

1938.

VICTORIA.

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VICTORIAN RAILWAYS.

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R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1938.

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

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*[Approximate Cost of Report.—Preparation—not given. Printing (700 copies), £312.]*

By Authority:

H. J. GREEN, GOVERNMENT PRINTER, MELBOURNE.

No. 5.—[7s. 6d.]—10383.



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# REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1938.

VICTORIAN RAILWAYS,  
Commissioners' Office, Spencer-street,  
Melbourne, 31st August, 1938.

To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report in respect of the year ended 30th June, 1938.

The financial results for the period under review were:—

—	Railways.			Electric Tramways.			Road Motor Public Services.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>GROSS REVENUE</b> ..	9,735,075	3	11	53,592	16	8	20,490	5	11	9,809,158	6	6
<b>WORKING EXPENSES</b> ..	8,275,885	9	0	47,663	16	1	24,737	10	5	8,348,286	15	6
Less:—												
Charged to Unemployment Relief Funds ..	148,232	19	2	..			..			148,232	19	2
Charged to Public Account Advances Act No. 4499	297,400	0	0	2,600	0	0	..			300,000	0	0
<b>WORKING EXPENSES CHARGED TO RAIL- WAY REVENUE</b> ..	7,830,252	9	10	45,063	16	1	24,737	10	5	7,900,053	16	4
<b>NET REVENUE</b> ..	1,904,822	14	1	8,529	0	7	(—)4,247	4	6	1,909,104	10	2
<b>INTEREST CHARGES and EXPENSES (in- cluding Loan Conversion Expenses)</b> .. ..	1,840,531	6	0	5,829	8	0	610	13	0	1,846,971	7	0
Exchange on Interest Payments and Redemp- tion .. ..	184,013	16	5	577	3	4	60	9	2	184,651	8	11
Contribution to National Debt Sinking Fund ..	119,020	6	3	375	3	2	39	6	0	119,434	15	5
<b>TOTAL INTEREST, EXCHANGE, ETC.</b>	2,143,565	8	8	6,781	14	6	710	8	2	2,151,057	11	4
<b>DEFICIT</b> .. ..	£238,742	14	7	Surplus £1,747	6	1	£4,957	12	8	£241,953	1	2

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

	Year 1937-38.	Year 1936-37.	Increase (+), or Decrease (-); in 1937-38.
	£      s.      d.	£      s.      d.	£      s.      d.
<b>Gross Revenue—</b>			
Railways—Earnings .. .. .	9,735,075    3    11	9,923,829    15    4	— 188,754    11    5
„   Recoup of the loss resulting from the working of certain lines of railway .. .. .	..	211,461    0    0*	— 211,461    0    0
	9,735,075    3    11	10,135,290    15    4	— 400,215    11    5
Electric Tramways.. .. .	53,592    16    8	55,924    13    1	— 2,331    16    5
Recoup of the loss in respect of the Black Rock to Beaumaris Electric Tramway .. .. .	..	8,577    0    0*	— 8,577    0    0
	53,592    16    8	64,501    13    1	— 10,908    16    5
Road Motor Public Services .. .. .	20,490    5    11	21,210    13    8	— 720    7    9
<b>Total .. .. .</b>	<b>9,809,158    6    6</b>	<b>10,221,003    2    1</b>	<b>— 411,844    15    7</b>
<b>Working Expenses—</b>			
Railways .. .. .	8,275,885    9    0	7,420,891    2    0	+ 854,994    7    0
Less Charged to :—			
Unemployment Relief Funds .. .. .	148,232    19    2	162,061    5    4	+ 13,828    6    2
Public Account Advances Act No. 4499 .. .. .	297,400    0    0	..	— 297,400    0    0
	7,830,252    9    10	7,258,829    16    8	+ 571,422    13    2
Electric Tramways.. .. .	£      s.      d. 47,663    16    1		
Less Charged to Public Account Advances Act, No. 4499 .. .. .	2,600    0    0	44,672    1    7	+ 391    14    6
Road Motor Public Services .. .. .	24,737    10    5	23,339    9    2	+ 1,398    1    3
<b>Total .. .. .</b>	<b>7,900,053    16    4</b>	<b>7,326,841    7    5</b>	<b>+ 573,212    8    11</b>
Net Revenue .. .. .	1,909,104    10    2	2,894,161    14    8	— 985,057    4    6
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	1,846,971    7    0	3,019,221    12    5	— 1,172,250    5    5
Exchange on Interest Payments and Re- demption .. .. .	184,651    8    11	301,016    10    6	— 116,365    1    7
Contribution to the National Debt Sinking Fund .. .. .	119,434    15    5	..	+ 119,434    15    5
<b>Total Interest, Exchange, &amp;c.</b>	<b>2,151,057    11    4</b>	<b>3,320,238    2    11</b>	<b>— 1,169,180    11    7</b>
<b>Deficit .. .. .</b>	<b>£241,953    1    2</b>	<b>£426,076    8    3</b>	<b>— £184,123    7    1</b>

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

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

	Year 1937-1938.	Year 1936-1937.	Year 1935-1936.	Year 1934-1935.
<b>Average Mileage of Railways operated</b> .. .. .	4,721	4,721	4,721	4,721
<b>TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country .. .. .	3,391,872	3,313,694	3,074,501	2,476,302
"    "    Rail Motors .. .. .	873,848	820,075	804,413	806,723
"    Suburban .. .. .	7,452,910	7,345,897	7,128,576	6,984,690
"    "    Rail Motors .. .. .	30,856	30,886	30,924	31,749
Mixed .. .. .	977,543	751,697	839,224	1,109,984
Goods (including Live Stock) .. .. .	5,489,734	4,949,135	4,513,305	4,126,663
<b>Total</b> .. .. .	17,910,763(a)	17,211,384(a)	16,399,943	15,536,111
Number of Passenger Journeys { Country .. .. .	5,850,581	6,013,655	5,502,020	5,425,676
{ Suburban .. .. .	132,044,095	135,329,598	134,037,069	134,263,336
Tonnage of Goods .. .. .	6,500,786	6,115,298	5,762,418	5,401,974
Tonnage of Live Stock .. .. .	757,583	697,664	661,076	607,987
<b>REVENUE.</b>				
<b>Passenger, &amp;c., Business.</b>				
Passenger—Country .. .. .	£ 1,403,144	£ 1,485,346	£ 1,409,364	£ 1,367,517
"    Suburban .. .. .	2,281,235	2,321,512	2,304,047	2,318,461
Parcels, &c. .. .. .	356,987	351,351	346,836	318,163
Horses, Carriages, and Dogs .. .. .	77,584	73,403	69,246	16,905
Mails .. .. .	4,118,950	4,231,612	4,129,493	4,087,945
<b>Goods, &amp;c., Business.</b>				
Goods .. .. .	4,336,541	4,264,660	4,045,594	3,867,280
Live Stock .. .. .	608,265	764,146	722,533	688,442
	4,944,806	5,028,806	4,768,127	4,555,722
<b>Other Services.</b>				
Dining Car Services .. .. .	27,844	21,733	20,655	12,495
Refreshment Services .. .. .	319,018	320,131	301,265	305,756
Advertising .. .. .	37,876	40,070	38,188	41,023
Bookstalls .. .. .	68,327	66,494	64,036	61,274
Sale of Electrical Energy .. .. .	453,065	448,428	424,144	420,548
Rentals .. .. .	39,454	34,754	30,945	66,107
Miscellaneous .. .. .	139,334	136,221	137,958	134,697
Miscellaneous .. .. .	29,466	24,896	35,399	15,459
Recoup of the loss resulting from the working of certain lines of railway, &c. .. .. .	..	211,461	163,859	140,614
Guarantees in respect of losses on certain lines .. .. .	10,000	19,113	..	..
<b>Total</b> .. .. .	9,735,075	10,135,291	9,689,925	9,421,092
Per mile of Railway worked .. .. .	2,062	2,147	2,053	1,996
Per traffic train mile .. .. .	10s. 10.40d.	11s. 9.33d.	11s. 9.88d.	12s. 1.54d.
<b>WORKING EXPENSES.</b>				
Transportation Branch .. .. .	£ 2,121,588	£ 1,874,436	£ 1,797,996	£ 1,713,789
Way and Works Branch .. .. .	1,777,119	1,626,953	1,516,786	1,570,137
Rolling-Stock Branch—Operating Expenses .. .. .	1,337,054	1,154,077	1,009,742	1,003,370
"    "    Repairs and Renewals .. .. .	1,300,597	1,238,164	1,163,884	1,078,256
"    "    Depreciation of Rolling-Stock .. .. .	..	100,000	100,000	100,000
Contribution to Railway Renewals and Replacements Fund .. .. .	250,000	..	..	..
Electrical Engineering Branch .. .. .	248,194	221,943	201,471	212,429
Miscellaneous Operations .. .. .	403,008	389,862	364,012	346,162
Stores Branch .. .. .	121,524	106,009	98,824	94,853
General Expenses .. .. .	206,564	186,624	173,454	171,379
Payment into Railway Accident and Fire Insurance Fund .. .. .	25,856	18,978	18,807	13,501
<b>TOTAL WORKING EXPENSES (exclusive of Pensions, &amp;c.)</b> .. .. .	7,791,504	6,917,046	6,504,976	6,303,876
Per mile of Railway worked .. .. .	1,650	1,465	1,378	1,335
Per traffic train mile .. .. .	8s. 8.37d.	8s. 0.45d.	7s. 11.25d.	8s. 1.38d.
Pensions .. .. .	484,381	503,845	489,392	450,867
Border Railways Adjustment .. .. .	..	..	..	50,845
<b>Total Working Expenses</b> .. .. .	8,275,885(b)	7,420,891(b)	6,994,368	6,805,588
Per mile of Railway worked .. .. .	1,753	1,572	1,482	1,442
Per traffic train mile .. .. .	9s. 2.86d.	8s. 7.48d.	8s. 6.41d.	8s. 9.13d.
Less:—Expenditure charged to Unemployment Relief Funds, and to the Commonwealth Grant for Rehabilitation (Storms and Floods) .. .. .	148,233	162,061	137,871	171,939
"    Expenditure charged to Public Account Advances Act 4499 .. .. .	297,400	..	..	..
<b>WORKING EXPENSES charged against Railway Revenue</b> .. .. .	7,830,252	7,258,830	6,856,497	6,633,649
Percentage to Gross Revenue .. .. .	80.43	71.62	70.76	70.41
<b>Net Revenue</b> .. .. .	1,904,823	2,876,461	2,833,428	2,787,443
Per mile of Railway worked .. .. .	403	609	600	590
Per traffic train mile .. .. .	2s. 1.52d.	3s. 4.11d.	3s. 5.49d.	3s. 7.06d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

### Finance.

The deficit for the year, viz., £241,953, was an improvement of £184,123 as compared with the previous year.

The main variations in revenue and expenditure were as under:—

	£	£
Decrease in gross revenue .. .. .	411,845	
Increase in working expenses .. .. .	573,213	
Contribution to National Debt Sinking Fund .. .. .	119,435	
	—	1,104,493
Reduction in interest and exchange .. .. .	.. .. .	1,288,616
		£184,123

The gross revenue was adversely affected by the discontinuance, in accordance with the *Railways (Finances Adjustment) Act 1936*, No. 4429, of the recoups by the Treasury in respect of losses incurred in operating certain non-paying lines, and reductions in freight charges on agricultural produce, wool and live stock. In the preceding year, these recoups amounted to £668,926. The outbreak of infantile paralysis, which prevailed for more than half the year, also had a most serious effect on the country and suburban passenger revenue, the loss being estimated at approximately £250,000.

These losses were partly offset by the increase of £345,775 in the earnings from goods and live stock traffic. This increase was due mainly to the improved economic conditions, a record live stock business, and a satisfactory wheat yield. The yield per acre, viz., 17.93 bushels, was the highest for 68 years.

The increase of £573,213 in working expenses is more than accounted for by the increased cost of salaries and wages as a result of awards of various tribunals, and the higher prices of materials, including coal. Compared with the previous year, the additional expenditure in 1937–38 under awards covering salaries and wages was £571,000, while higher costs of materials accounted for a further expenditure of £127,250. The additional cost in the financial year under these two headings alone was thus £698,250.

The various awards and increased material prices, both in 1936–37 and in 1937–38, were in many cases applicable for only portion of the financial year, and the total annual expenditure involved for increases effective since 1st July, 1936, is no less than £1,100,000.

The reduction in interest charges and exchange (£1,288,616) was brought about by the transfer as from 1st July, 1937, of £30,000,000 of railway loan liability to the State's General Account, in accordance with the provisions of the *Railways (Finances Adjustment) Act 1936*.

This saving in interest, &c., was largely offset by the discontinuance of the Treasury recoups (which, as already mentioned, amounted in the previous year to £668,926) and by the statutory obligation to include in the railway accounts the Department's annual contribution to the National Debt Sinking Fund. Prior to 1st July, 1937, this contribution had been met by the Treasury. The net benefit to the railway finances as a result of the reduction in the loan liability was, therefore, approximately £500,000.

While the Act prescribes that a minimum amount of £200,000 shall be appropriated annually for the purposes of the Railway Renewals and Replacements Fund, it is also stipulated that further contributions may be provided by Parliament. Under the latter provision, an additional amount of £50,000 was paid into the Fund. This, together with a further contribution of £20,000 in respect of the depreciation of rail and road motor vehicles, made the total payment into the Fund £270,000. This sum exceeds the previous year's provision by £145,000, but it still represents less than one-half of the amount that is needed to provide fully for the depreciation which actually accrues each year in providing transportation service. We would again emphasize that this loss of value is an inescapable commitment. Failure to make proper provision for it in the years in which it accrues can have only one result—a steady and continuous drift back to over-capitalization and a recurrence of the burden of accrued depreciation which the *Railways (Finances Adjustment) Act 1936*, was intended to remedy.



In this connexion, we invite attention to the report submitted by the Special Committee which in 1933 investigated the capital indebtedness of the Department. In recommending that an annual provision of £650,000 should be made in future for depreciation of assets and for reserve (the amount for reserve was approximately £48,000 per annum), the Committee's view was that after the railway loan liability had been reduced full provision should be made each year for depreciation by contributions from the working account to a depreciation fund, so that all replacements could be made from that fund, except to the extent that they increased the net earning capacity of the undertaking.

Moreover, failure to make adequate provision for replacements and renewals must result in a lowering of the quality of service through our inability to maintain the property at the standard demanded by modern conditions.

In our Annual Reports in recent years we have repeatedly drawn attention to the position, now seriously developing, in relation to various sections of the rolling-stock and other property because of our inability, through lack of funds, to undertake the amount of betterment and replacement work imperatively necessary for the continued maintenance of efficient railway service.

The position is particularly acute in connexion with rolling-stock. The following table illustrates graphically the extent to which rolling-stock construction has been curtailed during the past decade:—

#### ROLLING-STOCK CONSTRUCTION.

Five-yearly Period.	Locomotives.	Carriages.	Van and Sundry Stock.	Trucks.
1908-9 to 1912-13 .. ..	191	344	175	5,510
1913-14 to 1917-18 .. ..	207	288	241	3,706
1918-19 to 1922-23 .. ..	87	229	3	424
1923-24 to 1927-28 .. ..	36	256	90	1,130
1928-29 to 1932-33—				
1928-29 .. ..	9	2	43	583
1929-30 .. ..	14	6	..	306
1930-31 .. ..	10	8	1	107
1931-32 .. ..	1	1	..	..
1932-33 .. ..	..	..	..	..
Total, 5 years .. ..	34	17	44	996
1933-34 to 1937-38—				
1933-34 .. ..	..	..	15	201
1934-35 .. ..	..	..	5	241
1935-36 .. ..	..	..	12	202
1936-37 .. ..	1	1	18	332
1937-38 .. ..	..	13	17	309
Total, 5 years .. ..	1	14	67	1,285

There has been practically no locomotive construction for seven years. As a result, the average age of the locomotive stock increased from 18.2 years at 30th June, 1928, to 25.78 years at 30th June last. The estimated normal economic life of a locomotive is 25 years, and the fact that the average age of the stock at 30th June last was greater than this clearly shows the necessity for a vigorous construction programme. To provide adequately for replacements, at least twenty new locomotives should, on the basis of average service life, be constructed annually.

A similarly unsatisfactory position exists in regard to goods trucks. Although 3,717 trucks were constructed during the period of nineteen years covered by the foregoing table, 2,615 were broken up and removed from the register, and at 30th June last the average age of the existing stock was 29.8 years—almost equivalent to the estimated economic life, viz., 30 years.

Traffic requirements necessitate the retention in service of a large number of units that are now obsolete and unsuitable. This is not only entailing excessive costs for maintenance, but is militating against efficiency. From every aspect, especially the ever-increasing need for improving the standard of service in order to meet the intense competition by other forms of transport, it is important that these obsolete units be replaced as early as possible.

Not only is a substantial proportion of the existing rolling stock obsolete, but the number of available units is insufficient for present-day requirements. During the depression years there was a serious diminution in the volume of railway traffic, and the rolling stock was more than sufficient for the business offering. Latterly, however, considerable increases in traffic have taken place, and difficulty is frequently experienced in meeting the demands upon the service.

In the year under review, the volume of steam-hauled business, as indicated by the gross ton miles, was 7 per cent. greater than that in the peak year—1926-27. In the latter year the available locomotive power, as indicated by the tractive effort, was 14,730,000 lb. In 1937-38, the locomotive power was only 13,349,000 lb. or about 9 per cent. less than in 1926-27. If proper service is to be given to railway patrons and provision made for prospective increases in business, it is essential that this leeway be made up.

Another factor in relation to goods rolling stock is the importance of completing the scheme for the conversion of the stock to automatic coupling. Up to the present, approximately 77 per cent. of the total goods stock has been equipped. It is not proposed to convert the oldest types of trucks, most of which have been in service for 45 years or longer. They are quite unsuitable for present-day conditions, and their retention in service not only entails heavy maintenance costs, but also involves train delays through breakaways and the necessity for marshalling them in suitable positions at the rear of trains. The disabilities attending the continued use of these trucks have become more and more pronounced with the progressive increase in train loads. The average gross load per goods train has risen from 270 tons in 1909-10 to 395 tons in 1926-27 (the peak year for goods traffic), and to 453 tons in 1937-38—the latter being an increase of approximately 68 per cent. over 1909-10. To secure the full benefits of automatic coupling all of the oldest types of vehicles should be replaced by modern stock. It is therefore essential that a more extensive truck construction programme be undertaken.

The position in relation to passenger carriage stock also, is a serious one. Apart from the carriages comprising "Spirit of Progress", there has been practically no new construction since 1926-27. The economic service life of carriages is estimated at 35 years, and at 30th June last, the average age of the existing carriage stock was more than 29 years. The result is that passenger equipment which we are compelled to use on a large number of trains in country districts is totally unsuitable for present-day requirements, and this is militating against our efforts to hold and attract passenger traffic to the rail.

Moreover, the available passenger stock is insufficient for requirements at holiday and other periods of extra traffic, when a large number of suburban passenger carriages without corridors or lavatory accommodation have to be withdrawn for service on country passenger trains. The use of such carriages and other obsolete and unsuitable stock leads to serious complaints from country passengers, while the withdrawal of the suburban rolling stock from its normal service entails undue crowding and inconvenience to suburban travellers during peak hours.

One of the most pressing needs is the provision of modern passenger carriages for the interstate service between Melbourne and Adelaide. If we are to be enabled to compete with the rapidly expanding interstate air services and vastly improved interstate steamship services, there is no alternative but to modernize the stock on the interstate express trains by constructing cars in keeping with present-day requirements and standards of comfort. The South Australian railway authorities have agreed to a limited programme of new construction spread over several years, and the necessary designs are now being prepared.

Another urgent requirement is additional stock for the suburban passenger services. At the commencement of the depression, many regular suburban passenger trains were cancelled. The cars which became spare, however, have now been wholly absorbed in providing additional services or increased accommodation on various lines to meet the growth of traffic, particularly at peak hours. While the volume of business during the slack hours is substantially less, traffic at peak periods on some lines now exceeds that prior to the depression and is steadily increasing. Apart from the necessity for replacing a large number of the existing suburban carriages which have reached the end of their service life, we are therefore faced with the need for providing extra trains on a number of lines to cope with the business. A significant feature of the increased traffic is that it is largely being derived from outer suburbs, involving a longer haul and much greater train and car mileage.

A limited number of buffet cars are required for lines where the introduction of this modern refreshment facility is justified. This innovation, which has already proved a most attractive and highly appreciated feature of travel on the Victorian Railways, renders stops for refreshments unnecessary and enables the overall time between terminals to be reduced by approximately 20 minutes for each stop eliminated.

As the result of an exhaustive investigation of the present position in relation to the rolling stock, and of the requirements of the prospective traffic, it is estimated that, as a minimum, the following locomotives, carriages, trucks and other rolling stock should be provided during the years 1939-40, 1940-41, and 1941-42:—

ROLLING STOCK TO BE CONSTRUCTED.					<i>Estimated Cost.</i>
<i>Financial Year, 1939-40.</i>					£
500 general goods trucks	..	..	..	..	195,000
70 sheep trucks	..	..	..	..	31,500
7 country passenger carriages, including the Victorian proportion of joint stock cars	..	..	..	..	104,500
3 electric street railway cars	..	..	..	..	10,500
2 "H" class locomotives	..	..	..	..	40,000
20 "K" class locomotives	..	..	..	..	200,000
1 Garratt locomotive	..	..	..	..	14,000
Workshops machinery	..	..	..	..	10,000
					£605,500
<i>Financial Year, 1940-41.</i>					£
500 general goods trucks	..	..	..	..	195,000
50 louvre trucks	..	..	..	..	28,500
60 cattle trucks	..	..	..	..	24,000
8 country passenger carriages, including the Victorian proportion of joint stock cars	..	..	..	..	122,000
2 suburban electric trains	..	..	..	..	100,000
5 passenger vans	..	..	..	..	30,000
5 goods vans	..	..	..	..	20,000
10 "K" class locomotives	..	..	..	..	100,000
Shunting engines	..	..	..	..	30,000
Workshops machinery	..	..	..	..	20,000
					£669,500
<i>Financial Year, 1941-42.</i>					£
300 general goods trucks	..	..	..	..	117,000
5 country passenger cars	..	..	..	..	72,000
2 suburban electric trains	..	..	..	..	100,000
6 buffet cars	..	..	..	..	90,000
10 passenger vans	..	..	..	..	60,000
5 goods vans	..	..	..	..	20,000
10 "K" class locomotives	..	..	..	..	100,000
3 "X" class locomotives	..	..	..	..	51,000
3 "S" class locomotives	..	..	..	..	60,000
Shunting engines	..	..	..	..	30,000
Workshops machinery	..	..	..	..	20,000
					£720,000

In the case of way and works, drastic curtailments in expenditure on betterments and renewals were made during the depression years. These curtailments were effected under almost every heading, including replacements and renewals of tracks, bridges, departmental buildings, &c. While substantial benefits have been obtained from funds provided for unemployment relief works, such funds have been practically confined to strengthening and reconditioning of tracks and a small amount of track relaying and regrading. This was necessary to ensure the absorption of the maximum amount of

labour. Had it not been for Unemployment Relief Funds, the tracks on many lines would have deteriorated to such an extent that not only would train accelerations and other improvements in service have been impossible, but in the interests of safety reduced train speeds would have been inevitable. The stage has now been reached when it is imperative that provision be made for heavy additional expenditure on betterments and renewals of way and works, including relaying on the Bendigo and Adelaide lines and sections of the suburban lines, the renewal and strengthening of bridges and reconditioning and improving departmental buildings generally.

Other works which will require to be undertaken in the near future include the duplication of sections of tracks in the suburban area to provide for the prospective increase in traffic. On some lines the traffic at morning and evening peak periods represents the maximum which can be handled with the existing track and signalling facilities. A comprehensive investigation of the suburban traffic position is now being made by a Committee of departmental officers, and it is apparent from the progress already made that very substantial expenditure will be inevitable during the next few years to enable the suburban traffic to be handled efficiently.

Reference has been made in recent Annual Reports to the obsolescence of the plant at the Newport "A" Power Station. The existing plant, which was designed 28 years ago, is approaching the end of its useful life, and is already causing anxiety. Modern power station units, embodying radical improvements in design and efficiency, enable substantial savings to be effected in operating and maintenance costs. The generating and steam raising equipment at Newport "A" Power Station must be replaced within the next few years, and in order that the full output may be maintained during the conversion period, the replacements will require to be made in stages. The total cost of the work will be upwards of £1,000,000 spread over eight to ten years. On present indications, the expenditure on the first portion—estimated to cost approximately £500,000—will be incurred as under:—

	£
1939-40 .. .. .	200,000
1940-41 .. .. .	250,000
1941-42 .. .. .	50,000

In addition to ensuring continuity of operation, the provision of modern power station equipment is estimated to result in a saving of approximately £50,000 per annum, based on existing conditions.

The minimum expenditure for which provision should be made during the three years 1939-40 to 1941-42 for betterment and renewal works, apart altogether from expenditure which may be involved for additional track facilities, &c., to meet future requirements in the suburban area, is as under:—

	1939-40.	1940-41.	1941-42.
	£	£	£
Capital expenditure .. .. .	546,000	686,000	520,000
Expenditure on replacements .. .. .	811,000	820,000	960,000
Total .. .. .	£1,357,000	£1,506,000	£1,480,000

In the face of the substantial increases in the cost of wages and materials and the absence of effective protection from road motor competition, there does not appear to be any likelihood of our being able to make full provision from railway funds for the working expense portion of the cost of these works. They must be undertaken if the Department is to continue to operate efficiently and maintain a standard of service which will enable it to compete with other forms of transport. The inescapable alternative is a lowering of the standard of service, serious loss of patronage and revenue, and excessive operating and maintenance costs, which will inevitably be reflected in the financial results.

In another section of the Report, under the heading of "Competitive Transport", we have dealt fully with the necessity to protect the railways from uneconomic competition.

We cannot urge too strongly that steps should be taken in this direction at the earliest possible moment. Under present conditions, numerous individual services in various forms of transport are permitted to engage in direct competition with the national railway system. It is a fundamental principle that community transport should be provided by services operating, not in competitive conflict with each other, but in co-operation and harmony as a co-ordinated whole.

We are convinced that rationalization of this nature is essential to the maintenance of organized and economic transport. It is also the only means of enabling us to meet the further inevitable increases in costs and to provide for works that must be carried out if the railway system is to retain its ability to perform the essential tasks demanded of it.

### Revenue.

The revenue of the railways (exclusive of the electric tramways and the road motor public services) amounted to £9,735,075, or £400,216 (equivalent to 3.95 per cent.) less than that of the preceding year, viz., £10,135,291. The increases and decreases in the different subdivisions of traffic were as shown hereunder:—

	Revenue 1937-38.	Increase.		Decrease.	
		Amount.	Per cent.	Amount.	Per cent.
	£	£		£	
Passenger Traffic—					
Country .. .. .	1,403,144	..	..	82,202	5.53
Suburban .. .. .	2,281,235	..	..	40,277	1.73
Dining Car Services .. .. .	27,844	6,111	28.19	..	..
Refreshment Services .. .. .	319,018	..	..	1,113	.35
Advertising .. .. .	37,876	..	..	2,194	5.48
Bookstalls .. .. .	68,327	1,833	2.76	..	..
Parcels, &c. .. .. .	356,987	5,636	1.60	..	..
Mails .. .. .	77,584	4,181	5.70	..	..
Goods .. .. .	4,336,541	71,881	1.69	..	..
Live Stock .. .. .	608,265	..	..	155,881	20.40
Electrical Power .. .. .	39,454	4,700	13.52	..	..
Rentals .. .. .	139,334	3,113	2.29	..	..
Miscellaneous .. .. .	29,466	4,570	18.36	..	..
Recover of the loss resulting from the working of certain lines of railway .. .. .	..	..	..	211,461	100.00
Guarantees in respect of losses on certain lines .. .. .	10,000	..	..	9,113	47.68
Total .. .. .	£9,735,075	£102,025	..	£502,241	..
Net Decrease .. .. .	..	..	£400,216	..	3.95

Contributing factors are explained in our comments on page 19, under the heading "Analysis of Passenger, Goods, and Live Stock Traffic."

The revenue per traffic train mile was 10s. 10.40d., or 10.93d. less than that (11s. 9.33d.) in the preceding year.

For comparative purposes, the earnings per traffic train mile in each year of the four years ended 30th June, 1938, are furnished hereunder:—

Year.	Revenue *per traffic train mile.	
	s.	d.
1934-35 .. .. .	12	1.54
1935-36 .. .. .	11	9.88
1936-37 .. .. .	11	9.33
1937-38 .. .. .	10	10.40

## Darling to Glen Waverley Railway Construction Act 1937 (No. 4522).

This Act, which was passed on 20th December, 1937, cancelled the outstanding liability (£10,000) of the Darling-Glen Waverley Railway Construction Trust in respect of its guarantee in connexion with the operation of the Darling-Glen Waverley Line.

Pursuant to section 102 of the Railways Act, the amount of £10,000 was paid to railway revenue by the Treasury during the year 1937-38.

### Working Expenses.

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

The percentage of working expenses to revenue was 75.46, as compared with 66.65 in 1936-37 and 65.71 in 1935-36. In the compilation of these figures the electric tramways and the road motor public services have been excluded, as well as pensions, &c., and expenditure charged to Unemployment Relief Funds, the Commonwealth Grant for Rehabilitation (Storms and Floods), and the Public Account Advances Act, No. 4499. With pensions included, the percentage for 1937-38 was 80.43.

### Reconciliation with Treasury Figures.

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

A reconciliation is embodied in Appendix No. 18.

### Public Account Advances Act 1937 (No. 4499).

In our Annual Reports in recent years, we have emphasized the necessity for providing additional funds for overtaking the large amount of maintenance and renewal work which, owing to the financial stringency, had to be deferred during the depression years. These works include maintenance of rolling stock, maintenance and renewal of bridges, renewal of points and crossings, and the renovation and general repair of departmental buildings and other property.

The position was reached when some works could no longer be deferred if the Department were to continue to operate efficiently and provide the standard of service demanded by the public, and following upon our further representations in that behalf, a sum of £300,000 was provided under the *Public Account Advances Act 1937* for deferred maintenance and renewal works.

As the works concerned represent an accumulation over a number of years, it was decided by the Government that the repayment of the advance should not be a charge against the working expenses of one year, but should be spread over a period of years, and the Act accordingly provides that an amount of £50,000 is to be repaid to the Public Account in each of the next six years.

### Pensions.

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

—	1937-38.	1936-37.	Increase (+) or Decrease (-) in 1937-38.
	£	£	£
Pensions under Superannuation Act .. .. .	361,697	360,498	+
Pensions to officers and employees who were in the Service on 1st November, 1883 .. .. .	123,292	143,902	-
Total .. .. .	£484,989	£504,400	-
			£19,411

**Capital Expenditure.**

The total amount (net) expended from the Capital Account on works and assets (i.e., excluding stores and materials) and charged against the loan proceeds at 30th June, 1937, was ..	£	s.	d.
which, as a result of the passing of the <i>Railways (Finances Adjustment) Act 1936</i> was written down by ..	77,203,217	14	10
	26,674,093	11	8

The depreciated value of the capital expenditure at 1st July, 1937 was, therefore .. .. . 50,529,124 3 2

During the year 1937-38 additional charges as shown hereunder were made:

	Gross Expenditure.			Credits.			Net Expenditure.		
	£	s.	d.	£	s.	d.	£	s.	d.
Construction of New Lines and Surveys ..	451	16	8	..	..	..	451	16	8
Additions and Improvements to:—									
Way, Works, &c. ..	283,775	9	9	39,670	3	11	244,096	5	10
Rolling Stock ..	411,326	6	3	20,582	7	5	390,743	18	10
	695,553	12	8	60,261	11	4	635,292	1	4

**The net increase in the Capital Account during the year was thus**

.. .. .	635,292	1	4
making the total capital expenditure at 30th June, 1938 ..	£51,164,416	4	6

**Loan Funds.**

	£	s.	d.
At 30th June, 1937, the total liability in respect of current loans was .. .. .	73,011,801	12	11
The amount of Securities purchased and cancelled from National Debt Sinking Fund was .. .. .	3,209,568	10	4
	76,221,370	3	3

The amount transferred to the State's General Account. (Act No. 4429) was .. .. .	30,000,000	0	0
	46,221,370	3	3

During the year the liability was increased by the additional amount allocated .. .. .	£	s.	d.
and reduced by the excess of premiums over discounts and expenses on loans .. .. .	466,033	4	4
	1,702	3	0
	464,331	1	4
	46,685,701	4	7

Less the Securities purchased and cancelled from National Debt Sinking Fund in respect of the liability as reduced ..	2,190,507	6	3
	£44,495,193	18	4

**Interest Account.**

	£	s.	d.
The interest charges on current loans and Loan Conversion expenses amounted to .. .. .	1,841,826	10	7
Expenses were incurred by the Treasury in connexion with the payment of interest to the extent of .. .. .	5,144	16	5
<hr/>			
The debit for interest charges and expenses (including Loan Conversion expenses) for the year 1937-38 was therefore .. which represents a decrease of £1,172,250 as compared with the debit for the previous year.	£1,846,971	7	0
Contribution to the National Debt Sinking Fund .. .. .	119,434	15	5
Exchange on interest payments and Redemption amounted to ..	184,651	8	11
<hr/>			
The total of interest and exchange was thus .. .. .	£2,151,057	11	4

**Non-Interest Bearing Funds.**

	£	s.	d.
At 30th June, 1937, the liability to the Consolidated Revenue and other funds provided for railway construction, equipment, stores, &c., on which interest is not charged, was ..	5,373,650	12	5
Less amount for accrued interest on construction account, which amount has now been written off the capital value of the lines concerned .. .. .	21,619	0	0
<hr/>			
	£5,352,031	12	5
Further moneys were provided during the year out of Consolidated Revenue and the National Recovery Loan, as shown hereunder—			
Division 78 of the Appropriation Act .. .. .	316	0	6
National Recovery Loan .. .. .	105,895	0	7
<hr/>			
The total amount as at 30th June, 1938, was therefore	£5,458,242	13	6

**Non-Paying Lines.**

The following statement shows the losses on the operation of certain lines for the twelve months ended 28th February, 1938.

The results shown are not comparable with the losses incurred in previous years owing to the reduction in interest charges as from 1st July last, under Act No. 4429, and on the other hand to the cessation of the recoups by the Treasury for freight reductions.

Line.	Loss incurred after charging Working Expenses and Interest on Capital, for the twelve months ended 28th February, 1938.
	£
(a) Lines Constructed since 1896.	
Alberton to Won Wron .. .. .	2,798
Annuello to Robinvale .. .. .	2,506
Bairnsdale to Orbost .. .. .	18,294
Beech Forest to Crowes .. .. .	1,619
Benalla to Tatong .. .. .	1,612
Ben Nevis to Navarre .. .. .	132
Bittern to Red Hill.. .. .	3,053
Cavendish to Toolondo .. .. .	2,509
Colac to Beech Forest .. .. .	5,291
Darling to Glen Waverley .. .. .	9,052
Elmore to Cohuna .. .. .	6,078
Eltham to Hurstbridge .. .. .	6,352
Carried forward .. .. .	<hr/> 59,296



NON-PAYING LINES—*continued.*

Line.	Loss incurred after Charging Working Expenses and Interest on Capital, for the twelve months ended 28th February, 1938.
Brought forward .. .. .	£ 59,296
Fawkner to Somerton .. .. .	701
Ferntree Gully to Gembrook.. .. .	8,255
Heywood to Puralka .. .. .	6,837
Hopetoun to Patchewollock .. .. .	414
Kerang to Murrabit.. .. .	3,124
Kooloonong to Yungera .. .. .	725
Koo-wee-rup to Strzelecki .. .. .	8,889
Linton to Skipton .. .. .	783
Marnoo to Bolangum .. .. .	245
Merbein to Yelta .. .. .	484
Moe to Walhalla .. .. .	326
Nandaly to Kulwin .. .. .	1,571
Neerim South to Noojee .. .. .	4,388
Nowingi to Millewa South .. .. .	1,296
Piangil to Kooloonong .. .. .	2,199
Puralka to South Australian Border .. .. .	901
Redcliffs to Werrinull .. .. .	2,635
Rushworth to Girgarre .. .. .	1,104
Tallangatta to Cudgewa .. .. .	12,814
Wangaratta to Whitfield .. .. .	3,004
Werrinull to Meringur .. .. .	1,236
TOTAL .. .. .	£121,227

Note :—Profits had accrued in previous years as under :— £

Ben Nevis to Navarre .. .. .	132
Puralka to South Australian Border .. .. .	128

Line.	Loss after Charging Working Expenses and Interest on Capital for the Twelve Months ended 28th February, 1938.
<i>(b) Lines Constructed prior to 1896.</i>	
Alberton to Port Albert .. .. .	£ 646
Avoca to Ararat .. .. .	6,896
Ballarat to Buninyong .. .. .	1,640
Birregurra to Forrest .. .. .	3,317
Branxholme to Casterton .. .. .	7,177
Castlemaine to Maldon .. .. .	3,922
Clarkefield to Lancefield .. .. .	3,120
Everton to Yackandandah .. .. .	9,516
Hamilton to Coleraine .. .. .	4,236
Hamilton to Koroit .. .. .	5,139
Jumbunna Junction to Outtrim .. .. .	1,569
Korumburra Junction to Jumbunna Junction .. .. .	217
Lilydale to Healesville .. .. .	1,373
Lilydale to Warburton .. .. .	8,638
Linton Junction to Linton .. .. .	5,019
Maffra to Briagolong .. .. .	855
Maldon to Shelbourne .. .. .	2,427
Maryborough to Avoca .. .. .	725
Moe to Thorpdale .. .. .	5,818
Moriac to Wensleydale .. .. .	1,358
Morwell to North Mirboo .. .. .	7,887
Redesdale Junction to Redesdale .. .. .	2,776
South Geelong to Queenscliff .. .. .	2,507
Tallarook to Mansfield .. .. .	20,637
Terang to Mortlake .. .. .	1,372
Thomastown to Whittlesea .. .. .	9,574
Timboon Junction to Timboon .. .. .	4,101
Warragul to Neerim South .. .. .	4,015
Total .. .. .	£138,447

NOTE.—The capital shown in respect of certain of these lines includes the amounts shown hereunder upon which on interest is chargeable.

Line.	Amount.	Funds to which Expenditure was Charged
	£	
Hopetoun to Patchewollock .. .. .	8,685	Developmental Railways Account
Kooloonong to Yungera .. .. .	12,000	Developmental Railways Account
Nowingi to Millewa South .. .. .	1,810	Developmental Railways Account and Public Works Vote Appropriations

### Mileage of Railways and Tracks Open for Traffic.

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

	At 30th June.		Average for Year.	
	1937.	1938.	1936-37.	1937-38.
	Miles.	Miles.	Miles.	Miles.
<b>Railways—</b>				
Route mileage .. .. .	4,720.77	4,720.77	4,720.77	4,720.77
Track mileage .. .. .	5,054.93	5,054.93	5,054.93	5,054.93
Sidings .. .. .	1,037.66	1,038.74	1,037.59	1,037.70
<b>Electric Tramways—</b>				
Route mileage .. .. .	7.60	7.60	7.60	7.60
Track mileage .. .. .	14.99	14.99	14.99	14.99
Sidings .. .. .	1.40	1.40	1.40	1.40

During the year authority was obtained, by the passing of Act No. 4518, for the dismantling of the section of railway between Triholm and the terminus at Strzelecki, a distance of about 5½ miles. This section of line had not been operated since 24th November, 1930.

### St. Kilda and Brighton Electric Tramway.

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

	Year 1937-38.		Year 1936-37.	
Number of passengers .. .. .	4,262,663		4,479,570	
	£		£	
Gross revenue .. .. .	43,492		45,354	
Working expenses .. .. .	36,760*		38,063	
Net revenue .. .. .	6,732		7,291	
	£		£	
Interest charges .. .. .	3,913		7,961	
Exchange on interest payments, and redemption .. .. .	387		794	
Contribution to National Debt Sinking Fund .. .. .	252	4,552		8,755
Net result .. .. .	Profit	2,180	Loss	1,464

\* Excluding £2,600 charged to Public Account Advances Act No. 4499.

The capital expenditure at 30th June, 1938, on the construction of the line— <i>vide</i> Appendix No. 8—was .. .. .	£	88,723
and of rolling stock .. .. .		13,942
Total .. .. .		102,665

### Sandringham to Black Rock Electric Tramway.

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

	Year 1937-38.		Year 1936-37.	
Number of passengers ..	1,037,083	..	1,085,306	..
	£		£	
Gross revenue ..	10,101	..	10,570	..
Working expenses ..	8,247	..	6,614	..
Net revenue ..	1,854	..	3,956	..
	£		£	
Interest charges ..	1,917	..	3,806	..
Exchange on interest payments and redemption ..	190	..	380	..
Contribution to National Debt Sinking Fund ..	123	2,230	..	4,186
Net result ..	Loss	376	Loss	230

The increase in working expenses was due mainly to expenditure in the maintenance of the track and to higher rates of wages.

	Year 1937-38.		Year 1936-37.	
The capital expenditure at 30th June, 1938, on the construction of the line— <i>vide</i> Appendix No. 8—was .. .. .	..	..	..	40,775
and of rolling stock .. .. .	..	..	..	8,279
Total .. .. .	..	..	..	49,054

### Analysis of Passenger, Goods, and Livestock Traffic.

#### Passenger Traffic.

Details of the passenger business compared with that of the preceding twelve months are given in Appendix No. 23, and are summarized below:—

	Number of Journeys.		Decrease.	Revenue.		Decrease.
	1936-37.	1937-38.		1936-37.	1937-38.	
Country passenger traffic ..	6,013,655	5,850,581	% 2.71	£ 1,485,346	£ 1,403,144	% 5.53
Suburban passenger traffic ..	135,329,598	132,035,095	2.43	2,321,512	2,281,235	1.73
Totals .. .. .	141,343,253	137,885,676	2.45	3,806,858	3,684,379	3.22

In 1936-37, the passenger revenue had shown a gratifying increase in the process of recovery from the economic depression, and had been stimulated by certain reductions in fares and by the accelerated train services.

Unfortunately, the prospects for 1937-38 were seriously affected by the epidemic of infantile paralysis, as a result of which all non-essential travel was greatly restricted for a period of about nine months. We estimate the loss of revenue due to this cause as at least £250,000.

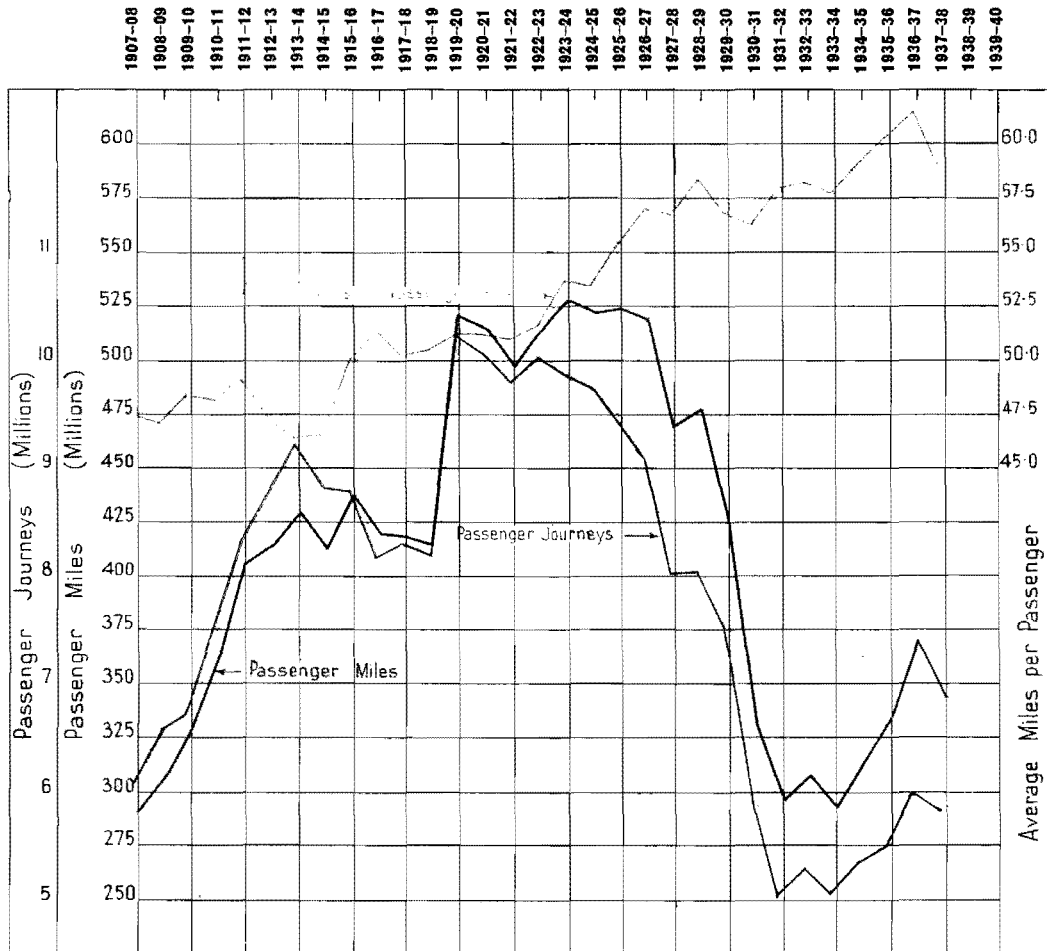
The actual decrease in the passenger revenue—approximately £120,000—is not unsatisfactory in the circumstances, more especially as there was growing air competition and an increased number of motor cars in use.

### Country Passenger Traffic.

A noticeable feature was a relative increase in travel upon first-class return tickets, in response to a reduction in fares, while corresponding second-class travel decreased.

The following graph shows the growth of country passenger traffic from 1907-8 to 1919-20, together with the marked degree to which it has since been affected by alternative modes of transport, by financial stringency in the depression period, and by the epidemic of infantile paralysis in 1937-38:—

COUNTRY PASSENGER TRAFFIC, 1907-8 TO 1937-38.



At the commencing point of the graph (1907-8) the country passenger journeys numbered 6,107,745. The peak was reached in 1919-20 with 10,263,863, while in 1937-38 the number was 5,850,581. The latter figure is 43 per cent. below that of 1919-20, and lower than at the commencement of the graph 30 years ago.

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

Country Passenger Journeys.	1920-21.		1937-38.	
	Number.	Percentage.	Number.	Percentage.
		%		%
Ist class single and return ..	1,722,699	17.1	577,816	9.9
Ist class periodical ..	1,214,328	12.1	485,647	8.3
		—29.2		—18.2
2nd class single and return ..	6,308,272	62.7	3,724,609	63.7
2nd class periodical ..	689,673	6.8	784,259	13.4
Weekly workmen's (2nd class) ..	126,894	1.3	278,250	4.7
		—70.8		—81.8
	10,061,866	100	5,850,581	100

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

PERCENTAGE INCREASE OR DECREASE IN COUNTRY PASSENGER JOURNEYS,  
1920-21 TO 1937-38.

YEAR ENDED 30TH JUNE—



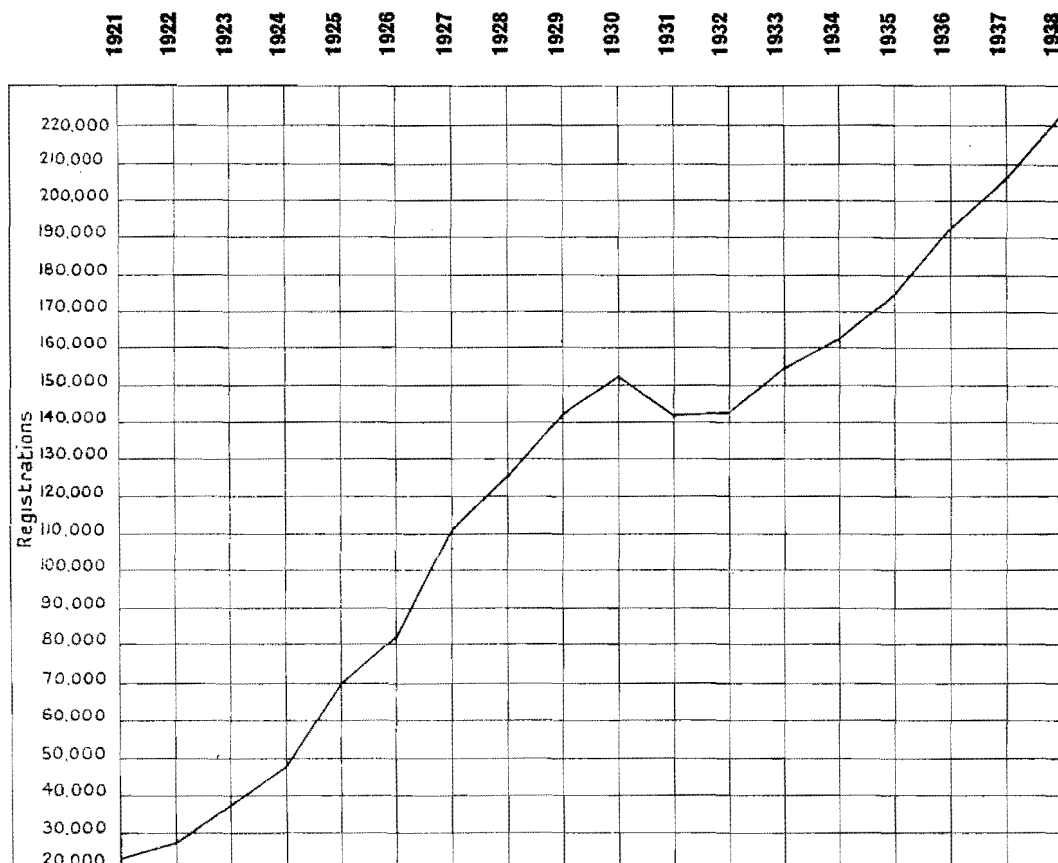
The marked decrease in weekly workmen's passenger journeys between 1922 and 1926 was attributable principally to the decline of mining in country districts. Increases in more recent years (except during the depression period) are ascribable to a reduction in the fares in the 21-27 mile zone from Melbourne,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

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

#### MOTOR CAR REGISTRATIONS.

Registrations of automobiles and commercial vehicles, which are quoted here because of their influence upon railway revenue, again showed a large increase. The total registrations (222,753) current at 30th June, 1938, represented an increase of 16,193 vehicles (7.8 per cent.) over the record number at 30th June, 1937. The following graph shows the growth in the registrations since 1921:—

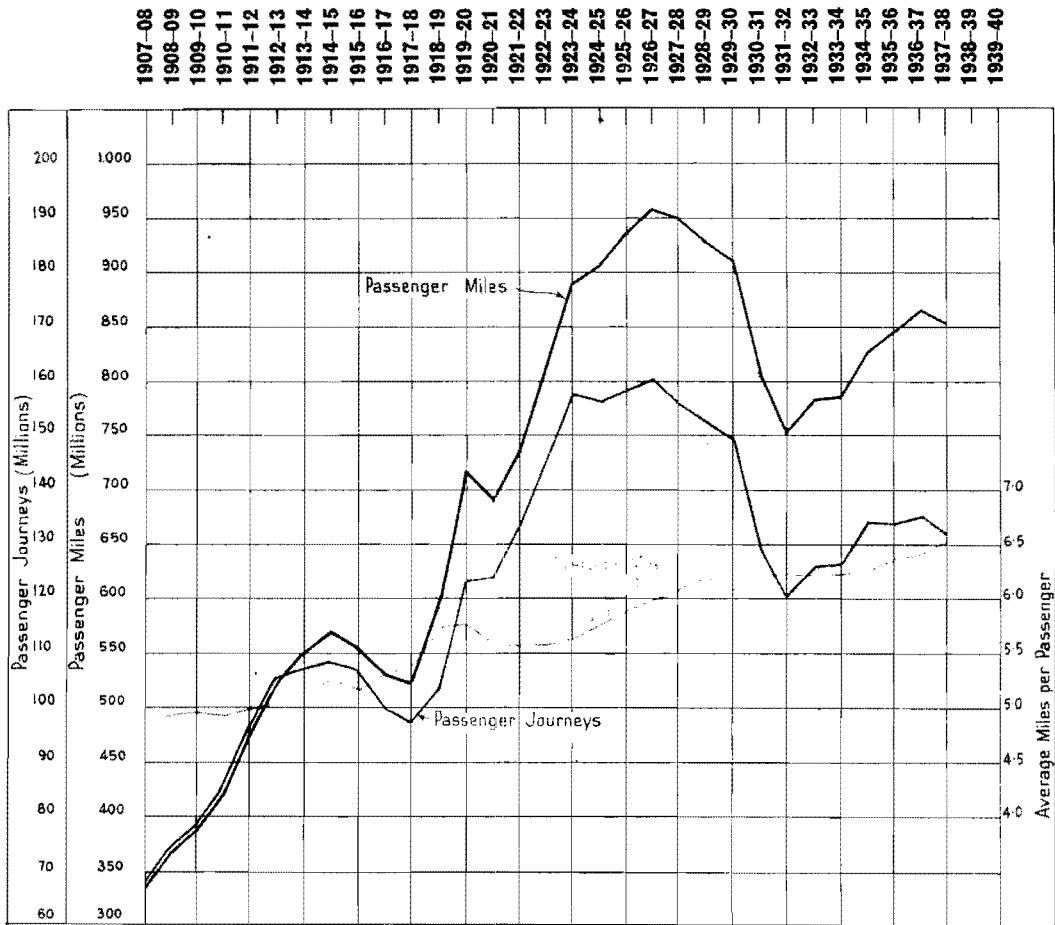
AT 30TH JUNE—



### Suburban Passenger Traffic.

The development in the suburban traffic from 1907-8 (68,799,680 passenger journeys) until the peak in 1926-27 (160,154,499 passenger journeys), and the retrogression from that date until 1931-32 (120,848,507 passenger journeys) are shown graphically hereunder, as well as subsequent more favorable movements, with a total of 132,035,095 passenger journeys in 1937-38:—

SUBURBAN PASSENGER TRAFFIC, 1907-8 TO 1937-38.

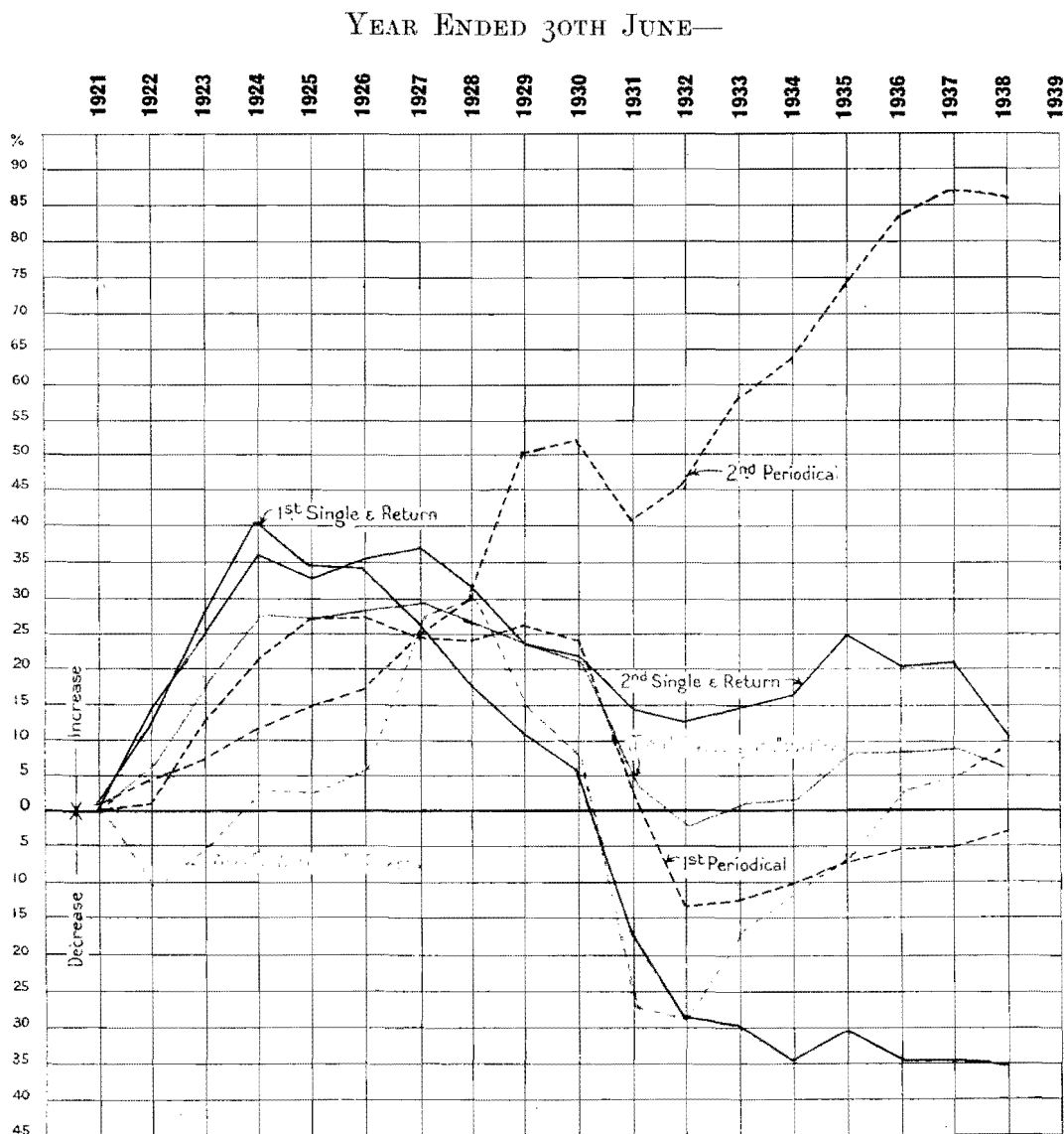


During recent years the composition of the suburban traffic has been undergoing changes similar to, though not so marked as, those which have taken place in the country traffic. This will be seen from the following figures:—

Suburban Passenger Journeys.	1920-21.		1937-38.	
	Number.	Percentage.	Number.	Percentage.
1st class single and return ..	31,937,385	25.8	20,585,593	15.5
1st class periodical ..	23,593,993	19.0	22,882,351	17.3
		44.8		32.8
2nd class single and return ..	39,495,944	31.8	43,804,426	33.2
2nd class periodical ..	16,981,741	13.7	31,569,125	24.0
Weekly workmen's (2nd class) ..	11,974,754	9.7	13,202,600	10.0
		55.2		67.2
	123,983,817	100	132,044,095	100

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

PERCENTAGE INCREASE OR DECREASE IN SUBURBAN PASSENGER JOURNEYS,  
1920-21 TO 1937-38.



A movement from first to second class since 1924 is clearly indicated, though in 1937-38 this tendency was disturbed by the infantile paralysis epidemic, which affected second class much more than first class travel. In addition, the relativity of the various curves has been influenced by the introduction of weekly periodical tickets in June, 1928. This increased the number of passenger journeys upon periodical tickets, and correspondingly decreased those for which single and return and weekly workmen's tickets were utilized.

### Goods and Livestock Traffic.

Although the tonnage of goods and live stock traffic was greater in 1937-38 than in the preceding year, the revenue was lower, as a result of the cessation of the Government recoup in respect of certain freight rate concessions following on the reduction of the capital account.



The comparison is as under :—

GOODS AND LIVESTOCK.

—	Tonnage.	Revenue.		Total.
		From Railway Users.	From Government Recoup.	
	Tons.	£	£	£
1936-37 .. ..	6,812,962	4,599,031	429,775	5,028,806
1937-38 .. ..	7,258,369	4,944,806	Nil	4,944,806
Increase .. ..	445,407	345,775	..	..
Decrease .. ..	..	..	429,775	84,000

Other statistics compare as under :—

—	1936-37.	1937-38.	Increase.
Ton miles .. ..	838,001,802	927,443,931	89,442,129 (10·7 per cent.)

	1936-37.	1937-38.
Average rate per ton per mile—	<i>d.</i>	<i>d.</i>
Goods—		
From rail users .. ..	1·286	1·252
From Government recoup .. ..	·073	Nil
	1·359	1·252
Livestock—		
From rail users .. ..	1·611	1·547
From Government recoup .. ..	·573	Nil
	2·184	1·547
	<i>s. d.</i>	<i>s. d.</i>
Average rate per ton for goods paid by rail user ..	13 6	13 8
Average haul—	Miles.	Miles.
Goods .. ..	123·3	128·15
Livestock .. ..	120·34	124·55

A comparative analysis of this traffic is shown in Appendix No. 24.

The increases and decreases in the tonnage of various commodities were :—

—	Extent of Increase or Decrease.	
	Tons.	%
<i>Increases—</i>		
Wheat .. ..	125,196	11
Hay, straw, chaff and other agricultural produce .. ..	82,931	13·8
General merchandise, classes "A," "B," "C," "I," "2," and smalls .. ..	94,721	9·6
Goods not otherwise specified .. ..	81,588	12·5
Fertilizers .. ..	45,243	9·8
Wool .. ..	14,725	21·2
Livestock .. ..	59,919	8·6
Other increases .. ..	14,920	1·9
	519,243	
<i>Decreases—</i>		
Stone, gravel and sand .. ..	42,788	17
Class "M" .. ..	15,847	10·8
Other decreases .. ..	15,201	1·5
	73,836	
Net increase .. ..	445,407	6·5

Fuller details in regard to wheat are given under the heading "The Wheat Harvest".

There was an abnormal increase in fodder for stock, owing to the dry season, particularly in the northern districts and the Riverina.

These conditions also inflated the livestock traffic, which was the largest ever handled.

The increase in the wool traffic is ascribed principally to the cessation of road haulage from the Riverina districts to Melbourne.

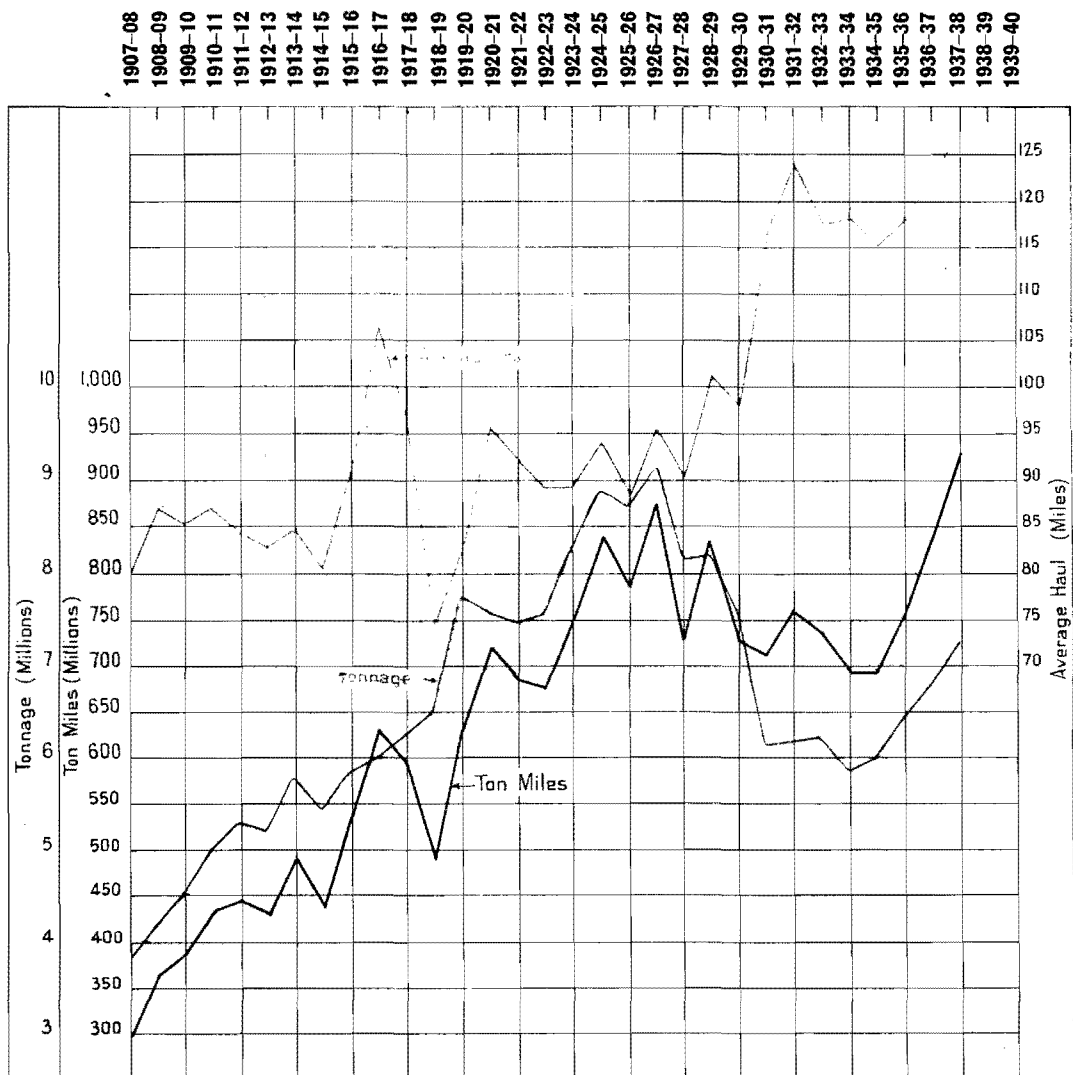
In the case of fertilizers, the increase was mainly due to their greater use for pasture improvement.

The decrease shown in stone, gravel and sand is due principally to road competition.

General merchandise showed a substantial increase in tonnage, but the financial benefit was reduced by the low rates at which a large proportion of this traffic must be carried in order to combat road competition.

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

GOODS AND LIVE STOCK TRAFFIC, 1907-8 TO 1937-38.



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

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

The average haul, as will be seen from the graph, has also been the subject of wide fluctuation, due largely to variations in the wheat traffic, the average haul of which, in the last eight years, has fluctuated between 147 and 195.7 miles, the figure for the year just closed being 187.85.

### Train Mileage, Train Loads, &c.

The total train mileage for the year (including assistant and light and departmental coal mileage) was 19,004,179, or 715,405 miles more than in 1936-37.

An analysis of the increase or decrease in the different classes of train mileage is given hereunder:—

	Train Miles.
<i>Increases.</i>	
Country passenger trains .. .. .	29,863
Suburban passenger trains .. .. .	107,013
Rail motor cars .. .. .	53,743
Goods trains .. .. .	569,463
Departmental coal mileage .. .. .	39,934
	791,016
<i>Decrease.</i>	
Mixed trains .. .. .	75,611
	75,611
Net increase .. .. .	715,405

The principal increase—that in goods train mileage—was due to the larger volume of goods business handled. The increases in passenger train and rail motor mileage, as well as the decrease in mixed train mileage, were the outcome of the more attractive services provided, the policy in this respect including the running of separate passenger and goods services in place of mixed trains, where the circumstances warrant such a course.

Details of the train, locomotive, and vehicle mileage are given in Appendix No. 9.

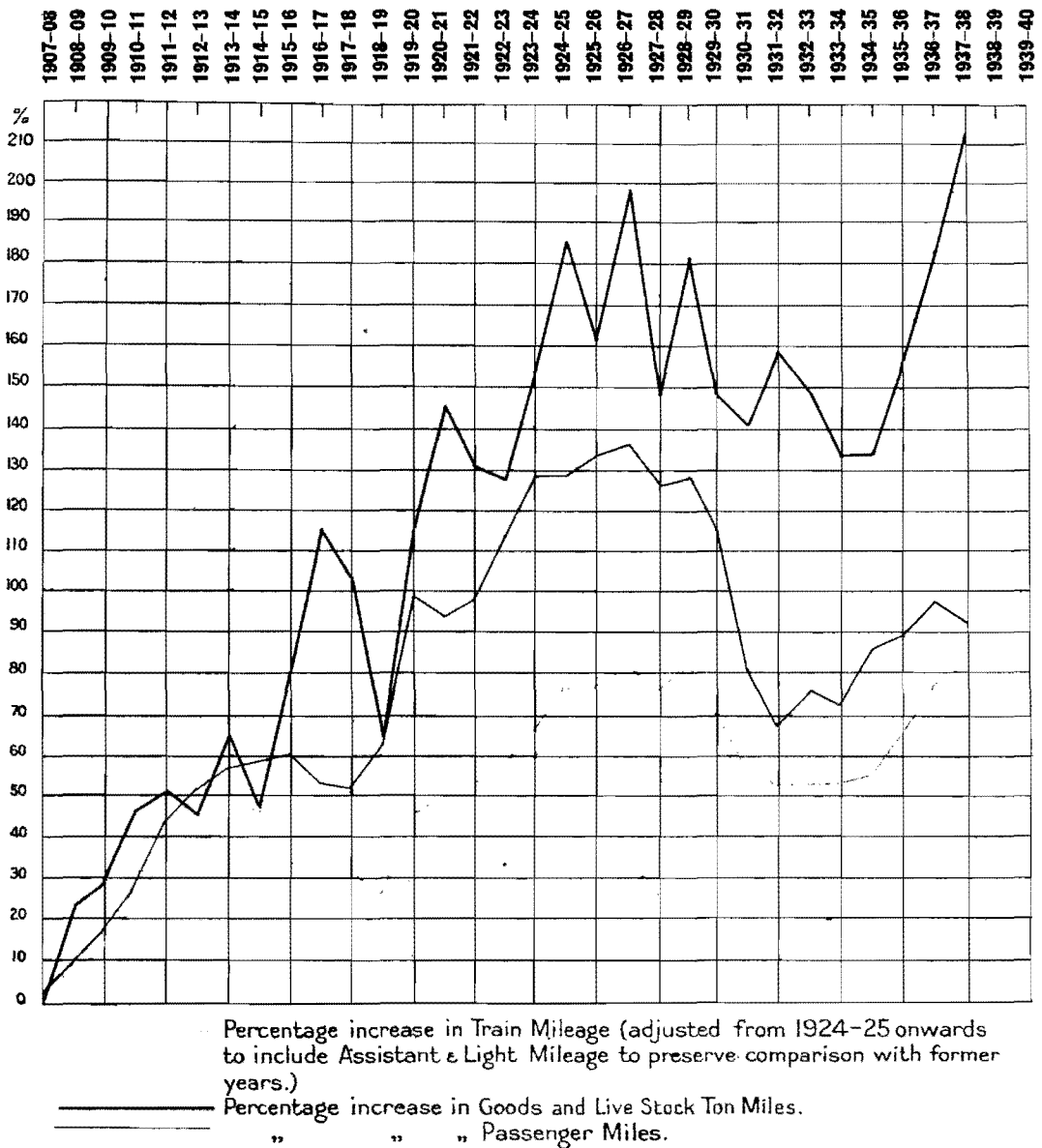
The train and truck performances for the past six years compare as under:—

	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.
Average gross tonnage per traffic train mile—						
Passenger .. .. .	193	206	208	196	204	198
Mixed .. .. .	230	237	235	230	231	231
Goods .. .. .	443	453	459	464	457	453
Average goods and live stock tonnage per loaded truck mile .. .. .	8.9	8.7	8.7	8.7	8.9	8.9
Average goods and live stock tonnage per loaded truck mile during peak period (January to April inclusive) .. .. .	10.6	9.7	9.0	9.6	9.7	9.8
Average miles per truck per day during peak period (January to April inclusive) .. .. .	26.5	23.2	22.6	25.0	27.0	29.7
Number of passengers carried per passenger and mixed train mile, including rail motor mileage—						
Country .. .. .	85	81	83	78	82	75
Suburban .. .. .	113	114	119	118	117	115

The avoidance of unnecessary train mileage, by making the greatest possible use of the available tractive power, is essential to economic working. During the years of depression it was not practicable to maintain the same standard of performance in this respect, but it is interesting to observe from the graph below the

increase in the train mileage over a period of years by comparison with the increase in business. The train mileage curve represents all classes of running, whereas the volume of traffic is represented under two headings, viz., passenger miles and goods ton-miles, because they cannot readily be equated into one unit.

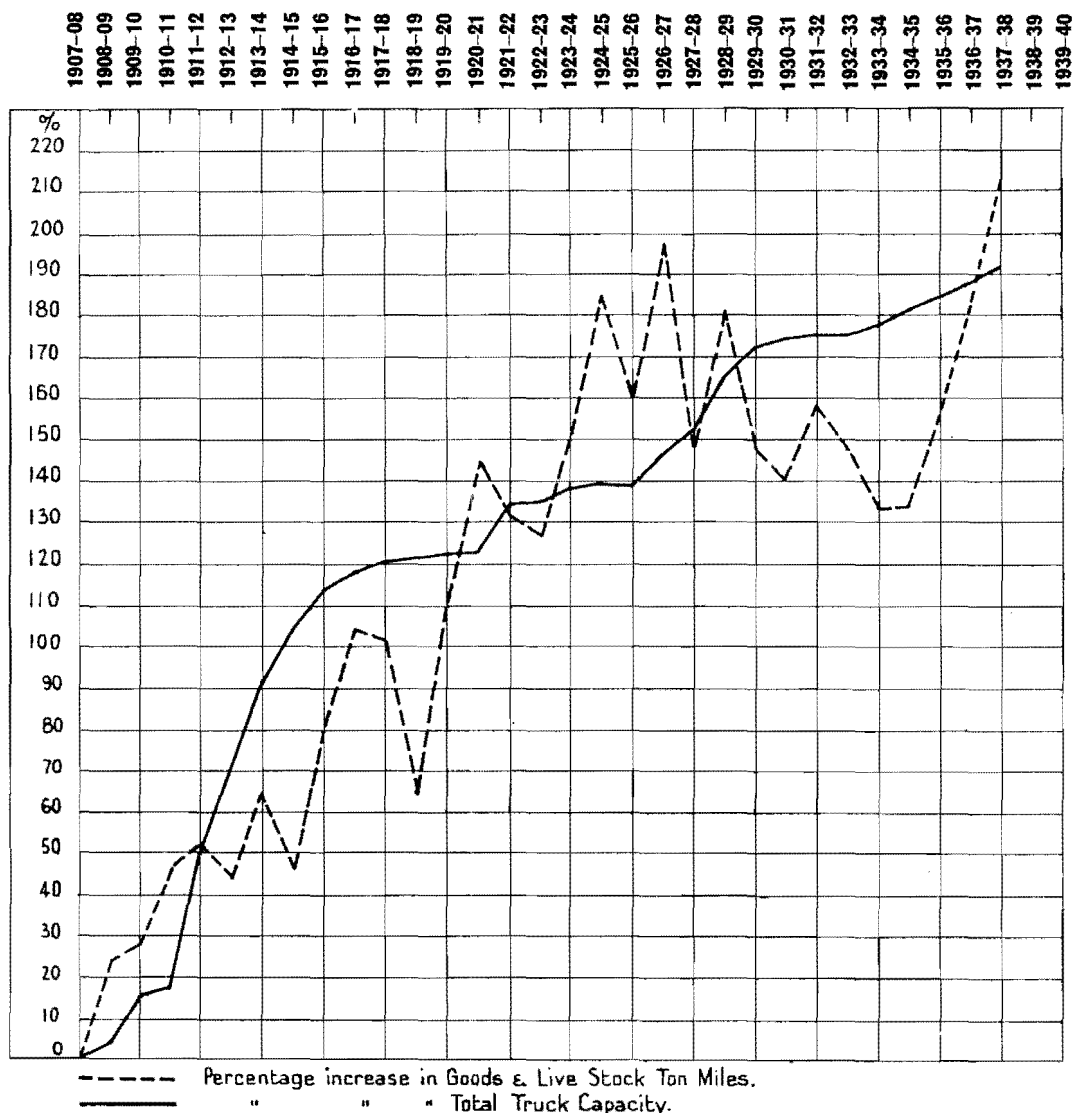
PERCENTAGE INCREASE OVER 1907-08 IN TRAIN MILEAGE BY CONTRAST WITH THAT IN TRAFFIC.



The graph shows that in 1937-38 the goods business and the passenger traffic, as represented by the goods ton-miles and the passenger miles, were 212.8 and 92.4 per cent. respectively greater than in 1907-08, yet the increase in train mileage was equivalent to only 83.2 per cent.—indicating substantial economic advantage.

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

PERCENTAGE INCREASE OVER 1907-08 IN GOODS AND LIVE STOCK TON MILEAGE  
BY CONTRAST WITH THAT IN TOTAL TRUCK CAPACITY.



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

### Country Passenger Train Services.

For a number of years past the country time-tables have undergone a continuous intensive study and frequent revision—always in the direction of accelerated and more convenient services. This process received substantial impetus from the greatly increased efficiency achieved some years ago by variations in the front-end arrangement of our locomotives, which, in conjunction with extensive strengthening and re-conditioning of tracks, rendered higher speeds practicable.

Examples of the saving in time effected by accelerated and re-arranged services during the past four years, are given below—

Between Melbourne and—						Minutes.
Serviceton	..	..	..	..	..	282
Swan Hill	..	..	..	..	..	260
Warracknabeal	..	..	..	..	..	200
Yarrawonga	..	..	..	..	..	182
Mildura ..	..	..	..	..	..	154
Bairnsdale	..	..	..	..	..	135
Hamilton	..	..	..	..	..	115
Albury ..	..	..	..	..	..	80
Yarram ..	..	..	..	..	..	80
Kyabram	..	..	..	..	..	79
Shepparton	..	..	..	..	..	70
Warrnambool	..	..	..	..	..	70

The accelerations of the schedules of regular passenger trains during the same period represent a total saving of 693 hours per week.

In the year now under review, notable improvements were accomplished. Particulars of some of the more important alterations are given hereunder, but are by no means comprehensive, as many other amendments were made to the benefit of travellers upon numerous country branches, as well as main lines.

*North-Eastern Line.*—On the Melbourne–Sydney interstate route, the Victorian schedule was improved in September, 1937, by the adoption of a non-stop run in each direction throughout the journey between Melbourne and Albury (190½ miles), with a reduction of 30 minutes in the “down” and of 25 minutes in the “up” direction. The time occupied for this distance was thus reduced to 215 minutes in the one direction, and to 230 minutes in the other, representing average speeds of approximately 53 and 50 miles per hour.

Over the more level sections, an average of 60 miles or more per hour is maintained for substantial distances. For example, the 60 miles between Seymour and Benalla are traversed in 58 minutes on the “up” journey and in 60 minutes on the “down.”

This service is provided by means of the all-steel, air-conditioned train “Spirit of Progress,” to which further reference is made elsewhere. Its normal seating capacity is for 272 passengers in five cars, plus 33 in the Parlor Observation car, or a total of 305. Three reserve cars make provision for an additional 176 passengers, so that the maximum capacity is 481. A dining car, a mail van, and a brake van also form part of the normal complement.

Coincident with these alterations, the “Albury Express” train was accelerated by 20 minutes on the “down” and 5 minutes on the “up” journey. A buffet car, which was introduced as part of the regular composition of this train, provides improved amenities for dining *en route*, and enabled the interval at Seymour on the “down” journey to be reduced by 20 minutes.

Other North-East and Goulburn Valley services were accelerated by up to 30 minutes, and additional through trains, by obviating the previous change at Seymour, provided a more convenient service.

*Melbourne-Adelaide.*—In June, 1938, “The Overland” express to Adelaide was expedited to the extent of 50 minutes, with a saving of 55 minutes in the reverse direction.

Since 1934, the time occupied in the journey between the two capitals has been decreased by 185 minutes in one direction, and by 160 in the other. The savings in Victoria were 139 and 113 minutes respectively.

The most recent change was made in conjunction with the adoption of faster schedules on other systems, the combined result being a shortening of the time for the journey between Perth and Melbourne by nearly one day.

*Other Western and South-Western Services.*—Commencing in August, 1937, the morning train to Serviceton was divided into two as far as Ballarat, the second division running express to the latter station. By means of this arrangement the departure time was amended from 8.25 a.m. to 9.5 a.m. The total acceleration to Serviceton under the re-arrangement was 220 minutes, and in the reverse direction 245 minutes.

Faster running schedules on the Geelong line, following upon the provision of a heavier track, with welded rails, enabled the South-Western line expresses to be accelerated by as much as 30 minutes.

From Melbourne to Geelong, two trains daily traverse the distance of 45 miles in 55 minutes, and two in 63 minutes. In the opposite direction, the scheduled time for one train is 57 minutes, and for three others 60 minutes. These facilities, in addition to roadside trains, actually place Geelong in the same “time-zone” as Frankston (26½ miles from Melbourne) which is reached by suburban electric train in 63 minutes, or, where the journey is partly express, in 51 minutes.

In addition, the morning express train from Geelong now reaches Melbourne at 8.50 a.m. instead of at 9.10 a.m., affording a great measure of added convenience to passengers commencing work at 9 a.m. A similar type of alteration was made in the case of other Geelong and South-Western trains.

*Mildura Line.*—Improvements of up to 35 minutes were effected. By reason of the various changes made of recent years a saving of about 2½ hours has been achieved. The service consists of six night trains per week in each direction, and the two trains engaged are fully air-conditioned.

*South-Eastern District.*—The division of the “down” morning train into two as far as Nyora, the one a stopping train and the other an express combining both the main South-Eastern and the Wonthaggi line trains, inconvenienced passengers on the latter line by a later departure (25 minutes) from Melbourne. It also shortened the journey to Yarram by 30 minutes.

### Suburban Train Services.

More express running was provided on the Dandenong, Frankston and Croydon lines, to cater for the growing number of passengers from the outer areas.

On the Ashburton line, the gratifying increase of residential settlement and of traffic made it virtually essential to schedule a number of through trains (i.e., without a change at Camberwell) during peak hours. To permit of this we were regretfully obliged to discontinue certain through trains on the Kew line (thus requiring passengers at these times to change at Hawthorn) as the very heavy loading of the trunk line between Burnley and Melbourne offered no other alternative under existing conditions.

Later evening services were established on the Lilydale, Eltham, St. Albans, Frankston, and Dandenong lines, while the frequency of the local Essendon-Broadmeadows service during non-peak hours was increased.

By reason of development of the outer suburban areas, coupled with losses to competitive forms of transport in the inner areas, the average distance for which suburban passengers were carried has increased in the last fifteen years from 5.59 to 6.51 miles, an increase of approximately 16½ per cent. Another feature of our suburban passenger business is that, in the general recovery towards pre-depression figures, the increase is largely confined to the peak hours, when the traffic, being principally conducted upon periodical tickets issued at low rates, is not so susceptible to competition. The concentration of traffic at the periods of highest pressure on some lines exceeds that of pre-depression days, although over-all the traffic is much less.

Some conception of the concentration of traffic into the peak hours will be gained from the fact that no less than seven trains of seven cars each are normally called into traffic for only one trip each day, and that 74 per cent. of the total available suburban rolling stock lies idle during the non-peak periods.

With these variations in the character of the suburban traffic, the necessity was emphasized for making a close study of the situation, in order to determine the best means of meeting future requirements. So that this important subject might be investigated as befits its complexity and magnitude, we, some months ago, appointed a departmental committee, consisting of three officers of high standing, to devote themselves exclusively to this problem.

### Goods Train Services.

The frequency of the regular goods train services on various lines was increased to the extent shown hereunder:—

	DAYS PER WEEK.	
	From.	To.
Mildura (fast through goods) .. .. .	1	5
Adelaide (interstate fast goods) .. .. .	3	5
Tocumwal and Cobram .. .. .	5	6
Yarrawonga .. .. .	4	6
Pinnaroo .. .. .	3	4
Deniliquin .. .. .	3	4

On the Mildura line the fast goods train leaves Melbourne at 12.40 p.m., and reaches Mildura early the next morning, and as a result of this and other alterations a saving of 22½ hours has been effected in the “down” and of up to 17 hours in the “up” direction.

A new fast goods train, leaving Melbourne at 8.15 p.m., via Bacchus Marsh, conveys goods for Horsham and Dimboola which were received for despatch up till the closing of the goods sheds. The previous closing time for such goods (via Cressy) was 11.30 a.m. In addition, deliveries are made at Horsham and Dimboola before midday, instead of in the latter part of the afternoon.

During the fruit season, the service on the Goulburn Valley line was re-designed, and a "Goulburn Valley Fruit Express" permitted of later despatch to the extent of from 30 to 95 minutes, with arrival in Melbourne (as previously) for the early morning markets. A special fruit train was also provided on Sundays from Shepparton, affording transport to the Melbourne markets on Monday morning and to the Tuesday morning markets in Sydney.

On the South-Eastern and Wonthaggi lines, a fast news-goods service was instituted, by means of which newspapers and mails reach Korumburra and Wonthaggi at 5.30 a.m. and 7 a.m. respectively, and newspapers reach Leongatha at 7.8 a.m. and Foster at 10.15 a.m.—several hours earlier than by the previous method of despatch by the morning passenger trains.

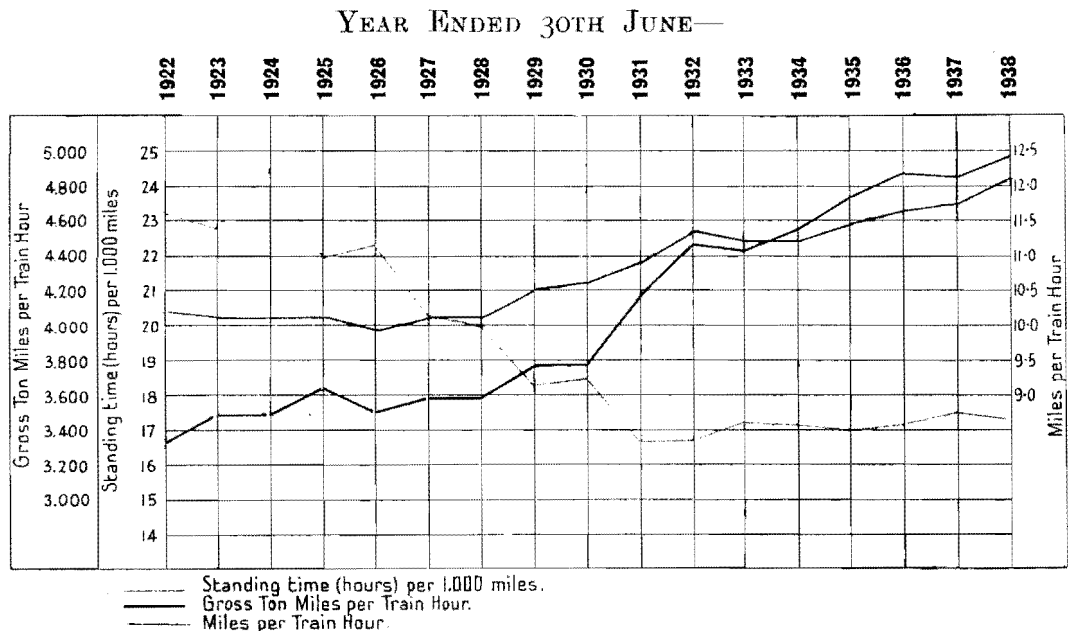
### Train Control System.

Final tests, in preparation for the early introduction of the selector telephone system of train control throughout the suburban area, were being conducted at the close of the year. With this important unit of modern equipment functioning in conjunction with the existing control on country lines and depots, the strictest supervision over all traffic movements throughout the ramifications of the railway system will be possible, ensuring as far as practicable the most expeditious handling of traffic under all conditions.

Altogether 220 control points, including metropolitan station platforms, signal-boxes and depots, will come within the scope of the suburban control system.

The existing control system was recently extended to the Benalla-Yarrawonga line, and with the inclusion of the suburban scheme, the route mileage covered by the selector system of train control will amount to 2,317 miles, with 701 control points.

In the following graph are shown operating statistics reflecting the very substantial improvements which have ensued from the train control system, in conjunction with other factors such as the provision of larger engines, locomotive and track improvements, and automatic coupling:—



### Timekeeping of Trains.

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

		1937-38.		1936-37.
Country passenger trains	..	82.13	..	80.83
Country mixed trains	..	78.00	..	82.60
Suburban electric trains	..	86.00	..	84.00



Under the accelerated schedules now in force, the effect of speed restrictions in connexion with numerous track works has naturally become more marked. Nevertheless, except in the case of mixed trains, a noticeable improvement was recorded.

The mixed trains were called upon to handle more goods loading, consequent upon the general increase in goods business, and the additional roadside shunting and heavier van goods work adversely affected their timekeeping. These trains are now confined to the less important branch lines, and represent only a small fraction of the passenger-carrying services.

Of recent years, the timekeeping of suburban trains has been adversely affected by an increase in the perambulator traffic, that is, the carriage in vans of perambulators belonging to passengers travelling with children.

Frequently, as many as seven "prams" were waiting at the one station, and as the van accommodation is limited, this caused sufficient delays to destroy many close inter-line connexions, and to react upon timekeeping generally.

The extent of this influence upon punctual running was strikingly shown during the infantile paralysis epidemic, when the pram traffic was virtually eliminated.

Bearing in mind that the comfort and convenience of the vast majority of passengers must be our paramount concern, we felt obliged, on the cessation of the epidemic, to introduce some restrictions upon the carriage of large prams in suburban trains.

Under existing arrangements, however, collapsible go-carts, or other vehicles which will pass through the doors, may be taken into the carriages by passengers during prescribed "off-peak" hours and at any time on Sundays and holidays.

### Public Address Systems.

Amplifiers have been installed on all the platforms and "key" points at Flinders-street and Prince's Bridge stations. Clearly heard throughout the length of a platform, the announcements as to the destination and departure of trains, and otherwise for directing traffic, afford a convenience of real value to passengers and to those meeting trains.

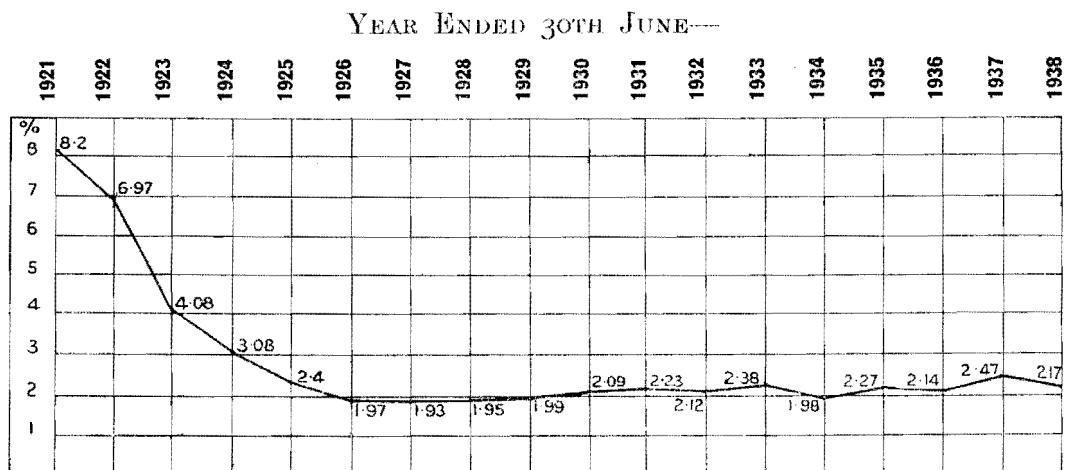
This system is also proving a valuable adjunct to the signalling equipment at the Melbourne Gravitation signal box, where two powerful amplifiers project the signalman's instructions to shunters working in a particularly busy and noisy centre of the yard. It is proposed to install microphones and amplifiers at other suitable points in the Melbourne yards.

### Ticket Collection.

The percentage of uncollected country tickets was 2.17, compared with 2.47 in the preceding year.

This measure of improvement is encouraging, and we are maintaining our endeavours to better the performance in this important phase of revenue protection.

The graph hereunder shows the results achieved in each year since 1920-21:—



### Claims for Missing and Damaged Consignments.

The amount of claims paid in respect of consignments missing, damaged, or delayed, was £13,476, or £261 more than in the preceding year, the ratio of increase being much less than that in the tonnage handled.

Special patrols have been maintained on goods trains and in station yards in order to protect goods in our custody, with satisfactory results, as claims for pillage and shortage of goods declined by £1,089.

### The Wheat Harvest.

Wheat sown in Victoria for the 1937-38 season comprised 2,686,057 acres, and the total production amounted to 48,173,191 bushels. These figures were 292,230 acres and 5,328,375 bushels higher than those for the previous season. In addition, 3,000,000 bushels from the Riverina were carried by rail in Victoria.

The harvest has been exceeded only three times in the history of the State. The average yield per acre, viz., 17.93 bushels, was the highest for 68 years.

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

Year.	Number of Bushels Produced.	Number of Bags of Wheat Carried by Rail from Country Districts (approximately 3 bushels per bag).
1933-34 .. .. .	42,613,106	10,638,640
1934-35 .. .. .	25,850,528	9,608,060
1935-36 .. .. .	37,552,062	11,748,878
1936-37 .. .. .	42,844,816	13,653,222
1937-38 .. .. .	48,173,191	14,950,528
Record years .. .. .	(1915-16) 58,521,706	(1916-17) 18,461,822

Wheat exported during the year amounted to 8,615,584 bags, as compared with 7,407,934 bags in 1936-37.

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

	Number of Bags of Wheat Stacked at 30th June—			
	1935.	1936.	1937.	1938.
At Williamstown .. .. .	465,007	717,088	662,446	623,205
At Geelong .. .. .	513,282	361,917	826,011	1,077,995
At Country Stations .. .. .	2,292,622	2,412,542	2,666,091	2,297,539
Totals .. .. .	3,270,911	3,491,547	4,154,548	3,998,739

Particulars of the number of bags of wheat despatched from the principal wheat-loading stations during the last six years are contained in Appendix No. 26.

### Lighting of Stations, &c.

It is our general policy, subject to funds being available, to install electric lighting at stations where current is available, and where there are sufficient night services to warrant such a course. During the year, electric lighting was installed at Creswick, Lancefield, Myrtleford, North Shore, Ringwood East, Romsey, and Watsonia stations.

Considerable improvement was effected in the illumination of the concourse and country platforms at Spencer-street. Improved lighting was provided also, at Clunes, Epping, Hurstbridge, Nilma, and Thomastown stations, and at the Newmarket cattle yards.

### Way and Works Branch.

Operations for the year included the relaying of 79.33 miles of track, and the strengthening of tracks by the addition of 31,746 sleepers, and 165,877 cubic yards of bluestone and gravel ballast. Of the total mileage relaid, 55 miles of 60, 80, or 100 lb. were relaid with heavier rails—80, 90, or 110 lb.

In the course of renewals 137,241 cubic yards of ballast were used, including 56,513 cubic yards of ashes; 468,043 sleepers were renewed; and 57½ miles of fencing rebuilt.

### Unemployment Relief Works.

Works carried out under Governmental schemes of unemployment relief absorbed the services of approximately 3,360 men for periods of eight or eleven weeks, as well as an average of approximately 110 skilled workers who also would not otherwise have been employed in the Department.

The "relief" gangs were mainly engaged in reconditioning, strengthening, draining, and relaying the tracks on various lines.

On the Sunshine-Bendigo line, 21½ miles of 80-lb. rails were replaced by new 90-lb. rails welded into lengths of 225 feet, and similar operations on the Newport-Geelong line were completed. The 80-lb. rails released from these lines were welded into lengths of approximately 180 feet, and were used to replace 15½ miles of 60-lb. rails on the Murtoa-Warracknabeal line, and to complete the replacement of 60-lb. rails on the Toolamba-Echuca line. During the course of relaying, the tracks were reconditioned and strengthened by the provision of additional sleepers and ballast.

The reconditioning and strengthening of 8 miles of the Traralgon-Sale line, and the draining and reconditioning of tracks in station pits at Broadmeadows, Carlsruhe, Caulfield, Clarkefield, Glenroy, Kyneton, Lower Ferntree Gully, Ringwood, and Spencer-street were also carried out.

During the year, £255,060 was expended by this Department upon works carried out under unemployment relief schemes. Of this amount £254,128 was provided from Unemployment Relief Funds, whilst the balance, £932, was included in the working expenses of the year.

### Welding of Rail Joints.

The equipment of the automatic electric flash butt welding plant at the Spotswood Depot was completed during the year by the installation of a combined sawing and drilling machine. This plant continued to prove very efficient and economical in operation, and made approximately 17,400 welds in serviceable 60, 75, 80, and new 90 and 110-lb. rails. Most of these rails were used in the relaying operations mentioned under "Unemployment Relief Works." In addition, 220 welds were made in old 80-lb. double-headed rails for use as telegraph poles.

Photographs of this apparatus at rest, and making a weld, appear at the back of this Report.

Approximately 5,500 welds in 80, 100, and 110-lb. rails were made *in situ* by the Thermit process. On the Newport-Geelong line, two sections of 90-lb. rails, 225 feet in length, were welded *in situ* into lengths of 4,748 feet and 4,321 feet, respectively.

The mileage welded during the year was 72 miles, making the total mileage of welded track 243.

### Station Buildings, &c.

The extensive alterations at Spencer-street station, referred to in last year's report, were completed. Further improved facilities included a new and commodious Inwards Parcels Office opposite Bourke-street. The old building situated in the vehicular yard was demolished, the area thus made available providing much-needed additional accommodation for motor vehicles.

Station buildings which, owing to falling traffic, were in excess of requirements at certain localities, were removed and re-erected so as to provide better accommodation at Berriwillock, Dingee, Nyora, Porepunkah, Watsonia, and Willison. The improvements at Nyora and Willison included the provision of a steel cantilever verandah. The station buildings at Dandenong and Hamilton were extensively remodelled and renovated.

To protect the subway at Richmond station from rain, a steel cantilever verandah was erected over the Stewart-street entrance. Similar protection was provided on the "up" platform at Gardenvale.

In pursuance of a programme for improving the footpaths at suburban stations, asphalt pathways were provided at Brighton Beach, Brunswick, Croxton, Glenbervie, Hughesdale, Middle Brighton, North Brighton, North Brunswick, Northcote, and North Fitzroy.

#### **Improvements at Level Crossings.**

A flashing light signal was installed at Melbourne-road, Brooklyn. The number of level crossings equipped with flashing light or wig-wag signals is now 39. Interlocked gates with controlled pedestrian wickets were provided at Ashley-street, Tottenham, and a pedestrian crossing at the "down" end of Carnegie station.

#### **Safe-working Facilities.**

McKinnon station was equipped as a double-line block post, and intermediate electric staff instruments were installed at the Australian Paper Manufacturers' siding at Maryvale, and at the Shepparton stockyard siding, whilst facilities for switching out electric staff stations were provided at Berwick and Dalyston.

#### **Live-stock Facilities.**

New or improved facilities for handling live stock traffic were provided at Annuello, Bannerton, Bendigo, Boort, Bungaree, Cobden, Cobram, Coldstream, Kyneton, Mangalore, Marshall, Mininera, Moyne, Natinuk, and Wingeel.

#### **Re-alignment of Curves to Permit of Increased Speeds.**

The work of re-aligning curves on main lines, to provide particularly long transitions and permit of more comfortable riding and increased speeds, was proceeded with steadily.

#### **Dwelling Accommodation for Employees.**

New departmental residences were erected at Clunes, Dookie, Glenrowan, Moorabbin, and Tatura, to replace old residences unworthy of further maintenance. Many residences at other locations throughout the State were improved and reconditioned.

#### **Amalgamation of Special Services Section, Plan Room and Photography Section.**

With a view to ensuring greater efficiency and providing for the increased demands of the service at lower operating costs, the photography division and plan room of the Way and Works Branch, together with the special services organization, i.e., miscellaneous drawing, statistical and graph section, were amalgamated and re-organized as units of a single division. The whole of the plans of the Way and Works Branch are now concentrated in a central plan room, where they will be kept up to date. The latest types of vertical steel filing cabinets were provided for storage purposes.

In the photographic and plan printing section, the most modern equipment procurable was installed to ensure increased production of a high standard. This includes self focussing enlargers, a high speed automatic developing and drying machine for plan printing and a photostat plant. With its modern layout and equipment, combined with the fully air-conditioned dark room block, this division represents a high degree of efficiency.

#### **Telephone Services.**

To permit of more efficient operation of traffic, new station-to-station telephone services were installed between Benalla and Albury, between Toolamba and Echuca, and between Ultima and Manangatang.

The North-Eastern selector telephone service was extended from Benalla to Yarrawonga. Facilities were provided at Albury to connect the Victorian and New South Wales main line selector services, which are controlled from Seymour and Junee (New South Wales) respectively. Provision of a corresponding nature is being made at Serviceton, to connect the Victorian and South Australian selector services controlled from Ararat and Murray Bridge (South Australia) respectively.

The automatic telephone service was extended at Melbourne Yard, North Melbourne locomotive depot and workshops, Flinders-street, and Jolimont workshops. One hundred and fifty-five additional telephones were connected to the automatic exchange.

### Bridges.

The timber railway bridge at 101 miles 68 chains 18 links near Toolamba on the Mangalore-Cobram line, at which trouble frequently arose during floods through the collection of driftwood, was re-constructed with rolled steel joists and timber cross deck, providing improved waterway and reducing maintenance costs by the abolition of alternate piers. Additional bracing was provided to strengthen the bridge over the Parwan Creek, near Parwan, and the replacement of the timber bridge at Ironbark Gully near Ingliston by a steel trestle structure is in hand.

The road bridge over the railway on the "up" side of Upwey station was widened to provide a 30-ft. roadway and a 4-ft. footpath, the greater portion of the cost being contributed jointly by the Ferntree Gully Shire Council and the Country Roads Board. The partial reconstruction and widening of the road bridge on the "down" side of Drouin station is nearing completion, the cost of widening being borne jointly by the Buln Buln Shire Council and the Country Roads Board.

### Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1938, appears in Appendix No. 10.

#### Rolling Stock Construction.

The rolling stock constructed during the year was as follows:—

Cars—					
Cor-ten steel cars	..	..	..	..	11
Van and sundry stock—					
Cor-ten steel vans	..	..	..	..	2
Workmen's sleeping cars—"W" class	..	..	..	..	15
Motor trailers	..	..	..	..	2
Wagons—					
Louvre type closed wagons—"U" class	..	..	..	..	50
Open wagons specially equipped for the carriage of wheat in bulk—"GZ" class	..	..	..	..	251

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

Locomotives	..	..	..	..	..	14
Cars	..	..	..	..	..	23
Van and sundry stock	..	..	..	..	..	19
Wagons	..	..	..	..	..	297

#### "Spirit of Progress."

In our last Report considerable detail was given as to the distinctive features and methods of manufacture of the new air-conditioned Cor-ten steel train, the construction of which was then approaching completion at the Newport Workshops.

The train was named "Spirit of Progress," in recognition of the momentous advance which it represented in the history of railway travel in this State.

After several trial exhibition runs, "Spirit of Progress" was placed in the interstate express running between Melbourne and Albury on 23rd November, 1937.

The great interest taken by the public in this train was demonstrated by the large numbers who gathered along the railway boundaries to view its passage on the trial runs, and by the many thousands who took the opportunity of inspecting it when available for that purpose in Melbourne and at provincial centres.

In service, immediate popularity was achieved. Apart from the high factor of safety which is provided, the controlled temperatures, cleanliness, quietness and smoothness in running, comfortable seating, illumination (including individual lighting for each seat) and aesthetic colour scheme have all been the subject of frequent complimentary references. Many notable visitors from abroad, whose numbers were above the average by reason of the sesqui-centenary celebrations in Sydney, have given the train unstinted praise, and have ranked it with the best and most modern equipment in other parts of the world.

Several photographs of "Spirit of Progress" appear at the back of this Report.

### Buffet Cars.

In view of the popularity of the air-conditioned composite buffet car, which was placed in service on the Bendigo line in April, 1937, it was decided to extend this type of service to other country passenger trains with suitable schedules and volume of traffic. A commencement was accordingly made some months ago with the construction of four Cor-ten steel air-conditioned buffet cars, to the same contour as the cars forming "Spirit of Progress."

Two of these cars will be devoted solely to buffet service, and will consist of a saloon, 52 feet in length, with cafeteria chairs for 27 people at a long counter. The other two will be composite buffet and sitting cars.

In addition, a commencement has been made on the conversion of two main line country passenger sitting cars to composite buffet cars.

### Air-Conditioning.

In addition to the air-conditioning of the eleven "Spirit of Progress" cars during construction, four existing cars were converted to air-conditioning during the year.

The total number of cars in service with this equipment is now 22, as under:—

Cor-ten steel sitting cars	..	..	..	..	9
Cor-ten steel parlor car	..	..	..	..	1
Cor-ten steel dining car	..	..	..	..	1
Sitting cars	..	..	..	..	6
Sleeping cars	..	..	..	..	3
Dining car	..	..	..	..	1
Buffet car	..	..	..	..	1

Public appreciation of the regulated temperatures, cleanliness and (even in converted cars) relative quietness in running in the air-conditioned stock, leaves it beyond question that air-conditioning has, in this competitive era, become an essential feature of modern railway service. We are accordingly proceeding with the installation of the equipment in further main line carriages.

### Locomotive Construction and Improvements.

The construction of seven "X" class locomotives was proceeded with, and the first of these was nearing completion at the close of the year.

Further progress was made with the design, and the construction was commenced, of the "H" class locomotive (4-8-4).

An additional 52 locomotives were fitted with altered front end arrangement, making a total of 268, composed of:—

"A" Class	..	..	..	..	165
"C" Class	..	..	..	..	26
"D <sub>3</sub> " Class	..	..	..	..	52
"S" Class	..	..	..	..	4
"N" Class	..	..	..	..	18
"X" Class	..	..	..	..	3

During the year three of the "S" class Pacific locomotives were "streamlined," and a commencement was made on the remaining locomotive. The colours of "Spirit of Progress," royal blue and gold, were adopted for these locomotives, and they were given names notable in early Victorian history. The three already streamlined and coloured bear the names "Matthew Flinders," "Sir Thomas Mitchell," and "Edward Henty." The fourth will be named "C. J. Latrobe" when the streamlining is completed.

### Boiler Construction.

Twenty-eight boilers were constructed during the year, in replacement of existing boilers which had become unserviceable.

### Superheater Engines.

The number of superheater engines on the register was increased by two, making a total of 356, or 63 per cent. of the full locomotive strength.

### Electric Headlights.

Twenty additional locomotives were fitted with electric headlights during the year. The number now so fitted is 235.

### Automatic Couplings.

During the year an additional 324 wagons, 20 vans and sundry stock, 26 cars, and 12 steam locomotives (engine and tender) were fitted with automatic couplings.

These additions brought the total number of cars, vans and wagons completely equipped, as at 30th June, 1938, to 16,502, including 77 per cent. of the total goods stock. A further 585 vehicles of various classes have been prepared for conversion. At the same date 312 locomotives (including tenders), representing 55 per cent. of the total strength, had been fitted.

### Dynamometer Car.

The Victorian and South Australian joint stock Dynamometer Car was again used extensively, and during the year completed 13,000 miles of test running in Victoria.

The tests conducted with this car have been of great value, and led to modifications in the design of various locomotive components, including the brick arch, grate, blast pipe cap and chimney extension, which produced such greatly increased locomotive efficiency.

### Modernization of Workshops Equipment.

In the workshops the machinery and equipment are constantly under review, to ensure the timely replacement of plant reaching the end of its serviceable life. During the year just closed, the outstanding feature in this direction was the installation of seven modern shaping machines in the Machine and New Erecting shops at Newport, and the displacement of obsolete equipment. This enables full advantage to be taken of recent developments in high speed and alloy tool steels, with consequent increased production and efficiency.

### Fuel Conservation.

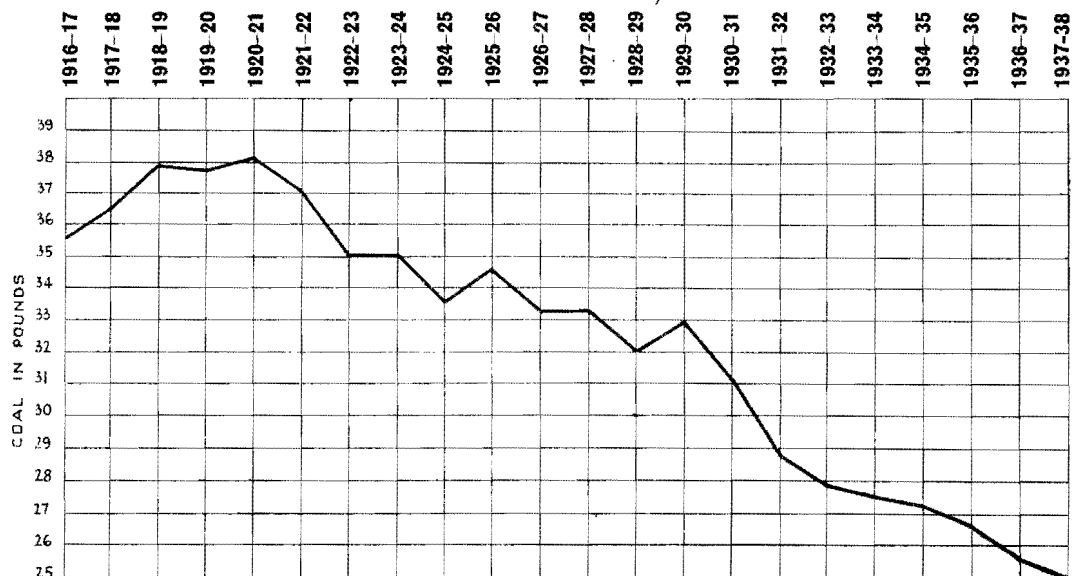
Sixteen meetings of the Fuel Conservation Committees were held at the different main centres. Ninety-six of the 385 suggestions submitted were adopted or led to beneficial action.

These results are most satisfactory, and the free discussion at the meetings of the Committees, where various members of the staff meet on equal terms, can have nothing but a good effect.

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

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

COAL USED PER 100 GROSS TON-MILES (WEIGHT OF ENGINE EXCLUDED IN CALCULATIONS).



In 1920-21, 38.13 lb. of coal were used for every 100 gross ton-miles hauled by locomotives. The corresponding figure in 1937-38 was 25 lb. This striking reduction has been of enormous benefit, and our coal bill for 1937-38 (after equating for various classes of coal) would have been £240,000 greater if the consumption per ton-mile had been the same as in 1920-21.

## Electrical Engineering Branch.

### Suburban Overhead Electrical Equipment.

There were no major extensions of the overhead electrical equipment during the year. Following upon minor alterations and adjustments, the mileages of electrified track at present in operation are—track miles (including sidings) 439.4; route miles 172.6; transmission lines 152.28 miles.

A new air-conditioned control room in Batman-avenue was completed and occupied by the Control Engineer, who previously was located at the Newport Power Station. Supervisory control equipment has been ordered so as to provide supervision from this central point of all electric power supply to the electrified system.

### Newport "A" Power Station.

In pursuance of the scheme for substituting modern equipment for obsolete units at the Newport Power Station, tenders had been invited (as mentioned in our last Report) for a turbo-alternator of 37,500 kw. and for two boilers, each with a capacity of 187,500 lb. of steam per hour. Tenders which were received from England and the Continent for the former, and from England for the latter, were under analysis at the close of the year.

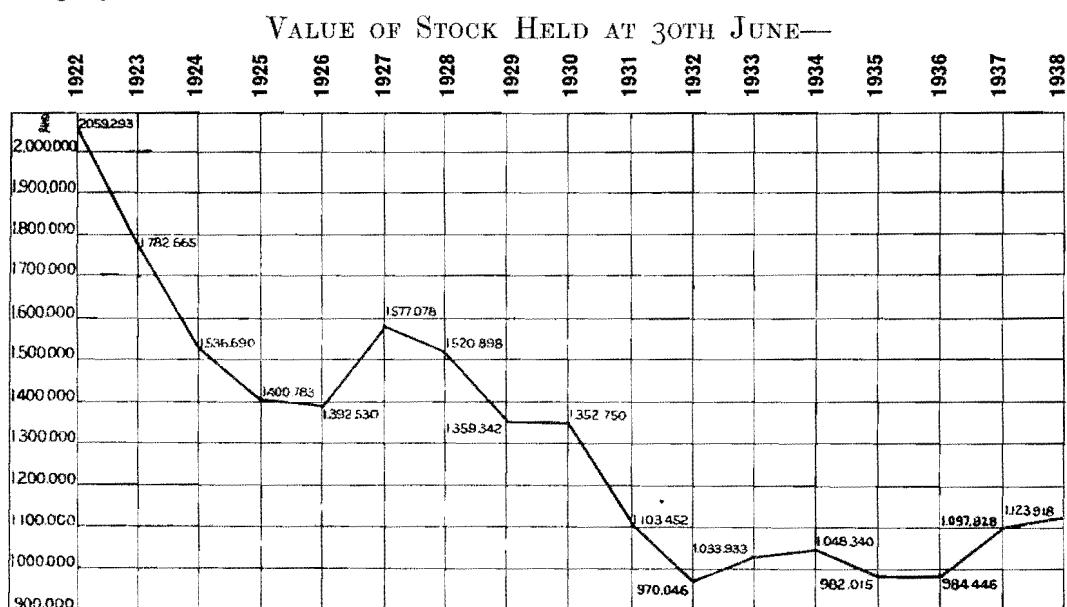
In view of the technical considerations requiring to be met in the change-over of plant at Newport, and of recent developments overseas in modern power station plant, we considered it essential that a technical officer should investigate and discuss such matters with the Inspecting Engineers and manufacturers. Mr. H. P. Colwell, Chief Electrical Engineer, accordingly sailed in September last to undertake such investigations, and associated railway inquiries, in England, Europe, and America.

During the year 179,748,948 units were generated at Newport "A," compared with 177,044,382 in the previous year. The State Electricity Commission supplied 3,194 units to the Department, which, on the other hand, sold 4,759 units to the Commission.

## Stores Branch.

At 30th June, 1938, the value of stock held was £1,123,918. This represented an increase during the year of £26,090, due in part to a general increase in prices. An important factor was the necessity for holding large stocks of permanent way materials, owing to longer periods being required by contractors to give deliveries.

A comparison of the value of stock at the end of each year since 1922 is shown in the graph below:—





The principal transactions in the first year shown on the graph, and in each of the last five years, were as under:—

Year.	Stock on hand at 30th June.	Purchases.	Returns into Stock and manufactures by the Department.	Issues, including Sales.
	£	£	£	£
1921-22 .. .. .	2,059,293	3,028,169	1,396,445	4,300,170
1933-34 .. .. .	1,048,340	1,558,329	985,608	2,528,727
1934-35 .. .. .	982,015	1,414,530	822,352	2,303,606
1935-36 .. .. .	984,446	1,485,874	911,426	2,395,727
1936-37 .. .. .	1,097,828	1,861,837	1,010,087	2,760,809
1937-38 .. .. .	1,123,918	1,890,765	1,038,095	2,904,703

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

The ratio between the stock on hand at 30th June, 1938, and the issues for the year shows that the stock was, on an average, turned over 2.58 times during the twelve months. If "insurance" stocks were excluded, the turnover would be 3.12.

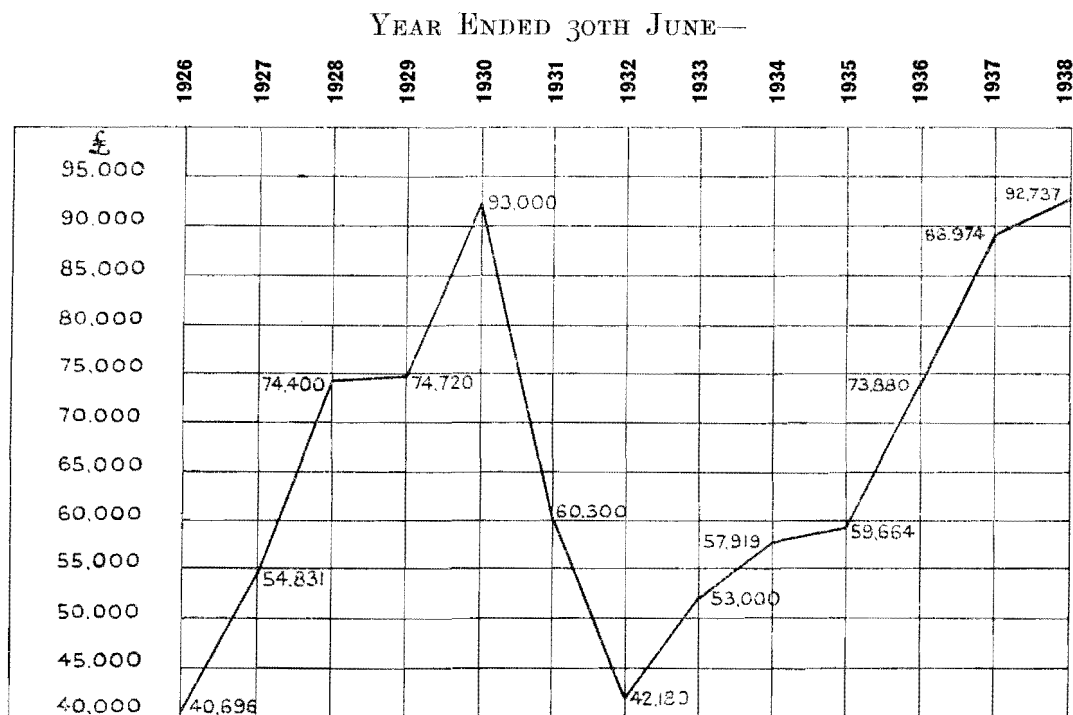
The departmental committee, appointed to conduct a comprehensive review of all materials stocked, is approaching completion of its first survey as regards metropolitan storehouses. Of 67,388 items so far reviewed 13,525 (equivalent to 20 per cent.) have been eliminated. The creation of new stock items has also been controlled.

During the year we supplied other Government Departments with material to the value of £11,870, where our contracts were advantageous. Following the same principle, we continued to obtain telephone equipment from the Postmaster-General's Department, and other items such as blanketing from the Penal and Gaols Department.

#### Reclamation Depot.

The value of materials sold and/or issued from the Reclamation Depot during the year amounted to £92,737.

From the graph below, it will be seen that this was, with one exception (1929-30), the highest output since the depot was established, and represented an increase of £3,763 over the figure for 1936-37.



The increase was attributable to advantageous prices, and to special agreements which ensured a regular and early clearance of scrap.

**Coal Supplies.**

The quantities of coal purchased were as under :—

	From State Coal Mines.	From Other Victorian Mines.	From New South Wales Mines.	Total.
	Tons.	Tons.	Tons.	Tons.
Large coal .. ..	128,004	32	259,281	387,317
Small coal .. ..	69,230	9,633	79,010	157,873
Totals .. ..	197,234	9,665	338,291	545,190

Consumption of large coal for all purposes amounted to 391,319 tons, and that of small coal to 158,068 tons.

Contracts for the supply of New South Wales coal could not be renewed at the rates previously operative, which were recognized as having been low. Increases during the year amounted to 2s. 2d. per ton in the case of large and to 4s. 4d. per ton in the case of slack coal. The prices of Wonthaggi coal, which are equated on the basis of Maitland costs, were affected to the extent of 1s. 6d. and 3s. 5d. per ton respectively.

The average price of all large coal was £1 os. 8.79d. per ton, and of all small coal 15s. 11.47d. These rates have been computed on the basis of the price in trucks at Victoria Dock or Geelong in the case of New South Wales coal, and of the price in trucks at the Mine in the case of Victorian Coal.

**Refreshment Services Branch.**

The revenue from refreshment rooms and stalls showed a decline of £3,400, due to the accelerated country train services, to the operations of buffet cars, and to restricted travelling during the prolonged epidemic of infantile paralysis.

On the other hand, the earnings of the dining and buffet cars exceeded those of 1936-37 by £6,111. The total revenue from these cars and the refreshment rooms and stalls thus showed an increase of £2,711.

A second buffet car was introduced into service in September, 1937, when the "Campaspe," previously used as a dining car, was placed on the Albury Express, pending the construction of a new air-conditioned buffet car.

The work of the various activities associated with these services was well maintained, and the magnitude of the business is indicated by the following figures :—

Meat .. ..	258 tons of meat, costing £13,918, were purchased and handled by departmental butchery ;
Poultry and Fish	Value of purchases, £11,260 ;
Fruit .. ..	40,581 cases purchased, at a cost of £22,061, including 18,788 cases of citrus fruits, costing £9,481 ;
Bottled milk ..	218,630 bottles sold ;
Raisin bread ..	111,992 loaves manufactured by departmental bakery, as well as 37,375 dozen pies and other small goods in large numbers ;
Eggs .. ..	39,685 dozen supplied by departmental poultry farm ;
Laundry .. ..	159,904 dozen articles handled.

The activities of the Children's Nursery at Flinders-street were interrupted seriously by the infantile paralysis epidemic. As soon as the outbreak occurred in July, 1937, we deemed it essential to close the Nursery so as to assist in limiting the contacts between children, and it remained closed until the epidemic was pronounced as having ended in April, 1938—a period of approximately nine months.

Advantage was taken of this cessation of normal activities to enlarge and modernize the premises, the rooms being attractively decorated with washable enamel finishes in pastel shades, with appropriate murals in the main rooms. Sound-proof cot rooms were installed ; also an open-air roof playground, approximately 62 feet by 35 feet.

During the three months for which the Nursery was open, the daily average attendance was 59.

### The Chalet, Mt. Buffalo National Park, &c.

At The Chalet there was an increase of 37 visitors for the year, and of £551 in revenue. But for the epidemic of infantile paralysis in the metropolis, which led to the cancellation of all school tours in the winter, these figures would have been greatly exceeded.

At Hotham Heights, considerably greater patronage was attracted by the improved standard of accommodation. The premises were still further improved during the year by re-modelling the dormitories, and providing a lounge room. The whole accommodation has been booked for the present winter, due to the higher standard of comfort, and to our having installed an Austrian ski instructor at Hotham Heights, as well as at The Chalet.

Details of the financial results are embodied in Appendix No. 15.

The loss of £5,934 in the working of these establishments for the year was contributed to substantially by the heavy loss of revenue due to the epidemic, while £3,400 was included in the working expenses for improvements and additions to the premises. In addition, we have been faced by gradually increasing commodity costs, which were not countered by any tariff adjustment until 15th March.

### Advertising.

The revenue for the year (£37,876) was £2,194 less than that for the previous year, which included the returns from the biennial "Where to Go" publication. Having regard to the increased competition in other advertising media, this result is considered to be satisfactory.

The poster hoardings are being well maintained, and a number of modern "solus" 20-ft. x 10-ft. hoardings were erected in special sites.

### The Staff.

The total permanent and supernumerary staff at the commencement of the year was 23,159. In addition, casual labourers were employed to the equivalent of 510 men working full time, representing a total staff of 23,669. At 30th June, 1938, these figures had increased to 23,978 and 597 respectively, making a total of 24,575. The average number employed full time for the year was 24,181, or 1,094 more than the average for the preceding year (23,087).

The increase was due mainly to the hours of approximately half the staff having been reduced under an Arbitration Court award from 96 to 88 per fortnight; the general increase in operating activities; the employment of additional apprentices and lads; and the utilization of a greater number of trained regular employees to supervise unemployment relief works, 145 being employed at the close of the year compared with 117 at the end of the previous year.

Provision was made for the training of future artisans by the appointment of 152 apprentices to various trades.

The amounts disbursed in salaries and wages in each of the past three years, excluding payments from Unemployment Relief Funds, were:—

1935-36	..	..	..	..	..	£4,901,932
1936-37	..	..	..	..	..	5,204,414
1937-38	..	..	..	..	..	5,886,599

In the ordinary course, the substantial wastage of staff caused by retirements, deaths, &c., is made good by appointments under the Railways Act. During the depression, however, no such appointments were made other than in a limited number of special positions, and accordingly a large number of supernumeraries are now employed in positions of a permanent character.

To remedy this situation, and to do justice to the individuals concerned, a special Act (No. 4520) was passed during the year which authorizes the permanent appointment of supernumeraries with suitable training and experience and who are employed in permanent offices.

The preliminary work associated with these appointments, which must be completed before 30th June, 1939, is well advanced.

During the years of depression, the policy was adopted of meeting staff requirements in the Public Service, where practicable, from railway officers who had become surplus owing to the decrease in business or in the works programme. An Act (No. 4462) passed in 1936 admitted of the transfer of such officers to the Public Service if considered necessary for efficient administration. During the year, 229 railway officers were so transferred, on the recommendation of the Public Service Commissioner.

### Medical Division.

In September, 1937, Dr. Amos Walter Bowman, M.B., Ch.B., F.R.C.S. (Edinburgh), was appointed Railways Medical Officer in succession to the late Dr. Roger St. Clair Steuart, M.D., F.R.C.S.E., F.R.A.C.S. Dr. Bowman has had wide and varied experience in Australia, as well as with the Australian Imperial Forces overseas.

During the year the Railways Medical Officer and his two assistants conducted 25,421 examinations—16,767 physical and 8,654 in vision, colour-sense, and hearing. The majority of the examinations comprised:—

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

One thousand and seven of the examinations under group (c) were conducted at various country centres by one of the assistant medical officers, to obviate the expense and inconvenience of bringing country employees to Melbourne. During the progress of these country visits, the Assistant Medical Officer made inspections of local railway refreshment rooms, and found that a high standard of cleanliness and of hygienic conditions generally had been maintained.

A highly qualified trained nurse was appointed during the year and placed in charge of the casualty room at Spencer-street, under the direct supervision of the Railways Medical Officer. The ambulance activities of the Department were also re-organized as part of a general effort to induce a greater number of employees to qualify for first-aid certificates.

### Wage Fixing Tribunals.

The Railways Classification Board, acting as a State Industrial authority under the provisions of the Commonwealth Conciliation and Arbitration Act, continued to deal with the claims submitted by the Australian Railways Union and the Federation of Salaried Officers.

During the year, the Board made awards in its Federal jurisdiction in respect of 114 grades, covering approximately 5,150 officers and employees. Increased rates of payment were granted to many of these grades, at an additional cost of approximately £37,500 per annum. Substantial progress was made towards finalizing many other claims.

After a series of conferences between representatives of the Australian Railways Union and of the Department in regard to a claim for a reduction of hours from 88 to 80 per fortnight for Shunters, Leading Shunters, and first and "special" class Signalmen, the Commonwealth Court of Conciliation and Arbitration referred the matter to the Railways Classification Board for investigation. The Court subsequently adopted the recommendation of the Board, based upon exceptional conditions of work, for a reduction in the ordinary hours of duty to 84 per fortnight. The reduction operated as from 12th June, 1938.

Prior to July, 1937, approximately half of the staff were working not more than 88 hours per fortnight. The remaining half were working generally 96 hours per fortnight, but during the year those hours were reduced by the Court to 88 hours per fortnight.

As mentioned in our last Report, the Court also made an award which came into operation during 1937-38 in respect of the basic wage, by prescribing the payment to all employees governed by its awards of a fixed "loading" of 5s. per week.

Adjustments of the basic wage, consequent upon increases in the cost of living, were made on 5th September, 1937, and 12th December, 1937, and involved an additional cost of approximately £114,000 per annum.

Some employees are still paid under State Wages Board determinations. During the year several of these awards, governing approximately 250 employees, were varied at an additional cost of approximately £3,500 per annum.

Since 1st December, 1936, the wages bill of the Department has been increased by approximately £850,000 per annum due to variations in the basic wage, other increased rates of pay, and shorter hours of duty.

### **Education and Recreation.**

The Victorian Railways Institute experienced its most successful year. Enrolments of new members totalled 2,365, and as 388 members became unfinancial, and losses through deaths, retirements, and resignations amounted to 725, there was a net increase of 1,252. The membership thus reached the record total of 14,552.

Consequent upon the demand for extra staff with safeworking and other certificates, arising out of the introduction of the 88-hour fortnight in various sections of the service, the number of educational classes conducted by the Institute was largely increased. The students enrolled totalled 3,751, or 1,537 more than during the preceding year.

For the library, 8,227 new books were purchased at a cost of £1,621. The total stock at the end of the year was 40,478, and the book exchanges aggregated 530,531, or a daily average of 1,739. The technical section was again reviewed during the year. Further additions were made, and the whole section was re-classified and catalogued.

There was a further expansion of activities at the various Institute centres. Schemes for the erection of Institute premises at Dimboola and Warragul were well advanced, and it is anticipated that the buildings will be erected during the current financial year. Proposals were initiated for extensions at Bendigo and Ballarat.

Several classes were conducted to instruct Junior Clerks and Lad Porters in essential elements of their work, including the ideal of service, while the policy of affording these new appointees a simple course of gymnastic exercises, as part of their training, was continued with excellent results.

In all branches of interstate railway sport, the Institute was represented with considerable success.

The conduct of the Institute and its many activities involves the sacrifice of a considerable amount of time on the part of the members of the Central Council and Country Centre Committees, and we again desire to place on record our sincere appreciation of this voluntary work and of the assistance given by the wives and families of members in promoting the objects of the Institute.

### **Tourist and General Publicity.**

Our general railway advertising and tourist publicity covered a much wider field than ever before. A more intensive scheme of radio publicity, including regular sessions on all Victorian metropolitan "B" class stations, was maintained. Display advertising, which previously had been confined to the Melbourne daily papers, was extended to important weekly and monthly publications with large national circulations.

More extensive publicity for Victoria's tourist attractions, particularly by means of radio advertising, was also carried out in Sydney, Adelaide, and Brisbane, and advantage was taken of the opportunity provided by the sesqui-centenary celebrations in Sydney to stage a specially attractive Victorian display at the Sydney royal show.

The development of Victoria's tourist attractions received special attention, and many resorts were featured in special folders, posters, &c. In this regard, encouraging support and financial co-operation were received from local organizations.

The publicity issued by this Department, apart from posters displayed on railway stations, was widely distributed through the Victorian Government Tourist Bureau in Melbourne and its branches in the other States; other tourist organizations in Melbourne and Victorian country centres; hotels and banks in Melbourne and other capital cities; interstate and overseas boats travelling to Melbourne; interstate trains; through the Agent-General in London; and to a limited extent through the various agencies of the Australian National Travel Association in New Zealand, England, U.S.A., Canada, Japan, India, Java, China, and Egypt.

The policy of engendering public goodwill by encouraging the active co-operation of the staff in giving better service to our patrons was not lost sight of; every opportunity being taken to stress this in the V.R. News Letter, which is distributed to all members of the staff, and by other means.

### **Tourist Activities.**

The Victorian Government Tourist Bureau continued its information and booking service to travellers, whether using rail, road, sea, or air transport. Numerous expressions of appreciation were received from patrons.

A new branch of the Bureau was opened at Flinders Street station on 13th September, 1937. The amount of business transacted affords ample testimony to the usefulness of this office.

Publicity is not alone relied upon as a means of encouraging travel; officers of the Bureau also go out seeking business. This activity has been highly developed. Schools and colleges are visited for the purpose of organizing vacation tour parties; incoming boats are met; and wherever large groups of people meet in conferences, &c., the services of an officer of the Bureau are made available to arrange tours, &c., and supply visiting delegates with full information concerning places of interest in Victoria.

The booking of accommodation—a comparatively recent addition to the Bureau's activities—provided an increasingly popular service, which is appreciated by both the public and the hotel and guest-house proprietors.

With the amalgamation of several of the air service companies, bookings are now effected over the major portion of the Australian network.

The same comprehensive service is available at all of the six branches of the Bureau, which are situated at Spencer Street and Flinders Street stations (Melbourne), and in Sydney, Adelaide, Brisbane, and Mildura.

Results achieved from the establishment of branches in other capital cities definitely justify the policy of interstate representation, and at the close of the year arrangements were in hand to open branches at Perth and Hobart. The Perth office, which will be designated the Eastern States Government Tourist Bureau, is to be operated in conjunction with the New South Wales and Queensland Railways Departments, with whom the cost will be shared.

We have participated with other travel organizations in the "Save to Travel" scheme. This innovation enables prospective travellers to save for holiday journeys by purchasing stamps in denominations of 1s. and 5s., which are accepted in payment, or part payment, for travel by rail, road, sea, or air. There is every indication that the scheme will achieve public popularity.

### **Publicity to Assist the Primary Producer.**

Realizing the vital importance to the State of its primary industries, we have for many years issued a considerable amount of publicity designed to stimulate the consumption of fresh and dried fruits, milk, vegetables, &c. During the year posters or recipe booklets, or both, were produced featuring citrus fruits, apples, and onions. The berry-fruit growers were assisted by means of publicity and by special facilities for placing small orders with stationmasters in country districts, who also accept payment on behalf of the growers.

The Victorian Central Citrus Association, the Onion Marketing Board, and the Apple and Pear Council co-operated with us in the production of publicity dealing with their respective products.

Our payments for fruit for the year amounted to £22,061, of which £9,481 represented the citrus fruits. Our fruit-juice drink stalls were an important factor in stimulating consumption.

The extensive use of dried fruits has been consistently advocated and practised by the Department. During the year 17 tons of dried fruits were sold or were used in dining rooms or in products such as raisin bread, &c.

"Drink More Milk" is a well-known slogan appearing in railway publicity, and during the past year a new booklet of milk recipes was issued and widely distributed. Milk also is used extensively in our refreshment rooms and stalls, which in the year utilized 124,461 gallons.

The lamb export trade was fostered by a poster portraying the depreciated value of a bruised carcass due to rough or careless handling. A leaflet dealing with this subject was also widely distributed, and, at the request of the Australian Meat Board, similar posters and leaflets were printed for distribution in New South Wales, Queensland, Western Australia, and Tasmania, the cost being borne by either the Meat Board or the States concerned.

### **Suggestions and Inventions.**

Suggestions from the staff and the public maintained a steady flow throughout the year, and testified to the interest and active co-operation of the staff and public with the administration. The number of suggestions received for the year was 1,982, and the number adopted was 371.

### **Victorian National Resources Developmental Tours.**

The Victorian National Resources Developmental Train, now called the "Reso" train, was first organized by the Victorian Railways in 1922.

These carefully-planned tours provide leading citizens, representative of urban and rural interests, with an excellent opportunity of studying together the problems and possibilities associated with the development of the country's natural resources, and of acquiring in the process a better conception of each other's requirements, difficulties, and possibilities.

Last year a "Reso" tour from Victoria to Western Australia was instrumental in contributing to a better mutual knowledge as between the Eastern and Western extremities of the Continent, and it resulted in a return visit this year of Western Australian primary producers and professional and business men to Victoria.

"Reso" made a further advance this year, when a representative Victorian party visited New Zealand and inspected the primary and secondary industries and scenic attractions of the North and South Islands of the sister Dominion. This was the first "Reso" tour to travel outside Australia. Largely as a result of the contacts made, and also because New Zealanders were so impressed with the idea, it is anticipated that two parties from there will reach Victoria in October, 1938, and May, 1939, respectively.

### **"Better Farming" Train.**

No tours of the "Better Farming" train were run during the year.

### **Competitive Transport.**

#### **Passenger Traffic.**

The chief feature of the competition for passenger business during the year was the continuance of the considerable number of road services operating between the metropolis and popular tourist resorts. There was also a further growth in the activities, to which attention was directed in our last Report, of road vehicles operated under so-called "charter" conditions. The licences issued in respect of such vehicles permit them to carry parties of passengers to sports meetings, public functions, social entertainments, and other gatherings which provide an opening for occasional good loading, without the responsibility involved in the provision of comprehensive or regular service.

Much of this road-borne passenger traffic could have been catered for efficiently and satisfactorily by existing railway services, supplemented, where necessary, by special trains. Its diversion from the railways represented a substantial loss of public revenue, not justified, in our opinion, by the extent of any additional convenience afforded the passengers who chose to patronize the road services.

With regard to regular passenger services on fixed routes other than to certain tourist resorts, it can be said that, although important instances of direct competition still remained, considerable protection was afforded the railways as a result of regulation under the Transport Regulation Act. The stability arising from regulation of the stage services is reflected in the number of instances in which, in many parts of the State, arrangements have been successfully made in the co-ordination of rail and road services. The rationalization of regular passenger services, wherever achieved, has been mutually satisfactory to the road operators, the railways, and the travelling public, and provides a striking contrast with the chaotic and uneconomic conditions which continued to exist in respect of the transport of goods.

### Freight Traffic.

Apart from Inter-state operators, to whom reference is made later, practically all of the numerous road hauliers who had been granted licences upon establishing that they had provided regular services in 1933 continued to compete actively for the higher-rated, more valuable classes of freight. There is little doubt that many, if not most, of these road services are conducted on an uneconomic basis, and much evidence exists that highly undesirable working conditions are commonly associated with their operations. Failure to pay award wages, the working of inordinately long hours, and disregard of legal provisions as to hours of rest are commonly disclosed in the examination before the Transport Regulation Board of the operations of long-distance competitive hauliers. Instances of shifts extending over periods of 16, 18, and even 24 hours have been revealed, and evidence adduced of employees remaining on duty, either driving the vehicle or in the capacity of "assistant", for an unbroken stretch of 36 hours.

It is true that such conditions are expressly forbidden by statute; but it is also patent that the existence of numerous small owner-drivers or "small employers" engaged in long-distance transport, and the nature of the industry itself, make detection and prevention of offences against the law in this respect a matter of great difficulty. This undermining of the industrial standards of the community by the road transport industry is surely a matter of grave social importance; it is of still graver concern that it should occur in a sphere of activity that threatens the State's greatest asset.

In this connexion, it is noteworthy that the low freight rates offered by owner-drivers and "small employers" in active long-distance competition with the railways have little relation to rates quoted by large carrying organizations which recognize their responsibilities towards employees and shareholders. The common lack of responsibility in these respects by the "rate-cutting" competitors, and their freedom to discriminate as to the nature and quantity of the goods they will carry and the places they will serve, provide the explanation of their ability to compete with the railways, which obviously must rigidly observe established industrial standards, and be ready to carry anywhere and everywhere all classes of goods in any quantity that may be offering.

The competition has to some extent been met and controlled by our having adopted the process of bargaining—already instituted and highly developed by road transport—for the traffic available. A substantial tonnage of the classes of goods which, because of the incidence of the railways rating structure, are vulnerable to road transport, was regained or conserved during the year by rate reductions, granted by means of individual freight contracts, to a level sufficiently low to meet the rates offering by our competitors. As was inevitable, this action produced further anomalies in railway rates and consequent complaints of discrimination, although the latter were relatively few, doubtless because discriminatory rates had in fact already been established by road operators.

Railway losses, and thus the community liability, would have been much greater if we had not actively competed, on the basis of rates, for the available traffic. At the same time, it is necessary to realize that the reductions which we were obliged to make as the only means of securing the business have resulted in a lower revenue return per unit of traffic. In other words, if the traffic could have been obtained at normal, instead of competitively reduced rates, the revenue return would have been very substantially greater.



The repercussions of road competition, with its destructive effects upon railway traffic and revenue, can be expected sooner or later to disturb seriously the basis of our national economy, dependent as it is to a great extent upon successful primary production. The railways have still, and for as long as can be visualized, must continue to be relied upon to provide the service necessary for the transport of the large tonnage of agricultural and other primary products which constitute the greater part of the freight traffic of this country. The theory of railway rating is that the low and insufficiently remunerative freight rates essential for the successful marketing of these products should be compensated for by higher rates upon the more valuable commodities. Loss of the higher-rated traffic, or revenue depleted by the competitive freight reductions necessary to conserve the traffic, not merely militates against relief being given to the necessitous primary industries in the form of lowered freight charges, but is calculated also to jeopardize the maintenance of the favorable rates now applicable to such industries.

#### **Inter-state Competition.**

Since our last Report, effect has been given to the decision under which certain interstate road services were refused further licences. The validity of this decision, which was of particular importance in respect of traffic to and from the Riverina districts, was challenged by a road transport company on the grounds that it contravened the provisions of section 92 of the Commonwealth Constitution Act, but was upheld in a judgment by the High Court of Australia. The outcome of the decision, although not amounting to complete and effective control of all competition by interstate hauliers, was an immediate and substantial increase in interstate traffic carried over this State's railway system. The increase, which has been sustained, was particularly marked in the case of Riverina traffic, and strikingly illustrates the benefits to public revenues from substantial protection of the railways.

Much of the agitation against the restriction of road services operating between Melbourne and the Riverina was based on the assumption that trade would be diverted to Sydney if the traffic could not be carried by road to and from Melbourne. There is nothing to indicate that any such diversion has been of appreciable extent, and it can be said almost certainly that if it has, in fact, taken place at all, it has related only to districts which, because of their location, normally regard Sydney as the natural market.

In a number of cases, arrangements were made with local road carriers in the Riverina to co-ordinate with the Victorian Railways system at the border, or, where border railways are being operated by this Department, at a suitable railhead. Generally, the arrangements were satisfactory. In the case, however, of one important area, namely, between Deniliquin and Hay, the arrangements made for co-ordinated rail and road service to and from the Deniliquin railhead have not been availed of except to a relatively limited extent. This is attributable partly to the use by traders of their own vehicles, and partly to the fact that hauliers in the district, instead of carrying to and from Deniliquin, prefer to operate for the longer haul to the Victorian border—as they are permitted to do under the New South Wales regulations—and to make connexion there with intra-State road services running to and from the metropolis.

Another rapidly growing competitor in passenger traffic is air transport. With its special capacity for speed, it presents a new problem which is becoming more acute as further development takes place.

Although the diversion of railway traffic to this latest form of transport has not so far been of serious extent, it is inevitable that the further expansion of commercial air services, especially if uncontrolled, will have increasingly adverse effects upon railway revenue.

We are definitely of opinion that any scheme for the rationalization of transport should ensure that the development of air services will take place with the least avoidable disturbance of railway interests. It is not our conception that commercial air transport should be subordinated to railway service merely for the sake of conserving business to the latter. We do consider it important, however, that steps should be taken to avoid the mistake made when road transport was permitted, uncontrolled and undirected, to establish itself and develop without regard to any national transport plan or, indeed, to any aspect of the national economy, with the result that it is now exercising a serious influence on the financial position of the State.

### **Rationalization an Urgent Necessity.**

In respect of intra-state traffic, we are convinced that the over-supply of transport which exists between the metropolis and practically every important country town is seriously harmful to the national economy. The very considerable tonnage which is being carried by road vehicles, in direct competition with the railways over long distances, could be handled efficiently and satisfactorily by railway without an appreciable increase in operating costs.

It is not possible, in the absence of necessary data relative to the extensive ramifications of commercial road transport, to reach a precise conclusion regarding the total loss of railway freight revenue resulting from the competition, but it is conservatively estimated to be not less than a million pounds a year. A further loss to the community in general—none the less real because it is largely hidden—results from the wear and tear of roads by heavily-laden vehicles, whose operations in competition with adequate railway services represent millions of ton miles annually.

In the finance section of this Report, we have drawn attention to the immediate need for funds for replacements and renewal of rolling-stock and other railway property necessary to maintain the system in a proper state of efficiency. This seriously unsatisfactory position would be greatly ameliorated by adequate protection from road transport where it is fulfilling no community purpose that could not be served by railways.

We fully realize the important part which road transport is capable of taking in the sphere of national economics. We still hold the view, however, that its proper economic function is the provision not of duplicate and competitive services, but rather of complementary and supplementary transport in co-ordination with the railways, which must continue to operate as the main carrying system of the State.

Because of the existing competition by long-distance hauliers, neither railways nor local carriers—both indispensable to the community at large—can function with full efficiency. The result is that both are debarred, in effect, from introducing improvements in service generally that are the logical outcome of an improved load factor.

Necessarily and inevitably, a rationalized system defining the economic sphere of each agency of transportation would cause some individual interests to be subordinated to the general community interest. The direct national gain, however, would be substantial and immediate. Further indirect advantage would result from the stability in transport conditions essential to the sound development of business and industry. Users could be assured of permanent, efficient service at reasonable rates not subject to frequent and often violent competitive fluctuations, but fixed and stabilized so that, contrasted with the present insecurity which is tending increasingly to dislocate the normal processes of business, commercial and industrial activities could proceed with confidence on a known and common basis in regard to transport costs.

In recent years, practically every country has recognized the necessity for placing its transport arrangements on a logical economic basis, and in every case the protection of essential railway services has been regarded as of primary importance. In this State, the necessity to conserve and develop the railway asset is at least as great as elsewhere, and we again desire to urge that appropriate measures be taken to this end at the earliest practicable moment.

### **Departmental Road Motor Services.**

There was no alteration during the year in the routes operated, or in the nature of the services.

Working expenses (including depreciation) amounted to £24,738, and interest charges, exchange, and sinking fund contribution to £710; making a total of £25,448. The revenue (£20,490) was insufficient to meet this to the extent of £4,958.

Each of the passenger services was operated at a loss, the total for the four routes amounting to £6,276. The goods services yielded a profit of £1,318.

The passenger services, acting as they do as feeders to the railway system, cannot be judged upon their face value. Moreover, no less than £3,627 of the loss was sustained in the operation of the East Camberwell-Deepdene-East Kew route,

where the majority of passengers travel on combined rail and bus tickets, and only the mileage proportion of the fare is credited to the bus. For example, for a passenger travelling upon a second class monthly ticket between Deepdene and Melbourne, the bus receives a credit of only 3s. 1¼d., which on the basis of 26 journeys in each direction is equivalent to only ¾d. for the bus journey of 1¼ miles to, or from, the railway station.

On the goods services, although a profit of £1,318 was returned, the traffic showed a substantial retrogression by comparison with that of the preceding year. Primarily this was due to an intensive campaign with the object of keeping s.s. *Edina* in service between Melbourne and Geelong, between which ports she had traded for very many years. The vessel ceased running about the close of the year, and our road motor bus revenue has since shown improvement.

Appendices 16 and 17 embody the capital and working accounts of passenger and goods services respectively.

### State Coal Mine.

After the payment of working expenses, loan redemption and interest charges, and allowing £10,000 for depreciation, the operation of the mine resulted in a loss of £157,939.

In its organization, equipment, and economical operation the mine compares favorably with the largest mines of New South Wales. The latter, however, are immeasurably better off in respect of the thickness and regularity of the seam and the character of the coal formation; so that they can produce coal very much more cheaply than the State Mine, with its thin, dirty, and faulted seams, and the serious mining disabilities associated with these conditions. As the price of Maitland coal forms the basis of the price paid for State Mine coal used for railway purposes, the difficulties of the situation will be obvious.

Although prices showed some increase during the year, there was on the other hand a growing cost of production, due to higher wages and piecework rates, and to a deterioration in the physical characteristics of the coal seams.

The quantity of coal won during the year was 270,575 tons. The saleable output was 248,718 tons. Of this quantity 198,505 tons were supplied for railway use, 7,523 tons to other public departments, and 42,690 tons to the general public.

On 10th November, 1937, after exhaustive inquiry, Judge Richardson reported upon the second term of reference in his Royal Commission, viz. :—

“ Whether any alterations, and if so what alterations should be made to existing statutory provisions, rules, regulations, and practices to secure the future safe working of the State Coal Mine.”

The report recommends legislative alterations with which we almost wholly concur. We have strongly urged that amending legislation be brought forward without delay. The agreement, made after industrial troubles in 1937, under which certain New South Wales safety rules are being observed as a basis, was considered reasonably satisfactory for a brief period pending covering legislation, but as it involves working practices not in accord with Victorian law, it should be confirmed or replaced without delay by modern legislation on the lines recommended by the Commission.

A special tribunal, under the chairmanship of Judge Winneke, dealt with an appeal by the management against an order issued by the District Inspector of Mines to abolish the method of mining known as “ grunching ” in all pits other than Western Area. In pursuance of a recommendation made by the tribunal, grunching was continued in the Dudley and Western Areas, but a somewhat restricted form of operation was adopted in Shafts Nos. 18 and 20.

Operations in Dudley Area, which commenced in 1924, have now ceased as a result of the exhaustion of the coal measures in this pit.

The time lost during the year as the result of strikes, stop-work meetings, and the like was—

No. 20 Shaft	..	..	..	..	17 days
Dudley Area	..	..	..	..	13½ days
Western Area	..	..	..	..	12½ days
No. 18 Shaft	..	..	..	..	14 days

In the previous year 10 days had been lost on account of industrial disputes up till the date of the explosion (15th February, 1937), and subsequently 40 days were lost at No. 20 Shaft and 57 days at No. 18 Shaft, Dudley Area, and Western Area.

The amount disbursed in wages was £290,533.

The net average earnings of contract miners for the period subsequent to the general re-introduction of contract rates, on 25th October, 1937, were 21s. 11.6d. per shift. There has, however, been a gradual improvement in the output per miner per shift, with the result that the net average earnings in the fortnight ended 25th June, 1938, were 23s. 1d. per shift.

The number of persons employed at the 30th June, 1938, was 1,326.

Wages, piecework rates, and conditions of employment are governed by awards of the State Coal Mine Industrial Tribunal, which made eleven awards during the year. The most important were:—

- (1) No. 43, of 9th July, 1937, which increased the basic wage by 6d. per day.
- (2) No. 44, of 18th October, 1937, which restored the general application of contract rates, 5 per cent. in excess of those previously operative, and increased the basic wage by 8d. per day (or 9d. to men working on a basis of less than twelve shifts per fortnight).
- (3) No. 48, which reduced the hours of work from 92 to 88 per fortnight except in respect of the power house staff and a few other grades.

The additional cost involved for a full year is approximately £20,500.

In order to provide power requirements for the development of the Kirrak area, tenders were invited for the supply of one turbo-alternator with a capacity of 1,875 or, alternatively, of 2,500 kws. The tenders were returnable just prior to the close of the year and are now being analysed.

Mechanized mining is, to-day, successfully practised throughout the world, and the use of this method of mining is being extended. The thin, faulted, and irregular nature of the State Mine seam, and the intrusion of dirt bands, present difficulties to the adoption of similar practices, but with a view to reducing the cost of production, inquiries are being made, both in Australia and England, for types of coal-cutting machines suitable for undercutting the coal under these conditions, and of conveyors and loaders for underground conveying and loading of coal by mechanical means.

### **Acknowledgment of Services of Staff.**

Throughout the year, the staff, by their assistance and co-operation, continued to maintain an excellent standard of service which elicited numerous tributes from railway patrons.

We desire again to place on record our sincere appreciation of their efforts and to thank them for their wholehearted support.

### **Heads of Branches.**

Mr. A. Williams, Comptroller of Accounts, retired from the service on 3rd August, 1937, when he reached the statutory age (65 years). We wish to record our appreciation of his valued services—for many years as assistant head, and finally as head of the Accountancy Branch.

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

Secretary .. .. .	..	..	..	..	Mr. E. C. Evers.
Chief Mechanical Engineer .. .. .	..	..	..	..	Mr. A. C. Ahlston.
Chief Engineer of Way and Works .. .. .	..	..	..	..	Mr. J. M. Ashworth.
General Superintendent of Transportation .. .. .	..	..	..	..	Mr. M. A. Remfry.
Chief Electrical Engineer .. .. .	..	..	..	..	Mr. H. P. Colwell.
Comptroller of Accounts .. .. .	..	..	..	..	Mr. L. J. Williamson.
General Passenger and Freight Agent .. .. .	..	..	..	..	Mr. J. McClelland.
Comptroller of Stores .. .. .	..	..	..	..	Mr. H. S. Sergeant.
Superintendent of Refreshment Services .. .. .	..	..	..	..	Mr. 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 photographs and maps appear at the end of the Report.

We have the honour to be,

Sir,

Your obedient servants,

HAROLD W. CLAPP, Chairman,

N. C. HARRIS,

M. J. CANNY,

} Victorian Railways  
Commissioners.

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No. 1.

30TH JUNE, 1938.

ASSETS.		£	s.	d.	£	s.	d.
Railways—							
Way, Works, Buildings and Equipment	..	43,608,614	4	4			
Rolling Stock	..	6,906,103	0	9			
					50,514,717	5	1
Electric Tramways—							
Way, Works, Buildings and Equipment	..	129,498	9	6			
Rolling Stock	..	22,220	4	4			
					151,718	13	10
Road Motor Public Services—							
Buildings and Equipment	..	6,036	16	1			
Rolling Stock	..	10,522	5	10			
					16,559	1	11
					50,682,995	0	10
Estimated Depreciation accrued since 1st July, 1937	..	600,000	0	0			
Less Renewals and Replacements Reserve	..	91,349	17	0			
					508,650	3	0
					50,174,344	17	10
Stores and Materials	..	1,129,674	14	0			
Stores and Equipment at Refreshment Rooms	..	119,863	8	3			
Materials in course of manufacture	..	91,820	14	5			
					1,341,358	16	8
Surveys	..					34	6
							5
Railways under construction	..					448,325	14
							8
Bridges for Railways not yet constructed	..					33,061	2
							7
					51,997,124	18	2
Expenditure charged to Public Account Advances Act No. 4499	..					300,000	0
							0
Cash at stations and in transit	..					73,333	10
							8
Cash at Treasury—							
Trust Fund Surplus Railway Land	..	439	3	5			
Railway Accident and Fire Insurance Fund	..	100,000	0	0			
Railway Renewals and Replacements Fund	..	91,349	17	0			
Railway Charges in Suspense	..	132,325	5	5			
Railways Stores Suspense Account	..	151,164	19	9			
Railways Repayment Fund	..	19,323	11	11			
National Debt Sinking Fund	..	99,192	15	4			
						593,795	12
							10
Trust Securities	..					42,235	8
							9
Sundry Debtors—							
Revenue	..	81,504	15	9			
Other	..	59,449	2	5			
						140,953	18
							2
Property and equipment depreciation accrued during 1937-38, written off ledger values but not provided for by cash appropriations	..					350,000	0
							0
Deficit for the year 1937-38	..					241,953	1
							2
					53,739,396	9	9

L. J. WILLIAMSON,  
Comptroller of Accounts.

## APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1938 AND 1937.  
(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—	
		1938.	1937.			1938.	1937.
To Maintenance of Way and Works ..	A	£ 1,777,119	£ 1,626,953	By Passengers .. .. .	4	£ 3,684,379	£ 3,806,858
„ Rolling Stock—				„ Parcels, Horses, Carriages, &c. .. .. .	4	356,987	351,351
General Superintendence, &c. ..	B	41,401	37,296	„ Mails .. .. .	4	77,584	73,403
Maintenance of Rolling Stock ..	C	1,281,711	1,320,713	Total Coaching .. .. .	..	4,118,950	4,231,612
Motive Power .. .. .	D	1,247,605	1,075,756	„ Goods and Live Stock ..	4	4,944,806	5,028,806
Examination and Lubrication of Coaching and Goods Vehicles	E	66,934	58,476	„ Sale of Electrical Energy	4	39,454	34,754
„ Contribution to Railway Renewals and Replacements Fund ..	K	250,000	..	„ Rents and Miscellaneous	4	168,800	161,117
„ Transportation and Traffic ..	F	2,121,588	1,874,436	„ Dining Car and Refreshment Rooms Services	4	346,862	341,864
„ Electrical Engineering Branch ..	G	248,194	221,943	„ Advertising .. .. .	4	37,876	40,070
„ Miscellaneous Operations ..	H	403,008	389,862	„ Bookstalls .. .. .	4	68,327	66,494
„ Stores Branch .. .. .	I	121,524	106,009	„ Recoup of the loss resulting from the working of certain lines of railway	4	..	211,461
„ General Expenses .. .. .	J	206,564	186,624	„ Guarantees in respect of losses on certain lines	4	10,000	19,113
„ Contribution to the Railway Accident and Fire Insurance Fund	K	25,856	18,978				
„ Pensions .. .. .		484,381	503,845				
„ Credit for maintenance expenditure charged to:—							
Unemployment Relief Funds		Cr.148,233	Cr.162,061				
„ Public Account Advances Act No. 4499 .. .. .	..	Cr.297,400	..				
		7,830,252	7,258,830				
„ Balance Net Earnings .. .. .	..	1,904,823	2,876,461				
Total .. .. .	£	9,735,075	10,135,291	Total .. .. .	£	9,735,075	10,135,291



## APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1938 AND 1937  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1938.	1937.		1938.	1937.
Average Miles of Single Track Open, including Sidings .. ..	6,093	6,093			
<b>A.—MAINTENANCE OF WAY AND WORKS.</b>	£	£	<b>F.—TRANSPORTATION AND TRAFFIC.</b>	£	£
Superintendence .. ..	159,670	144,822	General Superintendence .. ..	155,319	142,856
Stationery, Printing and Advertising	6,926	6,507	Stationery, Printing and Advertising	67,314	59,710
Maintenance and Renewals of the Permanent Way .. ..	888,776	809,047	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	54,305	49,536	Salaries, Wages, &c., of Staff ..	1,370,387	1,199,197
Slips and Flood Repairs .. ..	2,511	1,646	Fuel and Light .. ..	37,521	33,967
Bridges, Tunnels, Culverts, Retaining Walls and Drains .. ..	72,755	60,574	Uniforms for Staff .. ..	11,521	7,753
Piers and Wharfs .. ..	32	132	Other Supplies .. ..	48,000	44,022
Weighbridges, Scales, Lifting Cranes, &c. .. ..	19,026	17,148	Other Expenses .. ..	11,048	12,910
Electric Power Station Buildings ..	6,402	5,773	Gatekeeping .. ..	32,398	29,980
Other Buildings, Platforms and Fixtures .. ..	235,941	217,754	Guards and Conductors—		
Stock Yards .. ..	15,912	14,588	Wages and Expenses .. ..	217,372	189,611
Water Services .. ..	22,453	18,710	Uniforms and Supplies .. ..	3,565	3,328
Machinery, Tools and Supplies ..	66,081	55,929	Cleaning, Icing, &c., of Carriages ..	71,738	61,501
Signals and Interlocking, Signal Boxes and Track Bonds .. ..	149,332	151,443	Supplies, &c., for Carriages .. ..	17,127	17,687
Telegraph and Telephone Lines and Instruments .. ..	38,922	32,751	Light for Carriages .. ..	9,810	9,339
Injuries to Employees or others ..	8,355	4,575	Repairs and Renewals of Tarpaulins and Lashings .. ..	48,329	49,703
Betterments .. ..	24,640	31,059	Rail Motor Operation .. ..	5,372	4,633
Other Expenses .. ..	5,080	4,959	Operation of Grain Elevators and Grain Conveyors .. ..	1	3
	1,777,119	1,626,953	Operation of Coal Shipping Plants ..		
<b>ROLLING STOCK.</b>			Injuries to Employees .. ..	6,323	2,668
<b>B.—GENERAL SUPERINTENDENCE, ETC.</b>			Loss and Damage to Property and Goods .. ..	4,865	2,236
General Superintendence .. ..	38,067	33,991	Compensation, Personal .. ..		1
Stationery, Printing and Advertising	3,334	3,305	Other Expenses .. ..	3,568	3,331
	41,401	37,296		2,121,588	1,874,436
<b>C.—MAINTENANCE OF ROLLING STOCK.</b>			<b>G.—ELECTRICAL ENGINEERING BRANCH.</b>		
Motive Stock—			General Superintendence .. ..	19,976	16,091
Steam Locomotives .. ..	565,591	534,824	Stationery, Printing and Advertising	665	994
Electric Locomotives .. ..	2,705	3,151	Power Station .. ..	182,125	170,548
Electrical Equipment of Electric Coaching Stock .. ..	32,857	29,039	Transmission, Distribution Systems and Sub-Stations .. ..	86,823	71,864
Coaching Stock, excluding Electrical Equipment .. ..	378,670	370,764	Injuries to Employees or others ..	541	61
Goods Stock .. ..	259,846	244,088	Other Expenses .. ..	28	
Rail Motors .. ..	42,042	38,847	Other Operations .. ..	Cr. 41,964	Cr. 37,615
Depreciation of Rolling Stock ..		100,000		248,194	221,943
	1,281,711	1,320,713	<b>H.—MISCELLANEOUS OPERATIONS.</b>		
<b>D.—MOTIVE POWER.</b>			Dining Car Service .. ..	28,291	20,815
Superintendence .. ..	49,554	41,687	Refreshment Rooms Service .. ..	299,209	295,560
Running Sheds, Labour and Supplies	76,924	64,603	Advertising Service .. ..	14,256	14,230
Drivers and Firemen .. ..	478,128	404,488	Bookstalls Service .. ..	61,252	59,257
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c. .. ..	431,423	375,115		403,008	389,862
Oil, Tallow, Waste and other running supplies .. ..	20,235	17,745	<b>I.—STORES BRANCH.</b>		
Water .. ..	26,762	26,542	Salaries and Wages .. ..	113,899	101,532
Electric Motormen, including Superintendence, Uniforms, and Supplies ..	125,606	110,856	Charges for Services rendered by other Branches .. ..	14,640	13,975
Rail Motor Operation .. ..	33,240	31,218	Printing .. ..	754	997
Other Expenses .. ..	2,472	1,945	Motor Transport .. ..	4,437	4,249
Injuries to Employees or others ..	3,261	1,557	Office Requisites and Stores .. ..	5,381	2,741
	1,247,605	1,075,756	Other Expenses .. ..	1,775	1,506
<b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>			Proportion of Percentage added to cost of Works charged to Capital, &c.	Cr. 19,362	Cr. 18,991
Excluding Electrical Equipment ..	58,643	50,868		121,524	106,009
Electrical Equipment .. ..	8,291	7,608	<b>J.—GENERAL EXPENSES.</b>		
	66,934	58,476	Commissioners' and Secretary's Offices	33,625	30,647
			Accountancy Branch .. ..	104,138	99,129
			Legal and Medical Expenses .. ..	13,417	12,088
			Stationery, Printing and Advertising	19,456	13,161
			Municipal and Shire Rates .. ..	789	822
			Sundry other General Charges .. ..	35,139	30,777
				206,564	186,624
			<b>K.—OTHER EXPENDITURE.</b>		
			Contribution to the Railway Accident and Fire Insurance Fund .. ..	25,856	18,978
			Pensions .. ..	484,381	503,845
			Contribution to Railway Renewals and Replacements Fund .. ..	250,000	
				760,237	522,823
			Total .. ..	8,275,885	7,420,891
			Less maintenance expenditure charged to:—		
			Unemployment Relief Funds .. ..	Cr. 148,233*	Cr. 162,061
			Public Account Advances Act No. 4499 ..	Cr. 297,400†	
			Working expenses charged against Railway Revenue .. ..	7,830,252	7,258,830

\* Maintenance of Way and Works—£148,133, Transportation and Traffic—£50, and Electrical Engineering Branch—£50.  
† Maintenance of Way and Works—£222,400, Maintenance of Rolling Stock—£75,000.

## APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1938, AND 1937 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—							
	1938.				1937.			
	Miles.		Miles.		Miles.		Miles.	
	Average Miles Open for Traffic ..		4,721		Average Miles Open for Traffic ..		4,721	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—		4,603,753		Passenger—		4,509,010	
	Country .. .. .		7,484,504		Country .. .. .		7,377,390	
	Suburban .. .. .		5,828,506		Suburban .. .. .		5,324,984	
	Goods .. .. .		17,916,763		Goods .. .. .		17,211,384	
	Total .. .. .		.. .. .		Total .. .. .		.. .. .	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
<b>EARNINGS.</b>								
<b>COUNTRY.</b>								
First Class Passengers .. .. .	Journeys.	£	£	d.	Journeys.	£	£	d.
Second Class Passengers .. .. .	577,816	368,547	78·92	19·21	529,064	384,111	82·25	20·44
Season Tickets—	3,724,609	942,543	201·83	49·14	4,010,747	1,011,106	216·51	53·82
First Class .. .. .	485,647	59,874	12·82	3·12	509,951	50,895	12·78	3·18
Second Class .. .. .	784,259	25,130	5·38	1·31	753,205	25,254	6·41	1·34
Workmen's Weekly Tickets—Second Class .. .. .	278,250	7,050	1·51	·37	201,688	5,180	1·11	·28
Total Country .. .. .	5,850,581	1,403,144	300·46	73·15	6,013,655	1,485,346	318·06	79·06
<b>SUBURBAN.</b>								
First Class Passengers .. .. .	20,585,593	476,608	2,127·71	15·28	20,887,140	473,586	2,114·13	15·41
Second Class Passengers .. .. .	43,804,426	840,551	3,752·46	26·96	47,734,999	908,717	4,056·77	29·56
Season Tickets—	22,882,351	357,423	1,595·64	11·46	22,406,911	348,303	1,554·92	11·33
First Class .. .. .	31,569,125	395,134	1,763·99	12·67	31,708,651	392,071	1,750·32	12·75
Second Class .. .. .	13,202,600	211,519	944·28	6·78	12,691,897	198,855	887·75	6·47
Workmen's Weekly Tickets—Second Class .. .. .	132,044,095	2,281,235	10,184·08	73·15	135,329,598	2,321,512	10,368·89	75·52
Total Suburban .. .. .	137,894,676	3,684,379	780·42	73·15	141,343,253	3,806,858	806·37	76·86
Parcels, Horses, Carriages, &c. .. .. .	..	356,987	75·62	7·09	..	351,351	74·42	7·10
Mails .. .. .	..	77,584	16·43	1·54	..	73,403	15·55	1·48
Total Parcels, &c. .. .. .	..	434,571	92·05	8·63	..	424,754	89·97	8·58
Total Coaching .. .. .	..	4,118,950	872·47	81·78	..	4,231,612	896·34	85·44
<b>General Merchandise.</b>								
General Merchandise .. .. .	Tons.	£	£	d.	Tons.	£	£	d.
Wool .. .. .	5,960,630	4,016,753	550·83	165·40	5,548,533	3,911,668	828·57	176·30
Live Stock .. .. .	84,129	184,106	39·00	7·58	69,404	196,454	41·61	8·85
Minerals—	757,583	608,265	128·84	25·05	697,664	764,146	161·86	34·44
Coal, Coke and Shale .. .. .	247,297	73,741	15·62	3·03	245,843	73,213	15·51	3·30
Stone, Gravel and Sand .. .. .	208,730	61,941	13·12	2·55	251,518	83,325	17·65	3·76
Total Goods .. .. .	7,258,369	4,944,806	1,047·41	203·61	6,812,962	5,028,806	1,065·0	226·65
Sale of Electrical Energy .. .. .	..	39,454	8·36	..	..	34,754	7·36	..
Rents .. .. .	..	139,334	29·51	..	..	136,221	28·86	..
Miscellaneous .. .. .	..	29,466	6·24	..	..	24,896	5·27	..
Total Power, Rents, and Miscellaneous .. .. .	..	208,254	44·11	..	..	195,871	41·49	..
Dining Cars .. .. .	..	27,844	5·90	..	..	21,733	4·60	..
Refreshment Rooms .. .. .	..	319,018	67·58	..	..	320,131	67·81	..
Advertising .. .. .	..	37,876	8·02	..	..	40,070	8·49	..
Bookstalls .. .. .	..	68,327	14·47	..	..	66,494	14·08	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls .. .. .	..	453,065	95·97	..	..	448,428	94·98	..
Recoup of the loss resulting from the working of certain lines of railway, &c. .. .. .	..	..	..	..	..	211,461	44·79	..
Guarantees in respect of losses on certain lines .. .. .	..	10,000	2·12	..	..	19,113	4·05	..
Total Earnings .. .. .	..	9,735,075	2,062·08	130·40	..	10,135,291	2,146·85	141·33
<b>WORKING EXPENSES.</b>								
<b>WORKING EXPENSES.</b>								
Maintenance of Way and Works .. .. .	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.
Rolling Stock—	£	%	£	d.	£	%	£	d.
General Superintendence, &c. .. .. .	1,777,119	(a) 14·45	376·43	23·80	1,626,953	(a) 14·45	344·62	22·69
Maintenance of Rolling Stock .. .. .	41,401	·42	8·77	·55	37,296	·37	7·90	·52
Locomotive Power .. .. .	1,281,711	(a) 12·39	271·49	17·17	1,820,713	13·03	279·75	18·42
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	1,247,605	12·82	264·27	16·71	1,075,756	10·61	227·86	15·00
Contribution to Railway Renewals and Replacements Fund .. .. .	66,934	·69	14·18	·90	58,746	·58	12·44	·82
Transportation and Traffic .. .. .	250,000	2·57	52·95	3·35	..	..	..	..
Electrical Engineering Branch .. .. .	2,121,588	(a) 21·79	449·39	28·42	1,874,436	18·49	397·03	26·14
Miscellaneous Operations .. .. .	248,194	(a) 2·55	52·37	3·30	221,943	2·19	47·00	3·09
Stores Branch .. .. .	403,008	4·14	85·37	5·40	359,882	3·85	82·58	5·44
General Expenses .. .. .	121,524	1·25	25·74	1·63	106,009	1·05	22·45	1·48
Pensions .. .. .	206,564	2·12	43·75	2·77	186,624	1·84	39·53	2·60
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	484,381	4·98	102·60	6·49	503,845	4·97	106·72	7·02
Total Working Expenses charged to Railway Revenue .. .. .	25,856	·26	5·48	·34	18,978	·19	4·01	·26
Less amount charged to—	8,275,885	..	1,752·99	110·86	7,420,891	..	1,571·89	103·48
Unemployment Relief Funds .. .. .	148,233	..	31·40	1·99	162,061	..	34·33	2·26
Public Account Advances Act No. 4499 .. .. .	297,400	..	62·99	3·98	..	..	..	..
Total Working Expenses charged to Railway Revenue .. .. .	7,830,252	80·43	1,658·60	104·89	7,258,830	71·62	1,537·56	101·22
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—80·43.				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—71·62.				

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1938.	1937.
Maintenance of Way and Works (including amounts charged to Unemployment Relief Funds and to the Public Account Advances Act No. 4499) .. .. .	% 21·47	% 21·92
Rolling Stock—		
General Superintendence, &c. .. .. .	·50	·50
Maintenance of Rolling Stock (including amount charged to Public Account Advances Act No. 4499) .. .. .	15·49	17·81
Locomotive Power .. .. .	15·08	14·50
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	·81	·79
Contribution to Railway Renewals and Replacements Fund .. .. .	3·02	..
Transportation and Traffic (including amount charged to Unemployment Relief Funds in 1938) .. .. .	25·64	25·26
Electrical Engineering Branch (including amount charged to Unemployment Relief Funds in 1938) .. .. .	3·00	2·99
Miscellaneous Operations .. .. .	4·87	5·25
Stores Branch .. .. .	1·47	1·42
General Expenses .. .. .	2·49	2·51
Pensions .. .. .	5·85	6·79
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	·31	·26
	100·00	100·00

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

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1923, TO 30TH JUNE, 1938 (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.
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	8,728,496	7,105,610	5,565,451	12,671,061	2,800	14/5'03
1926-27	4,634	4,627	70,938,554	15,308	687	2,004	19,864	978	18,030,749	169,237,648	9,234,923	7,308,338	6,344,096	13,652,434	2,951	15/1'72
1927-28	4,697	4,661	72,523,192	15,440	663	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5'89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,913,291†	6,251,682	13,164,973	2,802	14/7'73
1929-30	4,713	4,708	74,849,542	15,882	647	1,931	20,674	1,028	17,670,565	157,119,071	7,513,606	6,402,624	5,599,182	12,001,806	2,549	13/7'01
1930-31	4,717	4,710	74,609,226	15,817	657	1,929	20,728	1,013	15,945,315	134,655,220	6,099,310	5,190,550	4,817,808	10,008,358	2,125	12/6'64
1931-32	4,721	4,720	74,701,372	15,823	650	1,863	20,723	999	15,363,776	125,990,585	6,186,081	4,648,566	4,805,738	9,454,304	2,003	12/3'69
1932-33	4,721	4,721	75,088,156	15,905	650	1,857	20,622	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3'97
1933-34	4,721	4,721	75,626,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,603,073	4,572,038	9,175,111	1,943	11/11'82
1934-35	4,721	4,721	75,795,924	16,055	602	1,837	20,686	984	15,536,111	139,689,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1'54
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9'88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9'33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	999	17,916,763	137,894,676	7,258,369	4,790,269	4,944,806	9,735,075	2,062	10/10'40

As from 1.7.37 the ledger values of capital assets were written down by £30,000,000 following the passing of the Railways (Finances Adjustment) Act 1936 (No. 4429). The Construction cost herein shown does not reflect this writing down.

† 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, 1923, TO 30TH JUNE, 1938 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			(A) Contribution to Melbourne Harbour Trust for the Spencer-street Bridge. (B) Contribution to Railway Renewals and Replacements Fund.			
	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.		Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.													
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£			
1923-24	2,543,229	3/0.78	21.27	1,862,562	426	2/2.94	15.58	1,638,163	1/11.69	13.70	¶1,581,104	1/10.87	13.22	199,697	2.89	1.67	538,547	...	312,879	38,916	0.56	0.32	...			
1924-25	2,664,697	3/0.58	20.88	1,964,635	442	2/2.97	15.40	1,770,939	2/0.31	13.88	¶1,730,972	1/11.76	13.57	216,130	2.97	1.69	564,264	...	430,151	47,823	0.66	0.38	...			
1925-26	2,701,124	3/0.88	21.32	1,929,938	426	2/2.35	15.23	1,821,763	2/0.88	14.37	¶1,770,727	2/0.18	13.98	238,621	3.26	1.88	466,770	80,162	452,755	65,945	0.90	0.52	...			
1926-27	2,822,524	3/1.57	20.67	2,277,359	492	2/6.31	16.68	1,914,543	2/1.48	14.02	¶1,832,378	2/0.39	13.42	256,214	3.41	1.88	410,671	90,180	484,281	62,757	0.84	0.46	...			
1927-28	2,673,941	3/0.27	20.86	2,119,124	455	2/4.74	16.53	1,812,107	2/0.58	14.13	¶1,848,364	2/1.07	14.42	248,374	3.37	1.94	346,808	111,706	493,011	31,301	0.42	0.24	...			
1928-29	2,605,790	2/10.78	19.79	1,926,157	410	2/1.71	14.64	1,738,142	1/11.20	13.20	¶1,841,478	2/0.58	13.99	240,212	3.21	1.82	349,566	141,094	481,537	31,724	0.42	0.24	(A) 16,666			
1929-30	2,536,635	2/10.45	21.14	1,749,068	372	1/11.76	14.57	1,703,952	1/11.14	14.20	¶1,883,134	2/1.58	15.69	236,410	3.21	1.97	345,566	133,922	464,777	44,417	0.60	0.37	(A) 16,667			
1930-31	2,026,918	2/6.51	20.25	§1,406,435	298	1/9.17	13.93	1,293,150	1/7.46	12.92	¶1,527,031	1/11.29	15.46	197,544	2.97	1.97	273,682	110,810	362,222	26,603	0.40	0.27	(A) 16,667			
1931-32	1,690,542	2/2.42	17.88	1,110,987	235	1/5.35	11.75	1,066,778	1/4.66	11.28	¶1,193,374	1/6.64	12.62	168,571	2.63	1.78	187,805	88,636	305,561	18,926	0.30	0.20	...			
1932-33	1,628,237	2/1.51	17.24	§1,464,041	310	1/10.93	14.77	988,674	1/3.49	10.47	¶1,242,974	1/7.47	13.16	166,023	2.60	1.76	197,941	85,389	313,993	28,284	0.44	0.30	...			
1933-34	1,647,482	2/1.82	17.96	§1,564,771	331	2/0.53	14.32	965,480	1/3.13	10.53	¶1,191,226	1/6.67	12.98	165,575	2.59	1.80	187,369	87,361	321,579	19,775	0.31	0.22	...			
1934-35	1,713,789	2/2.47	18.19	§1,570,137	333	2/0.26	14.84	1,003,370	1/3.50	10.65	¶1,178,256	1/6.20	12.51	171,379	2.65	1.82	212,429	94,853	346,162	13,501	0.21	0.14	...			
1935-36	1,797,996	2/2.33	18.56	§1,516,786	321	1/10.21	14.23	1,069,742	1/3.66	11.04	¶1,263,884	1.6.50	13.04	173,454	2.54	1.79	201,471	98,824	364,012	18,807	0.28	0.19	...			
1936-37	1,874,436	2/2.14	18.49	§1,626,953	345	1/10.69	14.45	1,154,077	1/4.10	11.39	¶1,338,164	1/6.66	13.20	186,624	2.60	1.84	221,943	106,009	389,862	18,978	0.26	0.19	...			
1937-38	2,121,588	2/4.42	21.79	§1,777,119	376	1/11.80	14.45	1,337,054	1/5.91	13.73	1,300,597	1.5.42	12.59	206,564	2.77	2.12	248,194	121,524	403,008	25,856	0.34	0.26	(B) 250,000			

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§ Includes amounts charged against Unemployment Relief Funds—year 1930-31, £12,250; year 1932-33, £69,135; year 1933-34, £251,104; year 1934-35, £151,139; year 1935-36, £135,551; year 1936-37, £162,061; year 1937-38, £148,133; for years 1934-35 and 1935-36, amounts of £20,800 and £2,320 respectively charged to the Commonwealth Grant for Rehabilitation (Storms and Floods), and for the year 1937-38 £222,400 charged to Public Account Advances Act No. 4499.

|| Calculated on the net expenditure of the Branch after deducting amounts charged against other Funds.

‡ Includes £250,000 for each of the years 1926-27, 1927-28, 1928-29, 1929-30, and 1930-31, and £100,000 for each of the years 1931-32, 1932-33, 1933-34, 1934-35, 1935-36 and 1936-37, for depreciation of Rolling Stock

¶ Includes payment into Rolling Stock Replacement Fund, year 1923-24, £200,000; year 1924-25, £200,000; and year 1925-26, £200,000.

In the year 1937-38, the amount for Rolling Stock repairs (£1,300,597) includes £75,000 charged to Public Account Advances Act No. 4499. Similarly the Transportation and Electrical Branches are affected to the extent of £50 each for Unemployment Relief Funds.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1923, TO 30TH JUNE, 1938 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN- SIONS.	Adjust- ments. — Border Railways and State Coal Mine.	TOTAL WORKING EXPENSES. (including Pensions, &c.).			Less Expenditure on Main- tenance of Way and Works charged to Unemployment Relief Funds, Commonwealth Grant and Public Account Advances Act.	WORKING EX- PENSES CHARGED AGAINST RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines, (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EX- PENSES (including Loan Con- version ex- penses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBU- TION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
	Amount.	Per Average Mile open.	Per Traffic Train Mile.			Amount.	Per Average Mile open.	Per Traffic Train Mile.		Amount.	Per cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. on Railway Loans. ¶					
1923-24 ...	£ 8,715,097	£ 1,995	s. d. 10/6·04	£ 206,366	£ 3,297	£ 8,924,760	£ 2,043	s. d. 10/9·07	£ ...	£ 8,924,760	74·63	£ 3,033,875	£ 594	s. d. 3/7·88	4·52	4·54	£ 3,001,370	£ ...	£ 103,912†	£ ...
1924-25 ...	9,389,611	2,112	10/8·90	215,087	40,117‡	9,644,815	2,169	11/0·41	...	9,644,815	75·59	3,114,382	701	3/6·75	4·59	4·58	3,085,648	...	...	28,734
1925-26 ...	9,527,805	2,105	10/10·11	238,108	1,630	9,767,543	2,158	11/1·38	...	9,767,543	77·09	2,903,518	642	3/3·65	4·16	4·17	3,077,656	...	174,138	...
1926-27 ...	10,150,907	2,194	11/3·11	293,680	Cr. 35,901*	10,408,686	2,250	11/6·55	...	10,408,686	76·24	3,243,748	701	3/7·17	4·52	4·57	3,269,628	...	25,880	...
1927-28 ...	9,634,736	2,078	10/11·35	335,950	6,156	10,026,842	2,151	11/4·00	...	10,026,842	78·21	2,794,217	600	3/1·89	3·80	3·85	3,321,727	...	527,510	...
1928-29 ...	9,372,366	1,995	10/5·10	366,899	2,662	9,741,927	2,074	10/10·04	...	9,741,927	74·00	3,423,046	729	3/9·69	4·63	4·64	3,473,575	...	50,529	...
1929-30 ...	9,114,548	1,936	10/3·79	394,187	4,684	9,513,419	2,021	10/9·21	...	9,513,419	79·27	2,488,387	529	2/9·80	3·30	3·32	3,508,658	...	1,020,270	...
1930-31 ...	7,261,062	1,542	9/1·27	425,334	20,998	7,707,394	1,636	9/8·01	12,250	7,695,144	76·89	2,313,214	491	2/10·82	3·08	3·10	3,596,758	183,863	1,467,407	...
1931-32 ...	5,831,180	1,235	7/7·09	424,602	84,760	6,340,542	1,343	8/3·05	...	6,340,542	67·06	3,113,762	660	4/0·64	4·12	4·17	3,641,109	440,938	968,285	...
1932-33 ...	6,110,556	1,294	7/11·72	417,651	54,965	6,583,172	1,394	8/7·12	69,135	6,514,037	68·96	2,932,084	621	3/9·93	3·88	3·90	3,223,873	402,705	694,494	...
1933-34 ...	6,150,618	1,303	8/0·41	424,056	52,841	6,627,515	1,404	8/7·88	251,104	6,376,411	69·50	2,798,700	593	3/7·87	3·69	3·70	3,181,736	354,335	737,371	...
1934-35 ...	6,303,876	1,335	8/1·38	450,867	50,845	6,805,588	1,442	8/9·13	171,939	6,633,649	70·41	2,787,443	590	3/7·06	3·68	3·68	3,056,766	300,301	569,624	...
1935-36 ...	6,504,976	1,378	7/11·25	489,392	...	6,994,368	1,482	8/6·41	137,871	6,856,497	70·76	2,833,428	600	3/5·49	3·73	3·72	3,032,530	301,530	500,632	...
1936-37 ...	6,917,046	1,465	8/0·45	503,845	...	7,420,891	1,572	8/7·48	162,061	7,258,830	71·62	2,876,461	609	3/4·11	3·77	3·75	3,005,341	299,632	428,512	...
1937-38 ...	7,791,504	1,650	8/8·37	484,381	...	8,275,885	1,753	9/2·86	445,633	7,830,252	80·43	1,904,823	403	2/1·52	4·08	2·46	1,840,531	303,034	238,742	...

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

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

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

¶ This percentage is calculated on the loan liability allocated to the Railways. £30,000,000 of railway loan liability was transferred to the General Account of the State on 1.7.37.

## APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1938, AND 30TH JUNE, 1937.

Branch.	Year ended 30th June—					
	1938.			1937.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Way and Works .. .. .	179,021	1,230,716	1,409,737	152,707	1,116,844	1,269,551
Rolling Stock .. .. .	366,897	1,753,212	2,120,109	316,376	1,543,274	1,859,650
Transportation .. .. .	41,695	1,706,412	1,748,107	32,379	1,504,974	1,537,353
Electrical .. .. .	28,079	171,937	200,016	24,762	152,532	177,294
Other Branches .. .. .	10,907	489,564	500,471	10,303	444,888	455,191
Total .. .. .	626,599	5,351,841	5,978,440	536,527	4,762,512	5,299,039

## APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1938, AND 30th JUNE, 1937.

Branch.	1938.			1937.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary .. .. .	98	120	218	92	115	207
Accountancy .. .. .	403	171	574	416	154	570
Stores .. .. .	132	488	620	132	470	602
Way and Works .. .. .	385	5,489	5,874	379	5,344	5,723
Rolling Stock .. .. .	417	7,700	8,117	382	7,355	7,737
Transportation .. .. .	1,902	5,166	7,068	1,908	4,924	6,832
Electrical .. .. .	115	590	705	108	579	687
Other Branches .. .. .	33	825	858	32	804	836
Total .. .. .	3,485	20,549	24,034	3,449	19,745	23,194

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

## CONSTRUCTION BRANCH (Board of Land and Works).

YEAR ENDED 30TH JUNE.

1938.			1937.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
30	121	151	42	48	90

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL EMPLOYED HAD WORKED FULL TIME (ORDINARY HOURS) DURING THE YEARS ENDED 30TH JUNE, 1938, AND 30TH JUNE, 1937.

How Employed.	1938.	1937.
On Working Expenses .. .. .	21,701	20,801
On Capital and other funds (including Electric Tramways and Road Motor Services) ..	2,480	2,286
Total .. .. .	24,181	23,087

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, 1938.

Date of Opening.	Lines.	Length of Lines Open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, Exclusive of Rolling Stock.			Amount Written Down following upon Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).	Written Down Ledger Value at 30th June, 1938.	
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	£		s. d.	
LINES OPEN FOR TRAFFIC.												
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£	£	£	s. d.
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	5,319,519	2 8	52,726	644,064	4,675,455	2 8
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	695,085	11 9	12,331	111,094	583,991	11 9
	*Deniliquin to Moama .. .. .	0.30	43.76	44.06	..	..	222,369	5 9	5,047	55,239	167,130	5 9
29.12.1878	†Moama to Echuca (including portion of cost of Echuca Bridge used for Railway purposes only) .. .. .	..	1.06	1.06	..	..	15,206	0 0	14,345	3,338	11,868	0 0
	†Echuca Bridge over the River Murray (exclusive of portion of cost of bridge used for Railway purposes) .. .. .	..	..	..	..	..	33,163	7 10	..	11,162	22,001	7 10
26.3.1926	Barnes to Balranald .. .. .	..	119.92	119.92	326	206	694,208	2 7	5,789	137,744	556,464	2 7
7.6.1881	Clarkefield to Lancefield .. .. .	..	14.50	14.50	1,675	1,072	65,853	1 6	4,542	17,455	48,398	1 6
1.10.1888 } 22.8.1890 } 16.2.1880 } 17.3.1880 } 16.2.1880 } 17.3.1880 }	Heathcote Junction to Bendigo (including cost of Cattle Siding) .. .. .	..	67.82	67.82	1,450	526	409,357	10 10	6,036	118,442	290,915	10 10
	Carlsruhe to Daylesford .. .. .	0.38	22.17	22.55	2,469	1,791	183,040	18 2	8,117	30,875	152,165	18 2
	Daylesford Junction to North Creswick .. .. .	..	23.11	23.11	2,292	1,429	180,556	19 9	7,813	34,912	145,644	19 9
15.1.1891 } 7.7.1874 } 6.10.1874 }	Redesdale Junction to Redesdale .. .. .	..	16.25	16.25	1,636	973	88,729	0 0	5,460	23,198	65,531	0 0
	Castlemaine to Dunolly .. .. .	0.38	46.46	46.84	948	579	456,915	16 10	9,755	144,314	312,601	16 10
3.9.1878 } 23.12.1878 } 26.1.1882 } 22.4.1882 } 28.3.1893 }	Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) .. .. .	0.28	32.73	33.01	943	611	206,325	12 8	6,250	72,607	133,718	12 8
	St. Arnaud to Donald .. .. .	..	23.86	23.86	868	374	136,970	7 9	5,741	46,683	90,287	7 9
	Donald to Birchip .. .. .	..	32.30	32.30	394	330	122,206	5 10	3,783	41,791	80,415	5 10
	Carried forward .. .. .	104.83	497.71	602.54	..	..	8,829,507	3 11	..	1,492,918	7,336,589	3 11

\* Taken over by this Department on 1st December, 1923.

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

APPENDIX No. 8—continued.

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

Date of Opening.	Lines.	Length of Lines Open for Traffic.			Height of Rail-level above Low-water Mark.		Cost, Exclusive of Rolling Stock.		Amount Written Down following upon Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).	Written Down Ledger Value at 30th June, 1938.
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
		Miles.	Miles.	Miles.	Fect.	Fect.	£ s. d.	£	£	£ s. d.
LINES OPEN FOR TRAFFIC—continued.										
	Brought forward .. ..	104.83	497.71	602.54	..	..	8,829,507 3 11	..	1,492,918	7,336,589 3 11
18.9.1899	Birchip to Woomelang .. ..	..	26.45	26.45	351	260	105,385 9 6	3,984	28,465	76,920 9 6
15.1.1903	Woomelang to Mildura .. ..	..	110.15	110.15	334	128	507,534 17 5	4,608	118,562	388,972 17 5
27.10.1903	Mildura to Merbein .. ..	..	6.92	6.92	186	126	19,907 2 7	2,877	6,970	12,937 2 7
4.7.1910	Merbein to Yelta .. ..	..	5.87	5.87	184	116	34,976 0 4	5,958	4,465	30,511 0 4
27.6.1925	Red Cliffs to Werrimull .. ..	..	35.40	35.40	226	138	135,068 15 3	3,815	20,432	114,636 15 3
11.4.1924	Werrimull to Meringur .. ..	..	15.23	15.23	303	193	63,355 3 0	4,160	9,043	54,312 3 0
30.10.1925	Meringur to Morkalla .. ..	..	9.64	9.64	234	111	34,780 14 3	3,608	5,299	29,481 14 3
16.6.1931	Dunolly to Inglewood .. ..	..	24.24	24.24	794	457	95,614 6 8	3,944	37,293	58,321 6 8
20.11.1888	Ouyen to Cowangie .. ..	..	56.39	56.39	351	137	143,576 3 4	2,546	35,569	108,007 3 4
25.6.1912	Cowangie to Murrayville .. ..	..	11.44	11.44	218	146	31,732 9 2	2,774	9,098	22,634 9 2
16.6.1884	Castlemaine (Maldon Junction) to Maldon .. ..	..	10.24	10.24	1,177	890	66,945 10 2	6,538	22,014	44,931 10 2
24.3.1891	Maldon (Laanecoorie Junction) to Shelbourne .. ..	..	9.89	9.89	1,126	649	68,387 14 1	6,915	16,821	51,566 14 1
7.7.1874	Maryborough to Ballarat .. ..	0.41	41.31	41.72	1,525	732	320,063 13 4	7,672	70,942	249,121 13 4
2.2.1875	Waubra Junction to Ballarat Racecourse .. ..	..	2.10	2.10	1,508	1,466	7,485 3 4	3,564	1,631	5,854 3 4
11.8.1881	Waubra Junction to Waubra .. ..	..	13.74	13.74	1,533	1,341	71,409 4 8	5,197	17,253	54,156 4 8
1.10.1888	Maryborough to Avoca .. ..	..	14.93	14.93	885	721	66,523 8 0	4,456	18,076	48,447 8 0
21.10.1876	Avoca to Ararat .. ..	..	39.04	39.04	1,215	763	176,991 11 3	4,534	68,093	108,898 11 3
18.11.1890	Ben Nevis (Crowlands) to Navarre .. ..	..	22.87	22.87	885	720	63,926 3 4	2,795	21,909	42,017 3 4
28.5.1914	Bendigo to Inglewood .. ..	0.68	28.25	28.93	779	443	232,250 17 9	8,028	59,757	172,493 17 9
19.9.1876	Inglewood to Charlton .. ..	..	42.82	42.82	639	422	302,284 13 7	7,059	104,062	198,222 13 7
18.11.1876	Charlton to Wycheproof .. ..	..	16.48	16.48	521	356	116,069 2 2	7,043	38,337	77,732 2 2
15.4.1882	Wycheproof to Sea Lake .. ..	..	47.89	47.89	357	172	112,227 9 11	2,343	35,516	76,711 9 11
20.4.1883	Sea Lake to Nandaly .. ..	..	17.68	17.68	265	172	48,664 6 0	2,753	12,250	36,414 6 0
1.10.1883	Nandaly to Kulwin .. ..	..	19.68	19.68	256	148	78,100 6 3	3,969	13,595	64,505 6 3
8.3.1895	Wedderburn Junction to Wedderburn .. ..	..	4.86	4.86	660	554	17,544 1 8	3,610	6,234	11,310 1 8
29.6.1914	Korong Vale to Boort .. ..	..	17.75	17.75	459	296	91,014 12 1	5,128	23,106	67,908 12 1
28.5.1919	Boort to Quambatook .. ..	..	21.96	21.96	419	287	79,976 16 0	3,642	21,012	58,964 16 0
16.6.1920	Quambatook to Ultima .. ..	..	30.23	30.23	371	256	76,421 11 0	2,528	25,263	51,158 11 0
21.4.1887	Ultima to Chillingollah .. ..	..	20.17	20.17	263	164	42,782 17 9	2,121	13,584	29,198 17 9
2.7.1883	Chillingollah to Manangatang .. ..	..	18.46	18.46	245	169	39,765 8 6	2,154	12,755	27,010 8 6
7.8.1894	Carried forward .. ..	105.92	1,239.79	1,345.71	..	..	12,081,272 16 3	..	2,370,324	9,709,948 16 3
1.3.1900										
1.7.1909										
28.1.1914										



## 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.		Amount Written Down following upon Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).	Written Down Ledger Value at 30th June, 1938.	
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.			
LINES OPEN FOR TRAFFIC—continued.		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£	£	s. d.
	Brought forward .. .. .	105.92	1,239.79	1,345.71	..	..	12,081,272	16 3	..	2,370,324	9,709,948 16 3
8.3.1921	Manangatang to Annuello .. .. .	..	14.44	14.44	200	172	68,811	2 0	4,765	9,946	58,865 2 0
5.6.1924	Annuello to Robinvale .. .. .	..	19.65	19.65	250	173	96,911	17 3	4,932	13,920	82,991 17 3
15.12.1882	Eaglehawk to Kerang .. .. .	..	72.99	72.99	742	255	404,484	15 7	5,542	150,982	253,502 15 7
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. .. .	..	35.16	35.16	286	225	194,522	8 0	5,532	60,890	133,632 8 0
30.5.1890		..	..	..	..	..	..	..	..	..	..
20.12.1924	Kerang to Murrabit .. .. .	..	16.11	16.11	267	244	114,770	10 9	7,124	27,964	86,806 10 9
16.3.1928	*Murrabit to Stony Crossing (including portion of cost of Bridge over River Murray) .. .. .	..	38.59	38.59	251	214	257,596	4 2	6,675	48,644	208,952 4 2
27.5.1915	Swan Hill to Piangil .. .. .	..	27.39	27.39	291	216	73,319	19 10	2,677	21,549	51,770 19 10
24.3.1920	Piangil to Kooloonong .. .. .	..	15.87	15.87	243	199	71,822	16 0	4,526	10,189	61,633 16 0
29.3.1926	Kooloonong to Yungera .. .. .	..	6.71	6.71	230	187	37,299	17 4	5,559	4,974	32,325 17 4
10.11.1915	Elmore to Cohuna .. .. .	..	57.09	57.09	438	264	146,507	17 4	2,566	51,228	95,279 17 4
1.7.1929	Albion to Broadmeadows .. .. .	8.58	..	8.58	398	137	510,025	11 8	59,444	83,263	426,762 11 8
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown) .. .. .	5.50	0.37	5.87	66	8	462,225	9 11	78,744	275,358	186,867 9 11
24.9.1887	†Newport to Sunshine .. .. .	..	4.29	4.29	110	48	31,408	13 4	7,321	12,841	18,567 13 4
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier) .. .. .	..	35.21	39.20	113	10	1,617,797	3 4	41,270	241,546	1,376,251 3 4
6.4.1885		..	..	..	..	..	..	..	..	..	..
1.10.1924	¶Williamstown Racecourse Junction to Altona Beach .. .. .	..	1.85	1.85	..	..	12,072	2 8	6,525	5,589	6,483 2 8
25.11.1876	Geelong to Colac .. .. .	..	48.98	50.24	469	10	454,665	7 4	9,052	123,370	331,295 7 4
27.7.1877		..	..	..	..	..	..	..	..	..	..
21.6.1923	Colac to Alvie .. .. .	..	9.65	9.65	518	402	55,727	7 8	5,775	8,832	46,895 7 8
2.7.1883	Colac to Camperdown .. .. .	..	28.11	28.11	569	405	158,278	0 5	5,631	35,922	122,356 0 5
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	41.81	42.71	550	13	410,512	9 2	9,612	82,498	328,014 9 2
4.2.1890		..	..	..	..	..	..	..	..	..	..
4.2.1890	Warrnambool to Koroit .. .. .	..	9.36	9.36	245	19	90,482	14 5	9,667	18,648	71,834 14 5
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .	..	11.34	11.34	208	11	107,190	13 0	9,452	20,527	86,663 13 0
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20.72	20.72	264	10	116,552	12 1	5,625	19,749	96,803 12 1
17.3.1890	Moriac to Wensleydale .. .. .	..	10.92	10.92	752	361	39,169	14 4	3,587	11,964	27,205 14 4
5.6.1891	Birregurra to Forrest .. .. .	..	19.85	19.85	579	363	147,678	8 3	7,440	48,741	98,937 8 3
7.8.1889	Irrewarra to Beac .. .. .	..	8.70	8.70	432	390	47,338	17 0	5,441	11,438	35,900 17 0
	Carried forward .. .. .	126.15	1,794.95	1,921.10	..	..	17,808,445	9 1	..	3,770,896	14,036,549 9 1

\* 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.

¶ Includes certain expenditure for electrification works carried out since 1st July, 1923.

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			Amount Written Down following upon Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).	Written Down Ledger Value at 30th June, 1938.	
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.		Average per Mile.		£	s. d.
LINES OPEN FOR TRAFFIC— <i>continued.</i>												
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£	£	£	s. d.
	Brought forward .. .. .	126.15	1,794.95	1,921.10	..	..	17,808,445	9 1	..	3,770,896	14,036,549	9 1
1.12.1910 } 25.9.1911 }	Beeac to Newtown .. .. .	..	34.95	34.95	443	388	117,288	14 3	3,356	40,910	76,378	14 3
1.3.1902 } 20.6.1911 }	†Colac to Beech Forest .. .. .	0.21	29.45	29.66	1,748	225	76,443	4 9	2,577	35,129	41,314	4 9
	†Beech Forest to Crowes .. .. .	..	14.11	14.11	1,826	1,356	41,858	2 2	2,967	13,612	28,246	2 2
5.4.1892 } 4.2.1890 }	Timboon Junction to Timboon .. .. .	..	22.32	22.32	673	52	116,266	9 6	5,209	33,133	83,133	9 6
	Terang to Mortlake .. .. .	..	12.16	12.16	447	414	56,868	15 7	4,676	10,999	45,869	15 7
11.4.1862 } 9.9.1918 }	North Geelong to Ballarat (including cost of North Geelong Loop Line) .. .. .	5.50	47.75	53.25	1,725	46	1,982,768	7 10	37,235	278,072	1,704,696	7 10
11.8.1874 } 7.4.1875 }	North Geelong to Fyansford .. .. .	..	2.93	2.93	212	56	5,404	4 6	1,844	2,348	3,056	4 6
15.2.1876 } 14.4.1876 }	Ballarat to Ararat .. .. .	4.34	52.95	57.29	1,517	960	636,283	14 0	11,106	155,258	481,025	14 0
17.12.1878 } 5.2.1879 }	Ararat to Stawell .. .. .	..	18.85	18.85	1,086	761	300,483	8 6	15,941	62,455	238,028	8 6
26.6.1905 } 1.7.1882 }	Stawell to Horsham .. .. .	1.18	52.26	53.44	761	423	520,959	9 5	7,520	153,845	367,114	9 5
19.1.1887 } 2.4.1884 }	†Stawell to Grampians .. .. .	..	15.84	15.84	815	621	161,511	1 9	7,526	36,571	124,940	1 9
1.4.1886 } 22.12.1886 }	Horsham to Dimboola .. .. .	0.36	21.10	21.46	477	361	514,127	1 10	8,132	116,693	397,434	1 10
16.2.1887 } 7.5.1879 }	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton) .. .. .	1.35	61.87	63.22	631	315	297,863	7 5	13,758	52,792	245,071	7 5
26.12.1900 } 8.8.1913 }	Sunshine to Parwan .. .. .	0.15	21.50	21.65	466	119	403,001	13 7	14,676	59,383	343,618	13 7
1.1.1886 } 12.9.1889 }	Parwan to Gordon .. .. .	..	27.46	27.46	1,877	341	147,250	2 7	11,441	19,991	127,259	2 7
	Gordon to Warrenheip .. .. .	..	12.87	12.87	1,940	1,707	3,310	17 7	2,164	1,101	2,209	17 7
	†Bungaree Junction to Racecourse Reserve .. .. .	..	1.53	1.53	1,884	1,848	515,736	9 8	5,170	117,420	398,316	9 8
	Gheringhap to Maroona .. .. .	..	99.76	99.76	978	193	11,322	12 4	5,661	3,214	8,108	12 4
	†Lal Lal Racecourse Branch .. .. .	..	2.00	2.00	1,539	1,532	65,619	13 9	9,594	10,249	55,370	13 9
	Ballarat East to Buninyong .. .. .	..	6.84	6.84	1,626	1,436						
	Carried forward .. .. .	139.24	2,353.45	2,492.69	..	..	23,782,813	0 1	..	4,974,071	18,807,742	0 1

† 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.			Amount Written Down following upon Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).	Written Down Ledger Value at 30th June, 1938.	
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	£		£ s. d.	
LINES OPEN FOR TRAFFIC—continued.												
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£	£	£ s. d.	
Brought forward .. .. .		139.24	2,353.45	2,492.69	..	..	23,782,813	0 1	..	4,974,071	18,807,742 0 1	
15. 11. 1886	*Ballarat Cattle-yards Branch .. .. .	..	2.92	2.92	1,523	1,446	12,911	6 10	4,422	2,463	10,448 6 10	
1. 8. 1883	Scarsdale Junction to Scarsdale .. .. .	..	13.12	13.12	1,516	1,157	59,362	5 4	4,525	15,141	44,221 5 4	
10. 10. 1890	Scarsdale to Linton .. .. .	0.19	7.78	7.97	1,819	1,022	77,849	16 0	9,768	16,968	60,881 16 0	
17. 1. 1916	Linton to Skipton .. .. .	..	12.75	12.75	1,383	944	55,276	8 10	4,335	12,151	43,125 8 10	
1. 1. 1904	*Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	1.14	1.14	1,297	1,256	3,639	18 1	3,193	1,254	2,385 18 1	
24. 4. 1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) .. .. .	1.28	64.78	66.06	1,028	572	493,141	4 3	7,465	111,055	382,086 4 3	
29. 10. 1877												
19. 12. 1877	Hamilton to Portland (including cost of sidings to piers at Portland) .. .. .	0.24	53.58	53.82	606	11	327,864	7 4	6,092	66,896	260,968 7 4	
22. 8. 1890	Penshurst to Koroit .. .. .	..	33.12	33.12	725	207	120,685	11 9	3,644	30,852	89,833 11 9	
22. 8. 1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18.10	18.10	727	590	77,023	12 11	4,255	21,278	55,745 12 11	
20. 11. 1888	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23.01	23.01	668	301	112,884	9 4	4,906	32,057	80,827 9 4	
1. 11. 1915	Hamilton to Cavendish .. .. .	..	14.26	14.26	794	577	48,040	4 3	3,369	13,881	34,159 4 3	
17. 12. 1917	Cavendish to Toolondo .. .. .	..	43.74	43.74	864	558	200,220	1 10	4,578	46,571	153,649 1 10	
19. 11. 1920	Branxholme to Casterton .. .. .	..	32.09	32.09	572	149	182,399	3 8	5,684	61,142	121,257 3 8	
15. 2. 1884												
1. 9. 1884	Heywood to Puralka (Mumbannar) .. .. .	..	38.51	38.51	422	85	141,385	2 9	3,671	38,796	102,589 2 9	
20. 6. 1916												
28. 11. 1917	†Railways from Mumbannar and Murrayville to South Australian Border in connexion with Victorian and South Australian Railways to Mount Gambier and Pinnaroo .. .. .	..	18.18	18.18	351	192	72,834	5 1	4,006	14,872	57,962 5 1	
28. 11. 1917												
29. 7. 1915												
1. 6. 1887	Lubeck to Rupanyup .. .. .	..	9.77	9.77	487	455	43,859	2 2	4,489	13,047	30,812 2 2	
15. 6. 1909	Rupanyup to Marnoo .. .. .	..	15.33	15.33	494	450	33,546	9 0	2,188	18,706	14,840 9 0	
25. 7. 1927	Marnoo to Bolangum .. .. .	..	6.40	6.40	579	495	37,661	6 0	5,885	7,300	30,361 6 0	
12. 5. 1886	Murtoa to Warracknabeal .. .. .	..	31.20	31.20	464	360	183,887	6 5	5,894	38,715	145,172 6 5	
5. 1. 1893	Warracknabeal to Beulah .. .. .	..	21.92	21.92	359	288	76,026	11 7	3,468	23,852	52,174 11 7	
Carried forward .. .. .		140.95	2,815.15	2,956.10	..	..	26,143,311	13 6	..	5,561,068	20,581,243 13 6	

\* Trains run only as required for traffic.

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

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.			Amount Written Down following upon Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).	Written Down Ledger Value at 30th June, 1938.
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.			
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£	£	s. d.
	Brought forward .. .. .	140.95	2,815.15	2,956.10	..	..	26,143,311	13 6	..	5,561,068	20,581,243 13 6
6.3.1894	Beulah to Hopetoun .. .. .	..	16.01	16.01	290	258	48,803	0 5	3,048	14,323	34,480 0 5
6.5.1925	Hopetoun to Patchewollock .. .. .	..	26.96	26.96	279	218	112,505	3 2	4,173	15,770	97,735 3 2
25.8.1887	Horsham to Noradjuha .. .. .	..	19.95	19.95	488	395	88,879	18 10	4,455	24,003	64,876 18 10
24.9.1912	Noradjuha to Toolondo .. .. .	..	11.24	11.24	560	475	29,164	14 11	2,595	6,837	22,327 14 11
31.7.1894	East Natimuk to Goroke .. .. .	..	28.64	28.64	624	394	68,753	2 11	2,401	30,926	37,827 2 11
3.5.1927	Goroke to Carpolac .. .. .	..	9.05	9.05	537	462	49,696	6 4	5,491	6,492	43,204 6 4
19.6.1894	Dimboola to Jeparit .. .. .	..	21.59	21.59	387	268	52,464	10 10	2,430	18,068	34,396 10 10
2.11.1899	Jeparit to Rainbow .. .. .	..	18.47	18.47	388	263	37,677	16 8	2,040	13,620	24,057 16 8
26.6.1914	Rainbow to Yaapeet .. .. .	..	10.59	10.59	294	237	27,352	18 9	2,583	7,206	20,146 18 9
10.12.1912	Jeparit to Lorquon .. .. .	..	13.68	13.68	395	271	33,789	13 7	2,470	12,174	21,615 13 7
27.6.1916	Lorquon to Yanac .. .. .	..	18.38	18.38	473	355	47,939	5 10	2,608	15,064	32,875 5 10
21.10.1860	¶Essendon Junction to Essendon (including cost of										
30.11.1867	Flemington Racecourse Branch) .. .. .	5.00	..	5.00	148	14	253,629	8 1	50,726	98,314	155,315 8 1
18.4.1872	Essendon to Wodonga (including cost of Mangalore										
21.11.1873	Ballast Pits Tramway) .. .. .	61.27	120.72	181.99	1,147	105	3,108,275	10 2	17,079	665,372	2,442,903 10 2
31.10.1927	Bowser to Peechelba .. .. .	..	12.32	12.32	503	461	64,468	9 6	5,233	9,396	55,072 9 6
14.6.1883	‡Wodonga to River Murray (including portion of cost of										
	Bridge over River Murray) .. .. .	1.94	..	1.94	538	312	68,760	13 11	35,444	33,199	35,561 13 11
9.9.1884	¶North Melbourne to Coburg .. .. .	5.07	..	5.07	202	13	258,842	8 7	51,054	89,195	169,647 8 7
8.10.1889	Coburg to Somerton .. .. .	..	7.16	7.16	530	202	81,748	8 7	11,417	11,271	70,477 8 7
8.5.1888	Royal Park Junction to Clifton Hill .. .. .	2.21	0.18	2.39	136	103	189,710	9 1	79,377	33,400	156,310 9 1
8.5.1888	Fitzroy Branch .. .. .	..	0.89	0.89	119	85	78,078	6 7	87,728	5,602	72,476 6 7
8.10.1889	¶Whittlesea Junction to Whittlesea .. .. .	4.67	17.39	22.06	639	119	328,349	1 9	14,884	73,230	255,119 1 9
23.12.1889											
5.12.1904	Northcote Loop Line .. .. .	0.13	..	0.13	128	119	10,353	3 5	79,638	1,456	8,897 3 5
16.11.1883	Tallarook to Yea .. .. .	..	23.69	23.69	698	488	166,645	18 1	7,034	43,452	123,193 18 1
12.11.1889	Yea to Mansfield and Koriella .. .. .	..	55.82	55.82	1,304	557	345,748	1 11	6,194	139,866	205,882 1 11
6.10.1891											
28.10.1909	Koriella to Alexandra .. .. .	..	4.32	4.32	922	716	29,937	9 0	6,930	7,407	22,530 9 0
13.1.1880	Mangalore to Shepparton .. .. .	0.29	44.96	45.25	499	372	312,465	8 4	6,905	99,645	212,820 8 4
1.9.1881	Shepparton to Numurkah .. .. .	2.14	18.61	20.75	376	348	102,193	8 10	4,925	43,467	58,726 8 10
1.10.1888	Numurkah to Cobram .. .. .	0.20	21.47	21.67	376	355	94,324	16 0	4,353	40,844	53,480 16 0
1.9.1890	Murchison East to Rushworth .. .. .	..	12.81	12.81	476	391	75,291	15 6	5,878	35,130	40,161 15 6
26.8.1914	Rushworth to Colbinabbin .. .. .	0.58	12.29	12.87	510	363	46,086	8 6	3,581	17,680	28,406 8 6
15.5.1917	Rushworth to Gigarre .. .. .	..	13.62	13.62	516	347	51,323	0 4	3,768	14,351	36,972 0 4
	Carried forward .. .. .	224.45	3,375.96	3,600.41	..	..	32,406,570	11 11	..	7,187,828	25,218,742 11 11

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

¶ Includes certain expenditure for electrification works carried out since 1st July, 1923.

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.			Amount Written Down following upon Transfer of £80,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).	Written Down Ledger Value at 30th June, 1938.	
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.				
		Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£	£	£	s. d.
	LINES OPEN FOR TRAFFIC—continued.											
	Brought forward .. .. .	224.45	3,375.96	3,600.41	..	..	32,406,570	11 11	..	7,187,828	25,218,742	11 11
13.1.1880	Toolamba to Tatura .. .. .	..	6.83	6.83	385	371	41,140	12 10	6,024	7,394	33,746	12 10
19.8.1887	Tatura to Echuca .. .. .	..	34.07	34.07	377	320	237,817	14 7	6,980	57,800	180,017	14 7
1.10.1888	Shepparton to Dookie .. .. .	..	14.84	14.84	500	372	62,829	1 0	4,234	18,635	44,194	1 0
22.11.1892	Dookie to Katamatite .. .. .	..	17.02	17.02	490	383	47,453	2 8	2,788	15,402	32,051	2 8
1.10.1888	Numurkah to Nathalia .. .. .	..	13.79*	13.79	356	335	56,223	7 7	4,077	20,324	35,899	7 7
15.12.1896	Nathalia to Picola .. .. .	..	6.75	6.75	335	325	17,135	4 2	2,539	7,062	10,073	4 2
28.2.1905	Strathmerton to 8 miles 23 chains .. .. .	..	8.20	8.20	390	358	23,373	15 10	3,094	7,618	17,755	15 10
9.7.1908	8 miles 23 chains to Tocumwal .. .. .	..	2.07	2.07	372	365	24,870	7 6	12,015	7,169	17,701	7 6
3.9.1883	Benalla to St. James .. .. .	..	20.33	20.33	583	450	91,162	2 0	4,484	23,301	67,861	2 0
6.5.1886	St. James to Yarrawonga .. .. .	..	19.86	19.86	514	414	105,843	4 5	5,329	24,683	81,160	4 5
30.6.1914	Benalla to Tatong .. .. .	..	18.00	18.00	760	556	49,825	0 8	2,768	20,507	29,318	0 8
14.3.1899	*Wangaratta to Whitfield .. .. .	..	30.49	30.49	811	481	44,104	19 7	1,447	26,182	17,922	19 7
7.7.1875	Bowser to Beechworth .. .. .	..	22.26	22.26	1,831	502	166,622	3 5	7,485	31,218	135,404	3 5
30.9.1876	Beechworth to Yackandandah .. .. .	..	12.84	12.84	1,912	981	97,594	6 6	7,601	17,633	79,961	6 6
23.7.1891	Everton to Myrtleford .. .. .	..	16.56	16.56	989	581	81,926	14 11	4,947	19,957	61,969	14 11
17.12.1883	Myrtleford to Bright .. .. .	..	18.54	18.54	1,004	688	113,241	16 6	6,108	42,012	71,229	16 6
29.1.1879	Springhurst to Wahgunyah .. .. .	..	13.95	13.95	623	454	78,163	1 2	5,603	21,085	57,078	1 2
10.9.1889	Wodonga to Tallangatta .. .. .	..	27.02	27.02	726	530	186,363	13 0	6,897	103,038	83,325	13 0
24.7.1891	Tallangatta to Cudgewa .. .. .	..	42.33	42.33	2,580	625	292,805	7 0	6,917	70,435	222,370	7 0
13.6.1916	Spencer-street to Flinders-street .. .. .	..	0.76	..	33	17	281,357	13 10	370,207	92,506	188,851	13 10
5.5.1921	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne)	..	..	..	..	..	..	..	..	..	..	..
13.9.1854	Flinders-street to St. Kilda .. .. .	..	..	..	..	..	..	..	..	..	..	..
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 Picnic Station .. .. .	..	..	..	..	..	..	..	..	..	..	..
24.9.1860	Cremorne to Windsor .. .. .	..	..	..	..	..	..	..	..	..	..	..
22.12.1860	Picnic Station to Hawthorn .. .. .	..	..	..	..	..	..	..	..	..	..	..
13.4.1861	North Brighton to Brighton Beach .. .. .	..	..	..	..	..	..	..	..	..	..	..
21.12.1861	Prince's-bridge to Collingwood .. .. .	..	2.22	2.22	85	23	205,664	16 5	92,642	42,651	163,013	16 5
21.10.1901	Carried forward .. .. .	244.05	3,721.71	3,965.76	..	..	37,656,809	12 7	..	9,443,523	28,213,286	12 7

\* 2-ft. 6-in. gauge.

† Includes certain expenditure for electrification works carried out since 1st July, 1923.

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.			Amount Written Down following upon Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).	Written Down Ledger Value at 30th June, 1938.	
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.		Average per Mile.		£	s. d.
LINES OPEN FOR TRAFFIC—continued.												
	Brought forward .. .. .	Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£	£	£	s. d.
		244.05	3,721.71	3,965.76	..	..	37,656,809	12 7	..	9,443,523	28,213,286	12 7
8.5.1888	¶Collingwood to Heidelberg .. .. .	2.97	2.52	5.49	196	68	299,843	15 2	54,616	94,310	205,533	15 2
5.6.1902	¶Heidelberg to Eltham .. .. .	..	8.35	8.35	303	110	83,991	14 2	10,059	39,407	44,584	14 2
25.6.1912	¶Eltham to Hurst's Bridge .. .. .	..	6.64	6.64	248	116	82,665	13 4	12,450	33,642	49,023	13 4
2.9.1887	Brighton Beach to Sandringham .. .. .	2.20	..	2.20	58	20	86,719	14 2	39,418	20,957	65,762	14 2
2.4.1879	South Yarra to Oakleigh .. .. .	7.05	..	7.05	184	22	743,330	17 11	105,437	159,275	584,055	17 11
1.6.1877	¶Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's. Coal Mine and Hernes Oak to Yallourn) .. .. .	11.89	108.78	120.67	513	8	1,616,323	3 7	13,395	428,295	1,188,028	3 7
8.10.1887												
11.1.1922	Sale to Stratford Junction .. .. .	..	8.97	8.97	64	33	47,607	0 0	5,307	14,380	33,227	0 0
8.5.1888	Oakleigh to Fairfield Park (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield Park to 30 chains 48 links) .. .. .	..	5.54	5.54	249	108	203,072	18 10	36,656	20,256	182,816	18 10
24.3.1890												
24.3.1891	¶Caulfield to Frankston .. .. .	19.85	0.03	19.88	166	10	391,722	5 4	19,704	118,180	273,542	5 4
19.12.1881	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. .. .	..	18.99	18.99	327	10	117,152	16 9	6,169	30,636	86,516	16 9
1.8.1882												
1.10.1888	Baxter to Mornington .. .. .	..	7.67	7.67	194	60	70,823	5 9	9,234	12,719	58,104	5 9
17.12.1889												
10.9.1889	Bittern to Red Hill .. .. .	..	9.91	9.91	631	43	74,701	0 3	7,538	8,160	66,541	0 3
12.12.1921	Spring Vale Cemetery Line .. .. .	..	1.60	1.60	231	145	9,296	4 7	5,810	2,800	6,496	4 7
7.2.1904	Dandenong Junction to Port Albert .. .. .	1.63	115.65	117.28	746	10	1,084,044	9 7	9,243	396,540	687,504	9 7
1.10.1888												
13.1.1892	Koo-wee-rup to Triholm .. .. .	..	25.06	25.06	353	22	188,854	14 10	7,536	30,333	158,521	14 10
29.6.1922	Nyora to Woolamai .. .. .	..	15.56	15.56	410	58	88,054	12 0	5,659	23,869	64,185	12 0
9.5.1910												
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13.87	13.87	233	14	164,913	18 0	11,890	45,721	119,192	18 0
28.10.1892	Korumburra to Coal Creek .. .. .	..	0.89	0.89	735	630	5,689	7 11	6,393	575	5,114	7 11
1.6.1894	Black Diamond Junction to Black Diamond .. .. .	..	1.52	1.52	765	573	7,113	17 6	4,680	890	6,223	17 6
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. .. .	..	3.74	3.74	796	619	20,634	4 0	5,517	2,928	17,706	4 0
	Carried forward .. .. .	289.64	4,077.00	4,366.64	..	..	43,043,365	6 3	..	10,927,396	32,115,969	6 3

¶ Includes certain expenditure for electrification works carried out since 1st July, 1923.

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.		Amount Written Down following upon Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).	Written Down Ledger Value at 30th June, 1938.
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.		
		Miles.	Miles.	Miles.	Feet.	Feet.	£ s. d.	£	£	£ s. d.
	LINES OPEN FOR TRAFFIC— <i>continued.</i>									
	Brought forward .. .. .	289.64	4,077.00	4,366.64	..	..	43,043,365 6 3	..	10,927,396	32,115,969 6 3
5 2.1896	Jumbunna to Outtrim .. .. .	..	2.40	2.40	649	539	27,800 8 11	11,584	4,782	23,018 8 11
26 6.1905	*Welshpool to Welshpool Jetty .. .. .	..	3.23	3.23	57	6	3,199 19 2	991	1,570	1,629 19 2
8 2.1921	Alberton to Won Wron .. .. .	..	12.05	12.05	213	33	102,293 6 9	8,489	18,025	84,268 6 9
16 12.1921										
22 6.1923	Won Wron to Woodside .. .. .	..	9.68	9.68	326	139	50,398 0 10	5,206	9,941	40,457 0 10
12 5.1890	Warragul to Ncerim South .. .. .	..	13.49	13.49	681	349	124,120 9 8	9,201	20,264	103,856 9 8
18 3.1892										
27 3.1917	Neerim South to Noojee .. .. .	..	14.01	14.01	1,415	676	133,813 11 1	9,551	32,415	101,398 11 1
28 4.1919										
8 5.1888	Moe to Thorpdale .. .. .	..	10.67	10.67	798	219	118,482 13 10	11,104	25,462	93,020 13 10
3 5.1910	*Moe to Walhalla .. .. .	..	26.06	26.06	1,323	174	117,347 7 2	4,503	49,426	67,921 7 2
10 4.1885	Morwell to North Mirboo .. .. .	..	20.17	20.17	784	184	153,049 0 5	7,588	28,398	124,651 0 5
7 1.1886										
13 11.1883	Traralgon to Heyfield .. .. .	..	22.06	22.06	262	93	126,503 18 10	5,735	54,980	71,523 18 10
18 3.1887	Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) .. .. .	0.52	49.30	49.82	296	9	314,039 3 8	6,303	148,603	165,436 3 8
8 5.1888										
10 4.1916	Bairnsdale to Orbost .. .. .	..	60.24	60.24	423	23	441,149 0 8	7,323	142,330	298,819 0 8
7 8.1889	Maffra to Briagolong .. .. .	..	11.79	11.79	238	109	62,290 18 5	5,283	20,853	41,437 18 5
24 3.1890	¶Burnley to Darling .. .. .	0.94	3.46	4.40	185	101	226,400 16 5	51,455	46,630	179,770 16 5
3 2.1929	¶Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	9,465 7 6	..	494	8,971 7 6
3 2.1929	¶Darling (near) to Glen Waverley .. .. .	..	5.94	5.94	..	..	169,210 2 6	28,487	30,964	138,246 2 6
5 5.1930										
3 4.1882	¶Hawthorn to Lilydale .. .. .	11.52	8.20	19.72	484	41	867,691 10 10	44,001	243,747	623,944 10 10
1 12.1882										
15 5.1888	Lilydale to Healesville .. .. .	0.26	15.11	15.37	351	230	229,215 10 10	14,913	54,059	175,156 10 10
1 3.1889										
19 12.1887	¶Hawthorn to Kew .. .. .	..	0.96	0.96	119	41	76,542 10 5	79,732	9,790	66,752 10 5
4 12.1889	¶Ringwood to Upper Ferntree Gully .. .. .	..	7.44	7.44	436	314	132,664 17 1	17,831	39,360	93,304 17 1
	Carried forward .. .. .	302.88	4,373.26	4,676.14	..	..	46,529,044 1 3	..	11,909,489	34,619,555 1 3

\* 2-ft. 6-in. gauge.

¶ Includes certain expenditure for electrification works carried out since 1st July, 1923.

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.		Amount Written Down following upon Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).		Written Down Ledger Value at 30th June, 1938.		
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	£	s. d.	£	s. d.	
LINES OPEN FOR TRAFFIC— <i>continued.</i>													
Miles.      Miles.      Miles.      Feet.      Feet.      £      s. d.      £      £      s. d.      £      s. d.													
	Brought forward .. .. .	302.88	4,373.26	4,676.14	..	..	46,529,044	1 3	..	11,909,489	0 0	34,619,555	1 3
18.12.1900	*Upper Ferntree Gully to Gembrook .. .. .	..	18.22	18.22	1,057	412	75,032	0 3	4,118	24,719	0 0	50,313	0 3
13.11.1901	Lilydale to Warburton .. .. .	..	23.97	23.97	738	289	151,129	9 5	6,305	48,756	0 0	102,373	9 5
21.10.1928	South Kensington to West Footscray .. .. .	2.44	..	2.44	86	14	609,793	8 8	249,915	38,925	0 0	570,868	8 8
	†Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,710,771	13 4	..	885,878	0 0	1,824,893	13 4
	Railway Offices, Spencer-street .. .. .	..	..	..	..	..	291,947	16 8	..	93,540	0 0	198,407	16 8
	Newport Workshops:—Buildings, plant, and equipment .. .. .	..	..	..	..	..	1,460,491	10 3	..	646,322	0 0	814,169	10 3
	Country Workshops:—Buildings, plant, and equipment .. .. .	..	..	..	..	..	374,491	2 5	..	225,230	0 0	149,211	2 5
	Refreshment Services Buildings .. .. .	..	..	..	..	..	270,306	13 5	..	82,639	0 0	187,667	13 5
	General Construction Account (Capital Expenditure common to all lines) .. .. .	..	..	..	..	..	2,499,211	15 5	..	792,162	0 0	1,707,049	15 5
	†Electrification Melbourne Suburban Lines .. .. .	..	..	..	..	..	5,778,403	13 3	..	2,394,299	0 0	3,384,104	13 3
	Total cost of Way, Works, Buildings and Equipment (Railways) .. .. .	..	..	..	..	..	60,750,623	4 4	..	17,142,009	0 0	43,608,614	4 4
	Total mileage open for traffic at 30th June, 1938..	305.32	4,415.45	4,720.77									
	ROLLING STOCK—												
	Broad-gauge .. .. .	..	..	..	..	..	14,286,686	10 6	..	7,902,360	13 3	6,384,325	17 3
	.. .. . Electrical Equipment of Suburban Passenger Coaches .. .. .	..	..	..	..	..	929,038	10 8	..	445,346	0 0	483,692	10 8
	Narrow-gauge .. .. .	..	..	..	..	..	112,557	12 10	..	74,473	0 0	38,084	12 10
	Total Rolling Stock (Railways) .. .. .	..	..	..	..	..	15,328,282	14 0	..	8,422,179	13 3	6,906,103	0 9
	Stores and Materials on hand and in transit .. .. .	..	..	..	..	..	1,129,674	14 0	..	..	..	1,129,674	14 0
	Stores and Equipment on hand at Refreshment Rooms .. .. .	..	..	..	..	..	119,863	8 3	..	..	..	119,863	8 3
	Materials in course of Manufacture .. .. .	..	..	..	..	..	91,820	14 5	..	..	..	91,820	14 5
	Total Cost of Construction of Open Lines, including Rolling Stock, Stores, and Materials (Railways) ..						77,420,264	15 0	..	25,564,188	13 3	51,856,076	1 9
	Carried forward .. .. .						77,420,264	15 0	..	25,564,188	13 3	51,856,076	1 9

\* 2-ft. 6-in. gauge.

† Does not include certain expenditure incurred since 1st July, 1923.

‡ Includes certain expenditure for electrification works carried out since 1st July, 1923.



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.			Amount Written Down following Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4429 of 1936).	Written Down Ledger Value at 30th June, 1938.		
		Double and Over.	Single.	Total.	Highest.	Lowest.	Total.		Average per Mile.		£	s. d.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£	£	s. d.	£	s. d.
	Brought forward .. .. .	..	..	..	..	..	77,420,264	15 0	..	25,564,188	13 3	51,856,076	1 9
	ELECTRIC TRAMWAYS.												
	Way, Works, Buildings and Equipment:												
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda to Brighton .. .. .	5.18	..	5.18	59	7	137,280	5 3	26,502	48,557	0 0	88,723	5 3
	Sandringham to Black Rock .. .. .	2.21	0.21	2.42	112	41	62,492	4 3	25,823	21,717	0 0	40,775	4 3
	Total .. .. .	..	..	..	..	..	199,772	9 6	..	70,274	0 0	129,498	9 6
	Total mileage of Tramways open for traffic ..	7.39	0.21	7.60	..	..	..	..	..	..	..	..	..
	Rolling Stock.												
	St. Kilda to Brighton .. .. .	..	..	..	..	..	68,895	18 0	..	54,954	0 0	13,941	18 0
	Sandringham to Black Rock .. .. .	..	..	..	..	..	34,954	6 4	..	26,676	0 0	8,278	6 4
	Total .. .. .	..	..	..	..	..	103,850	4 4	..	81,630	0 0	22,220	4 4
	Total Electric Tramways .. .. .	..	..	..	..	..	303,622	13 10	..	151,904	0 0	151,718	13 10
	ROAD MOTOR PUBLIC SERVICES.												
	Garage Buildings and Equipment .. .. .	..	..	..	..	..	6,036	16 1	..	..	..	6,036	16 1
	Road Motor Coaches and Trucks .. .. .	..	..	..	..	..	10,522	5 10	..	..	..	10,522	5 10
	Total .. .. .	..	..	..	..	..	16,559	1 11	..	..	..	16,559	1 11
	LINES UNDER CONSTRUCTION.												
	Nowingi to Millewa South .. .. .	..	..	..	..	..	91,605	11 10	..	..	..	91,605	11 10
	*Euston to Lette (including portion of cost of bridge over River Murray) .. .. .	..	..	..	..	..	132,347	18 9	..	..	..	132,347	18 9
	Yarrawonga to Oaklands .. .. .	..	..	..	..	..	224,372	4 1	..	..	..	224,372	4 1
	Total .. .. .	..	..	..	..	..	448,325	14 8	..	..	..	448,325	14 8
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.												
	*Mildura and Abbotsford—Portion of cost of bridges over River Murray .. .. .	..	..	..	..	..	23,803	14 7	..	..	..	23,803	14 7
	†Orbost—Snowy River bridge .. .. .	..	..	..	..	..	9,257	8 0	..	..	..	9,257	8 0
	Total .. .. .	..	..	..	..	..	33,061	2 7	..	..	..	33,061	2 7
	Carried forward .. .. .	..	..	..	..	..	78,221,833	8 0	..	25,716,092	13 3	52,505,740	14 9

|| 4-ft. 8½-in. gauge, 2.42 miles.

\* The balance of the cost of the bridges has been borne by the Public Works Departments of New South Wales and Victoria. cost of the bridge only, the balance having been borne by the Country Roads Board.

† The cost shown above represents portion of the

APPENDIX No. 8—continued.

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

Lines.	Length of Lines Closed for Traffic.			Height of Rail-level above Low-water Mark.		Cost, Exclusive of Rolling Stock.		Amount Written Down following upon Transfer of £30,000,000 of Loan Liability to the State's General Account as from 1st July, 1937 (Act 4420 of 1936).	Written Down Ledger Value at 30th June, 1938.			
	Double and Over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.					
	Miles.	Miles.	Miles.	Feet.	Feet.	£	s. d.	£	£	s. d.	£	s. d.
Brought forward .. .. .	..	..	..	..	..	78,221,833	8 0	..	25,716,092	13 3	52,505,740	14 9
LINES CLOSED FOR TRAFFIC.												
Dunkeld to Peshurst (dismantled 19th February, 1898)	..	15.87	15.87	..	..	50,000	0 0	..	50,000	0 0	..	..
Lancefield to Kilmore (dismantled) .. .. .	..	18.10	18.10	..	..	107,446	19 2	..	107,446	19 2	..	..
Oakleigh to Fairfield Park— Fairfield (near—30 chains 48 links) to East Kew (of which .68 miles have been dismantled) .. .. .	..	2.18	2.18	..	..	108,403	2 8	..	108,403	2 8	..	..
Ashburton to Oakleigh (of which .05 miles have been dismantled) .. .. .	0.20	2.14	2.34	..	..							
Canterbury Loop Line (dismantled) .. .. .	..	0.21	0.21	..	..							
Darling to Waverley-road (dismantled) .. .. .	..	0.76	0.76	..	..							
Geelong Racecourse Line (dismantled 28th May, 1909) ..	..	1.96	1.96	..	..							
Triholm to Strzelecki .. .. .	..	5.49	5.49	..	..	110,770	14 11	..	110,770	14 11	..	..
ELECTRIC TRAMWAYS.												
Black Rock to Beaumaris .. .. .	..	2.19	2.19	..	..	35,012	3 0	..	35,012	3 0	..	..
Total .. .. .	..	..	..	..	..	423,920	17 6	..	423,920	17 6	..	..
Total mileage closed for traffic at 30th June, 1938 .. .. .	0.20	48.90	49.10	..	..	..	..	..	..	..	..	..
Assets abandoned or abolished to be written off	..	..	..	..	..	89,233	7 6	..	89,233	7 6	..	..
Surveys .. .. .	..	..	..	..	..	413,880	7 7	..	413,846	1 2	34	6 5
Piers transferred to Melbourne Harbour Trust	..	..	..	..	..	31,000	12 3	..	31,000	12 3	..	..
TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services .. .. .	..	..	..	..	..	79,179,868	12 10	..	26,674,093	11 8	52,505,775	1 2

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

## APPENDIX No. 9.

## STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June--			Year ended 30th June--	
	1938.	1937.		1938.	1937.
<b>TRAFFIC TRAIN MILEAGE.</b>			<b>DEPARTMENTAL MILEAGE.</b>		
<b>PASSENGER--</b>			Light—Electric Locomotive ..	2,275	2,241
Country—Steam ..	3,391,872	3,313,694	“ Steam ..	310,317	320,604
“ Fordson Tractor ..	..	..	Ballast—Steam ..	209,137	251,932
“ Rail Motor ..	873,848	820,075	“ Electric Loco- motive ..	2,786	3,561
Suburban—Steam ..	25,674	28,629	“ Fordson Tractor ..	56	202
“ Rail Motor ..	30,856	30,886	Electric Motor ..	7,681	5,884
“ Electric Motor ..	7,427,236	7,317,237	Inspection ..	7,266	8,073
“ Electric Loco- motive ..	..	31	Water ..	1,304	..
MIXED—Country—Steam ..	676,067	750,483	Departmental Coal ..	308,446†	277,512†
“ Suburban—Electric ..	1,476	1,214	Casualty and Doubling ..	3,824	2,987
Goods—Steam ..	5,379,987	4,835,281	Miscellaneous ..	6,387	3,524
“ Electric Loco- motive ..	101,515	104,746	Rail Motor ..	29,006	27,572
“ Electric Motor ..	4,894	4,858	Total Departmental Miles ..	888,485	904,092
“ Fordson Tractor ..	3,338	4,250	<b>SHUNTING.</b>		
Total Traffic Train Miles ..	17,916,763	17,211,384	Steam Locomotive ..	2,470,006	2,331,360
			Electric Locomotive ..	88,590	89,222
			“ Motor ..	4,230	4,660
			Fordson Tractor ..	994	948
			Rail Motor ..	6,976	7,853
			Total Shunting Miles ..	2,570,796	2,434,043
<b>ASSISTANT MILEAGE--</b>			<b>LOCOMOTIVE MILEAGE.</b>		
Country Passenger—			Steam ..	13,542,211	12,890,822
Steam ..	211,093	246,416	Electric Locomotive ..	221,697	232,351
Mixed—Steam ..	43	63	“ Motor ..	7,445,614	7,333,974
Goods—Steam ..	183,891	157,570	Fordson Tractor ..	4,806	5,864
“ Electric Loco- motive ..	14,946	17,754	Rail Motor ..	940,686	886,386
Total Assistant Miles ..	409,973	421,803	Total Locomotive and Motor Miles ..	22,155,014	21,349,397
			<b>PASSENGER VEHICLE MILEAGE.</b>		
			Country—Steam ..	19,600,315	20,192,087
			“ Fordson Tractor ..	3,138	2,990
			“ Rail Motor ..	1,336,885	1,398,637
			Suburban—Steam ..	95,590	104,955
			“ Electric ..	37,340,682	37,098,516
			“ Rail Motor ..	34,716	34,746
			Total Passenger Vehicle Miles ..	58,411,326	58,831,931
			<b>GOODS VEHICLE MILEAGE.</b>		
<b>LIGHT MILEAGE--</b>			Loaded ..	121,425,270	112,219,977
Country Passenger—			Empty ..	51,274,825	48,186,902
Steam ..	18,132	31,124	Total Goods Vehicle Miles ..	172,700,095	160,406,879
Mixed—Steam ..	2,604	4,041	Total Vehicle Miles ..	231,111,421	219,238,810
Goods—Steam ..	336,161	327,529	<b>GROSS TON MILEAGE.</b>		
“ Electric Loco- motive ..	11,585	14,796	Passenger Trains—Steam ..	676,264,471	681,913,320
“ Electric Motor ..	97	121	“ “ Electric ..	1,408,166,704	1,396,787,272
“ Fordson Tractor ..	418	464	Rail Motor and Fordson Tractor ..	34,047,889	36,595,389
Total Light Miles ..	368,997	378,075	Mixed Trains ..	154,970,589	172,484,331
			Goods Trains ..	2,633,228,409	2,396,220,311
			Total Gross Ton Miles ..	4,906,678,062	4,684,000,623
<b>TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES ..</b>	<b>18,695,733*</b>	<b>18,011,262*</b>			

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, 1938.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
STEAM LOCOMOTIVES ..	547	lb. 13,140,258	lb. 24,022	15	lb. 208,724	lb. 13,915	562	lb. 13,348,982	lb. 23,752
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES .. ..	16	..	..	..	..	..	16	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class .. ..	191	10,832	56	..	..	..	191	10,832	56
2nd Class .. ..	380	25,735	71	41	1,275	31	401	27,010	67
Composite .. ..	182	9,745	53	..	..	..	182	9,745	53
Sleeping Cars—									
1st Class .. ..	21	420	20	..	..	..	21	420	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars .. ..	6	145	24	..	..	..	6	145	24
Parlor Cars .. ..	3	98	32	..	..	..	3	98	32
Dining Cars .. ..	6	270	45	..	..	..	6	270	45
Buffet Car .. ..	1	18	18	..	..	..	1	18	18
Mail Vans .. ..	4	..	..	..	..	..	4	..	..
Luggage Vans .. ..	610	..	..	6	..	..	616	..	..
Carriage Trucks .. ..	2	..	..	..	..	..	2	..	..
Horse Boxes .. ..	78	..	..	..	..	..	78	..	..
Hearses .. ..	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles .. ..	5	..	..	..	..	..	5	..	..
Total .. ..	1,473	47,263	..	47	1,275	..	1,520	48,538	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class .. ..	11	306	88	..	..	..	11	306	88
2nd Class .. ..	1	2	2	..	..	..	1	2	2
Composite .. ..	29	1,135	39	..	..	..	29	1,135	39
Trailers—									
1st Class .. ..	1	53	53	..	..	..	1	53	53
2nd Class .. ..	23	564	24	..	..	..	23	564	24
Composite .. ..	11	755	68	..	..	..	11	755	68
Luggage .. ..	3	..	..	..	..	..	3	..	..
Motor Trolleys (Petrol)—									
2nd Class .. ..	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class .. ..	2	24	12	..	..	..	2	24	12
Total .. ..	82	2,844	..	..	..	..	82	2,844	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class .. ..	375	33,850	90	..	..	..	375	33,850	90
2nd Class .. ..	432	35,566	82	..	..	..	432	35,566	82
Composite .. ..	43	3,934	91	..	..	..	43	3,934	91
Parcels Vans .. ..	6	..	..	..	..	..	6	..	..
Total .. ..	856	73,350	..	..	..	..	856	73,350	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	13	580	45
Double Bogie Cars .. ..	..	..	..	..	..	..	20	1,040	52
Total .. ..	..	..	..	..	..	..	33	1,620	..

## APPENDIX No. 10—continued.

## STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock (continued).	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
<b>GOODS STOCK.</b>									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons .. ..	32	645	20·1	1	10	10·0	33	655	19·8
Coal Wagons .. ..	334	5,085	15·2	..	..	..	334	5,085	15·2
Open Goods Wagons .. ..	15,517	258,473	16·6	207	2,277	11·0	15,724	260,750	16·5
Cattle Wagons .. ..	758	8,080	10·6	15	150	10·0	773	8,230	10·6
Sheep Wagons .. ..	1,274	13,342	10·5	..	..	..	1,274	13,342	10·5
Louvred Wagons .. ..	1,295	18,673	14·4	13	130	10·0	1,308	18,803	14·3
Refrigerator Wagons .. ..	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans .. ..	21	105	5·0	..	..	..	21	105	5·0
Flat Wagons .. ..	} 202	4,297	21·2	..	..	..	202	4,297	21·2
Bolster Wagons .. ..									
Brake Vans .. ..	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Other Vehicles .. ..	10	90	9·0	..	..	..	10	90	9·0
<b>Total .. ..</b>	<b>19,858</b>	<b>314,448</b>	<b>15·8</b>	<b>237</b>	<b>2,577</b>	<b>10·8</b>	<b>20,095</b>	<b>317,025</b>	<b>15·7</b>
<b>SERVICE STOCK.</b>									
Casualty or Breakdown Vans and Trucks .. ..	47	..	..	..	..	..	47	..	..
Water Trucks .. ..	194	..	..	..	..	..	194	..	..
Loco. Coal Trucks .. ..	(Included in Coal Wagons—Goods Stock.)			..	..	..	..	..	..
Ballast Wagons .. ..	163	..	..	..	..	..	163	..	..
Gas Vehicles .. ..	6	..	..	..	..	..	6	..	..
Workmen's Sleeping Cars .. ..	335	..	..	..	..	..	335	..	..
Store Van .. ..	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks .. ..	13	..	..	..	..	..	13	..	..
Plough Vans .. ..	1	..	..	..	..	..	1	..	..
Motor Inspection Cars (Petrol) .. ..	1	..	..	..	..	..	1	..	..
Other Vehicles .. ..	157	..	..	..	..	..	157	..	..
<b>Total .. ..</b>	<b>918</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>918</b>	<b>..</b>	<b>..</b>
<b>ROAD MOTOR VEHICLES.</b>									
Coaches (Passenger) .. ..	..	..	..	..	..	..	20	396	19·8
								T. C. Q.	T. C. Q.
Trucks (Goods) .. ..	..	..	..	..	..	..	23	76 0 0	3 6 0
Trailers (Goods) .. ..	..	..	..	..	..	..	15	70 0 0	4 14 0
Service Stock (Cars) .. ..	..	..	..	..	..	..	10	..	..
Service Stock (Trucks) .. ..	..	..	..	..	..	..	36	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1928, TO 30th JUNE, 1938.

Year.	Train Accidents.						Accidents on Line (Other than Train Accidents).						Shunting Accidents.						Employees proceeding to and from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.			
	Passengers.		Employees.		Number of Passengers Killed and Injured per Million Carried.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1928-29	..	94	..	..	..	.583	4	222	7	19	..	..	..	..	4	131	2	2	..	2	18	44	13	4	..	1	48	519		
1929-30	..	47	..	..	..	.299	11	197	5	10	..	..	..	..	4	117	2	15	..	..	21	45	24	8	..	..	67	439		
1930-31	..	4	..	..	..	.029	11	146	2	34	1	..	..	..	4	68	1	6	2	..	12	38	24	7	..	..	57	303		
1931-32	..	45	..	..	..	.357	4	148	4	57	..	4	..	1	3	75	2	4	..	..	20	27	26	16	..	..	59	377		
1932-33	..	15	..	..	..	.115	6	163	2	52	..	..	..	..	3	67	..	2	1	..	19	28	22	11	..	..	53	338		
1933-34	..	..	..	1	..	.000	4	147	3	43	..	..	..	..	1	90	2	6	2	..	15	29	22	6	..	..	49	322		
1934-35	..	..	..	1	..	.000	8	150	6	26	..	..	..	..	1	93	..	5	..	..	7	20	19	5	..	..	41	300		
1935-36	..	8	1	..	..	.057	4	195	1	54	1	1	..	..	2	81	1	3	4	..	17	29	15	6	..	..	46	377		
1936-37	..	..	..	..	..	.000	8	184	3	27	..	1	..	1	4	120	..	8	..	1	20	31	21	3	..	..	56	376		
1937-38	..	25	..	2	..	.181	4	196	3	62	..	..	..	1	7	129	1	7	2	..	14	16	17	4	..	..	48	442		

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

NOTE.—Figures for years prior to 1937-38 are revised figures.

## APPENDIX No. 12.

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

Particulars.	Year 1937-38.	Year 1936-37.
1. Average Mileage of Railways open for Traffic .. .. .	4,721	4,721
PASSENGER TRAFIC.		
2. Passenger Train Mileage .. .. .	{ Country .. .. . 4,603,753	4,509,010
	{ Suburban .. .. . 7,484,504	7,377,390
3. Earnings from Passengers Carried .. .. .	{ Country .. .. . £1,403,144	£1,485,346
	{ Suburban .. .. . £2,281,235	£2,321,512
4. Number of Passengers Carried .. .. .	{ Country .. .. . 5,850,581	6,013,655
	{ Suburban .. .. . 132,044,095	135,329,598
5. Number of Passengers Carried One Mile .. .. .	{ Country .. .. . 343,880,677	369,589,769
	{ Suburban .. .. . 859,931,706	863,964,225
6. Average Miles each Passenger was Carried .. .. .	{ Country .. .. . 58.78	61.46
	{ Suburban .. .. . 6.51	6.38
7. Average Number of Passengers per Car .. .. .	{ Country .. .. . 16	17
	{ Suburban .. .. . 23	23
8. Average Earnings from each Passenger Journey .. .. .	{ Country .. .. . 4s. 9.56d.	4s. 11.28d.
	{ Suburban .. .. . 4.15d.	4.12d.
9. Average Earnings per Passenger Mile .. .. .	{ Country .. .. . .98d.	.96d.
	{ Suburban .. .. . .64d.	.64d.
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried .. .. .	{ Country .. .. . 1,253	1,288
	{ Suburban .. .. . 589,483	604,150
11. Number of Passengers Carried One Mile .. .. .	{ Country .. .. . 73,636	79,141
	{ Suburban .. .. . 3,838,981	3,856,983
12. Passenger Train Mileage .. .. .	{ Country .. .. . 986	966
	{ Suburban .. .. . 33,413	32,935
13. Earnings from Passengers Carried .. .. .	{ Country .. .. . £300.46	£318.06
	{ Suburban .. .. . £10,184.08	£10,363.89
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers .. .. .	{ Country .. .. . 75	82
	{ Suburban .. .. . 115	117
15. Average Number of Cars .. .. .	{ Country .. .. . 5	5
	{ Suburban .. .. . 5	5
16. Average Earnings from Passengers Carried .. .. .	{ Country .. .. . 6s. 1.15d.	6s. 7.06d.
	{ Suburban .. .. . 6s. 1.15d.	6s. 3.52d.
GOODS AND LIVE STOCK TRAFIC—PAYING.		
17. Goods Train Mileage .. .. .	5,828,506	5,324,984
18. Earnings from Goods and Live Stock .. .. .	£4,944,806	£5,028,806
19. Number of Tons Carried .. .. .	7,258,369	6,812,962
20. Number of Tons Carried One Mile .. .. .	927,443,931	838,001,802
21. Average Haul per Ton of Goods (Miles) .. .. .	127.78	123.00
22. Average Tonnage per Loaded Truck .. .. .	8.94	8.91
23. Average Train Load (Tons) .. .. .	178	179
24. Average Earnings per Goods Train Mile .. .. .	16s. 11.61d.	18s. 10.65d.
25. Average Earnings per Ton .. .. .	13s. 7.50d.	14s. 9.15d.
26. Average Earnings per Ton Mile .. .. .	1.28d.	1.44d.
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic) .. .. .	1,537	1,443
28. Number of Tons Carried One Mile (Paying Traffic) .. .. .	196,451	177,505
29. Goods Train Mileage .. .. .	1,235	1,128
30. Earnings from Goods and Live Stock .. .. .	£1,047	£1,065
GOODS AND LIVE STOCK TRAFIC—GROSS.		
31. Average Tonnage per Loaded Truck .. .. .	18.62	18.52
32. Average Train Load (Tons) .. .. .	453	457
33. Average Number of Vehicles per Train—Loaded .. .. .	20	20
34. Average Number of Vehicles per Train—Empty .. .. .	8	8

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1938.

Receipts.	Amount.	Expenditure.	Amount.
	£   s.   d.		£   s.   d.
To Balance at 30th June, 1937 .. .. .	100,000 0 0	By Expenditure for the year ended 30th June, 1938—	
„ Payment to Fund during the year ended 30th June, 1938, included in the Working Expenses of the Year .. .. .	25,998 0 0	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	306 5 6
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	1,976 10 5
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	..
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees .. .. .	10,391 9 1
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners .. .. .	6,675 6 9
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c. .. .. .	6,606 18 3
		(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. .. .. .	41 10 0
		„ Balance at 30th June, 1938 .. .. .	100,000 0 0
	£125,998 0 0		£125,998 0 0



## APPENDIX No. 14.

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

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BEAUMARIS.	
	Year 1937-38.	Year 1936-37.	Year 1937-38.	Year 1936-37.
Average Mileage of Tramway Worked .. ..	5.18	5.18	2.42	2.42
Car Mileage .. ..	517,933	514,585	121,536	120,302
Number of Passengers carried .. ..	4,262,663	4,479,570	1,037,083	1,085,306
Average Fare paid per Passenger .. ..	2.40d.	2.42d.	2.31d.	2.30d.
<b>GROSS REVENUE—</b>				
Passengers .. ..	£43,279	£45,084	£9,964	£10,389
Parcels .. ..	16	17	43	58
Miscellaneous .. ..	197	253	94	123
<b>TOTAL GROSS REVENUE .. ..</b>	<b>£43,492</b>	<b>£45,354</b>	<b>£10,101</b>	<b>£10,570</b>
Per Passenger Car Mile .. ..	20.15d.	21.15d.	19.95d.	21.09d.
Per Mile of Single Track .. ..	£4,198	£4,378	£2,182	£2,283
<b>ORDINARY WORKING EXPENSES—</b>				
Transportation Account .. ..	£16,833	£15,386	£3,030	£2,842
Way and Works Account .. ..	7,075	10,538	2,183	1,206
Rolling-stock Account .. ..	6,700	6,393	1,547	1,209
Power Account .. ..	4,676	4,314	1,305	1,122
General Expenditure .. ..	753	790	212	210
Payment into Railway Accident and Fire Insurance Fund .. ..	115	87	27	20
Pensions.. ..	608	555	..	..
<b>TOTAL WORKING EXPENSES .. ..</b>	<b>£36,760</b>	<b>£38,063</b>	<b>£8,304</b>	<b>£6,609</b>
Per cent. of Gross Revenue .. ..	84.52	83.92	82.21	62.53
Per Passenger Car Mile .. ..	17.03d.	17.75d.	16.40d.	13.18d.
Per Mile of Single Track .. ..	£3,548	£3,674	£1,794	£1,427
<b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES .. ..</b>	<b>£6,732</b>	<b>£7,291</b>	<b>£1,797</b>	<b>£3,961</b>
INTEREST CHARGES .. £3,913	£7,961	£1,917	£5,210	
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. .. 387	794	190	520	
CONTRIBUTION TO NATIONAL DEBT SINKING FUND .. 252	..	123	..	
	£4,552	£8,755	£2,230	£5,730
<b>PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. ..</b>	<b>Profit £2,180</b>	<b>Loss £1,464</b>	<b>Loss £433*</b>	<b>Loss £1,769*</b>

The Working Expenses on Way and Works Account for 1937-38 do not include an amount (£2,600) charged to the Public Account Advances Act (No. 4499).

\* The line from Black Rock to Beaumaris was closed for traffic on 31st August, 1931. The loss in respect of the section since operated, viz., Sandringham to Black Rock, was £230 in 1936-37 and £376 in 1937-38. The balance (£1,539 in 1936-37 and £57 in 1937-38) is accounted for in the year 1936-37 by interest charges and exchange in respect of capital invested in the Black Rock-Beaumaris Line and by expenditure for patrolling the track, less a credit for materials released, and in 1937-38 by expenditure for patrolling the track, &c.

The amount recouped by the Treasury in 1936-37 (£8,577) in respect of the Black Rock-Beaumaris Line is not included in the above figures.

## APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.  
(Including Hostels at Mt. Feathertop and Mt. Hotham).  
CAPITAL EXPENDITURE AT 30TH JUNE, 1938.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) .. .. .	18,900	0	0			
Additions and improvements .. .. .	66,063	1	6	84,963	1	6
Equipment .. .. .	32,587	8	1			
Stock .. .. .	3,149	3	7	35,736	11	8
				£120,699	13	2

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1938.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Stores, Freight, and Cartage ..	9,681	1	1	Accommodation and Buffet Sales	26,878	3	4
Salaries (including Superintendence), Wages and materials for operation and maintenance .. .. .	19,540	1	1	Hire of Sports Material ..	1,622	17	3
Special Expenditure on improve- ments and additions .. .. .	3,400	1	1	Motor Services .. .. .	3,585	18	5
Interest, &c., on Capital Expendi- ture and Stock .. .. .	5,400	3	0	Loss .. .. .	5,934	7	3
	£38,021	6	3		£38,021	6	3





## APPENDIX No. 18.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE,  
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., AND DEFICIT  
FOR THE YEAR 1937-38 (*VIDE* PAGE 14).

REVENUE.		£	s. d.	£	s. d.
Revenue shown by the Railways .. .. .		9,809,158	6 6		
To bring this amount into agreement with the Treasury figures deduct outstandings at 30th June, 1938, not included in the Treasury figures .. .. .		81,504	15 9		
		9,727,653	10 9		
and add outstandings at 30th June, 1937, collected in 1937-38 and therefore included by the Treasury in that year .. .. .		84,076	1 4		
		..	..	9,811,729	12 1

WORKING EXPENSES.					
Working Expenses as shown by the Railways .. .. .		7,900,053	16 4		
To bring this amount into agreement with the Treasury figures add—					
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn .. .. .		218	1 5		
(2) Exchange on Redemption Payments in London .. .. .		6,000	0 0		
		..	..	7,906,271	17 9
Working Expenses as shown by the Treasury .. .. .					
Net Revenue on the Treasury basis of Accounts .. .. .				1,905,457	14 4

INTEREST EXCHANGE, ETC.					
The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is .. .. .		2,151,057	11 4		
To bring this amount into agreement with the Treasury figures deduct—					
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn .. .. .	£218	1 5			
(2) Exchange on Redemption Payments in London .. .. .	6,000	0 0			
		6,218	1 5		
Interest, Exchange, &c., Charges as shown by the Treasury .. .. .				2,144,839	9 11
Deficit as shown by the Treasury .. .. .				£239,381	15 7

RAILWAY POSITION SUMMARIZED.		£	s. d.
Revenue .. .. .		9,809,158	6 6
Working Expenses .. .. .		7,900,053	16 4
		1,909,104	10 2
Net Revenue .. .. .		2,151,057	11 4
Interest, Exchange, &c. .. .. .			
Deficit .. .. .		£241,953	1 2

## APPENDIX No. 19.

## NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1938.

Section.	Miles.	Date Opened.
Nil.	..	..

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1938.

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

## NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1938.

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.	

\* Traffic on this line was conducted during the year by the Constructing Authority.

† Traffic being conducted as far as Koorakee (14¼ miles). Construction beyond Koorakee suspended.

## APPENDIX No. 20.

## MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1937-1938.	5' 3" gauge ..	3·30	6·57	2·5	292·74	4293·89	4599·00	4932·95	1028·84	5961·79
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·90	131·88
	Total ..	3·30	6·57	2·5	292·95	4415·45	4720·77	5054·93	1038·74	6093·67
	Electric Tramway, 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway, 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
	Grand Total	3·30	6·57	2·5	300·34	4415·66	4728·37	5069·92	1040·14	6110·06
Year 1936-1937.	5' 3" gauge ..	3·30	6·57	2·5	292·74	4293·89	4599·00	4932·95	1027·76	5960·71
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·90	131·88
	Total ..	3·30	6·57	2·5	292·95	4415·45	4720·77	5054·93	1037·66	6092·59
	Electric Tramway 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
	Grand Total	3·30	6·57	2·5	300·34	4415·66	4728·37	5069·92	1039·06	6108·98
		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 1937-1938.	5' 3" gauge ..	3·30	6·57	2·5	292·74	4293·89	4599·00	4932·95	1027·79	5960·74
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·91	131·89
	Total ..	3·30	6·57	2·5	292·95	4415·45	4720·77	5054·93	1037·70	6092·63
	Electric Tramway 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
	Grand Total	3·30	6·57	2·5	300·34	4415·66	4728·37	5069·92	1039·10	6109·02
Year 1936-1937.	5' 3" gauge ..	3·30	6·57	2·5	292·74	4293·89	4599·00	4932·95	1027·68	5960·63
	2' 6" gauge ..	..	..	..	·21	121·56	121·77	121·98	9·91	131·89
	Total ..	3·30	6·57	2·5	292·95	4415·45	4720·77	5054·93	1037·59	6092·52
	Electric Tramway 5' 3" gauge ..	..	..	..	5·18	..	5·18	10·36	1·14	11·50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2·21	·21	2·42	4·63	·26	4·89
	Grand Total	3·30	6·57	2·5	300·34	4415·66	4728·37	5069·92	1038·99	6108·91

APPENDIX No. 21.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1938.				<i>Cr.</i>		
	£	s.	d.	£	s.	d.	
To funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) .. .. .	559,440	16	2				
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820.. .. .	50,000	0	0				
				509,440	16	2	
„ Advances from Loan Account subsequent to 30th June, 1896 ..				630,000	0	0	
„ Sundry Creditors .. .. .				145,182	19	1	
				£1,284,623	15	3	
By Stores and Materials on hand and in transit .. ..					1,129,674	14	0
„ Sundry Debtors .. .. .					3,784	1	6
„ Cash in Treasury and with Agent-General .. ..					151,164	19	9
					£1,284,623	15	3



APPENDIX No. 22.

<i>Dr.</i>	RAILWAY RENEWALS AND REPLACEMENTS FUND AT 30TH JUNE, 1938.				<i>Cr.</i>		
	£	s.	d.		£	s.	d.
To funds specially appropriated under Act No. 4429 ..	200,000	0	0	By Renewals and Replacements during the year—			
„ additional funds authorized for 1937-38 by Parliament ..	50,000	0	0	Rolling Stock .. .. .	175,000	0	0
„ Rail Motor and Road Motor depreciation .. .. .	20,337	14	2	Way and Works .. .. .	22,134	10	0
„ Sales and Sundries .. .. .	18,146	12	10	„ Balance at 30th June, 1938 .. .. .	91,349	17	0
	£288,484	7	0		£288,484	7	0

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1938, AND 1937.

	Year ended 30th June, 1938.						Year ended 30th June, 1937.					
	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.
			£	£	£				£	£	£	
<b>COUNTRY—</b>												
Single tickets .. ..	122,638	783,734	906,372	143,835	310,332	454,167	126,276	874,609	1,000,885	173,200	342,060	515,260
Return tickets .. ..	455,178	2,940,875	3,396,053	224,712	632,211	856,923	402,788	3,136,138	3,538,926	210,911	669,046	879,957
Periodical tickets .. ..	485,647	784,259	1,269,906	59,874	25,130	85,004	509,951	753,205	1,263,156	59,695	25,254	84,949
Workmen's weekly tickets .. ..	..	278,250	278,250	..	7,050	7,050	..	210,688	210,688	..	5,180	5,180
Total .. ..	1,063,463	4,787,118	5,850,581	428,421	974,723	1,403,144	1,039,015	4,974,640	6,013,655	443,806	1,041,540	1,485,346
<b>METROPOLITAN (within 20 miles of Melbourne)—</b>												
Single tickets .. ..	5,763,253	8,972,658	14,735,911	134,117	184,672	318,789	5,874,998	9,730,635	15,605,633	130,884	199,587	330,471
Return tickets .. ..	14,506,684	34,231,743	48,738,427	329,207	637,270	966,477	14,671,859	37,224,775	51,896,634	329,278	688,773	1,018,051
Race and special picnic tickets .. ..	315,656	600,025	915,681	13,284	18,609	31,893	340,288	779,589	1,119,872	13,404	20,357	33,761
Periodical tickets .. ..	22,882,351	31,569,125	54,451,476	357,423	395,134	752,557	22,406,911	31,708,651	54,115,562	348,303	392,071	740,374
Workmen's weekly tickets .. ..	..	13,202,600	13,202,600	..	211,519	211,519	..	12,591,897	12,591,897	..	198,855	198,855
Total .. ..	43,467,944	88,576,151	132,044,095	834,031	1,447,204	2,281,235	43,294,051	92,035,547	135,329,598	821,869	1,499,643	2,321,512
<b>GRAND TOTAL RAILWAY PASSENGER TRAFFIC .. ..</b>	<b>44,531,407</b>	<b>93,363,269</b>	<b>137,894,676</b>	<b>1,262,452</b>	<b>2,421,927</b>	<b>3,684,379</b>	<b>44,333,066</b>	<b>97,010,187</b>	<b>141,343,253</b>	<b>1,265,675</b>	<b>2,541,183</b>	<b>3,806,858</b>
<b>ROAD MOTOR PUBLIC SERVICES .. ..</b>	<b>..</b>	<b>..</b>	<b>856,845</b>	<b>..</b>	<b>..</b>	<b>7,625</b>	<b>..</b>	<b>..</b>	<b>836,304</b>	<b>..</b>	<b>..</b>	<b>7,522</b>
<b>ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..</b>	<b>..</b>	<b>..</b>	<b>4,262,663</b>	<b>..</b>	<b>..</b>	<b>43,278</b>	<b>..</b>	<b>..</b>	<b>4,479,570</b>	<b>..</b>	<b>..</b>	<b>45,084</b>
<b>SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAY .. ..</b>	<b>..</b>	<b>..</b>	<b>1,037,083</b>	<b>..</b>	<b>..</b>	<b>9,964</b>	<b>..</b>	<b>..</b>	<b>1,085,306</b>	<b>..</b>	<b>..</b>	<b>10,389</b>

APPENDIX No. 24.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1938, AND 30TH JUNE, 1937 (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Total Tons Carried.	Percentage to Paying Total.	Year ended 30th June, 1938.					Year ended 30th June, 1937.			
			Revenue.		Ton Miles.	Average Haulage Miles Per Ton.	Average Rate per Ton Mile.	Total Tons Carried.	Revenue.		
			Total.	Percentage to Total.					From Railway Users.	Recoups from Consolidated Revenue.*	Total.
			£			d.		£	£	£	
2nd Class .. .. .	274,842	4.23	566,406	13.03	37,201,359	135.36	3.654	238,845	521,391	..	521,391
1st Class .. .. .											
"Smalls" .. .. .											
"C" Class .. .. .	187,718	2.89	313,139	7.20	24,628,121	131.20	3.052	168,925	287,616	158	287,774
"B" Class .. .. .	172,395	2.65	194,200	4.47	19,674,056	114.12	2.369	154,904	169,015	1,907	170,922
"A" Class .. .. .	450,656	6.93	429,234	9.88	61,580,106	136.65	1.673	428,226	412,132	28,930	441,062
Miscellaneous .. .. .	130,497	2.01	64,220	1.48	11,995,812	91.92	1.285	146,344	66,586	..	66,586
Fish .. .. .	2,288	.04	3,756	.09	399,607	174.65	2.256	2,185	3,579	..	3,579
Fruit .. .. .	137,606	2.12	140,103	3.22	26,129,971	189.89	1.287	138,757	134,535	14,815	149,350
Butter .. .. .	53,706	.83	61,227	1.41	6,951,652	129.44	2.114	57,711	66,216	..	66,216
Other Dairy Produce .. .. .	18,025	.28	30,393	.70	2,206,578	122.42	3.366	20,274	34,794	3,024	37,818
Wine .. .. .	7,032	.11	9,545	.22	1,374,964	195.53	1.666	6,659	9,168	992	10,160
Wool .. .. .	84,129	1.29	184,106	4.24	14,031,519	166.79	3.149	69,494	147,295	49,159	196,454
Flour, Bran, Pollard, and Sharps .. .. .	281,207	4.33	154,467	3.55	41,574,355	147.84	.892	272,526	146,122	10,749	156,871
Wheat .. .. .	1,262,443	19.42	790,427	18.19	237,155,357	187.85	.800	1,137,247	702,111	88,925	791,036
All other Agricultural Produce .. .. .	478,784	7.37	279,942	6.44	71,743,325	149.84	.936	431,359	248,230	21,534	269,764
Hay, Straw, and Chaff .. .. .	203,989	3.14	108,827	2.50	31,309,642	153.49	.834	168,483	80,406	9,227	89,633
Fertilizers .. .. .	506,479	7.79	180,689	4.16	82,561,893	163.01	.525	461,236	165,164	..	165,164
Minerals (including Coal, Coke, Ores, &c.) .. .. .	247,297	3.80	73,741	1.70	13,226,530	53.48	1.338	245,843	73,213	..	73,213
Firewood and Briquettes .. .. .	801,838	12.33	380,005	8.74	103,162,215	128.66	.884	809,634	382,140	..	382,140
Timber .. .. .	258,447	3.97	146,883	3.37	27,005,444	104.49	1.305	254,128	145,994	..	145,994
Stone, Gravel, and Sand .. .. .	208,730	3.20	61,941	1.42	10,941,424	52.42	1.359	251,518	83,325	..	83,325
All other Goods .. .. .	732,678	11.27	113,685	2.62	8,229,572	11.23	3.315	651,090	105,509	..	105,509
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing .. .. .	..	..	59,449	1.37	..	..	..	..	55,704	..	55,704
Total Tonnage of Paying Goods carried, and Revenue derived therefrom .. .. .	6,300,786	..	4,346,394	..	833,083,502	128.15	1.252	6,115,298	4,040,245	229,420	4,269,665
Live Stock .. .. .	757,583	..	608,265	..	94,360,429	124.55	1.547	697,664	563,791	200,355	764,146
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom .. .. .	7,258,369	..	4,954,659	..	927,443,931	127.78	1.282	6,812,962	4,604,036	429,775	5,033,811
Departmental Traffic (Free) (Truck Loads) .. .. .	1,172,708	..	..	..	88,329,897	75.32	..	1,226,572	..	..	..

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

NUMBER OF LIVE STOCK.

	Year Ending—		Year Ending—	
	30th June, 1938.	30th June, 1937.	30th June, 1938.	30th June, 1937.
Calves .. .. .	248,164	149,068	..	..
Cattle .. .. .	541,898	515,202	Pigs .. .. .	362,112
Horses .. .. .	35,974	34,838	Sheep .. .. .	10,342,806

\* Discontinued as from 1.7.37 (vide Finance Adjustment Act No. 4429, section 6).

APPENDIX No. 25.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1938.

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.
	£	£	£	£	£	£	£	£	£	£	£	£
1919 .. ..	127,567	2	127,565	231,996	8,863	223,133	287,546	..	287,546	286,301	14	286,287
1920 .. ..	235,870	..	235,870	213,829	67,611	146,218	150,621	..	150,621	367,376	..	367,376
1921 .. ..	306,348	..	306,348	486,318	10,942	475,376	141,812	201,239	Cr. 59,427	804,909	..	804,909
1922 .. ..	277,551	..	277,551	737,989	46,426	691,563	632,853	450	632,403	1,387,602	350	1,387,252
1923 .. ..	286,972	30	286,942	635,465	54,610	580,855	423,562	..	423,562	603,430	1,591	601,839
1924 .. ..	556,888	..	556,888	550,154	47,651	502,503	197,124	50,000	147,124	192,600	607	191,993
1925 .. ..	525,077	..	525,077	718,099	91,768	626,331	299,568	56,050	243,518	92,692	1,628	91,064
1926 .. ..	382,501	..	382,501	932,592	125,665	806,927	455,412	169,480	285,932	41,311	168,600	Cr. 127,289
1927 .. ..	540,521	..	540,521	963,300	61,402	901,898	434,117	290,109	144,008	41,789	1,703	40,086
1928 .. ..	756,902	..	756,902	919,255	59,329	859,926	667,648	261,376	406,272	55,210	817	54,393
1929 .. ..	439,297	..	439,297	649,692	54,591	595,101	420,119	286,338	133,781	26,759	15,225	11,534
1930 .. ..	182,005	..	182,005	452,736	60,728	392,008	362,187	262,845	99,342	11,740	12,704	Cr. 964
1931 .. ..	69,430	11,476	57,954	175,544	50,671	124,873	223,683	269,122	Cr. 45,439	16,950	15,180	1,770
1932 .. ..	25,869	5,103	20,766	82,832	9,815	73,017	140,683	119,879	20,804	18,018	3,465	14,553
1933 .. ..	21,773	371	21,402	278,971	50,607	228,364	179,779	123,316	56,463	3,294	2,827	467
1934 .. ..	6,598	..	6,598	486,967	27,335	459,632	173,427	119,866	53,561	4,348	2,248	2,100
1935 .. ..	4,383	..	4,383	243,877	97,336	146,541	194,863	120,110	74,753	8,970	2,517	6,453
1936 .. ..	978	..	978	241,567	26,897	214,670	245,620	117,719	127,901	16,516	3,888	12,628
1937 .. ..	4,437	..	4,437	328,521	9,015	319,506	298,823	116,316	182,507	12,266	3,345	8,921
1938 .. ..	452	..	452	274,544	36,754	237,790	414,978	18,117	396,861	8,161	2,925	5,236
Total .. ..	4,751,419	16,982	4,734,437	9,604,248	998,016	8,606,232	6,344,425	2,582,332	3,762,093	4,000,242	239,634	3,760,608

APPENDIX No. 25—continued.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1938—continued.

Year ended 30th June—	Total Railways.			Electric Tramways (including Rolling Stock).			Road Motor Public Services (including Garage Accommodation).			Total.			Non-Interest Bearing Funds.	Interest Bearing Funds.
	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.	Gross Expend- iture.	Credits to Loan Funds.	Net Expend- iture.		
	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1919 ..	933,410	8,879	924,531	12,962	..	12,962	..	..	..	946,372	8,879	937,493	2,426	935,067
1920 ..	967,696	67,611	900,085	1,410	..	1,410	..	..	..	969,106	67,611	901,495	4,168	897,327
1921 ..	1,739,387	212,181	1,527,206	5,091	..	5,091	..	..	..	1,744,478	212,181	1,532,297	9,504	1,522,793
1922 ..	3,035,995	47,226	2,988,769	31,861	19	31,842	..	..	..	3,067,856	47,245	3,020,611	6,131	3,014,480
1923 ..	1,949,429	56,231	1,893,198	30,036	36	30,000	..	..	..	1,979,465	56,267	1,923,198	6,270	1,916,928
1924 ..	1,496,766	98,258	1,398,508	11,993	2,500	9,493	..	..	..	1,508,759	100,758	1,408,001	56,630	1,351,371
1925 ..	1,635,436	149,446	1,485,990	11,903	2,000	9,903	..	..	..	1,647,339	151,446	1,495,893	28,930	1,466,963
1926 ..	1,811,816	463,745	1,348,071	32,384	5,032	27,352	17,514	764	16,750	1,861,714	469,541	1,392,173	550	1,391,623
1927 ..	1,979,727	353,214	1,626,513	8,281	1,000	7,281	41,765	13,131	28,634	2,029,773	367,345	1,662,428	8,352	1,654,076
1928 ..	2,399,015	321,522	2,077,493	7,789	1,000	6,789	8,379	20,351	Cr. 11,972	2,415,183	342,873	2,072,310	19,363	2,052,947
1929 ..	1,535,867	356,154	1,179,713	951	1,179	Cr. 228	Cr. 1,079	6,755	Cr. 7,834	1,535,739	364,088	1,171,651	*221,560	950,091
1930 ..	1,008,668	336,277	672,391	852	..	852	17,953	3,322	14,631	1,027,473	339,599	687,874	10,200	677,674
1931 ..	485,607	346,449	139,158	1,607	..	1,607	Cr. 1,536	3,631	Cr. 5,167	485,678	350,080	135,598	31,915	103,683
1932 ..	267,402	138,262	129,140	418	..	418	..	3,376	Cr. 3,376	267,820	141,638	126,182	4,418	121,764
1933 ..	483,817	177,121	306,696	1,349	..	1,349	..	3,070	Cr. 3,070	485,166	180,191	304,975	228,438	76,537
1934 ..	671,340	149,449	521,891	1,136	..	1,136	3,178	1,717	1,461	675,654	151,166	524,488	380,883	143,605
1935 ..	452,093	219,963	232,130	864	..	864	Cr. 1,599	1,531	Cr. 3,130	451,358	221,494	229,864	132,939	96,925
1936 ..	504,681	148,504	356,177	..	6,611	Cr. 6,611	13	1,622	Cr. 1,609	504,694	156,737	347,957	123,794	224,163
1937 ..	644,047	128,676	515,371	1	344	Cr. 343	419	1,613	Cr. 1,194	644,467	130,633	513,834	182,574	331,260
1938 ..	698,135	57,796	640,339	2,517	..	2,517	Cr. 5,098	2,466	Cr. 7,564	695,554	60,262	635,292	106,211	529,081
	24,700,334	3,836,964	20,863,370	163,405	19,721	143,684	79,909	63,349	16,560	24,943,648	3,920,034	21,023,614	1,565,256	19,458,358

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

## APPENDIX No. 26.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1938, 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, 1938.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	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 .. ..	29,015	32,384	22,883	..	23,383	35,428	58,496
Avonmore .. ..	24,252	27,309	32,759	23,659	..	29,030	32,759
Elmore .. ..	62,887	122,678	102,196	48,325	68,663	63,407	144,127
Rochester .. ..	60,454	34,212	33,093	38,191	47,180	29,581	130,087
Echuca .. ..	..	..	..	..	..	33,667	41,964
Mathoura .. ..	..	25,331	26,588	..	20,622	39,468	72,138
Gulpha Siding .. ..	..	..	23,386	20,000	20,000	33,094	49,484
Southdown .. ..	..	..	..	23,973	..	23,477	25,477
Deniliquin .. ..	51,719	52,159	36,340	36,241	42,512	67,093	97,224
Shelbourne .. ..	48,992	54,691	54,233	31,169	30,296	28,009	113,952
Moolort .. ..	21,272	..	..	..	..	..	21,272
Bet Bet .. ..	20,409	..	..	..	..	..	20,409
St. Arnaud .. ..	34,612	26,104	33,375	..	..	..	56,742
Sutherland .. ..	104,610	76,483	72,366	89,835	44,044	52,800	122,013
Swanwater .. ..	58,415	82,785	64,440	59,665	65,156	31,921	108,494
Cope Cope .. ..	143,388	141,792	94,644	118,222	80,840	86,552	153,184
Donald .. ..	210,100	215,037	219,881	191,315	116,549	100,960	219,881
Litchfield .. ..	174,144	133,375	130,987	144,295	81,748	138,578	189,488
Massey .. ..	76,803	65,822	64,191	31,351	63,081	62,794	76,803
Watchem .. ..	174,475	114,576	90,980	72,733	83,767	89,645	174,475
Morton Plains .. ..	49,169	45,273	30,980	..	42,205	41,875	64,716
Birchip .. ..	73,431	61,393	68,946	36,732	64,919	79,374	101,037
Kinnabulla .. ..	131,443	70,118	64,629	44,218	85,218	53,740	131,443
Curyo .. ..	78,435	58,707	28,173	29,206	39,332	39,156	78,435
Watchupga .. ..	96,139	81,096	66,086	39,924	83,136	46,495	109,921
Woomelang .. ..	154,908	114,159	71,832	76,556	92,881	81,300	172,894
Lascelles .. ..	73,573	67,695	42,820	26,057	59,059	35,702	125,222
Gama .. ..	56,378	44,097	37,893	24,858	36,660	34,883	61,403
Turriff .. ..	43,052	44,093	..	..	..	..	81,723
Speed .. ..	51,713	46,870	35,028	23,099	27,795	32,072	102,568
Tempy .. ..	39,413	50,459	24,684	21,223	22,658	28,599	76,179
Bronzewing .. ..	..	..	..	..	20,210	21,012	46,440
Ouyen .. ..	32,745	35,510	28,752	..	23,258	40,642	126,811
Kiamal .. ..	26,786	28,786	20,108	..	23,971	34,144	107,437
Boonoonar .. ..	..	..	..	..	..	21,878	56,212
Carwarp .. ..	..	..	..	..	..	40,831	73,001
Llanelly .. ..	..	..	..	..	..	20,086	38,568
Arnold .. ..	22,926	..	..	..	..	..	22,926
Tiega .. ..	22,473	..	..	..	..	..	33,835
Galah .. ..	38,192	23,497	..	..	22,463	37,367	121,512
Walpeup .. ..	85,966	64,490	53,959	69,276	32,775	75,249	148,171
Torrita .. ..	32,535	24,517	20,915	..	21,224	27,083	65,934
Underbool .. ..	41,005	42,085	38,900	32,502	30,312	57,857	136,889
Linga .. ..	26,506	28,255	32,744	..	24,613	35,308	78,264
Boinka .. ..	20,003	20,495	24,423	..	..	21,818	60,615
Tutye .. ..	25,518	23,859	24,186	..	31,139	26,171	57,623
Cowangie .. ..	44,709	48,225	23,028	25,919	43,426	56,998	108,483
Danyo .. ..	27,867	25,905	..	..	..	25,448	69,443
Murrayville .. ..	44,351	64,355	24,114	34,711	41,340	58,472	158,807
Carina .. ..	65,924	45,921	29,595	30,242	34,010	49,243	111,282

## APPENDIX No. 26—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1938, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1938.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	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.
Panitya .. ..	73,030	75,039	34,090	56,218	57,310	75,871	101,074
Pirlta .. ..	..	..	..	..	..	29,378	62,139
Merrinee .. ..	31,561	20,032	..	..	21,956	72,037	108,371
Karawinna .. ..	40,964	26,079	..	..	25,276	89,352	147,777
Werrimull .. ..	56,157	30,700	..	..	38,009	105,314	121,055
Bambill .. ..	28,578	..	..	..	26,115	69,833	69,833
Yarrara .. ..	43,587	26,106	..	..	29,674	55,150	65,616
Meringur .. ..	41,436	34,126	..	..	38,471	72,682	108,042
Karween .. ..	23,736	..	..	..	21,864	60,852	60,852
Morkalla .. ..	21,289	21,291	..	..	..	39,530	43,477
Leichardt .. ..	29,619	..	..	..	..	..	29,619
Bridgewater .. ..	..	43,260	37,240	*164,455	47,776	33,397	*164,455
Korong Vale .. ..	24,185	..	24,715	..	20,099	..	66,230
Wychitella .. ..	50,676	61,812	63,518	24,008	60,822	27,043	76,530
Buckrabanyule .. ..	26,090	32,000	38,862	31,247	43,447	27,138	88,208
Barrakee .. ..	44,478	32,308	51,043	32,664	36,509	23,932	92,556
Charlton .. ..	57,620	104,109	62,047	48,742	51,226	20,792	237,678
Teddywaddy .. ..	21,875	..	20,855	..	24,730	25,411	60,422
Glenloth .. ..	20,524	39,429	47,966	31,420	44,134	56,231	83,927
Wycheproof .. ..	129,027	113,321	157,500	69,191	104,227	110,518	207,984
Dumosa .. ..	57,959	74,951	66,804	26,268	66,699	81,065	123,291
Nullawil .. ..	49,594	81,234	67,810	38,625	59,482	80,885	110,524
Warne .. ..	36,521	33,240	32,633	..	29,225	44,816	55,728
Culgoa .. ..	48,414	80,141	66,492	40,683	89,697	97,535	152,048
Berriwillock .. ..	137,243	91,967	101,112	90,303	110,529	116,858	188,994
Boigbeat .. ..	34,574	36,530	25,517	24,602	29,741	40,506	63,599
Sea Lake .. ..	104,975	86,988	80,870	55,876	86,086	96,372	170,367
Ninda .. ..	53,914	35,011	32,926	..	..	28,835	53,914
Nyarrin .. ..	43,085	39,733	..	..	22,422	28,680	83,631
Nandaly .. ..	39,062	33,186	..	..	..	23,135	58,610
Pier Millan .. ..	28,776	..	..	..	..	..	42,478
Mittyack .. ..	34,749	31,772	..	..	..	25,896	69,086
Kulwin .. ..	33,197	27,123	21,511	..	20,000	29,053	71,982
Wedderburn .. ..	55,617	35,732	43,478	23,098	..	22,998	86,790
Borong .. ..	..	25,829	31,150	..	..	32,090	77,154
Mysia .. ..	..	..	..	..	..	21,263	46,774
Boort .. ..	59,778	70,404	54,319	64,095	81,559	31,839	125,960
Barraport .. ..	63,272	101,686	60,420	41,771	97,676	93,859	128,687
Gredgwin .. ..	22,575	43,259	42,999	..	38,515	35,981	45,869
Oakvale .. ..	..	64,015	24,427	..	42,967	32,954	64,015
Quambatook .. ..	129,647	126,149	54,531	108,287	105,580	122,502	157,217
Cannie .. ..	20,797	89,693	42,885	38,478	55,051	64,706	111,507
Lalbert .. ..	51,793	113,177	58,928	38,525	77,982	110,629	190,023
Meatian .. ..	54,292	94,677	65,504	52,798	92,766	71,760	119,558
Ultima .. ..	66,679	74,146	70,478	65,391	76,550	104,982	168,709
Gowanford .. ..	23,125	37,668	27,046	..	23,727	47,151	58,718
Waitchie .. ..	51,801	33,982	39,229	31,569	33,460	59,389	126,827
Chillingollah .. ..	28,256	23,976	22,708	..	21,547	29,788	99,303
Chinkapook .. ..	59,804	59,988	27,292	32,970	34,712	59,947	87,172
Cocamba .. ..	22,882	..	..	..	..	28,123	62,996

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

## APPENDIX No. 26—continued.

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT  
HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1938,  
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1938.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	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.
Manangatang .. ..	103,062	39,419	24,706	37,174	..	45,204	105,536
Bolton .. ..	21,956	..	..	..	..	20,900	44,454
Annuello .. ..	26,439	..	..	..	..	35,953	99,113
Bannerton .. ..	..	..	..	..	..	36,492	53,199
Kaywooi .. ..	36,419	24,319	26,703	..	..	25,501	77,555
Tandarra .. ..	41,720	32,943	28,708	21,828	29,192	36,128	78,426
Dingee .. ..	..	..	..	..	..	20,062	98,007
Prairie .. ..	..	..	24,093	..	..	27,825	94,229
Mitiamo .. ..	..	21,853	21,835	..	25,278	31,693	114,645
Pyramid .. ..	..	..	..	..	20,247	21,261	61,768
Kerang .. ..	30,949	51,742	28,975	..	46,216	48,850	89,314
Mystic Park .. ..	..	32,466	22,237	..	..	44,576	56,074
Lake Boga .. ..	30,221	35,157	21,873	..	24,540	36,145	92,564
Pental .. ..	..	..	..	..	..	24,978	28,935
Swan Hill .. ..	28,250	57,705	..	..	..	34,769	158,641
Woorinen .. ..	..	25,001	..	..	..	27,370	39,611
Pira .. ..	32,426	39,801	23,177	27,668	..	49,874	69,575
Nyahwest .. ..	62,228	35,220	21,009	..	20,000	52,038	65,001
Miralie .. ..	25,721	..	..	..	..	24,952	39,397
Piangil .. ..	52,377	41,803	28,101	38,928	..	50,444	95,037
Natya .. ..	25,912	..	..	..	..	..	44,586
Kooloonong .. ..	24,520	..	..	..	..	22,277	62,090
Hunter .. ..	33,795	34,577	35,057	..	32,849	47,990	59,508
Warragamba .. ..	..	27,541	22,993	..	21,902	33,859	49,758
Kotta .. ..	..	..	..	..	20,815	20,020	61,370
Tantonan .. ..	..	..	..	..	..	25,109	25,109
Caldwell .. ..	..	..	..	..	..	20,163	22,759
Glenorchy .. ..	33,131	25,356	..	..	20,380	..	72,183
Lubeck .. ..	56,044	51,015	61,130	37,553	44,658	42,552	110,831
Murtoa .. ..	47,876	38,485	30,131	44,648	47,788	..	48,028
Jung .. ..	204,465	197,987	171,831	142,647	74,360	160,614	247,347
Dooen .. ..	186,572	130,561	128,240	147,738	83,088	124,521	186,572
Horsham .. ..	62,508	61,545	105,080	31,074	30,958	..	105,080
Dahlen .. ..	37,162	33,823	27,473	45,674	21,916	35,445	45,674
Pimpinio .. ..	118,701	86,597	72,532	93,406	64,956	97,014	136,430
Wail .. ..	207,954	112,687	130,400	144,722	92,638	116,607	248,147
Dimboola .. ..	179,947	125,353	110,650	165,833	72,920	98,542	179,947
Gerang Gerung .. ..	97,788	85,244	92,265	64,532	53,790	58,463	130,111
Kiata .. ..	52,928	40,104	32,537	39,385	28,717	31,502	96,784
Salisbury .. ..	60,169	31,905	28,532	37,035	..	55,060	60,169
Nhill .. ..	137,993	82,712	26,447	..	..	26,602	137,993
Tarranginnie .. ..	68,512	48,869	36,160	54,921	43,556	46,468	86,144
Diapur .. ..	..	30,455	31,580	27,126	28,654	22,218	74,611
Miram .. ..	76,923	81,458	60,349	82,168	58,731	93,596	137,749
Kaniva .. ..	92,616	71,365	79,725	91,692	34,541	130,709	130,709
Lillimur .. ..	77,193	95,508	54,445	95,046	56,864	98,846	140,884
Serviceton .. ..	59,937	73,208	37,626	92,870	31,137	74,201	92,870
Westmere .. ..	37,199	25,234	..	50,753	32,684	34,452	139,597
Tatyoan .. ..	25,921	..	..	..	..	..	91,990
Willaura .. ..	37,234	32,926	20,000	66,807	22,768	23,430	120,202



APPENDIX No. 26—*continued.*

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1938, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1938.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	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
Jackson .. ..	37,283	51,019	50,644	50,424	..	37,290	51,019
Rupanyup .. ..	48,421	47,883	57,651	27,321	33,211	32,870	96,998
Burrum .. ..	88,135	130,850	157,786	78,751	42,268	75,495	157,786
Banyena .. ..	72,020	79,216	72,266	64,565	49,935	79,063	139,643
Marnoo .. ..	69,196	56,376	83,089	74,182	27,556	84,152	202,512
Bolangum .. ..	54,136	48,934	39,096	40,632	35,643	45,865	54,288
Coromby .. ..	59,275	70,402	46,654	56,950	41,251	56,099	114,877
Munyip .. ..	329,013	263,959	220,598	219,423	143,473	124,719	329,013
Nullan .. ..	42,012	43,571	55,332	50,083	26,403	52,746	100,864
Sheephills .. ..	172,064	180,541	150,973	171,284	113,886	136,726	245,792
Mellis .. ..	35,129	30,197	28,915	..	35,506	33,623	51,441
Warracknabeal .. ..	290,918	159,422	110,172	116,601	73,004	44,583	290,918
Batchica .. ..	67,849	29,471	52,432	..	45,339	49,657	67,849
Lah .. ..	153,747	81,025	95,370	83,704	107,008	55,712	167,188
Brim .. ..	273,187	185,880	106,280	149,998	87,223	115,954	273,187
Galaquil .. ..	182,370	101,489	68,078	62,892	65,973	88,325	182,370
Beulah .. ..	261,463	149,285	108,264	123,012	160,994	72,895	261,463
Rosebery .. ..	132,291	107,729	39,297	54,850	77,943	78,651	139,618
Goyura .. ..	37,602	39,372	24,021	..	35,662	33,487	40,054
Hopetoun .. ..	135,148	153,547	100,586	67,288	97,780	93,706	228,519
Burroin .. ..	20,290	23,556	..	..	..	21,597	26,102
Patchewollock .. ..	100,774	55,599	41,538	50,091	65,802	47,311	106,624
Remlaw .. ..	24,738	39,335	..	38,784	20,000	29,202	45,221
Vectis .. ..	72,838	..	28,346	52,549	..	33,702	72,838
Noradjuha .. ..	22,770	..	..	..	..	..	23,806
Natimuk .. ..	82,862	62,191	82,477	49,306	50,314	45,361	128,704
Arapiles .. ..	28,288	22,921	..	33,429	..	..	33,429
Mitre .. ..	22,136	..	..	..	..	..	22,136
Goroke .. ..	22,500	..	..	..	..	..	22,500
Carpolac .. ..	21,831	..	..	..	..	..	21,831
Arkona .. ..	53,830	41,638	46,608	30,727	31,916	25,802	64,313
Antwerp .. ..	164,246	99,773	69,198	74,968	20,692	97,971	164,246
Tarranyurk .. ..	158,364	82,754	74,243	68,001	48,625	76,594	168,294
Jeparit .. ..	103,694	86,091	62,259	61,829	57,375	38,729	114,859
Ellam .. ..	101,284	75,329	60,160	52,283	55,267	53,042	101,284
Pullut .. ..	74,667	89,056	24,135	73,896	51,768	45,389	110,489
Rainbow .. ..	92,760	78,690	64,170	71,319	99,053	65,930	188,258
Albacutya .. ..	33,905	40,049	23,599	24,700	30,285	39,755	54,414
Yaapeet .. ..	90,837	77,095	40,500	48,556	51,937	82,036	116,830
Detpa .. ..	108,287	90,517	66,327	64,857	36,792	66,199	108,287
Lorquon .. ..	130,654	115,723	64,859	82,066	46,268	54,595	130,654
Netherby .. ..	65,654	74,240	66,128	74,941	50,669	45,243	116,022
Yanac .. ..	126,355	92,322	114,917	131,531	58,660	112,802	214,779
Wangaratta .. ..	20,325	21,691	..	..	..	..	34,319
Springhurst .. ..	20,570	23,965	28,423	22,134	..	..	44,664
Toolamba .. ..	20,657	..	..	..	..	..	20,657
Congupna .. ..	26,693	26,713	23,648	..	26,224	27,292	51,359
Tallygaroopna .. ..	23,578	49,945	57,574	28,029	42,302	38,114	105,322
Wunghnu .. ..	41,810	58,772	36,910	45,773	31,770	41,132	66,295
Numurkah .. ..	32,260	55,454	58,250	36,556	40,443	30,690	63,964

APPENDIX No. 26—*continued.*

STATEMENT SHOWING STATIONS WHERE NOT LESS THAN 20,000 BAGS OF WHEAT  
HAVE BEEN LOADED IN ONE OR MORE OF THE SIX YEARS ENDED 30TH JUNE, 1938,  
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1938.	Year ended 30th June, 1937.	Year ended 30th June, 1936.	Year ended 30th June, 1935.	Year ended 30th June, 1934.	Year ended 30th June, 1933.	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.
Katunga .. ..	59,777	85,047	97,905	72,277	40,883	63,276	100,921
Strathmerton .. ..	..	29,215	35,379	20,346	20,403	23,956	75,204
Yarroweyah .. ..	..	21,281	27,689	..	20,000	22,301	39,485
Cobram .. ..	107,974	86,759	141,140	70,302	82,061	110,651	141,140
Colbinabbin .. ..	76,352	51,167	64,703	50,257	44,091	51,765	119,851
Kyabram .. ..	..	..	20,148	..	..	..	93,653
Pine Lodge .. ..	40,629	29,603	34,881	28,994	36,457	40,493	84,905
Cosgrove .. ..	60,404	42,247	51,810	43,316	37,260	48,664	87,552
Dookie .. ..	51,186	52,559	37,322	44,941	40,236	26,859	55,061
Yabba South.. ..	22,789	28,375	..	..	30,575	26,770	30,575
Yabba North .. ..	29,238	24,309	42,837	24,167	26,762	39,757	65,685
Youanmite .. ..	45,237	35,675	53,568	31,789	31,654	39,304	61,898
Katamatite .. ..	77,108	74,421	106,338	81,226	82,661	94,826	137,960
Waaia .. ..	39,508	77,735	101,127	39,122	56,774	60,700	104,714
Nathalia .. ..	61,587	99,669	67,787	66,423	81,675	82,842	176,082
Picola .. ..	55,487	88,483	80,223	33,668	61,132	75,958	121,601
Mywee .. ..	..	..	20,000	..	..	..	20,495
Tocumwal .. ..	170,151	165,428	90,145	68,265	..	33,032	170,151
Goorambat .. ..	38,035	26,650	39,156	25,701	32,099	34,177	74,034
Devenish .. ..	63,621	43,587	39,351	42,028	33,354	43,140	85,002
St. James .. ..	49,950	39,534	61,491	45,751	56,789	53,367	101,327
Tungamah .. ..	67,866	44,833	60,865	35,708	56,884	50,777	81,229
Telford .. ..	64,757	61,437	60,912	40,372	51,469	67,840	103,129
Yarrowonga .. ..	92,613	83,223	77,725	56,025	51,844	58,172	359,643
Mulwala .. ..	..	..	..	..	30,184	24,737	30,184
Sloane .. ..	68,779	50,821	59,161	20,197	34,590	57,922	68,779
Warragoon .. ..	44,003	69,886	78,806	35,223	36,921	78,521	78,806
Rennie .. ..	80,807	114,428	127,275	69,376	52,743	107,647	127,275
Sangar .. ..	56,585	84,500	115,143	33,750	54,272	88,829	115,143
Wangamong .. ..	38,081	37,189	68,239	..	30,074	45,287	68,239
Oaklands .. ..	68,699	128,235	193,475	92,470	47,639	125,360	193,475
Peechelba .. ..	38,013	21,028	27,783	23,103	30,058	..	44,395
Rutherglen .. ..	47,319	26,206	30,296	..	32,518	34,704	53,736
Wahgunyah .. ..	22,359	38,042	32,903	..	21,245	20,086	104,213
Kilmany .. ..	..	..	..	..	..	..	35,682
Other Stations .. ..	1,348,610	1,565,647	1,541,380	1,348,969	2,212,907	1,845,162	..
<b>TOTALS .. ..</b>	<b>14,950,528</b>	<b>13,653,222</b>	<b>11,748,878</b>	<b>9,608,060</b>	<b>10,638,640</b>	<b>13,028,628</b>	<b>..</b>

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Linton .. 40	Moorabool .. 23	Parwan .. 24	Sloane .. 65	Tribolm .. 78
Lismore .. 37	Moorooduc .. 74	Pascoe Vale .. 52	Smythesdale .. 39	Trilota .. 7
Litchfield .. 7	Mooroolbark .. 88	Patchewollock .. 47	Somerton .. 52	Tucloga .. 19
Little Brooklyn Sdg. .. 26	Mooroopnas .. 58	Patho .. 20	Somerville .. 73	Tulkara .. 9
Little River .. 22	Morandig .. 55	Peechelba .. 66	Southdown .. 2	Tulloh .. 32
Llandello .. 24	Mordialloc .. 73	Pennyroyal .. 31	South Brunswick .. 53	rungamah .. 65
Llanelly .. 12	Moreland .. 53	Penshurst .. 36	South Geelong .. 22	Tunstall .. 88
Loch .. 76	Morlac .. 22	Pental .. 18	South Kensington .. 25	Turriff .. 7
Lockington .. 20	Morkalla .. 14	Perekerton .. 21	South Melbourne .. 97	Tutye .. 18
Locksley .. 52	Mornaghton .. 74	Pettavel .. 22	South Morang .. 54	Two Mile Post .. 45
Londrigan .. 69	Mortat .. 48	Pettitt's Siding .. 32	South Yarra .. 98	Tyabb .. 73
Longlea .. 55	Mortlake .. 35	Phosphate Co.'s Sdg. .. 22	Speed .. 7	Tyden .. 4
Longwarry .. 72	Morton Plains .. 7	Piangil .. 18	Spotswood .. 25	Tynong .. 72
Longwood .. 52	Morwell .. 72	Picola .. 63	Springhurst .. 52	Ultima .. 17
Lorquon .. 61	Mossface .. 72	Pieter .. 68	Springvale .. 72	Underbool .. 13
Lovat .. 32	Moulameln .. 21	Pier Millan .. 15	St. Albans .. 2	Upper Ferntree Gully .. 93
Lower Ferntree Gully .. 93	Mount Evelyn .. 94	Pile Siding .. 32	St. Arnaud .. 7	Upwey .. 93
Loy Yang .. 72	Mount Waverley .. 80	Phinpinio .. 24	St. James .. 65	Urangara .. 49
Lubeck .. 24	Moutajup .. 41	Pine Lodge .. 62	St. Kilda .. 97	Vacuum Oil Co.'s Siding .. 67
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Macleod .. 95	Murchison East .. 58	Piatina .. 84	Staughton .. 24	Waala .. 63
Macleod .. 18	Murghoboluc .. 37	Pollard .. 6	Stavelly .. 41	Wabba .. 52
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Maffra .. 86	Murrayville .. 13	Poorroet .. 37	Stoneyford .. 22	Wahring .. 58
	Murray .. 31	Forepunkah .. 70	Stony Creek .. 76	Wail .. 24
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APPENDIX No. 27.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.		Outwards.			Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.		Tons.	Number of Trucks.				Number of Trucks.					
									Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.		
<i>Section No. 1.</i>																		
MELBOURNE—Spencer-street, Country ..	1,042,569	£ 376,501 s. 0 d. 11	£ 153,240 s. 4 d. 0	£ 715,081 s. 2 d. 5	£ 1,276,460 s. 2 d. 10	533,516	933,058	117	32	537	330	106	1,382	523	2,140			
MELBOURNE—Spencer-street, Suburban ..	1,156,541	31,637 15 6	..	..	177,706 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Tourist Bureau, Country ..	229,882	177,700 0 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Tourist Bureau, Suburban ..	1,164	6 0 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Flinders-street, Country ..	448,105	77,817 4 2	57,366 17 7	..	327,902 15 4	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Flinders-street, Suburban ..	9,167,676	192,718 13 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Prince's-bridge, Country ..	63,453	7,038 0 4	..	..	37,175 1 10	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Prince's-bridge, Suburban ..	1,547,312	30,117 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total—Country ..	1,784,039	639,076 5 6	210,607 1 7	715,081 2 5	1,819,244 1 0	533,516	933,058	117	32	537	330	106	1,382	523	2,140			
Total—Suburban ..	11,872,693	254,479 11 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 2.—MELBOURNE—DENLIQUIN LINE.</i>																		
North Melbourne ..	653,820	8,598 1 5	596 3 3	..	9,194 4 8	..	1	..	..	..	..	..	..	..	..	..	..	..
Arden-street ..	..	..	..	7,321 18 7	7,321 18 7	24,664	103,425	..	..	..	..	..	..	..	..	..	..	..
Middle Footscray ..	395,379	5,643 3 2	35 14 5	..	5,878 17 7	..	..	..	..	..	..	..	..	..	..	..	..	..
West Footscray ..	776,263	11,067 3 4	554 8 4	19,659 6 1	31,280 17 9	30,281	52,517	..	..	..	..	..	..	..	..	..	..	..
Tottenham ..	107,234	1,654 8 4	30 15 5	..	1,685 3 9	..	..	..	..	..	..	..	..	..	..	..	..	..
White City ..	3,719	112 2 4	2 0 9	..	114 3 1	..	..	..	..	..	..	..	..	..	..	..	..	..
Sunshine ..	616,762	15,992 19 9	1,823 9 11	22,013 0 0	39,829 9 8	13,801	47,136	..	..	2	..	37	3	21	..	..	..	..
Albion ..	120,783	2,641 11 5	33 8 11	..	2,675 0 4	..	5	..	..	..	..	..	..	..	..	..	..	..
Albion Stone Siding ..	..	..	..	907 14 10	907 14 10	3,174	73	..	..	..	..	..	..	..	..	..	..	..
Darling's Siding ..	..	..	..	6,642 10 0	6,642 10 0	35,335	41,527	..	..	..	..	..	..	..	..	..	..	..
St. Albans ..	117,079	2,233 2 6	54 9 1	46 0 3	2,333 11 10	133	672	..	..	..	..	..	..	..	..	..	..	..
Sydenham ..	5,305	119 2 11	20 6 8	784 5 4	923 14 11	2,624	1,229	42	1	2	..	133	63	1	..	..	..	..
Digger's Rest ..	9,945	335 0 11	38 10 7	1,788 10 6	2,162 2 0	6,818	1,270	38	9	..	..	57	1	13	..	..	..	..
Sunbury ..	37,000	2,130 15 2	155 8 1	1,053 4 9	3,339 8 0	2,295	4,020	104	75	38	9	89	86	46	..	..	..	..
Clarkefield ..	5,873	393 11 9	21 13 0	1,200 13 10	1,615 18 7	701	475	242	86	8	..	208	41	16	..	..	..	..
Riddell ..	3,873	400 19 1	38 4 10	513 3 10	952 7 9	740	361	97	14	12	..	51	25	11	..	..	..	..
Gisborne ..	3,765	489 14 0	89 4 8	623 13 3	1,202 11 11	611	1,095	85	24	7	..	76	41	16	..	..	..	..
Macedon ..	8,522	1,143 1 5	131 3 5	694 11 2	1,968 16 0	1,867	1,006	1	1	1	..	18	16	6	..	..	..	..
Woodend ..	23,005	2,275 4 7	224 0 7	1,947 17 10	4,447 3 0	3,785	2,607	94	13	5	..	53	23	14	..	..	..	..
Carlsruhe ..	2,754	231 5 8	8 2 1	200 13 10	440 1 7	123	142	29	12	3	..	33	1	..	..	..	..	..
Kyneton ..	23,320	4,025 10 11	391 9 1	7,602 0 10	12,019 9 10	9,577	14,237	711	226	71	29	518	68	63	..	..	..	..
Redesdale Junction ..	261	42 1 0	1 13 7	30 1 5	73 16 0	47	56	..	..	..	..	..	..	..	..	..	..	..
Malmesbury ..	5,530	500 1 0	43 3 11	1,202 11 0	1,805 15 11	1,783	580	124	11	4	..	185	31	4	..	..	..	..
Taradale ..	3,889	309 12 5	22 0 6	113 9 8	445 2 7	277	55	..	..	..	..	..	..	..	..	..	..	..
Elphinstone ..	3,542	326 6 1	27 11 0	1,028 10 3	1,382 7 4	501	1,303	131	41	5	1	159	..	3	..	..	..	..
Chewton ..	4,618	745 7 8	32 17 2	383 3 0	1,161 7 10	548	460	..	..	..	..	..	..	..	..	..	..	..
Castlemaine ..	46,055	8,944 18 1	601 12 8	4,902 10 10	14,449 1 7	3,290	16,965	36	9	3	2	117	28	4	73	..	..	..
Harcourt ..	11,728	853 3 9	104 11 0	5,983 14 0	6,943 8 9	741	2,008	..	..	..	1	..	..	2	..	..	..	..
Ravenswood ..	425	49 15 7	8 18 11	382 4 5	440 18 11	318	307	28	2	..	..	9	1	..	..	..	..	..
Kangaroo Flat ..	2,424	414 7 11	36 18 5	739 2 2	1,190 8 6	792	1,020	..	..	..	..	..	..	..	..	..	..	..

Golden Square	7,055	1,788	7 11	303 19 5	1,068 10 9	3,160 18 1	719	10,532	1	..	..	6	77	215		
Bendigo	98,175	28,760	15 10	4,251 7 0	44,268 2 8	77,280 5 6	35,976	64,712	2,987	617	162	110	2,259	1,332	186	19
White Hills Siding	..	..	..	..	977 3 8	977 3 8	3,098	162	..	..	..	..	..	..	..	..
Epsom	223	38	2 9	18 10 2	2,706 10 7	2,763 3 6	3,849	2,173	..	..	..	..	..	..	1	3
Huntly	65	7	10 4	0 9 7	531 0 3	539 0 2	843	215	..	..	..	..	..	..	1	..
Ragshot	255	25	5 3	2 9 3	28 16 7	56 11 1	49	115	..	..	..	..	..	..	..	..
Wellsford	48	0	2 11	0 2 11	4 5 7	11 17 4	2	12	..	..	..	..	..	..	..	..
Goornong	1,580	208	5 9	24 14 2	2,036 4 11	2,269 4 10	2,821	1,011	91	57	5	..	48	12	2	..
Avonmore	288	51	7 1	6 8 6	1,176 1 9	1,233 17 4	2,124	380	..	2	..	..	28	1	..	..
Elmore	3,836	711	9 10	113 13 1	5,712 16 4	6,537 19 3	7,301	2,920	316	114	22	..	98	21	6	..
Rochester	6,701	1,882	17 4	315 7 4	9,507 19 6	11,706 4 2	8,799	6,105	612	239	21	63	246	19	8	..
Strathallan	206	36	14 7	7 5 9	1,513 8 3	1,557 8 7	690	381	236	14	2	..	83	21	6	..
Echuca	15,171	5,908	13 6	978 13 11	23,366 16 5	30,254 3 10	24,577	33,211	1,008	207	68	96	1,073	86	75	10
Echuca Wharf	..	..	..	..	713 13 10	713 13 10	798	207	..	..	..	..	..	..	..	..
Moama	591	121	8 5	65 1 7	3,213 16 5	3,400 6 5	574	1,031	558	50	1	..	394	23	2	..
Barnes	1,174	31	15 8	1 10 0	1,177 5 1	1,210 10 9	854	413	182	..	2	..	55	..	..	..
Moir	423	36	7 11	1 12 7	1,773 17 1	1,811 17 7	547	412	201	30	..	..	86	..	2	..
Mathoura	2,606	489	7 2	88 11 3	6,187 8 2	6,765 6 10	4,016	1,872	581	142	13	..	47	52	2	..
Gulpha Siding	112	26	17 6	0 0 8	2,501 15 0	2,528 13 2	1,857	242	756	242	8	..	20	3	2	..
Hill Plain Siding	8	4	7 6	..	..	4 7 6	..	..	..	..	..	..	..	..	..	..
Southdown	30	15	6 5	..	610 4 4	625 10 9	391	360	83	..	..	..	46	11	..	..
Deniliquin	3,566	2,572	17 11	567 14 3	39,546 16 2	42,687 8 4	22,762	23,821	2,923	358	45	7	515	31	36	..
<i>Section No. 3.—LANCIEFIELD LINE.</i>																
Bolinda	247	24	5 0	0 8 5	277 2 6	301 15 11	487	236	67	5	1	..	23	..	..	..
Monegeetta	573	59	14 2	5 10 8	39 4 11	104 9 9	91	176	..	..	..	..	5	..	..	..
North Monegeetta	293	34	5 3	0 11 3	5 19 4	40 15 10	5	9	..	..	..	..	..	..	..	..
Romsey	4,016	466	12 7	59 19 5	1,862 2 9	2,388 14 9	4,187	1,130	96	19	5	4	51	2	3	..
Lancefield	4,036	464	18 2	54 2 4	2,573 10 6	3,092 11 0	5,431	2,345	249	50	3	..	45	1	4	..
<i>Section No. 4.—DAYLESFORD LINE.</i>																
Tylden	432	87	5 4	15 11 3	324 16 10	427 13 5	160	127	84	7	6	..	20	4	2	..
Fern Hill	1,103	205	11 9	24 9 4	2,493 9 6	2,723 10 7	5,364	542	1	4	..	..	17	4	4	..
Trentham	4,084	752	10 8	87 15 4	4,480 2 10	5,320 8 10	7,833	2,121	82	4	..	..	7	2	4	..
Lyonville	1,292	143	18 7	7 14 1	621 1 10	772 14 6	1,127	93	..	..	..	..	..	..	..	..
Bullarto	1,330	122	4 7	9 7 3	2,222 1 7	2,353 13 5	4,543	245	..	..	1	..	1	1	6	..
Musk	964	113	4 10	7 4 2	806 19 1	927 8 1	1,586	201	..	..	1	..	13	4	..	..
Daylesford	7,809	2,385	14 8	239 12 0	3,083 13 5	5,709 0 1	3,766	2,872	119	23	7	2	69	27	6	8
Sailor's Falls	10	0	11 7	..	192 3 8	192 15 3	786	1	..	..	..	..	..	..	..	..
Leonard	13	0	14 10	1 4 10	423 17 1	425 16 9	1,868	59	..	..	..	..	..	..	..	..
Wombat	121	7	3 9	0 6 3	171 13 3	179 3 3	848	11	..	..	..	..	..	..	..	..
Rocklyn	31	1	18 11	0 9 0	27 6 0	29 13 11	8	9	..	..	..	..	..	..	..	..
Newlyn	2,214	62	15 4	12 13 8	11,059 5 3	11,134 14 3	16,227	1,090	145	13	8	..	85	1	7	..
Kingston	865	60	12 5	9 5 0	6,872 11 2	6,942 8 7	10,675	770	1	1	2	..	6	..	8	..
Allendale	1,331	69	4 2	10 0 1	1,036 18 9	1,116 3 0	928	714	146	12	..	..	5	3	..	..
Broomfield	667	17	9 5	0 1 5	0 4 0	17 14 10	..	..	..	..	..	..	..	..	..	..
<i>Section No. 5.—REDESDALE LINE.</i>																
Edgecombe	..	..	..	..	25 5 2	25 5 2	35	11	..	..	..	..	..	..	..	..
Green Hill	..	..	..	0 2 1	11 5 7	11 7 8	7	150	2	..	..	..	..	..	..	..
East Metcalfe	1	0	0 10	0 19 11	55 4 9	56 5 6	23	35	13	..	..	..	..	..	..	..
Emberton	1	0	1 10	0 15 1	5 11 9	6 8 8	6	20	..	..	..	..	..	..	..	..
Barfold	2	0	13 2	0 4 7	499 13 8	500 11 5	179	171	102	1	1	..	..	..	..	..
Redesdale	1	0	10 2	5 5 0	1,915 10 2	1,921 5 4	3,521	508	124	1	..	..	..	..	..	..
<i>Section No. 6.—SHELBOURNE LINE.</i>																
Stopping Place No. 22	330	3	18 10	..	..	3 18 10	..	..	..	..	..	..	..	..	..	..
Muckieford	773	17	4 4	0 8 7	72 0 8	89 13 7	112	273	..	..	..	..	..	..	..	..
Maldon	8,884	470	14 10	74 19 6	931 10 0	1,477 4 4	1,130	1,855	27	3	3	..	2	..	3	..
Pollard	..	..	..	..	19 14 6	19 14 6	11	..	..	..	..	..	..	..	..	..
Shelbourne	8	2	19 0	0 14 2	3,225 13 4	3,229 6 6	5,873	975	33	..	..	..	..	..	..	..







APPENDIX No. 27. —RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 13.—OUYEN-PANITYA LINE.—continued.</i>															
Linga	115	£ 66 16 7	£ 9 17 4	£ 14 899 18 8	14,976 12 7	16,687	547	45	2	..	..	4	1	2	..
Boinka	200	133 16 3	14 2 3	2,023 9 0	2,771 7 6	2,801	296	22	..	..	..	3	..	1	..
Tutye	116	110 18 8	29 19 8	2,815 7 7	2,956 5 11	2,936	330	38	6	4	..	5	..	1	..
Cowangie	247	178 11 10	57 18 4	5,167 4 11	5,403 15 1	5,385	1,091	26	4	6	..	5	1	..	..
Danyo	45	38 16 8	2 19 9	3,199 19 5	3,241 15 10	3,538	454	16	..	..	..	2	..	..	..
Murrayville	390	360 19 8	79 3 11	6,095 16 0	6,535 19 7	6,019	1,749	31	5	8	..	50	8	4	..
Carina	11	3 0 7	0 5 0	5,075 3 0	5,078 8 7	5,933	690	1	..	..	..	48	..	1	..
Panitya	65	34 15 6	0 15 1	6,431 7 4	6,466 17 11	7,054	1,017	18	1	2	1	88	..	4	..
<i>Section No. 14.—REDCLIFFS-MORKALLA LINE.</i>															
Thurla	4	0 8 4	2 10 5	140 14 8	143 13 5	224	13	2	..	..	..	..	..	..	..
Benetook	33	8 5 8	3 17 9	263 6 4	275 9 9	123	3	19	..	..	..	15	..	..	..
Pirlta	16	4 8 9	3 9 9	500 5 3	508 3 9	544	31	..	..	..	..	20	..	..	..
Merrinee	77	24 18 4	4 15 8	2,579 11 9	2,909 5 9	2,862	190	63	2	1	..	57	1	1	..
Karawinna	59	35 12 1	8 3 4	2,970 11 1	3,014 6 6	3,528	307	18	..	3	..	20	..	2	..
Werrimull	163	131 7 3	14 13 9	4,928 2 0	5,074 3 0	4,926	507	55	9	2	1	12	..	3	..
Bambill	43	39 17 1	5 1 9	2,459 5 4	2,504 4 2	2,730	201	25	..	2	..	35	..	..	..
Yarrara	50	37 16 9	6 8 7	3,622 10 7	3,666 15 11	4,779	528	9	1	6	..	1	..	..	..
Meringur	92	73 3 11	9 13 0	4,343 10 8	4,426 7 7	4,288	379	67	..	2	..	42	..	1	..
Karween	21	8 17 5	2 17 5	1,804 5 5	1,816 0 3	2,075	195	11	1	1	..	19	..	2	..
Morkalla	34	16 19 11	8 13 5	2,273 5 9	2,298 19 1	2,187	180	7	..	1	..	..	..	1	..
<i>Section No. 15.—BENDIGO-KULWIN LINE.</i>															
California Gully	..	..	..	81 16 7	81 16 7	182	2,105	..	..	..	..	..	..	..	..
Eaglehawk	1,450	298 1 6	84 0 1	881 10 10	1,203 12 5	1,338	4,221	..	..	..	..	..	..	..	..
Marong	391	68 17 3	15 2 8	303 4 6	387 4 5	347	621	20	..	1	..	9	..	1	..
Leichardt	56	6 12 8	1 10 6	1,476 9 6	1,484 12 8	2,747	316	29	..	..	..	4	..	3	..
Derby	65	13 0 3	4 0 3	1,126 1 5	1,143 1 11	1,819	386	48	2	1	..	18	3	19	..
Bridgewater	780	184 19 6	39 1 6	17,604 8 4	17,918 9 4	20,649	27,597	195	54	22	..	18	11	12	..
Inglewood	1,486	506 17 1	80 15 5	945 6 8	1,532 19 2	966	1,110	35	..	2	..	35	5	2	..
Kurting	66	13 12 10	3 3 10	1,292 10 10	1,309 7 6	2,647	167	29	1	2	..	10	..	1	..
Glenalbyn	154	25 14 11	3 0 2	805 12 0	834 7 1	1,400	121	6	1	..	..	7	..	1	..
Wedderburn Junction	249	109 5 3	23 17 7	665 18 6	799 1 4	812	276	42	..	..	..	14	20	1	..
Korong Vale	1,411	467 7 10	79 17 3	2,808 0 4	3,355 5 5	5,321	1,649	55	31	2	..	17	16	1	..
Wychitella	109	49 2 8	8 6 6	3,205 1 7	3,262 10 9	4,575	567	60	19	5	..	8	4	2	..
Buckrabanyule	177	65 17 11	8 13 7	1,726 2 2	1,800 13 3	2,444	421	42	..	4	..	14	1	3	..
Barrakee	73	16 10 4	4 4 1	2,899 16 3	2,920 10 8	4,197	583	41	..	2	..	..	..	..	..
Charlton	814	473 11 5	156 5 1	20,354 7 3	20,984 3 9	28,447	14,765	179	18	13	..	95	9	6	..
Teddywaddy	53	17 17 4	3 5 5	1,310 16 6	1,331 19 3	1,898	374	11	..	2	..	2	..	..	..
Glenloch	195	65 16 8	10 0 11	1,954 10 8	2,030 8 1	1,953	2,783	79	17	7	..	16	1	2	..
Fairview	3	0 5 6	4 5 7	4 5 7	4 11 1	17	..	..	..	..	..	..	..	..	..
Wycheproof	712	414 14 1	108 1 0	9,403 2 4	9,925 17 5	11,264	3,092	345	37	35	..	69	13	5	..
Dumosa	45	17 18 11	7 5 7	3,637 6 6	3,662 11 0	4,913	848	118	..	..	..	..	1	..	1

Nulawil	137	92 3 11	22 0 9	4,304 19 7	4,419 4 3	4,400	1,141	164	2	4	30	1	1	..
Warne	41	21 10 8	0 2 3	2,122 11 6	2,144 4 5	3,031	263	..	..	1	20	..	..	..
Culgoa	157	82 18 3	30 10 3	4,257 19 3	4,371 7 9	4,492	1,547	49	..	..	139	16	17	..
Berrillock	188	103 18 5	41 5 7	8,546 10 5	8,691 14 5	11,343	2,184	93	..	5	15	..	1	..
Boigbeat	17	15 8 11	1 6 7	2,276 16 4	2,293 11 10	2,974	276	24	..	3	2	..	..	..
Sea Lake	506	344 16 0	147 19 5	15,057 10 3	15,550 5 8	16,755	6,121	87	5	14	53	5	6	..
Ninda	19	2 6 3	0 10 9	3,508 1 11	3,510 18 11	4,951	187	31	..	..	14	..	..	..
Nyarrin	97	25 8 8	2 8 9	3,146 14 11	3,174 12 4	4,027	402	49	..	..	15	..	..	..
Nandaly	163	43 10 0	21 19 10	3,472 16 2	3,538 6 0	4,397	581	37	6	3	19	..	..	..
Pier Millan	51	15 13 11	1 7 3	2,164 5 8	2,181 6 10	2,919	285	20	..	..	6	..	3	..
Mittyack	57	23 4 10	8 6 0	3,956 19 10	3,988 10 8	4,868	383	43	7	1	9	1	1	..
Leitpar	44	9 10 6	0 18 0	1,500 5 9	1,510 14 3	2,069	91	..	..	..	10	..	..	..
Kulwin	66	51 17 1	7 12 0	4,407 13 3	4,467 2 4	4,958	451	47	2	4	..	..	..	..
<i>Section No. 16.—WEDDERBURN LINE.</i>														
Wedderburn	46	20 9 5	36 16 5	7,157 6 10	7,214 12 8	10,957	2,165	62	22	2	2	3	2	..
<i>Section No. 17.—KORONG VALE-LETTE LINE.</i>														
Borong	185	39 6 10	9 11 10	1,310 6 0	1,359 4 8	1,380	377	86	..	..	33	1	..	..
Mysia	215	51 0 6	15 6 11	1,794 5 2	1,860 12 7	1,181	542	118	19	..	39	..	1	..
Roort	1,327	546 1 5	204 7 7	7,697 19 3	8,448 8 3	7,540	3,856	423	68	25	51	3	6	..
Barraport	146	45 6 7	13 1 1	4,630 15 4	4,689 3 0	5,772	146	..	..	..	7	..	4	..
Gredgwin	246	66 1 6	9 2 6	1,513 0 9	1,588 4 9	1,979	326	63	..	3	10	..	1	..
Oakvale	159	39 4 10	0 4 2	1,195 14 2	1,235 3 2	1,695	278	22	..	..	2	..	3	..
Quambatook	1,517	672 11 1	151 10 4	9,295 16 3	10,119 17 8	11,318	2,786	223	12	14	43	3	9	..
Cannic	186	68 2 11	3 8 10	1,658 16 8	1,730 8 5	1,859	487	50	..	..	..	..	..	..
Falbert	740	258 1 0	57 19 8	4,849 12 4	5,165 13 0	4,839	1,372	212	4	8	41	1	1	..
Meatian	126	59 3 0	8 3 9	3,871 13 1	3,938 19 10	4,780	1,088	82	..	..	..	..	..	..
Ultina	737	403 14 10	89 9 8	5,291 15 0	5,784 19 6	5,930	1,819	168	25	11	32	1	..	..
Gowanford	10	6 16 11	0 1 7	1,797 12 5	1,804 10 11	2,282	335	31	..	..	..	..	..	..
Waiteich	267	79 16 4	13 2 2	3,460 14 5	3,553 12 11	4,569	537	47	..	..	1	..	..	..
Chillingollah	232	81 4 6	16 2 8	2,716 17 9	2,814 4 11	3,009	526	60	7	4	17	..	2	..
Chinkapook	237	174 0 7	25 6 0	5,004 8 3	5,203 14 10	5,775	1,003	106	..	..	67	..	2	..
Cocamba	65	36 17 10	0 10 8	1,576 10 4	1,613 18 10	2,107	140	..	..	..	..	..	..	..
Manangatang	602	495 17 9	64 6 2	9,435 11 1	9,995 15 0	11,270	1,931	83	14	..	13	5	1	..
Public Works Siding	..	..	..	725 13 11	725 13 11	280	597	..	..	..	..	..	..	..
Dolton	96	50 15 2	3 10 8	4,672 9 2	4,726 15 0	5,702	327	24	..	..	..	1	..	..
Koimbo	18	17 7 6	0 13 1	1,694 6 1	1,712 6 8	2,246	72	..	..	..	..	..	..	..
Anniello	185	127 0 0	21 12 8	4,916 4 2	5,064 16 10	5,099	515	94	12	..	10	..	..	..
Margooya	13	9 19 7	0 0 6	441 0 11	451 1 0	566	8	..	..	..	..	..	..	..
Bannerton	118	98 7 10	5 6 7	3,269 1 1	3,372 15 6	3,997	190	35	..	1	6	..	..	..
Robinvale	302	244 10 3	74 3 7	6,079 9 4	6,398 3 2	4,838	1,181	30	5	1	..	4	..	..
Benanee	..	..	..	143 15 3	143 15 3	174	50	10	2	..	..	..	..	..
Koorakee	..	..	..	546 19 7	546 19 7	806	64	..	..	..	..	..	..	..
<i>Section No. 18.—EAGLEHAWK-YUNGERA LINE.</i>														
Myer's Flat	247	14 11 3	3 5 2	2 3 11	20 0 4	7	..	..	..	..	..	..	..	..
Woodvale	87	9 12 5	0 3 5	64 16 5	74 12 3	121	129	..	..	..	1	..	..	..
Sebastian	601	96 14 3	4 7 3	349 16 7	450 18 1	560	396	1	..	2	1	..	..	..
Raywood	2,927	262 14 3	35 3 2	2,019 18 3	2,317 15 8	3,475	751	92	45	2	27	2	5	..
Tandarra	1,159	146 2 11	9 12 6	1,804 8 3	1,960 3 8	3,691	901	57	..	..	25	2	2	1
Dingee	1,732	284 15 2	33 0 0	1,872 12 4	2,190 7 6	1,619	1,232	235	140	13	57	29	11	..
Prairie	694	117 11 8	11 1 6	1,488 19 3	1,617 12 5	1,078	741	172	..	1	28	..	2	..
Mitiamo	1,532	362 17 4	55 2 7	2,957 5 7	3,375 5 6	1,915	1,429	83	..	3	9	..	2	..
Mologa	577	112 4 4	14 11 8	1,031 8 0	1,158 4 0	741	320	85	..	3	10	..	2	..
Pyramid	2,537	869 2 10	218 8 0	11,276 12 6	12,364 3 4	24,726	3,124	432	170	20	99	22	23	..
Mincha	373	89 0 1	12 9 7	864 9 4	965 19 0	221	159	55	10	..	17	..	..	..
Macorna	1,316	403 1 8	34 11 1	1,850 10 8	2,288 3 5	465	2,084	168	131	..	30	9	3	1
Tragowel	240	67 0 11	9 11 9	786 7 1	862 19 9	252	333	50	21	..	10	5	..	..
South Kerang	41	14 5 10	0 5 0	..	14 10 10	..	..	..	..	..	..	..	..	..
Kerang	8,073	4,133 7 1	701 7 10	17,422 0 9	22,256 15 8	12,352	25,954	664	320	36	168	87	17	8

APPENDIX NO. 27.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.																
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.												
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.												
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.									
Section No. 18.—EAGLEHAWK-YUNGERA LINE—continued.										£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
Fairley .. .. .	53	10 3 7	0 10 0	167 0 3	177 13 10	11	80	23	..	..	..	9	..	..	..	..	..	..	..	..	..	..		
Lake Charm .. .. .	494	148 15 9	19 9 3	8,532 9 8	8,700 14 8	8,069	698	75	8	1	..	7	2	..	1	..	..	..	..	..	..	..		
Mystic Park .. .. .	580	138 11 10	19 9 2	5,105 15 3	5,263 16 3	5,054	554	143	..	2	..	2	..	..	..	..	..	..	..	..	..	..		
Tresco .. .. .	591	200 7 9	14 9 10	1,778 15 4	1,993 12 11	1,406	1,016	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Lake Boga .. .. .	1,148	440 14 1	61 6 11	4,832 3 1	5,384 4 1	4,420	2,764	95	4	..	..	12	..	1	..	..	..	..	..	..	..	..		
Pental .. .. .	4	2 9 4	..	931 4 7	933 7 11	1,334	433	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Swan Hill .. .. .	9,160	6,666 15 3	711 0 8	16,856 13 0	24,234 8 11	7,807	21,144	1,051	235	41	101	183	51	9	..	..	..	..	..	..	..	..		
Woorinen .. .. .	1,532	296 10 10	21 17 6	5,856 1 1	6,174 9 5	5,130	2,562	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Pira .. .. .	284	45 0 11	3 1 4	2,236 18 6	2,285 0 9	2,893	335	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Nyahwest .. .. .	2,213	733 7 1	115 3 3	13,952 9 9	14,801 0 1	13,085	6,316	43	3	4	..	4	1	1	..	..	..	..	..	..	..	..		
Miralie .. .. .	222	33 12 6	0 13 4	1,229 4 1	1,263 9 11	2,195	903	..	..	..	..	9	..	1	..	..	..	..	..	..	..	..		
Piangil .. .. .	659	320 12 0	49 9 2	5,560 8 2	5,930 9 4	5,460	1,951	207	21	5	..	49	1	2	..	..	..	..	..	..	..	..		
Coonmurr .. .. .	2	0 4 5	..	942 10 10	943 4 3	1,361	34	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..		
Natya .. .. .	40	12 17 4	2 1 2	3,125 7 1	3,140 5 7	3,699	275	49	1	..	..	29	..	2	..	..	..	..	..	..	..	..		
Kooloonong .. .. .	66	39 1 6	7 12 3	5,162 2 2	5,208 15 11	5,526	556	104	21	4	..	20	3	..	..	..	..	..	..	..	..	..		
Koorkab .. .. .	14	11 19 0	0 0 9	2,444 1 4	2,456 1 1	3,255	6	2	..	..	..	6	..	..	..	..	..	..	..	..	..	..		
Yungera .. .. .	20	17 10 1	33 19 7	1,282 17 1	1,334 6 9	1,469	158	11	..	..	..	22	5	2	..	..	..	..	..	..	..	..		
Section No. 19.—KERANG-STONY CROSSING LINE.										3	0 3 3	0 0 9	27 18 3	28 2 3	..	35	..	..	..	..	..	..	..	
Westby .. .. .	25	1 13 5	0 1 8	527 11 11	529 7 0	902	2,262	60	..	..	..	19	..	..	..	..	..	..	..	..	..	..		
Myall .. .. .	1,162	114 6 7	25 13 1	4,277 4 8	4,417 4 4	2,814	3,571	136	27	4	..	20	2	3	..	..	..	..	..	..	..	..		
Murrabit .. .. .	1	1 6 3	..	1,362 3 8	1,363 9 11	1,516	69	83	..	..	..	20	..	..	..	..	..	..	..	..	..	..		
Ballbank .. .. .	1	0 13 10	..	2,209 2 1	2,209 15 11	1,928	189	86	18	1	..	..	..	..	..	..	..	..	..	..	..	..		
Nacurrie .. .. .	1	..	0 5 5	839 0 2	839 5 7	560	21	51	6	..	..	..	..	..	..	..	..	..	..	..	..	..		
Wetuppa .. .. .	..	..	..	2,385 2 3	2,385 2 3	3,166	20	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Coobool .. .. .	..	..	..	3,165 1 11	3,165 1 11	2,007	933	152	4	1	..	..	..	..	..	..	..	..	..	..	..	..		
Dilgarra .. .. .	..	..	..	218 19 4	218 19 4	301	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Tueloga .. .. .	..	..	4 15 8	801 1 7	805 17 3	540	93	42	2	1	..	1	..	..	..	..	..	..	..	..	..	..		
Stony Crossing .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Section No. 20.—COHUNA LINE.										94	15 16 2	..	1,670 1 3	1,685 17 5	2,918	284	14	..	..	4	..	1	..	..
Hunter .. .. .	95	27 2 1	0 7 8	1,039 12 5	1,067 2 2	1,540	410	19	9	1	..	2	..	..	..	..	..	..	..	..	..	..		
Warragamba .. .. .	19	5 18 11	..	765 11 2	771 10 1	184	220	158	..	..	..	22	..	..	..	..	..	..	..	..	..	..		
McCull .. .. .	330	116 16 5	40 19 2	3,563 6 0	3,721 1 7	1,298	2,756	394	91	1	19	71	11	..	..	..	..	..	..	..	..	..		
Lockington .. .. .	95	38 12 2	7 14 8	2,226 5 4	2,272 12 2	1,167	751	268	..	..	..	13	1	..	..	..	..	..	..	..	..	..		
Kotta .. .. .	27	8 18 1	0 1 7	543 3 2	552 2 10	366	140	51	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Roslynmead .. .. .	50	29 4 11	4 9 7	430 8 4	464 2 10	93	88	71	10	..	..	6	1	..	..	..	..	..	..	..	..	..		
Patho .. .. .	357	184 7 7	63 4 11	3,531 5 8	3,778 18 2	1,663	2,156	101	123	6	25	6	3	3	..	..	..	..	..	..	..	..		
Gunbower .. .. .	484	272 6 8	51 11 2	1,875 13 4	2,199 11 2	435	1,836	94	95	7	36	7	4	4	..	..	..	..	..	..	..	..		
Leitchville .. .. .	53	37 9 0	0 14 4	11 5 8	49 9 0	8	52	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Keely .. .. .	1,039	724 12 6	112 5 1	4,730 17 5	5,567 15 0	1,587	3,833	181	244	2	89	13	7	3	..	..	..	..	..	..	..	..		
Cohuna .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

Section No. 21.—BALRANALD LINE.

Benarca .. .. .	2	0 3 8	0 17 6	585 7 9	586 8 11	189	115	87	5	2	..	33	1	1	..
Womboota .. .. .	127	9 1 5	3 13 8	3,377 18 4	3,390 13 5	2,318	666	310	39	4	..	80	8	4	..
Thyra .. .. .	38	1 8 10	2 18 11	1,307 8 6	1,311 16 3	258	573	183	10	2	..	54	5	2	..
Bunnaloo .. .. .	33	10 14 7	3 1 6	3,123 16 0	3,137 12 1	881	1,256	402	29	8	..	143	13	7	..
Tantonan .. .. .	43	16 18 7	3 2 11	461 16 4	481 17 10	315	271	44	..	1	2	47	..	1	..
Caldwell .. .. .	72	36 8 8	4 10 2	2,777 12 3	2,818 11 1	1,379	1,133	299	9	4	..	147	9	6	..
Yallakool .. .. .	37	20 13 1	3 14 6	2,611 10 9	2,635 18 4	2,084	257	180	10	1	..	81	2	5	..
Wakool .. .. .	158	101 12 1	17 1 6	4,049 7 3	4,168 0 10	1,532	2,381	386	26	4	..	59	6	8	..
Burrahoi .. .. .	59	38 2 7	4 9 4	5,838 13 10	5,881 5 9	5,917	2,300	276	18	4	..	112	3	4	..
Jimaringle .. .. .	39	18 6 11	3 5 6	325 0 11	346 13 4	255	54	13	..	..	..	..	..	1	..
Niemur .. .. .	95	68 7 2	6 16 1	1,408 1 8	1,483 4 11	418	1,829	113	11	5	..	14	1	6	..
Dhuragoon .. .. .	37	26 11 8	3 17 8	262 7 10	292 17 2	221	142	..	..	..	..	4	..	1	..
Moulmein .. .. .	507	371 16 1	83 13 0	12,681 5 0	13,136 14 1	5,451	5,693	898	75	3	..	136	2	7	..
Berambong .. .. .	..	..	1 7 2	..	1 7 2	..	1	..	..	..	..	..	..	..	..
Perekorten .. .. .	37	30 15 9	9 2 4	2,357 19 10	2,397 17 11	139	339	287	1	2	..	79	2	..	..
Moolpa .. .. .	1	0 10 6	0 13 3	268 0 3	269 4 0	183	73	..	..	..	..	2	..	..	..
Impini .. .. .	5	4 18 10	0 18 3	468 15 3	474 12 4	94	89	19	1	1	..	32	..	..	..
Yangalake .. .. .	5	1 19 2	0 15 6	2,366 7 8	2,369 2 4	132	1,262	188	29	1	..	12	..	1	..
Balranald .. .. .	192	132 17 10	127 10 11	14,303 13 9	14,564 2 6	5,426	7,736	408	86	10	..	53	12	6	..

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

Paisley .. .. .	2,619	39 1 5	..	..	39 1 5	..	..	..	..	..	..	..	..	..	..
Oil Refineries Siding .. .. .	1,023	32 19 8	..	33,137 11 8	33,170 11 4	22,790	574	..	..	..	..	..	..	..	..
Galvin .. .. .	75	2 14 7	..	..	2 14 7	..	..	..	..	..	..	..	..	..	..
Laverton .. .. .	23,439	712 10 10	43 13 7	3,876 10 5	4,632 14 10	3,805	4,454	..	..	..	..	30	42	4	..
Aviation Siding .. .. .	28,859	1,173 6 1	0 1 2	..	1,173 7 3	..	422	..	..	..	..	..	..	..	..
Werribee .. .. .	198,492	7,437 17 11	720 0 1	4,003 17 11	12,161 15 11	7,055	13,406	425	36	215	..	442	26	287	..
Manor .. .. .	3,187	69 2 10	4 18 11	131 18 6	206 0 3	408	50	12	..	1	..	..	..	1	..
Little River .. .. .	9,917	494 19 4	37 5 4	1,255 15 0	1,787 19 8	2,818	499	93	10	3	..	130	..	12	..
Lara .. .. .	9,557	525 3 3	47 7 8	2,330 11 5	2,903 2 4	6,014	1,284	77	6	11	..	103	3	12	..
Corio .. .. .	9,179	698 17 4	62 3 2	86 15 11	847 16 5	15	1,515	..	..	..	..	..	..	..	..
Distillers' Siding .. .. .	..	..	..	507 13 1	507 13 1	851	3,399	..	..	..	..	..	..	..	..
Phosphate Siding .. .. .	..	..	..	64,445 16 8	64,445 16 8	164,375	3,262	..	..	..	..	..	..	..	..
North Shore .. .. .	4,056	247 11 8	13 13 1	1,213 5 0	1,474 9 9	746	753	..	..	..	..	..	..	..	..
Corio Quay and Harbour Trust Siding .. .. .	..	..	..	36,507 10 1	36,507 10 1	97,336	4,486	..	..	..	..	..	..	..	..
North Geelong .. .. .	8,305	1,173 11 5	105 16 3	19,350 18 4	20,630 6 0	12,426	15,630	806	361	5	..	865	759	3	..
Geelong .. .. .	288,123	43,871 19 8	4,382 4 4	31,653 9 4	79,907 13 4	143,877	100,677	7	12	128	99	30	16	116	3
Geelong Pier .. .. .	..	..	..	28,443 1 7	28,443 1 7	149,523	632,678	..	..	..	..	..	..	..	..
South Geelong .. .. .	3,528	519 5 10	107 18 9	213 4 8	840 9 3	180	69,390	..	..	..	..	..	..	..	..
Marshall .. .. .	426	20 1 10	3 0 1	408 17 0	431 18 11	971	363	6	5	1	..	15	30	..	..
Grovedale .. .. .	271	22 5 8	2 0 1	..	24 5 9	..	..	..	..	..	..	..	..	..	..
Pettavel .. .. .	111	14 4 10	1 11 3	193 19 2	209 15 3	254	141	..	..	..	..	5	..	1	..
Moriac .. .. .	926	104 9 5	14 3 7	821 13 9	940 6 9	1,547	754	56	2	5	..	85	2	9	..
Buckley .. .. .	338	39 16 0	5 17 4	876 8 0	922 1 4	1,640	119	4	1	1	..	47	1	3	..
Winchelsea .. .. .	2,405	463 6 5	63 5 1	3,181 18 6	3,708 10 0	5,193	1,446	110	58	3	..	50	24	5	..
Armytage .. .. .	138	28 15 9	2 3 11	271 9 8	302 9 4	520	1,047	..	..	..	..	..	1	..	..
Birregurra .. .. .	2,851	638 3 1	98 12 11	3,660 9 2	4,392 5 2	3,835	1,622	232	256	5	..	74	38	6	..
Warncoort .. .. .	367	93 10 1	13 16 2	1,097 15 10	1,205 2 1	1,586	520	16	..	1	..	2	..	1	..
Irrewarra .. .. .	677	226 3 6	15 13 10	831 9 2	1,073 6 6	901	340	51	27	6	..	65	24	12	..
Colac .. .. .	18,354	6,182 6 8	773 17 0	12,698 17 4	19,653 1 0	16,172	19,353	288	426	109	315	195	229	143	11
Larport .. .. .	790	98 11 2	8 11 6	856 5 3	963 7 11	1,105	763	19	..	4	..	37	8	5	..
Pirron Yallock .. .. .	1,411	310 1 9	15 2 11	1,176 19 7	1,502 4 3	1,608	1,365	58	30	1	1	46	30	1	1
Stoneyford .. .. .	668	11 1 9	11 1 9	15 4 11	149 1 3	228	..	..	..	..	..	3	..	..	..
Pomborneit .. .. .	790	161 2 6	20 0 5	175 0 6	356 3 5	114	743	16	..	4	..	4	..	..	..
Weerite .. .. .	479	126 6 7	21 8 6	2,599 0 5	2,716 15 6	484	1,921	83	373	2	..	21	219	4	..
Camperdown .. .. .	13,819	4,886 17 2	500 4 5	8,724 12 0	14,111 13 7	4,502	13,268	302	499	28	151	223	136	44	..
Booran .. .. .	425	160 14 4	9 5 0	2,311 1 6	2,481 0 10	167	4,410	100	335	1	..	22	347	..	1
Terang .. .. .	9,441	3,457 13 6	428 4 1	12,274 7 4	16,160 4 11	6,096	12,386	306	779	55	108	81	513	55	..
Garvoc .. .. .	1,039	218 6 9	21 6 2	462 14 8	700 7 7	134	1,302	28	29	1	..	6	7	1	..
Pammure .. .. .	1,230	280 3 4	12 8 6	140 4 7	432 16 5	117	1,915	..	..	1	..	7	1	2	..
Cudgee .. .. .	401	104 11 2	8 7 4	102 1 2	214 19 8	84	1,010	..	1	..	..	..	..	..	..

APPENDIX No. 27.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 22.—PAISLEY-PORT FAIRY LINE—continued.</i>															
Allansford .. .. .	1,851	£ 527 6 0	£ 50 6 7	£ 2,649 5 0	£ 3,226 17 7	1,161	4,751	35	150	3	..	24	18	4	..
Warrnambool .. .. .	74,712	8,633 19 0	1,047 15 3	13,458 18 10	23,140 13 1	15,261	39,449	61	556	39	151	109	74	52	..
Warrnambool Boat Traffic .. .. .	..	..	..	617 4 6	617 4 6	5,043	5,043	..	..	..	..	..	..	..	..
Dennington .. .. .	147	10 10 0	0 3 10	11,189 0 5	11,199 14 3	23,047	34,292	..	..	..	..	..	..	..	..
Hlowa .. .. .	264	65 14 4	6 12 2	6,460 3 11	6,532 10 5	8,307	779	..	..	..	..	..	..	3	..
Koroit .. .. .	2,103	563 10 5	83 3 5	7,123 12 4	7,770 6 2	6,386	2,673	173	195	11	..	61	90	11	..
Crossley .. .. .	101	12 4 0	..	2,915 19 8	2,928 3 8	3,892	302	..	..	..	..	1	..	..	..
Kirkstall .. .. .	37	5 13 7	..	13 19 4	19 12 11	4	362	..	..	..	..	..	..	..	..
Moyne .. .. .	12	3 6 11	..	100 10 11	103 17 10	32	219	19	..	..	..	2	4	..	..
Rosebrook .. .. .	31	8 0 1	..	0 5 4	8 5 5	..	224	..	..	..	..	1	..	1	..
Port Fairy .. .. .	3,236	2,276 9 4	186 11 7	6,793 2 8	9,256 3 7	4,097	10,619	93	39	2	..	34	18	4	1
<i>Section No. 23.—GERLONG-BALLARAT LINE.</i>															
Moorabool .. .. .	2,307	78 13 8	8 9 1	162 18 5	250 1 2	265	62	6	..	5	..	16	..	5	..
Gheringhap .. .. .	2,546	53 15 1	2 10 7	167 2 4	223 8 0	234	42	20	..	..	..	51	1	..	..
Bannockburn .. .. .	3,957	262 10 7	24 7 5	412 7 4	699 5 4	1,177	658	11	1	..	..	15	..	..	..
Lethbridge .. .. .	4,560	260 8 3	25 13 6	212 8 1	498 9 10	430	190	27	..	..	..	42	2	1	..
Lethbridge Quarries .. .. .	..	..	..	499 17 7	499 17 7	1,727	..	..	..	..	..	..	..	..	..
Medina Siding .. .. .	..	..	..	15 5 0	15 5 0	36	197	..	..	..	..	..	..	..	..
Meredith .. .. .	2,737	379 3 3	35 11 0	1,463 5 2	1,877 19 5	3,038	982	82	16	12	..	22	1	10	..
Elaine .. .. .	2,460	259 11 8	20 4 0	1,456 0 8	1,785 16 4	3,959	939	44	5	..	..	24	1	14	..
Lal Lal .. .. .	1,929	164 13 8	9 9 2	400 18 0	575 0 10	871	129	..	..	..	..	1	..	..	..
Yendon .. .. .	974	94 1 1	4 7 0	141 9 2	239 17 3	65	211	31	1	17	..	10	2	16	..
Navigator .. .. .	917	43 10 4	1 0 8	..	44 11 0	..	..	..	..	..	..	..	..	..	..
<i>Section No. 24.—SUNSHINE-SERVICETON LINE.</i>															
Leather Cloth Siding .. .. .	..	..	..	..	..	4,486	..	..	..	..	..	..	..	..	..
Ardeer .. .. .	..	..	..	1,597 13 7	1,597 13 7	438	3,038	..	..	..	..	..	..	..	..
Deer Park .. .. .	11,473	240 8 0	7 7 2	67 1 5	314 16 7	15	249	..	..	..	..	68	..	..	..
Rockbank .. .. .	5,813	276 5 3	48 7 11	2,047 1 7	2,371 14 9	6,685	5,158	59	..	3	..	50	..	4	..
Clark's Crossing .. .. .	109	6 19 10	..	..	6 19 10	..	..	..	..	..	..	..	..	..	..
Melton .. .. .	21,631	990 4 0	101 9 4	3,772 5 10	4,863 19 2	10,776	4,697	77	37	14	..	72	14	25	..
Staughton .. .. .	5	0 5 9	..	61 0 11	61 6 8	212	43	..	..	..	..	..	..	..	..
Parwan .. .. .	3,426	167 8 7	16 3 9	1,291 7 7	1,474 19 11	4,718	234	44	..	..	..	51	..	..	..
Bacchus Marsh .. .. .	43,467	3,151 6 3	317 15 8	3,670 14 10	7,139 16 9	8,145	7,263	96	34	17	..	67	14	14	..
Rowsley .. .. .	607	33 5 10	1 10 0	1,399 1 9	1,433 17 7	4,306	263	..	..	..	..	2	..	..	..
Ingliston .. .. .	296	55 3 2	6 18 2	117 7 8	179 9 0	42	153	27	..	..	..	16	..	1	..
Balian .. .. .	11,121	1,335 0 4	168 13 5	2,092 9 9	3,596 3 6	1,622	1,983	409	81	10	..	257	41	8	1
Bradshaw .. .. .	82	8 6 0	0 17 2	0 10 11	9 14 1	..	..	..	..	..	..	..	..	..	..
Llandello .. .. .	12	1 12 1	..	437 7 2	438 19 3	1,118	238	..	..	..	..	..	..	..	..
Gordon .. .. .	6,560	618 7 6	40 18 9	1,711 6 8	2,370 12 11	3,862	590	..	1	..	..	3	..	2	..
Millbrook .. .. .	1,654	142 1 10	6 10 3	960 17 0	1,109 9 1	1,475	146	71	20	1	..	27	..	..	..
Wallace .. .. .	4,388	241 0 1	23 7 6	2,467 4 4	2,751 11 11	4,484	858	44	7	8	1	40	..	3	..
Bungaree .. .. .	6,388	437 3 1	30 5 4	12,665 10 5	13,132 18 10	22,026	847	37	1	4	..	50	..	2	..
Dunnstown .. .. .	4,360	178 3 7	5 3 11	863 15 1	1,047 2 7	1,801	1,987	..	..	..	..	21	1	2	..
Warrenhelp .. .. .	3,252	171 3 11	13 4 6	265 7 0	449 15 5	439	8	..	..	..	..	8	..	1	..



APPENDIX No. 27.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.																
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.												
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.												
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.									
<i>Section No. 26.—NEWPORT-SUNSHINE—continued.</i>																								
Jas. Hardie and Co.'s Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Borthwick's Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Little Brooklyn Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Prossor's Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Braybrook Pty. Co.'s Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Willis' Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Williams' Highfield Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Melbourne Quarries Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Stanley Quarries Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Commonwealth Quarries Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
<i>Section No. 27.—ALTONA BEACH LINE.</i>																								
Seaholme .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Altona Beach .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
<i>Section No. 28.—FYANSFORD LINE.</i>																								
Fyansford .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
<i>Section No. 29.—QUEENSLIFF LINE.</i>																								
Cheetham's Salt Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Leopold .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Curlewis .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Drysdale .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Mannerlin .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Marcus .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Queenscliff .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
<i>Section No. 30.—WENSLEYDALE LINE.</i>																								
Layard .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Gherang .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wormbete .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wensleydale .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
<i>Section No. 31.—FORREST LINE.</i>																								
Whoorel .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Dean Marsh .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Pennyroyal .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Murroon .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Barwon .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Gerangamete .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Yaugher .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Forrest .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	



Section No. 32.—CROWES LINE.												
Eliminyt	13	0 4 2	..	..	0 4 2	..	..	..	..	..	..	..
Tulloh	2	0 1 4	..	..	0 1 4	..	..	..	..	..	..	..
Coram	48	1 19 5	..	..	1 19 5	..	..	..	..	..	..	..
Barongarook	85	4 15 10	0 8 2	33 10 10	38 14 10	234	33	..	..	..	..	..
Birman	31	2 11 3	0 5 9	..	2 17 0	..	13	..	..	..	..	..
Kawarren	79	5 12 0	0 13 7	3,116 5 7	3,116 11 2	5,056	190	..	..	..	1	1
Lovat	27	1 3 11	0 5 6	15 3 10	16 13 3	90	28	..	..	..	4	..
Gellibrand	79	17 3 3	3 1 8	2,006 18 6	2,027 3 5	3,503	681	4	15	..	14	7
Banool	7	3 7 7	0 14 2	615 4 1	619 5 10	1,076	9	..	..	..	1	1
Wimba	2	0 19 0	..	15 19 1	16 18 1	4	30	2	3	1	..	3
McDevitt	1	0 3 6	0 1 3	0 6 0	0 10 9	..	..	..	..	..	4	..
Dinmont	7	1 1 11	..	37 16 3	38 18 2	49	5	..	..	..	..	..
Ditchley	..	..	0 4 1	1 14 7	1 18 8	..	..	..	..	..	2	6
Beech Forest	156	64 3 7	18 8 6	433 16 10	516 8 11	475	381	9	2	1	37	21
Ferguson	5	0 10 4	0 4 0	218 3 4	218 17 8	336	66	..	..	..	..	..
Weapoinah	9	0 6 11	0 3 7	269 4 11	269 15 5	382	79	25	3	..	6	3
Pile Siding	1	0 0 10	..	1,784 17 3	1,784 18 1	2,552	6	..	..	..	..	..
Kincald	..	..	..	4 15 0	4 15 0	9	..	..	..	..	..	..
Wyelangta	9	2 0 4	0 14 10	166 13 2	169 8 4	252	88	..	..	..	4	2
Pettit's Siding	3	1 4 4	..	9 1 5	10 5 9	..	..	..	2	..	..	..
Stalker	4	1 18 11	0 9 5	1,863 18 6	1,866 6 10	1,556	45	..	..	..	1	..
Laver's Hill	15	3 19 3	2 14 3	1,025 4 4	1,031 17 10	1,279	841	12	41	1	30	27
Crowes	2	0 0 8	13 10 2	52 8 4	65 19 2	75	5	..	..	..	..	3
Section No. 33.—ALVIE LINE.												
Cororooke	..	..	0 0 4	3,092 0 9	3,092 1 1	5,548	535	..	..	..	..	1
Coragulac	..	..	0 1 5	6,452 16 4	6,452 17 9	11,566	844	..	..	..	..	..
Alvie	..	..	0 1 0	3,191 9 5	3,191 10 5	5,344	684	24	..	1	6	..
Section No. 34.—TIMBOON LINE.												
Naroghid	..	..	0 2 1	277 16 6	277 18 7	377	372	..	..	..	..	..
Cobden	19	4 0 0	40 5 11	3,597 7 2	3,641 13 1	2,714	5,329	22	41	1	30	54
Ellingamite	4	1 2 0	0 14 0	293 17 6	295 13 6	21	204	57	..	1	9	16
Glenfyne	20	2 11 1	0 14 6	71 2 9	74 8 4	296	274	..	..	1	..	2
Curdie	86	8 12 7	5 12 9	3,882 16 3	3,897 1 7	9,081	245	..	..	..	..	1
Timboon	40	10 4 0	28 18 7	1,532 0 5	1,571 3 0	516	3,964	108	70	5	44	31
Section No. 35.—MORTLAKE LINE.												
Mortlake	63	39 8 1	159 16 2	4,406 16 4	4,606 0 7	2,484	7,221	140	80	4	85	16
Section No. 36.—KOROIT—HAMILTON LINE.												
Warrong	..	..	..	22 12 8	22 12 8	26	343	..	..	..	..	4
Woolsthorpe	..	..	..	926 11 4	926 11 4	773	1,451	68	..	1	1	7
Hawkesdale	32	2 19 9	..	2,811 11 11	2,814 11 8	1,238	2,164	130	158	2	43	10
Minhamite	23	1 2 4	1 10 6	1,022 15 0	1,025 7 10	772	661	66	..	..	14	..
Purdeet	10	0 19 8	0 0 9	377 10 10	378 11 3	495	1,435	1	..	..	..	..
Penshurst	1,081	269 1 5	43 13 3	3,368 8 2	3,681 2 10	929	3,581	193	206	4	13	31
Tabor	5	0 7 0	..	1,368 17 10	1,369 4 10	1,677	235	1	..	..	4	2
Yatchaw	10	0 15 1	..	985 1 7	985 16 8	624	364	41	27	4	..	1
Section No. 37.—GHERINGHAP—MAROONA LINE.												
Murgeloluc	3	0 6 3	..	5 8 0	5 14 3	12	27	..	..	..	..	..
Inverleigh	125	35 14 3	28 12 11	630 12 8	694 19 10	742	350	84	46	5	26	18
Daroo	49	5 12 4	6 14 10	334 10 5	346 17 7	875	403	12	..	..	1	..
Wingeel	41	8 19 4	5 5 3	686 13 1	700 17 8	1,039	494	115	4	..	25	36
Poorneet	17	6 9 9	0 3 0	233 1 9	239 14 6	528	146	..	..	..	..	..
Duverney	40	14 11 8	4 11 4	1,773 19 7	1,793 2 7	2,783	467	1	..	..	40	..
Berrybank	127	46 12 4	17 7 2	3,670 10 1	3,734 9 7	5,189	1,737	153	25	5	63	9
Gnarkeet	17	6 18 10	2 0 6	911 0 4	919 19 8	1,369	953	64	..	1	27	3
Lismore	253	100 0 7	61 3 1	3,627 7 7	3,788 11 3	3,848	3,222	270	63	11	142	4
Derrinalum	300	90 19 1	70 13 5	3,086 5 4	3,247 17 10	1,960	3,793	172	138	12	78	59

APPENDIX No. 27.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 37.—GHERINGHAP—MAROONA—continued.</i>															
Vite Vite .. .. .	77	£ 33 9 9	10 7 5	£ 1,083 2 6	1,126 19 8	1,028	1,896	76	..	5	..	33	136	7	..
Pura Pura .. .. .	205	58 1 5	8 5 9	1,623 4 8	1,689 11 10	664	1,732	135	65	1	..	26	3	7	..
Nerrin Nerrin .. .. .	123	70 8 0	13 9 9	1,093 19 10	1,177 17 7	591	629	80	34	5	..	24	6	6	..
Westmere .. .. .	350	133 1 6	48 14 10	6,516 14 7	6,698 10 11	6,155	3,812	347	53	8	..	75	3	3	1
Miniera .. .. .	149	46 9 8	20 10 8	2,044 18 4	2,111 18 8	2,312	1,041	71	23	5	..	..	..	7	..
Tatyon .. .. .	131	41 3 5	10 7 0	2,602 11 4	2,654 1 9	3,353	942	159	..	2	..	13	1	2	..
<i>Section No. 38.—BUNINYONG LINE.</i>															
Eureka .. .. .	..	..	0 9 0	3,449 15 11	3,449 15 11	5,150	3,669	..	..	..	..	..	..	..	562
Buninyong .. .. .	..	..	..	83 4 7	83 13 7	116	485	..	..	..	..	..	..	..	..
<i>Section No. 39.—BALLARAT—IRREWARRA LINE.</i>															
Cardigan .. .. .	198	3 17 2	0 1 1	..	3 18 3	..	..	..	..	..	..	..	..	..	..
Kopke .. .. .	162	3 3 8	0 0 8	5 14 7	8 18 11	..	..	..	..	..	..	..	..	..	..
Haddon .. .. .	116	6 14 10	0 12 8	304 14 10	312 2 4	534	595	..	..	..	..	..	..	..	..
Nintingbool .. .. .	68	1 2 10	..	..	1 2 10	..	..	..	..	..	..	..	..	..	..
Smythesdale .. .. .	1,829	90 18 3	10 12 5	34 6 11	135 17 7	43	133	..	..	..	..	..	..	..	..
Scarsdale .. .. .	1,892	101 7 6	5 6 8	1,323 17 11	1,430 12 1	2,238	70	..	..	..	..	..	..	..	..
Newtown .. .. .	3,163	122 10 5	17 16 10	80 3 2	220 10 5	154	290	6	..	..	..	..	..	..	..
Berringa .. .. .	..	0 2 7	0 2 7	478 5 8	478 8 3	2,050	251	..	..	..	..	1	..	2	..
Ilabarook .. .. .	20	4 4 10	2 18 2	258 3 0	265 6 0	361	398	13	..	..	..	3	5	2	..
Rokewood .. .. .	2	0 3 0	3 3 2	930 19 1	934 5 3	1,433	876	20	6	2	..	10	1	4	..
Werneth .. .. .	..	..	0 18 2	1,045 10 6	1,046 8 8	1,764	568	1	1	..	..	3	1	1	..
Cressy .. .. .	331	109 7 1	28 15 7	2,541 15 10	2,679 18 6	2,233	1,035	248	73	24	..	114	27	24	..
Barpinba .. .. .	9	0 17 2	1 4 4	452 13 2	454 14 8	568	209	39	..	..	..	2	..	..	..
Beac .. .. .	76	19 0 2	11 15 9	1,771 3 8	1,801 19 7	1,898	1,873	91	9	1	75	9	6	..	..
Ondit .. .. .	45	2 13 4	0 3 4	151 5 9	154 2 5	213	143	..	3	6	..	..	1	7	..
<i>Section No. 40.—NEWTOWN—SKIPTON LINE.</i>															
Happy Valley .. .. .	1,237	42 19 6	0 2 11	..	43 2 5	..	..	..	..	..	..	..	..	..	..
Linton .. .. .	2,465	130 17 2	23 7 1	654 4 8	808 8 11	914	860	4	7	..	..	..	..	..	..
Pittong .. .. .	3	0 4 3	..	1,334 14 1	1,334 18 4	2,061	488	18	2	..	..	3	..	..	..
Skipton .. .. .	..	..	8 13 9	4,700 2 6	4,708 16 3	4,259	3,378	113	129	4	..	42	2	3	..
<i>Section No. 41.—PORTLAND LINE.</i>															
Langi Logan .. .. .	36	3 7 4	0 13 1	551 5 8	555 6 1	926	161	..	..	..	..	..	..	..	..
Maroona .. .. .	619	114 7 6	30 19 2	1,401 18 6	1,547 5 2	1,334	708	66	29	5	..	113	5	7	..
Calvert Siding .. .. .	21	10 19 5	..	305 19 10	316 19 3	548	195	..	..	..	..	..	..	..	..
Willaura .. .. .	2,480	838 12 9	180 2 3	7,095 10 9	8,114 5 9	6,573	3,746	349	61	8	1	98	21	2	1
Stavely .. .. .	264	61 19 3	5 10 2	1,305 13 6	1,373 2 11	1,407	366	58	..	1	..	9	1	..	..
Glenhompson .. .. .	1,761	456 9 8	59 18 3	2,648 8 5	3,164 16 4	1,650	2,095	119	37	10	..	160	31	17	..
Dunkeld .. .. .	3,078	559 13 8	59 0 2	4,815 17 6	5,434 11 4	3,284	1,764	133	94	19	..	153	29	17	..
Moutaup .. .. .	144	42 0 3	4 6 2	1,302 16 6	1,349 2 11	1,651	547	..	..	..	..	..	..	..	..
Strathkellar .. .. .	76	32 6 8	2 15 7	905 0 6	940 2 9	1,049	381	16	..	2	..	..	..	..	..
Hamilton .. .. .	12,204	7,761 2 10	1,280 11 8	25,170 19 4	34,212 13 10	24,393	20,044	373	161	66	2	507	165	91	2

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Braaxholme .. .. .	1,622	221 16 2	28 5 5	3,144 12 7	3,394 14 2	2,006	1,785	108	87	10	..	69	6	10	..
Condah .. .. .	614	103 0 9	13 7 5	3,054 8 3	3,170 16 5	1,215	1,608	217	..	2	31	81	9	2	..
Myamyn .. .. .	318	37 11 0	4 11 2	210 0 7	261 2 9	183	729	..	1	1	..	..	4	..	..
Miltown .. .. .	316	64 2 9	3 8 10	100 19 0	168 10 0	109	133	4	..	..	..	..	..	..	..
Heywood .. .. .	1,425	355 13 11	72 8 8	2,331 7 5	3,259 10 0	2,125	2,967	118	56	3	..	105	11	11	..
Heathmere .. .. .	55	10 6 3	0 4 10	208 1 3	218 12 4	174	146	..	..	..	..	5	..	..	..
Gorae .. .. .	102	29 19 8	1 5 5	2,366 9 9	2,397 14 10	1,713	725	..	..	..	..	1	..	..	..
Portland North .. .. .	293	104 4 4	9 3 3	22,589 15 4	22,703 2 11	13,583	1,281	3	8	2	19	48	16	1	..
Portland .. .. .	1,701	778 18 0	272 19 7	6,788 13 10	7,840 11 5	4,231	6,753	..	6	3	..	1,545	88	77	..
Portland Pier .. .. .	..	..	..	667 14 2	667 14 2	646	1,323	..	..	..	..	..	..	..	..

Section No. 42.—COLBRAINE LINE.

Bochara .. .. .	..	..	..	52 10 3	52 10 3	68	424	..	..	..	..	..	..	..	..
Wannon .. .. .	75	6 18 10	1 17 0	242 15 1	251 10 11	271	462	2	..	..	..	8	..	..	..
Parkwood .. .. .	6	4 17 5	0 7 11	206 3 8	211 9 0	174	277	..	..	..	..	10	..	..	..
Coleraine .. .. .	2,331	429 13 5	93 17 8	8,350 8 9	8,873 19 10	3,710	5,073	229	293	11	71	86	27	7	..

Section No. 43.—CASTERTON LINE.

Miakite .. .. .	3	0 4 2	..	..	0 4 2	..	..	..	..	..	..	..	..	..	..
Grassdale .. .. .	132	37 4 4	8 4 6	1,740 18 10	1,786 7 8	309	1,689	58	120	8	..	..	2	..	..
Merino .. .. .	1,159	265 6 10	63 18 8	2,072 15 7	2,402 1 1	927	2,523	44	11	1	27	10	1	2	..
Henty .. .. .	67	18 17 4	7 3 1	1,227 5 3	1,253 5 8	213	796	61	46	2	27	67	13	2	..
Sandford .. .. .	316	52 5 9	9 5 2	3,716 18 3	3,778 9 2	73	444	351	228	5	2	335	35	5	..
Casterton .. .. .	1,217	412 4 9	296 8 6	5,152 0 9	5,860 14 0	2,704	7,336	5	..	3	26	11	2	5	..

Section No. 44.—MOUNT GAMBIER-BORDER LINE.

Sinclair .. .. .	15	1 1 10	0 1 10	3 2 0	4 5 8	..	109	..	..	..	..	..	..	..	..
Lyons .. .. .	64	6 14 3	1 5 7	224 12 2	232 12 0	52	122	11	3	..	..	16	4	1	..
Greenwald .. .. .	96	22 19 3	1 13 2	103 7 10	128 0 3	85	164	..	..	..	..	3	..	..	..
Winnap .. .. .	33	16 8 1	3 0 9	351 18 4	371 7 2	159	421	39	..	..	..	4	1	1	..
Dartmoor .. .. .	170	49 13 6	7 17 5	1,580 15 11	1,638 6 10	1,065	949	33	21	2	..	26	3	1	..
Marp .. .. .	13	8 18 11	4 4 6	40 6 2	53 9 7	14	41	..	..	..	..	..	..	..	..
Puralka .. .. .	14	4 10 9	1 11 8	857 2 1	863 4 6	244	1,407	45	..	1	..	32	..	3	..
Bennick .. .. .	30	17 13 5	1 4 1	456 1 9	474 19 3	503	213	..	..	..	..	126	10	..	..

Section No. 45.—STAWELL-GRAMPPIANS LINE.

Two-mile Post .. .. .	..	..	..	7 7 6	7 7 6	6	..	..	..	..	..	..	..	..	..
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Section No. 46.—LUBECK-BOLANGUM LINE.

Jackson .. .. .	..	..	..	1,821 13 7	1,821 18 7	2,961	229	..	..	..	..	..	..	..	..
Rupanyup .. .. .	5	3 7 5	27 11 9	10,450 13 6	10,511 12 8	14,039	8,717	142	16	28	..	..	2	8	..
Burrum .. .. .	..	..	..	4,739 3 7	4,739 3 7	7,451	1,117	..	..	..	..	..	..	..	..
Banyena .. .. .	2	0 3 0	3 11 6	4,745 14 3	4,749 9 2	6,399	1,239	78	1	1	..	..	1	2	..
Marnoo .. .. .	..	..	0 9 5	5,131 15 3	5,138 4 8	6,310	1,770	90	9	6	..	5	..	..	..
Bolangum .. .. .	..	..	..	3,793 8 9	3,793 8 9	5,233	692	..	..	..	..	..	..	..	..

Section No. 47.—MURTOA-PATCHEWOLLOCK LINE.

Coromby .. .. .	429	82 18 0	5 11 8	3,337 16 2	3,426 5 10	5,036	353	14	..	..	..	1	..	..	..
Minyip .. .. .	6,679	1,189 12 0	182 17 6	20,776 19 11	22,149 9 5	29,563	6,298	195	40	32	..	59	..	3	..
Nullan .. .. .	190	30 1 3	1 8 0	2,218 15 5	2,250 4 8	3,579	133	..	..	..	..	..	..	..	..
Sheep Hills .. .. .	1,441	156 10 3	18 11 11	11,716 6 0	11,891 8 2	15,936	1,384	178	50	9	..	25	..	..	..
Mellis .. .. .	31	8 18 1	..	1,879 18 9	1,888 16 10	2,978	124	..	..	..	..	..	..	..	..
Warracknabeal .. .. .	4,818	2,692 4 8	398 9 8	36,960 6 1	40,051 0 5	46,105	23,761	414	32	110	..	173	13	17	..
Batchica .. .. .	..	..	..	2,855 17 8	2,855 17 8	5,706	386	..	..	..	..	..	..	..	..
Lah .. .. .	263	40 5 8	3 9 7	7,863 4 2	7,906 19 5	13,869	1,289	56	..	..	..	7	..	..	..
Brim .. .. .	454	147 4 7	27 19 6	16,981 3 0	17,156 7 1	23,896	1,901	151	7	9	1	61	1	3	..
Galaquil .. .. .	112	25 5 10	4 9 8	11,062 7 11	11,092 3 5	16,421	847	..	..	1	..	8	..	..	..
Beulah .. .. .	807	484 8 10	90 13 5	19,458 6 11	20,033 9 2	24,866	4,366	186	21	55	1	104	8	3	..
Rosebery .. .. .	140	75 4 8	19 12 9	9,327 12 8	9,422 10 1	12,345	1,581	52	..	1	..	12	..	1	..
Goyura .. .. .	66	36 9 8	3 1 9	2,247 17 4	2,287 8 9	3,573	229	..	..	..	..	..	..	..	..
Hopetoun .. .. .	943	601 19 11	124 1 10	11,218 11 2	11,944 12 11	13,288	3,614	153	13	56	..	92	2	8	..
Burroin .. .. .	1	0 0 10	..	1,045 6 7	1,045 7 5	1,786	107	..	..	..	..	1	..	..	..

APPENDIX NO. 27.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 47.—MURTOA—PATCHEWOLLOCK LINE.</i>															
Dattock	9	£ 1 5 0	£ 0 0 9	£ 522 3 4	523 9 1	897	42	..	..	..	..	1	..	..	..
Yart	20	4 9 3	0 1 3	1,071 14 10	1,076 5 4	1,276	111	11	1	..	..	18	..	1	..
Willa	15	5 8 0	0 3 0	936 19 2	942 10 2	1,284	48	..	..	..	..	..	..	..	..
Patchewollock	134	83 13 10	16 1 4	9,154 2 0	9,253 17 2	11,348	1,289	120	14	7	..	80	..	6	..
<i>Section No. 48.—HORSHAM—CARPOLAC LINE.</i>															
Remlaw	2	0 2 6	0 1 6	1,367 7 3	1,367 11 3	2,078	214	..	..	..	..	..	..	..	..
Vectis	57	3 13 11	0 2 1	4,259 4 8	4,263 0 8	6,197	251	..	..	..	..	..	..	..	..
Quantong	217	19 17 8	3 3 0	4,241 9 2	4,264 9 10	4,078	806	..	..	..	..	..	..	1	..
East Natimuk	145	27 4 9	0 9 3	26 17 2	54 11 2	8	..	..	..	..	..	8	1	..	..
Natimuk	2,407	253 11 4	74 3 7	5,887 9 4	6,215 4 3	7,396	1,762	87	3	3	..	30	..	1	..
Arapiles	50	3 16 10	0 16 5	1,806 3 3	1,810 16 6	2,522	248	..	..	..	..	..	..	..	..
Mitre	427	48 17 4	6 3 10	1,488 0 2	1,543 1 4	1,965	342	..	..	..	..	..	..	1	..
Duffholme	18	2 2 11	..	680 4 4	682 7 3	966	130	..	..	1	..	..	..	4	..
Gymbowen	434	80 0 8	8 16 11	1,975 10 2	2,064 7 9	2,438	644	..	1	..	..	4	..	4	..
Goroke	1,199	450 1 9	69 17 9	4,810 10 1	5,330 9 7	4,201	3,025	89	23	4	..	39	..	12	..
Mortat	2	0 1 8	0 1 3	1,467 13 1	1,467 16 0	1,263	1,687	13	..	..	..	34	..	1	..
Carpolac	..	..	0 3 7	6,831 16 11	6,832 0 6	4,343	2,037	..	..	..	..	49	2	1	..
<i>Section No. 49.—EAST NATIMUK—HAMILTON LINE.</i>															
Noradjoha	73	13 1 10	2 1 7	1,649 9 9	1,664 13 2	2,158	679	1	1	..	..	..	1	..	..
Jallumba	6	2 0 5	2 5 0	1,440 18 2	1,445 3 7	1,740	594	9	..	..	..	..	..	..	..
Tooloudo	147	17 5 11	4 2 2	2,465 8 9	2,486 16 10	3,113	264	..	9	..	..	..	..	1	..
Jeffries	6	1 0 9	2 4 8	89 1 1	92 6 6	51	90	..	..	..	..	..	..	..	..
Kanagulk	16	3 18 2	1 18 8	2,906 16 6	2,912 13 4	2,678	1,354	..	..	..	..	..	1	1	..
Bahnoral	154	49 17 11	34 19 3	3,674 8 1	3,759 5 3	3,276	1,875	61	31	9	..	63	1	22	..
Englefield	26	9 0 3	0 18 3	701 14 9	711 13 3	840	380	..	..	2	..	8	..	..	..
Vasey	39	7 15 10	2 11 3	1,908 14 1	1,919 1 2	2,162	636	2	2	..	..	23	..	1	..
Gatum	13	1 3 8	2 4 3	769 14 4	773 2 3	1,158	480	..	..	..	..	8	..	..	..
Urangara	1	0 3 1	2 9 0	144 12 4	147 4 5	185	191	..	..	..	..	..	..	..	..
Cavendish	249	19 2 4	20 4 0	4,956 0 2	4,995 6 6	4,444	2,206	43	2	5	..	13	..	5	..
Kyup..	13	1 1 8	..	347 9 5	348 11 1	402	318	..	..	..	..	..	..	..	..
Kanawalla	39	1 17 9	..	25 3 1	27 0 10	50	155	..	..	..	..	..	..	..	..
<i>Section No. 50.—DIMBOOLA—YAAPEET LINE.</i>															
Arkona	10	1 1 8	0 1 7	2,891 19 8	2,893 2 11	4,798	271	..	..	..	..	..	..	..	..
Antwerp	267	15 19 6	3 15 0	9,899 15 10	9,919 10 4	14,782	857	40	..	15	..	17	..	..	..
Tarranyurk	126	14 18 0	13 18 1	9,620 4 8	9,649 0 9	14,503	864	22	..	12	..	..	..	13	..
Jeparit	1,587	249 5 5	91 3 3	8,109 9 5	8,449 18 1	9,829	3,562	125	13	9	1	50	3	3	..
Ellam	29	4 5 3	0 4 11	6,874 4 10	6,878 15 0	9,022	671	27	..	..	..	16	..	..	..
Pullut	16	6 10 2	0 2 8	4,730 17 5	4,737 10 3	6,601	567	3	1	..	..	..	..	..	..
Rainbow	417	134 15 11	105 10 7	17,158 3 8	17,398 10 2	20,208	6,384	121	41	48	3	87	3	3	..
Albacutya	..	..	..	1,833 19 8	1,833 19 8	3,190	294	..	..	..	..	..	..	..	..
Yaapect	12	1 17 0	4 0 1	5,895 3 6	5,901 0 7	8,054	1,043	15	..	1	..	2	..	8	..

Section No. 51.—JEPARIT-YANAC LINE.

Detpa	3	0 9 8	0 10 0	7,774 18 3	7,775 17 11	10,335	687	14	..	1	..	..	..	..	..	..	..
Lofuon	2	0 7 1	0 8 3	8,470 2 1	8,470 17 5	11,317	918	17	..	..	..	..	..	..	..	..	..
Netherby	8	0 17 10	2 7 5	4,923 5 0	4,931 10 3	6,347	883	13	..	1	..	..	..	..	..	..	..
Yanac	3	0 13 3	8 3 0	9,022 18 2	9,031 14 5	11,492	1,558	2	..	..	..	..	..	..	1	..	..

Section No. 52.—MELBOURNE-CUDGEWA LINE.

Kensington	1,087,953	13,606 9 1	144 19 8	9,979 18 5	23,731 7 2	36,042	120,807	25	..	..	..	..	..	..	9	21,343	434	..		
Newmarket	1,115,704	15,116 8 5	2,873 16 6	37,572 4 9	55,562 9 8	7,019	24,811	12,732	3,017	467	..	..	..	..	37	37	91	58	29	
Newmarket Show Siding	9,492	193 15 10	0 7 7	421 5 6	615 8 11	54	92	37	..	67	..	..	..	..	..	..	..	..	..	
Ascot Vale	2,117,454	28,469 9 8	320 1 1	0 2 4	28,789 13 1	..	7	..	..	..	..	..	..	..	..	..	..	..	..	
Moonee Ponds	2,049,957	31,162 17 6	449 14 6	..	31,612 12 0	..	8	..	..	..	..	..	..	..	..	..	..	..	..	
Essendon	2,622,325	42,459 12 11	645 17 4	401 15 7	43,507 5 10	583	23,508	..	..	..	..	..	..	..	..	..	..	..	..	
Glenbervie	317,804	5,486 12 4	81 1 3	..	5,577 13 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
North Essendon	195,636	3,186 11 0	21 19 1	..	3,218 10 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Pascoe Vale	294,717	3,104 16 2	51 19 7	..	5,156 15 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Glenroy	184,140	3,607 11 2	45 18 0	04 16 4	3,718 5 6	203	2,764	..	..	..	..	..	..	..	..	..	..	..	..	
Broadmeadows	44,511	1,058 12 6	51 5 3	161 12 5	1,271 10 2	32	861	24	12	24	..	..	..	..	463	129	20	..	..	
Somerton	11,854	283 5 5	12 12 3	38 11 4	334 9 0	156	810	..	..	..	..	..	..	..	..	..	..	..	..	
Craigieburn	3,128	170 3 1	28 2 4	350 7 3	548 12 8	176	737	67	23	14	..	..	..	..	126	57	17	..	..	
Donnybrook	3,634	212 18 8	257 12 0	513 14 4	984 5 0	684	565	114	15	4	..	..	..	..	213	15	8	..	..	
Beveridge	1,158	95 12 6	31 10 1	279 2 10	406 5 5	688	274	59	31	..	..	..	..	..	57	2	6	..	..	
Wallan	4,103	375 16 7	40 0 4	499 15 8	915 12 7	197	636	176	31	5	..	..	..	..	304	13	7	..	..	
Lightwood	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Heathcote Junction	1,384	120 5 5	4 6 5	..	124 11 10	..	16	..	..	..	..	..	..	..	..	..	..	..	..	..
Wandong	2,978	233 0 5	18 17 11	609 1 0	860 19 4	2,541	217	3	..	..	..	..	..	..	..	..	..	..	..	..
Kilmore East	6,009	853 9 11	76 9 2	771 13 6	1,701 12 7	815	121	140	63	4	..	..	..	..	185	14	15	..	..	
Broadford	9,396	1,274 6 3	141 4 1	2,103 0 7	3,518 10 11	3,859	2,167	102	35	16	..	..	..	..	137	14	17	..	..	
McDougall	..	..	..	11,886 2 8	11,886 2 8	18,545	43,846	..	..	..	..	..	..	..	..	..	..	..	..	..
Tallarook	2,933	386 2 1	58 19 2	734 17 8	1,179 18 11	1,047	756	83	35	..	..	..	..	..	25	11	..	..	..	
Dysart	..	..	..	2,009 17 11	2,006 17 11	3,800	73	1	..	..	..	..	..	..	1	..	..	..	..	..
Seymour	26,956	5,707 11 4	378 19 9	5,351 8 0	11,437 19 1	8,098	9,494	265	128	102	..	..	..	..	202	63	78	..	..	
Mangalore	1,126	66 1 1	8 6 0	76 5 7	150 12 8	70	132	3	4	..	..	..	..	..	5	2	..	..	..	..
Avenel	1,966	662 6 10	45 13 2	1,662 13 3	2,370 13 3	2,409	1,341	151	37	..	..	..	..	..	26	10	9	..	..	
Monea	29	5 7 8	3 1 7	23 0 4	31 9 7	26	160	..	..	..	..	..	..	..	2	1	..	..	..	..
Locksley	606	83 9 3	18 19 10	194 6 2	296 15 3	77	153	23	..	..	..	..	..	..	4	1	..	..	..	..
Longwood	1,087	275 8 3	36 3 6	1,649 16 10	1,961 8 7	1,990	928	96	19	1	..	..	..	..	33	4	2	..	..	..
Creighton	122	26 10 4	24 0 3	43 6 10	93 17 5	30	84	..	..	..	..	..	..	..	..	..	..	..	..	..
Euroa	7,193	2,215 4 0	342 10 8	5,247 16 6	7,805 11 2	2,936	7,510	560	203	20	..	..	..	..	69	50	6	..	..	..
Balmattum	234	39 0 0	5 16 6	563 16 6	608 13 0	109	297	106	..	..	..	..	..	..	23	..	..	..	..	..
Violet Town	3,088	748 7 5	209 4 10	3,680 6 4	4,637 18 7	3,883	2,663	276	61	6	..	..	..	..	82	14	5	..	..	..
Baddaginnie	905	162 6 7	26 4 3	957 0 6	1,145 11 4	234	1,183	57	73	3	12	..	..	..	8	9	3	..	..	..
Benalla	22,850	6,938 1 1	744 2 3	8,797 0 4	16,479 3 8	3,730	10,709	653	367	40	23	..	..	..	350	116	52	1	..	..
Winton	546	72 16 11	4 9 1	99 15 5	177 1 5	157	595	..	..	..	..	..	..	..	..	..	..	..	..	..
Head's Siding	..	..	..	589 14 2	589 14 2	1,094	220	..	..	..	..	..	..	..	..	..	..	..	..	..
Gleadowan	2,041	371 1 7	35 8 4	3,895 15 6	4,302 5 5	3,521	1,780	341	108	11	..	..	..	..	178	17	9	..	..	..
Wangaratta	27,604	10,193 5 7	897 1 7	16,548 12 6	27,638 19 8	14,992	21,314	494	709	87	105	..	..	..	364	269	99	63	..	..
Bowser	205	35 18 11	6 0 5	1,049 18 3	1,091 17 7	220	533	103	70	17	..	..	..	..	69	15	17	..	..	..
Springhurst	4,214	1,812 11 6	84 10 9	3,625 1 9	5,522 4 0	2,523	1,369	264	61	8	3	..	..	..	42	..	..	..	..	..
Chiltern Valley Ballast Siding	..	..	..	4,222 19 5	4,222 19 5	10,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chiltern	2,780	814 18 6	76 9 3	1,242 7 9	2,133 15 6	585	1,866	73	48	2	..	..	..	..	..	2	3	..	..	..
Barnawartha	1,521	417 19 4	20 15 11	4,036 2 11	4,474 18 2	1,609	1,515	310	160	16	1	..	..	..	11	4	3	..	..	..
Wodonga	8,921	2,802 5 3	496 1 4	45,751 13 8	49,050 0 3	3,256	12,888	3,276	3,817	428	117	2,631	3,332	410	17	..	..	..	..	..
Bandiana	10	0 11 0	..	..	0 11 0	..	34	..	..	..	..	..	..	..	..	..	..	..	..	..
Bonegilla	15	1 4 7	..	..	1 4 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 37	27	1 14 5	..	..	1 14 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ebden	75	8 18 3	0 12 7	1,521 16 9	1,531 7 7	148	772	135	90	6	..	..	..	..	2	6	6	..	..	..
Huon	451	120 10 5	10 1 10	3,477 11 10	3,608 4 1	1,417	2,528	18	117	4	65	5	5	2	..	..	..	..	..	..
Stopping Place No. 38	33	4 4 5	..	..	4 4 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bolga	71	22 8 6	0 3 9	3 18 6	26 10 9	..	107	..	..	..	..	..	..	..	..	..	..	..	..	..
Tatonga	32	7 10 8	..	195 13 5	203 4 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tallangatta	2,813	1,243 5 1	147 19 6	7,861 13 8	9,252 18 3	1,647	5,679	243	449	35	78	258	62	30	..	..	..	..	..	..

APPENDIX No. 27.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.																			
	Outwards.		Outwards.	Outwards.			Outwards.	Inwards.	Outwards.				Inwards.															
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.			Tons.	Tons.	Number of Trucks.				Number of Trucks.															
				£	s.				d.	£	s.	d.	Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.								
<i>Section No. 52.—MELBOURNE-CUDGEWA LINE—continued.</i>																												
Bullioch	23	2 6 8	0 0 10	£	s.	d.	£	s.	d.	6	3	8	28	854	..	..	..	..	..	12	..	..	..					
Darbyshire	20	3 4 5	0 0 6	28	6	11	2,337	0	4	2,391	3	1	427	1,343	99	163	9	..	..	28	9	3	..	..				
Koetong	32	6 1 4	0 5 8	1,832	7	5	1,565	16	9	1,597	10	4	2,322	410	63	30	2	..	..	74	6	6	..	..	..			
Shelley	80	48 16 1	5 6 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Beetoomba	92	30 9 10	1 3 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wabba	6	3 17 9	..	0	6	8	..	..	..	4	4	5	1,692	5,836	372	1,199	60	53	..	..	295	79	55	..	1	..	..	
Cudgewa	247	192 6 5	58 0 10	15,747	1	7	15,997	8	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
<i>Section No. 53.—COBURG LINE.</i>																												
Macaulay	374,957	4,413 4 10	63 5 4	1,074	12	1	5,551	2	3	979	9,495	10	..	..	..	..	..	..	..	10	..	..	..	..	..	..	..	..
Flemington Bridge	302,488	3,595 1 5	34 1 9	..	..	..	3,629	3	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Royal Park	339,427	4,061 11 4	63 18 10	..	..	..	4,125	10	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Brunswick	314,376	4,524 0 9	452 12 9	3,792	17	4	8,769	10	10	4,793	19,390	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brunswick	496,388	6,745 16 8	410 6 7	729	12	4	7,885	15	7	1,105	7,127	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Brunswick	565,635	7,461 11 10	215 8 2	..	..	..	7,677	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Moreland	976,262	12,384 6 4	485 17 0	1,697	4	7	14,567	7	11	2,865	46,517	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coburg	1,337,394	19,316 19 10	595 3 5	2,300	7	4	22,212	10	7	1,155	15,732	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Batman	254,264	3,820 11 7	123 1 1	..	..	..	3,948	18	9	..	5,193	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Merlynston	360,169	5,917 6 5	54 11 7	..	..	..	5,971	18	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fawkner	72,612	1,185 15 7	13 6 6	..	..	..	1,199	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 13	1,560	16 19 3	..	..	..	..	16	19	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Campbellfield	18,688	311 19 4	0 16 2	..	..	..	312	15	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 14	8,766	172 0 8	..	..	..	..	172	0	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Campbellfield	1,890	28 1 3	..	..	..	..	28	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Section No. 54.—PRESTON-WHITTLESEA LINE.</i>																												
North Carlton	218,593	2,620 16 1	100 16 11	67	17	1	2,789	10	1	71	9,318	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Fitzroy	342,635	4,185 10 5	338 3 2	801	17	1	5,325	10	8	549	12,868	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fitzroy	..	..	..	725	10	9	725	10	9	947	53,543	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rushall	329,154	4,160 9 9	46 1 4	..	..	..	4,206	11	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Merri	331,926	4,062 16 0	61 5 9	0	3	2	4,124	4	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Northcote	866,220	10,158 7 9	278 1 1	2,740	7	9	13,176	16	7	5,246	16,559	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Croxton	764,475	10,789 17 7	111 8 5	..	..	..	10,901	6	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thornbury	918,117	13,965 16 4	157 9 9	793	10	7	14,836	10	8	1,847	66	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bell	657,986	10,166 4 11	199 13 2	438	1	5	10,803	19	6	444	23,887	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Preston	976,948	15,505 17 11	133 0 2	..	..	..	15,638	18	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Regent	1,089,371	17,597 13 6	114 12 9	..	..	..	17,712	6	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Reservoir	754,357	13,193 13 7	122 5 5	328	13	2	13,044	12	2	422	6,865	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Keonpark	8,870	158 13 1	1 7 6	..	..	..	160	0	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fowler's Siding	..	..	..	1	16	2	1	16	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thomastown	11,546	266 10 1	10 7 3	4	6	5	281	3	9	10	851	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 8	4	0 4 5	..	..	..	..	0	4	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Epping	27,062	577 12 11	15 2 1	90	17	8	683	12	8	203	1,453	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Epping Quarry Siding	283	11 7 9	..	..	..	..	11	7	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Morang	11,558	326 4 2	12 19 7	73	5	1	412	8	10	167	677	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 9	402	17 15 10	..	..	..	..	17	15	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Mernda	10,551	386 7 11	36 1 3	72 14 4	495 3 6	111	962	30	..	2	..	26	5	3	..
Stopping Place No. 33	259	9 18 6	..	..	9 18 6	..	..	..	..	..	..	..	..	..	..
Yan Yean	4,990	211 8 7	18 9 2	171 16 1	401 13 10	669	864	1	..	..	..	9	1	2	..
Stopping Place No. 10	1,127	39 17 4	..	..	39 17 4	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 17	223	14 1 0	..	..	14 1 0	..	..	..	..	..	..	..	..	..	..
Stopping Place No. 26	214	12 11 3	..	..	12 11 3	..	..	..	..	..	..	..	..	..	..
Whittlesea	21,507	862 15 5	40 10 10	409 8 0	1,321 14 3	550	1,953	12	52	9	..	45	16	15	..

Section No. 55.—WALLAN-BENDIGO LINE.

Leslie	116	11 19 0	3 6 6	9 17 8	25 3 2	32	11	..	..	..	..	..	..	..	..
Bylands	228	21 18 0	0 13 2	109 6 10	131 18 0	181	98	29	1	..	..	4	1	..	..
Kilmore	3,521	693 12 4	74 14 3	638 15 5	1,407 2 0	515	2,044	88	17	8	1	66	14	4	104
Willowmavin	132	18 19 8	0 6 0	147 3 0	166 8 8	112	121	47	1	3	..	12	..	1	..
Morandng	202	15 3 10	0 13 1	60 17 0	76 13 11	54	5	..	..	..	..	..	..	..	..
High Camp	96	22 15 5	9 6 10	630 13 4	662 15 7	740	235	100	6	3	..	16	2	2	..
Pyalong	299	49 0 11	21 13 7	888 18 7	959 13 1	1,717	229	88	13	2	..	12	..	1	..
Tooborac	755	142 8 9	12 1 0	3,173 5 8	3,327 15 5	7,676	797	108	12	1	..	9	5	..	..
Argyle	622	131 17 10	16 13 6	4,604 0 9	4,752 12 1	10,863	155	..	..	..	..	2	2	..	..
Heathcote	3,200	391 10 3	129 4 4	7,902 3 7	8,622 18 2	16,233	2,716	102	6	6	1	35	33	4	..
Derrinal	306	34 5 9	5 11 8	419 8 7	459 6 0	291	178	80	19	2	..	22	10	3	..
Knowsley	429	42 6 6	4 12 4	2,085 15 11	2,732 14 9	5,540	436	71	..	..	..	25	..	..	..
Ingham	12	0 19 1	..	1,123 8 2	1,124 7 3	2,305	..	..	..	..	..	..	..	..	..
Axedale	672	44 5 0	9 0 5	1,205 2 10	1,258 8 3	1,587	194	38	18	4	..	1	3	3	..
Longlea	336	23 0 0	0 10 7	61 17 8	85 8 3	77	94	..	..	..	..	..	..	..	..
Rife Butts	123	4 0 11	..	..	4 0 11	..	..	..	..	..	..	..	..	..	..

Section No. 56.—MANSFIELD LINE.

Trawool	69	17 18 7	0 3 2	92 19 9	111 1 6	26	235	21	5	..	..	14	12	..	..
Granite	88	12 13 5	..	1 1 5	13 14 10	1	5	..	..	..	..	..	..	..	..
Kerrisdale	231	48 4 8	.. 18 0	136 18 2	191 0 10	80	218	25	13	..	..	4	3	..	..
Homewood	272	68 5 10	9 2 5	577 10 1	654 18 4	57	345	139	35	..	..	33	4	..	..
Yea	2,925	637 14 0	136 9 2	3,420 6 7	4,194 9 9	3,393	5,116	187	79	12	10	104	21	20	..
Cheviot	28	5 6 4	3 14 0	149 2 10	158 3 11	14	300	32	1	3	..	10	..	1	..
Molesworth	102	20 15 5	11 14 10	830 18 7	863 8 10	537	251	47	68	2	..	57	32	4	..
Cathkin	198	67 4 5	8 11 2	56 19 11	132 15 6	32	166	..	4	..	..	11	1	6	..
Yarek	130	49 1 3	18 6 5	737 9 4	804 17 0	194	1,177	63	40	5	..	11	1	6	..
Kanumbra	26	8 16 3	7 0 2	303 13 4	319 9 9	83	241	29	..	..	..	9	..	..	..
Merton	67	14 10 10	14 14 4	573 18 7	603 3 9	217	939	57	18	..	..	31	9	1	..
Woodfield	66	19 2 5	1 12 0	395 5 1	415 19 6	75	223	33	19	..	..	2	2	..	..
Bonnie Doon	277	63 17 8	22 15 1	1,108 1 5	1,194 14 2	238	889	76	65	..	..	4	12	1	..
Maindample	247	25 4 7	4 8 11	877 8 10	907 2 4	169	615	88	37	..	..	1	..	..	..
Mansfield	754	348 5 11	155 18 3	9,779 19 1	10,284 3 3	3,770	6,296	615	395	22	8	85	31	12	..

Section No. 57.—ALEXANDRA LINE.

Koriella	68	22 16 1	2 7 1	798 1 2	823 4 4	1,230	227	34	..	..	..	28	..	1	..
Alexandra	644	273 11 1	77 7 2	20,384 5 4	20,735 3 7	23,398	4,670	74	48	4	6	108	14	6	..

Section No. 58.—SEYMOUR-TOCUMWAL LINE.

Tabik	394	107 14 9	11 9 7	841 3 1	960 7 5	865	430	65	16	6	..	41	2	4	..
Nagambie	4,017	860 13 8	142 2 4	6,467 18 8	7,470 14 8	11,732	1,394	129	87	17	..	75	45	15	..
Wahring	475	129 18 9	21 10 9	1,197 13 2	1,349 2 8	1,288	372	140	5	..	..	32	2	7	..
Murchison East	3,880	1,086 10 0	304 0 9	2,890 10 3	4,281 1 0	1,654	1,424	349	119	25	..	139	26	23	..
Arcadia	1,182	254 4 6	14 2 3	2,446 10 4	2,714 17 1	1,851	1,356	278	46	9	..	16	1	14	..
Toolamba	2,070	463 17 9	31 15 11	4,194 9 0	4,690 2 8	4,605	1,163	221	54	12	..	191	16	9	..
Mooroopna	4,927	1,674 6 8	150 4 0	19,733 12 6	21,558 3 2	28,099	19,564	131	28	12	..	96	6	8	..
Shepparton	20,842	8,439 3 7	1,338 19 10	35,127 10 11	44,905 14 4	34,800	41,723	793	172	67	173	601	189	79	71
Congupna	399	101 7 11	9 1 3	1,586 3 5	1,696 12 7	2,391	972	34	..	9	..	28	..	0	..
Tallygaroopna	1,223	298 18 2	34 8 0	1,981 14 9	2,315 0 11	2,270	1,637	92	18	4	..	34	1	4	..

APPENDIX NO. 27.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
<i>Section No. 58.—SEYMOUR-TOCUMWAL LINE—continued.</i>																
Wunghnu .. .. .	923	£ 241 2 2	£ 16 7 0	£ 2,706 19 4	£ 2,064 8 6	3,772	1,008	132	21	..	3	8	..	1	..	
Nunurkah .. .. .	6,237	2,010 0 6	395 0 7	3,496 13 7	6,901 14 8	4,046	4,446	149	71	27	1	58	..	10	27	
Katunga .. .. .	172	42 12 11	13 8 7	3,643 10 4	3,699 11 0	5,022	754	117	25	6	..	3	..	6	..	
Strathmerton .. .. .	1,064	205 12 5	54 0 3	1,967 1 2	2,226 13 10	1,719	560	113	40	8	..	4	..	5	4	
Mywee .. .. .	118	20 19 6	1 0 7	956 0 11	978 1 0	1,046	288	64	..	..	..	..	..	..	..	
Tocumwal .. .. .	4,079	2,394 18 3	215 16 3	49,966 5 6	52,577 0 0	29,024	15,639	4,339	1,044	114	19	165	..	40	53	2
<i>Section No. 59.—MURCHISON EAST-COLBINABBIN LINE.</i>																
Murchison .. .. .	845	113 11 2	51 8 8	556 3 3	721 3 1	868	1,527	..	..	..	..	..	..	..	..	
Hammond .. .. .	..	..	..	143 16 2	143 16 2	327	36	..	..	..	..	..	..	..	..	
Waranga .. .. .	1	0 0 5	..	1,267 13 11	1,267 14 4	2,870	53	..	..	..	..	..	..	..	..	
Rushworth .. .. .	1,700	432 1 3	64 5 6	8,747 17 7	9,244 4 4	14,368	1,797	84	12	..	..	9	..	1	..	
Erwen .. .. .	1	0 0 8	..	1,200 0 7	1,200 1 3	2,126	130	37	..	1	..	4	..	..	..	
Wanatta .. .. .	4	0 2 8	..	1,456 11 4	1,456 14 0	2,091	264	51	..	..	..	..	..	..	..	
Colbinabbin .. .. .	25	6 10 9	13 19 3	6,548 8 10	6,568 18 10	10,088	1,424	142	18	..	..	3	..	..	..	
<i>Section No. 60.—GIRGARRE LINE.</i>																
Karook .. .. .	1	0 0 10	..	33 2 6	33 3 4	59	103	..	..	..	..	..	..	..	..	
Stanhope .. .. .	612	126 1 9	49 18 2	3,368 12 5	3,544 12 4	1,534	3,266	387	32	2	26	20	..	1	..	
Girgarre .. .. .	98	43 6 0	10 9 6	1,774 14 2	1,828 9 8	1,539	1,076	104	10	5	..	2	..	..	..	
<i>Section No. 61.—TOOLAMBA-ECHUCA LINE.</i>																
Hendersyde .. .. .	86	25 0 6	..	..	25 0 6	..	..	..	..	..	..	..	..	..	..	
Tatura .. .. .	3,798	1,172 17 1	324 11 6	7,978 2 3	9,475 10 10	7,879	6,286	291	214	10	100	167	..	53	17	
Byrneside .. .. .	281	90 7 3	..	953 1 6	1,043 8 9	771	349	78	9	2	4	16	..	12	3	
Merrigum .. .. .	2,000	506 10 10	47 14 3	3,081 0 5	3,635 5 6	2,606	2,667	229	18	4	..	67	..	11	7	
Kyabram .. .. .	6,546	2,144 17 9	319 12 10	17,446 17 5	19,911 8 0	16,496	15,535	566	188	42	94	461	..	68	45	
Kyvalley .. .. .	487	64 1 10	..	..	64 1 10	..	..	..	..	..	..	..	..	..	..	
Stopping Place No. 32 .. .. .	303	51 7 10	..	..	51 7 10	..	..	..	..	..	..	..	..	..	..	
Tongala .. .. .	15,386	1,070 13 3	95 15 8	5,229 8 2	6,395 17 1	2,875	3,920	439	124	19	61	372	..	16	30	
Stopping Place No. 28 .. .. .	229	23 14 8	..	..	23 14 8	..	..	..	..	..	..	..	..	..	..	
Koyuga .. .. .	1,008	157 2 4	9 2 2	1,113 17 6	1,280 2 0	486	1,258	109	38	10	10	33	..	10	5	
Kanyapella .. .. .	196	14 11 2	..	10 12 1	25 3 3	5	2,030	..	..	..	..	..	..	..	..	
Stopping Place No. 30 .. .. .	267	20 8 10	..	..	20 8 10	..	..	..	..	..	..	..	..	..	..	
<i>Section No. 62.—KATAMATITE LINE.</i>																
Pine Lodge .. .. .	108	22 10 6	..	1,966 18 11	1,989 9 5	3,505	528	..	..	..	..	..	..	..	..	
Lamrock .. .. .	..	..	..	5,057 9 5	5,057 9 5	11,625	..	..	..	..	..	..	..	..	..	
Cosgrove .. .. .	247	63 12 0	7 2 2	3,811 5 1	3,881 19 3	6,000	1,003	93	..	1	..	4	..	..	..	
Dookie .. .. .	1,164	403 1 11	68 11 2	4,196 3 8	4,667 16 9	7,367	2,179	108	27	13	1	11	..	8	8	
Yabba South .. .. .	2	0 6 2	..	1,058 13 1	1,058 19 3	1,914	70	..	..	..	..	..	..	..	..	
Yabba North .. .. .	153	55 1 3	7 14 9	2,055 6 5	2,118 2 5	2,772	635	..	..	1	..	2	..	..	1	
Youanmite .. .. .	119	26 5 3	4 3 2	2,912 4 3	2,942 12 8	3,958	643	72	2	1	..	3	..	1	1	
Katamatite .. .. .	335	155 0 3	29 6 6	4,914 3 3	5,096 10 0	6,676	1,538	142	28	1	1	8	..	2	2	



Section No. 63.—PICOLA LINE.																																						
Waaiia	..	..	..	..	..	..	..	..	..	..	..	..	199	37	8	9	54	5	9	2,512	15	1	2,604	9	7	3,537	604	82	8	11	..	..	..	2	10	..		
Nathalia	..	..	..	..	..	..	..	..	..	..	..	..	1,688	581	12	8	142	2	9	6,179	19	10	6,903	15	3	6,422	3,403	284	54	12	..	..	..	..	13	..		
Barwo	..	..	..	..	..	..	..	..	..	..	..	..	11	0	5	6	..	..	..	0	5	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Picola	..	..	..	..	..	..	..	..	..	..	..	..	423	194	11	2	49	16	1	5,370	2	9	5,614	10	0	5,473	1,297	216	72	1	4	3	..	..	6	..		
Section No. 64.—COBRAM LINE.																																						
Yarroweyah	..	..	..	..	..	..	..	..	..	..	..	..	34	16	6	8	10	7	0	1,145	9	5	1,172	3	1	1,403	218	41	17	1	..	..	..	..	2	..		
Cobram	..	..	..	..	..	..	..	..	..	..	..	..	1,431	659	9	2	181	12	4	14,431	14	2	15,272	15	8	14,889	6,454	394	117	11	2	77	19	5	..			
Section No. 65.—BENALLA-OAKLANDS LINE.																																						
Chesney	..	..	..	..	..	..	..	..	..	..	..	..	57	3	6	6	..	..	..	102	5	5	105	11	11	178	95	..	..	..	..	..	..	..	..			
Georambat	..	..	..	..	..	..	..	..	..	..	..	..	1,062	192	12	8	26	5	6	3,895	14	8	4,114	12	10	4,978	1,365	204	40	1	..	13	3	1	..			
Nooramunga	..	..	..	..	..	..	..	..	..	..	..	..	220	13	16	0	14	9	10	142	5	7	170	11	5	210	96	..	..	..	..	1	..	..	..			
Devenish	..	..	..	..	..	..	..	..	..	..	..	..	2,964	395	7	9	46	19	0	4,925	10	0	5,357	16	9	6,049	1,681	206	24	10	..	19	14	14	..			
St. James	..	..	..	..	..	..	..	..	..	..	..	..	1,858	445	2	9	48	15	3	4,812	14	9	5,306	12	9	4,830	1,841	255	33	11	..	27	7	..	..			
Tungamah	..	..	..	..	..	..	..	..	..	..	..	..	1,501	512	13	10	46	14	3	5,100	17	11	5,660	6	0	5,994	1,556	249	26	2	1	22	8	6	..			
Telford	..	..	..	..	..	..	..	..	..	..	..	..	324	105	18	10	6	18	10	4,014	8	6	4,127	6	2	5,539	479	95	13	3	..	5	..	1	..			
Yarrowonga	..	..	..	..	..	..	..	..	..	..	..	..	5,992	3,793	14	3	415	3	4	15,099	15	1	19,398	12	8	17,553	12,731	432	41	33	..	199	38	27	1			
State Rivers and Mulwala	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Sloane	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Warragoon	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Rennie	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Sanger	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Wangamong	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Oaklands	..	..	..	..	..	..	..	..	..	..	..	..	17	14	18	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Section No. 66.—PEACHELBA LINE.																																						
Boorhaman	..	..	..	..	..	..	..	..	..	..	..	..	1	0	1	10	0	3	6	573	10	5	573	15	9	485	431	69	..	..	..	..	..	..	..			
Peachelba	..	..	..	..	..	..	..	..	..	..	..	..	11	1	2	6	0	12	10	4,901	8	8	4,903	4	0	8,826	899	117	1	1	..	..	..	..	..	..		
Section No. 67.—TATONG LINE.																																						
Vaerum Oil Co.'s Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Karn	..	..	..	..	..	..	..	..	..	..	..	..	5	0	6	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Lima	..	..	..	..	..	..	..	..	..	..	..	..	18	3	7	8	14	10	0	1,150	1	8	1,167	19	4	1,764	1,029	25	24	1	..	..	..	..	..	..		
Malthum	..	..	..	..	..	..	..	..	..	..	..	..	3	0	6	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Tatong	..	..	..	..	..	..	..	..	..	..	..	..	69	18	4	10	3	7	4	1,049	6	5	1,070	18	7	1,770	294	15	1	..	12	..	..	..	..	..		
Section No. 68.—WHITFIELD LINE.																																						
Targoora	..	..	..	..	..	..	..	..	..	..	..	..	5	0	5	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Lacey	..	..	..	..	..	..	..	..	..	..	..	..	5	0	3	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Oxley	..	..	..	..	..	..	..	..	..	..	..	..	35	2	1	7	0	16	7	46	0	8	48	18	10	67	233	..	..	..	..	..	..	..	..	..	..	
Skehan	..	..	..	..	..	..	..	..	..	..	..	..	23	1	9	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Docker	..	..	..	..	..	..	..	..	..	..	..	..	66	5	1	6	0	18	6	65	1	5	71	1	5	102	411	..	..	..	..	..	..	..	..	..	..	
Byrne	..	..	..	..	..	..	..	..	..	..	..	..	26	2	2	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Moyhu	..	..	..	..	..	..	..	..	..	..	..	..	258	19	10	2	5	19	9	1,257	11	8	1,283	1	7	1,025	1,191	20	14	5	16	1	7	4	..	..		
Angleside	..	..	..	..	..	..	..	..	..	..	..	..	23	1	4	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Claremont	..	..	..	..	..	..	..	..	..	..	..	..	77	4	12	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dwyer	..	..	..	..	..	..	..	..	..	..	..	..	22	1	0	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Edi	..	..	..	..	..	..	..	..	..	..	..	..	164	14	8	8	1	18	2	140	14	1	157	0	11	165	168	4	5	..	2	..	..	..	..	..		
Hyem	..	..	..	..	..	..	..	..	..	..	..	..	6	0	6	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
King Valley	..	..	..	..	..	..	..	..	..	..	..	..	68	6	0	10	0	19	6	158	7	4	165	7	8	186	104	..	..	..	11	..	..	..	..	..	..	
Jarrott	..	..	..	..	..	..	..	..	..	..	..	..	2	0	7	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pieper	..	..	..	..	..	..	..	..	..	..	..	..	13	1	7	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Whitfield	..	..	..	..	..	..	..	..	..	..	..	..	256	30	0	11	6	14	10	478	5	0	515	0	9	371	694	3	32	3	17	1	2	3	..	..		

APPENDIX No. 27.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.																
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.												
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.												
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.									
<i>Section No. 69.—YACKANDANDAH LINE.</i>																								
Londrigan .. .. .	191	50 0 7	4 0 0	324 4 8	378 5 3	430	596	..	..	..	..	..	..	..	..	..	..	..	..					
Tarrawingee .. .. .	302	27 4 4	5 1 5	110 12 5	142 18 2	152	456	..	..	..	..	..	..	..	..	..	..	..	..					
Everton .. .. .	1,051	185 2 1	10 13 9	778 12 7	974 8 5	530	403	14	43	..	..	10	1	..	..	..	..	..	..					
Baarmutha .. .. .	86	5 10 1	..	6 7 11	11 18 0	..	8	..	8	..	..	..	..	..	..	..	..	..	..					
Beechworth .. .. .	5,577	2,226 18 9	275 1 7	2,317 14 7	4,819 14 11	1,995	6,352	8	12	3	12	18	4	3	..	..	..	..	..					
Wooragee .. .. .	12	5 9 7	0 5 0	19 16 8	25 11 3	20	167	..	..	..	..	..	..	..	..	..	..	..	..					
Yackandandah .. .. .	358	246 10 9	23 13 6	540 18 0	811 2 3	118	2,317	31	29	1	..	..	..	1	..	..	..	..	..					
<i>Section No. 70.—BRIGHT LINE.</i>																								
Brookfield .. .. .	191	17 16 6	0 5 10	50 16 5	68 18 9	33	258	..	..	..	..	..	..	..	..	..	..	..	..					
Bowman .. .. .	362	109 14 4	10 3 1	768 1 6	887 18 11	437	849	41	68	1	..	1	1	..	..	..	..	..	..					
Gapsted .. .. .	287	72 5 4	1 1 2	114 13 10	188 0 4	102	370	..	..	..	..	6	12	5	..	..	..	..	..					
Myrtleford .. .. .	2,071	754 19 1	94 9 0	2,802 0 0	3,651 8 1	1,116	4,875	76	217	5	..	35	..	..	..	..	..	..	..					
Ovens .. .. .	319	149 8 10	10 13 11	165 3 3	325 6 0	181	1,061	..	..	..	..	..	..	..	..	..	..	..	..					
Eurobin .. .. .	265	103 13 6	8 4 1	235 4 1	347 1 8	146	479	..	1	..	..	..	1	..	..	..	..	..	..					
Porepunkah .. .. .	790	402 13 6	53 4 4	193 17 10	649 15 8	121	718	1	..	2	4	..	..	..	..	..	..	..	..					
Bright .. .. .	1,499	828 8 6	78 11 7	1,663 15 7	2,570 15 8	1,391	2,721	2	3	..	10	7	..	3	..	..	..	..	..					
<i>Section No. 71.—WAHGUNYAH LINE.</i>																								
Lilliput .. .. .	89	26 4 11	0 1 4	509 15 7	536 1 10	805	724	..	..	..	..	..	..	..	..	..	..	..	..					
Rutherglen .. .. .	3,781	1,165 16 2	161 14 9	5,870 4 6	7,197 15 5	5,956	5,522	108	30	5	..	..	1	2	..	..	..	..	..					
Wahgunyah .. .. .	2,620	1,635 10 0	223 14 4	15,219 3 8	17,078 8 0	16,678	13,028	417	78	60	..	33	15	11	..	..	..	..	..					
<i>Section No. 72.—MELBOURNE—ORBOST LINE.</i>																								
Hawksburn .. .. .	1,120,440	16,683 12 11	202 13 1	..	16,886 6 0	..	1	..	..	..	..	..	..	..	..	..	..	..	..					
Toorak .. .. .	764,302	12,604 12 7	241 3 3	917 8 6	13,763 4 4	412	22,411	..	..	..	..	..	..	..	..	..	..	..	..					
Armadale .. .. .	1,028,176	17,456 7 8	272 5 5	0 0 9	17,728 13 10	..	3	..	..	..	..	..	..	..	..	..	..	..	..					
Malvern .. .. .	1,993,245	36,522 4 2	510 15 4	60 6 11	37,093 6 5	54	13,294	..	..	..	..	..	..	..	..	..	..	..	..					
Caulfield .. .. .	2,301,175	54,449 16 9	2,168 19 2	1,944 19 3	58,563 15 2	1,140	12,749	..	1	176	..	..	3	144	..	..	..	..	..					
Carnegie .. .. .	1,496,873	28,735 0 3	254 13 1	..	28,989 13 4	..	2	..	..	..	..	..	..	..	..	..	..	..	..					
Murrumbeena .. .. .	1,314,895	26,233 18 0	215 15 5	36 8 1	26,486 1 6	95	4,563	..	..	..	..	..	..	..	..	..	..	..	..					
Hughesdale .. .. .	703,080	14,090 18 11	226 12 9	..	14,317 11 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
Oakleigh .. .. .	1,977,217	40,827 12 9	557 12 7	3,455 11 2	44,840 16 6	4,461	32,421	..	2	30	..	..	33	55	..	..	..	..	..					
Eastoakleigh .. .. .	106,173	1,906 9 4	18 0 9	..	1,924 10 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
Clayton .. .. .	224,172	4,671 10 7	190 10 4	37 10 11	4,899 11 10	48	3,728	..	7	..	..	..	1	..	..	..	..	..	..					
Sandown Park .. .. .	372	18 17 7	..	..	18 17 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
Spring Vale .. .. .	437,696	10,286 5 6	270 12 8	7,090 15 1	17,647 13 3	5,501	16,412	..	..	..	..	..	2	1	..	..	..	..	..					
Noble Park .. .. .	259,858	6,054 11 2	123 1 8	136 18 2	6,314 11 0	39	..	..	..	..	..	..	..	..	..	..	..	..	..					
Dandenong .. .. .	532,538	18,240 17 1	1,535 17 0	5,204 7 5	24,981 1 6	3,563	25,156	92	446	124	174	190	1,492	217	756	..	..	..	..					
Hallam .. .. .	1,342	80 5 6	2 18 6	85 12 2	168 16 2	305	184	..	..	..	..	..	..	..	..	..	..	..	..					
Narre Warren .. .. .	4,617	244 0 3	68 0 0	357 13 3	660 13 6	772	1,444	25	7	2	..	43	27	3	..	..	..	..	..					
Berwick .. .. .	19,621	961 0 0	223 15 10	347 10 9	1,532 6 7	253	1,727	95	12	16	1	99	11	20	..	..	..	..	..					
Beaconsfield .. .. .	21,128	1,070 5 3	184 0 1	394 10 10	1,648 16 2	1,270	885	1	..	3	..	27	10	7	..	..	..	..	..					
Officer .. .. .	6,522	336 3 11	99 8 2	2,374 18 2	2,810 10 3	2,141	1,212	128	46	1	..	84	24	6	..	..	..	..	..					

Pakenham	15,804	1,389 10 1	235 3 8	1,719 7 10	3,344 1 7	3,803	3,897	105	38	6	..	150	111	6	..
Nar-nar-agoon	6,084	688 8 1	71 5 4	930 2 7	1,689 16 0	2,243	1,501	64	22	3	..	73	65	7	..
Tynong	4,566	487 3 6	48 18 1	619 0 10	1,155 2 5	1,341	864	..	..	1	..	38	9	4	..
Garfield	6,620	951 12 4	174 2 8	777 18 8	1,903 13 8	1,312	1,170	47	18	5	..	46	20	6	..
Bunyip	5,165	718 13 1	350 10 1	1,515 2 4	2,584 5 6	2,340	2,297	46	55	1	..	35	5	3	..
Longwarry	6,054	762 0 6	109 5 11	299 2 6	1,170 8 11	315	4,301	19	14	12	1	42	34	15	..
Drouin	11,970	1,738 17 3	216 12 1	2,511 6 5	4,466 15 9	3,789	6,340	47	131	31	1	72	57	36	..
Warragul	34,101	6,527 17 10	835 19 3	6,171 18 1	13,535 15 2	4,113	21,799	163	790	12	145	261	318	29	14
Nilma	1,404	111 1 11	80 14 11	178 9 3	370 6 1	681	533	..	..	..	..	..	1	..	..
Darnum	1,951	225 1 8	33 2 4	776 8 6	1,034 12 6	1,391	786	14	134	4	..	20	18	4	..
Yarragon	4,807	886 11 9	105 3 11	1,854 0 6	2,845 16 2	3,213	3,813	20	86	2	..	35	53	6	..
Traralgon	9,655	2,216 0 10	337 7 6	3,939 4 1	6,492 12 5	2,943	5,581	36	395	36	234	61	115	48	18
Moe	19,406	5,238 5 1	245 19 3	1,522 15 8	7,007 0 0	1,584	5,843	16	6	8	..	31	19	2	..
Yallourn	102	70 18 7	147 13 11	196,541 4 2	196,759 16 8	414,186	11,752	..	..	1	..	26	5	..	..
Morwell	11,339	3,082 18 6	766 1 1	2,837 7 2	6,686 6 9	806	6,107	155	156	6	37	165	73	15	..
Maryvale	..	..	..	998 2 0	998 2 0	1,531	33,451	..	..	..	..	..	..	..	..
Traralgon	14,866	4,120 3 10	625 12 2	5,618 17 4	10,364 13 4	3,333	7,934	112	277	37	183	149	41	38	9
Loy Yang	28	4 5 2	0 1 8	24 18 2	29 5 0	82	16	..	..	..	..	..	..	..	..
Flynn	206	51 17 3	6 13 6	589 13 7	648 4 4	10	245	85	60	1	..	10	3	..	1
Rosedale	9,616	830 8 3	65 15 7	1,829 10 5	2,725 14 3	1,476	1,080	134	44	1	..	92	25	7	..
Kilmany	1,041	164 2 1	9 16 8	870 15 0	1,044 13 9	738	561	62	15	1	..	20	3	1	..
Fulham	415	68 2 0	7 3 11	196 8 0	271 13 11	277	171	..	..	..	..	..	..	..	..
Wurruk Ballast Siding	..	..	..	282 12 10	282 12 10	1,711	..	..	..	..	..	..	..	..	..
Sale	13,148	5,571 13 4	1,017 9 11	7,730 7 1	14,319 10 4	8,088	16,127	145	243	15	119	73	62	22	24
Montgomery	41	15 12 5	64 14 9	1,086 6 6	1,166 13 8	648	352	100	44	..	..	35	3	2	..
Stratford	3,337	875 9 7	117 0 7	1,531 16 10	2,524 7 0	874	1,347	80	60	14	..	57	35	14	..
Munro	202	27 6 7	2 7 11	448 3 10	477 18 4	2,214	81	..	..	..	..	..	..	..	..
Fernbank	1,223	241 7 0	12 0 1	1,219 19 1	1,473 6 2	2,248	373	32	43	4	..	36	3	1	..
Lindenow	1,527	635 8 11	33 16 0	3,344 19 0	4,014 3 11	9,887	1,245	28	43	3	3	33	16	3	..
Hillside	291	128 9 1	5 13 2	2,381 1 3	2,515 3 6	6,434	220	38	105	..	..	48	6	..	8
Bairnsdale	14,172	8,887 18 4	671 5 1	11,278 7 10	20,837 11 3	6,485	16,466	186	495	53	102	140	94	69	6
Nicholson	..	..	..	40 0 2	40 0 2	58	95	..	..	..	..	..	..	..	..
Claybank	1	0 1 10	..	7 19 1	8 0 11	2	..	..	..	..	..	..	..	..	..
Bumbarrah	13	1 5 7	1 13 0	800 1 6	808 0 1	508	672	60	..	1	8	13	1	2	..
Mossface	29	2 13 9	2 8 0	1,200 18 0	1,205 19 9	1,706	136	..	..	..	..	..	..	..	..
Bruthen	152	30 16 2	24 1 10	4,804 8 11	4,859 6 11	3,461	2,489	62	199	9	20	49	24	10	1
Colquhoun	1	0 1 6	..	7 10 5	7 11 11	4	..	..	..	..	..	..	..	..	..
Nowa Nowa	77	15 9 6	9 14 5	1,674 11 11	1,699 15 10	1,602	1,235	30	23	..	..	4	6	2	..
Tostaree	16	3 15 2	0 1 2	44 5 10	48 2 2	22	84	..	..	1	..	..	3	..	..
Waygara	2	0 2 5	0 1 9	7 13 3	7 17 5	1	15	..	..	..	..	..	..	..	..
Orbest	124	53 17 2	81 2 6	15,884 5 7	16,019 5 3	8,673	5,919	36	588	24	101	33	115	45	..
Section No. 73.—STONY POINT LINE.															
Glenhuntly	1,658,740	32,548 13 10	1,018 0 2	562 13 6	34,129 7 6	261	28,594	..	..	..	..	..	..	..	..
Ormond	1,292,716	25,746 3 1	391 18 2	..	26,138 1 3	..	6	..	..	..	..	..	..	..	..
McKinnon	690,490	13,926 18 1	76 14 7	..	14,003 12 8	..	..	..	..	..	..	..	..	..	..
Bentleigh	1,086,100	22,221 4 10	363 1 1	..	22,584 5 11	..	3	..	..	..	..	..	..	..	..
Moorabbin	280,228	5,796 0 8	261 6 7	191 7 8	6,248 14 11	308	11,290	..	3	3	..	..	..	2	..
Highbett	269,819	5,524 7 4	101 17 3	..	5,626 4 7	..	..	..	..	..	..	..	..	..	..
Cheltenham	650,498	14,665 8 5	386 18 3	54 18 9	15,107 5 5	48	11,442	..	..	2	..	..	..	4	..
Mentone	891,258	22,671 3 10	1,232 19 7	160 11 2	24,064 14 7	86	6,488	..	..	39	..	..	..	40	..
Parkdale	614,457	14,941 6 4	213 18 4	..	15,155 4 8	..	..	..	..	..	..	..	..	..	..
Mordialloc	608,875	16,941 19 8	1,256 9 4	111 13 2	18,310 2 2	27	2,319	..	..	12	..	6	..	11	..
Aspendale	177,223	4,863 5 1	33 7 5	15 5 1	4,911 17 7	20	1,105	..	..	..	..	..	..	..	..
Edithvale	327,168	8,392 15 0	57 15 2	..	8,450 10 2	..	..	..	..	..	..	..	..	..	..
Chelsea	594,087	15,912 12 8	121 10 9	61 14 5	16,095 17 10	143	2,528	..	..	..	..	..	..	..	..
Forsyth's Siding	..	..	..	1,620 11 8	1,620 11 8	9,217	..	..	..	..	..	..	..	..	..
Bonbeach	99,066	3,529 18 6	21 14 1	..	3,551 12 7	..	..	..	..	..	..	..	..	..	..

APPENDIX NO. 27.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK.	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.											
<i>Section No. 73.—STONY POINT LINE—continued.</i>																
Carrum .. .. .	115,594	4,168 19 8	165 14 10	239 14 9	4,574 9 3	514	1,220	9	1	2	..	130	68	8	..	
Seaford .. .. .	54,530	2,213 19 6	57 10 4	895 8 4	3,166 18 2	4,880	309	..	..	..	..	..	..	..	..	
Frankston .. .. .	266,712	14,209 19 0	657 5 5	157 0 7	15,024 5 0	137	5,428	..	..	5	..	32	4	6	..	
Langwarrin .. .. .	1,473	71 17 1	6 16 9	215 19 8	294 13 6	1,069	920	..	..	..	..	..	..	..	..	
Baxter .. .. .	7,758	293 16 7	84 1 8	67 1 4	444 19 7	30	277	..	..	..	..	2	..	2	..	
Somerville .. .. .	6,781	435 17 3	58 2 3	605 19 9	1,099 19 3	831	4,837	2	..	4	..	59	5	4	..	
Tyabb .. .. .	5,586	260 3 7	70 7 7	1,570 4 8	1,900 15 10	2,092	1,801	..	..	7	..	9	2	9	..	
Hastings .. .. .	4,058	431 2 5	84 0 11	606 18 6	1,122 1 10	744	943	2	..	4	..	13	9	6	..	
Bittern .. .. .	2,766	345 16 4	45 4 11	358 17 8	749 18 11	204	577	55	20	7	..	65	28	16	..	
Crib Point .. .. .	13,036	2,496 1 10	60 4 1	129 10 10	2,685 16 9	20	3,957	..	..	..	..	..	..	..	..	
Crib Point Naval Base .. .. .	15,535	1,972 10 3	..	..	1,972 10 3	..	..	..	..	..	..	..	..	..	..	
Stony Point .. .. .	2,839	576 0 10	245 13 6	551 8 7	1,373 2 11	832	2,085	15	..	1	..	52	5	3	..	
<i>Section No. 74.—MORNINGTON LINE.</i>																
Moorooduc .. .. .	1,159	75 15 8	6 1 10	830 3 0	912 0 6	686	594	92	38	6	..	109	61	17	..	
Stopping Place No. 20 .. .. .	2	0 1 2	..	..	0 1 2	..	..	..	..	..	..	..	..	..	..	
Mornington .. .. .	20,460	1,605 4 1	264 19 9	173 13 1	2,043 16 11	68	5,134	13	10	12	..	59	15	21	..	
<i>Section No. 75.—RED HILL LINE.</i>																
Balnarring .. .. .	14	1 8 1	4 4 6	24 1 6	29 14 1	30	286	..	..	3	..	13	1	..	..	
Merricks .. .. .	5	0 11 8	2 14 10	424 10 6	427 17 0	301	1,166	48	51	3	..	53	25	2	..	
Red Hill .. .. .	13	2 0 11	2 17 5	384 7 8	389 6 0	425	1,098	2	..	2	..	14	..	3	..	
<i>Section No. 76.—DANDENONG—PORT ALBERT LINE.</i>																
Lyndhurst .. .. .	1,511	90 17 7	56 4 10	259 0 11	406 3 4	1,013	733	..	..	..	..	4	1	..	..	
Cranbourne and Sidings .. .. .	12,421	551 11 5	653 5 11	4,732 3 9	5,937 1 1	21,744	4,528	74	63	9	..	90	78	20	..	
Clyde .. .. .	7,220	369 14 9	23 15 10	332 19 10	726 10 5	212	488	116	..	..	..	107	16	6	..	
Tooradi .. .. .	3,528	238 14 4	39 15 9	295 8 11	573 19 0	280	311	57	10	1	..	29	1	..	..	
Dalmore .. .. .	3,478	229 10 7	38 14 4	886 15 6	1,155 0 5	2,488	744	..	1	2	..	28	5	4	..	
Koo-wee-rup .. .. .	12,709	1,071 17 6	99 8 0	7,274 13 8	8,445 19 2	24,815	3,562	44	51	5	..	35	65	8	..	
Monomeith .. .. .	1,357	108 12 11	10 5 10	891 16 9	1,010 15 6	47	408	28	406	22	..	25	178	23	..	
Caldermeade .. .. .	1,465	149 17 0	81 11 6	156 3 10	387 12 4	30	306	13	57	2	..	5	34	..	..	
Lang Lang .. .. .	3,745	658 6 10	149 14 7	424 16 5	1,232 17 10	449	1,913	26	20	3	..	49	119	7	..	
Nyora .. .. .	3,920	669 13 9	60 2 7	624 16 0	1,354 12 4	1,625	1,593	7	35	1	..	14	15	4	..	
Loch .. .. .	2,922	485 7 5	259 18 7	962 14 11	1,708 0 11	302	1,435	65	194	4	11	68	58	8	..	
Jectho .. .. .	2,540	116 14 5	19 11 5	70 11 7	206 17 5	28	86	14	1	..	..	12	..	..	..	
Bena .. .. .	1,095	217 18 7	206 12 4	668 9 2	1,093 0 1	253	737	35	9	3	52	79	13	8	1	
Whitelaw .. .. .	174	5 11 6	3 1 10	1 3 1	9 16 5	..	22	..	..	..	..	..	..	..	..	
Korumburra and Coal Creek Siding .. .. .	10,618	2,627 15 6	554 7 1	8,180 19 6	11,363 2 1	13,794	11,428	74	393	28	132	107	127	34	..	
Extended Co's Siding .. .. .	..	..	..	318 12 4	318 12 4	1,132	18	..	..	..	..	..	..	..	..	
Austral Coal Co's Siding .. .. .	..	..	..	2,918 0 3	2,918 0 3	9,581	..	..	..	..	..	..	..	..	..	
Kardella .. .. .	1,777	185 12 6	18 3 1	206 12 1	410 7 8	81	195	40	..	1	..	13	..	..	..	
Ruby .. .. .	801	88 15 1	18 0 7	461 7 7	568 3 3	120	357	23	84	1	..	11	7	..	..	
Leongatha .. .. .	10,842	3,381 17 0	684 5 3	6,018 14 11	10,084 17 2	4,726	11,186	107	451	10	143	178	197	14	..	



APPENDIX No. 27.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.							
	Outwards.		Outwards.	Outwards.		Outwards.	Inwards.	Outwards				Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.			
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.
<i>Section No. 82.—WARRAGUL—NOOJEE LINE—continued.</i>															
Neerim South .. .. .	8	£ 0 14 11	£ 18 2 6	£ 834 8 11	£ 853 6 4	422	986	23	104	3	2	18	15	..	..
Neerim .. .. .	5	0 7 1	7 5 8	1,440 17 5	1,448 10 2	2,757	364	..	..	..	..	1	3	..	..
Nayook .. .. .	18	1 6 1	3 15 8	2,814 7 11	2,819 9 8	6,535	847	4	..	..	..	6	..	2	..
Noojee .. .. .	387	69 9 4	12 17 4	4,337 13 9	4,420 0 5	7,115	680	..	..	..	..	..	..	..	..
<i>Section No. 83.—THORPDALE LINE.</i>															
David .. .. .	34	1 11 7	0 4 2	8 6 9	10 2 6	6	7	..	..	..	..	..	..	..	..
Coalville .. .. .	267	11 9 4	1 7 3	70 13 4	83 9 11	90	37	..	..	..	..	1	..	..	..
Narracan .. .. .	26	1 17 9	1 10 5	186 12 7	190 0 9	335	377	2	4	..	..	6	1	..	..
Thorpdale .. .. .	29	7 2 9	42 0 4	1,092 11 11	1,141 15 0	1,032	1,835	57	1	1	..	60	1	1	..
<i>Section No. 84.—WALHALLA LINE.</i>															
Gooding .. .. .	8	0 5 4	4 15 7	0 4 6	5 5 5	..	..	..	..	..	..	..	..	..	..
Gould .. .. .	499	55 3 4	7 0 1	65 1 9	127 5 2	111	47	..	..	..	..	..	..	..	..
Moondarra .. .. .	293	35 18 1	9 7 6	1,968 3 8	2,013 9 3	3,364	147	2	..	..	..	4	2	..	..
Watson .. .. .	77	10 6 3	1 12 0	25 11 10	37 10 1	24	1	..	..	..	..	..	..	..	..
Collins' Siding .. .. .	38	2 3 0	4 4 7	9,675 3 5	9,681 11 0	17,636	287	..	..	..	..	..	..	..	..
Erica .. .. .	1,172	363 5 3	20 8 4	263 12 5	647 6 0	310	540	3	1	..	..	21	25	1	..
Knott's Siding .. .. .	48	16 17 11	6 10 7	59 12 3	83 0 9	31	281	..	..	..	..	..	..	..	..
Fullwood's Siding .. .. .	..	..	..	4,807 0 5	4,807 0 5	7,374	98	..	..	..	..	..	..	..	..
O'Shea and Bennett's Siding .. .. .	..	..	..	4,215 16 6	4,215 16 6	7,245	4	..	..	..	..	..	..	..	..
White Rock Co.'s Siding .. .. .	..	..	..	1,869 7 11	1,869 7 11	3,767	1,761	..	..	..	..	..	..	..	..
Platina .. .. .	87	30 3 7	4 19 3	1,222 14 5	1,257 17 3	2,266	1,534	..	..	..	..	..	..	..	..
Thomson .. .. .	16	0 6 1	..	..	0 6 1	..	..	..	..	..	..	..	..	..	..
Walhalla .. .. .	271	85 3 9	11 9 0	57 3 9	153 16 6	50	196	..	..	..	..	..	..	..	..
<i>Section No. 85.—NORTH MIRBOO LINE.</i>															
Hazelwood .. .. .	7	0 19 11	..	7 13 1	8 13 0	3	68	..	..	1	..	1	..	..	..
Yinnar .. .. .	263	58 19 11	26 9 10	894 10 6	980 0 3	870	1,737	13	30	1	52	8	7	3	1
Boolarra .. .. .	636	178 19 5	44 4 9	1,638 8 10	1,861 13 0	1,642	1,352	58	42	3	2	8	7	..	..
Darlimurla .. .. .	477	22 2 7	0 15 4	14 16 4	37 14 3	12	25	..	..	..	..	..	..	..	..
North Mirboo .. .. .	1,226	256 0 5	78 8 5	2,908 3 6	3,242 12 4	851	3,049	126	203	1	94	39	69	3	..
<i>Section No. 86.—TRARALGON—STRATFORD LINE.</i>															
Glengarry .. .. .	1,378	231 7 11	25 0 5	1,263 1 4	1,519 9 8	1,313	1,428	30	54	6	5	12	2	3	1
Toongabbie .. .. .	834	133 0 4	12 10 9	432 12 2	578 3 3	479	436	23	5	..	..	7	..	..	..
Cowwarr .. .. .	1,674	449 3 0	40 0 11	1,987 9 11	2,476 13 10	9,089	689	32	66	12	4	3	14	2	..
Dawson .. .. .	53	24 16 6	0 1 9	2 15 1	27 13 4	1	23	..	..	..	..	..	..	..	..
Heyfield .. .. .	2,159	687 12 4	116 18 0	2,317 10 4	3,122 0 8	2,080	1,309	65	109	4	42	36	4	8	..
Tinamba .. .. .	2,024	637 14 2	52 19 3	3,582 8 6	4,273 1 11	3,421	1,405	60	274	8	128	27	49	4	2
Maffra .. .. .	4,988	2,137 12 10	245 16 3	12,957 8 11	15,340 18 0	10,464	46,891	48	114	6	33	24	40	6	4
Powerscourt .. .. .	..	..	..	177 6 10	177 6 10	3,010	41	..	..	..	..	..	..	..	..
<i>Section No. 87.—BRIAGOLONG LINE.</i>															
Bolsdale .. .. .	..	..	..	1,546 17 3	1,546 17 3	7,940	217	4	16	..	..	..	..	..	..
Bushy Park .. .. .	..	..	..	312 7 2	312 7 2	2,678	112	..	..	..	..	..	..	..	..
Briagolong .. .. .	1	0 7 3	..	1,306 15 4	1,307 2 7	4,724	352	..	..	..	..	6	..	1	..

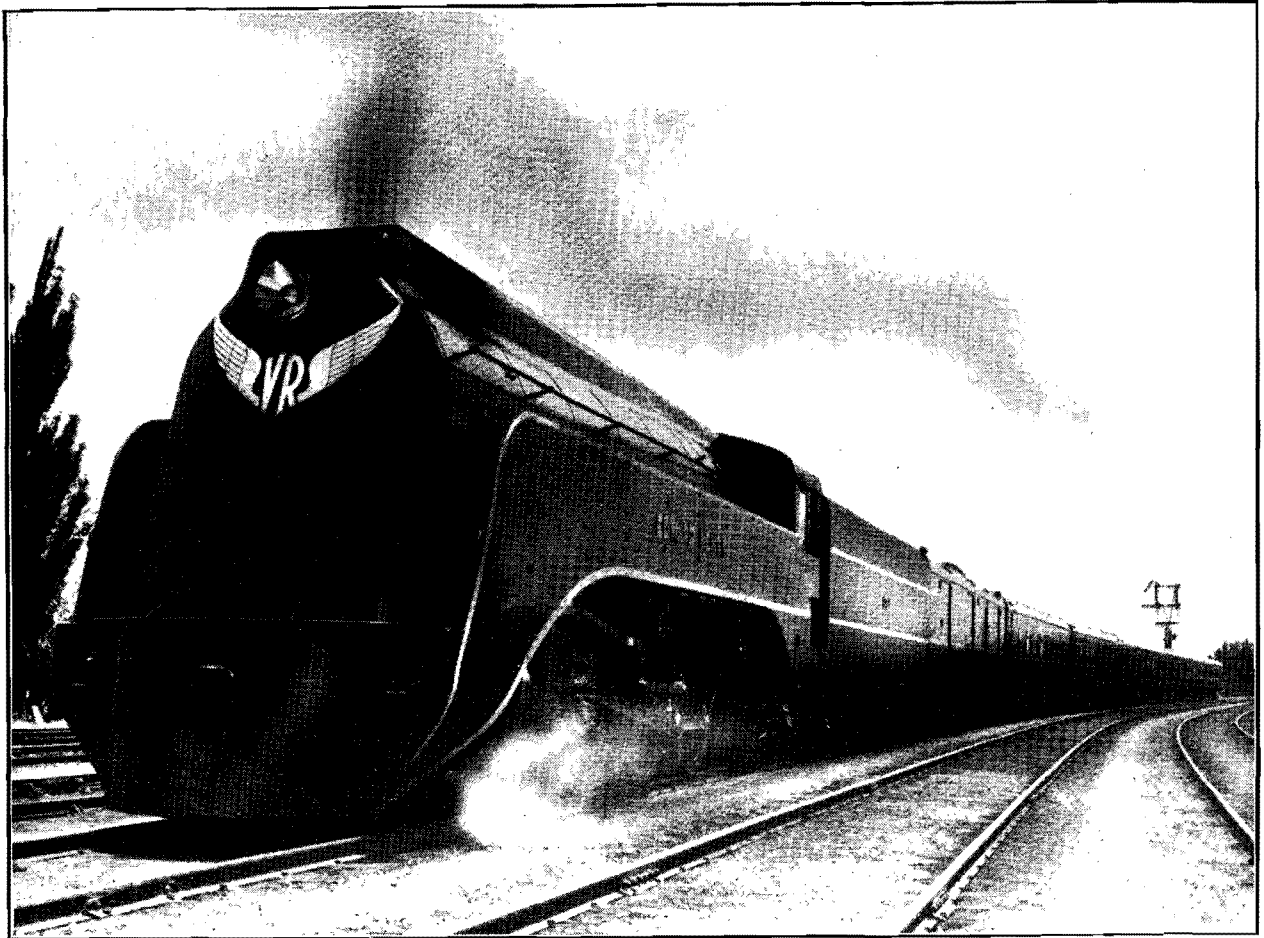
Section No. 88.—HEALESVILLE LINE.														
East Richmond	465,228	6,263	7	2	234	14	6	..	..	6,498	1	8	..	..
Burnley	614,255	8,029	1	1	175	19	6	2,451	18	11	10,656	10	6	2,644
Hawthorn	664,456	9,598	17	1	546	0	1	337	13	1	10,482	10	3	123
Glenferrie	1,212,950	20,377	5	0	474	4	3	..	..	..	20,851	9	3	..
Auburn	1,177,066	18,943	14	11	167	18	11	..	..	..	19,111	13	10	..
Camberwell	1,411,825	25,997	11	2	494	0	9	631	15	3	27,123	7	2	455
East Camberwell	733,440	12,977	3	7	89	19	4	..	..	..	13,067	2	11	..
Canterbury	1,232,507	23,686	8	6	351	14	8	17	4	8	24,055	7	10	1
Chatham	915,180	16,686	1	1	93	19	9	..	..	..	16,780	0	10	..
Surrey Hills	1,147,662	21,389	3	9	164	0	4	74	2	11	21,627	7	0	128
Mont Albert	864,207	16,479	16	6	110	3	7	..	..	..	16,590	0	1	..
Box Hill	1,695,750	35,311	12	6	584	11	4	2,084	17	4	37,981	1	2	1,785
Blackburn	506,938	10,966	0	5	145	18	2	1,237	8	9	12,349	7	4	4,205
Tunstall	207,825	4,462	4	0	138	0	0	2	5	11	4,602	9	11	..
Mitcham	505,720	11,514	8	3	173	0	11	2,030	13	10	13,718	3	0	2,137
Ringwood	489,185	11,987	17	8	347	4	8	610	7	2	12,945	9	6	1,211
Ringwood East	49,247	1,164	13	9	10	9	9	..	..	..	1,175	3	6	..
Croydon	368,659	10,332	4	1	418	18	7	391	8	8	11,142	11	4	638
Mooroolbark	18,235	605	9	10	304	13	5	38	15	10	948	19	1	48
Cave Hill Siding	..	..	..	..	..	..	..	8,242	4	2	8,242	4	2	23,474
Lilydale	95,070	4,333	10	9	289	5	8	839	12	5	5,462	8	10	789
Black's Siding	..	..	..	..	..	..	..	2,995	18	6	2,995	18	6	11,161
Coldstream	1,670	93	11	9	24	7	3	401	0	9	518	19	9	437
Yering	885	63	1	6	12	1	5	306	9	11	381	12	10	9
Yarra Glen	7,368	491	12	1	274	11	7	217	10	9	983	14	5	507
Tarrawarra	661	63	9	10	22	15	8	91	3	3	177	8	9	5
Healesville	14,424	1,698	16	5	305	3	6	5,374	9	0	7,378	8	11	15,666
Section No. 89.—BURNLEY—GLEN WAVERLEY LINE.														
Heyington	115,945	1,819	17	6	18	15	6	..	..	..	1,838	13	0	..
Kooyong	299,346	5,001	19	3	42	2	0	..	..	..	5,044	1	3	..
Tooronga	903,692	13,770	18	6	147	14	10	40	11	7	13,959	4	11	26
Gardiner	768,712	13,451	4	8	119	13	6	..	..	..	13,570	18	2	..
Glen Iris	849,534	15,597	11	6	76	10	11	..	..	..	15,674	2	5	..
Darling	584,426	11,491	0	4	76	18	5	4	17	1	11,572	15	10	14
Eastmalvern	262,045	5,289	7	1	49	4	1	1	12	11	5,340	4	1	..
Holmesglen	6,859	145	3	0	3	9	4	..	..	..	148	12	4	..
Jordanville	12,506	286	13	7	3	13	7	..	..	..	290	7	2	..
Mount Waverley	26,541	579	6	6	23	11	7	0	3	8	603	1	9	..
Syndal	11,785	279	10	10	3	13	11	..	..	..	283	4	9	..
Glen Waverley	40,930	994	5	1	17	13	7	19	11	0	1,031	9	8	59
Section No. 90.—KEW LINE.														
Barker	232,985	3,257	2	3	36	17	8	..	..	..	3,293	19	11	..
Kew	563,528	7,238	8	3	246	14	4	208	15	3	7,693	17	10	88
Section No. 91.—ASHBURTON LINE.														
Riversdale	167,438	2,714	12	11	18	19	6	62	13	11	2,796	6	4	24
Willison	325,330	5,546	19	9	9	12	5	..	..	..	5,536	12	2	..
Hartwell	643,995	11,323	13	11	69	8	4	2	19	8	11,396	1	11	12
Burwood	536,513	9,133	18	3	182	13	11	51	9	2	9,373	1	4	18
Ashburton	334,459	6,123	8	8	70	6	11	9	0	5	6,202	16	0	29
Section No. 92.—DEEPDENE LINE.														
Shenley	37,014	437	11	8	1	15	7	..	..	..	439	7	3	..
Roystead	98,105	1,401	2	8	2	0	2	..	..	..	1,403	2	10	..
Deepdene	243,177	3,126	18	5	3	9	4	..	..	..	3,130	7	9	..
East Kew	107,053	1,047	16	8	2	4	0	21	10	0	1,071	10	8	25

APPENDIX NO. 27.—RETURN OF TRAFFIC AT EACH STATION *continued.*

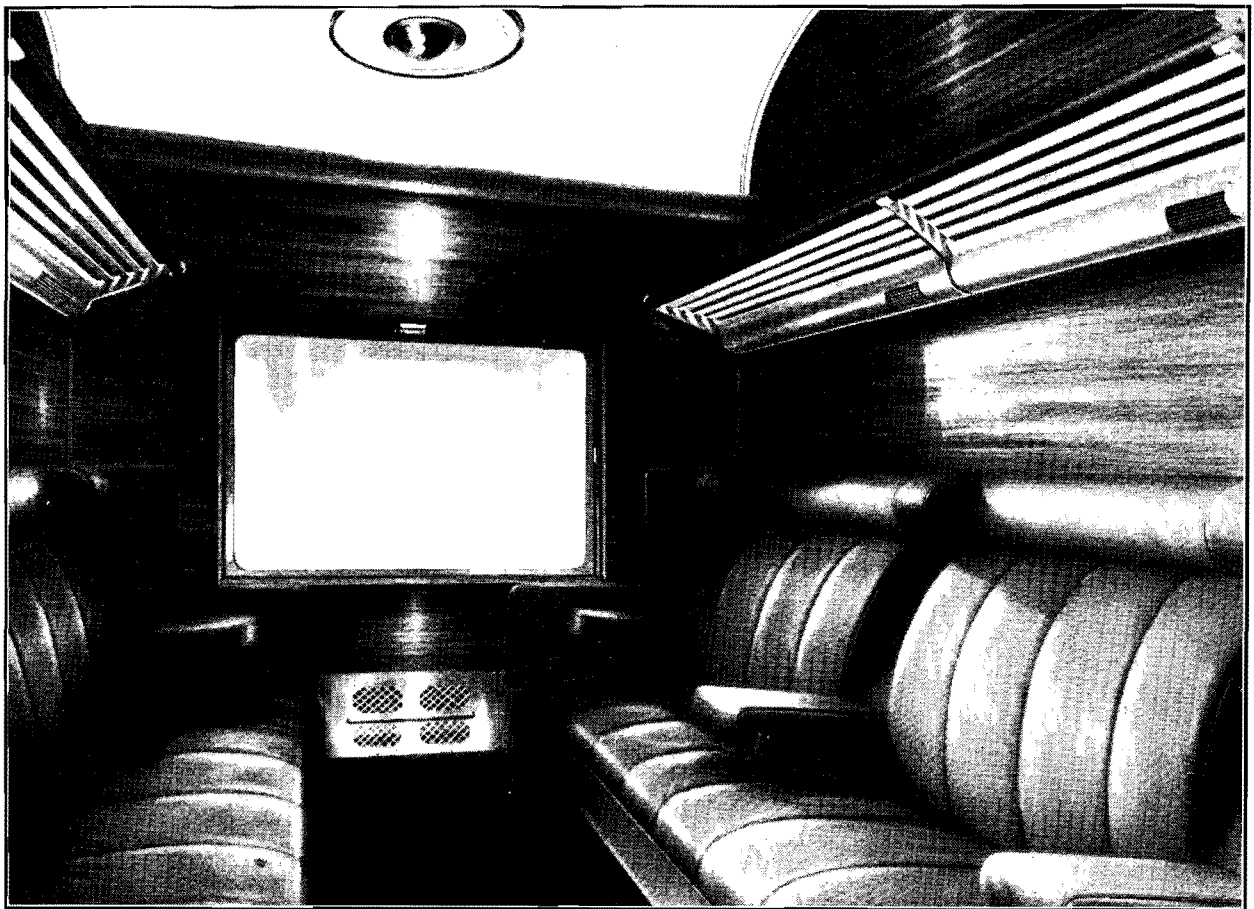
STATIONS.	PASSENGERS.		PARCELS, ETC.		GOODS AND LIVE STOCK.		TOTAL OUTWARDS TRAFFIC REVENUE.	GOODS TONNAGE.		LIVE STOCK.								
	Outwards.		Outwards.		Outwards.			Outwards.	Inwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.		Tons.	Tons.	Number of Trucks.				Number of Trucks.				
								Sheep.	Cattle.	Horses.	Pigs.	Sheep.	Cattle.	Horses.	Pigs.			
<i>Section No. 93.—RINGWOOD—GEMBROOK LINE.</i>																		
Heathmont .. .. .	38,635	879 0 3	14 0 10	..	..	893 1 1	..	60	2,103	..	..	..	..	20	16	..	2	..
Bayswater .. .. .	165,242	4,408 15 1	243 4 1	..	..	4,710 16 4	..	3	8	..	..	..	..	..	..	..	..	..
Boronia .. .. .	195,218	5,780 1 2	272 2 10	..	..	6,061 8 3	..	49	1,293	10	..	6	..	38	13	..	1	..
Lower Ferntree Gully .. .. .	84,934	3,000 15 2	114 9 7	..	..	3,270 5 2	..	..	..	..	..	..	..	..	..	..	..	..
Malvern City Council Siding .. .. .	..	..	..	..	..	1,609 15 8	..	7,686	..	..	..	..	..	..	..	..	..	..
Upper Ferntree Gully .. .. .	98,468	4,638 4 9	463 7 8	..	..	297 13 10	..	291	1,785	..	..	..	..	..	1	6	..	..
Upwey .. .. .	21,497	956 10 5	18 11 11	..	..	5 7 3	..	1	66	..	..	..	..	..	..	..	..	..
Tecoma .. .. .	9,526	392 12 11	17 10 0	..	..	0 18 10	..	3	667	..	..	..	..	..	..	..	..	..
Belgrave .. .. .	18,568	810 9 8	33 13 8	..	..	10 13 9	..	..	..	..	..	..	..	..	..	..	..	..
Selby .. .. .	937	51 16 9	..	..	..	0 4 11	..	..	1	..	..	..	..	..	..	..	..	..
Water Tanks .. .. .	11	0 10 6	..	..	..	0 10 6	..	..	..	..	..	..	..	..	..	..	..	..
Aura .. .. .	512	17 10 2	6 1 6	..	..	61 18 1	..	211	100	..	..	..	..	..	1	..	..	..
Clematis .. .. .	409	27 5 6	..	..	..	0 9 7	..	..	27	..	..	..	..	..	..	..	..	..
Emerald .. .. .	1,582	113 6 7	53 6 8	..	..	181 5 10	..	64	674	..	..	..	..	20	14	..	2	..
Nobelius' Siding .. .. .	83	2 16 1	14 1 2	..	..	335 4 0	..	98	72	..	..	..	..	..	..	..	..	..
Wright .. .. .	38	2 1 6	..	..	..	2 1 6	..	..	..	..	..	..	..	..	..	..	..	..
Cockatoo .. .. .	1,778	139 10 10	17 0 10	..	..	30 19 0	..	42	155	..	..	..	..	..	..	..	..	..
Felder .. .. .	11	0 8 11	..	..	..	0 8 11	..	..	..	..	..	..	..	..	..	..	..	..
Gembrook .. .. .	345	38 6 4	34 17 3	..	..	1,431 2 4	..	4,176	589	7	..	..	..	19	4	..	3	..
<i>Section No. 94.—WARBURTON LINE.</i>																		
Mount Evelyn .. .. .	15,993	998 9 7	118 13 9	..	..	50 8 9	..	84	764	1	..	..	..	..	3	..	..	..
Wandin .. .. .	5,785	431 14 7	223 5 7	..	..	220 15 7	..	440	870	2	1	..	4	..	5	2	12	..
Seville .. .. .	2,482	194 8 10	39 18 11	..	..	213 7 0	..	958	306	1	7	..	1	..	18	13	3	..
Killara .. .. .	709	41 4 0	5 2 3	..	..	69 17 6	..	114	64	20	6	..	..	11	7	..	..	..
Woori Yallock .. .. .	2,160	243 9 6	39 8 8	..	..	420 13 0	..	865	273	17	81	..	4	..	22	41	5	..
Launching Place .. .. .	2,910	304 9 10	516 10 11	..	..	171 6 1	..	317	675	..	28	..	10	31	31	3	3	..
Yarra Junction .. .. .	4,356	539 8 1	97 2 2	..	..	10,936 0 8	..	27,746	2,014	..	..	..	7	33	2	2	2	1
Wesburn .. .. .	2,655	250 4 7	186 19 0	..	..	69 8 1	..	39	688	4	2	..	1	20	2	2	..	..
Millgrove .. .. .	1,428	141 19 0	17 8 0	..	..	535 10 9	..	694	146	1	..	..	1	2	..	2	2	..
Warburton .. .. .	5,904	1,011 13 3	150 1 0	..	..	2,364 7 7	..	1,807	6,105	1	2	..	4	15	10	5	1	..
La La Extension .. .. .	..	..	..	..	..	4,386 1 8	..	12,775	11	..	..	..	..	..	..	..	..	..
<i>Section No. 95.—HURSTBRIDGE LINE.</i>																		
Jolimont .. .. .	218,863	2,640 15 4	49 13 11	..	..	2,690 9 3	..	..	..	..	..	..	..	..	..	..	..	..
West Richmond .. .. .	594,007	7,585 6 0	719 6 10	..	..	8,304 13 4	..	..	..	..	..	..	..	..	..	..	..	..
North Richmond .. .. .	525,151	7,668 19 11	540 15 0	..	..	8,203 14 11	..	..	2	..	..	..	..	..	..	..	..	..
Collingwood .. .. .	474,872	6,763 13 5	553 15 7	..	..	7,317 10 2	..	..	1	..	..	..	..	..	..	..	..	..
Victoria Park .. .. .	721,118	10,321 18 6	542 11 10	..	..	8,616 7 11	..	29,047	94,713	..	..	..	..	..	..	..	..	..
Clifton Hill .. .. .	1,211,958	15,724 5 6	464 19 5	..	..	16,189 4 11	..	..	2	..	..	..	..	..	..	..	..	..
Westgarth .. .. .	620,846	8,173 10 2	84 17 1	..	..	8,258 7 3	..	..	..	..	..	..	..	..	..	..	..	..
Dennis .. .. .	776,454	11,405 5 4	83 9 3	..	..	11,488 14 7	..	..	1	..	..	..	..	..	..	..	..	..
Fairfield Park .. .. .	1,298,691	20,043 16 8	208 7 5	..	..	24,484 12 8	..	2,540	40,828	..	..	..	..	..	..	..	..	..
Alphington .. .. .	567,283	9,333 19 6	100 11 8	..	..	100 9 6	..	80	2,530	..	..	..	..	..	..	..	..	..







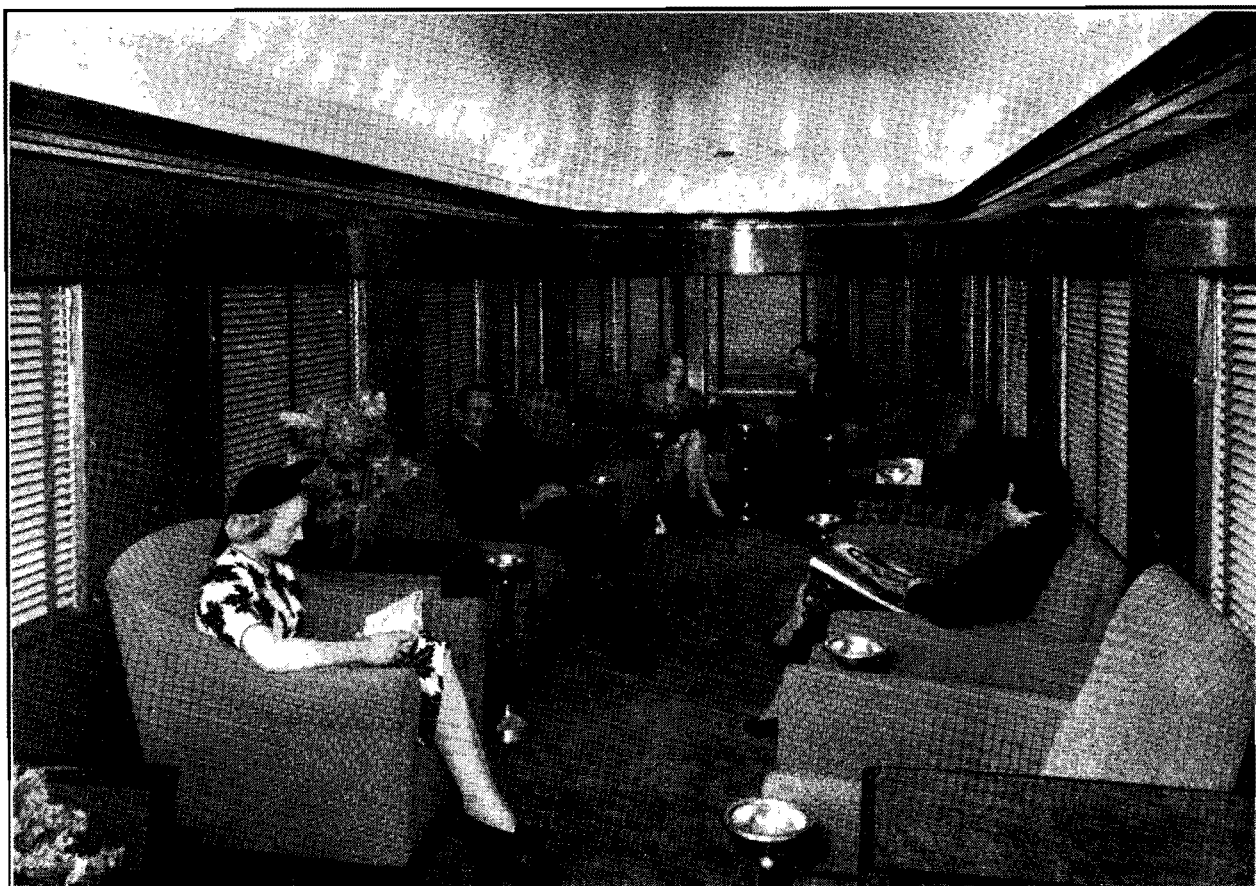
Cor-ten Steel "Spirit of Progress" drawn by streamlined Pacific engine "Edward Henty."



"Spirit of Progress"—Interior, First Class Compartment.



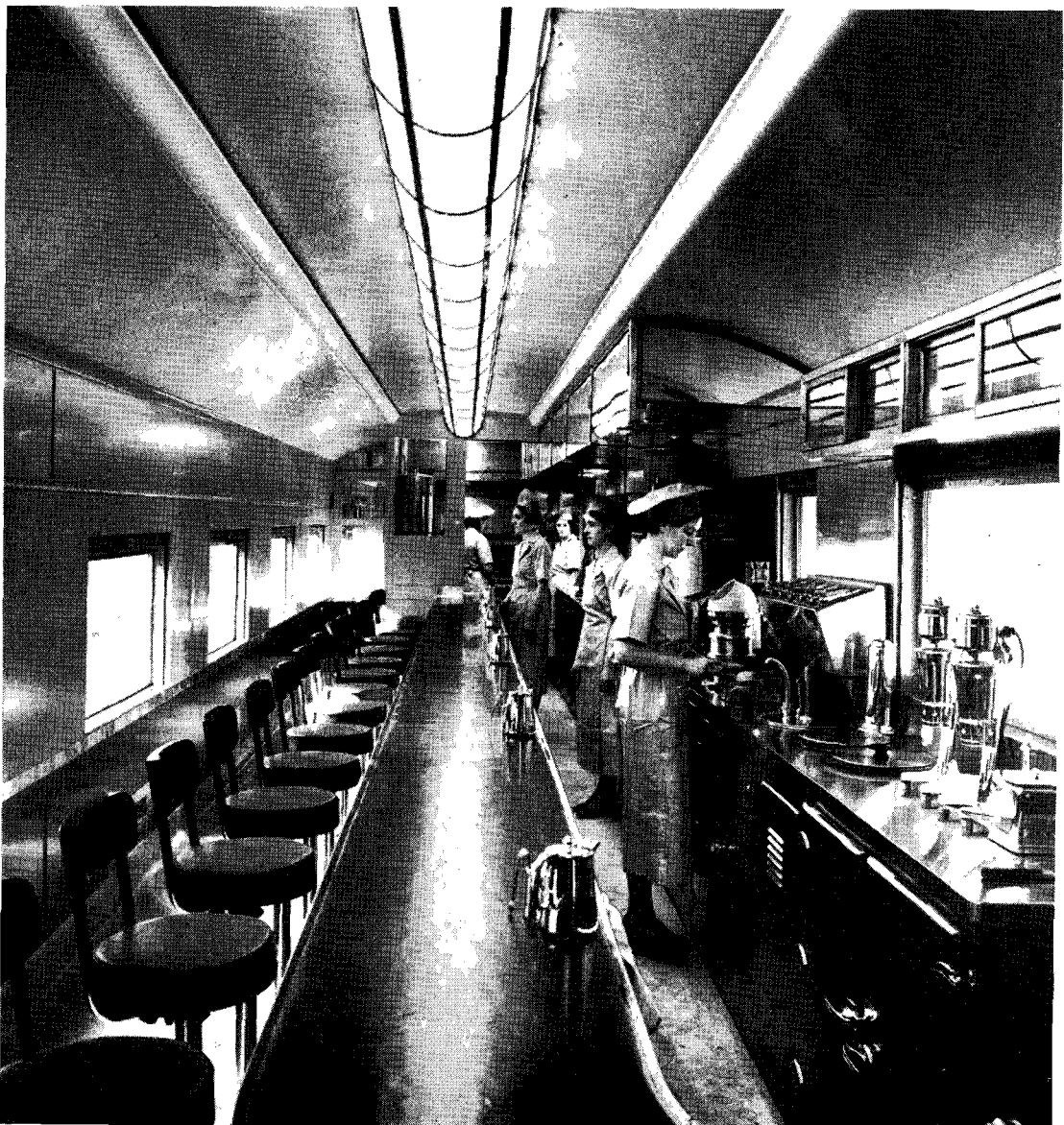
"Spirit of Progress"—Dining Car.



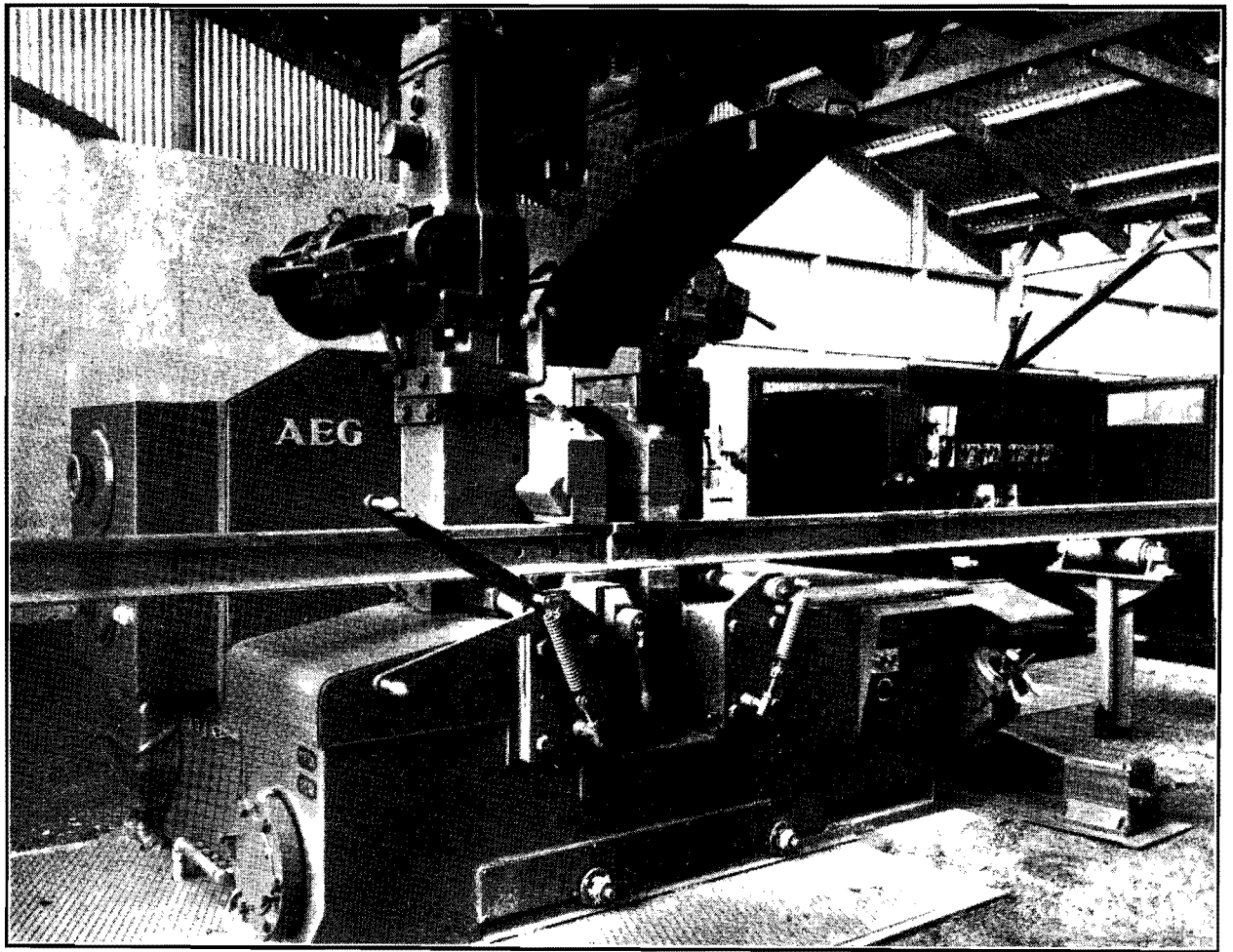
"Spirit of Progress"—Parlor Observation Car.



"Spirit of Progress"—Dining Car Kitchen.



Buffet Compartment, Composite Buffet and Sitting Car.



Automatic Flash Butt Welding Machine.

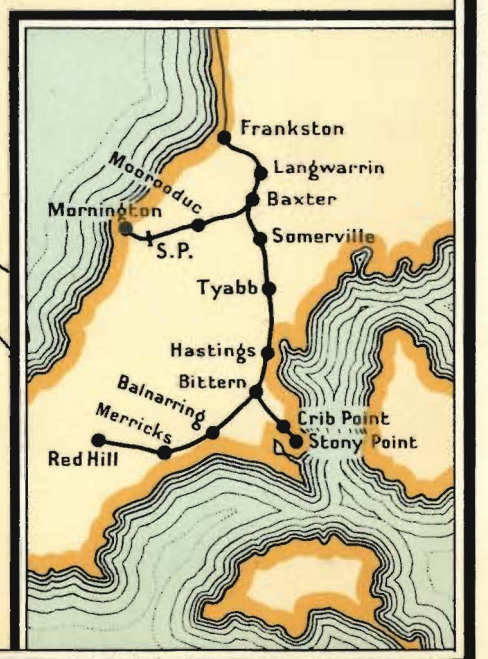


Automatic Flash Butt Welding Machine in action.



Railway Map  
OF  
**Suburban Lines  
MELBOURNE**

1938





**BALLARAT AND DISTRICT**

Dowling  
Wendouree  
Cardigan  
Kopke  
Cattle Yards  
Nga Balarat  
BALLARAT  
Eureka  
York St  
Levy  
Canadian  
Clear Reid  
Helen  
Navigator  
Buninyong

MILES

**RAILWAY MAP OF VICTORIA**

1938

SCALE OF MILES



Showing Victorian Government Railways  
[in Red]

A U S T R A L I A

S O U T H

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

NEW SOUTH WALES

Commonwealth Territory

PRINCE'S HIGHWAY

WILSON'S PROMONTORY