 4	205	92	11	..	95	34	13	2	2,516 13 7

Broadford	7,052	1,273 13 6	156 12 9	44 14 5	5,576	1,894	2,486 18 6	104	14	6	68	7	14	3,980 19 2
McDougal					10,305	39,274	7,407 9 10							7,407 9 10
Tallarook	6,507	554 18 10	50 1 11	3 18 6	3,044	526	1,541 0 10	52	19	4	7	18	27	2,150 0 1
Dysart					16	64	6 10 10							6 10 10
Seymour	27,077	5,638 14 3	397 19 1	39 16 6	9,798	4,877	5,850 5 9	138	79	70	59	46	71	11,424 15 7
Mangalore	1,169	106 13 8	11 15 8	0 3 11	493	206	294 14 1		3			2		418 7 4
Avenel	2,198	475 16 7	154 7 0	1 19 5	1,639	583	1,439 0 0	59	20	4	23	20	5	2,071 3 0
Monea	29	5 3 6	2 8 3	0 2 2	132	2	79 1 5	1				2		86 15 4
Locksley	550	95 3 1	11 11 2	0 5 9	799	47	538 10 0	22				3		645 10 0
Longwood	2,010	415 16 8	43 12 8	0 18 5	2,137	1,159	1,861 6 0	65	8	2	44	7	4	2,321 13 9
Creighton	237	26 13 11	0 6 0	0 5 10	94	504	71 3 10							107 9 7
Euroa	9,183	3,049 8 9	375 12 7	46 17 0	2,211	4,473	4,460 11 6	246	66	27	1	56	39	7,932 9 10
Balmattum	369	74 13 0	3 3 5	0 2 11	98	402	509 6 2	63	1			1		587 5 6
Violet Town	2,968	1,073 4 5	99 15 11	58 9 11	6,683	1,979	4,728 4 1	141	20	8	13	58	18	5,957 14 4
Baddaginnie	1,003	210 4 9	31 7 7	2 7 10	1,334	1,311	1,368 19 8	54	25	14		4	6	1,621 19 10
Benalla	22,732	6,362 13 3	645 0 6	95 13 10	3,501	6,664	6,861 13 9	269	185	54	40	75	57	13,965 1 4
Winton	469	101 10 6	7 4 0	1 17 9	1,036	124	574 19 8					2		685 11 11
Head's Siding					292	15	149 8 3							149 8 3
Glenrowan	2,574	566 8 8	60 8 8	7 12 5	10,116	864	3,139 13 9	104	41	1		24	12	3,774 3 6
Wangaratta	28,263	10,664 12 6	1,021 7 2	387 10 4	18,086	25,243	16,902 10 5	349	284	88	116	222	92	28,976 0 5
Bowser	268	63 5 1	4 17 1	8 17 9	575	197	262 0 9					7	1	339 0 8
Springhurst	3,837	1,289 7 11	83 17 1	10 16 1	2,207	8,167	3,507 2 9	148	24	1	2	3	4	4,891 3 10
Chiltern	2,807	1,162 19 9	80 17 8	43 7 2	16,386	3,286	6,704 0 10	29	7	3		9	2	7,991 5 5
Parnawartha	1,302	419 7 6	37 1 6	2 10 9	1,209	1,141	3,344 11 11	172	127	6	1	1		3,806 14 8
Wodonga	11,943	4,537 5 11	417 5 0	147 18 6	3,327	6,374	77,413 9 0	5,854	2,853	348	53	5,375	3,232	82,515 18 5
Bandiana	13	0 18 8												0 18 8
Bonegilla	20	1 13 1				1								1 13 1
Ebden	206	104 18 7	23 0 1	0 1 6	961	3,613	4,793 0 3	165	184			4	9	4,921 0 5
Construction Branch Siding No. 2						11,355								
Huon	574	168 12 0	14 8 4	10 8 0	1,272	1,557	4,018 2 8	47	145	4	42		9	4,211 11 0
Construction Branch Siding No. 1						40	20							
Bolga	36	4 17 2	1 10 7			3	60							
Tatonga							5 10 6							
Tallangatta	2,249	1,195 12 6	190 2 0	4 18 3	1,836	4,739	9,032 8 7	175	326	17	95	39	32	10,423 1 4
Bullloh	40	5 12 1	0 6 0		20	463	24 14 0						2	30 12 1
Darbyshire	11	2 0 1			3	4	5 14 7							7 14 8
Koelong	52	9 19 11	0 10 9		26	33	681 7 1	17	44			4	1	691 17 9
Shelley	70	26 17 5	1 12 5	0 11 8	248	189	894 4 1	35	24	1	1	1		933 5 7
Beetoomba	93	29 13 7	4 0 8	0 12 3	590	235	345 0 0	10	3			4	5	379 6 6
Wabba	15	4 3 10		3 18 2		4	1 16 0							9 18 0
Cudgewa	410	288 0 3	38 5 3	53 0 2	1,853	4,431	17,412 14 6	69	1,029	55	44	14	44	17,792 0 2
Section No. 53.—COBURG LINE.														
Macaulay	336,785	3,980 3 11	41 4 11	26 3 7	1,977	9,384	1,930 16 7							5,978 9 0
Flemington Bridge	363,671	4,540 10 2	55 0 6	0 8 5										4,595 19 1
Royal Park	343,075	4,291 9 3	21 12 2	52 11 4										4,365 12 9
South Brunswick	344,711	4,885 14 2	451 11 9	5 10 1	5,270	14,905	2,642 16 4							7,985 12 4
Brunswick	623,694	7,545 4 2	374 7 1	8 12 6	842	9,543	235 11 9							8,158 15 6
North Brunswick	612,821	8,481 19 10	159 13 1	1 14 11		1								8,643 7 10
Moreland	1,149,493	15,273 0 1	483 14 2	5 6 10	5,693	41,669	3,344 18 10							19,106 19 11
Coburg	1,554,982	23,287 16 10	606 15 4	7 16 10	1,557	18,170	2,589 19 1							26,492 8 1
Patman	239,787	3,777 17 0	73 18 6	0 11 9	31	4,256	6 19 2							3,869 6 5
Merlynston	832,395	5,644 18 3	26 3 10											5,572 2 6
Fawkner	55,532	923 4 1	6 1 4	0 7 1										929 12 6
Stopping Place No. 13	860	15 6 8												15 6 8
Campbellfield	18,458	393 6 11	0 3 7											393 10 6
Stopping Place No. 18	73	1 19 1												1 19 1
Stopping Place No. 14	5,036	113 17 10												113 17 10
North Campbellfield	642	20 19 2												20 19 2

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
<i>Section No. 54.—PRESTON-WHITTLESEA LINE.</i>																	
North Carlton	282,682	3,482 8 8	92 6 1	0 15 5	235	9,459	227 7 10	..	..	..	..	..	..	..	3,802 18 0
North Fitzroy	391,905	5,002 8 7	375 7 8	5 2 7	772	12,735	956 6 11	..	..	5	..	..	..	1	6,339 5 9
Fitzroy	388,480	4,289 5 2	40 4 9	0 11 4	1,158	56,210	1,392 8 7	..	..	..	..	..	..	..	1,392 8 7
Rushall	354,062	4,373 0 10	55 8 4	1 3 10	..	..	..	..	..	..	..	..	..	..	4,329 18 3
Merri	906,766	10,819 16 11	350 12 4	3 2 6	3,864	16,529	1,720 8 11	..	..	..	..	..	..	..	4,429 13 0
Northcote	791,515	11,501 13 5	120 9 11	1 11 8	..	..	..	..	..	..	..	..	..	..	12,894 0 8
Croxton	953,643	14,815 6 2	196 16 0	3 16 1	2,246	863	793 6 4	..	..	..	..	..	..	..	11,623 15 0
Thornbury	708,672	11,395 13 0	237 0 1	1 13 9	1,500	27,797	951 2 4	..	..	9	..	..	..	3	15,809 4 7
Bell	955,506	15,299 10 11	143 18 11	2 12 5	..	6	0 2 2	..	..	..	..	..	..	8	12,585 9 2
Preston	1,039,103	17,392 7 9	89 10 10	0 10 1	..	1	..	..	..	..	..	..	..	..	15,446 4 5
Reservoir	657,393	12,127 12 9	77 9 4	2 12 10	674	9,105	179 19 6	..	..	1	..	..	..	..	17,482 8 8
Keon Park	9,754	299 3 3	0 12 6	0 0 9	..	..	..	..	..	..	..	..	..	..	12,373 14 5
Fowler's Siding	13,632	357 1 10	16 7 7	0 2 2	153	1,012	32 1 4	..	..	..	..	..	..	..	200 16 6
Thomastown	42	2 2 2	..	..	..	..	..	..	..	..	..	..	..	..	405 12 11
Stopping Place No. 8	24,224	553 7 6	78 17 6	6 11 6	252	2,748	167 11 10	7	8	19	..	15	4	8	2 2 2		
Epping	214	9 3 1	..	..	..	..	..	..	..	..	..	..	..	..	806 8 4
Epping Quarry Siding	8,710	297 14 8	14 12 1	17 5 6	19	963	31 12 1	..	1	6	..	18	11	1	9 3 1		
South Morang	302	15 9 7	..	..	..	..	..	..	..	..	..	..	..	..	361 3 10
Stopping Place No. 9	11,515	460 16 6	86 2 0	0 14 9	169	1,257	224 15 6	58	4	1	..	31	22	1	15 9 7		
Mernda	4,284	228 10 8	109 10 0	0 7 2	170	936	62 9 11	1	1	2	..	6	5	4	792 8 9		
Van Yean	370	14 14 10	..	..	..	..	..	..	..	..	..	..	..	..	411 6 9
Stopping Place No. 10	285	15 18 10	..	..	..	..	..	..	..	..	..	..	..	..	14 14 10
Stopping Place No. 17	41	2 10 9	..	..	..	..	..	..	..	..	..	..	..	..	15 18 10
Stopping Place No. 26	13,309	855 1 4	237 2 9	1 11 3	2,832	1,538	966 19 0	38	39	8	..	41	19	6	2 10 9		
Whittlesea	145	21 10 8	2 1 10	..	423	10	89 0 3	..	..	..	..	..	..	..	2,060 14 4
<i>Section No. 55.—WALLAN-BENDIGO LINE.</i>																	
Leslie	117	22 5 7	5 8 0	..	426	48	219 13 8	..	..	..	..	..	..	..	112 12 9
Rylands	2,465	548 11 7	50 8 3	13 12 8	1,121	2,855	1,056 16 2	80	5	4	1	65	11	4	247 7 3		
Kilmore	169	37 4 8	0 18 1	..	33	108	233 7 1	58	1	1	..	5	3	1	1,669 8 8		
Willowmavin	174	26 18 9	0 7 10	7 8 10	840	17	308 12 4	..	..	..	..	..	..	..	271 9 10
Morandang	156	36 15 1	11 1 10	0 15 9	3,065	86	1,516 19 10	115	4	3	..	16	3	8	343 7 9		
High Camp	549	104 18 2	14 12 0	0 17 5	3,390	13	1,756 10 4	109	5	4	..	13	3	3	1,565 12 6		
Pyalong	959	214 1 7	16 7 10	0 5 10	4,339	262	2,196 5 4	107	6	..	..	29	3	..	1,876 17 11
Tooborac	1,201	..	..	..	1,201	..	477 0 6	..	..	..	..	..	..	..	2,427 0 7
McIvor Timber Co.'s Siding	787	178 5 8	15 11 3	..	10,559	81	4,669 18 0	..	..	..	..	..	..	..	477 0 6
Argyle	2,744	691 12 7	91 1 10	10 1 1	12,234	1,473	5,988 15 8	73	21	2	1	48	37	5	4,863 14 11		
Heathcote	282	43 17 7	7 3 0	0 2 11	250	108	401 9 1	60	15	2	..	46	14	4	1,565 12 6		
Derrinal	564	90 10 9	11 6 0	0 6 8	2,624	190	1,388 9 4	74	2	1	..	33	9	3	452 12 7		
Knowsley	11	1 5 7	..	..	1,274	2	506 11 10	..	..	..	..	..	..	..	1,490 12 9
Ingham	1,481	274 14 3	12 14 4	3 14 5	4,759	856	1,404 19 10	27	27	1	..	10	13	3	507 17 5		
Axedale	325	27 9 0	0 2 4	..	218	87	119 15 7	..	..	..	..	4	..	..	1,696 2 10
Longlea .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	147 6 11

Section No. 56.—MANSFIELD LINE.

Trawool	91	25 4 11	1 7 0	74	41	99 3 8	8	1	..	..	..	..	..	..	..	..	125 15 7
Granite	65	17 4 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17 4 3
Kerrisdale	198	53 5 8	10 7 6	644	110	390 2 11	15	17	..	..	..	..	..	..	..	..	454 8 1
Homewood	270	54 2 0	6 4 4	442	137	880 11 5	88	55	2	..	..	..	..	..	..	..	950 1 11
Yea	2,731	799 5 7	143 4 4	1,439	2,401	2,648 5 9	183	33	10	10	68	25	10	..	..	..	3,604 14 11
Cheviot	61	15 15 5	4 12 8	2,007	286	1,800 10 10	..	..	..	..	..	..	..	..	..	..	1,320 18 11
Molesworth	230	64 19 10	14 9 7	480	132	888 14 1	48	44	3	3	8	14	3	..	..	..	968 19 4
Cathkin	413	148 3 5	18 9 3	65	67	97 16 10	..	..	1	1	7	2	2	..	..	..	264 14 7
Yarek	358	127 15 0	25 8 0	300	476	778 0 10	29	15	..	..	1	4	1	..	..	..	931 17 7
Kanumbra	138	63 14 10	6 10 4	695	112	711 17 8	38	..	..	1	2	4	..	..	..	..	782 2 10
Merton	1,181	395 2 7	20 19 1	561	311	889 14 11	27	6	..	..	3	14	1	..	..	..	1,306 3 9
Woodfield	123	47 0 11	4 18 10	86	47	496 1 4	28	16	1	..	3	..	..	..	..	..	548 4 8
Bonnie Doon	522	143 3 7	30 11 2	242	417	1,098 18 3	37	40	1	..	5	..	2	..	..	..	1,273 11 11
Maindample	401	78 18 11	6 12 2	155	205	861 8 6	61	18	..	..	5	2	..	..	..	..	946 19 7
Mansfield	1,281	870 18 7	152 11 7	1,727	2,463	8,010 4 3	361	368	12	11	15	20	12	..	..	..	9,055 7 7

Section No. 57.—ALEXANDRA LINE.

Koriella	38	16 19 4	2 8 6	452	131	477 10 9	21	..	..	..	10	1	..	..	..	..	496 18 7
Alexandra	1,473	545 12 7	103 17 8	12,045	3,028	12,407 0 3	44	43	9	20	11	21	7	3	..	..	13,063 9 5

Section No. 58.—SEYMOUR—TOCUMWAL LINE.

Tabilk	975	154 10 5	14 12 0	754	402	818 12 7	66	3	2	..	46	7	5	..	..	..	989 9 11
Nagamble	6,726	1,241 3 3	155 3 11	7,280	1,281	4,637 3 9	193	52	37	..	59	32	36	..	..	..	6,062 2 11
Wahring	517	160 9 6	17 14 10	996	184	1,135 10 10	94	1	1	..	23	3	3	..	..	..	1,329 7 9
Murchison East	3,041	1,122 3 3	66 15 3	1,023	180	2,382 18 3	195	67	17	15	57	67	18	..	..	..	3,586 16 8
Arcadia	1,170	273 6 8	26 4 3	3,518	463	2,658 14 0	147	12	3	1	35	49	2	..	..	..	2,966 5 10
Toolamba	2,550	550 1 0	32 13 6	2,986	1,020	2,628 8 0	75	11	5	22	52	28	8	12	..	..	3,363 16 11
Mooroopna	4,764	1,744 12 7	132 7 6	21,860	22,202	15,558 1 5	58	13	6	..	50	14	3	..	..	..	17,444 18 0
Shepparton	19,781	7,265 9 11	1,061 19 4	20,352	24,221	27,729 8 0	355	44	56	44	210	70	29	65	..	..	36,134 6 5
Congupna	218	93 14 11	13 0 1	995	201	718 5 7	11	2	2	2	3	15	1	..	..	..	825 12 1
Tallygaroopna	1,510	460 19 0	39 7 2	2,302	818	1,967 15 1	58	5	..	8	7	8	..	..	..	..	2,472 16 5
Wunghnu	882	241 5 9	15 5 4	6,492	378	4,307 8 6	88	23	..	2	23	2	6	..	..	..	4,564 3 11
Numurkah	6,901	2,557 16 4	296 10 7	5,635	3,357	6,581 12 9	132	76	49	18	57	37	21	9	..	..	9,453 14 2
Katunga	436	131 19 10	16 1 9	7,937	444	5,325 11 10	57	8	2	..	12	2	4	..	..	..	5,473 19 4
Strathmerton	2,204	450 19 9	42 14 7	5,039	488	4,155 5 2	71	51	1	..	9	12	4	1	..	..	4,658 15 11
Miyee	159	17 18 8	1 19 1	2,104	51	1,419 12 1	23	..	..	2	3	..	..	..	..	..	1,439 14 6
Tocumwal	3,598	2,221 8 6	400 3 4	14,122	3,024	53,741 2 1	4,161	2,738	62	14	379	101	33	..	..	..	56,416 7 0

Section No. 59.—MURCHISON EAST—COLBINABBIN LINE.

Murchison	327	40 1 8	44 19 11	951	1,127	829 11 0	..	..	..	..	..	..	..	..	..	..	915 0 7
Hammond	..	..	..	813	..	355 13 2	..	..	..	..	..	..	..	..	..	..	355 13 2
Waranga	8	0 10 0	0 2 7	3,093	..	1,358 12 8	..	..	..	..	..	..	..	..	..	..	1,359 5 3
Rushworth	1,627	589 1 8	114 7 8	9,724	1,073	5,440 13 7	78	5	..	..	58	11	1	..	..	..	6,145 3 2
Erwen	..	..	0 1 8	5,346	1	2,474 15 1	..	..	..	..	..	..	..	..	..	..	2,474 16 9
Wanalta	1	0 0 10	..	1,261	77	1,121 5 11	73	..	..	..	15	..	..	..	..	..	1,121 6 9
Colbinabbin	130	59 1 10	15 11 2	10,737	789	7,103 8 6	133	11	..	..	10	3	..	..	..	..	7,178 8 8

Section No. 60.—GIRGARRE LINE.

Karook	..	..	..	259	31	145 15 11	..	..	..	..	..	..	..	..	..	..	145 15 11
Stanhope	332	172 2 7	78 18 5	1,301	1,553	2,623 4 8	124	17	5	27	40	15	2	1	..	..	2,874 16 10
Girgarre	109	55 17 3	7 0 8	921	701	1,590 1 6	70	10	1	4	24	8	2	1	..	..	1,653 12 6

Section No. 61.—TOOLAMBA—ECHUCA LINE.

Hendersyde	76	15 2 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15 2 8
Tatura	5,104	1,849 18 6	320 8 10	31 19 10	4,904	5,539	5,730 16 7	112	43	42	28	27	34	14	3	..	7,933 3 9
Byrneside	248	74 3 9	0 9 0	..	1,226	380	1,200 0 9	38	9	4	26	22	17	1	..	..	1,274 13 6
Merrigum	2,019	504 18 10	52 1 0	0 14 7	3,312	2,333	3,955 13 11	151	7	2	..	40	9	2	..	..	4,513 8 4
Kyabram	6,303	2,445 16 1	284 6 9	28 7 10	9,624	8,549	11,242 15 4	258	91	28	34	152	52	22	16	..	14,001 6 0
Kyvalley	273	32 11 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	32 11 0
Tongala	12,176	1,482 2 3	120 3 6	9 0 1	2,193	2,321	4,246 0 7	185	40	14	89	129	43	13	2	..	5,857 6 5
Stopping Place No. 28	170	18 6 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18 6 0
Koyuga	1,433	206 9 6	17 3 1	0 8 8	403	339	821 2 8	34	8	2	13	14	18	2	..	..	1,045 3 11
Kanyapella	25	9 7 6	..	..	44	1,879	12 15 4	..	..	..	..	..	..	..	..	..	22 2 10
Stopping Place No. 30	168	3 0 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 0 11

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		
<i>Section No. 62.—KATAMATITE LINE.</i>																
Pine Lodge	92	22 11 4	2 0 0	..	2,108	187	1,178 2 7	..	..	..	..	..	..	..	1,202 13 11
Lamrock .. .. .	..	..	..	..	1,503	..	374 1 0	..	..	..	..	..	..	..	374 1 0
Cosgrove	251	91 16 9	7 11 3	5 5 10	4,762	467	3,056 19 0	36	..	..	..	8	2	2	3,161 12 10
Dookie	1,049	408 10 1	69 14 7	1 0 7	10,728	1,329	5,006 2 5	103	20	7	5	27	13	5	5,545 7 8	
Yabba South	8	2 15 10	0 1 7	10 17 0	1,322	76	772 8 4	..	..	..	..	..	..	..	786 3 3
Yabba North	303	70 0 5	14 2 1	..	2,285	479	1,947 18 10	48	1	1	2	7	..	1	2,032 1 4	
Youanmite	85	38 5 8	5 8 8	..	2,856	372	1,932 8 8	38	..	..	..	3	..	..	1,976 3 0
Katamatite	409	173 1 3	31 5 3	0 5 1	6,184	863	4,117 3 11	69	19	..	1	7	..	2	4,321 15 6	
<i>Section No. 63.—PICOLA LINE.</i>																
Waايا	304	69 13 4	12 3 1	13 5 0	6,220	418	3,192 17 9	58	3	4	..	16	2	7	3,287 19 2	
Nathalia	1,895	910 13 11	157 15 11	8 16 11	12,531	2,307	8,469 10 3	134	9	16	12	30	5	8	9,546 17 0	
Barwo	2	1 0 6	..	..	..	..	0 0 10	..	..	..	..	..	..	..	1 1 4
Picola	862	371 12 10	82 6 0	1 17 4	7,801	601	6,453 12 1	182	60	3	2	7	3	1	6,909 8 3	
<i>Section No. 64.—COBRAM LINE.</i>																
Yarroweyah	132	28 16 0	10 7 0	..	1,827	76	1,434 8 4	28	8	..	1	2	..	..	1,473 11 4
Cobram	1,887	1,087 17 8	278 9 10	2 18 6	13,397	2,743	12,388 0 7	222	57	4	9	19	4	11	13,757 6 7	
<i>Section No. 65.—BENALLA-OAKLANDS LINE.</i>																
Chesney	27	1 16 0	..	..	378	95	217 8 7	..	..	..	..	..	..	..	219 4 7
Goorambat	667	154 8 0	18 7 1	10 13 2	3,764	623	3,336 18 11	108	3	2	..	..	..	1	3,520 7 2
Nooramunga	149	17 18 5	0 10 8	27 18 7	134	7	98 1 3	..	..	..	..	..	..	..	144 8 11
Devenish	1,442	330 9 9	55 19 5	13 7 5	3,789	912	3,449 0 2	137	4	15	..	6	1	1	3,849 5 9	
St. James	1,246	454 13 7	59 11 0	1 2 3	6,180	954	5,292 11 2	167	19	..	..	9	3	..	5,807 18 0
Tungamah	1,278	546 2 1	54 7 5	8 1 1	4,790	790	4,247 1 6	154	7	5	1	11	4	3	4,855 12 1	
Telford	267	81 6 9	5 5 6	..	2,826	297	1,673 19 10	63	3	1	1	..	..	1	1,760 12 1
Yarrowong	4,628	2,815 1 2	315 14 4	46 17 2	13,925	8,134	13,610 7 1	322	87	38	3	26	8	33	16,787 19 9	
Mulwala .. .. .	..	..	..	..	923	17	570 14 6	..	..	..	..	..	..	..	570 14 6
Slcane .. .. .	..	..	..	..	2,810	87	1,538 17 4	..	..	..	..	..	..	..	1,538 17 4
Warragoon .. .. .	..	..	1 14 3	..	6,197	279	4,551 1 6	73	..	..	..	6	..	..	4,552 15 9
Rennie .. .. .	..	..	6 19 0	..	9,523	485	6,895 17 6	107	..	..	..	3	..	..	6,902 16 6
Sanger .. .. .	..	..	11 12 4	2 7 3	5,071	325	6,118 3 8	119	67	1	1	30	..	..	6,127 3 3
Wangamong .. .. .	..	..	4 11 6	..	2,597	122	2,383 10 6	..	..	..	..	..	..	..	2,388 2 0
Oaklands .. .. .	..	..	8 18 6	..	7,639	1,759	9,169 4 7	193	1	1	1	8	2	1	9,178 3 1
<i>Section No. 66.—PEECHELBA LINE.</i>																
Roorhaman	23	10 3 0	0 4 2	..	660	124	520 4 5	35	..	..	..	..	..	..	530 11 7
Peechelba	33	22 1 10	2 19 8	0 5 9	10,922	360	6,493 9 5	69	1	..	..	..	..	..	6,518 16 8
<i>Section No. 67.—TATONG LINE.</i>																
Oil Co.'s Siding .. .. .	..	..	..	..	324	1,167	380 19 11	..	..	..	..	..	..	..	380 19 11
Karn	19	6 4 8	..	..	123	7	92 1 3	..	..	..	..	..	..	..	98 5 11
Lima	20	4 15 5	1 11 8	0 0 9	294	456	732 11 8	20	25	6	..	..	..	..	738 19 6
Mallum	4	0 7 11	0 1 2	..	1	4	5 11 2	..	..	..	..	..	..	..	6 0 3
Tatong	59	18 11 7	4 8 8	..	4,306	199	2,03 10 3	10	1	1	13	..	..	..	2,062 0 6

Section No. 68.—WHITEFIELD LINE.

Oxley	8	0 13 6	0 7 10	..	61	141	53 11 11	..	..	..	..	..	..	..	..	..	..	54 13 3
Skehan	2	0 3 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 3 0
Docker	114	10 3 10	..	..	492	243	229 10 0	..	..	..	..	..	..	..	..	..	..	240 2 10
Byrne	56	6 0 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 30 10
Moyhu	145	18 11 6	3 10 3	..	802	759	1,232 8 9	13	4	..	..	..	..	..	..	..	..	1,254 10 6
Angleside	24	1 19 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 19 7
Claremont	14	1 18 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 18 6
Dwyer	2	0 5 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 5 10
Edi	41	6 10 10	0 2 11	..	88	142	90 17 9	18	..	..	..	..	..	..	..	..	..	97 11 6
Hyem	6	0 18 4	0 0 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 19 2
King Valley	55	9 2 9	0 11 8	0 1 6	97	111	111 12 0	..	..	..	..	..	..	..	..	..	..	121 7 11
Jarrott	9	1 10 11	0 1 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 12 7
Ploper	9	2 12 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 12 4
Whitfield	103	20 7 0	2 15 11	0 9 1	511	527	630 3 10	8	7	..	..	..	..	..	..	..	..	663 15 10

Section No. 69.—YACKANDANDAH LINE.

Londrigan	345	88 14 5	5 11 2	..	349	208	99 8 11	..	..	..	..	..	..	..	..	..	..	193 14 6
Tarrawingie	356	57 16 6	4 7 7	..	247	244	194 17 9	..	..	..	..	..	..	..	..	..	..	257 1 10
Everton	1,205	312 17 9	12 18 4	2 17 1	677	305	678 5 4	6	8	..	..	..	..	..	..	..	..	1,006 18 6
Baarmutha	219	8 3 7	0 0 9	..	..	..	6 6 2	..	..	..	..	..	..	..	..	..	..	14 10 6
Beechworth	4,353	2,322 10 9	277 10 1	2 12 2	2,137	4,611	2,057 4 6	4	8	1	10	50	..	..	..	..	..	4,659 17 6
Wooragee	30	3 8 3	0 10 10	..	123	92	46 4 5	..	..	..	..	..	..	..	..	..	..	50 3 6
Yackandandah	573	410 10 1	27 14 11	0 17 3	211	1,395	623 0 2	11	10	2	6	..	..	..	..	..	..	1,062 2 5

Section No. 70.—BRIGHT LINE.

Brookfield	167	44 7 2	2 10 10	..	41	105	100 18 4	..	..	..	..	..	..	..	..	..	..	148 5 4
Bowman	734	311 12 4	17 1 11	0 5 10	352	1,092	862 3 2	39	38	..	..	..	..	..	..	..	..	1,191 3 3
Gapsted	248	43 10 8	2 0 3	..	100	362	194 8 8	2	1	..	..	..	..	..	..	..	..	239 19 7
Myrtleford	3,483	1,401 18 10	113 16 2	1 13 11	880	6,146	1,981 19 1	28	31	8	18	11	5	3	..	..	..	3,499 8 0
Ovens	593	243 16 11	9 6 6	0 8 2	87	873	154 7 6	..	..	..	..	..	..	..	..	..	..	407 19 1
Eurobin	449	160 15 7	8 17 2	0 2 3	208	414	516 14 4	..	..	..	..	..	..	..	..	..	..	686 9 4
Porcupinkah	752	307 3 6	28 4 9	0 3 8	123	317	206 19 1	1	..	..	..	..	..	..	..	..	..	542 11 0
Bright	2,548	1,161 10 0	77 2 3	6 9 8	236	1,429	609 16 7	2	1	..	..	..	..	..	..	..	..	1,854 18 6

Section No. 71.—WAHGUNYAH LINE.

Lilliput	105	8 7 6	0 1 3	..	277	130	66 3 6	..	..	..	..	..	..	..	..	..	..	74 12 2
Rutherglen	3,407	1,484 19 6	161 9 7	79 16 10	2,367	2,674	2,742 5 2	37	4	6	2	1	3	3	..	..	..	4,468 11 1
Wahgunyah	2,643	1,539 13 2	208 9 5	138 12 1	16,330	7,349	17,192 8 11	439	92	50	21	44	6	31	2	..	..	19,079 3 7

Section No. 72.—MELBOURNE-ORBOST LINE.

Hawksburn	965,459	14,463 9 5	199 4 9	2 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	14,664 14 2
Toorak	662,453	11,374 17 3	249 3 2	1 19 1	456	28,074	1,030 13 6	..	..	..	..	..	..	..	..	..	..	12,656 13 0
Armadale	951,182	16,983 2 8	241 13 0	3 1 10	..	..	..	..	..	..	..	..	..	..	..	..	..	17,227 17 6
Malvern	1,791,969	34,486 2 7	509 9 5	1 19 0	74	12,874	25 14 3	..	..	..	..	..	..	..	..	..	..	35,023 5 3
Caulfield	2,260,135	55,930 7 3	570 10 5	3,760 6 5	2,417	18,241	2,578 18 2	..	..	..	..	..	..	..	..	..	..	62,840 2 3
Carnegie	1,221,004	25,245 17 11	162 10 9	2 10 5	..	..	..	..	..	..	..	..	..	..	..	..	..	25,411 3 9
Murrumbidgee	1,136,657	23,131 17 5	158 6 3	1 17 6	63	5,699	52 10 1	..	..	..	..	..	..	..	..	..	..	23,344 11 3
Hughesdale	564,072	11,819 8 3	347 11 10	1 2 2	..	..	..	..	..	..	..	..	..	..	..	..	..	11,968 2 3
Oakleigh	1,554,112	34,396 14 9	388 2 7	151 1 5	2,825	25,444	1,759 1 8	..	..	..	..	..	..	..	..	..	..	36,705 0 5
Eastoakleigh	90,565	1,688 1 5	7 5 2	0 16 2	..	..	..	..	..	..	..	..	..	..	..	..	..	1,696 2 9
Clayton	172,326	3,789 10 4	131 12 9	15 9 2	122	4,974	59 13 2	..	..	..	..	..	..	..	..	..	..	3,996 5 5
Spring Vale	298,607	7,852 10 10	343 9 9	81 6 9	1,980	14,979	2,550 7 9	..	..	..	..	..	..	..	..	..	..	10,827 15 1
Noble Park	207,447	5,145 3 2	128 6 11	1 1 7	..	..	..	..	..	..	..	..	..	..	..	..	..	5,274 11 8
Dandenong	381,868	15,874 9 7	1,283 13 3	261 19 10	4,259	23,828	5,983 0 9	36	539	163	4	187	795	136	629	..	..	23,463 3 5
Hallam	1,669	105 6 2	3 14 4	0 9 2	1,054	170	237 14 11	1	..	..	..	..	..	..	..	..	..	347 4 7
Narre Warren	5,977	371 3 11	217 4 7	0 9 6	619	2,879	584 11 7	23	4	8	..	..	..	..	..	..	..	1,173 9 7
Berwick	16,740	1,185 5 10	176 6 1	6 13 11	554	1,549	643 8 10	39	32	11	2	51	24	12	..	..	..	2,011 14 8
Beaconsfield	12,785	907 3 10	222 5 2	1 3 9	675	1,637	284 13 1	..	..	..	..	..	..	..	..	..	..	1,395 5 10
Officer	6,225	374 16 3	113 3 9	2 2 11	1,125	1,255	898 6 1	38	6	3	..	..	..	..	..	..	..	1,388 0 6
Pakenham	12,948	1,266 12 6	235 11 0	20 18 4	2,068	2,799	1,465 15 2	59	18	4	1	80	19	13	..	..	..	2,988 17 6

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS- TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.							
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.							
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.				
Section No. 72.—MELBOURNE—ORBOST LINE— continued.																			
	£	s.	d.	£	s.	d.	£	s.	d.								£	s.	d.
Nar-nar-noon	3,000	701	16	124	17	8	3,375	1,353	1,340	17	2	40	12	3	31	5	2,172	12	4
Tyong	2,964	423	8	61	16	4	3,361	978	1,453	2	10	15	2	..	12	18	1,938	16	1
Garfield	5,125	1,030	17	145	7	11	3,648	2,163	1,948	3	4	12	12	2	10	14	3,130	3	8
Bonvip	4,054	762	4	313	19	6	4,032	1,686	2,460	2	3	10	22	3	18	8	3,540	1	6
Longwarry	4,104	667	10	997	14	11	3,223	1,411	1,557	18	9	24	38	12	15	22	3,240	15	8
Brouin	10,192	1,711	9	828	19	2	5,309	5,587	3,781	3	9	21	34	28	42	35	6,343	9	7
Warragul	22,186	4,990	19	3,090	0	11	4,023	15,052	5,846	15	7	105	419	9	75	123	13,948	12	11
Nilma	1,736	162	18	28	12	6	139	669	114	0	8	..	..	..	1	..	306	0	1
Darwin	2,946	279	9	3,537	5	11	612	702	788	19	10	1	97	4	8	13	4,607	10	9
Yarragon	4,016	361	17	668	14	3	1,283	2,306	1,557	16	2	27	65	3	21	35	3,033	13	3
Trafalgar	6,395	1,735	19	2,112	5	2	5,541	4,347	6,376	6	5	40	219	19	48	138	10,229	5	1
Blue Metal Siding .. .. .	..	..	..	..	..	..	1,792	..	374	14	0	..	..	..	..	..	374	14	0
Moe	13,658	3,692	6	271	14	4	1,397	5,130	1,279	14	5	9	18	2	30	12	5,261	15	10
Valbourn	1,794	258	12	148	10	10	312,326	10,451	147,079	19	9	..	..	..	41	26	147,487	7	1
Morwell	8,020	2,183	6	360	8	4	613	2,324	1,472	12	0	72	78	9	31	15	4,026	2	6
Taralgon	11,255	3,164	9	462	1	5	2,043	5,636	4,849	11	2	88	231	26	44	38	8,908	5	6
Loy Yang	27	8	6	0	9	10	11	34	10	10	8	..	..	..	..	..	19	6	11
Lyonn	763	54	18	6	12	7	505	164	618	17	6	..	..	..	1	5	685	9	11
Kesdale	4,724	657	16	83	2	7	988	512	1,470	12	8	75	38	4	7	3	2,229	15	6
Kilmarny	1,906	184	16	33	10	1	4,542	662	3,045	10	0	98	2	2	8	4	3,244	7	1
Fulham	1,971	67	19	11	18	0	2,112	306	1,098	15	0	..	..	..	..	..	1,179	2	9
Sale	12,739	4,497	2	579	15	4	11,674	11,851	10,539	4	6	156	95	61	44	54	15,684	18	2
Montgomery	28	5	18	28	12	3	1,423	220	1,388	1	3	66	6	..	2	1	1,422	12	2
Stratford	5,739	1,296	3	109	2	9	688	985	1,681	12	7	45	51	9	12	9	3,187	14	0
Munro	359	61	14	0	14	0	4,347	83	2,028	0	1	..	..	..	1	..	2,096	13	4
Fernbank	722	180	3	27	4	6	2,338	242	1,723	6	4	12	..	..	1	2	1,932	17	10
Lindenow	1,451	689	12	59	9	5	8,640	874	4,052	14	2	61	24	8	1	8	4,751	8	2
Hillside	512	181	11	8	14	1	10,277	175	3,188	3	2	62	46	1	4	..	3,378	16	1
Bairnsdale	11,505	7,371	13	764	6	5	7,188	9,664	15,788	12	4	260	286	49	37	64	24,005	2	11
Nicholson	73	10	2	0	4	2	137	34	172	16	11	..	..	..	..	..	183	3	7
*Claybank	50	4	5	0	0	8	3	5	7	3	8	..	..	..	..	..	11	7	6
Bumberrah	334	51	4	2	14	4	758	231	1,029	16	8	11	..	1	3	1	1,084	1	1
Mossiface	387	80	10	3	5	6	2,436	190	1,891	10	4	..	..	..	..	..	1,975	5	10
Brathen	1,261	316	8	59	18	9	1,051	1,314	2,753	12	10	33	76	..	15	1	3,145	12	7
Colquhoun	37	31	18	0	5	8	99	2	108	7	7	..	..	..	..	..	142	4	7
Nowa Nowa	735	467	9	21	11	9	3,024	621	2,182	18	3	13	5	..	5	2	2,613	2	6
Tostaree	50	10	2	1	1	10	242	70	313	8	6	..	..	..	1	..	333	12	4
Waygara	37	19	3	0	14	2	71	19	79	10	6	..	..	..	..	..	99	8	2
Orbost	1,956	1,598	15	247	8	8	8,684	4,523	14,829	5	4	34	300	10	116	22	16,732	4	8
Section No. 73.—STONY POINT LINE.																			
Glenhuntly	1,470,415	31,592	9	230	2	6	..	223	725	11	9	..	..	..	..	..	32,554	15	1
Ormond	1,095,516	22,635	2	196	5	6	..	..	0	0	8	..	..	..	..	..	22,831	18	10
McKinnon	547,782	11,308	18	39	9	4	..	..	1	14	2	..	..	..	..	..	11,350	1	11
Rentleigh	923,234	19,892	17	171	12	5	..	..	0	0	3	..	..	..	..	..	20,066	4	5
Moorabbin	215,249	4,726	2	124	8	2	265	16,193	265	12	2	..	..	2	..	2	5,122	14	5

Rightt	212,611	4,484 13 11	58 1 7	4 11 3	..	3	..	..	..	..	..	..	..	..	..	..	..	..	4,547 6 9
Cheltenham	305,867	12,541 15 5	257 7 8	54 15 0	..	344	13,280	365 2 7	..	2	..	..	..	..	..	..	..	..	19,219 0 8
Mentone	635,523	17,672 6 0	143 10 8	1,216 5 4	823	..	10,062	486 11 0	..	..	..	..	..	..	..	..	..	..	19,518 13 0
Parkdale	411,942	11,037 14 1	56 11 10	0 10 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,094 16 10
Mordialloc	466,024	13,636 8 9	163 9 4	664 3 10	145	3,843	..	164 6 5	3	..	..	..	..	..	..	..	..	..	14,628 8 4
Aspendale	138,398	4,033 5 8	32 13 4	0 2 11	36	1,166	..	24 12 5	..	2	..	..	..	..	..	..	..	..	4,090 14 4
Edithvale	235,734	6,437 7 2	37 5 5	0 17 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,475 9 10
Chelsea	407,698	12,321 11 6	102 17 5	2 10 10	82	5,367	..	36 18 7	..	..	..	..	..	..	..	..	..	..	12,463 18 4
Forsyth's Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,996 8 11
Bonbeach	43,773	1,723 13 6	15 18 10	0 1 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,739 14 3
Carrum	61,077	2,407 3 9	65 2 8	0 17 8	1,638	871	..	527 1 11	4	5	..	..	..	..	..	..	..	..	3,000 6 0
Seaford	41,293	1,667 16 5	45 10 1	0 7 0	8,099	383	..	1,930 19 10	..	..	..	..	..	..	..	..	..	..	3,650 13 4
Frankston	174,278	10,762 4 7	436 7 3	18 4 6	355	4,631	..	258 12 8	..	2	..	..	..	..	..	..	..	..	11,475 9 0
McCulloch's Sand Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	402 10 2
Wedge's Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	536 1 10
Langwarrin	1,753	113 0 2	29 8 3	2 13 0	882	1,092	..	307 3 1	..	..	..	..	..	..	..	..	..	..	452 5 6
Baxter	6,009	213 2 2	53 19 1	0 4 5	154	269	..	96 2 0	..	..	..	..	..	..	..	..	..	..	348 7 8
Somerville	19,066	535 11 11	97 12 1	0 5 7	926	2,705	..	752 2 11	4	10	..	..	..	..	..	..	..	..	1,385 12 6
Trabb	2,601	219 19 0	79 8 4	..	1,585	1,509	..	856 0 6	5	..	..	..	..	..	..	..	..	..	1,155 8 7
Hastings	4,008	385 14 3	120 3 4	1 19 11	628	1,268	..	374 16 8	..	2	..	..	..	..	..	..	..	..	882 14 2
Bittern	1,534	282 8 3	75 0 9	2 11 0	885	432	..	398 13 5	19	21	10	..	..	..	..	..	..	..	758 12 11
Crib Point	6,105	1,121 9 4	119 2 9	1 11 1	22	2,941	..	96 10 1	..	1	..	..	..	..	..	..	..	..	1,338 13 3
Crib Point Naval Base	8,417	1,462 2 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,462 2 10
Stony Point	4,119	827 18 4	561 11 8	4 6 6	688	2,711	..	516 9 9	6	..	..	..	..	..	..	..	..	..	1,910 6 3
<i>Section No. 74.—MORNINGTON LINE.</i>																				
Moorooduc	2,977	101 6 3	6 17 0	7 5 10	524	418	..	422 17 9	35	1	..	..	..	..	..	..	..	..	53 6 10
Mornington	20,656	1,511 11 7	312 6 6	16 14 7	833	4,256	..	506 9 5	20	19	7	..	..	..	..	..	..	..	2,347 2 1
<i>Section No. 75.—RED HILL LINE.</i>																				
Batharring	7	1 19 11	0 19 9	6 7 9	83	283	..	37 16 6	..	..	..	..	..	..	..	..	..	..	46 14 11
Merrick's	17	4 8 2	4 12 6	0 10 8	1,016	1,928	..	578 18 3	44	16	1	..	..	..	..	..	..	..	588 9 7
Red Hill	14	2 11 5	5 11 8	0 2 11	1,160	560	..	560 17 6	20	1	1	..	..	..	..	..	..	..	569 3 6
<i>Section No. 76.—DANDENONG-PORT ALBERT LINE.</i>																				
Lyndhurst	1,230	84 2 5	5 18 4	0 2 4	1,885	763	..	456 14 7	..	..	..	..	..	..	..	..	..	..	540 17 8
Cranbourne and Sidings	9,029	691 11 11	635 12 9	8 4 3	19,254	8,476	..	5,370 8 7	36	60	11	..	..	..	..	..	..	..	6,705 17 6
Clyde	5,284	352 0 2	31 13 5	0 7 8	204	519	..	328 11 9	36	2	1	..	..	..	..	..	..	..	712 13 0
Tooradin	2,248	248 2 8	344 2 2	1 11 2	279	377	..	441 19 5	38	24	2	..	..	..	..	..	..	..	1,035 15 5
Dalmore	2,120	331 5 4	24 8 2	0 0 9	7,284	1,707	..	2,676 12 4	4	..	..	..	..	..	..	..	..	..	3,032 6 7
Koo-wee-rup	11,870	1,280 11 10	377 16 11	5 9 2	22,295	4,478	..	8,157 19 8	32	29	5	..	..	..	..	..	..	..	9,821 17 7
Monomelth	585	120 18 9	361 9 4	67 8 3	206	303	..	828 6 5	47	220	24	..	..	..	..	..	..	..	1,378 2 9
Caldermeade	1,999	318 17 9	2,969 1 6	3 16 0	204	371	..	397 19 7	4	90	18	..	..	..	..	..	..	..	3,689 14 10
Lang Lang	3,417	735 13 4	1,303 19 4	4 1 5	720	1,867	..	897 10 3	18	109	14	..	..	..	..	..	..	..	2,941 4 4
Nyora	3,317	645 17 11	70 19 8	0 13 6	2,859	2,810	..	1,219 4 3	..	34	1	..	..	..	..	..	..	..	1,936 15 4
Loch	3,685	553 1 2	195 1 9	1 3 2	1,762	1,530	..	1,378 7 7	26	118	2	..	..	..	..	..	..	..	2,127 13 8
Joetho	971	115 13 1	512 6 7	..	311	134	..	294 1 3	8	14	4	..	..	..	..	..	..	..	922 0 11
Bena	1,620	313 14 10	1,094 10 6	1 19 11	655	1,683	..	957 2 1	20	11	3	..	..	..	..	..	..	..	2,367 7 4
Whitelaw	177	20 15 0	2 10 6	..	4	7	..	5 3 9	..	..	..	..	..	..	..	..	..	..	28 9 3
Korumburra	11,488	2,924 11 1	460 1 7	38 14 9	4,059	10,900	..	5,204 8 3	50	331	24	..	..	..	..	..	..	..	8,627 15 8
Korumburra Coal Siding	8,053 18 7
Kardella	2,021	141 12 1	13 13 7	0 5 6	95	155	..	201 2 2	15	2	..	..	..	..	..	..	..	..	356 13 4
Ruoy	736	74 10 3	8 15 3	0 7 3	505	266	..	693 9 6	16	26	..	..	..	..	..	..	..	..	777 2 3
Leongatha	6,251	1,740 18 3	614 10 1	5 13 6	5,975	8,334	..	6,029 13 2	83	189	6	..	..	..	..	..	..	..	8,390 15 0
Knob's Siding	1,556 17 10
Gwyther	137 18 1
Boonwarra	709	94 16 7	14 5 9	0 7 3	300	496	..	352 1 9	5	2	..	..	..	..	..	..	..	..	401 11 4
Farvia	694	202 12 1	21 11 0	0 11 2	467	696	..	760 7 10	12	11	1	..	..	..	..	..	..	..	985 2 1
Meeniyan	1,981	555 17 4	71 0 10	2 11 2	1,292	2,247	..	1,985 9 5	31	48	3	..	..	..	..	..	..	..	2,614 18 9
Stony Creek	661	180 16 10	23 8 7	1 2 5	367	589	..	589 13 0	11	19	1	..	..	..	..	..	..	..	795 0 10

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 76.—DANDENONG-PORT ALBERT LINE—continued.</i>																
		£ s. d.	£ s. d.	£ s. d.			£ s. d.								£ s. d.	
Buffalo	714	160 2 3	22 15 11	0 3 8	530	421	808 17 8	43	23	..	..	1	30	..	..	991 19 6
Boys	55	14 2 9	0 7 7	..	669	44	285 15 5	..	..	..	..	..	..	..	..	300 5 9
Fish Creek	1,524	417 15 8	73 16 1	1 14 5	3,063	1,270	2,219 11 3	29	18	2	2	24	13	1	1	2,712 17 5
Hodde Range	542	93 11 6	16 14 7	0 6 3	329	151	241 8 1	..	..	..	..	6	1	1	..	352 0 5
Foster	2,054	671 11 11	144 0 3	1 17 6	1,234	3,131	1,875 3 10	11	23	9	25	11	30	18	4	2,692 13 6
Bennison	580	116 9 5	63 15 6	..	216	332	425 6 11	..	..	..	..	..	..	..	..	605 11 10
Toora	2,026	672 3 10	78 6 3	3 3 3	626	2,638	1,512 15 5	6	64	22	13	3	25	16	..	2,266 8 9
Agnes	134	58 12 5	2 15 6	..	49	88	79 12 11	..	4	1	..	..	6	3	..	141 0 10
Welshpool	2,028	509 16 3	70 5 4	0 15 1	307	2,142	777 18 7	3	17	15	23	13	4	11	1	1,358 15 3
Hedley	440	101 15 0	7 7 10	0 6 6	499	433	732 4 11	8	1	..	29	..	1	2	..	841 14 3
Gelliondale	525	218 17 3	16 14 5	0 12 3	660	340	2,022 17 3	19	132	6	15	4	24	7	..	2,259 1 2
Alberton	626	189 2 11	29 13 4	0 15 10	900	1,039	1,598 0 6	26	16	..	..	..	2	..	1	1,818 1 7
Port Albert	146	53 0 3	29 16 10	0 0 9	302	247	611 18 11	..	..	..	..	..	..	..	..	694 16 9
<i>Section No. 77.—ALBERTON-WOODSIDE LINE.</i>																
Yarram	4,171	1,832 6 6	225 11 7	8 8 1	2,253	4,450	5,724 12 2	100	135	13	83	8	6	17	..	7,790 18 4
Devon	..	..	..	..	17	35	8 5 8	..	..	..	..	..	..	..	..	8 5 8
Calrossie	..	..	..	..	282	14	181 9 1	5	..	..	..	..	..	..	..	181 9 1
Won Wron	..	..	..	..	211	45	165 15 8	4	2	..	..	..	..	..	..	165 15 8
Napier	..	..	..	..	679	..	367 5 7	..	..	..	..	..	..	..	..	367 5 7
Woodside	..	..	0 4 3	..	1,431	211	1,238 9 7	22	..	..	1	5	..	..	..	1,238 13 10
<i>Section No. 78.—STRZELECKI LINE.</i>																
Bayles	63	12 15 4	20 4 5	0 0 9	8,280	1,884	3,717 7 6	6	..	..	..	7	1	1	..	3,750 8 0
Catani	122	28 6 1	15 12 5	..	3,336	1,032	1,783 14 4	3	..	..	16	3	2	..	..	1,827 12 10
Yannathan	88	14 10 9	4 12 11	..	272	348	325 19 10	16	46	2	..	4	1	4	..	345 3 6
Heathhill	54	16 3 0	3 16 0	0 9 5	877	49	295 18 3	..	..	..	..	..	..	..	..	316 8 8
Athlone	59	19 1 2	4 19 5	..	803	68	278 16 0	..	..	..	..	..	1	..	..	302 16 7
Topiram	72	20 9 8	6 1 1	0 2 2	1,218	176	615 3 2	17	7	..	..	3	..	3	..	641 16 1
Triholm	48	17 0 9	6 2 2	..	268	167	649 2 9	7	58	..	53	2	1	..	..	672 5 8
<i>Section No. 79.—WONTHAGGI LINE.</i>																
Woodleigh	715	173 0 2	375 10 7	2 1 3	222	271	251 18 9	4	13	..	..	9	5	1	..	802 10 9
Kernot	777	165 14 9	20 19 11	0 9 1	319	506	490 9 10	9	51	..	..	12	6	..	..	677 13 7
Almurta	697	168 15 7	26 2 11	1 0 11	852	456	1,189 12 0	25	176	1	1	44	71	1	..	1,385 11 5
Glen Forbes	911	179 12 11	316 0 11	8 3 2	228	214	273 3 1	14	2	2	..	3	..	..	..	777 0 1
Woolamai	1,020	187 2 10	198 13 1	1 7 4	232	400	434 3 5	25	22	..	..	8	7	..	..	821 6 8
Anderson	678	137 3 9	308 0 11	3 9 11	222	219	398 13 6	24	3	3	..	2	11	4	..	847 8 1
Mitchell's Siding	..	..	..	..	17,357	180	6,884 12 5	..	..	..	..	..	..	..	..	6,884 12 5
Kilcunda	1,880	191 7 2	35 6 9	0 8 8	35	177	58 3 1	..	..	..	..	..	..	..	..	285 5 8
Dalyston	1,101	162 13 6	57 12 6	0 11 7	846	2,378	1,776 19 10	47	19	4	85	8	4	5	..	1,997 17 5
State Coal Mine	..	..	..	..	66,111	11,850	29,890 4 6	..	..	..	..	..	..	..	..	29,890 4 6
Wonthaggi	18,998	3,223 5 1	548 11 7	28 16 6	803	9,793	1,167 14 0	16	10	5	..	61	7	11	..	4,968 7 2
<i>Section No. 80.—OUTTRIM LINE.</i>																
Jumbunna	178	11 12 9	12 14 10	0 11 5	3,708	1,974	1,738 6 2	9	1	2	68	1	..	..	..	1,763 5 2
Outtrim North	40	1 10 8	..	..	15	..	3 13 6	..	..	..	..	..	..	..	..	5 4 2
Outtrim	46	4 19 8	..	..	4,706	126	1,422 2 6	..	..	..	..	..	..	..	..	1,422 2 2

Section No. 81.—PORT WELSHPOOL LINE.															
Welshpool Jetty	987	25 0 7	53 16 4	..	205	103	579 15 2	..	..	..	..	..	..	..	653 12 1
Section No. 82.—WARRAGUL-NOOJEE LINE.															
Texas Oil Coy. Siding	..	..	..	..	..	225	..	..	..	..	..	..	..	..	..
Lillico	9	0 4 6	0 2 9	..	19	108	12 5 1	..	..	..	..	..	..	..	12 12 4
Buln Buln	13	0 9 10	23 5 9	..	271	602	197 7 5	..	..	..	..	..	..	..	221 3 0
Bravington	..	..	..	..	18	73	6 13 4	..	..	..	..	..	..	..	6 13 4
Rokeyby	4	0 5 11	4 8 10	..	1,929	239	770 14 5	..	..	..	..	..	..	..	775 9 2
Crossover	28	2 5 10	1 17 1	..	114	14	56 4 6	..	..	..	..	..	..	..	60 7 5
Neerim South	342	109 10 8	23 18 11	0 12 3	1,466	1,417	1,561 4 5	5	103	3	6	32	3	2	1,695 6 3
Neerim	4	0 3 4	7 18 8	..	1,837	242	1,145 11 0	..	..	..	..	..	..	..	1,153 13 0
Nayook	34	1 15 9	9 2 3	..	1,455	778	1,015 7 8	1	3	..	24	2	8	2	1,026 5 8
Noojee	20	1 8 5	7 11 9	..	10,655	671	6,614 12 7	..	1	..	..	9	2	1	6,623 12 9
Section No. 83.—THORPDALE LINE.															
David	10	0 8 0	..	..	..	5	..	..	..	..	..	..	..	..	0 8 0
Coalville	177	23 0 0	3 4 5	..	107	89	93 5 10	..	1	..	7	..	..	..	119 11 3
Narracan	121	34 13 6	7 9 9	..	439	317	301 0 0	3	1	..	..	1	2	..	348 3 3
Thorpdale	289	109 17 5	43 10 0	..	1,953	1,450	1,537 15 9	37	9	..	37	4	2	1	1,691 3 8
Section No. 84.—WALHALLA LINE.															
Gooding	7	0 13 2	..	..	..	2	..	..	..	..	..	..	..	..	0 13 2
Gould	185	31 11 10	5 12 10	0 7 4	633	77	344 9 7	..	..	..	..	..	..	..	382 1 7
Moondarra	108	17 17 8	4 14 10	..	132	122	131 8 10	1	..	..	1	..	..	..	154 1 4
Watson	109	36 7 2	2 5 5	..	21	49	22 1 1	..	..	..	..	..	..	..	69 13 8
Collin's Siding	5	0 16 9	1 7 0	..	12,775	200	7,390 9 3	..	..	..	..	..	..	..	7,392 13 0
Erica	664	223 7 10	17 8 0	0 10 3	94	449	129 8 3	3	..	..	1	47	42	1	370 14 4
Knots's Siding	203	105 8 5	1 18 6	..	40	68	3 18 2	..	..	..	..	..	..	..	146 5 1
Fullwood's Siding	..	..	..	..	2,629	69	1,730 14 10	..	..	..	..	..	..	..	1,739 14 10
O'Shea and Bennett's Siding	..	..	..	..	1,317	49	785 2 11	..	..	..	..	..	..	..	785 2 11
White Rock Lime Siding	..	..	0 1 3	..	1,835	67	1,105 3 9	..	..	..	..	..	..	..	1,105 5 0
Platina	102	39 14 1	1 0 5	..	823	360	494 9 8	..	..	..	..	..	..	..	535 4 2
Thomson	21	5 16 2	..	..	..	..	..	..	..	..	..	..	..	..	5 16 2
Walhalla	407	181 10 3	27 19 11	0 14 2	18	175	27 16 2	..	..	..	..	..	..	..	238 0 6
Section No. 85.—NORTH MIRBOO LINE.															
Hazelwood	16	3 3 6	0 2 5	..	26	41	24 4 0	..	..	..	..	..	..	..	27 10 8
Yinnar	446	113 15 11	36 12 3	3 0 2	527	2,067	1,189 11 11	23	8	..	37	..	12	1	1,813 0 3
Boolarra	955	326 4 3	34 7 8	11 7 7	1,252	1,441	1,398 5 4	25	18	..	24	..	15	2	1,770 4 19
Darlimrila	442	26 3 7	0 9 3	0 0 9	43	21	55 14 1	..	..	..	..	..	..	..	82 7 8
North Mirboo	1,213	322 13 9	68 12 5	2 17 0	1,063	2,632	2,878 11 2	61	84	..	74	20	5	..	3,272 14 4
Section No. 86.—TRARALGON-STRATFORD LINE.															
Glengarry	1,789	273 0 5	22 17 1	0 5 6	755	1,036	1,326 9 10	17	17	3	32	1	7	3	1,622 12 10
Toongabbie	739	125 13 8	11 11 11	0 2 3	461	203	419 7 6	4	..	..	..	..	2	..	556 15 4
Cowwarr	1,879	381 2 10	42 11 5	4 18 6	1,789	517	1,633 13 1	28	44	9	40	8	22	5	2,062 5 10
Dawson	23	12 9 10	0 14 6	..	320	15	149 2 7	..	..	..	..	..	..	..	162 6 11
Heyfield	2,035	681 5 1	86 1 11	6 13 2	4,954	1,357	4,252 3 10	86	69	..	59	10	14	2	5,026 4 0
Tinamba	1,795	516 18 1	41 9 0	19 10 7	2,747	1,346	3,843 6 3	81	139	2	70	9	26	5	4,421 12 11
Maffra	5,099	1,854 12 0	1,359 16 9	24 1 5	9,670	45,364	13,571 2 1	39	75	6	48	7	20	8	16,809 2 3
Powerscourt	..	..	..	..	5,929	14	429 13 7	..	..	..	..	..	..	..	429 13 7
Section No. 87.—BRIAGOLONG LINE.															
Boisdale	6	2 2 9	0 11 9	..	1,458	234	926 17 1	7	18	1	51	..	..	..	929 11 7
Bushy Park	..	..	0 17 6	..	1,753	701	231 0 0	..	1	..	..	..	..	..	231 17 6
Briagolong	8	3 10 10	3 3 10	..	6,459	390	1,640 8 0	6	7	..	11	..	..	..	1,647 2 8
Section No. 88.—HEALESVILLE LINE.															
East Richmond	435,908	5,894 12 6	240 13 8	6 10 0	..	..	..	..	..	..	..	..	..	..	6,135 16 2
Burnley	559,907	7,387 4 8	174 12 1	6 10 3	6,297	90,105	3,401 13 8	..	..	..	..	..	..	..	10,970 0 8
Hawthorn	656,001	9,621 0 9	260 6 10	1 3 4	164	5,005	236 9 11	..	..	..	..	..	..	..	10,119 0 10
Glenferrie	1,174,181	20,552 19 4	540 13 11	3 5 8	..	8	..	..	..	..	..	..	..	..	21,096 18 11
Auburn	1,079,206	17,809 17 4	165 7 1	1 7 6	..	1	..	..	..	..	..	..	..	..	17,976 11 11
Camberwell	1,421,067	28,856 0 4	432 5 1	2 16 6	449	20,909	1,003 4 3	..	..	..	..	..	..	..	28,234 6 2
East Camberwell	895,933	14,733 13 6	64 11 7	1 15 10	..	16	0 2 11	..	..	..	..	..	..	..	14,800 3 10
Canterbury	1,062,400	20,519 0 2	259 1 7	14 11 7	..	7	1 10 6	..	..	..	..	..	..	..	20,794 3 10
Chatham	785,432	14,951 16 9	53 3 3	0 11 7	..	..	..	..	..	..	..	..	..	..	15,005 11 7
Surrey Hills	1,051,611	20,414 0 10	140 7 0	4 18 1	112	16,847	150 8 6	..	..	..	..	..	..	..	20,709 14 5

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
£ s. d.		£ s. d.	£ s. d.	£ s. d.		£ s. d.										£ s. d.
<i>Section No. 88.—HEALESVILLE LINE—continued.</i>																
Mont Albert	872,533	17,293 19 5	64 12 11	1 16 10	..	1	..	..	..	..	..	..	..	..	..	17,360 9 2
Box Hill	1,369,154	30,221 9 3	419 1 3	22 12 9	2,007	23,186	2,113 10 5	..	12	20	..	..	25	11	..	32,777 2 8
Blackburn	429,486	9,545 10 11	118 19 9	2 2 5	2,503	4,466	1,005 3 0	..	..	..	..	..	..	..	..	10,671 16 1
Tunstall	161,727	3,721 4 3	108 12 9	0 8 2	..	6	3 12 8	..	..	..	..	..	..	..	..	9,833 17 10
Mitcham	349,486	8,932 19 6	113 15 7	1 4 9	1,019	12,846	998 8 6	..	..	..	..	..	..	..	..	16,046 8 4
Ringwood	355,047	9,968 18 2	314 13 11	4 8 9	378	6,101	562 1 0	4	60	8	1	1	8	6	..	10,850 1 10
Ringwood East	28,400	767 8 5	31 19 10	..	..	..	..	..	..	..	..	..	..	..	..	799 8 3
Croydon	263,205	8,555 10 8	349 0 4	0 13 11	453	4,768	383 3 11	..	11	1	..	11	11	3	..	9,288 8 10
Mooroolbark	12,091	502 14 5	372 12 6	0 12 4	77	98	32 16 1	..	1	..	..	1	2	..	..	908 15 4
Cave Hill Siding .. .. .	..	..	..	..	7,632	117	2,246 2 6	..	..	..	..	..	..	..	..	2,246 2 6
Lilydale	63,261	3,866 2 8	422 0 11	27 3 0	1,248	4,252	607 3 10	22	45	4	..	47	40	8	..	4,922 10 5
Black's Siding .. .. .	..	..	..	..	10,603	31	2,525 4 6	..	..	..	..	..	..	..	..	2,525 4 9
Colistream	1,037	158 1 5	413 2 0	5 15 3	..	530	216 14 11	17	4	1	..	30	22	5	..	793 13 7
Yering	1,462	158 10 5	797 15 10	5 1 10	32	543	235 10 11	29	55	4	..	28	49	5	..	1,196 19 0
Yarra Glen	8,599	871 0 3	731 9 2	29 19 16	1,821	1,482	747 2 3	35	37	11	1	28	49	5	..	2,379 11 6
Terrawarra	831	98 0 5	379 16 1	1 11 7	766	91	263 4 4	7	..	..	..	2	1	2	..	682 12 5
Healesville	14,236	1,535 11 5	345 8 1	7 4 9	6,174	3,433	2,674 4 1	9	40	4	..	30	47	5	..	3,932 8 4
<i>Section No. 89.—BURNLEY-GLEN WAVERLEY LINE.</i>																
Heyington	97,885	1,556 8 10	12 13 7	0 11 6	..	..	..	..	..	..	..	..	..	..	..	1,569 13 11
Kooyong	246,144	4,061 15 5	38 0 4	0 6 6	..	..	..	..	..	..	..	..	..	..	..	4,100 2 3
Tooronga	662,306	10,367 1 3	94 1 9	0 13 1	79	11,713	159 7 4	..	..	..	..	..	..	..	..	10,621 3 5
Gardiner	633,716	11,200 4 1	63 13 6	0 4 10	..	1	..	..	..	..	..	..	..	..	..	11,264 1 11
Glen Iris	695,726	13,072 12 1	57 14 2	1 10 10	..	2	..	..	..	..	..	..	..	..	..	13,131 17 1
Earling	472,899	9,786 1 1	125 11 5	0 15 2	30	5,530	6 1 8	..	..	..	..	..	..	..	..	9,918 9 4
Eastmalvern	196,828	4,134 6 1	16 2 9	0 5 2	..	..	..	..	..	..	..	..	..	..	..	4,150 14 0
Holmesglen	4,757	112 5 10	2 12 6	..	..	..	..	..	..	..	..	..	..	..	..	114 18 4
Jordanville	6,681	168 11 1	0 2 4	..	..	..	..	..	..	..	..	..	..	..	..	168 13 5
Mount Waverley	14,149	334 2 3	8 16 11	..	11	496	4 6 0	..	..	..	..	..	..	..	..	347 5 2
Syndal	11,889	296 18 7	21 2 7	..	..	..	0 1 2	..	..	..	..	..	..	..	..	318 0 4
Glen Waverley	29,262	832 15 5	15 6 3	0 0 9	7	548	13 17 4	..	..	..	..	..	..	..	..	861 19 9
<i>Section No. 90.—KEW LINE.</i>																
Barker	249,073	3,623 11 3	32 5 9	0 5 1	..	..	..	..	..	..	..	..	..	..	..	3,656 2 1
Kew	618,689	8,537 10 2	276 8 11	3 12 10	79	15,320	193 9 7	..	2	..	..	..	..	..	..	9,011 1 6
<i>Section No. 91.—ASHBURTON LINE.</i>																
Riversdale	96,515	1,544 7 10	16 19 0	0 3 4	75	8,694	168 7 0	..	..	..	..	..	..	..	..	1,729 17 2
Golf Links	154,407	2,561 18 1	..	..	..	..	..	..	..	..	..	..	..	..	..	2,561 18 1
Hartwell	384,961	6,871 8 7	34 6 10	0 12 2	..	..	..	..	..	..	..	..	..	..	..	6,906 7 7
Burwood	275,765	4,846 1 2	79 19 1	0 6 6	66	3,076	46 3 3	..	..	..	..	..	..	..	..	4,972 10 0
Ashburton	181,173	3,418 17 9	46 14 5	0 12 10	37	1,450	28 7 5	..	..	..	..	..	..	..	..	3,494 12 5
<i>Section No. 92.—DEEPPENE LINE.</i>																
Shenley	49,933	860 0 5	..	..	..	..	..	..	..	..	..	..	..	..	..	860 0 5
Roystead	73,147	1,280 7 0	..	..	..	..	..	..	..	..	..	..	..	..	..	1,280 7 0
Deeppene	186,566	1,591 6 1	11 11 5	0 1 2	..	..	0 0 2	..	..	..	..	..	..	..	..	1,602 18 10
East Kew	69,532	1,224 1 3	2 2 3	..	34	4,137	4 9 10	..	..	..	..	..	..	..	..	1,230 13 4

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.					
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.									
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.									
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.						
		£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.
<i>Section No. 96.—PORT MELBOURNE LINE.</i>																					
Montague	195,865	2,611	7	5	49	17	4	0	2	11	..	..	..	..	..	..	..	2,661	7	8
North Port	484,012	6,788	3	9	68	14	9	0	17	10	..	..	..	..	..	..	..	6,857	16	4
Graham	713,433	9,132	5	7	103	2	5	1	0	1	..	..	..	..	..	..	..	9,336	8	1
Port Melbourne	192,362	2,992	8	7	76	5	0	0	0	9	59,955	198,668	18,931	1	6	..	..	21,999	15	10
<i>Section No. 97.—ST. KILDA LINE.</i>																					
South Melbourne	840,994	10,179	8	10	490	11	6	0	12	6	..	9	..	..	..	..	..	10,670	12	10
Albert Park	1,733,318	19,968	5	1	186	5	9	1	5	4	..	3	..	..	..	..	..	20,155	16	2
Middle Park	1,523,022	13,701	10	9	95	8	5	1	6	2	..	1	..	..	..	..	..	13,798	5	5
St. Kilda	3,282,382	39,766	16	3	375	3	0	2	5	7	13	7,193	12	19	5	..	..	40,157	4	3
<i>Section No. 98.—BRIGHTON-SANDRINGHAM LINE.</i>																					
Richmond	1,417,455	20,940	19	1	1,353	10	1	2	2	10	..	6	..	..	..	..	..	23,298	12	0
South Yarra	1,502,342	21,160	9	9	1,000	2	10	4	5	11	..	6	..	0	0	1	..	22,164	18	7	
Trarahn	936,311	13,162	0	2	795	7	7	0	19	9	..	3	..	..	..	..	..	13,898	7	7
Windsor	1,148,742	15,976	1	11	365	5	1	1	13	3	605	37,984	953	16	10	..	..	17,296	17	1
Balaclava	1,427,422	23,148	16	5	244	8	9	2	7	10	..	7	..	..	..	..	..	23,295	19	0
Ripponlea	957,161	16,315	0	3	133	17	5	1	15	5	..	5	..	..	..	..	..	16,450	13	1
Listernwick	2,277,487	38,652	10	2	408	2	2	5	7	5	928	17,880	1,531	9	9	..	..	40,597	9	6
Garden Vale	1,331,425	25,254	12	4	186	17	11	2	19	1	..	4	..	..	..	..	..	25,446	9	4
North Brighton	1,497,703	31,345	14	0	314	15	7	2	10	8	578	9,916	925	9	4	..	..	32,588	9	7
Middle Brighton	1,211,562	23,839	3	9	519	14	8	2	16	6	996	14,005	1,098	3	6	..	..	27,459	18	5
Brighton Beach	731,896	16,513	11	6	66	15	7	0	7	3	..	11	..	0	4	5	..	16,580	13	9	
Hampton	1,434,562	32,475	16	11	174	12	9	3	7	0	1	13	..	12	2	9	..	32,665	19	5	
Sandringham	1,631,729	40,406	12	6	262	19	2	7	11	8	91	13,124	183	7	0	..	..	40,950	10	4
<i>VARIOUS.</i>																					
Reimbursement of loss incurred through 10 per cent. reduction in Agricultural Produce Rates .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	198,422	18	3	..	..	198,422	18	3
Road Motor Coach Services	641,960	6,191	0	4	227	19	2	..	..	..	..	..	10,292	1	4	..	..	16,711	0	10
Traffic derived from South Australian Stations	35,150	59,191	0	10	10,051	12	10	494	12	1	42,650	27,694	64,467	6	5	..	..	134,204	12	2
Traffic derived from New South Wales Stations	91,914	85,085	4	2	12,419	16	1	891	13	7	62,921	90,509	88,638	14	8	..	..	187,035	8	6
Traffic derived from Queensland Stations	5,449	5,311	3	11	388	9	5	2	3	9	24,393	1,451	19,168	19	0	..	..	24,870	16	1
Traffic derived from Commonwealth Stations	7,120	2,679	10	4	280	0	3	15	0	9	250	1,737	695	19	0	..	..	3,670	10	4
Traffic derived from Western Australian Stations	3,702	5,178	7	8	168	11	0	2	6	7	32	681	86	6	3	..	..	5,435	11	6
Traffic derived from Tasmania	352	364	16	5	..	..	..	..	..	..	..	..	..	..	..	..	..	364	16	5

Thos. Cook and Sons to New South Wales, South Australia, &c.	399	553 13 5	553 13 5
Totals	126,690,329	3,562,660 18 5	353,762 18 11	21,922 3 1	5,688,900	5,682,312	4,923,957 5 3	61,017	27,311	5,846	5,390	63,995	30,768	5,552	6,121	..	..	8,847,303 5 8
Adjustment Account unallotted Credit Notes, &c.	57,754	42 366 0 0	2,337 6 10	824 10 2	..	..	99,643 0 0	..	..	..	..	..	..	..	..	..	..	145,170 17 0
Less amount for Goods and Live Stock in transit in June not brought to account until July, when delivery was effected ..	126,632,575	3,520,294 18 5	336,425 12 1	21,097 12 11	..	..	4,824,314 5 3	61,017	27,311	5,846	5,390	63,995	30,768	5,552	6,121	..	..	8,702,132 8 8
..	..	..	..	..	6,588	..	8,284 7 8	..	..	..	..	..	..	..	..	..	..	8,284 7 8
Mails	126,632,575	3,520,294 18 5	336,425 12 1	21,097 12 11	5,682,312	5,682,312	4,816,029 17 7	61,017	27,311	5,846	5,390	63,995	30,768	5,552	6,121	..	..	8,693,848 1 0
Telegraph .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	74,652 16 8
Power .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	631 14 10
Rentals .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	27,394 9 4
Miscellaneous .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	139,989 4 9
Dining Car Service .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15,078 2 1
Refreshment Room Service .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,756 12 0
Advertising .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	265,539 8 10
Bookstalls .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	42,423 10 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	57,348 7 3
GRAND TOTAL, RAILWAYS	126,632,575	3,520,294 18 5	336,425 12 1	21,097 12 11	5,682,312	5,682,312	4,816,029 17 7	61,017	27,311	5,846	5,390	63,995	30,768	5,552	6,121	..	..	9,327,662 6 11
St. Kilda-Brighton Electric Tramway	4,250,068	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	44,224 6 9
Saundersham-Black Rock Electric Tramway	1,018,583	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,057 9 9
Black Rock-Beaumaris Electric Tramway (closed from 1.9.31)	20,463	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	147 1 3
GRAND TOTALS	131,921,679	3,520,294 18 5	336,425 12 1	21,097 12 11	5,682,312	5,682,312	4,816,029 17 7	61,017	27,311	5,846	5,390	63,995	30,768	5,552	6,121	..	..	9,382,091 4 8

* Open for portion of year only.

DIAGRAM N°1

AVERAGE MILEAGE OPERATED

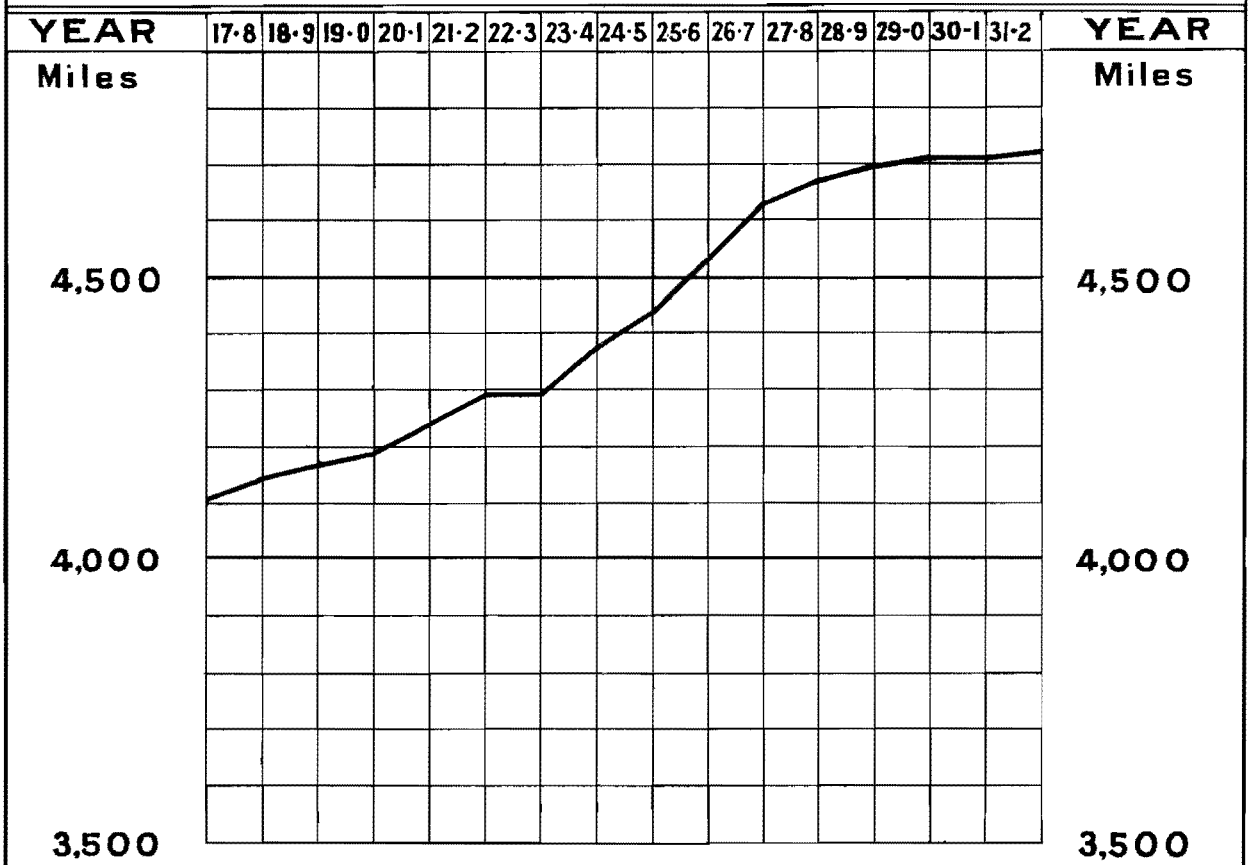


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

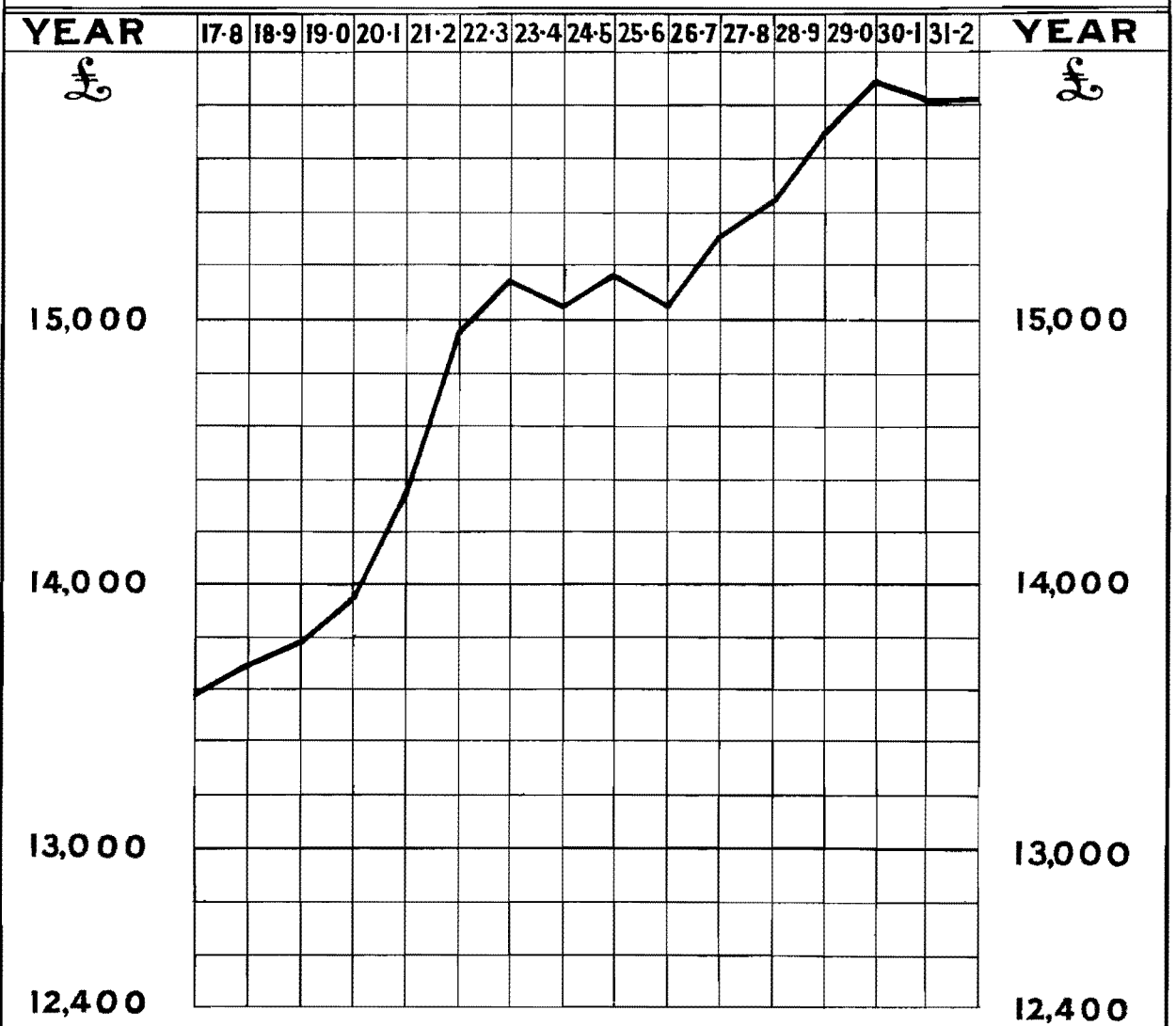


DIAGRAM N° 3

(Exclusive of Electric Tramways & Road Motor Public Services)

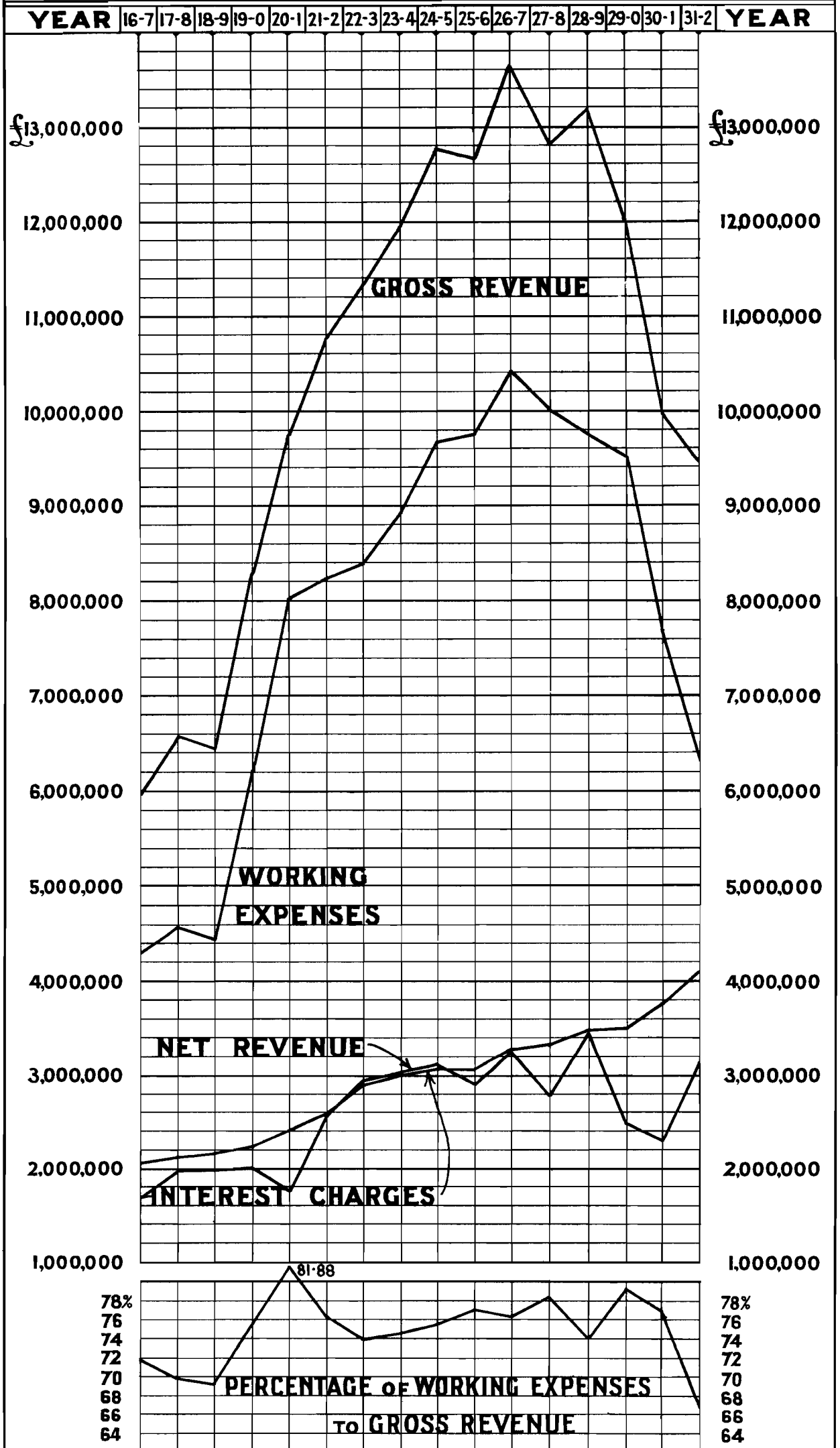


DIAGRAM N^o 4

PER AVERAGE MILE OF RAILWAY OPEN

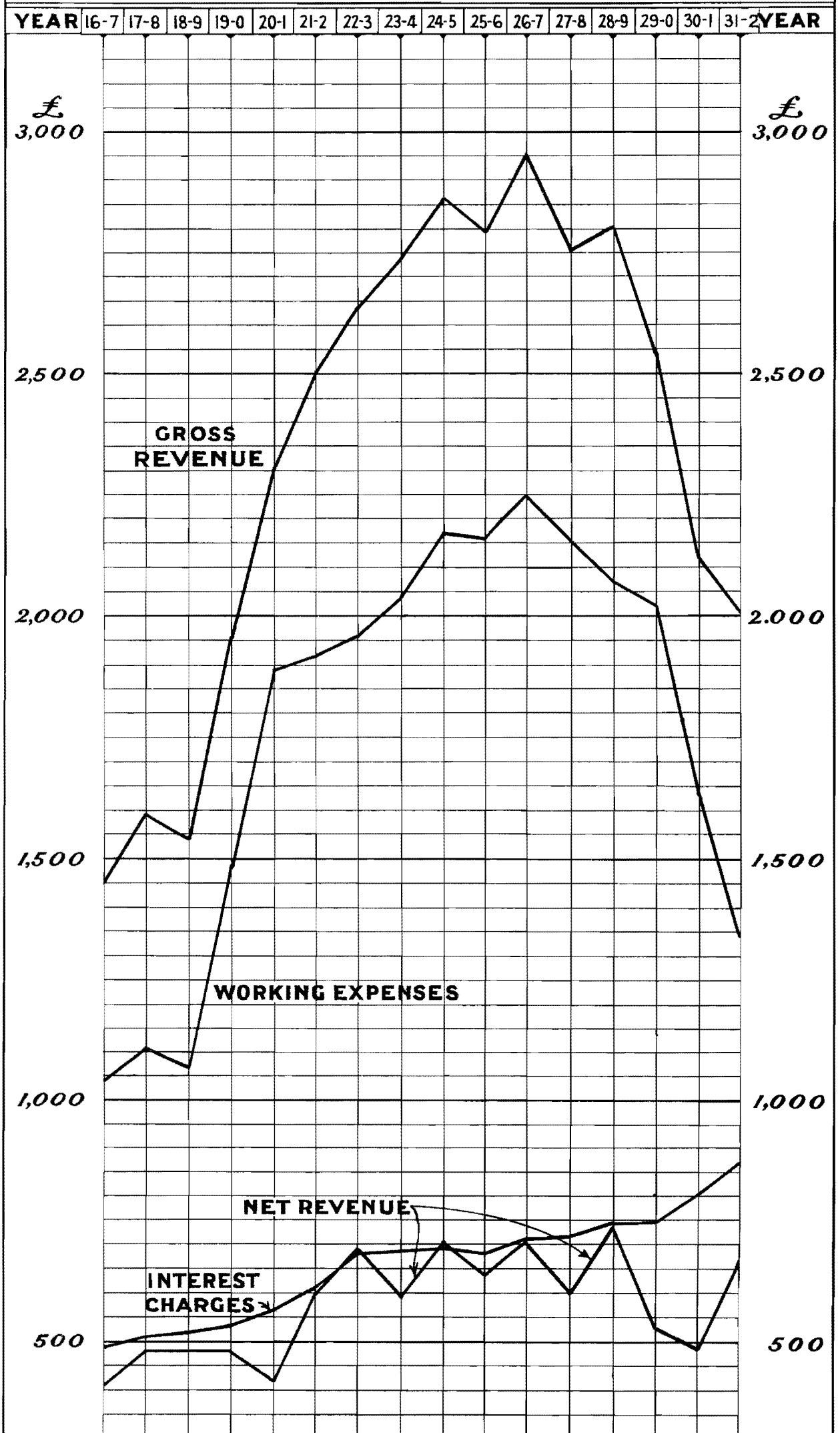


DIAGRAM N^o 5

PER TRAIN MILE RUN

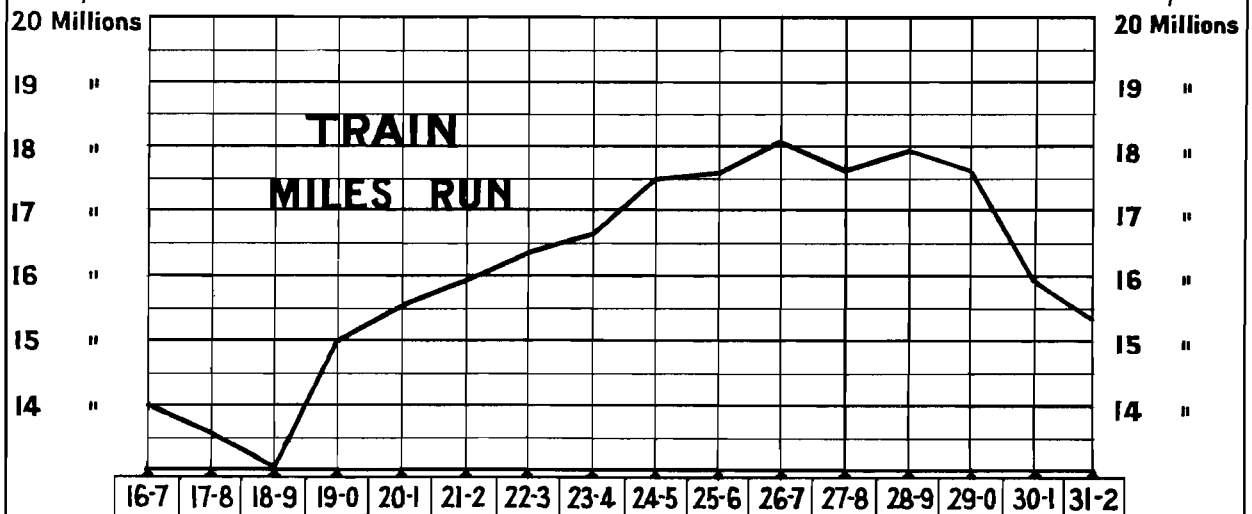
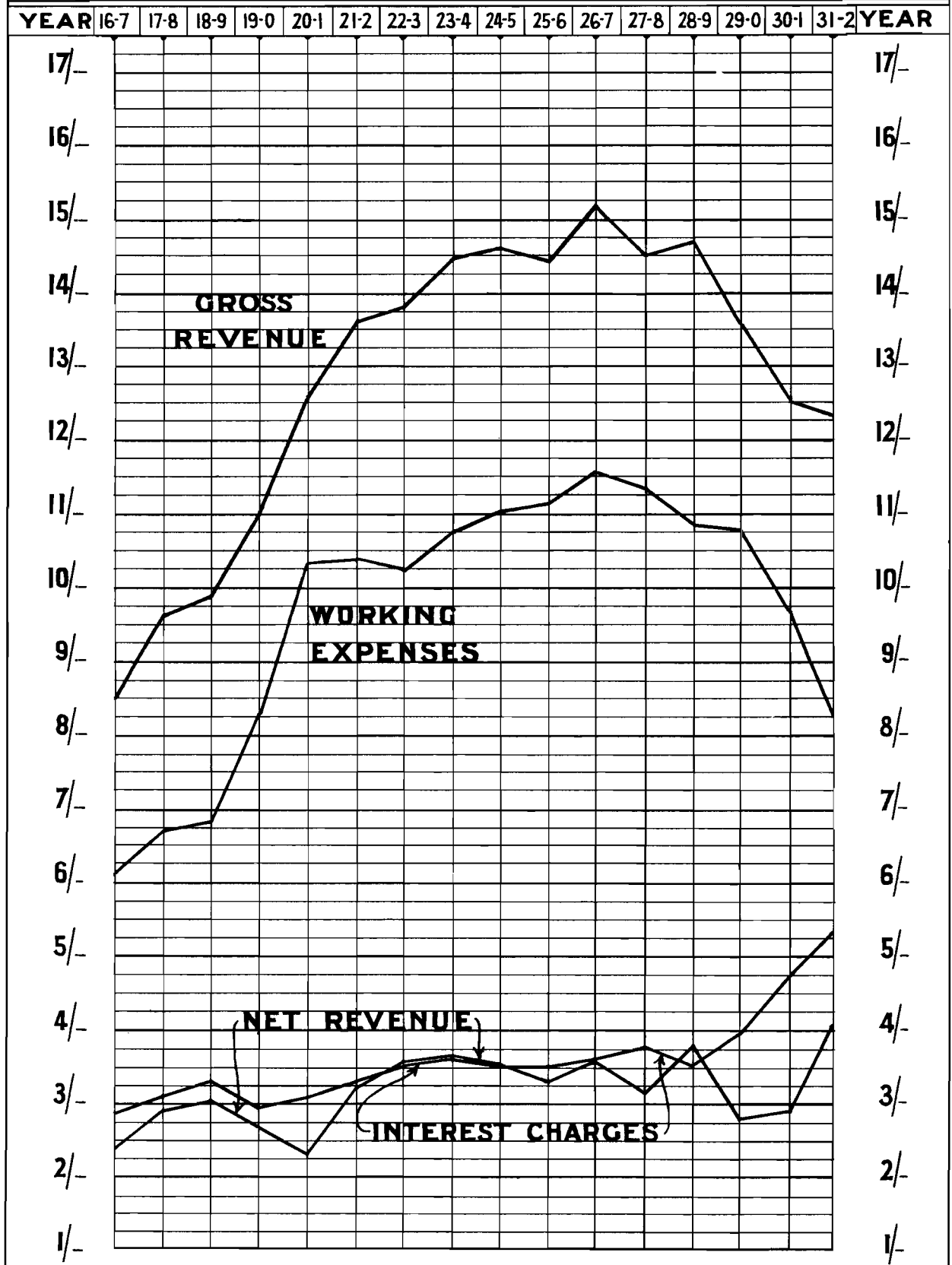
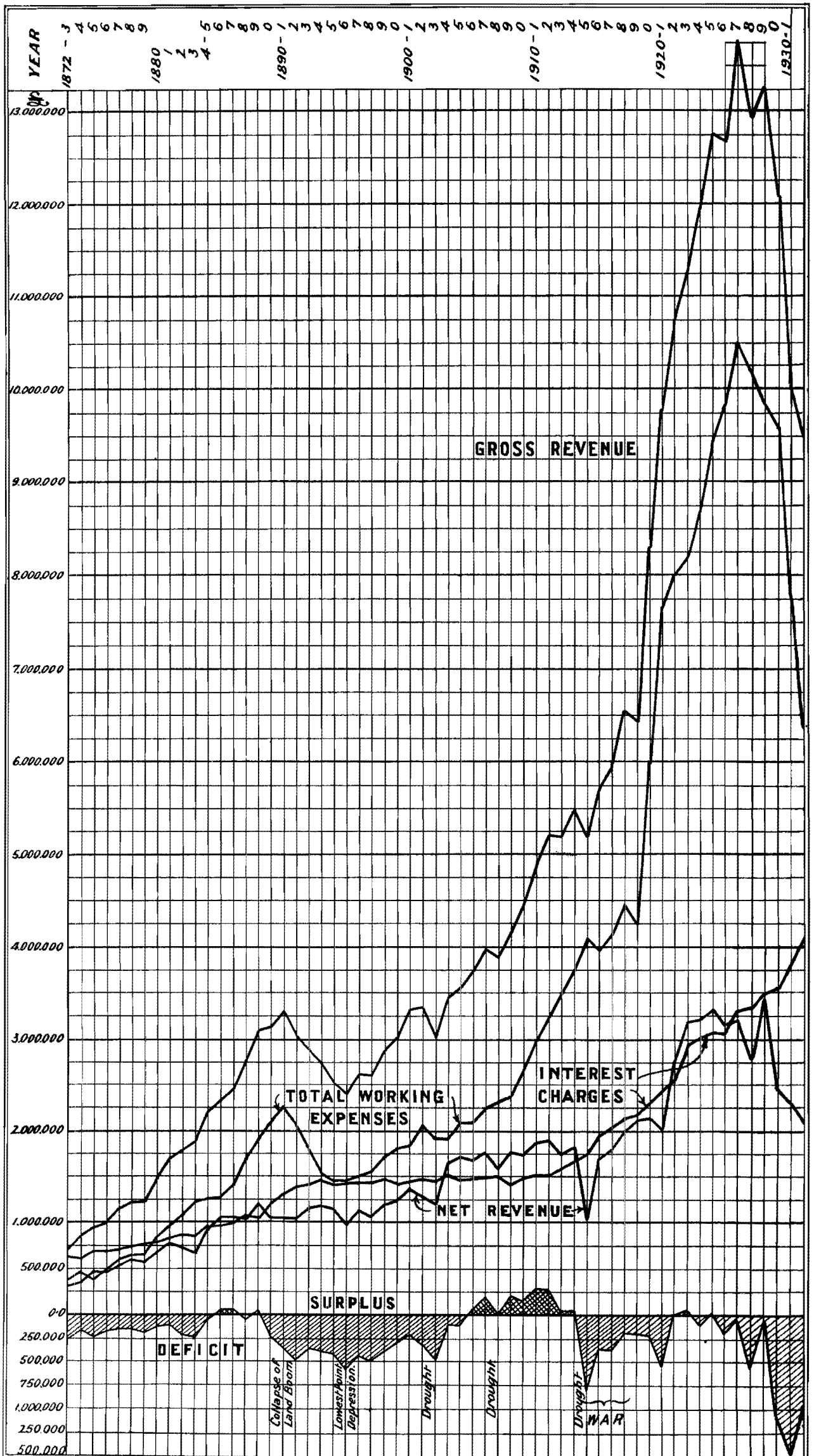
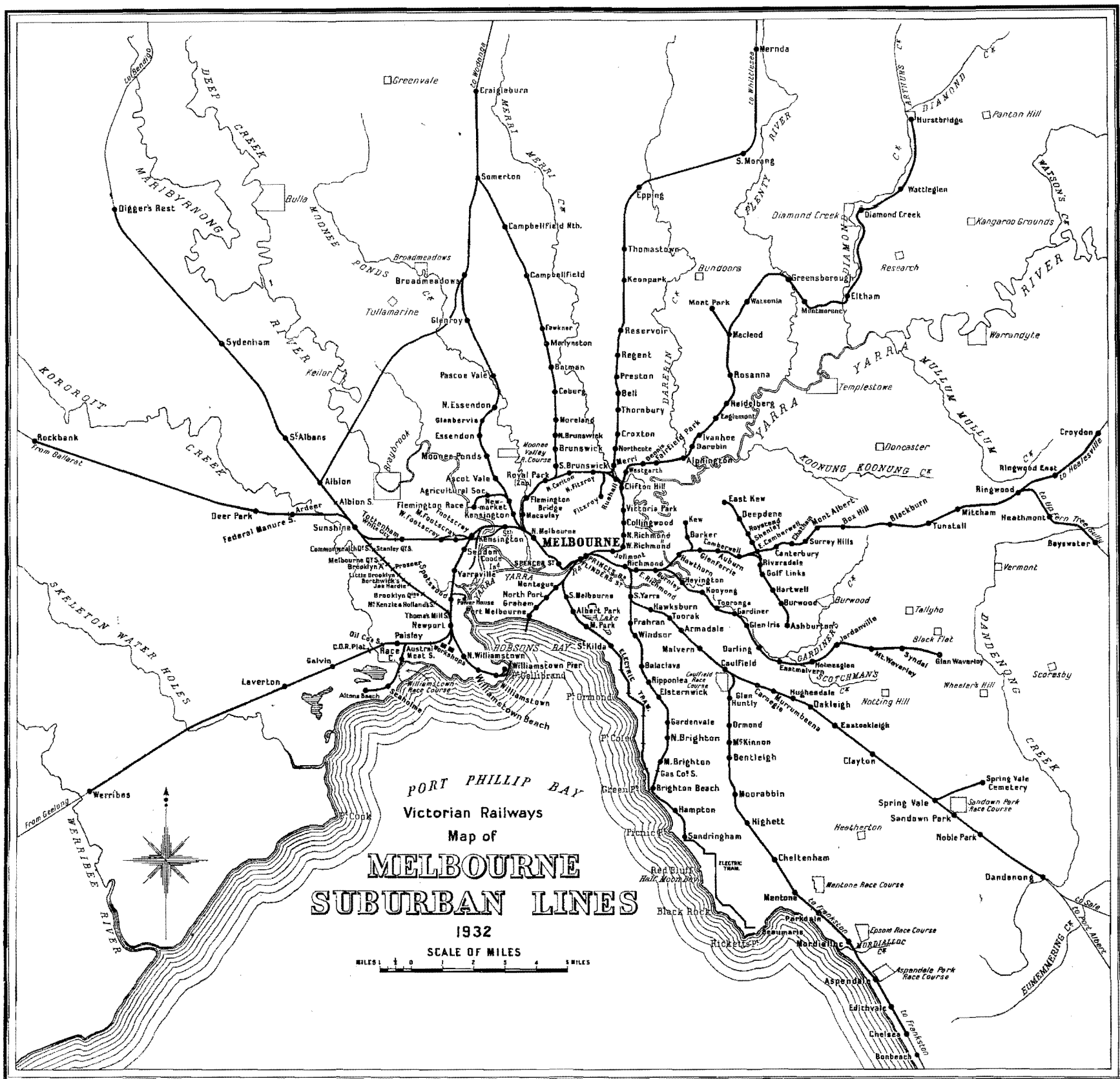
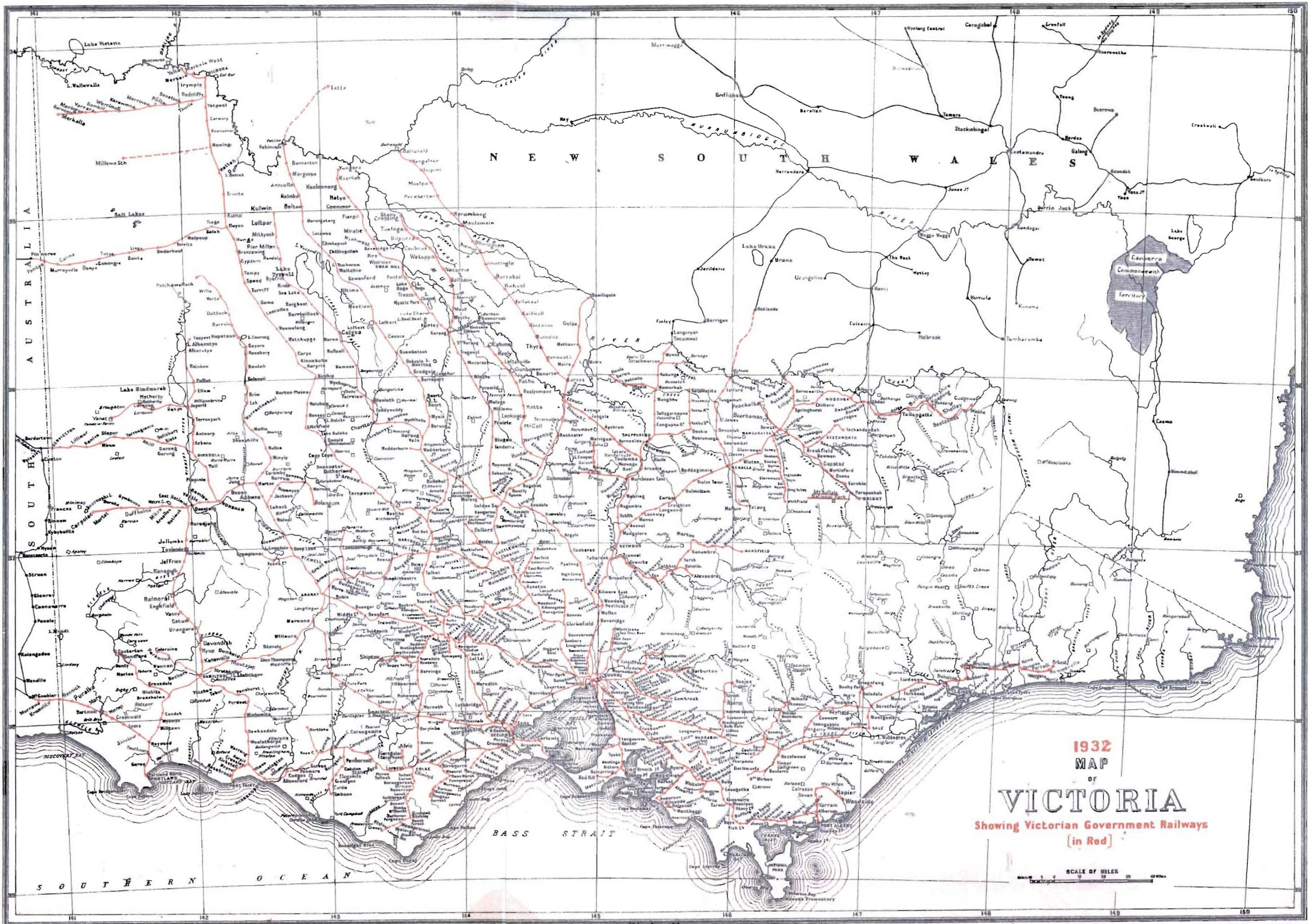


DIAGRAM N° 6





PORT PHILLIP BAY
Victorian Railways
Map of
MELBOURNE
SUBURBAN LINES
1932
SCALE OF MILES
MILES 0 1 2 3 4 5



1932
MAP
of
VICTORIA
Showing Victorian Government Railways
(in Red)

SCALE OF MILES
0 10 20 30 40

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

B A S S S T R A I T

N E W S O U T H W A L E S

A U S T R A L I A

S O U T H

141 142 143 144 145 146 147 148 149 150