

1928.
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VICTORIA

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1928.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 6 GEO. V. No. 2716.

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1928.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 31st August, 1928.

To the Honorable the Minister of Railways.

SIR

In conformity with the provisions of Section 99 of the *Railways Act* 1915, No. 2716, we have the honour to submit our Report in respect of the year ended 30th June, 1928.

The financial results of the operation of the Railways and the St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways during the period under review were as indicated hereunder:—

	Railways.			St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—									
Earnings	12,679,350	19	5	70,278	7	1	12,749,629	6	6
Amount received in respect of the loss resulting from the working of cer- tain lines of railway, and in respect of certain border rail- ways, <i>vide</i> page 8	203,410	0	0	..	..	..	203,410	0	0
	12,882,760	19	5	70,278	7	1	12,953,039	6	6
WORKING EXPENSES	10,104,641	7	6	61,494	17	11	10,166,136	5	5
NET REVENUE	2,778,119	11	11	8,783	9	2	2,786,903	1	1
INTEREST CHARGES and EXPENSES .. .. .	..	..	..	..	..	..	3,340,612	6	8
DEFICIT .. .. .	..	..	..	..	..	..	£553,709	5	7

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

	Year 1927-28.			Year 1926-27.			Increase. (+) Decrease. (-)			
	£	s.	d.	£	s.	d.	£	s.	d.	
Gross Revenue—										
Railways—Earnings	12,679,350	19	5	13,503,123	3	7	—	823,772	4	2
„ Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8 ..	203,410	0	0	186,842	0	0	+	16,568	0	0
	12,882,760	19	5	13,689,965	3	7	—	807,204	4	2
St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways	70,278	7	1	70,803	15	11	—	525	8	10
Total	12,953,039	6	6	13,760,768	19	6	—	807,729	13	0
Working Expenses—										
Railways	10,104,641	7	6	10,457,754	17	6	—	353,113	10	0
St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways	61,494	17	11	63,277	10	3	—	1,782	12	4
Total	10,166,136	5	5	10,521,032	7	9	—	354,896	2	4
Net Revenue	2,786,903	1	1	3,239,736	11	9	—	452,833	10	8
Interest Charges and Expenses ..	3,340,612	6	8	3,287,276	17	9	+	53,335	8	11
Deficit	553,709	5	7	47,540	6	0	+	506,168	19	7

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

	Year 1927-1928.	Year 1926-1927.	Year 1925-1926.	Year 1924-1925.
Average Mileage of Railways operated ...	4,661	4,627	4,526	4,446
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	3,437,876	3,380,932	3,343,344	3,259,520
" Suburban	7,374,517	7,358,600	7,311,755	7,194,731
Mixed	2,205,345	2,213,451	2,225,038	2,295,898
Goods (including Live Stock)	4,677,190	5,077,766	4,695,410	4,731,857
Total ...	17,694,928(a)	18,030,749(a)	17,575,547(a)	17,482,006(a)
Number of Passenger Journeys (Country Suburban)	8,181,235 156,393,635	9,083,149 160,154,499	9,464,911 158,589,397	9,765,623 156,678,519
Tonnage of Goods	7,456,745	8,648,488	8,128,905	8,446,929
Tonnage of Live Stock	661,216	586,435	599,591	512,627
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 2,493,773	£ 2,714,002	£ 2,688,060	£ 2,728,500
" Petrol Rail Motors	46,186	46,914	44,557	35,422
" Suburban	2,818,489	2,879,642	2,693,187	2,616,965
" Petrol Rail Motors	327	474	...	...
Parcels, &c.	518,935	524,314	506,249	496,532
" Petrol Rail Motors	6,599	8,581	7,593	4,570
Horses, Carriages, and Dogs	41,215	45,260	40,661	39,968
Mails	89,859	85,195	90,248	59,480
	6,015,383	6,304,382	6,070,555	5,981,437
Goods, &c., Business.				
Goods	4,893,277	5,519,649	4,773,655	5,070,969
Live Stock	711,909	649,743	640,357	550,060
Minerals	158,515	174,704	151,439	154,493
	5,763,701	6,344,096	5,565,451	5,775,522
Other Services.				
Dining Car Services	31,542	28,478	25,807	24,008
Refreshment Services	440,386	448,153	413,736	383,840
Advertising	50,686	43,778	36,987	34,118
Bookstalls	84,087	81,840	67,855	66,322
	606,701	602,249	544,385	508,288
Electrical Power	35,204	58,157	145,026	218,797
Rentals	145,089	141,503	156,546	124,883
Miscellaneous	211,208	202,047	189,098	150,270
Repayment by the State Coal Mine of portion of subsidies paid in previous years	43,773	...	...	...
Total ...	12,821,059	13,652,434	12,671,061	12,759,197
Per mile of Railway worked	2,751	2,951	2,800	2,870
Per traffic train mile	14s. 5'89d.	15s. 1'72d.	14s. 5'03d.	14s. 7'16d.
WORKING EXPENSES.				
Transportation Branch	£ 2,673,518	£ 2,822,524	£ 2,701,124	£ 2,664,697
Way and Works Branch	2,109,404	2,276,601	1,928,597	1,963,960
Rolling-Stock Branch—Operating Expenses	1,837,204	1,914,543	1,821,763	1,770,939
" Repairs and Renewals	1,572,677	1,582,378	1,520,727	1,480,972
" Repayment to Capital Account in respect of Rolling-Stock withdrawn from service	250,000	250,000	50,000	50,000
" Payment into Rolling-Stock Replacement Fund ... ..	...	...	200,000	200,000
Electrical Engineering Branch	355,770	410,671	466,770	564,264
Miscellaneous Operations	493,011	484,281	452,755	430,151
General Expenses	248,374	256,214	238,621	216,130
Stores Branch	111,706¶	90,180¶	80,162¶	...
Payment into Railway Accident and Fire Insurance Fund	31,301	62,757	65,945	47,823
Payment to the State Coal Mine towards the cost of re-conditioning the McBride tunnel ... ..	...	Cr. 37,268	...	37,268
TOTAL WORKING EXPENSES (exclusive of Pensions, Superannuation, &c.)	9,682,965	10,112,881	9,526,464	9,426,204
Per mile of Railway worked	2,077	2,186	2,105	2,120
Per traffic train mile	10s. 11'33d.	11s. 2'61d.	10s. 10'09d.	10s. 9'40d.
Percentage of Gross Revenue	75.52	74.07	75.18	73.88
Pensions and Superannuation Fund	335,950	293,680	238,108	215,087
Border Railways Adjustment and Repayment to Capital Account in respect of the Fyansford Line	6,914	2,125	2,971	3,524
Total Working Expenses	10,025,829(b)	10,408,686(b)	9,767,543(b)	9,644,815(b)
Per mile of Railway worked	2,151	2,250	2,158	2,169
Per traffic train mile	11s. 3'98d.	11s. 6.54d.	11s. 1.38d.	11s. 0'41d.
Percentage of Gross Revenue	78.20	76.24	77.09	75.59
Net Revenue	2,795,230	3,243,748	2,903,518	3,114,382
Per mile of Railway worked	600	701	642	701
Per traffic train mile	3s. 1'91d.	3s. 7'18d.	3s. 3'65d.	3s. 6.75d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

¶ Prior to 1925-26, the expenditure of the Stores Branch was included with that of the various Branches.

Gross Revenue of the Railways.

The Gross Revenue of the Railways (excluding the Electric Tramways and the Road Motor Services) amounted to £12,821,059, which is a decrease of £831,375 as compared with the revenue earned in the preceding year, viz., £13,652,434, or equivalent to a decrease of 6·09 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

	Increase.		Decrease.	
	Amount.	Per cent.	Amount.	Per cent.
	£		£	
Passenger Traffic—				
Country ... ..	...	...	220,229	8·11
" Rail Motor Services	...	...	728	15·52
Suburban ... ..	...	...	61,153	2·12
" Rail Motor Services	...	...	147	31·01
Dining Car Services	3,064	10·76	...	...
Refreshment Services ... ..	...	...	7,767	1·73
Advertising	6,908	15·78	...	...
Bookstalls	2,247	2·75	...	...
Parcels, &c. ... ..	...	...	5,379	1·03
" Rail Motor Services	...	...	1,982	23·10
Horses, Carriages, and Dogs	...	...	4,045	8·94
Mails	4,664	5·47	...	...
Goods ... ..	...	...	626,372	11·35
Live Stock	62,166	9·57	...	...
Minerals ... ..	...	...	16,189	9·27
Electrical Power ... ..	...	...	22,953	39·47
Rentals	3,586	2·53	...	...
Miscellaneous ... ..	...	...	7,407	48·71
Amount paid (and payable) to the Department in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8	16,568	8·87	...	...
Repayment by the State Coal Mine of portion of subsidies paid in previous years	43,773	...	...	...
Total	142,976	...	974,351	...
Net Decrease	£831,375			

The contributing factors are explained in our comments on page 14, under the heading "Analysis of Passenger, Goods, and Live Stock Traffic."

The Gross Revenue per traffic train mile was 14s. 5·89d., as compared with 15s. 1·72d. in the preceding year.

For comparative purposes, a statement is furnished hereunder showing the gross earnings per traffic train mile each year for the four years ended 30th June, 1928:—

Year.	Revenue per traffic train mile.	
	s.	d.
1924-25	14	7·16
1925-26	14	5·03
1926-27	15	1·72
1927-28	14	5·89

Working Expenses of the Railways.

A detailed statement of the Working Expenses (excluding Electric Tramways and Road Motor Services) is given in Appendix No. 3.

The percentage of Working Expenses (excluding Electric Tramways, Road Motor Coaches, and Road Motor Goods Services, Pensions, Superannuation, &c.) to Gross Revenue was 75·52 by contrast with 74·07 in the preceding year, and 75·18 in 1925-26. The increase in 1927-28 by comparison with 1926-27 was 1·45 per cent., and was accounted for by the decrease in the Revenue being proportionately greater than the decrease in Working Expenses.

Reconciliation with Treasury Figures.

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

A reconciliation is embodied in Appendix No. 23, so that the apparent discrepancies between the two sets of figures may be readily appreciated.

South Australian Border Railways Adjustment Account.

The agreement which was made in 1912 between the Victorian and South Australian Governments—and which was ratified by Act No. 2424—in connexion with the construction of the lines from Murrayville to Pinnaroo, and from Malanganee to Mount Gambier, prescribed that 40 per cent. of the revenue derived from the conveyance over other lines in either State of traffic originating or terminating on the connecting railways shall be paid into a "pool" and that after the losses (if any) on working the connecting railways, and the Ouyen to Murrayville railway, have been paid therefrom the balance is to be divided equally between the States—firstly, up to a maximum of £5,000 per annum unconditionally; and then the balance (if any) in the "pool", subject to the proviso that the credit to either State may be revised under certain conditions.

The adjustment in respect of the year ended 30th June, 1927, involved the payment to South Australia of the sum of £6,156, which has been charged to the Working Expenses of the year under review.

The portion of the agreement under which these adjustments are made will expire at 30th June, 1930, unless by mutual arrangement they are terminated at some earlier date. Upon such expiry or termination, the State which has made a profit at the expense of the other during the preceding seven years will be required to make payment of a capitalized amount based upon the average of such profit during such period.

In 1926 Officers of the Railway Departments of the two States submitted a joint recommendation—which the Commissioners in each case recommended for adoption by their respective Governments—that the portion of the agreement referred to should be terminated as from 30th June, 1925. The Victorian Government of the day, however, considered that it was not possible to make satisfactory arrangements for the payment to South Australia which would have been involved, and decided that the agreement should be allowed to run its full course.

We were informed that the then Premier was of opinion that a fund should be created in order that the amount payable at the termination of the financial clauses of the agreement—expected to be not less than £200,000—might be paid without difficulty. In August last we submitted to the Honorable the Minister a proposal that, as the amount will have accrued over a period of 15 years, it should be spread over an extensive period at the rate of £20,000 per annum, and we made provision accordingly in our estimates for the year just closed.

At the direction of Cabinet, however, this provision was deleted.

Based on the latest figures now available, the amount which Victoria will be required to pay to South Australia at 30th June, 1930, will be £216,000, though this may be either increased or decreased by the figures for the three years ending on that date.

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

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

In accordance with the proposal to write off the cost of the line during the period in question, the sum of £6,148 in respect of the first eight years had been charged to Working Expenses and credited to Capital Account, at 30th June, 1927, and a sum of £758 was similarly dealt with in 1927-28.

Percentage of Net Revenue to Capital Liability.

The Net Revenue, after providing for the payment of Working Expenses, Pensions and Gratuities under Act No. 767, the adjustment with South Australia in connexion with the Border Railways, payment to the Superannuation Fund, and the repayment to Capital Account in respect of the North Geelong to Fyansford Line, was equivalent to 3.80 per cent. of the total loan liability, as compared with 4.52 in 1926-27.

Credits under the Provisions of Section 102 of Act No. 2716, &c.

Provision is made in section 102 of the *Railways Act 1915* that any losses incurred in respect of the working of new lines of railway, or any increase of expenditure or decrease of revenue occasioned by a direction given by Parliament or the Governor in Council on a matter of policy, shall be notified in writing by the Commissioners to the Auditor-General, and, if certified by him, shall be provided by Parliament in the Annual Appropriation Act, and paid to the Commissioners.

The amounts appropriated by Parliament and paid to the Department under section 102 of the *Railways Act 1915*, for which credit is taken in the finances of the year under review, were as follow:—

	£	s.	d.
The loss incurred in connexion with the operation of certain non-paying lines (<i>vide</i> page 10) ...	197,254	0	0
The sum paid to South Australia in respect of the operation of certain border railways (as referred to on page 7) ...	6,156	0	0
The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament ...	6,748	15	7
The loss incurred in connexion with the reduction of 10 per cent. in freight charges for certain classes of Agricultural produce ...	147,012	0	0
Amount appropriated and paid ...	£357,170	15	7

Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £167 in respect of the St. Kilda-Brighton and Sandringham-Beamaris Electric Tramways, was £31,468.

Pensions and Gratuities.

The amount paid in pensions and gratuities (to ex-employees or to their dependent relatives) was £213,080, a decrease of £2,025 as compared with the preceding year, in which £215,105 was paid.

At 30th June, 1928, the number of employees still in the Service entitled to either pension or compensation on retirement was 42. By contrast with 30th June, 1927, this represents a decrease of 22, *vide* Appendix No. 14.

It will, of course, be appreciated that these figures relate to payment of pensions, &c., to employees who were in the Service at the date of the passing of Act No. 767 on 1st November, 1883, and not to pensions under the Superannuation Act which came into operation as from 1st January, 1926.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1927, was £ 71,088,485 3 4
and during the year the expenditure so charged (details of which are given in Appendix No. 15) was as follows :—

	£	s.	d.
Construction of New Lines and Surveys	756,929	15	3
Additions and Improvements to—			
Way and Works	922,799	10	5
Rolling-stock	392,580	19	8
Total Increase in Expenditure on Capital Account	2,072,310	5	4
so that the total expenditure charged to Capital Account at 30th June, 1928, was	£73,160,795	8	8

Loan Funds.

At 30th June, 1927, the total liability in respect of Current Loans was £ 71,734,058 18 8
and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works	1,678,550	19	7
For Redemption purposes	648,348	13	4
	2,326,899	12	11
Less Amount redeemed	641,393	0	2
Net Increase for the year	1,685,506	12	9
so that the total liability, at 30th June, 1928, in respect of Current Loans was (<i>vide</i> Appendix No. 16)	£73,419,565	11	5
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1927, to	69,149,502	11	9
and as this amount was increased during the year ended 30th June, 1928, by	1,536,132	4	11
the total proceeds of Loans at 30th June, 1928, were	£70,685,634	16	8
The difference between the increase in the proceeds of Loans and the net increase in the total amount of Current Loans allocated, which represents the Net Discount and Expenses for the year, was	£149,374	7	10

Interest Account.

The Interest Charges on Current Loans (*vide* Appendix No. 16) amounted to £ 3,334,920 3 6
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of 5,692 3 2
The debit for Interest Charges and Expenses for the year 1927-28 was therefore £3,340,612 6 8
which represents an increase of £53,335 as compared with the debit for the previous year.

Non-Interest Bearing Funds.

At 30th June, 1927, the amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was £ 4,037,566 3 11 and further moneys were provided during the year out of Consolidated Revenue and debited to Construction Works, as shown hereunder—

Expenditure under Division No. 90 of the Appropriation Act	9,685 0 0
Expenditure under "Developmental Railways Account"	9,677 15 6

The total amount so provided as at 30th June, 1928 (*vide* Appendix No. 1), was therefore £4,056,928 19 5

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
Dunkeld to Peshurst (dismantled)	15·87	£50,000
Canterbury Loop Line (dismantled)	0·21	130,000
Ashburton to Oakleigh	2·37	
Fairfield Park to Deepdene	3·34	
Darling to Waverley	0·69	7,000
Lancefield to Kilmore (dismantled)	18·10	107,873
Geelong Race-course Line (dismantled)	1·96	5,317
Totals	42·54	300,190
Surveys for lines not constructed ... ..	...	437,984
Grand Total ... ..	...	£738,174

Non-Paying Lines.

The operation of the following lines for the twelve months ended 29th February, 1928, after the payment of Working Expenses and Interest Charges, resulted in a loss of £205,149. The amount for which, in respect of non-paying lines, credit has been taken in the Revenue Account in accordance with the provisions of section 102 of Act No. 2716 is £197,254, as shown hereunder.

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 29th February, 1928.
Alberton to Won Wron	£5,302
Annuello to Robinvale	4,863
Bairnsdale to Orbost	23,662
Beeac to Newtown	6,330
Benalla to Tatong	3,793
Ben Nevis (Crowlands) to Navarre	958
Bittern to Red Hill	4,720
Bowser to Peechelba	305
Cavendish to Toolondo	8,024
Colac to Crowes	15,267
Elmore to Cohuna	4,441
Eltham to Hurstbridge	8,290
Ferntree Gully to Gembrook	15,290
Goroce to Carpolac (Morea)	1,886
Hamilton to Cavendish	1,159
Heywood to Puralka (Mumbannar)	7,407
Hopetoun to Patchewollock	3,982
Carried forward	£115,679

NON-PAYING LINES—continued.

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 29th February, 1928.
Brought forward	£115,679
Kerang to Murrabit (Gonn Crossing)	6,484
Kooloonong (West Narrung) to Yungera	2,012
Koo-wee-rup to Strezlecki (McDonald's Track)	14,138
Linton to Skipton	4,121
Lorquon to Yanac-a-Yanac	1,338
Manangatang to Annuello (Bryden's Tank)	50
Marnoo-Bolangum (Wallaloo)	789
Merbein to Yelta (Abbotsford)	1,645
Moe to Walhalla	7,085
Nandaly to Kulwin	2,319
Neerim South to Noojee (Toorongo River)	4,082
Newport to Altona	1,764
Noradjuha to Toolondo	1,224
Ouyen to Murrayville	66
Piangil to Kooloonong (Pine Tank)	3,151
Redcliffs to Werrimull (Millewa North)	6,596
Rushworth to Girgarre (Stanhope North)	687
Sea Lake to Nandaly	1,961
Tallangatta to Cudgewa	17,505
Wangaratta to Whitfield	5,926
Werrimull to Meringur (The Hut)	5,158
Won Wron to Woodside	1,369
	£205,149
<i>Less Profits earned in previous years:—</i>	
Ben Nevis (Crowlands) to Navarre	£958
Elmore to Cohuna	4,441
Hamilton to Cavendish	1,159
Lorquon to Yanac-a-Yanac	1,271
Ouyen to Murrayville	66
	7,895
TOTAL	£197,254

New Lines of Railways.

During the year 57·31 miles of new railways were opened for traffic. In addition, 5·22 miles between Fawknor and Somerton were re-opened, *vide* page 29. At 30th June, 119½ miles were in course of construction. The details of the different lines are shown in Appendix No. 24.

Mileage of Railways and Tracks Open for Traffic.

The total route mileage open for traffic and the mileage of the main tracks and sidings, &c., are shown in the following statement, which also affords a comparison with the respective totals in the preceding year. Further particulars are given in Appendix No. 25.

	At 30th June.		Average for Year.	
	1928.	1927.	1927-28.	1926-27.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,696·76	4,634·23	4,661·31	4,626·64
Track Mileage	5,054·2	4,991·76	5,018·84	4,984·17
Sidings	1,011·54	1,004·53	1,007·37	1,001·03
Electric Tramways—				
Route Mileage	9·79	9·79	9·42	9·42
Track Mileage	17·18	17·18	16·81	16·81
Sidings	1·40	1·40	1·40	1·40

St. Kilda—Brighton Electric Tramway.

The results of operating the St. Kilda-Brighton Electric Tramway, as contrasted with those of the preceding year, are embodied in Appendix No. 18; the principal items being as follow :—

	Year 1927-28.	Year 1926-27.
Number of Passengers ...	5,561,619	5,856,796
	£	£
Gross Revenue ...	55,202	55,594
Working Expenses ...	46,661	48,079
Net Revenue ...	8,541	7,515
Interest Charges ...	9,525	9,347
Net Result ...	Loss £984	Loss £1,832

The loss on the year's working was due to the falling off of patronage occasioned by the general industrial depression and the continuance of road motor competition.

The Capital Expenditure at 30th June, 1928, on account of		£
the construction of the line was ...	...	132,177
and of rolling-stock ...	...	70,005
or a total of ...	...	<u>£202,182</u>

Sandringham—Beaumaris Electric Tramway.

A comparison of the results of the operation of this Tramway with those of the preceding year appears in Appendix No. 19, and the chief items are shown hereunder :—

	Year 1927-28.	Year 1926-27.
Number of Passengers ...	1,716,524	1,809,880
	£	£
Gross Revenue ...	15,076	15,209
Working Expenses ...	14,834	15,198
Net Revenue ...	242	11
Interest Charges... ..	6,817	6,556
Net Result ...	Loss £6,575	Loss £6,545

The Capital Expenditure at 30th June, 1928, on account		£
of the construction of the line was ...	...	102,191
and of rolling stock ...	...	31,842
or a total of ...	...	<u>£134,033</u>

Finance.

Due to the partial failure of the wheat harvest and to the existence of a depression which affected practically the whole of the community, and was both severe and widespread in its effects, there was, as compared with the immediately preceding year, a serious decline in the railway revenue.

It was accordingly necessary, when it became clear that the requisite rainfall was not being obtained in the wheat areas, to take active steps to reduce expenditure by various means, including some limitation of certain train services and the deferment of certain maintenance and betterment works.

In addition, the operating expenses were of course reduced consequential upon the reduced volume of traffic.

Notwithstanding the steps so taken there was a deficit of £553,709, but in considering this result the extraordinary and unforeseen decline in the revenue must be taken into account.

It has been shown that the revenue was less than that of the previous year by (round figures)	..	..	..	..	..	..	£ 807,000
Interest was more by	..	..	..	..	..	..	53,000
Superannuation was more by	..	..	..	..	..	..	44,000
							<hr/>
There was thus a retrogression due to decreased revenue and uncontrollable increases in interest and superannuation of	..	..	..	..	..	..	904,000
							<hr/>
The deficit for the year was	..	..	..	..	..	..	553,000
and that for 1926-27	..	..	..	..	..	..	47,000
							<hr/>
An increase of	..	..	..	..	..	..	£506,000
							<hr/>

These figures indicate that the action which we took to control the drift in our finances, combined of course with the savings resulting from the reduced traffic, effected a betterment therein of (round figures) £400,000; that is, the retrogression due to the decreased revenue and increased interest and superannuation charges was £904,000, while the increase in the deficit was £506,000 only, the difference being £398,000.

The seriously adverse effect which a failure, or even a partial failure, in the wheat harvest exercises upon the finances of the Department draws marked attention to the need for the establishment of a sound reserve fund to meet the position which then arises, and which, as in the case of the year now under notice, cannot be met by a reduction in the expenditure if the services are continued and the property is adequately maintained. The slump in the revenue was by far the greatest in any year in the history of the Department; but history shows clearly that reverses and depressions must be expected, and their effects should therefore be provided for. The experience through which the State has just passed indicates that such a reserve should be built up to at least £500,000, and perhaps £1,000,000 would not be more than sufficient, but the need for it is plain, and we suggest that we be given authority for its initiation.

The establishment of such a fund would necessarily involve increased cost, which would be added to the cost of providing adequately for making good the depreciation of the property. But the railway service is an indispensable one so far as the community is concerned, and the cost of providing it, to the extent to which it must be provided, must be met by the community. No other source is available, and nothing can be gained by declining to face the situation.

The matter of the depreciation of the property, and also the question of fitting the rolling-stock with automatic couplers, have been reported upon from time to time; and while we have no desire to be wearisome in reiteration of our previously expressed opinions, we deem it necessary to say that we hold fast to those opinions. The need for automatic couplers is urgent and imperative; the effect of the non-provision for adequately making good the depreciation of the property as it accrues is to ignore and evade part of the cost of rendering the services, which cost should properly be charged to the people to whom the services in question are rendered.

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

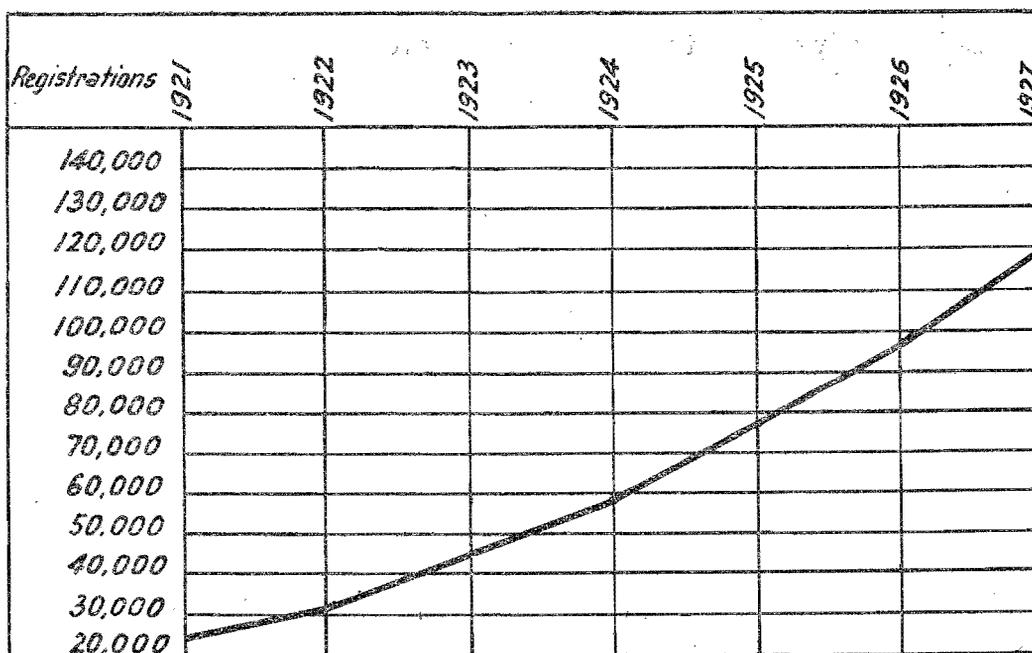
Details of the passenger business during the year, as compared with that of the preceding twelve months, are given in Appendix No. 27, but for ready reference a summary is set out hereunder :—

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1926-27.	Year 1927-28.	Year 1926-27.	Year 1927-28.	Year 1926-27.	Year 1927-28.
Total number of journeys	9,083,149	8,181,235	160,154,499	156,393,635	169,237,648	164,574,870
Revenue	£2,760,915	£2,540,286	£2,880,117	£2,818,489	£5,641,032	£5,358,775

COUNTRY PASSENGER TRAFFIC.

In previous reports we have referred to the decline in country passenger traffic, due to the increasing number of privately-owned motor cars, and in a lesser degree to competition by commercially-operated road motor services. This decline continued during 1927-28, and a careful study made of the position some months ago indicated that the Department was losing approximately £474,000 per annum in country passenger revenue through the use of private cars, and £170,000 per annum through commercial services, or a total of £644,000 per annum.

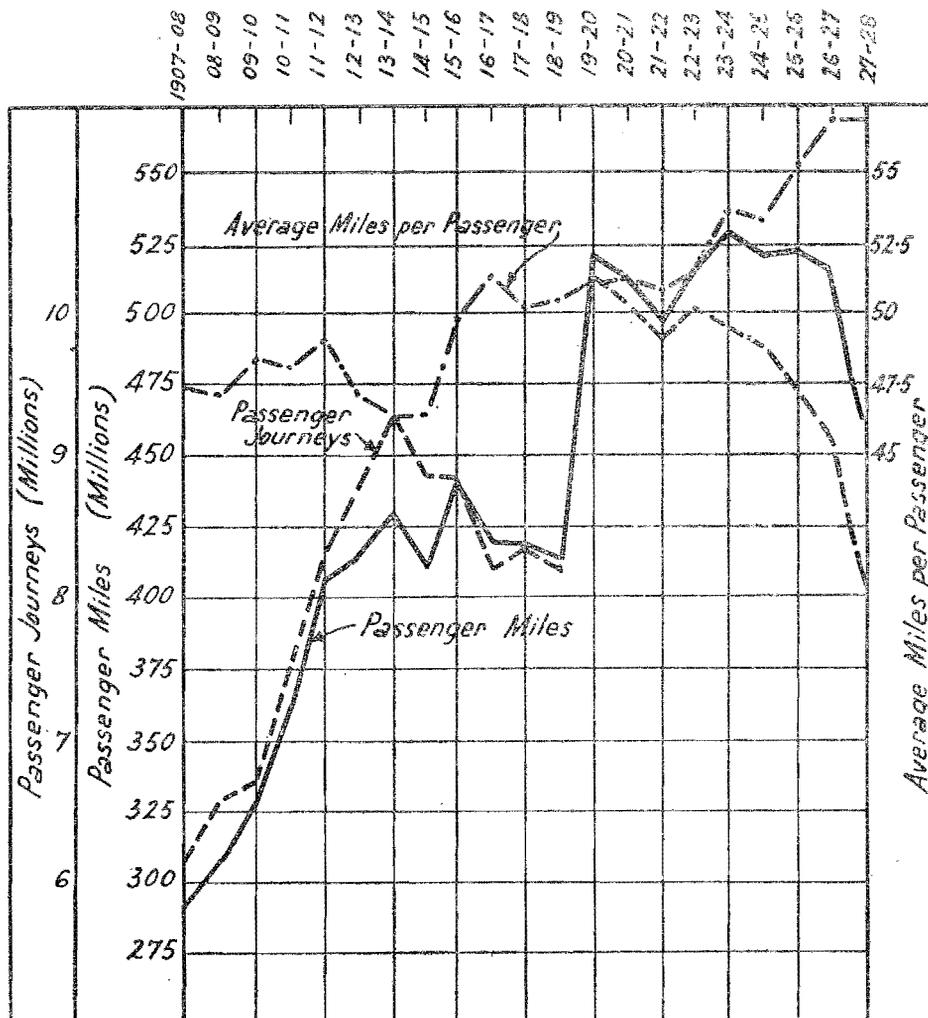
The new registrations of automobiles and commercial vehicles (buses and trucks) in 1927 amounted to over 22,000, and the following graph shows the growth in the number of such vehicles since 1921 :—



A factor which contributed largely to the falling-off in 1927-28 was the general financial depression, in conjunction with the poor wheat yield, and the comparison with the previous year is also affected by the fact that the visit of Their Royal Highnesses the Duke and Duchess of York in 1926-27 induced additional traffic.

The following graph indicates the trend of the country passenger business since 1907-8. In that year the number of passenger journeys was 6,171,107, and this figure rose to a maximum of 10,263,863 in 1919-20, but has now fallen to 8,181,235.

COUNTRY PASSENGER TRAFFIC, 1907-8 to 1927-8.



It will be seen that the number of passenger journeys increased rapidly and consistently from 1907-08 until the outbreak of the war, after which it evinced a fairly substantial decline until 1919-20.

During the past seven years, however, there has been an almost steady retrogression in the number of country passengers, due mainly, as we have already pointed out, to the increasing use of privately-owned motor cars, until, in the year just closed, the number of passenger journeys was less than in 1911-12.

It will be seen on reference to the graph, however, that the average number of miles travelled per passenger has shown a fairly steady advance from 47.37 miles in 1907-08 to 56.9 in 1926-27 and 1927-28. This is attributable partly to the construction of new lines into the more remote portions of the State and into New South Wales, and partly to the fact that the influence of motor traffic is more severely felt in respect of comparatively short journeys than in respect of journeys involving substantial distances.

As a result of the increase in the average haul, the passenger miles, which represent the equivalent number of passengers carried for one mile, show a more favorable growth on the graph than the passenger journeys. But even the passenger miles show a retrogression since 1923-24, and were less in the year just closed than eight years previously.

SUBURBAN PASSENGER TRAFFIC.

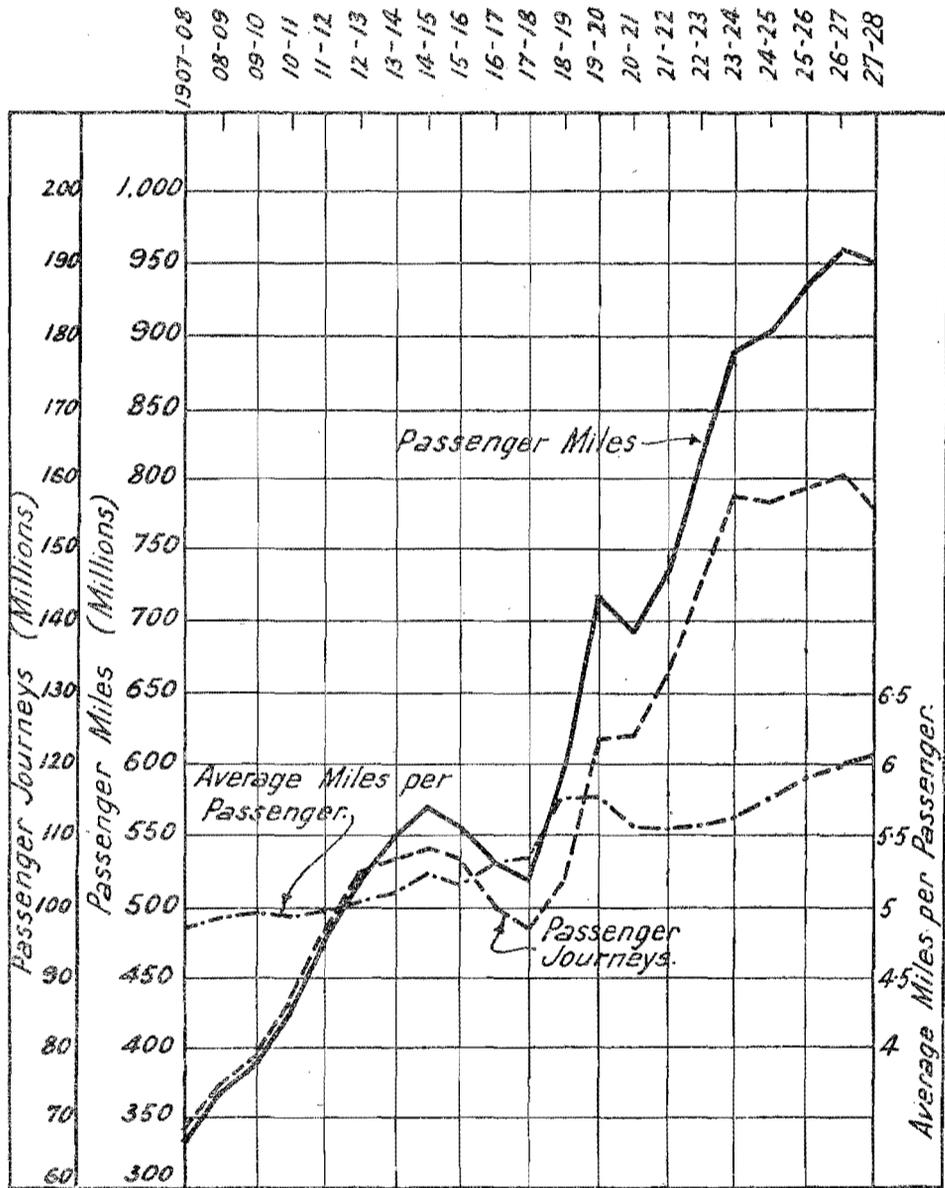
Compared with the previous year's results, there was a decrease last year in suburban passenger journeys of 3,760,864. This is attributable partly to the general financial depression, partly to the special traffic induced in 1926-27 by the visit of Their Royal Highnesses the Duke and Duchess of York, and partly to more intensive tramway competition, as the result of conversion to electric traction and through routing of the trams to the city, and the increasing use of motor cars.

It was recently estimated, after close analysis, that the railway revenue had been depleted by £101,000 per annum by the competition of tramways and motor buses, and that there was a further revenue loss of £177,000 per annum due to the use of private motor cars and to tramway competition, but which could not be definitely allocated between these two factors.

The total loss of suburban passenger revenue due to these causes was thus estimated at £278,000 per annum.

In the graph hereunder is depicted the very great development in the suburban passenger traffic which has taken place since the year 1907-08, when the number of passenger journeys amounted to 68,730,318, until it reached 160,154,499 in 1926-27, with a fall to 156,393,635 in 1927-28.

SUBURBAN PASSENGER TRAFFIC, 1907-8 TO 1927-8.



It will be seen that, except in the years affected by the war, the increase in passenger journeys was steady and substantial until 1923-24, but during the next three years this class of traffic was almost stationary, and it showed a reduction last year. Moreover, it must be borne in mind that the metropolitan population is increasing, and taking this fact into account, the figures are evidence of the activities of competitive modes of transport.

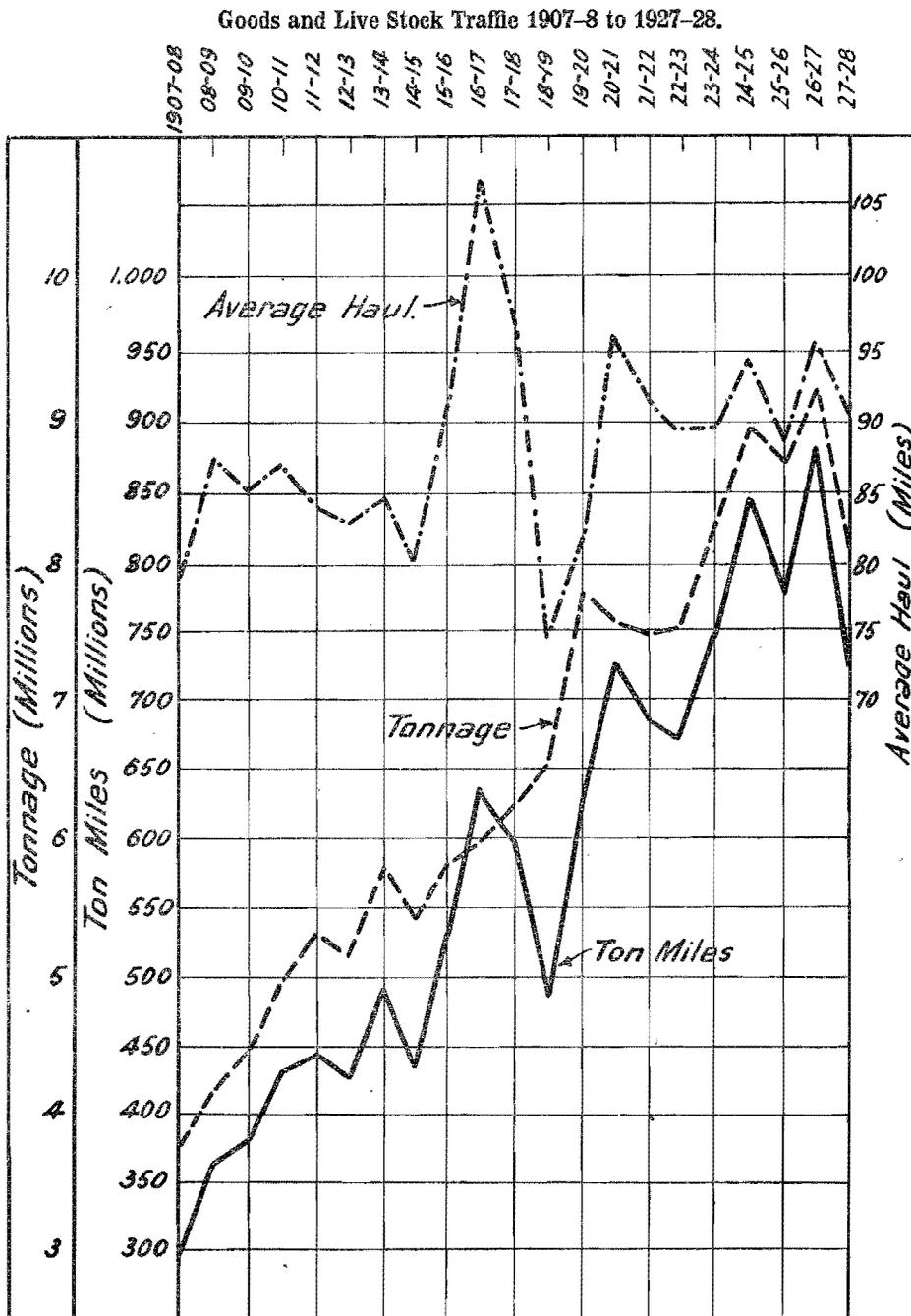
No doubt, however, the decrease last year was contributed to by the financial depression.

A gratifying feature of the suburban business is the increase in patronage from the more distant suburbs, which is encouraged by the fast, frequent, and comfortable train services made possible by electric traction.

The effect of the increase in the outer suburban business is shown on the graph by the average number of miles travelled per passenger, which increased from 4.85 in 1907-08 to 6.08 in 1927-28. As a result of the greater average length of journey, the suburban passenger miles rose from 333,345,284 in 1907-08 to 959,402,370 in 1926-27, and 951,404,696 in 1927-28. Judged from this standpoint, the suburban passenger traffic is still maintaining a substantial increase.

Goods and Live Stock Traffic.

The following graph illustrates the enormous expansion in the goods and live stock business of the Department since 1907-08, whether viewed in relation to the tonnage carried or the ton mileage, i.e., the equivalent number of tons carried one mile :—



The increase in 1927-28 over 1907-08 in the paying tonnage carried (3,754,861 to 8,117,961) is equivalent to 116 per cent., while that in the ton miles (296,464,980 to 737,855,647) is equivalent to 149 per cent. These figures do not accurately represent the extent of the development, as the traffic in 1927-28 was considerably less than normal. The paying tonnage for 1926-27 was 145 per cent in excess of that for 1907-08, while the increase in ton miles was equivalent to 197 per cent.

A striking feature of the graph, particularly in respect of the goods ton mileage, is the series of peaks occurring at fairly regular intervals. These are due mainly to the effect of weather conditions upon the wheat harvest which, in turn, exercises an influence upon the general traffic as representing the relative prosperity of the community. For example, the peak of 1916-17 in the goods ton mileage is a result of a record wheat traffic, including a large carry-over from the preceding year, when a quantity of wheat had to be stacked in the country owing to a lack of shipping facilities.

The figures for 1927-28 reflect not merely the small wheat harvest and its consequential effects, but also the general trade depression throughout the community.

The goods ton mileage is the actual reflex of the volume of traffic, as it takes into account the average haul as well as the tonnage carried. The average haul, as will be seen from the graph, has been the subject of wide fluctuation, being influenced by the variations in the wheat traffic to a greater extent than is the goods tonnage. This is due to the fact that the average haul of wheat (146 miles in 1927-28) is substantially more than that of all other classes of goods traffic combined (86 miles in 1927-28).

The average haul of wheat is itself the subject of appreciable variation. In 1926-27, wheat on an average was hauled 173·1 miles, as compared with 146 miles in 1927-28. This substantial decrease is attributable to the fact that the shortage in rainfall in the 1927-28 season was most pronounced in the remoter portions of the State.

It will be noticed that, in the year just closed, the average haul of all classes of goods and live stock was only 90·8 miles, as against 96·12 miles in 1920-21, and 96·52 in 1917-18. This decrease, in the face of the construction in recent years of new lines into the remoter portions of the State and into New South Wales was, of course, contributed to by the incidence of the wheat traffic already referred to. It, however, was due largely to the striking increase in the volume of a class of goods business having a low average haul (38·7 miles in 1927-28), viz., the traffic in stone, gravel, and sand.

In 1910-11 (the first year in which the tonnage figures were analysed into the same divisions as at present) this class of traffic amounted to 408,380 tons, whereas in the year under review it totalled 1,758,760, or an increase of 330 per cent. In the latter year this represented no less than 23·5 per cent. of the total goods tonnage (excluding live stock), and as this class of traffic is carried at a very low rate, it will be appreciated that the increase in business which is indicated by the total tonnage and ton mileage figures, does not yield the financial benefits which might be expected.

Train Mileage, Train Loads, &c.

The total train mileage (including assistant engine, light engine, and locomotive coal mileage) for the year was 18,622,618, a decrease of 547,734 by comparison with 1926-27.

In the goods train mileage there was a decrease of 619,026 due to the failure of the wheat harvest and to general trade depression.

The country passenger train mileage increased by 16,050, due to the institution of Sunday express train services to and from Adelaide and the extension of the Melbourne-Geelong "Flier" to Camperdown, while the petrol rail motor mileage increased by 45,331 consequent on the provision of new services on the Coleraine, Stony Point, and Somerton lines, and increased services, particularly between Mildura and Redcliffs.

The principal factors in reducing the mixed train mileage were the curtailment of services in February, 1928, owing to the adverse financial situation, and the use of a rail motor for providing the passenger services on the Coleraine line.

The economies effected in mixed train mileage are not fully disclosed by the figures shown, as 6,800 additional mixed train miles were incurred during the period on new lines.

There was an increase of 33,069 suburban electric train miles, due principally to the extra day in February this year.

The introduction of local services on Heidelberg-Eltham-Hurstbridge and Essendon-Broadmeadows sections also involved increased train mileage, but substantially reduced the car mileage.

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

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

—		1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.
Percentage of actual to authorized load over ruling grade	Mixed ..	71	71	71	70	70	70
	Goods ..	86	84	83	82	81	80
Average gross tonnage per traffic train mile	Passenger ..	204*	209*	216	220	219	218
	Mixed ..	204*	204*	207	208	210	209
	Goods ..	343*	347*	394	388	395	391
Average goods and live stock tonnage per loaded truck mile		8.3	8.7	8.9	8.2	8.8	8.3
Average goods and live stock tonnage per loaded truck mile during peak period (January to April inclusive)		9.0	9.3	9.8	8.9	9.5	8.8
Average miles per truck per day during peak period (January to April inclusive) ..		25.3	27.0	31.0	27.6	30.1	26.7
Number of passengers carried per passenger and mixed train mile, including rail motor mileage	Country ..	123.02	121.95	118.40	117.37	115.18	102.53
	Suburban ..	126.41	128.09	125.75	128.20	130.38	129.01

* Assistant and Light mileage included in this figure.

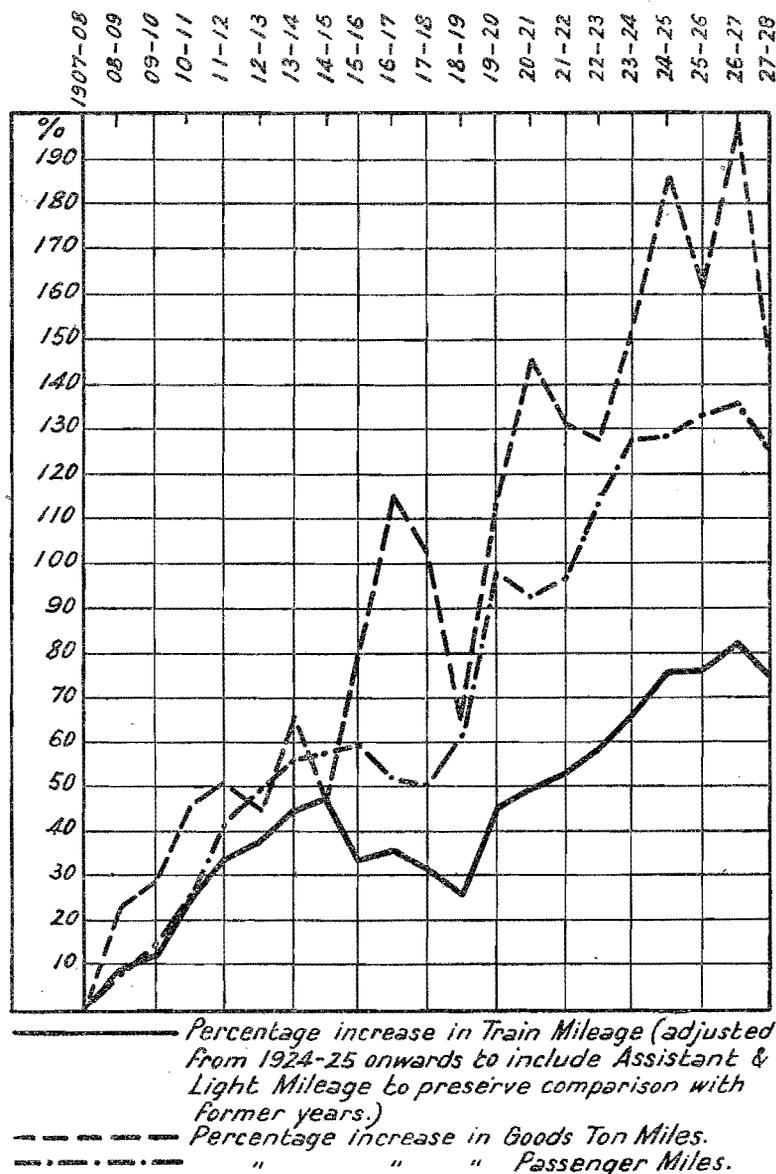
The gradual retrogression in the percentage of actual to authorized loads of goods trains during recent years is (as has been explained in previous Reports) a result of the extension of rail motor services to country lines, which previously were operated by mixed trains, and of the consequent necessity for scheduling regular goods trains, irrespective of the loading offering.

The retrogression in 1927-28 in other performances, which is disclosed by the comparison, was due to the substantial falling off in the grain traffic. This had the effect of unbalancing the goods traffic during a portion of the year when usually loading is to a large extent available in both directions, and necessitated the running of special trains of empty vehicles from distant points in the State to the Metropolis, to meet the requirements of outwards traffic.

The avoidance of unnecessary train mileage, by making the greatest possible use of the capacity of trucks and of the available tractive power is one of the essentials in economic working. It is interesting, therefore, to contrast the increase in the train

mileage over a period of years with the increase in the business dealt with. This contrast is presented in the graph hereunder, in which the business is represented under two headings which cannot readily be equated into one unit, viz., passenger miles and goods ton-miles.

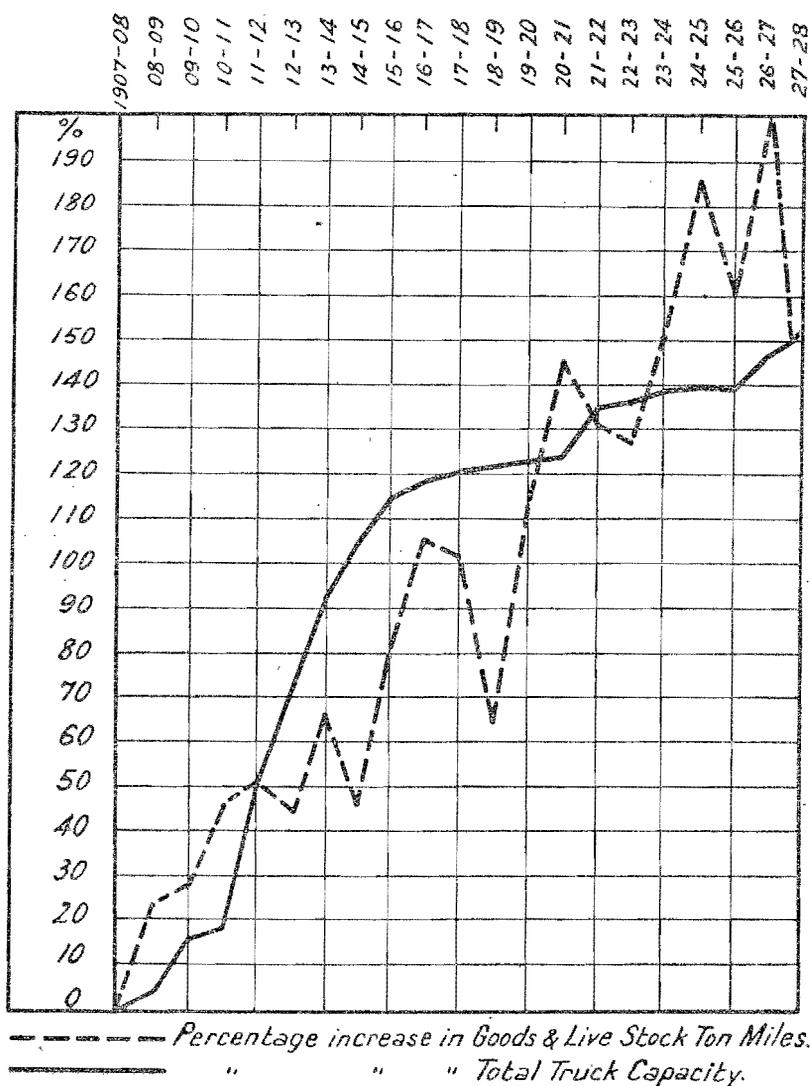
Percentage Increase, over 1907-08. in Train Mileage by Contrast with that in Traffic.



In the period of twenty years covered by a comparison between 1907-08 and 1926-27, the goods business increased by 197·82 per cent., and the passenger traffic by 135·95 per cent., yet the increase in train mileage was equivalent to only 81·24 per cent. This striking result was not maintained in 1927-28 owing to the traffic being much less than normal, but even in 1927-28 the train mileage was only 76·42 per cent. greater than in 1907-08, as against an increase of 148·88 per cent. in goods ton miles and of 126·47 per cent. in passenger miles.

Apart from the savings in operating cost which arise from the limitation of train mileage, the better loading and better movement of trucks represent a substantial economy in enabling the business to be conducted with less vehicles than would otherwise be the case. In the following graph are contrasted, over a series of years, the percentage increase in the 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 graph shows that in 1927-28 the increase in the goods business, over that of 1907-8, as represented by the increase of 148.88 per cent. in the ton-miles, was carried with an increase in the total truck capacity of 152.72 per cent. Owing to the abnormal conditions in 1927-28, however, the figures for that year do not afford a correct appreciation of the position, and do not indicate the improvement resulting from the endeavours to obtain the best use from the available rolling stock. This improvement is illustrated by a comparison of 1926-27 with 1907-8, which shows an increase of 197 per cent. in ton-miles with an increase of only 145 per cent. in truck capacity.

In any calculation of the extent of the economies so effected, it is necessary to take into account only the centre of the peak period of the year (January to April inclusive), as this is naturally the governing factor in determining what rolling stock must be provided.

During this period in 1926-27 the average mileage per truck per day was 30.1 miles, while the average truck load was 9.5 tons, and after equating the latter figure, because of an increase in the average carrying capacity per truck, it is estimated that if the loading and mileage had remained at the standard of ten years previously (1916-17), at least 6,500 additional 16-ton trucks would have been required to handle the traffic during the busy season of 1926-27.

The provision of this number of additional trucks would have involved a capital expenditure of approximately £2,500,000, and annual interest charges (at 5½ per cent.) of £137,000. Moreover, the existing yard and siding accommodation would have been quite inadequate to cope with the extra rolling stock which would have been necessary but for the improvement in operating methods, and heavy expenditure would have been involved in this direction also.

These figures demonstrate not only the improvement which has been made in this respect, but also the advantage that is gained by paying strict attention to the loading and movement of trucks.

The Wheat Harvest.

Owing to the unfavorable weather conditions, the wheat yield for the 1927-28 season was only 26,160,814 bushels. This was only about two-thirds of the average yield for the preceding five years. The quantity transported by rail from the producing districts amounted to 6,709,149 bags. A comparison with previous years is afforded by the following table :—

Period.	No. of Bushels Produced.	No. of Bags of Wheat carried by Rail from Country Districts.
1922-23	35,697,220	8,447,655
1923-24	37,795,704	10,316,955
1924-25	47,364,495	16,055,186
1925-26	29,255,534	7,636,133
1926-27	46,886,020	13,443,578
1927-28	26,160,814	6,709,149
Record Years (1915-16)	58,521,706 .. (1916-17)	18,461,822

During the year 1,561,979 bags were exported, as compared with 7,928,196 bags in 1926-27.

At the 30th June last the quantity of grain stacked at the seaboard and in the country was 1,608,715 bags, which compares as under with the quantity stacked on the same date in each of the previous three years :—

	Number of Bags of Wheat Stacked at 30th June—			
	1925.	1926.	1927.	1928.
At or in the vicinity of Williamstown	420,836	265,248	126,760	374,571
At or in the vicinity of Geelong	352,574	57,652	169,483	151,658
At country stations	430,685	852,904	1,302,207	1,082,486
Totals	1,204,095	1,175,804	1,598,450	1,608,715

In Appendix No. 32 will be found particulars of the number of bags of wheat despatched from the principal wheat-loading stations during each of the last six financial years.

Timekeeping of Trains.

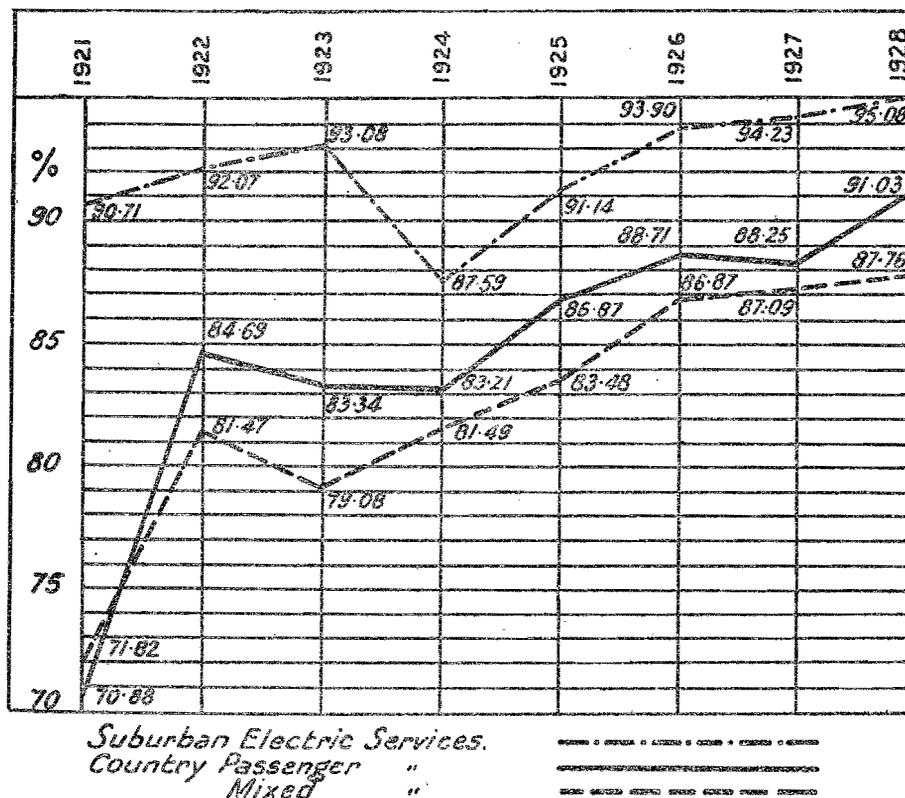
We are pleased to record an appreciable improvement in the timekeeping of country passenger trains. The percentage on time for the year was 91·03, as against 88·25 in 1926-27, an improvement of 2·78 per cent.

The timekeeping of the suburban electric trains also improved, the percentage on time being 95·08, compared with 94·23 per cent. in 1926-27. Taking the high frequency of service into account, this is considered satisfactory, though still better performances are hoped for.

The mixed trains also showed a slight improvement, 87·76 per cent. being on time, compared with 87·09 per cent. in the preceding year. As the curtailment of services during the latter portion of the year caused the roadside work of the mixed trains to increase in volume, the relative performance was actually better than is indicated by these figures.

This performance in all passenger-carrying services constitutes a record for the Department.

The results since 1920-21 are comprised in the following graph :—



Improved Country Passenger Services.

For some years past much attention has been concentrated upon the schedules of passenger trains, with the object of curtailing travelling time and thus assisting to popularize rail travel. In previous Reports we have recorded many drastic reductions, and during 1927-28 these were supplemented by the following :—

Train.	Reduced Travelling Time.
6.40 a.m. Melbourne-Bendigo	13 minutes.
5.43 p.m. Melbourne-Kyneton	10 minutes.
8.30 a.m. Echuca-Bendigo-Melbourne	15 minutes.
5.10 a.m. Cohuna-Elmore (Saturday)	10 minutes.
6.45 a.m. Cohuna-Elmore (Monday, Tuesday, Wednesday, Thursday)	10 minutes.
2.25 p.m. Echuca-Balranald	15 minutes.
10.15 a.m. Balranald-Echuca	15 minutes.
3.20 p.m. Korong Vale-Ultima (Tuesday, Thursday, Saturday)	30 minutes.
4.35 p.m. Alexandra-Cathkin-Melbourne	45 minutes.
Rail Motor Trips Benalla-Yarrawonga	10 minutes.
Rail Motor Trips Yarrawonga-Benalla	10 minutes.
8.10 p.m. Seymour-Melbourne	13 minutes.
5.30 p.m. Seymour-Melbourne (Sunday)	19 minutes.
4.25 p.m. Murtoa-Hopetoun (Monday, Wednesday, Saturday)	40 minutes.
2.55 p.m. Ballarat-Melbourne (Daily)	67 minutes.
11.0 a.m. Melbourne-Geelong (Daily)	10 minutes.
3.25 p.m. Melbourne-Geelong (Daily)	14 minutes.
8.40 a.m. Geelong-Melbourne (Daily)	27 minutes.
5.52 p.m. Geelong-Melbourne (Daily)	9 minutes.
8.38 a.m. Melbourne-Bairnsdale (Monday, Friday)	15 minutes.
7.55 a.m. Melbourne-Bairnsdale (Tuesday, Wednesday, Thursday, Saturday)	30 minutes.
7.55 a.m. Melbourne-Warragul (Monday, Friday)	22 minutes.
4.30 p.m. Melbourne-Sale-Bairnsdale (Tuesday, Thursday, Saturday)	38 minutes.

Train.	Reduced Travelling Time.
4.30 p.m. Melbourne-Sale (via Maffra) (Monday, Wednesday, Friday)	30 minutes.
6.10 a.m. Bairnsdale-Melbourne (Monday, Wednesday, Friday)	50 minutes.
8.0 a.m. Sale-Melbourne (Tuesday, Thursday, Saturday)	40 minutes.
2.15 p.m. Bairnsdale-Melbourne (Monday, Friday) ..	15 minutes.
2.15 p.m. Bairnsdale-Melbourne (Tuesday, Wednesday, Thursday, Saturday)	35 minutes.
7.40 p.m. Warragul-Melbourne (Monday, Friday) ..	20 minutes.

Generally speaking, these improvements are realized by passengers on the connecting branch lines, as well as on the main lines, so that the beneficial results to passengers are widespread.

Petrol-Electric and Petrol Rail Cars.

The use in railway operation of the internal combustion power-unit has been advanced another stage by the construction at Newport of a petrol-electric rail motor train, consisting of a motor car and trailer with a total seating capacity of 114, apart from emergency accommodation for fifteen in the baggage compartment. The power unit was necessarily imported. This train is giving satisfactory service on the Toolamba-Echuca-Deniliquin line.

The car body is 57 ft. 4 in. in length. The power equipment comprises a 220-h.p. six-cylinder petrol engine, directly coupled to a generator and exciter which supplies power to the two main traction motors and the lighting and starting battery. The car is designed for maintaining rather better than existing schedules with a 14-ton trailer attached. Pending the construction of a special light bogie trailer, a modified excursion car is being utilized, and, in spite of the greater weight of the latter, the unit is easily maintaining schedules.

The petrol-electric car is arranged for driving from either end. Owing to relative quietness, the accommodation in the trailer is regarded as first class, the second class being in the motor vehicle. Separate lavatories for both sexes are provided in each car.

The cost of operating the petrol-electric rail motor train is only about 60 per cent. of that of the average class of steam train which it displaces. We are very hopeful that it will be possible to develop this or some other class of rail motor with substantially greater power than is practicable with a petrol car, which will enable us to provide improved stopping passenger train services on main lines. If this can be accomplished we will be in a much better position to compete against road motor competition.

For this reason we regard it as highly important that we should have up-to-date and first-hand information as to the developments in the use of Diesel-electric, petrol-electric, and steam rail motors in other parts of the world, where motor vehicles embody power units of up to 800 h.p.

An excellent opportunity for pursuing this field of investigation arose in connexion with the visit abroad of Mr. A. E. Smith, who retired from the office of Chief Mechanical Engineer in April last, after a distinguished career in the Department. Arrangements were made for Mr. Smith to investigate the above-mentioned subjects, as well as the latest developments regarding locomotive power and equipment in Great Britain, Canada, United States of America, and Germany before he returns from abroad.

No new petrol rail motors were constructed during the year, but we purchased a unit consisting of a car and trailer from the South Australian Railways.

This action was taken in order to enable us to meet the desire of the Government to supplement the existing train service between Melbourne and Geelong, and thus meet the situation created by the decision not to grant licences under the Motor Omnibus (Urban and Country) Act for road motor services between these two cities.

This unit is giving a satisfactory service on the Toolamba-Echuca-Deniliquin line in conjunction with the petrol electric motor train and enabled the double-ended rail motor car previously operating on this line to be placed on the Melbourne-Geelong section. The new car weighs $25\frac{1}{2}$ tons, has an overall length of 55 feet, and with the trailer there is a total seating capacity of 126, apart from emergency accommodation for ten in the baggage compartment. The six-cylinder engine develops 180 h.p.

Hereunder will be found statistics regarding rail motor operation.

MOTOR CAR OPERATION COVERING 26 RAIL MOTOR CARS (INCLUDING ONE PETROL TROLLEY AND ONE PETROL ELECTRIC MOTOR.)

Month.	Days Worked.	Total Working Cost.*	Passenger Journeys.	Motor Car Miles.	Trailer Miles.	Gallons Petrol.	Hours Running.
1927.		£					
July	535	3,206	63,172	57,352	30,353	6,384	2,832
August	562	3,461	50,806	59,944	31,723	6,732	2,942
September	519	3,289	49,721	52,279	28,960	6,049	2,670
October	487	3,179	40,882	50,611	28,438	5,473	2,521
November	489	3,133	33,025	51,003	29,722	5,259	2,508
December	480	2,845	35,233	50,048	30,497	5,238	2,469
1928.							
January	495	2,755	35,103	50,106	30,140	5,265	2,465
February	497	3,023	36,575	51,050	32,363	5,336	2,490
March	558	3,032	40,191	53,665	34,549	5,699	2,660
April	499	2,769	40,566	47,367	29,645	5,135	2,364
May	584	3,478	38,553	56,549	34,581	7,051	2,801
June	558	3,486	37,093	55,189	33,954	7,380	2,735
Totals	6,263	37,656	500,920	635,163	374,925	71,001	31,457

* Total working cost includes wages of guards and motormen, cleaning, supplies, fuel, lubricants, and repairs to engine and carriage; excludes Depreciation and Interest.

AVERAGES.

Motor miles run per day	..	..	..	..	..	101
Trailer miles run per day	..	..	..	..	..	60
Passengers per car per day	..	..	..	..	..	80
Motor miles run per gallon of petrol	..	..	..	..	..	8.95
Miles run per hour (speed)	..	..	..	..	..	20.19
Working cost per mile (pence)	..	..	..	..	..	14.23

Melbourne Suburban Electrification Scheme.

The electrification of the Suburban Goods Sidings on the Melbourne-Lilydale and Ringwood-Upper Ferntree Gully lines and branches was put in hand during the year and practically completed. The work involved the re-arrangement and reconditioning of tracks, the erection of overhead equipment structures and the wiring of the sidings.

A novel and interesting type of mast structure, manufactured from old railway rails, was adopted for the support of the overhead wiring. Its use has resulted in a substantial saving in the cost of that portion of the equipment. Illustrations of these masts, which are typical of the yard equipment of an electrified goods siding, appear at the end of this Report. These lines comprise the first section of the southern group of goods sidings to be equipped for electric operation. It is intended that the Heidelberg, Frankston, and St. Kilda lines, and the necessary lines in the Melbourne Yard to enable these services to be operated, will follow.

Concurrently with the provision of the overhead wiring, the construction of seven additional electric locomotives for the operation of these goods services has been approved. They are being designed and constructed within the Department, and will weigh approximately sixty tons. If the financial position will permit, all seven locomotives are to be brought into operation during the ensuing financial year.

The additional mercury arc rectifier required for the operation of the Hurstbridge line is being installed, and the sub-station should be completely equipped and ready for operation in December.

The conversion of Elwood Sub-station to automatic operation with supervisory control from Jolimont was completed, and Glenroy Sub-station was also converted to automatic operation and the operating staffs withdrawn.

Seaford is being similarly converted, and it is expected that its automatic operation will commence in November next.

The total number of units generated at Newport "A" Power House during the year was 179,118,207, compared with 196,096,646 for the previous year. We received 55,149 units from the State Electricity Commission to augment railway supplies.

Way and Works Branch.

During the year, 130.5 miles of track were relaid with steel rails, as shown hereunder:—

Description of Rails.	Miles of Track Relaid.
New 110 lb.	7.3
New 100 lb.	1.7
New 90 lb.	51.6
New 80 lb.	1.4
Serviceable 100 lb. and 80 lb.	55.4
Serviceable 75 lb. and 60 lb.	13.1
Total	130.5

The tracks were strengthened by 51,915 additional sleepers; 420,946 sleepers were renewed, and a total of 259 miles of fencing rebuilt.

The relaying of the North-Eastern line with 90-lb. rails was steadily proceeded with, 51.6 miles being completed during the year. This is in accordance with the standard adopted in 1925 for the more important country lines. At the same time, it has enabled serviceable 80-lb. rails to be released for other requirements—principally for replacing 60-lb. rails on the Mildura line and 75-lb. rails on the Goulburn Valley line, both of which works were urgently necessary.

New Goods Line from West Footscray to South Kensington.

Good progress has been made by the Chief Engineer for Railway Construction with this line, which will connect the Tottenham Gravitation and Marshalling Yards with the Melbourne Yard. It is expected that it will be opened for traffic about the end of September, 1928.

The work involved considerable alterations to existing buildings and structures, and the provision of many new facilities, including extensive alterations to Footscray station, the construction of a new station at Middle Footscray, the provision of a tunnel under Bunbury-street, Footscray, and railway bridges over the Maribyrnong River and Dynon-road, the abolition of level crossings at Albert-street and Nicholson-street, Footscray, Victoria-street, Middle Footscray, and Geelong-road, West Footscray, and the substitution therefor of overhead road bridges at Albert-street, Nicholson-street and Geelong-road and a subway at Victoria-street. Details of the work involved in the abolition of the Napier-street crossing, Footscray, are now in course of preparation.

In conjunction with and consequential upon this work, we are making considerable alterations to existing tracks at each end, and have completed alterations to the subways and approaches at South Kensington station, as well as the construction of a new brick signal box at South Kensington to control the junction.

Spencer-street Station and Terminal Accommodation.

The construction of a new passenger platform is in progress. This platform, which is part of the general scheme for the re-arrangement of the Melbourne Yard, will replace a portion of old platform Nos. 5 and 6 which, on account of its condition, has been dismantled.

To provide additional accommodation for the storage of passenger rolling-stock a number of properties in Adderley and Latrobe streets were resumed, and during the year the buildings thereon were demolished to permit of the area required for the proposed extension of sidings being made available by the reconstruction of Adderley-street on a new alignment. A contract has been let by the Melbourne City Council for the street reconstruction, and arrangements have been made with the Corporations concerned for the diversion of sewers, water and gas mains, and electric conduits. It is anticipated that the whole of this work will be completed by the end of 1928.

New Road between Flinders-street Extension and the Napier-street Bridge, Footscray.

The section of this road from Flinders-street Extension to Dudley-street has been completed and brought into use.

Parliamentary authority has been obtained for the construction of the whole of the road, and the allocation of its cost between the Melbourne Harbor Trust Commissioners, the Melbourne City Council, the Victorian Railways Commissioners, and the Footscray City Council. The Melbourne City Council has been constituted the constructing authority, and two contracts have been let for sections of the road construction and another for the erection of a bridge over the North Melbourne coal canal. The work is well in hand, and should be completed in about two years.

New Outwards Parcels Office and other Accommodation at Spencer-street.

The new Outwards Parcels Office at Spencer-street has been completed. By means of this additional and improved accommodation, which is likely to meet the growth of business for some years, ample space has been provided for the public and the staff, while the area for vehicles has been considerably increased.

The shops on the Spencer-street frontage and on the concourse are let, and in one an attended pay telephone station established by the Postal Department is proving of great convenience to the travelling public.

Increased accommodation, consisting of a light refreshment and grill room, a fruit-juice drink stall, a fruit stall, a bookstall, &c., has been completed and is now in use. The general design of the building, combined with the lighting effects, has enhanced the appearance of the concourse and its surroundings.

Advantage has been taken of the re-arrangement of buildings to provide improved facilities for dealing with reservations of sleeping berths on the Adelaide Express. These have been incorporated in the Information Bureau, with satisfactory results.

Additional Accommodation for Outwards Goods Loading at Spencer-street.

To relieve the pressure on the Outwards Goods Shed at Spencer-street, the old Chaff Shed and Potato Platform have been altered and suitably equipped for dealing with outwards loading. The goods business for the Eastern and South-Eastern portions of the system is now being handled in this section to the satisfaction of our customers.

New Goods Line from Albion to Broadmeadows.

This line, which is required to link up the North-Eastern system with the Tottenham Gravitation and Marshalling Yards, was authorized on 23rd December, 1926, and is being constructed by the Railway Construction Branch. The junction work, signalling, &c., which is being carried out by this Department, will be completed concurrently with the construction of the new line.

Good progress is being made with the work, and it is anticipated that it will be completed by September, 1929.

Tottenham Gravitation and Marshalling Yards.

It is intended that these yards, when completed, will deal with the marshalling and sorting of goods traffic from all parts of the State except Gippsland.

At present, however, the sidings are laid for only about 55 per cent. of the final truck capacity of the yards, which are being used for local traffic only pending the completion of the new goods line between West Footscray and South Kensington and that between Albion and Broadmeadows. More extensive use of the yards will be made when the former line is completed about the end of September next. Plans, estimates, and other details for the completion of the yards are now being prepared.

Vehicular Subway at Gardenvale.

During the latter portion of the year a vehicular subway, with a clear span of 66 feet, was constructed at Gardenvale station to connect Martin-street on the west side of the line with Spink-street and Gardenvale-road on the east side. The Brighton City Council is making a substantial contribution towards the cost of the work.

Spotswood Workshops.

Good progress was made with the erection of the Woodworking and Joinery Shops. The Ironwork section had already been brought into use during 1926-27. It is anticipated that the whole of the workshops will be available for occupation by December next.

Dandenong Station Yard Re-arrangement.

The Dandenong station yard re-arrangement scheme was proceeded with steadily. The substitution of a bridge at Jones-road for the gate crossing at Brighton-road, the provision of a subway in lieu of the level crossing at Hammond-road, the construction of a pedestrian subway at Brighton-road and another at the station, as well as the necessary road diversions, were completed, and these facilities were brought into use.

The alterations to trackwork and the re-arrangement of the station yard are well in hand, and it is anticipated that the whole scheme will be completed by December, 1928.

Mechanical Coal Handling Plant—North Melbourne.

An interesting innovation in locomotive depot equipment is the mechanical coal-handling plant recently erected at the North Melbourne Locomotive Depot, which is designed to load locomotive tenders with a minimum of manual handling.

The elevator is of the continuous bucket type, with an elevating capacity of 50 tons per hour, and the two bunkers, which rise 65 feet above the coaling track, are of heavy timber construction, with a total storage capacity of 250 tons. The coal is discharged therefrom direct to the locomotive tender by means of balanced chutes equipped with rapid cut-off gates.

It is anticipated that the use of mechanical coaling plants will effect substantial savings in time and in the cost of coaling engines.

Mechanical Coal Handling Plant for Overseas Coal.

During the year negotiations have been in progress with the Melbourne Harbor Trust Commissioners regarding the future handling of overseas coal for railway and other requirements. At present two berths at Victoria Dock are used, the coal being transferred from colliers to trucks in baskets which are manually discharged from portable staging. The growth of the port and the pressing need for additional berths for dealing with general cargo have compelled the Trust to seek some suitable permanent location where the business can be conducted without interference with the port activities, and which the Trust would be warranted in equipping with up-to-date mechanical coal-handling appliances. A site has been selected on the east bank of the Maribyrnong River near its junction with the Yarra, and, after exhaustive investigation of the matter, a plan showing in detail the layout of the tracks, weighing facilities, bins, conveyors, &c., has been prepared, and is at present the subject of discussion between the Trust and this Department.

Railway Facilities on Harbor Trust Piers and Wharfs.

Extensive additions have been made by the Melbourne Harbor Trust to the berthing accommodation at Victoria Dock, and a new pier at Port Melbourne is approaching completion, while at Williamstown the Nelson Pier is being extended 413 feet. All these piers and wharfs (except the Nelson Pier) are provided with railway facilities, and the work of laying the tracks thereon has been carried out concurrently with the operations of the Trust or its contractors. The provision of railway facilities at the Nelson Pier is in abeyance pending agreement as to the responsibility for the provision and maintenance of railway facilities on Harbor Trust territory.

Re-opening of Line between Fawkner and Somerton.

This section of line, 5.22 miles in length, was closed for traffic in 1903.

On numerous occasions since that date representations have been made for its re-opening, but in our opinion the prospective traffic has not at any stage warranted such a course.

In December of last year a Bill to provide for the re-opening of the line was passed by Parliament, and included a provision that the local Council should pay us a sum not exceeding £1,500 per annum at the end of each of the first five years after re-opening towards meeting any loss incurred in the operation of the line. No similar provision was made in respect of any amount by which the loss might exceed £1,500 per annum in any of the first five years, nor for any loss after the expiration of that period.

As the Act did not make the re-opening of the line mandatory, we were not disposed to proceed in the matter unless we were completely safeguarded against all losses which might be incurred in the operation of the line, and on our making representations to this effect an Order in Council was passed which has the effect of securing this end under the provisions of Section 102 of the Railways Act.

The work of placing the line in suitable order for the maintenance of a rail motor service, including the provision of connecting tracks and the installation of a turntable at Fawkner and at Somerton, was undertaken in January, 1928, and completed in time to permit of the line being opened for rail motor operation on 5th March, 1928.

Improved Station Yard Accommodation, Locomotive Facilities, &c., at Mildura.

For some years the lack of sufficient siding accommodation and adequate locomotive facilities at Mildura, which has greatly increased in importance as a railway centre, has caused much inconvenience. After careful investigation a comprehensive scheme for the substantial improvement of the accommodation was submitted for the consideration of the Parliamentary Standing Committee on Railways, by whom it was endorsed.

The scheme provides for a locomotive shed capable of accommodating five engines with two outside radial roads; a repair shop and store and office accommodation; a 70-ft. turntable; a new coal stage; a depressed ash road; trackwork incidental to the locomotive shed; extensions to existing sidings in the yard; an additional car siding and a car shelter shed.

Steady progress is being made, and it is anticipated that the scheme will be completed by December, 1928.

Improved Station, Yard, and Locomotive Facilities, &c., at Ararat.

This scheme provides for a new locomotive shed equipped with all modern facilities, including a repair shop, an 85-ft. turntable and all the requisite connecting tracks; the installation of mechanical coal-handling plant; the necessary car repair roads, and the construction of a subway at Albert-street in lieu of the existing level crossing.

The earthworks, trackwork, turntable, engine pits, ashpit, and depressed road, and office accommodation are practically completed, while the construction of the subway at Albert-street, and the erection of the new engine shed and mechanical coal-handling plant are in hand.

It is anticipated that the whole scheme will be completed by December, 1928.

Improved Locomotive Facilities at Hamilton.

A commencement was made during the year with the provision of improved locomotive facilities at Hamilton, the traffic requirements having quite outgrown the present facilities.

A 70-ft. turntable has been installed, and portion of the earthworks and trackwork completed to enable this facility to be brought into use. The construction of engine pits is in hand, and it is expected that the whole work, which includes the construction of a new locomotive shed, repair shop, mechanical coal-handling plant, office and store accommodation, &c., will be completed by December, 1929.

Testing Laboratory at Newport Workshops.

The importance of research work in connexion with the numerous manufactures and activities of the Newport Workshops, and the scientific control of its operations, have been increasingly evident during recent years, and rendered it necessary to provide a larger and improved laboratory for this purpose. During the year a suitable building was constructed at the Newport Workshops, with accommodation and equipment for the physical, chemical, and analytical testing of materials, and for the testing of foodstuffs and other materials used in the general activities of the Department.

The laboratory staff, which previously was housed partly at Newport and partly at the Head Office, Spencer-street, is now concentrated in the new building, illustrations of which appear at the end of this Report.

Additional and Improved Accommodation.

A number of important works, to facilitate the handling of the traffic or provide greater comfort and conveniences for the travelling public, were undertaken.

Some of the additions and improvements effected were—

Colac	..	..	Provision of 70-ft. turntable.
Deniliquin (N.S.W.)	..	..	New station buildings.
Echuca	..	..	Completion of yard re-arrangement.
Essendon	..	..	Provision of crossover.
Kaniva	..	..	Facilities for crossing of trains.
Laverton and Werribee (between)	..	..	Facilities for crossing of trains.
Murtoa	..	..	Provision of 70-ft. turntable.
Newport and Laverton (between)	..	..	Facilities for crossing of trains.
Ouyen	..	..	Provision of new engine shed.
Pakenham	..	..	Facilities for crossing of trains.
Serviceton	..	..	Additions and improvements to tracks and extension of passenger platform.
Werribee	..	..	Improvements to station, yard, &c.

The following additions and improvements are in hand but not yet completed :—

Ballarat	..	..	Sewerage of station buildings, yard, &c.
Barnawartha	..	..	Facilities for crossing of trains.
Blackburn	..	..	Provision of subway and central entrance to station.
Korong Vale	..	..	Increased water catchment.
Traralgon	..	..	Improvements to station, yard, &c.

The provision of additional facilities for the crossing of trains at various locations is a further instalment of our policy of doing everything reasonably possible to enable the traffic to be economically and expeditiously operated, and should be the means of obviating delays which otherwise would be unavoidable.

New Station.

During the year a new station was constructed at Galvin, on the Geelong line, at the expense of the New South Wales Realty Company, by whom the necessary additional land was made available.

Dwelling Accommodation for Employees.

Our policy of providing dwelling accommodation for employees at locations where private houses are not obtainable was continued throughout the year, and twenty additional dwellings of precast concrete construction were completed and made available for employees.

Rolling-Stock Branch.

Inventories of the rolling-stock in existence at 30th June, 1928, appear in Appendices Nos. 10 and 22.

In addition, six of the older types of locomotives were broken up, and 24 were written down to scrap value, while 49 cars, vans, and sundry stock were broken up and 62 were written down to scrap value. Of the older goods wagons, 175 were broken up and removed from the Register and 4 were sold.

The new rolling-stock constructed or acquired during the year was as follows:—

<i>Locomotives—</i>				
“ S ” class (“ Pacific,” tractive power 41,100 lb.)	..			1
“ N ” class (“ Mikado,” tractive power 26,960 lb.)	..			10
<i>Carriages—</i>				
Corridor vestibule (64 feet) for country services	..			1
Sleeping cars	..	..	..	2
Petrol electric rail motor car	..	..	..	1
Petrol rail motor, Brill type, with trailer (purchased from South Australia)	..	..	..	2
Trailer for petrol rail motor	..	..	..	1
<i>Vans and Sundry Stock—</i>				
Six-wheel goods vans	..	..	..	20
Workmen’s sleepers	..	..	..	17
Bogie horseboxes (12-stall)	..	..	..	5
<i>Trucks—</i>				
Open goods (bogie)	..	..	..	186
Louvre trucks (bogie)	..	..	..	50
Sheep trucks (bogie)	..	..	..	24
<i>Road Motor Vehicles—</i>				
Road motor trucks (bodies)	..	..	..	8
Road motor buses	..	..	..	5

In addition, on joint account, two Pullman sleeping cars were acquired for the Interstate service between Melbourne and Adelaide. Further reference to these cars is made on page 32.

New Locomotive Construction.

The pattern “ Pacific,” three-cylinder “ S ” class locomotive, for express services between Melbourne and Albury, ran its trials successfully, and is now engaged on regular express work.

This type of locomotive has been introduced to eliminate double-heading, and to give much needed latitude in schedule limitations on the interstate expresses. An additional two “ Pacific ” locomotives are in course of construction, and the three when completed will release the equivalent of five “ A2 ” engines. A revision of existing time-tables will then be practicable.

The construction of eleven “ X ” class heavy goods engines of the “ Mikado ” type is well in hand. These will be, in many respects, similar to the “ C ” class, but will have greater boiler capacity. The tenders will be of large capacity, similar to those of the “ S ” class engines, and boosters will be fitted to increase the margin of power on ascending grades.

Superheater Locomotives.

The “ S ” class and the ten “ N ” class locomotives constructed during the year were fitted with superheaters, making a total of 262 locomotives equipped at the close of the year.

Joint Stock Sleeping Cars.

Some two years ago it became evident that additional sleeping cars were necessary to cope with the increasing traffic between Melbourne and Adelaide.

Although the sleeping cars in use are the result of much care in design and are of excellent workmanship, they do not provide so high a standard of comfort, or of safety, as the steel vehicles in use in other portions of the world. It was therefore decided, after discussion with the Commissioner of the South Australian Railways, Mr. W. A. Webb, that two examples of the most up-to-date and best safety sleeping car should be obtained for the joint service.

Following upon this agreement, Mr. Webb, who was also obtaining a steel dining car for use in South Australia on the interstate train, ordered two sleeping cars from the Pullman Car and Manufacturing Corporation for use as joint stock in the through service, the arrangement being that each State should bear half the cost of the two cars.

The Pullman sleepers were placed in service on 21st May, 1928, and 10th June, 1928, respectively, and are proving most popular on account of their many conveniences and their steady and noiseless running.

The supply of detailed drawings of the cars was arranged for in placing the order so that the future construction of cars of this type locally may be considered, with adaptations—particularly in regard to weight—to meet local conditions.

Other New Carriages, &c.

In the meantime, two additional wooden sleeping cars—the “Indi” and “Werribee”—were built for Intrastate traffic and placed in service during the year. A third, the “Ovens,” was practically completed.

Twenty six-wheel goods vans were completed and 25 more were in hand. Seventeen workmen's sleeping cars of modern type were constructed for replacing old carriages used for this purpose, and a further thirteen were in course.

Truck Construction.

The 186 open goods bogie wagons built during the year have a capacity of 40 tons, and the 50 louvre wagons carry 30 tons.

Fourteen additional 40-ton open goods bogie wagons, 26 (the balance of 50) bogie sheep trucks, 25 bogie cattle wagons, and 200 25-ton four-wheel open goods wagons were in course of construction.

Five bogie horse-boxes were turned out, and another five were in hand.

Twenty-six bogie tank wagons for the conveyance of fuel oils were constructed during the year for and at the expense of private oil companies, and a further 32 were either in course of construction or authorized.

To meet the requirements of our clients in the transport of commodities consigned in relatively small quantities, we undertook some two years ago that, as each small truck (capacity from 8 to 12 tons) was withdrawn as unfit for further traffic, a 16-ton truck would be branded as being an 11-ton truck. This has the effect of maintaining the availability, at the class weight minima applicable to 11-ton trucks, of the number of such trucks in existence at the time this undertaking was given.

The 16-ton trucks so written down are given a distinguishing brand, so that they may be used up to the limit of their capacity when loading is available.

At 30th June, 394 16-ton trucks had been so written down.

Electric Lighting of Country Carriage Steam Stock.

Progress was maintained with the work of equipping country carriage stock with electric lighting in lieu of gas. At the end of the year 499 cars and vans had been so equipped.

Newport Workshops.

Our proposal to construct a new Erecting Shop for the construction and repair of locomotives, to which we referred in our last Report, was during the year referred to the Parliamentary Standing Committee on Railways. The Committee has heard evidence on the subject, but has not yet made a recommendation to Parliament.

The present ill-equipped and inadequate accommodation is unsatisfactory, and in the interests of efficiency and of safety we are hopeful of early authority for the erection of the shop and of its being commenced this year.

Fuel Conservation.

Interest in the Fuel Conservation movement was maintained. The first annual convention was held in Melbourne in August, 1927, and was attended by delegates from all parts of the State. The convention proved to be an unqualified success, bringing together for purposes of mutual discussion all sections of the staff concerned in the conservation of fuel and associated questions.

Automatic Couplers.

We desire again to draw attention to the urgency of equipping all rolling-stock with automatic couplers. We repeat what we have said in previous Reports—that the existing drawgear of our rolling-stock is frequently over-stressed, that in the interests of the safety both of the travelling public and of the staff the work is an urgent one, and that the limited capacity of the existing drawgear prevents the full introduction of modern operating methods, and thus debars us from effecting much-needed economies in operating.

In the meantime all new rolling-stock and a limited number of vehicles undergoing repair are being fitted with the automatic couplers. During the year 16 broad-gauge locomotives, 39 cars and sundry stock, and 626 trucks were so equipped.

Seventeen narrow-gauge cars, vans, and sundry stock and 159 trucks have also been equipped with automatic couplers, and the balance of this stock is in course of conversion.

Coaling of Engines.

The mechanical coal-handling plant at North Melbourne was completed, and is now in operation. The Wodonga plant is nearing completion, and negotiations are in course in regard to the supply of electric energy. The foundation work is proceeding at Ararat, and the mechanical plant is in stock. The plant at Hamilton is in hand.

The availability of equipment of this type will permit of desirable improvements in locomotive tender design being introduced.

Mechanical Staff Exchangers.

In order to expedite the running of passenger and fast goods trains, mechanical staff exchanging has been instituted on the Melbourne-Geelong, Melbourne-Wodonga, and Melbourne-Serviceton sections, enabling the maximum speed of these trains through staff stations to be increased from 20 to 40 miles per hour, and reducing the overall running time of important trains. Seventy-three locomotives have been so equipped.

Electric Headlights on Locomotives.

Forty locomotives have been equipped with electric headlights.

The powerful illumination of these headlights gives the enginemen a greater feeling of security and confidence. It unquestionably makes for safety of train operation over open level crossings at night, and this carries with it much greater safety for road vehicles. We again stress the need for equipping larger numbers of locomotives with these "Safety First" advantages.

Signal and Telegraph Branch.

The following work was carried out during the twelve months :—

Interlocking, Etc.

Six interlocking machines were installed at new locations, i.e., McKinnon, Malmsbury, Riddell, Golden Square, Wedderburn Junction, and Ouyen. At Werribee a new signal bay was erected, and the old interlocking machine replaced by a new one.

The new brick signal-box erected at North Melbourne was fitted with complete equipment for power-operating the points and signals at this junction.

Extensive alterations were carried out at 27 other locations, the total number of additional levers provided being 20. Actually 186 new levers were installed, but 166 others were abolished.

At the close of the year the total number of places having points in the main line, either interlocked or otherwise protected (other than by plunger locks), was 969, with a total of 11,524 levers, or 78·33 per cent. of the total number of places with points on the main line.

Twenty-two sets of staff, Annett, or tablet-locking gear were provided at thirteen intermediate non-staff stations or locations, and five staff stations were equipped with plunger locking, comprising nine sets.

Automatic Signalling.

A system of single-line automatic signalling was installed on the Geelong line between South Newport and Geelong. Included in this section are two unattended crossing loops. The points at each end of these loops are operated as required by the train crews, the signals automatically safeguarding such operations and indicating the condition of the points to other trains approaching the loop.

Private sidings are equipped with special electrical locks, and safeguards are provided to prevent the operation of the points except when the sections are unoccupied, and conditions are safe for such operations. These points are also operated by the crews of trains, as required.

Automatic signals were also provided between North Melbourne and Yarraville, and from Footscray to West Footscray. The equipping of this latter section necessitated extensive temporary alterations on account of the regrading work which was carried out concurrently with the installation. The provision of automatic signals on the new goods lines between South Kensington and West Footscray is also well advanced.

Tracklocking.

Satisfactory progress was made with the tracklocking on the North-Western line. The work at Melton, Bacchus Marsh, Ballan, Kiata, and Glenorchy was completed, and that at Beaufort will shortly be brought into service. Additional tracklocking in the Caulfield station yard was also completed.

Controlled Wickets.

At Grange-road, Caulfield, and Victoria-street, North Geelong, controlled wicket gates have been erected, and Murrumbeena-road, Murrumbeena, has been equipped with an additional set.

Telephones and Telegraphs.

The provision of selector telephones was proceeded with, and the following sections were completed during the year :—

Geelong-Cressy (16 points) . . .	..	40 miles
Numurkah-Tocumwal (3 points)	..	23 "
Spencer-street-Ballararat (25 points)	..	74 "
Kerang-Swan Hill (6 points)	..	35 "

while eight additional points were provided on the selector line between Spencer-street and Geelong.

Metallic telephone services were provided between—

Wangaratta-Bright-Yackandandah	..	..	70 miles
Heyington-Darling	..	..	3 "
Spencer-street-Ballarat (direct line)	..	..	74 "
Spencer-street-Ballarat (all intermediate stations)	..	..	74 "
Seymour-Mansfield	..	..	80 "
Spencer-street-Geelong	..	..	45 "

Lines were converted to metallic circuits, thus providing telephone working in addition to the existing morse, which was superimposed to give these facilities, on the undermentioned sections :—

Derrinal-Axedale	..	..	..	11 miles
Wallan-Willowmavin	..	..	..	16 "
Frankston-Mornington-Stony Point	..	..	..	27 "
Spencer-street-Seymour	..	..	..	61 "

In the Railway Offices, Spencer-street, a new 200-line harmonic ringing switchboard was installed at the Automatic Exchange, and over 300 locations in the suburban area were equipped with harmonic ringing telephones and connected to this switchboard.

Dictograph communication was installed throughout the General Passenger and Freight Agent's Branch, and at the Newport Testing Laboratory.

In connexion with the above works, approximately 19 miles of new pole lines and 490 miles of copper telephone and selector telephone lines were erected, while 277 miles of pole lines were rebuilt and converted from morse and telephone circuits to superimposed operation. Seven hundred and fifty-seven miles of pole lines were overhauled, 732 miles being in the country and 25 in the electrified area, and in the latter area 140 miles of line wire and 8 miles of cable were run.

Unserviceable rails were again availed of for poles ; 1,374 of these were utilized out of a total of 3,837 poles erected.

Lighting at Stations.

To provide better illumination of stations, the following installations were converted from gas or oil to electric lighting, making a total of 143 country stations electrically lighted :—

Avoca	Nayook
Ballan	Pomborneit
Beaufort	Quambatook
Beechworth	Rosedale
Lara	Stratford
Murchison East	Tocumwal
Natimuk	Weerite

In addition, electric light was provided at two additional suburban stations, making a total of 163 stations so lit in the electrified area.

Electric lighting was provided in 67 Departmental residences, including quarters occupied by Stationmasters and Assistant Stationmasters, also at various refreshment rooms, fruit stalls, staff quarters, engine-sheds, coal stages, water cranes, and goods yards.

Gas and Lux Lighting.

Gloria lights were installed at Mitiamo, Nyora, and Serviceton, while Lux lamps were provided at the undermentioned stations :—

Beetoomba	Macorna
Koo-wee-rup	Mincha
Lake Boga	Moulamein
Lake Charm	Piangil
Lockington	Stony Point

Floodlighting.

The application of floodlighting to railway yards has been carefully studied, and it has been decided to adopt this system of lighting for the Dandenong railway yards. Tenders have been accepted for the supply and erection of the masts and fittings.

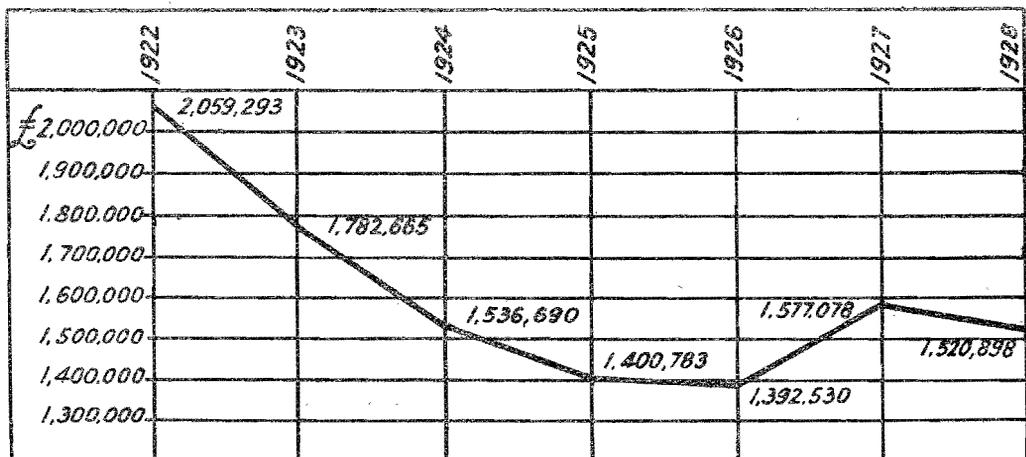
The use of floodlighting in the Dandenong yard should prove a useful test of the efficiency of this system under local conditions.

Stores Branch.

The value of the stock of stores on hand at 30th June, 1928, was £1,520,898. This represented a decrease of £56,180 on last year when, on the corresponding date, the stores were valued at £1,577,078.

The position at the close of each year from 1921-22 onwards is indicated in the following graph :—

At 30th June.



Reclamation Depot at Spotswood.

The work of reclamation has been generally stabilized and extended during the year.

The machinery now installed covers all present needs, but special appliances, &c., are constantly being added to improve or enable work to be quickly completed.

The machinery and handling apparatus at the Spotswood Depot, which are being added to as required, ensure the quick and efficient handling and treatment of all scrap or obsolete material, and all Depots are now taking full advantage of the facilities provided for handling and disposing of such material. Workshops, Depots, &c., are thus being cleared of and are obtaining credit for unrequired scrap, &c.

The volume of work dealt with at the Depot is indicated by the following figures showing the value of material reclaimed, issued, returned to stock or sold during the year.

Nature of Materials :

	£
Way	1,950
Non-Ferrous	44,350
Ferrous and General	23,420
Water Service	330
Sleepers	4,300

£74,350

Coal Supplies.

The total quantity of coal purchased during the year 1927-28 was as follows :—

		From New South Wales.	From State Coal Mine.	From other Victorian Mines.	Total.
		Tons.	Tons.	Tons.	Tons.
Large Coal	.. ..	201,005	271,926	1,408	474,339
Slack Coal	.. ..	3,597	220,055	..	223,652
Totals	.. ..	204,602	491,981	1,408	697,991

Owing to a strike of marine cooks it became necessary to utilize Maitland coal from ground reserve stocks to maintain our train services.

The total annual consumption by the Department for the twelve months was 695,183 tons involving an expenditure of £975,662, or an average of £1 8s. 0.83d. per ton.

The increased working expenses to this Department owing to the inflation of coal costs may be gauged by the fact that had supplies been available at the 1913-14 rate (13s. 1.3d. per ton) the saving to the Department for 1927-28 would have been £520,028.

Travelling Irregularities.

The number of irregularities detected by Special Checkers, Conductors, Station Staffs, and the Special Barrier Checker during the year, together with the figures for the preceding year, are shown hereunder :—

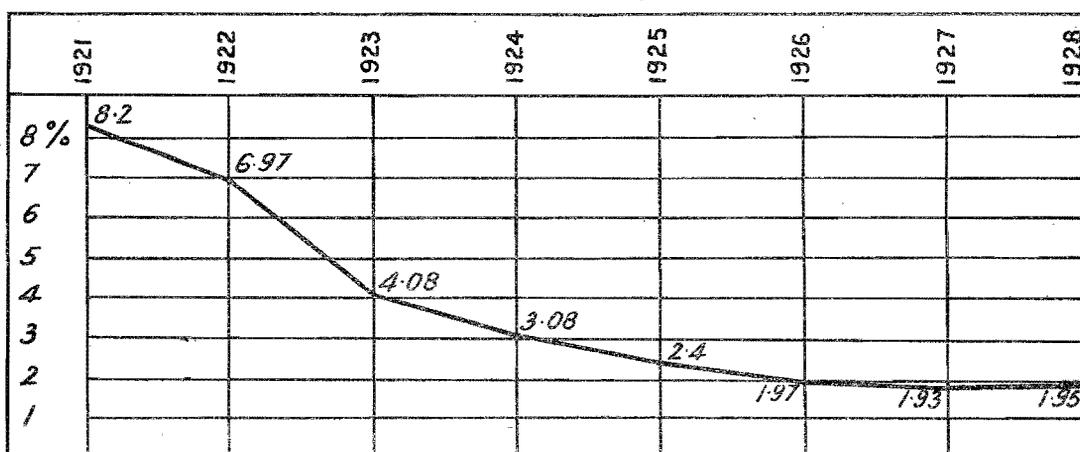
Detected by—	Number of Irregularities Detected—		Increase.	Decrease.	Net Increase.
	1926-27.	1927-28.			
Special Checkers on Suburban Trains and Barriers ..	9,036	9,592	556	..	..
Special Checkers on Country Trains	997	1,368	371	..	..
Conductors on Country Trains	1,369	1,125	..	244	..
Special Barrier Checker .. ..	..	403	403	..	..
Station Staffs	3,018	2,691	..	327	..
Totals	14,420	15,179	1,330	571	759

Police Court prosecutions were authorized in 1,876 of these cases during 1927-28.

Ticket Collection.

The percentage of non-collected printed country tickets during 1927-28 was 1.95, as compared with 1.93 for the year 1926-27. The following graph indicates the substantial advance which has been achieved since 1920-21 :—

Year ended 30th June.



We appreciate the consistent efforts of the staff which have been necessary to obtain this gratifying result.

Weekly and Fortnightly Tickets.

In the past no alternative but the purchase of daily tickets has been available to suburban passengers whose continuity of travel offered no inducement to purchase a monthly ticket, and to whom workmen's tickets were unsuitable because of the restrictions applying to their use.

This situation has been met by the issue, as from 3rd June, 1928, of weekly tickets on suburban lines, available for unlimited travel by the holder in the same way as a monthly ticket.

The weekly tickets are issued at one-fourth of the monthly fare, and in addition to meeting the requirements of comparatively irregular travellers, they are of advantage to passengers who previously purchased monthly tickets, but to whom the payment weekly, instead of monthly, offers a substantial convenience.

The results so far indicate the popularity of the new form of ticket, but until the situation can be thoroughly analysed, we are unable to make a definite assessment of the effect upon the railway revenue.

With a view to inducing rail travel, more especially to tourist resorts, arrangements were made in February last for the issue of first or second-class tickets available over all lines for a period of fourteen days. The innovation has met with sufficient response to confirm the desirability of its continuance.

Claims for Missing and Damaged Goods.

The amount paid during the year in claims for goods, parcels, and live stock lost, damaged, delayed, and pilfered was £21,770, as compared with £22,963 for 1926-27 and £24,241 for 1925-26.

The ready response of senders of goods to our requests for the introduction of improved methods of packing goods and sealing packages is contributing materially to the improvement.

Particulars of the number of persons charged for theft and similar charges dealt with by the Departmental Board of Discipline are as follow :—

Year ended 30th June.	Employees.		Other than Employees.		Charges against Employees before the Board of Discipline.	
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted.	Employees Charged.	Employees Dismissed.
1926	38	34	70	64	9	9
1927	21	18	47	43	13	7
1928	19	18	55	53	11	10

Ambulance Organization and Equipment.

The ambulance equipment, for the purpose of "First-aid" treatment of injured passengers or employees, was efficiently maintained, and during the year was increased by the addition of 70 ambulance boxes and 28 stretchers.

Fifty-five series of "First-aid" lectures to the staff were held—30 at metropolitan and suburban centres and 25 in country districts. The total number of enrolments was 2,093, but the number who presented themselves for the examinations conducted by the St. John Ambulance Association—659—was disappointing.

Refreshment Services and Bookstalls.

The total number of separate Rooms and Stalls now under the control of the Refreshment Services Branch is 77. In addition, twenty leased refreshment rooms are supervised.

Improved accommodation was provided on the suburban concourse at Spencer-street Station, consisting of a new grill room with a seating capacity of 100, a fruit stall, a fruit juice drink stall, a tobacco kiosk, and a bookstall. The new and improved facilities are meeting with appreciation, and the additional business thereby induced is providing a satisfactory return.

In addition, the Princes Bridge refreshment room has been remodelled, and fruit and fruit juice drink stalls have been erected at Prince's Bridge, Footscray, Sandringham, South Yarra, Seymour, Hamilton, Benalla, and Horsham.

During the year 1,168,000 meals were served at the refreshment rooms, while 1,800,000 separate serves of light refreshments were also supplied. In addition, 200,000 meals were provided at the Newport Workshops staff dining room.

Approximately £50,000 was expended on the purchase of fruit for sale and use at refreshment rooms and stalls, while the total number of fruit juice drinks sold at railway stalls during the eighteen months ended 30th June, 1928, during which this business has been actively developed, was over 3,000,000.

The quantity of fruit sold increased during the year, compared with the previous year, by 20,000 cases, and reached a total of 75,000 cases. This section of the business has greatly developed during the last three years, the revenue from the sale of fruit and fruit juice drinks having increased in that period by £55,000 per annum.

The sales of pasteurized milk amounted to 159,946 bottles, and 57,250 one-shilling luncheon cartons were sold.

In conjunction with the Refreshment Services we conduct a poultry farm for the purpose of supplying eggs and poultry to refreshment rooms and dining cars. During the year the farm produced 32,450 dozen eggs, valued at £2,654, and poultry worth £1,426. Experience has shown the poultry farm to be an essential utility in the provision of high quality catering services.

The turnover of meat handled at the railway butchery was 356 tons, of a value of £19,523. In addition, the butchery distributed 76 tons of poultry, fish, and butter, while 63 tons of sausages were manufactured and supplied to the different rooms, &c.

The bakery produced 178,155 loaves of raisin bread, 60,243 dozen pies, scones, and other small goods, and 25,322 pounds of cake.

The sales of newspapers, books, and other publications totalled £70,500.

Approximately two million articles were dealt with at the laundry, the monthly average being about 13,500 dozen.

The number of meals supplied in the dining cars totalled 134,897. This service continues to be maintained at a high standard, and visitors from overseas have commented in eulogistic terms on its efficiency. Another new steel dining car, the "Hopkins," was placed in service. This is a replica of the "Avoca," which was brought into use towards the close of 1926-27. Both these cars are giving satisfactory service. The substitution of coal burning ranges for the Pintsch gas ranges formerly used has resulted in large economy in operation.

The Staff.

The total staff employed at the close of the year was 28,106, comprising 21,401 permanent officers and employees and 6,705 supernumerary employees, by comparison with a total staff of 29,450 at the 30th June, 1927.

This decrease of 1,344 was due to the falling off in business and to the reduced programme of works in hand at 30th June, 1928.

The strength of each Branch at the close of the two years is shown in the following statement:—

Branch.	Number of Staff Employed.					
	At 30th June, 1927.			At 30th June, 1928.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	108	34	142	109	36	145
Transportation	7,129	1,253	8,382	7,029	1,033	8,062
Rolling-stock	8,044	1,836	9,880	7,758	1,551	9,309
Way and Works	4,078	2,769	6,847	3,886	2,505	6,391
Accountancy	268	56	324	272	61	333
Audit	143	23	166	145	15	160
Stores	385	136	521	410	190	600
Electrical Engineering ..	669	217	886	641	178	819
Traffic	126	20	146	115	23	138
Refreshment Services ..	64	749	813	62	780	842
Signal and Telegraph ..	968	375	1,343	974	333	1,307
Totals	21,982	7,468	29,450	21,401	6,705	28,106

The increase in the Accountancy Branch was due to the transfer of certain officers from other Branches.

The increase in the Stores Branch was due to the transfer of employees from other Branches in pursuance of the policy of co-ordinating all stores work under the Comptroller of Stores.

In the Refreshment Services Branch, the new Grill Room and Drink and Fruit Stalls which were opened at Spencer-street, mainly accounted for the increase in staff.

Two hundred and sixty-five youths were appointed to the permanent staff at the end of May and in June, 1928, mainly in the grades of Lad Porter, Junior Clerk, and Lad Labourer.

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

1925-26	..	..	£7,273,485
1926-27	..	..	£7,792,554
1927-28	..	..	£7,551,103

Wage-fixing Tribunals.

On several occasions since railway employees first obtained access to the Commonwealth Court of Conciliation and Arbitration we have urged the Court not to deal with disputes brought before it, on the ground that the Railways Classification Board had exhaustively reviewed the rates of pay and the main conditions of employment of the great majority of employees, and is still available to deal with such matters.

The Court has not acceded to such requests, but to avoid duplication it insisted upon the Australian Railways Union withdrawing from the Railways Classification Board claims which it had submitted to that body.

As a result, the activities of the Railways Classification Board are now confined to meeting once a year for the purpose of dealing with isolated claims, and of fulfilling its statutory function of determining the basic wage to be paid to railway employees not covered by Wages Board Determinations. It invariably prescribes that such basic wage shall be the wage prescribed by the Commonwealth tribunal.

In these circumstances we advised the Government, in response to their inquiries in January last, that there was no justification for the continuance of the Railways Classification Board, especially in view of the very limited number of employees left within its jurisdiction.

In May last, however, Chief Judge Dethridge stated in the Commonwealth Court of Conciliation and Arbitration that in certain circumstances which he defined, he and his colleagues agreed that the Court should exercise its power to refrain from dealing with disputes on the ground that they are proper to be dealt with by State Industrial Tribunals.

This declaration appeared to us to re-open the possibility of having railway claims dealt with by the Railways Classification Board. We accordingly suggested to the Honorable the Minister in April last that it would be advantageous to defer taking any action to abolish the Board.

In addition, as the circumstances defined by Chief Judge Dethridge appeared to apply to the Railways Industry, we considered it obligatory upon us to request the Deputy President (Sir John Quick) to refrain from proceeding further with claims submitted by the Australian Railways Union and the Federation of Salaried Officers. His Honour, however, declined to accede to the request.

Subsequently an amendment of the Commonwealth Conciliation and Arbitration Act was passed bearing upon the principle at issue, and we therefore submitted a further application to the Court in the case of a fresh claim from the Federated Locomotive Enginemen's Union. The request was, however, declined on the grounds, *inter alia*, that the jurisdiction of the Railways Classification Board was circumscribed and did not permit the Board to deal with all the claims in dispute.

We have therefore brought under the notice of the Government the advisability of altering the constitution of the Railways Classification Board, and widening its powers. If this course be adopted, the Court may be disposed to leave to the Board the settlement of industrial matters relating to the railway industry.

The Court is still investigating the claims made by the Australian Railways Union. The hearing commenced in June, 1925, and has engaged the attention of the Deputy President almost continuously ever since.

During the year a further interim Award was delivered covering 165 grades, and embracing approximately 2,650 employees, the additional expenditure incurred by such Award being approximately £10,000 per annum.

The Court also made an interim Award requiring the salaries of 22 officers to be increased, although the Government had decided that the increments we had recommended should not be allowed. Thirty-four other officers were similarly situated, but were not covered by the Award.

The Court completed hearing evidence presented by the Federation of Salaried Officers and the Australian Railways Union in respect of 34 salaried grades, embracing approximately 4,000 officers. Since the close of the year, an Award covering these officers has been delivered which will add £10,000 to the salary bill for the current financial year, and ultimately involve an increase of approximately £32,000 per annum.

Awards have now been made covering 416 grades, and approximately 19,500 officers and employees, leaving a balance of 45 grades, embracing about 400 officers, still to be dealt with. When these have been completed, the Court proposes to deal with claims relating to working conditions, the great majority of which were exhaustively investigated by the Railways Classification Board.

As mentioned in last year's Report, awards were delivered reducing the hours of employees in the metal trades from 48 to 44 per week. Considerable confusion and disorganization were caused, however, through the Court effecting the reduction at varying dates, e.g., the hours of Fitters were reduced from 14th July, 1927, while their assistants continued to work four hours per week longer until 5th September, 1927, and the hours of Boilermakers and Moulders were not reduced until 19th September, 1927.

Employees in the printing section of the Department were also awarded a 44-hour week by the Court as from 19th March last.

The anticipated hearing by the Full Arbitration Court of the claim by the Australian Railways Union for a 44-hour week, which had been referred to that Court by the Deputy President, did not eventuate. The Union was successful, however, in various applications to the Court for a 44-hour week to be applied to approximately 1,000 employees working in association with other employees whose hours had been fixed at 44 per week.

We strenuously opposed before the Full Arbitration Court an application by the Federated Union of Locomotive Enginemen for a reduction of hours from 48 to 42 per week in respect of approximately 2,500 employees, and after a hearing extending over two months, the Court declined to reduce the hours.

The Court has listed for early hearing claims for further increased wages and more liberal working conditions, made by the undermentioned organizations, in respect of approximately 7,500 employees in the service—

- Australian Federated Union of Locomotive Enginemen.
- Amalgamated Engineering Union.
- Australasian Society of Engineers.
- Blacksmiths' Society of Australasia.
- Federated Society of Boilermakers and Iron Shipbuilders.
- Federated Ironworkers' Association.
- Electrical Trades Union of Australia.
- Federated Moulders' Union.
- Amalgamated Society of Carpenters and Joiners.

In the case of the Australian Federated Union of Locomotive Enginemen, we lodged a counter-claim, in conjunction with the Commissioners of the New South Wales, South Australian, Tasmanian, and Commonwealth Railways, for lower wages and less favorable working conditions, and the two claims will be conjointly heard by the Court.

A claim on behalf of the Professional Officers in this Department has also been pending in the Court for a considerable time past, and may be called on for hearing at any time.

Educational Activities.

When the Victorian Railways Institute was established in 1909 the Commissioners agreed to hand over to the Council of the Institute all fines inflicted upon employees for disciplinary purposes, and to subsidize this amount on a £1 for £1 basis. The Institute, on its part, was required to provide educational and social facilities for its members.

Consequent upon the growth of membership, and the increased activities of the Institute, including the establishment of Branches at various country centres, it was found necessary some years ago to alter the basis of payment. The Commissioners then undertook to defray the whole cost of education in railway subjects, a quota of the cost of other activities, such as general educational classes, gymnasium, library, bands, and portion of the overhead cost, i.e., salaries and wages, lighting, and printing and stationery, &c.

The increasing extent of the burden placed on railway finances in respect of Institute activities occasioned us some concern, and early last year we decided that the whole situation should be reviewed on the return to Victoria of Mr. D. Cameron, Chairman of the Staff Board, who was deputed to investigate railway welfare and educational schemes in the United States of America, Canada, and Great Britain.

Before Mr. Cameron returned, however, the Honorable the Minister requested us to submit a scheme to effect a decrease in the amount of the subsidy paid to the Institute, and following on an exhaustive investigation by a Departmental Committee we recommended that the Department should continue to defray the whole cost of educational classes (including correspondence classes) in railway subjects, and a reduced amount in respect of the library and general expenses, but that the Institute should be responsible for making the general educational classes and other activities of the Institute self-supporting. We also decided to re-assume from the Institute direct control of the Railways Technical College at Newport.

These changes involve a substantial reduction in the amount of the subsidy to the Victorian Railways Institute in future, but they will not in any way lessen the educational facilities available to employees who are desirous of increasing their knowledge and efficiency.

The staff continues to manifest interest in the activities of the Institute, but, owing largely to the reduction in the number of supernumerary employees through slackness in traffic and curtailment of works, the membership decreased during the year from 12,482 to 11,771.

The Educational Classes and Correspondence Courses were well attended during the year. The total enrolments were 3,415.

The results achieved at the Newport Railways Technical College in the theoretical training of Apprentices located at Metropolitan Workshops were entirely satisfactory. The instruction given at the College is of a high standard, and is of material assistance in helping Apprentices to become efficient tradesmen.

Two hundred and seventy-five Apprentices were in attendance at the College at the close of the year under review. This number is appreciably lower than in the preceding year, owing to our having been unable to obtain authority for the usual appointments of new Apprentices (except in the grade of Boilermaker); to enable a proper proportion of Apprentices to tradesmen to be maintained and to provide for future requirements.

Forty-two Apprentices employed at the Ballarat and Bendigo Workshops attended the local Schools of Mines for theoretical instruction during the year, and seven Apprentices who won Departmental scholarships for the Diploma course in Mechanical or Electrical Engineering attended the Melbourne Technical College or the Footscray Technical School.

Five Pupil Engineers and four Pupil Architects were given facilities to continue their studies at the Melbourne University. In addition, there were at the University four Apprentices who were successful in obtaining a Free Place in Mechanical or Electrical Engineering, one Officer who obtained a Free Place in the Commerce Course, and an Apprentice who won a Scholarship for the Diploma Course at the Melbourne Technical College, but was allowed to take up an Engineering Course at the Melbourne University, on condition that he defrayed the additional fees involved.

Reciprocal arrangements were made during the year between the railway administrations of New South Wales, South Australia, and Victoria whereby a party of Apprentices visit the engineering establishments of the respective systems in rotation each year in charge of an instructor. It is considered that these tours will be of material advantage to the lads and to the Department by widening their knowledge and experience.

Special efforts have been made to encourage railway apprentices to supplement their departmental training by attending evening classes at technical schools in their own time. Very gratifying results have been achieved by many of them in the annual technical examinations conducted by the Education Department.

In pursuance of the policy adopted during the last few years of placing newly-appointed Junior Clerks and Lad Porters in the Transportation Branch in instructional classes for a few weeks before taking up duty at stations, training classes were established towards the close of the year for the Junior Clerks and Lad Porters who were appointed in the months of May and June. These classes have proved most helpful to the trainees and the Department, and fully justify their expense.

Visit of Officers Abroad.

Messrs. D. Cameron, Chairman of the Staff Board, H. L. Dickinson, Special Staff Officer of the Rolling Stock Branch, and T. D. Doyle and R. R. Cannington, of the Mechanical Engineering Staff who, as mentioned in our last Report, had been sent overseas to study up-to-date railway practices, returned during the year, the first two officers on 21st December, and the latter two on 28th November.

Through the courtesy of various railway and engineering companies abroad we have been able to continue our practice of affording promising young railwaymen an opportunity of gaining practical experience overseas. Employees who go abroad under this arrangement are not granted any pay by the Department, but their seniority is conserved during their absence, and on returning to duty they are given any promotion or increased remuneration which they would have received had they not been granted leave.

At 30th June last, seven were on leave in America, three in England, and one in Switzerland.

Tourist and General Publicity.

Following the broad lines indicated in previous Annual Reports, the Department's tourist and general publicity policy maintained a healthy development throughout the year. Increased activity in several directions widened our scope and deepened our influence.

Many new pamphlets and posters were issued. Others were revised, brought up to date and reprinted. Special requests from abroad led to a wide distribution of tourist literature overseas. So marked and so sustained has been this interest in things Victorian of late that steps have been taken to prepare literature specially designed to attract the potential tourist from overseas. Tourist films have also been supplied for screening on overseas steamers which make contact with Australian coasts. Tourist literature is being distributed at Port Melbourne, as well, to visitors on incoming boats, the distribution being in the hands of the Green Cap Messenger Service, which has established a branch at the Government Tourist Bureau.

As a further stimulus to tourist traffic, the Australian Railways Commissioners, in conference in May last, agreed to our suggestion that commission be paid to any overseas agencies, local agencies, or Government Tourist Bureaux which were responsible for the direction of any tourist traffic to the State from outside its borders. Similarly, a commission will be allowed on all Developmental or "Reso" tour bookings by such agencies or bureaux.

Many screenings of the film "The Victorian Railways at Work," with scenic and other railway films, have been given throughout the year in different parts of the State. The entertainments have been enthusiastically received wherever shown. Recently, moreover, the Development and Migration Commission prepared a film featuring a Victorian "Reso" tour for circulation abroad.

Wireless broadcasting again added the air to our media for publicity. At the invitation of 3LO and 3AR, we have broadcast rail and tourist information regularly from these two stations.

The "Save For Your Holiday" scheme mentioned in last year's Report has more than realized anticipations. No fewer than 5,365 accounts have been opened by the State Savings Bank. Increased tourist traffic must follow as a matter of course.

At the request of the Honorable the Minister, the cost of the staff publication, *The Victorian Railways Magazine*, has been lessened by reducing its size and using a cheaper quality of paper. By these means the annual cost has been reduced to approximately £3,000. We were in any case in process of reducing the cost of the magazine, but bearing in mind its value in the promotion of good-will between administrative and operative staffs, and between the Department and its customers, we would prefer to have maintained higher than the present standard for this important publication. This the restrictions in question do not permit. It is gratifying to record that the publication is coming more into favour as an advertising medium.

The Government Tourist Bureau has been particularly active during the year. Increased effort is reflected in the number of special escorted tours conducted during the year—62, compared with 29 the year before. Included in the 1927-28 tours were two tours to Adelaide, and six single-day excursion tours to Yallourn and the Sugarloaf Weir, both being new directions in which special endeavour has been successfully made to secure additional traffic. Two walking tours are also included in the figures. The walks were undertaken to Mt. Wellington during last Christmas and New Year holidays, and to the Baw Baws at Easter. An indication of the success of these walks has been the formation by the different parties, under the auspices of the Tourist Bureau, of a Brotherhood of Walkers. Another departure was the organization of three tours from Adelaide to Mount Buffalo National Park and the Gippsland Lakes.

The direct result of this increase in the number of Tourist Bureau tours is seen in a revenue increase of nearly £10,000. Escorted tours for last year earned a revenue of £15,629, compared with £5,668 for 1926-27.

A Bureau representative visited public schools, high schools, technical schools, and colleges, and trips to the Mount Buffalo National Park Chalet have since been undertaken by large parties of pupils. Further, contact has been similarly made with various associations, commercial chambers, and other organizations with the object of inducing them to hold their annual conferences at The Chalet. As a result, arrangements are now being made for the Confectioners' Conference to be held there in October next. We are hopeful that this will be the forerunner of other conferences at The Chalet.

Suggestions and Inventions.

The number of suggestions submitted to the Betterment and Publicity Board was 3,833. Although less than the record of the previous year, when 4,125 were received, this figure can be regarded as fairly satisfactory.

In all, 19,281 suggestions have been received by the Board since its inception in April, 1921. Of this total, 3,449 have been adopted.

"Reso" Trains.

The most important "Reso" Tour organized since the inauguration of this service in 1922 was that to Central Australia in August last. Special trains conveyed the Resonians from Melbourne to Oodnadatta, and from that point motor cars completed the journey through the heart of Australia to Barrow Creek, 504 miles north of Oodnadatta. The tour occupied seventeen days, twelve of which were spent beyond the railhead at Oodnadatta. A striking illustration of the eagerness of representative citizens to learn more about their own country was the fact that nearly 150 applications were received for the 60 positions available in the tour.

From all viewpoints the tour was an outstanding success. It focussed much-needed attention on an almost unknown portion of the continent, and is generally regarded as one of the most arresting transportation feats accomplished in Australia.

Three Victorian tours to the North-eastern District, the Eastern Mallee and Balranald Districts, and the South-Western District, were also successfully carried out.

During the past year the various railway administrations throughout the Commonwealth decided to organize "Reso" Tours, not only in their respective States, but also to and from the other States. The first of these interstate "Reso" Tours, from Victoria to Queensland, commenced just before the close of the financial year, the party comprising 61 representatives of commercial and agricultural interests. Arrangements are now in hand for a similar tour from Victoria to Western Australia in October next.

The Commonwealth Government is also interested in "Reso" Tours, and following upon a conference convened by the Development and Migration Commission, and attended by the various Australian railway administrations, itineraries for developmental or "Reso" Tours throughout the Commonwealth are now being listed. It is intended to advertise the tours and the train facilities abroad with a view to arranging tours for overseas investors and investor-settlers as well as tourists.

"Safety First."

There was no abatement of our interest or activity in the "Safety First" movement. Proof is not lacking that this organized effort to encourage the cultivation of safe practice and methods amongst the staff is steadily achieving its object. During the year 1927-28, the number of "lost-time" accidents in the service totalled 1,856, compared with 2,260 for 1926-27—a significant reduction of 404.

Good work has been done by the different District Safety Committees which have been established throughout the State. The staff generally is taking a keen interest in the movement.

During the year, two pages of the *Victorian Railways Magazine* were devoted regularly to articles and features on "Safety, Health, and Betterment" subjects. The "Safety" films obtained from America last year at the joint cost of the New South Wales Railways and this Department were screened before the staff at various centres, and were well received. At our request, further visits were made to our workshops and depots by a representative of the Factories Department, and many of his recommendations were adopted for the provision of safeguards on machinery, mechanical appliances, and the like.

A "Careful Crossing Campaign" on similar lines to those held previously was again conducted. The National Safety Council of Australia, of which this Department is a member, assisted in the campaign, financially and otherwise.

Publicity to Assist the Primary Producer.

"Eat More Fruit" publicity, including dried fruit propaganda, again rendered valuable help to the primary producer. The State Rivers and Water Supply Commission and the Victorian Dried Fruits Board lent their co-operation in this work.

The Department's retail fruit business has continued to expand. During 1927-28 the Department purchased 49,025 cases of citrus fruit (including grape fruit), and paid £31,320 to the growers, compared with 36,500 cases at a cost of £24,962 during the previous year.

Fruit drink stalls are now erected at the three metropolitan stations, and at certain suburban stations, and fruit drinks are sold also at all the leading country stations. At the fruit drink stalls 69 Sunkist juice extractors were being operated at 30th June. The Victorian Railways Department introduced these extractors into Australia.

At the fruit drink stall on the Flinders-street concourse, as many as 1,874,955 drinks have been sold between the date of its opening, 29th November, 1926, and 30th June, 1928. The weekly average was 22,590 drinks, and the highest number in any one day, 13,000.

Besides fresh fruit, 64,332 packets of raisins, sultanas, and lexias were sold during the year, representing nearly 5 tons of fruit. A further 18 tons of dried fruit was used at the departmental bakery.

The beginning of 1928 gave promise of another peach glut, and we co-operated in a second Peach Week (which developed into Peach Fortnight) initiated by the Department of Agriculture. Itself, the Department disposed of approximately 10,000 cases, or nearly 200 tons of peaches. Averaging 40 lb. to a case, and $4\frac{1}{2}$ peaches to a pound, the Department thus sold close on 2,000,000 peaches, which is equivalent to two peaches to every man, woman, and child in Melbourne.

The value of "Eat More Fruit" publicity to the Department in the matter of increased freight is disclosed by the following figures, which show the number of cases of fruit railed from country stations to Melbourne since the "Eat More Fruit" publicity commenced :—

1923-24	..	..	..	..	3,011,678
1927-28	..	..	..	..	3,879,496

In addition, 98,297 cases were returned from Melbourne to country canneries during the year 1927-28.

This growing business in fruit, both in sales and freight, reflects the value of the "Eat More Fruit" publicity to the railways, the primary producer, and the community generally.

A final matter of importance is the collaboration of this Department with the Institute of Industrial and Scientific Research in its investigations into the question of citrus fruit preservation. We have agreed to make our stores and fruit available for the purposes of the Institute. Preparations are already in hand to conduct a series of experiments.

"Better-Farming" Train.

Six tours were made by the Better Farming train in the twelve months under review. One of these tours included centres on the Balranald and Deniliquin lines.

Some of the centres had been included in the itineraries of previous tours, and here district farmers were unanimous in their appreciation of the practical advantages which had followed the advice given on the earlier visit of the now famous train. All along the line, the attendances were extraordinarily large and extraordinarily enthusiastic. Lectures by the experts from the Department of Agriculture were given the closest attention. Lectures of interest to womenfolk in the women's section of the train were especially popular, and the two cars devoted to this purpose were invariably filled to overflowing when demonstrations and lectures were in progress.

The Department of Public Health is now represented on the train. District health officers lecture on subjects affecting rural sanitation, prevention of disease, and promotion of public health generally.

It is interesting to record that the Right Honorable L. C. M. S. Amery, after inspecting the train while on his recent visit to Australia, declared that in all his travels he had seen nothing more calculated to assist primary production. This opinion is fully confirmed by the appreciation of farmers in all parts of the State.

Advertising.

The advertising revenue for the year was £50,686. This represents an increase of £6,908 upon that of the preceding twelve months. These amounts exclude certain receipts from advertising on electric tram cars, &c., which are not credited to the Advertising Division.

A substantial amount was expended in pursuance of the policy of replacing old hoardings with ones of standard design; also in building ornamental "bulletin" boards in locations of special value.

Electrically illuminated signs and showcases for the actual display of goods are increasing in popularity, and have been a substantial factor in the additional revenue earned.

The net revenue from the operation of this Division for the year was £28,868, and this is especially satisfactory in the light of the fact that all expenditure involved in the provision of additional hoardings and other advertising facilities is debited against Working Expenses.

The Chalet, Mount Buffalo National Park.

During the year 5,402 visitors were accommodated at The Chalet, and this is compared hereunder with the number in the two preceding years :—

1925-26	..	..	..	..	3,895
1926-27	..	..	..	..	4,007
1927-28	..	..	..	..	5,402

In addition, there was a large number of day visitors, who patronized The Chalet for meals, &c.

The increase of 1,395 residential visitors is gratifying, and has fully justified the experiment commenced in March last of reducing charges during periods of the year when patronage has, in the past, been slack.

The year's working resulted in a loss of £484, after making allowance for interest on the total expenditure upon the buildings, equipment and stock, and for depreciation of the plant and equipment, but not of the buildings. This represents an improvement of £3,601 compared with the previous year.

We are pleased to be able to record such a substantial improvement, and it must be borne in mind that the Department benefits in its rail receipts from the development of this district as a tourist resort. Although, as is to be expected, numbers of The Chalet patrons travel to and fro by road, there is nevertheless a substantial increase in the number of rail passengers.

The Bungalow, situated about $1\frac{1}{2}$ miles from the summit of Mount Feathertop, and $5\frac{1}{2}$ miles from Harrierville, along the tourist track which runs to Mount Feathertop, has been purchased at a very low figure. The building will provide comfortable accommodation for 24 visitors. It commands extensive views of magnificent scenery, while excellent ski-ing runs are in the vicinity. The Bungalow is about 1,000 feet higher in altitude than The Chalet at Mount Buffalo. In winter there is practically a guarantee of fine ski-ing slopes for four or five months of the year. The premises are proving a valuable asset, as they ensure that visitors for winter sports will not be disappointed if snow is not available at The Chalet, where the snow is lighter and more transitory. The Bungalow is being conducted as an adjunct to The Chalet, and visitors to the latter are being taken across to The Bungalow and accommodated there in order that they may indulge in snow sports.

Level Crossings.

Reference is made in more detail elsewhere to the abolition of important level crossings at Brighton Road and Hammond Road, Dandenong, and the four crossings in the vicinity of Footscray at Nicholson Street, Albert Street, Victoria Street and Geelong Road.

Consideration was given by the Railways Standing Committee to the proposal to abolish the level crossing at Heidelberg Road, Clifton Hill, but in view of the cost involved, estimated at £77,700, and of the fact that the expenditure would be entirely non-productive, the Committee came to the conclusion that it could not at the present juncture recommend the scheme.

It was the intention to proceed with the abolition of the level crossing at Pascoe Vale Road, North Essendon, but owing to financial stringency it has been necessary to postpone this project.

A pedestrian subway is in course of construction at Blackburn. This will be completed shortly, and the necessity for passengers to cross the running tracks will then be obviated.

The installation of interlocked gates, mechanically controlled from the signal boxes, was carried out at Albion and Diggers' Rest; while steps are in hand to similarly equip the level crossings at Arden Street, North Melbourne; Munro Street, Coburg; and at Carrum and Seaford.

Reference was made in our last Report to the installation, as an experiment, of interlocked gates of the "Boom" type at McKinnon. These gates are giving satisfaction, but further experience of them in operation is desired before their use is extended.

The policy of installing the "Wig Wag" warning device at level crossings is still being followed. During the year, these signals were provided at Exley Road, Moorabbin; Victoria Road, Mitcham; Croydon (two sets) and Whitelaw. There are now 25 crossings throughout the State equipped with this device.

In addition, numerous crossings were remodelled, additional warning notices provided, guide fencing prominently located, and obstructions removed with the object of enforcing attention to the existence of the crossings.

It has been decided to equip all electric trains, parcels vans, and electric locomotives with electric headlights, as an important measure of safety to road users within the electrified area, where in many instances the trains pass at high speed over a number of level crossings in close proximity to each other. Tenders were received for the equipment, with a view to carrying out a portion of the programme in 1928-29.

Road Motor Services.

The operation of road motor services, both by the Department and by the competitors, has now been placed under regulation by the *Motor Omnibus (Urban and Country) Act 1927*, which was passed by Parliament in December last.

Under this enactment a motor vehicle with a seating capacity for six or more passengers cannot be used to carry passengers on country roads at separate and distinct fares for each passenger, except on a route prescribed by the Governor in Council, nor without a licence from the Country Roads Board. In the case of Departmental services, these provisions do not apply, but it is necessary for us to obtain the consent of the Governor in Council.

In dealing with applications for a licence, the Board is required by the Act to satisfy itself not only that the condition of the roads to be traversed is such as to be capable of carrying the traffic without unreasonable damage to the roads, but also that there are not sufficient other facilities for the conveyance of passengers to, from, and within the district proposed to be served.

At the beginning of the year, Departmental road motor passenger services were in operation on the following routes:—

- Between Melbourne and Geelong ;
- „ Geelong and Queenscliff ;
- „ Melbourne and Belgrave and Monbulk ;
- „ Melbourne and Portsea ;
- „ Melbourne and Warburton ;

but following upon the legislation referred to, the service between Melbourne and Portsea was withdrawn on 25th May, 1928, while the through service between Melbourne and Warburton was discontinued with the close of the financial year and replaced by a local service between Lilydale and Warburton.

Since the close of the financial year, our road motor passenger services between Melbourne and Geelong have also been withdrawn.

On the 10th October, 1927, two road motor coaches were placed in suburban running between East Camberwell and Deepdene, replacing the branch line rail motor service. This alteration has proved very popular among residents of the district, and the patronage of the service has so increased that arrangements are being made to provide two additional coaches and to extend the area of operation.

In addition, we commenced, on 12th December last, a goods road motor service between Melbourne and Geelong, where active competition against rail carriage was being experienced. This service has been the means of reducing considerably the quantity of goods handled by private carriers, and enables us to give to patrons the same door to door service as is given by our competitors.

Another extension of the Department's road service is the use of road motor trucks for the transfer of less than truck load lots of freight between certain suburban stations and the Melbourne Goods Depot. By this means a saving in the number of railway trucks under load with light tonnage for short hauls is made, and small lots of goods are given quicker despatch than heretofore.

Commercial Activities.

During the year, the Commercial Agent maintained personal contact with primary producers, manufacturers, traders, trade associations, and other representative bodies throughout the State.

To counteract a tendency on the part of some pastoralists to make contracts in advance with road carriers for the transport of their wool, the Commercial Agent extensively canvassed pastoralists and farmers. As a result of his activities, together with the active co-operation of station staffs in soliciting custom and in handling previous traffic, it is confidently anticipated that the railways will carry practically all the wool grown in the State during the forthcoming season.

By convincing local carriers in some of the towns that their interests are identical with those of the railways, the Commercial Agent has obtained their support and co-operation, which have proved of considerable value in restoring and retaining traffic to the railways.

We are satisfied that a much improved relationship between the Department and its customers has been established by the efforts of the Commercial Agent, apart from the direct financial benefits secured.

Purchase of Electrical Equipment for the Railways in 1925.

Arising out of the application made by the Commissioners for additional funds to supplement the funds available under the Railways Stores Suspense Account, attention was directed in the Legislative Assembly in December last to the fact that train equipments which we purchased for extra cars to be built to meet the increasing passenger traffic on the suburban lines were lying idle. As a result the Honorable the Premier directed the Auditor-General, Mr. J. A. Norris, to make a thorough investigation into the purchase of this equipment.

In a report dated 13th March, 1928, the Auditor-General intimated that he had come to the conclusion that we were not well advised by the responsible Officers, and that the purchase of a large quantity of costly material much in advance of actual requirements was a mistake.

With the information that the Officers had before them in 1924, we consider that they were justified in their assumption—which we had adopted—that the suburban traffic would continue to increase at a rate to warrant the provision of additional rolling stock.

Freight Accounting.

In previous Reports reference has been made to the use of Powers Machines in the freight accounting system. By this means the station staffs have been relieved of the compilation of certain statistics which are obtained in greater detail and with more accuracy by the use of machines, and have thus been enabled to devote more time to train running and service to the public.

The studies made abroad by officers of the Department indicated that further substantial benefits could be achieved in the following directions :—

- (a) A further simplification of the accounting work at stations by the abolition of Under and Overcharge sheets ; the amalgamation of goods and live stock accounting ; and alteration in respect of the re-consignment of goods in transit.
- (b) The elasticity of the system would eliminate the peak in station Freight Accounting at the end of every month by permitting waybills in transit to be accounted for in the month of receipt, thereby obviating considerable additional bookkeeping and correspondence.
- (c) The revision of the charges on waybills by expert officers in the Audit office, resulting in the prompt collection of undercharges and refund of overcharges, and thereby safeguarding the revenue and rendering better service to our customers.
- (d) The earlier completion of the monthly statistics of traffic.
- (e) Improved protection of the revenue by the introduction of Astray Freight waybills for Unentered traffic, and, by the supply of a copy of these waybills to the Claims Agent as part of the system, also enabling claims prevention methods to be applied to improve the custody and prompt delivery of goods at their proper destination.
- (f) Generally obtaining the maximum advantage from the application of the machine system of freight accounting.

A new system on this basis was introduced for local traffic on 1st September last, and the anticipations of the benefits to be derived have been fully realized.

The extension of this system to Intersystem traffic, with the co-operation of other railway administrations, is under consideration.

State Coal Mine.

After the payment of Working Expenses and Interest Charges, and allowing for a contribution of £73,576 to the Depreciation Fund, the operations of the Mine resulted in a net profit of £13,137.

The total output for the year amounted to 596,032 tons, a decrease of 16,237 tons as compared with the output obtained in the previous financial year.

Of the total quantity of coal produced—596,032 tons—489,652 tons were supplied to the Railways Department, 18,872 tons to other Government Departments, and 74,216 tons to the general public, the balance representing colliery consumption, sales to miners, &c.

Apart from small sectional stoppages, operations were suspended on account of a stop-work meeting for one day, on account of a fatal accident for two and a half days and on account of shortage of trade for twelve days—a total of fifteen and a half days, as compared with fourteen days lost last year from all causes.

The average number of persons employed throughout the year was 1,543, as compared with 1,540 for 1926-27.

In the period under review an amount of £490,950 was disbursed in wages, or £11,755 more than in the preceding twelve months. The net average earnings of the miners, after deducting the cost of explosives, was 27s. 11.56d. per shift.

Royal Commission.

In April last a Royal Commission was appointed by Order in Council to inquire into the control, management, working and financial position of the Victorian Railways, more especially, but without affecting the generality of the foregoing, as to the following matters, viz. :—

1. The control and administration of the railways and of the staff employed.
2. The causes of the heavy and increasing losses on the railways.
3. Economies which may be effected by alterations in the present system of control, and/or by reductions in staff, and/or by reductions in the number and salaries of senior officers.
4. Factors, including road motor competition, which have diverted and are likely to divert traffic from the railways, and the reasons why former railway customers utilize motor transport.
5. What steps, if any, should be taken to control and co-ordinate with the railways, tramways, and competing road motor services.
6. Whether the carriage of passengers, goods, and live-stock has been efficient.
7. Whether sufficient suitable empty trucks are available and have been promptly supplied on requisition of users.
8. Whether railway lands not already used for railway purposes have been properly utilized.
9. Whether any, and, if so, what, provision should be made for depreciation in railway assets.
10. Whether there has been economical management in—
 - (a) the manufacture and/or purchase of and/or installation of plant and material ;
 - (b) the construction of buildings, bridges, platforms, and sidings ;
 - (c) the adoption of—
 - (i) heavier locomotives, with the consequent expenditure on the permanent way ;
 - (ii) trucks of large capacity ;
 - (d) the staffing of the service.
11. Generally, what steps are desirable to improve the financial position and efficiency of the railways.

The Commission commenced its investigation in April last, and we have placed before it voluminous evidence and statements in regard to the matters under inquiry.

We understand that the labours of the Commission are now nearing finality.

In the meantime we have refrained from reference in this Report to a number of subjects upon which evidence has been given before the Commission, and which have been the subject of Parliamentary debate.

Acknowledgment of Services of Staff.

The staff have again given excellent service, and their efforts have contributed largely to the good feeling between the Department and our patrons.

Heads of Branches.

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

Secretary	Mr. E. C. Eyers.
Chief Mechanical Engineer	„ N. C. Harris.
Chief Engineer of Way and Works	„ E. H. Ballard.
General Superintendent of Transportation	„ M. J. Canny.
Chief Electrical Engineer	„ H. P. Colwell.
Chief Accountant	„ T. F. Brennan.
General Passenger and Freight Agent	„ W. E. Keast.
Comptroller of Stores	„ C. W. J. Coleman.
Chief Engineer of Signals and Telegraphs	„ F. M. Calcutt.
Superintendent of Refreshment Services	„ W. D. Bracher.
Acting Auditor of Receipts	„ D. H. Falconer.

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, diagrams, and maps appear at the end of the Report.

We have the honour to be,

Sir,

Your obedient servants,

HAROLD W. CLAPP, Chairman,	} Victorian Railways Commissioners.
W. M. SHANNON,	
T. B. MOLOMBY,	

APPENDIX

GENERAL BALANCE-SHEET AT

	Reference.	£ s. d.		£ s. d.	
	Appendix. No.				
LIABILITIES.					
Face value of Bonds and Stock allocated to the Railways	16	...		73,419,565	11 5
CONTRIBUTION FROM REVENUE FOR CAPITAL PURPOSES :—					
Proceeds of Sale of State Lands ...	...	2,825,740	6 1		
Accrued Interest on Loan Moneys expended during the construction of certain lines ... ..	...	21,619	0 0		
Consolidated Revenue ... ..	...	1,129,598	3 1		
Developmental Railways Account ...	...	79,971	10 3		
				4,056,928	19 5
Advances from Public Account for Capital Purposes ... ..	...			557,117	16 4
SPECIAL FUNDS—				78,033,612	7 2
Rolling Stock Replacement Fund ...	22	76,140	8 3		
Railway Accident and Fire Insurance Fund	13	98,528	15 2		
Railways Sinking Fund (Act 3309)...	...	214,286	6 3	388,955	9 8
Sundry Creditors ... ..	...	...		468,234	13 5
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue	...	...		77,354	11 9
Interest Charges and Expenses	16	3,340,612	6 8		
Less—Net Revenue for the year after providing for Working Expenses ...	...	2,786,903	1 1	553,709	5 7
Total				79,521,866	7 7

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

J. A. NORRIS, Auditor-General,
31.8.28.

No. 1.

30TH JUNE, 1928.

	Reference.	£ s. d.			£ s. d.		
	Appendix No.						
ASSETS.							
Way, Works, Buildings, and Equip- ment	8	59,077,819	2	5			
Rolling Stock	8	13,558,767	2	1			
		72,636,586	4	6			
Surveys for proposed Railways, at cost ...	...	437,983	11	9	73,074,569	16	3
Piers transferred to Harbor Trust, at cost	...	279,830	0	0			
Less Repaid to Capital Account ...	...	193,604	7	7	86,225	12	5
Discount and Floating charges on Loans Less Premiums ... ..	...	...			2,733,930	14	9
Stores and Materials on hand and in transit	26	...			1,559,333	2	9
Materials in course of Manufacture ...	...	...			59,605	1	1
Stores and equipment on hand at Re- freshment Rooms ... ..	...	...			101,791	12	8
Cash at credit of Special Funds ...	...	...			388,955	9	8
Cash at credit of Treasury Trust Funds Suspense Account ... ..	...	...			132,726	0	0
Cash and Securities in other Trust and Suspense Accounts ... ..	...	...			178,568	0	4
Sundry Debtors ... ..	...	...			85,710	0	3
BALANCES OF MONEYS PROVIDED FOR CAPITAL PURPOSES :—							
Railway Loans Repayment Fund ...	...	365,207	0	7			
Trust Funds Surplus Land Account	...	1,449	7	8			
Railways Stores Suspense Account	26	200,085	3	7	566,741	11	10
Deficit for year 1927-28 ... ..	...	...			553,709	5	7
Total					£79,521,866	7	7

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1928 AND 1927
RAILWAYS (Exclusive of Electric Tramways and Road Motor Services).

Working Expenses.	See Abstract in Appendix No. 3.	Year ended 30th June--		Earnings.	See Appendix.	Year ended 30th June--	
		1928.	1927.			1928.	1927.
		£	£			£	£
To Maintenance of Way and Works ..	A	2,109,404	2,276,601	By Passengers	4	5,358,775	5,641,032
„ Rolling Stock—				„ Parcels	4	525,534	532,895
General Superintendence, &c. ..	B	51,844	53,775	„ Horses, Carriages and			
Maintenance of Rolling Stock ..	C	1,822,677	1,832,378	Dogs	4	41,215	45,260
Locomotive Power	D	1,716,580	1,795,056	„ Mails	4	89,859	85,195
Examination and Lubrication of				Total Coaching .. ..	..	6,015,383	6,304,382
Coaching and Goods Vehicles	E	68,780	65,712	„ Goods and Live Stock ..	4	5,763,701	6,344,096
Transportation and Traffic ..	F	2,673,518	2,822,524	„ Electrical Power	4	35,204	58,157
Electrical Engineering Branch ..	G	355,770	410,671	„ Rents and Miscellaneous	4	356,297	343,550
Miscellaneous Operations	H	493,011	484,281	„ Dining Car and Refresh-			
General Charges	I	248,374	256,214	ment Rooms Services	4	471,928	476,631
Stores Branch	J	111,706	90,180	„ Advertising	4	50,686	43,778
Contribution to the Railway Acci-				„ Bookstalls	4	84,087	81,840
dent and Fire Insurance Fund		31,301	62,757	„ Repayment by the State			
Payment to the State Coal Mine				Coal Mine of portion			
towards the cost of re-condition-				of subsidies paid in			
ing the McBride Tunnel .. ..		..	Cr. 37,268	previous years	4	43,773	
„ Pensions and Gratuities .. ..	..	213,080	215,105				
„ Payment to the Superannuation							
Fund		122,870	78,575				
„ Border Railways Adjustment ..		6,156	1,367				
„ Repayment to Capital Account ..		758	758				
		10,025,829	10,408,686				
„ Balance Net Earnings .. ..	..	2,795,230	3,243,748				
Grand Total		£ 12,821,059	13,652,434	Grand Total		£ 12,821,059	12,652,434

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1928 AND 1927
(EXCLUDING THE ELECTRIC TRAMWAYS AND THE ROAD MOTOR SERVICES.).

	Year ended 30th June—			Year ended 30th June—	
	1928.	1927.		1928.	1927.
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence	206,385	192,683	General Superintendence	207,708	215,000
Stationery, Printing, and Advertising	9,440	7,508	Stationery, Printing, and Advertising	77,727	82,200
Maintenance and Renewals of the Permanent Way	970,371	1,100,762	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	85,322	87,014	Salaries, Wages, &c., of Staff ..	1,738,681	1,823,100
Slips and Flood Repairs	1,607	430	Fuel and Light	40,£07	38,355
Bridges, Culverts, and Drains ..	103,678	115,635	Uniforms for Staff	21,664	17,449
Signals and Interlocking	149,141	161,939	Other Supplies	54,677	61,242
Telegraph and Telephone Lines and Instruments	49,526	57,798	Other Expenses	11,408	10,890
Piers and Wharfs	21,441	20,843	Gatekeeping	47,142	51,624
Weighbridges, Scales, Lifting Cranes, &c.	31,538	34,185	Guards and Conductors—		
Buildings, Platforms, and Fixtures ..	340,032	353,708	Wages and Expenses	293,827	307,770
Stock Yards	17,194	18,£07	Uniforms	4,618	5,493
Water Supply	24,672	31,724	Cleaning, Icing, &c., of Carriages ..	96,723	99,383
Machinery, Tools, and Supplies ..	78,480	71,138	Supplies, &c., for Carriages	16,540	15,218
Injuries to Employees or others ..	4,834	5,601	Light for Carriages	18,041	20,370
Special Maintenance and Betterments Expenditure	14,177	13,324	Repairs and Renewals of Tarpaulins and Lashings	32,508	61,029
Other Expenses	1,566	1,002	Operation of Grain Elevators and Grain Conveyors .. .. .	..	..
	2,109,404	2,276,601.	Operation of Coal Shipping Plants ..	..	..
			Injuries to Persons	4,721	5,014
Average Miles of Single Track Open, including Sidings	6,026	5,985	Loss and Damage to Property and Goods	1,587	2,466
			Compensation, Personal .. .. .	..	..
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence	47,111	49,300	Other Expenses	5,639	5,921
Stationery, Printing, and Advertising	4,733	4,475		2,673,518	2,822,524
	51,844	53,775	G.—ELECTRICAL ENGINEERING BRANCH.		
			General Superintendence	18,343	15,212
C.—MAINTENANCE OF ROLLING STOCK.					
Locomotives	663,623	660,452	Main Power Station	286,133	308,219
Coaching Stock—Mechanical	397,579	427,073	Transmission, Distribution Systems, and Sub-Stations Expenditure ..	94,573	125,015
“ Electrical Equipment	41,285	40,273	Other Operations (Credit)	Cr. 43,279	Cr. 37,805
Goods Stock	470,190	454,580		355,770	410,671
Repayment to Capital Account in respect of Rolling Stock withdrawn from service	250,000	250,000	H.—MISCELLANEOUS OPERATIONS.		
	1,822,677	1,832,378	Dining Car Service	31,050	27,630
			Refreshment Rooms Service	366,427	361,944
D.—LOCOMOTIVE POWER.					
Superintendence	61,955	58,883	Advertising	21,818	21,785
Running Sheds, Labour and Supplies	118,419	120,794	Bookstalls	73,716	69,922
Drivers and Firemen	713,489	752,927		493,011	484,281
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.	760,848	793,906	I.—GENERAL CHARGES.		
Water	32,899	36,254	Commissioners' and Secretary's Offices	40,286	42,441
Oil, Tallow, Waste, and other running supplies	18,358	20,106	Chief Accountant's and Auditor of Receipts' Branches	138,067	136,535
Other Expenses	8,321	9,230	Legal and Medical Expenses	12,580	13,619
Injuries to Employees or others ..	2,291	2,956	Stationery, Printing, and Advertising	20,495	17,185
	1,716,580	1,795,056	Sundry other General Charges	36,946	46,434
				248,374	256,214
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.					
Mechanical	57,999	55,233	J.—STORES BRANCH.		
Electrical Equipment	10,781	10,479	Contribution to the Railway Accident and Fire Insurance Fund	31,301	62,757
	68,780	65,712	Payment to the State Coal Mine towards the cost of re-conditioning the McBride tunnel .. .. .	..	Cr. 37,268
			Pensions and Gratuities to the Staff	213,080	215,105
F.—TRANSPORTATION AND TRAFFIC.					
			Payment to Superannuation Fund ..	122,870	78,575
			Border Railways Adjustment	6,156	1,367
			Repayment to Capital Account	758	758
			Grand Total	10,025,829	10,408,686

APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1928 AND 1927 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR SERVICES).

Particulars.	Year ended 30th June—							
	1928.				1927.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	4,661		4,661		4,627		4,627	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country		4,540,549		Country		4,487,658	
	Suburban		7,374,517		Suburban		7,853,600	
	Goods		5,779,862		Goods		6,134,491	
	Total		17,694,928		Total		18,030,749	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers	Journeys.	£	£	d.	Journeys.	£	£	d.
1,032,214	752,092	162.8	39.76	82.18	1,211,288	814,667	177.5	43.57
Second Class Passengers	5,139,442	1,554,812	336.5	82.18	5,726,399	1,718,224	374.4	91.89
Season Tickets—								
First Class	1,098,109	196,406	42.5	10.33	1,253,429	192,818	42.0	10.31
Second Class	824,608	35,392	7.6	1.87	818,689	33,972	7.4	1.82
Workmen's Weekly Tickets—Second Class	86,862	1,584	.3	.08	73,344	1,234	.3	.06
Total Country	8,181,235	2,540,286	549.7	134.27	9,083,149	2,760,915	601.6	147.65
SUBURBAN.								
First Class Passengers	37,608,208	873,471	4,240.1	28.43	40,281,551	938,989	4,602.6	30.62
Second Class Passengers	51,940,402	1,011,934	4,912.3	32.93	54,015,427	1,034,217	5,069.7	33.73
Season Tickets—								
First Class	29,346,140	445,033	2,160.4	14.48	29,443,207	439,762	2,155.7	14.34
Second Class	21,945,677	254,494	1,235.4	8.28	21,159,636	241,853	1,185.6	7.89
Workmen's Weekly Tickets—Second Class	15,553,208	233,557	1,133.8	7.60	15,254,678	225,346	1,104.6	7.35
Total Suburban	156,393,335	2,818,489	13,682.0	91.72	160,154,499	2,880,117	14,118.2	93.93
Total Passenger	164,574,870	5,358,775	1,149.7	107.94	169,237,648	5,641,032	1,219.1	114.28
Parcels		525,534	112.8	10.59		532,895	115.2	10.79
Horses, Carriages, &c.		41,215	8.8	.83		45,260	9.8	.92
Mails		89,859	19.3	1.81		85,195	18.4	1.73
Total Parcels, &c.		656,608	140.9	13.23		663,350	143.4	13.44
Total Coaching		6,015,383	1,290.6	121.17		6,304,382	1,362.5	127.72
General Merchandise.								
	Tons.	£	£	d.	Tons.	£	£	d.
General Merchandise	5,127,611	4,258,003	913.5	176.81	6,005,242	4,830,018	1,043.9	187.44
Wool	87,874	234,663	50.4	9.74	99,575	272,048	58.8	10.56
Live Stock	661,216	711,909	152.7	29.56	586,435	649,743	140.4	25.21
Minerals—								
Coal, Coke, and Shale	482,500	158,515	34.0	6.58	553,753	174,704	37.8	6.78
Other than Coal, Coke, and Shale	1,758,760	400,611	86.0	16.64	1,989,918	417,583	90.2	16.20
Total Goods	8,117,961	5,763,701	1,236.6	239.33	9,234,923	6,344,096	1,371.1	246.19
Electrical Power		35,204	7.6	..		53,157	12.6	..
Rents		145,089	31.1	..		141,503	30.6	..
Miscellaneous		211,208	45.3	..		202,047	43.6	..
Total Power, Rents, and Miscellaneous		391,501	84.0	..		401,707	86.8	..
Dining Cars		31,542	6.7	..		23,478	6.1	..
Refreshment Rooms		440,386	94.5	..		448,153	98.9	..
Advertising		50,686	10.9	..		43,778	9.5	..
Bookstalls		84,087	18.0	..		81,340	17.7	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls		606,701	130.1	..		602,249	130.2	..
Repayment by the State Coal Mine of portion of Subsidies paid in previous years		43,773	9.4	..		..	..	..
Total Earnings		12,821,059	2,750.70	173.89		13,652,434	2,950.6	181.72
WORKING EXPENSES.								
	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.
WORKING EXPENSES.								
Maintenance of Way and Works	£ 2,109,404	16.45	£ 452.6	28.61	£ 2,276,601	16.67	£ 492.0	30.30
Rolling Stock—								
General Superintendence, &c.	51,844	.40	11.1	.70	53,775	.39	11.6	.72
Maintenance of Rolling Stock	1,822,677	14.22	391.0	24.72	1,832,378	13.92	396.0	24.39
Locomotive Power	1,716,580	13.39	368.3	23.28	1,795,056	13.15	388.0	23.89
Examination and Lubrication of Coaching and Goods Vehicles	68,780	.54	14.8	.93	65,712	.48	14.2	.87
Transportation and Traffic	2,673,518	20.85	573.6	36.26	2,822,524	20.67	610.0	37.57
Electrical Engineering Branch	355,770	2.77	76.3	4.83	410,671	3.01	88.8	5.47
Miscellaneous Operations	493,011	3.85	105.8	6.69	484,281	3.55	104.7	6.45
General Charges	243,374	1.94	53.3	3.37	256,214	1.98	55.4	3.41
Stores Branch	111,706	.87	24.0	1.52	90,180	.68	19.5	1.20
Pensions and Gratuities	213,080	1.66	45.7	2.89	215,105	1.68	46.5	2.88
Payment to the Superannuation Fund	122,370	.96	26.4	1.67	78,575	.58	16.9	1.05
Contribution to the Railway Accident and Fire Insurance Fund	31,301	.24	6.7	.42	62,757	.46	13.6	.84
Border Railways Adjustment	6,156	.05	1.3	.08	1,367	.01	.3	.02
Repayment to Capital Account	753	.01	.1	.01	753	.00	.2	.01
Payment to the State Coal Mine towards the cost of reconditioning the McBride tunnel								
Total Working Expenses	10,025,829	78.20	2,151.0	135.98	10,408,686	76.24	2,249.6	138.55
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—78.20.				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—76.24.				
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
Divisions of Expenditure.					Year ended 30th June—			
					1928.		1927.	
					%		%	
Maintenance of Way and Works					21.04		21.87	
Rolling Stock—								
General Superintendence, &c.					.52		.52	
Maintenance of Rolling Stock					18.18		17.60	
Locomotive Power					17.12		17.25	
Examination and Lubrication of Coaching and Goods Vehicles					.69		.63	
Transportation and Traffic					26.87		27.12	
Electrical Engineering Branch					3.55		3.95	
Miscellaneous Operations					4.92		4.65	
General Charges					2.48		2.48	
Stores Branch					1.11		.87	
Pensions and Gratuities					2.12		2.07	
Payment to the Superannuation Fund					1.22		.75	
Contribution to the Railway Accident and Fire Insurance Fund					.31		.60	
Border Railways Adjustment					.06		.01	
Repayment to Capital Account					.01		.01	
Payment to the State Coal Mine towards the cost of reconditioning the McBride tunnel					..	Cr.	.36	
					100.00		100.00	

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1913, TO 30TH JUNE, 1928.

Year	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways 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.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile open.	Per Traffic Train Mile.
1913-14	3,835	3,747	49,629,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,816,088	2,957,543	2,603,415	5,560,958	1,484	7/4·81
1914-15	3,875	3,848	52,337,475	13,506	791	1,496	18,268	874	15,303,209	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,341	6/8·94
1915-16	4,100	3,955	54,600,928	13,317	808	1,584	18,913	865	13,826,538	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8/3·03
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	14,022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5·89
1917-18	4,152	4,139	56,655,910	13,645	817	1,641	19,380	912	13,626,371	105,753,073	6,231,093	3,424,712	3,137,547	6,562,259	1,585	9/7·58
1918-19	4,190	4,159	57,545,337	13,734	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,488	2,957,789	6,432,277	1,547	9/10·46
1919-20	4,214	4,194	58,445,846	13,869	788	1,693	19,532	910	15,022,465	134,012,162	7,770,694	4,503,850	3,721,122	8,224,972	1,961	10/11·40
1920-21	4,267	4,237	59,972,628	14,055	790	1,748	19,579	913	15,533,556	134,045,683	7,572,993	5,384,487	4,411,276	9,795,763	2,312	12/7·34
1921-22	4,322	4,284	62,961,395	14,568	799	1,782	19,694	921	15,856,815	142,456,924	7,491,031	5,976,026	4,815,056	10,791,082	2,519	13/7·33
1922-23	4,333	4,297	64,854,594	14,968	804	1,852	19,749	924	16,394,239	155,957,240	7,517,216	6,393,865	4,953,192	11,347,057	2,641	13/10·11
1923-24	4,435	4,369	66,253,102	14,939	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	14/4·9
1924-25	4,482	4,446	67,739,091	15,114	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	69,087,162	14,938	704	2,033	19,662	966	17,575,547	168,054,308	8,728,436	7,105,610	5,565,451	12,671,061	2,800	14/5·03
1926-27	4,634	4,627	70,721,128	15,261	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	72,799,079	15,499	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

Exclusive of Electric Tramways and Road Motor Services.

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

† Includes Repayment by the State Coal Mine of portion of Subsidies paid in previous years, £43,773.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1913, TO 30TH JUNE, 1928.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING MISCELLANEOUS OPERATIONS).			EXPENDITURE: WAY AND WORKS BRANCH (INCLUDING SIGNAL AND TELEGRAPH BRANCH).				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	RAILWAY ACCIDENT AND FIRE INSURANCE 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.								
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	£	£	s. d.	
1913-14	1,066,738	1/5'03	19'18	935,652	250	1/2'94	16'83	1,003,621	1/4'03	18'05	¶632,859	0/10'11	11'38	85,968	0/1'37	1'55	...	...	27,805	0/0'45	0'50
1914-15	1,099,026	1/5'24	21'29	1,107,310	288	1/5'37	21'46	1,079,973	1/4'94	20'93	¶709,863	0/11'13	13'75	92,996	0/1'46	1'80	...	...	25,805	0/0'40	0'50
1915-16	1,127,568	1/7'57	19'76	998,619	252	1/5'33	17'50	1,075,002	1/6'66	18'84	¶672,317	0/11'67	11'79	95,380	0/1'66	1'67	...	...	28,526	0/0'50	0'50
1916-17	1,137,703	1/7'47	19'11	927,315	226	1/3'87	15'58	1,283,198	1/9'96	21'56	¶670,064	0/11'47	11'26	95,997	0/1'64	1'61	...	...	*39,763	0/0'68	0'67
1917-18	1,225,479	1/9'58	18'67	1,049,270	253	1/6'48	15'99	1,327,488	1/11'39	20'23	¶715,358	1/0'60	10'90	100,911	0/1'78	1'54	...	...	32,586	0/0'57	0'05
1918-19	1,257,685	1/11'16	19'55	870,123	209	1/4'02	13'53	1,320,274	2/0'32	20'53	¶696,296	1/0'82	10'83	100,094	0/1'84	1'56	3,397	...	31,794	0/0'59	0'49
1919-20	1,820,588	2/5'09	22'13	1,262,069	301	1/8'16	15'35	1,722,967	2/3'53	20'95	¶976,684	1/3'60	11'87	124,012	0/1'98	1'51	85,963	...	40,668	0/0'65	0'49
1920-21	2,483,789	3/1'47	25'35	1,576,857	372	2/0'36	16'10	2,139,809	2/9'06	21'84	¶1,255,460	1/7'40	12'82	159,174	0/2'46	1'62	146,698	...	*73,969	0/1'14	0'76
1921-22	2,636,978	3/3'91	24'44	1,708,539	399	2/1'86	15'83	1,793,643	2/3'15	16'62	¶1,367,902	1/8'70	12'68	174,553	0/2'64	1'62	264,825	...	80,225	0/1'21	0'74
1922-23	2,661,634	3/2'96	23'46	1,761,951	410	2/1'79	15'53	1,607,733	1/11'54	14'17	¶1,468,108	1/9'49	12'94	191,371	0/2'81	1'69	406,870	...	84,259	0/1'23	0'74
1923-24	2,856,108	3/5'31	23'88	1,861,887	426	2/2'93	15'57	1,638,163	1/11'69	13'70	¶1,581,104	1/10'87	13'22	199,697	0/2'89	1'67	538,547	...	38,916	0/0'56	0'32
1924-25	3,094,848	3/6'49	24'26	1,963,960	442	2/2'96	15'39	1,770,939	2/0'31	13'88	¶1,730,972	1/11'76	13'57	216,130	0/2'97	1'69	564,264	...	47,823	0/0'66	0'38
1925-26	3,153,876	3/7'06	24'90	1,928,597	426	2/2'34	15'22	1,821,763	2/0'88	14'37	¶1,770,727	2/0'18	13'98	238,621	0/3'26	1'88	466,770	80,162	65,945	0/0'90	0'52
1926-27	3,306,805	3/8'02	24'22	2,276,601	492	2/6'30	16'67	1,914,543	2/1'48	14'02	1,832,378	2/0'39	13'42	256,214	0/3'41	1'88	410,671	90,180	62,757	0/0'84	0'46
1927-28	3,116,529	3/6'95	24'70	2,109,404	453	2/4'61	16'45	1,837,204	2/0'92	14'33	1,822,677	2/0'72	14'22	248,374	0/3'37	1'94	355,770	111,706	31,301	0/0'42	0'24

¶ Includes payment into Rolling Stock Replacement Fund, year 1913-14, £50,000; year 1914-15, £10,000; year 1915-16, £30,000; year 1916-17, £50,000; year 1917-18, £50,000; year 1918-19, £50,000; year 1919-20, £50,000; year 1920-21, £187,098; year 1921-22, £150,000; year 1922-23, £200,000; year 1923-24, £200,000; year 1924-25, £200,000; and year 1925-26, £200,000.

* Includes Special Payment into Fund, year 1916-17, £10,000; year 1920-21, £25,000.

Exclusive of Electric Tramways and Road Motor Services.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1913, TO 30TH JUNE, 1928.

Year.	TOTAL WORKING EXPENSES. (exclusive of Pensions, Superannuation &c.)				AMOUNTS PAID FOR PENSIONS AND GRATUITIES UNDER ACT 767 AND TO THE SUPER- ANNUA- TION FUND	Adjust- ments. — Border Railways and Capital Account and State Coal Mine.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Balance of Net Revenue (including the net Revenue of the Electric Tramways and Road Motor Services) after Payment of Working Expenses.	Total Capital Expended on Lines open including Rolling- Stock.	Percent- age of Profit to Total Capital Invested.	NET INTEREST CHARGES AND EX- PENSES.	DEFICIT.	SURPLUS.	
	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue			Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. on Capital Cost.							Per cent. on Railway Loans.
	£	£	s. d.		£	£	£	s. d.		£	£	s. d.	£	£	£	£	£	£	£	£	
1913-14 ...	3,752,643	1,002	4/11'93	67'48	112,855	...	3,865,498	1,032	5/1'73	69'51	1,695,460	452	2/3'08	3'42	3'52	1,695,126	49,034,811	3'46	1,677,369	...	17,757
1914-15 ...	4,114,973	1,069	5/4'54	79'73	123,438	...	4,238,411	1,101	5/6'47	82'12	922,662	240	1/2'47	1'76	1'76	925,371	51,406,892	1'80	1,767,807	842,436	...
1915-16 ...	3,997,412	1,011	5/9'39	70'07	121,332	...	4,118,744	1,041	5/11'49	72'19	1,586,419	401	2/3'54	2'91	2'92	1,589,155	54,391,352	2'92	1,927,107	337,952	...
1916-17 ...	4,154,040	1,012	5/11'10	69'78	131,416	...	4,285,456	1,044	6/1'35	71'99	1,667,263	406	2/4'54	2'99	3'02	1,674,680	55,680,341	3'01	2,012,447	337,767	...
1917-18 ...	4,451,092	1,075	6/6'40	67'83	129,160	...	4,580,252	1,107	6/8'67	69'80	1,982,007	479	2/10'91	3'50	3'53	1,989,968	56,563,081	3'52	2,126,906	136,938	...
1918-19 ...	4,279,663	1,029	6/6'82	66'53	151,588	14,521	4,445,772	1,069	6/9'88	69'12	1,986,505	478	3/0'58	3'45	3'52	2,001,305	57,441,685	3'48	2,164,902	163,597	...
1919-20 ...	6,032,951	1,438	8/0'38	73'35	152,932	29,160	6,215,043	1,482	8/3'29	75'56	2,009,929	479	2/8'11	3'44	3'49	2,021,309	58,367,373	3'46	2,234,202	212,893	...
1920-21 ...	7,835,756	1,849	10/1'06	79'99	182,036	3,354	8,021,146	1,893	10/3'93	81'88	1,774,617	419	2/3'41	2'96	2'96	1,758,039	60,255,042	2'92	2,409,674	651,635	...
1921-22 ...	8,026,665	1,874	10/1'49	74'38	194,581	4,554	8,225,800	1,920	10/4'50	76'23	2,565,282	599	3/2'83	4'07	4'01	2,570,707	63,626,393	4'04	2,589,816	19,109	...
1922-23 ...	8,181,926	1,904	9/11'78	72'11	203,470	4,613	8,390,009	1,953	10/2'82	73'94	2,957,048	688	3/7'29	4'56	4'43	2,971,568	65,190,862	4'56	2,951,385	...	20,183
1923-24 ...	8,714,422	1,995	10'6'03	72'87	206,366	3,972	8,924,760	2,043	10/9'07	74'63	3,033,875	594	3/7'88	4'58	4'52	3,043,107	66,544,677	4'57	3,015,455	108,765‡	...
1924-25 ...	9,388,936	2,112	10/8'90	73'59	215,087	40,792	9,644,815	2,169	11/0'41	75'59	3,114,382	701	3/6'75	4'60	4'59	3,125,828	67,716,281	4'62	3,099,885	...	25,943
1925-26 ...	9,526,464	2,105	10/10'09	75'18	238,108	2,971	9,767,543	2,158	11/1'38	77'09	2,903,518	642	3'3'65	4'20	4'16	2,910,326	70,035,763	4'16	3,092,695	182,360	...
1926-27 ...	10,150,149	2,194	11/3'10	74'35	293,680	Cr. 35,143*	10,408,686	2,250	11/6'54	76'24	3,243,748	701	3/7'18	4'59	4'52	3,239,737	71,250,206	4'55	3,287,277	47,540	...
1927-28 ...	9,682,965	2,077	10/11'33	75'52	335,950	6,914	10,025,829	2,151	11/3'98	78'20	2,795,230	600	3/1'91	3'84	3'80	2,786,903	72,968,307	3'82	3,340,612	553,709	...

‡ The deficit of £108,765 is the result of writing off in 1923-24 the amount of £136,417 for which credit was taken in previous years on account of the losses on non-paying lines, but which was not paid.

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

* Repayment of £37,268, advance to State Coal Mine in year 1924-25, less £2,125 Border Railways Adjustment and Repayment to Capital Account, Fyansford Line.

‡ Inclusive of Electric Tramways and Road Motor Services.

APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID IN THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1928 AND 1927.

Branch.	Year ended 30th June—					
	1928.			1927.*		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Permanent Way	295,070	1,431,952	1,727,022	370,563	1,452,865	1,823,428
Locomotive	594,442	1,980,024	2,574,466	602,156	2,050,025	2,652,181
Traffic	45,346	2,216,167	2,261,513	37,062	2,328,274	2,365,336
Electrical	51,548	206,850	258,398	55,212	218,503	273,715
Other Branches	150,728	753,061	903,789	152,126	714,375	866,501
Totals	1,137,134	6,588,054	7,725,188	1,217,119	6,764,042	7,981,161

APPENDIX No. 7.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1928 AND 1927,

Branch.	Year ended 30th June, 1928.			Year ended 30th June, 1927.*		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Commissioners' and Secretary's Office	119	41	160	95	51	146
Chief Accountant's	261	62	323	245	75	320
Traffic Audit	141	24	165	139	28	167
Stores	144	439	583	128	388	516
Permanent Way	431	6,123	6,554	430	6,516	6,946
Signalling	102	869	971	100	846	946
Locomotive	519	8,932	9,451	502	9,089	9,591
Traffic	2,530	6,042	8,572	2,556	6,300	8,856
Electrical	142	712	854	140	763	903
General	73	1,128	1,201	61	1,110	1,171
Totals	4,462	24,372	28,834	4,396	25,166	29,562

* Amended to conform with new basis of compilation.

CONSTRUCTION BRANCH.

YEAR ENDED 30TH JUNE.

1928.			1927.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
51	1,420	1,471	52	1,062	1,114

AVERAGE NUMBER OF MEN* EMPLOYED (EXCLUSIVE OF CONSTRUCTION BRANCH) DURING THE YEARS ENDED 30TH JUNE, 1928 AND 1927.

How Employed.	1928.	1927.
On Working Expenses	24,639	25,167
On Capital and other funds (including Electric Tramways and Road Motor Services)	4,136	4,428
Totals	28,775	29,595

* Overtime and penalty payments have been taken into consideration and the equivalent number of men shown in the figures.

APPENDIX No. 8.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1928.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100·89	...	100·89	1,902	18	1 in 50	5,134,136	17 8	50,888
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2·06	53·07	55·13	758	314	1 " 52	699,917	19 1	12,971
* Bendigo Cattle-yards Branch	0·89	0·89	732	702	1 " 61			
Moama to Deniliquin	44·33	44·33	...	...	...	192,263	11 8	4,680
Echuca to Moama	15,206	0 0	
Echuca Bridge over the River Murray	33,163	7 10	...
Moama (Balranald Junction) to Balranald	119·92	119·92	326	206	1 " 200	678,822	12 9	5,661
Lancefield Junction to Lancefield	14·50	14·50	1,675	1,072	1 " 40	66,887	1 6	4,613
† Lancefield to Kilmore	18·10	18·10	1,734	1,160	1 " 40	107,873	7 2	5,960
Kilmore Junction to Bendigo (Cattle Siding)	67·82	67·82	1,450	526	1 " 50	408,324	18 5	4,613
Carlsruhe to Daylesford	0·38	22·17	22·55	2,469	1,791	182,242	9 11	8,082
Daylesford Junction to North Creswick	23·11	23·11	2,292	1,429	181,325	15 5	7,846
Kyneton (Redesdale Junction) to Redesdale	16·25	16·25	1,636	973	90,524	12 8	5,571
Castlemaine to Dunolly	0·38	46·46	46·84	948	579	441,076	13 11	9,417
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway)	0·28	32·73	33·01	943	611	194,591	1 11	5,895
St. Arnaud to Donald	23·86	23·86	868	374	125,534	6 10	5,261
Donald to Birchip	32·30	32·30	394	330	107,930	19 10	3,342
Birchip to Crononby (Woomelang)	26·45	26·45	351	260	87,751	13 6	3,317
Woomelang to Mildura	110·15	110·15	334	128	447,871	4 11	4,066
Mildura to White Cliffs and Yelta	6·92	6·92	186	126	20,279	9 10	2,930
Merbein to Yelta (Abbotsford)	5·87	5·87	184	116	35,023	18 11	5,967
Mildura and Abbotsford—Bridges over the Murray River	21,688	6 6	in progress
Werrimull to Meringur (The Hut)	15·17	15·17	303	193	62,901	7 9	4,146
Red Cliffs to Werrimull (Millewa North)	35·40	35·40	226	138	134,772	11 11	3,807
Nowingi to Millewa South	6,980	1 8	in progress
Dunolly to Inglewood	24·24	24·24	794	457	95,630	2 2	3,945
Ouyen to Kow Plains	56·39	56·39	351	137	143,537	5 9	2,545
Kow Plains to Murrayville	11·44	11·44	218	146	33,497	5 5	2,928
Murrayville to South Australian Border	12·53	12·53	351	192	19,346	7 9	1,544
South Australian Border to Pinnaroo (3·55 mls.)	6,711	9 0	...
Castlemaine (Maldon Junction) to Maldon	10·24	10·24	1,177	890	67,610	0 5	6,603
Maldon (Laaneecoorie Junction) to Shelbourne	9·89	9·89	1,126	649	68,503	18 11	6,927
Maryborough to Ballarat	0·26	41·47	41·73	1,525	732	300,473	10 11	7,200
Waubra Junction to Ballarat Race-course	2·10	2·10	1,508	1,466	7,485	3 4	3,564
Pisgah Junction to Waubra	13·74	13·74	1,533	1,341	73,261	18 5	5,332
Maryborough to Avoca	14·93	14·93	885	721	66,406	12 7	4,448
Avoca to Ararat	39·04	39·04	1,215	763	175,666	6 7	4,500
Crowlands to Navarre	22·87	22·87	885	720	66,554	2 8	2,910
Bendigo to Inglewood	0·80	28·13	28·93	779	443	225,739	9 11	7,803
Inglewood to Charlton	42·82	42·82	639	422	285,442	2 0	6,666
Charlton to Wycheproof	16·48	16·48	521	356	108,174	8 3	6,564
Wycheproof to Sea Lake	47·89	47·89	357	172	89,651	14 9	1,872
Sea Lake towards Pier Millan (Nandaly)	17·68	17·68	265	172	43,913	1 3	2,484
Nandaly to Kulwin	19·68	19·68	256	148	78,058	11 1	3,966
Wedderburn Junction to Wedderburn	4·86	4·86	660	554	17,779	1 8	3,658
Korong Vale to Boort	17·86	17·86	459	296	91,465	2 4	5,121
Boort to Quambatook	21·96	21·96	419	287	70,036	17 1	3,189
Quambatook to Ultima	30·31	30·31	371	256	61,266	18 8	2,021
Ultima to Chillingollah	20·14	20·14	263	164	36,136	10 6	1,794
Chillingollah to Manangatang	18·59	18·59	245	169	39,634	19 11	2,132
Manangatang to Anniello (Bryden's Tank)	14·19	14·19	200	172	68,720	0 7	4,843
Anniello to Robinvale	19·50	19·50	250	173	96,539	5 0	4,951
Euston Bridge over River Murray	49,198	17 2	in progress
Euston to Lette	47,292	5 6	in progress
* Eaglehawk to Kerang	72·99	72·99	742	255	364,864	12 10	4,959
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill)	35·16	35·16	286	225	179,612	15 2	5,108
Kerang to Murrabit (Gonn Crossing)	16·11	16·11	267	244	114,736	12 7	7,122
Gonn Crossing Bridge over River Murray	19,781	10 1	...
Gonn Crossing to Stony Crossing	38·59	38·59	251	214	234,345	0 7	6,073
Swan Hill to Piangil	27·39	27·39	291	216	72,322	2 9	2,640
Piangil to Kooloonong (Pine Tank)	15·87	15·87	243	199	71,738	13 3	4,520
Kooloonong to Yungera (West Narrung)	6·71	6·71	230	187	36,463	1 4	5,449
Elmore to Cohuna	57·09	57·09	438	264	146,767	5 3	2,571
Albion to Broadmeadows	338,911	13 6	in progress
Footscray to Williamstown (including cost of piers at Williamstown)	5·50	0·37	5·87	66	437,080	11 0	74,460
* Newport to Braybrook Junction	4·29	4·29	110	48	30,484	15 11	7,106
Newport to Geelong (including cost of Geelong Pier)	3·99	34·52	38·51	113	1,436,084	6 10	40,786
Williamstown Race-course Branch	0·69	0·69	21	10			
Altona Bay Line	1·85	1·85	...	...	11,919	9 8	6,44
Geelong to Colac	1·26	48·98	50·24	469	440,928	18 9	8,776
Colac to Alvie	9·65	9·65	518	58,708	14 8	6,084
† Geelong Race-course Branch	1·96	1·96	43	5,454	12 11	2,783
Colac to Camperdown	28·11	28·11	569	160,538	3 11	5,711
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	0·90	41·81	42·71	550	399,944	11 6	9,566
Warrnambool to Koroit	9·36	9·36	245	90,336	4 8	9,651
Carried forward ...	116·70	1,735·94	1,852·64	...	...	...	16,661,847	18 4	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 28th May, 1909.

APPENDIX No. 8—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over	Single.	Total.	Highest.	Lowest		Total.		Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s.	d.	£
Brought forward ...	116'70	1735'94	1852'64	...	...	...	16,661,847	18	4	...
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11'34	11'34	208	11	1 " 60	107,178	15	3	9,451
Geelong (Queenscliff Junction) to Queenscliff... ..	...	20'72	20'72	264	10	1 " 50	118,096	1	0	5,700
Mount Moriac to Wensleydale ... ..	...	10'92	10'92	752	361	1 in 50	39,209	2	6	3,591
Birregurra to Forrest ... ..	...	19'85	19'85	579	363	1 " 40	147,806	4	10	7,446
Irrewarra to Beac... ..	...	8'70	8'70	432	390	1 " 66	47,623	0	5	5,474
Beac to Newtown ... ..	...	34'95	34'95	443	388	1 " 50	118,981	0	9	3,404
† Colac to Beech Forest	0'21	29'45	29'66	1,748	225	1 " 30	79,347	3	3	2,675
† Beech Forest to Crowes ... ..	...	14'11	14'11	1,826	1,356	1 " 30	44,763	9	2	3,172
Camperdown (Curdie's River Junction) to Timboon ... ..	...	22'32	22'32	673	52	1 " 40	116,702	4	6	5,229
Terang to Mortlacc ... ..	...	12'16	12'16	447	414	1 " 60	57,840	0	7	4,757
North Geelong to Ballarat	41'66	11'37	53'03	1,725	47	1 " 52	1,984,278	9	10	37,263
* North Geelong to Loop Line ... ..	...	0'22	0'22	53	46	1 " 57				
North Geelong to Fyansford... ..	...	2'93	2'93	212	56	1 " 50	9,406	6	0	...
Ballarat to Ararat	4'34	52'95	57'29	1,517	960	1 " 50	563,350	3	11	9,833
Ararat to Stawell ... ..	...	18'85	18'85	1,086	761	1 " 100	202,079	7	2	10,720
Stawell to Horsham	1'18	52'26	53'44	761	423	1 " 100	429,442	15	11	6,199
* Stawell to Grampians ... ..	...	15'84	15'84	815	621	1 " 30				
Horsham to Dimboola	0'36	21'10	21'46	477	361	1 " 50	147,645	15	11	6,880
Dimboola to Serviceton (including cost of 1'16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)	1'35	61'87	63'22	631	315	1 " 50	476,890	14	9	7,543
Braybrook Junction to Parwan	0'15	21'50	21'65	466	119	1 " 50	285,947	9	7	13,208
Parwan to Gordon ... ..	...	27'46	27'46	1,877	341	1 " 48	377,565	17	2	13,750
Gordon to Warrenheip ... ..	...	12'87	12'87	1,940	1,707	1 " 50	139,786	1	11	10,861
* Bungaree Junction to Race-course Reserve ... ..	...	1'53	1'53	1,884	1,848	1 " 50	3,332	4	2	2,178
Gheringhap to Maroona ... ..	...	99'76	99'76	978	193	1 " 100	459,056	5	5	4,602
* Lal Lal Race-course Branch ... ..	...	2'00	2'00	1,539	1,532	1 " 112	11,420	12	4	5,711
Ballarat East to Buninyong ... ..	...	6'84	6'84	1,626	1,436	1 " 40	65,830	4	2	9,624
* Ballarat Cattle-yards Branch ... ..	...	2'92	2'92	1,523	1,446	1 " 60	12,911	6	10	4,422
Ballarat (Linton Junction) to Scarsdale ... ..	...	13'12	13'12	1,516	1,157	1 " 50	59,910	4	8	4,566
Scarsdale to Linton	0'19	7'78	7'97	1,189	1,022	1 " 40	78,565	3	0	9,858
Linton to Skipton ... ..	...	12'75	12'75	1,383	944	1 " 37	57,184	17	8	4,485
* Burrumbeet Race-course Junction to Burrumbeet Race-course ... ..	...	1'14	1'14	1,297	1,256	1 " 50	3,689	9	1	3,236
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1'28	64'78	66'06	1,028	572	1 " 50	424,914	18	7	6,432
Hamilton to Portland (including cost of sidings to piers at Portland)	0'24	53'58	53'82	606	11	1 " 40	329,834	10	2	6,128
‡ Dunkeld to Koroit ... ..	...	48'99	48'99	834	207	1 " 60	171,339	14	2	3,497
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ... ..	...	18'10	18'10	727	590	1 " 60	77,979	9	3	4,308
Hamilton (Coleraine Junction) to Coleraine ... ..	...	23'01	23'01	668	301	1 " 40	113,007	7	11	4,911
Hamilton to Cavendish ... ..	...	14'26	14'26	794	577	1 " 50	48,157	4	3	3,377
Cavendish to Toolondo ... ..	...	43'74	43'74	864	558	1 " 40	200,812	3	11	4,591
Branxholme to Casterton ... ..	...	32'09	32'09	572	149	1 " 40	182,467	1	4	5,686
Heywood to Puralka (Mumbannar) ... ..	...	38'51	38'51	422	85	1 " 50	141,059	15	7	3,663
Puralka (Mumbannar) to South Australian Border ... ..	...	5'65	5'65	223	209	1 " 100	6,854	6	5	...
South Australian Border to Mount Gambier (11'67 miles) ... ..	...	...	...	...	...	...	40,563	0	9	...
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ... ..	...	9'77	9'77	487	455	1 in 147	44,965	14	8	4,602
Rupanyup to Marnoo ... ..	...	15'33	15'33	494	450	1 " 100	33,476	5	8	2,184
Marnoo to Wallaloo ... ..	...	6'4	6'4	579	495	1 " 60	36,162	7	5	5,650
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) ... ..	...	31'20	31'20	464	360	1 in 66	160,135	7	9	5,133
Warracknabeal to Beulah ... ..	...	21'92	21'92	359	288	1 " 80	61,250	11	7	2,794
Beulah to Hopetoun ... ..	...	16'01	16'01	290	258	1 " 100	40,700	2	5	2,542
Hopetoun to Patchewollock ... ..	...	26'96	26'96	279	218	1 " 75	113,092	4	2	4,195
Horsham to Noradjuha ... ..	...	19'95	19'95	488	395	1 " 50	88,828	6	7	4,453
Noradjuha to Toolondo ... ..	...	11'24	11'24	560	475	1 " 100	29,571	1	4	2,631
Natimuk (East Natimuk) to Goroke ... ..	...	28'64	28'64	624	394	1 " 50	70,565	3	6	2,464
Goroke to Morea ... ..	...	9'05	9'05	537	462	1 " 50	48,580	5	0	5,368
Dimboola to Jeparit ... ..	...	21'59	21'59	387	268	1 in 75	53,367	10	1	2,472
Jeparit to Rainbow (Albacutya) ... ..	...	18'47	18'47	388	263	1 " 75	38,013	12	10	2,058
Jeparit to Lorquon ... ..	...	13'68	13'68	395	271	1 " 100	33,891	19	10	2,477
Lorquon to Yanac-a-Yanac ... ..	...	18'38	18'38	473	355	1 " 75	47,841	9	6	2,603
Rainbow to Yaapeet (Nypo) ... ..	...	10'59	10'59	294	237	1 " 75	27,491	19	1	2,596
Essendon Junction to Essendon	3'50	...	3'50	148	14	1 " 67	234,369	19	7	46,874
* Flemington Race-course Branch	1'50	...	1'50	70	42	1 " 96				
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61'27	120'72	181'99	1,147	105	1 " 50	2,790,630	10	11	15,394
Bowser to Peechelba ... ..	...	12'32	12'32	503	461	1 " 200	64,199	13	9	5,211
Wodonga to River Murray (including portion of cost of Bridge over River Murray)... ..	1'94	...	1'94	538	312	1 " 75	62,361	7	11	32,145
North Melbourne to Coburg... ..	5'07	...	5'07	202	13	1 " 50	240,067	18	6	47,351
Coburg to Somerton ... ..	...	7'16	7'16	530	202	1 " 50	73,688	9	3	10,990
Royal Park (Junction) to Clifton Hill	2'21	0'18	2'39	136	103	1 " 50	182,483	19	9	76,353
Fitzroy Branch ... ..	...	0'89	0'89	119	85	1 " 79	78,092	13	0	87,745
Fitzroy (Whittlesea Junction) to Whittlesea	4'67	17'39	22'06	639	119	1 " 50	310,439	17	9	14,073
Carried forward	247'82	3158'07	3405'89	...	...	...	29,613,946	14	3	...

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. ¶ 2-ft. 6-in. gauge

APPENDIX No. 8—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over	Single.	Total.	Highest	Lowest.		Total.	Average Per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£ s. d.	£
Brought forward ...	247'82	3158'07	3405'89	...	...	...	29,613,946 14 3	...
Norhtcote Loop Line ...	0'13	...	0'13	128	119	1 " 70	8,703 4 7	66,946
Tallarook to Yea ...	...	23'69	23'69	698	488	1 " 40	165,641 13 7	6,992
Yea to Mansfield and Alexandra-road ...	...	55'82	55'82	1,304	557	1 " 40	346,773 7 9	6,212
Alexandra-road to Alexandra ...	...	4'32	4'32	922	716	1 " 30	29,393 19 0	6,804
Mangalore to Shepparton ...	0'29	44'96	45'25	499	372	1 in 100	311,239 15 5	6,878
Shepparton to Numurkah ...	2'14	18'61	20'75	376	348	1 " 206	94,749 12 11	4,566
Numurkah to Cobram ...	0'20	21'47	21'67	376	355	1 " 165	89,722 16 7	4,140
Murchison East to Rushworth ...	...	12'81	12'81	476	391	1 " 80	69,118 17 8	5,396
Rushworth to Colbinabbin ...	0'58	12'29	12'87	510	363	1 " 50	41,264 0 11	3,206
Rushworth to Gingarre (Stanhope North) ...	...	13'62	13'62	516	347	1 " 50	51,502 11 7	3,781
Toolamba to Tatura ...	...	6'83	6'83	385	371	1 " 108	31,422 13 4	4,601
Tatura to Echuca ...	...	34'07	34'07	377	320	1 " 122	165,159 9 7	4,848
Shepparton to Dookie ...	...	14'84	14'84	500	372	1 " 100	55,087 14 4	3,712
Dookie to Katamatite ...	...	17'02	17'02	490	383	1 " 69	42,513 12 8	2,498
Numurkah to Nathalia ...	...	13'79	13'79	356	335	1 " 330	52,213 17 4	3,786
Nathalia to Picola ...	...	6'75	6'75	335	325	1 " 264	14,155 16 4	2,097
Strathmerton towards Tocumwal ...	...	8'20	8'20	390	358	1 " 330	23,381 9 6	2,851
Strathmerton to Tocumwal Extension ...	...	2'07	2'07	372	365	1 " 92	20,376 10 11	9,844
Benalla to St. James ...	...	20'33	20'33	583	450	1 " 75	81,099 8 7	3,989
St. James to Yarrawonga ...	...	19'86	19'86	514	414	1 " 50	97,609 5 3	4,914
Yarrawonga to Oaklands ...	...	...	...	...	...	...	22,601 2 3	In progress
Benalla to Latong ...	...	18'00	18'00	760	556	1 " 60	50,939 12 1	2,830
Wangaratta to Whitfield ...	...	30'49	30'49	811	481	1 " 80	44,464 18 1	1,458
Wangaratta (Beechworth Junc.) to Beechworth ...	...	22'26	22'26	1,831	502	1 " 30	166,857 6 9	7,496
Beechworth to Yackandandah ...	...	12'84	12'84	1,912	981	1 " 30	97,562 11 7	7,598
Everton to Myrtleford ...	...	16'56	16'56	989	581	1 " 40	81,355 13 11	4,913
Myrtleford to Bright ...	...	18'54	18'54	1,004	688	1 " 50	113,009 16 7	6,095
Springhurst to Wahgunyah ...	...	13'95	13'95	623	454	1 " 50	76,607 2 5	5,492
Wodonga to Tallangatta ...	...	25'71	25'71	726	530	1 " 40	193,838 8 6	7,539
Tallangatta to Cudgewa ...	...	42'33	42'33	2,580	625	1 " 30	292,748 13 1	6,916
Spencer Street to Flinders Street ...	0'76	...	0'76	33	17	1 " 40	280,029 7 0	368,459
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridgeto Chapel Street, and pier at Port Melbourne) ...	16'62	...	16'62	53	9	1 " 66	2,931,572 16 11	176,388
Prince's Bridge to Collingwood ...	2'22	...	2'22	85	23	1 " 62	203,471 6 4	91,654
Collingwood to Heidelberg ...	2'97	2'52	5'49	196	68	1 " 50	280,818 15 11	51,151
Heidelberg to Eltham ...	...	8'35	8'35	303	110	1 " 40	79,280 17 7	9,495
Eltham to Hurst's Bridge ...	...	6'64	6'64	248	116	1 " 50	72,145 19 1	10,865
Brighton Beach to Sandringham ...	2'20	...	2'20	58	20	1 " 97	84,324 18 6	38,330
South Yarra to Oakleigh ...	7'08	...	7'08	184	22	1 " 54	675,174 4 6	95,364
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 " 50	1,422,156 13 4	11,785
Sale to Stratford (Junction) ...	...	8'97	8'97	64	33	1 " 66	47,684 4 4	5,316
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	0'20	10'10	10'30	249	72	1 " 50	301,653 19 5	29,287
‡ Caulfield to Frankston ...	19'85	0'03	19'88	166	10	1 " 50	346,720 18 3	17,441
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18'99	18'99	327	10	1 " 50	116,349 7 9	6,127
Mornington Junction to Mornington ...	...	7'67	7'67	194	60	1 " 50	70,361 9 11	9,174
Bittern to Red Hill ...	...	9'91	9'91	631	43	1 " 30	77,210 7 1	7,791
Frankston Cemetery Line ...	...	...	...	...	...	...	330 16 11	...
Spring Vale Cemetery Line ...	...	1'60	1'60	231	145	1 in 50	9,278 16 6	5,799
Dandenong (Great Southern Junction) to Port Albert ...	1'63	115'65	117'28	746	10	1 " 40	1,083,312 6 11	9,236
Koo-wee-rup to Strezlecki (McDonald's Track) ...	...	30'55	30'55	988	22	1 " 30	303,740 16 5	9,942
Nyora to Woolamai ...	...	15'56	15'56	410	58	1 " 50	87,805 2 3	5,643
Woolamai to Powlett Coal Field (including sidings, Wonthaggi) ...	...	13'87	13'87	233	14	1 " 60	162,575 9 9	11,721
Korumburra to Coal Creek ...	...	0'89	0'89	735	630	1 " 30	5,741 7 11	6,451
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line) ...	...	2'25	2'25	765	573	1 " 30	7,337 17 6	3,261
Korumburra (Jumbunna Junction) to Jumbunna ...	...	3'74	3'74	796	619	1 " 30	20,996 4 0	5,614
Jumbunna to Outtrim ...	...	2'40	2'40	649	539	1 " 40	27,915 8 11	11,631
¶ Welshpool to Welshpool Jetty ...	...	3'23	3'23	57	6	1 " 100	3,199 19 2	991
Alberton to Won Wron ...	...	12'05	12'05	213	33	1 " 60	101,058 0 7	8,387
Won Wron to Woodside ...	...	9'68	9'68	326	139	1 " 40	51,961 14 4	5,368
Warragul to Neerim South ...	...	13'49	13'49	681	349	1 " 40	125,748 13 4	9,322
Neerim South to Noojee (Toorong River) ...	...	14'01	14'01	1,415	676	1 " 30	133,453 14 10	9,526
Moe (Junction) to Thorpdale ...	...	10'67	10'67	798	219	1 " 40	119,250 4 8	11,176
¶ Moe to Walhalla ...	...	26'06	26'06	1,323	174	1 " 30	117,390 5 4	4,505
Morwell to North Mirboo ...	...	20'17	20'17	784	184	1 " 40	155,442 6 11	7,707
Traralgon to Heyfield ...	...	22'06	22'06	262	93	1 " 50	126,265 4 1	5,724
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0'52	49'30	49'82	296	9	1 " 50	311,580 11 6	6,254
Bairnsdale to Orbost (including cost of Snowy River Bridge) ...	...	60'24	60'24	423	23	1 " 50	450,308 5 11	7,475
Carried forward ...	317'10	4319'50	4636'60	...	...	...	42,938,610 11 0	...

† See lines closed for traffic.

‡ Including portion dismantled.

¶ 2-ft. 6-in. gauge

APPENDIX No. 8—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water mark		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over	Single.	Total.	Highest	Lowest		Total.	Average Per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s. d.
Brought forward	317' 10	4,319' 50	4,636.60	...	...	...	42,938,610	11 0
Maffra to Briagolong ... ..	...	11' 79	11' 79	238	109	1 in 50	62,828	19 7
Burnley to Waverley Road ... ..	...	5' 23	5' 23	111	33	1 " 60	222,363	15 0
Darling to Glen Waverley ... ..	...	...	...	...	...	...	15,145	7 1
Hawthorn to Lilydale	11' 52	8' 20	19' 72	484	41	1 " 40	801,911	6 2
Lilydale to Healesville	0' 26	15' 11	15' 37	351	230	1 " 40	228,220	17 8
Hawthorn (Kew Junction) to Kew ... ..	...	0' 96	0' 96	119	41	1 " 40	76,592	6 1
Ringwood to Upper Ferntree Gully ... ..	...	7' 44	7' 44	436	314	1 " 40	128,158	17 11
¶ Ferntree Gully to Gembrook ... ..	...	18' 22	18' 22	1,057	412	1 " 30	74,023	8 2
Lilydale to Warburton ... ..	...	23' 97	23' 97	738	289	1 " 37½	151,861	3 0
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5' 18	...	5' 18	59	7	1 " 21½	132,176	17 3
Sandringham to Black Rock Electric Tramway ¶	2' 22	19	2' 41	112	41	1 " 18½	70,027	13 2
Black Rock to Beaumaris Electric Tramway ¶ ... ..	...	2.20	2.20	...	...	...	32,163	6 0
Total mileage of lines constructed §	336' 28	4,412' 81	4,749' 09	...	...	...	44,934,084	8 1
Less mileage closed for traffic at 30th June, 1928 :								
Dunkeld to Peshurst (dismantled 19th February, 1898)		15' 87	15' 87					
Lancefield to Kilmore (dismantled)		18' 10	18' 10					
Oakleigh to Fairfield Park—Fairfield Park to Deepdene		3' 34	3' 34					
Ashburton to Oakleigh	0' 20	2' 17	2' 37					
Canterbury Loop Line (dismantled)		0' 21	0' 21					
Burnley to Waverley Road—Darling to Waverley Road		0' 69	0' 69					
Geelong Race-course Line (dismantled 28th May, 1909)		1' 96	1' 96					
Total mileage open for traffic at 30th June, 1928	0' 20	42' 34	42' 54					
Works, Melbourne to Essendon Junction	336' 08	4,370' 47	4,706' 55				2,740,902	3 4
Railway Offices, Spencer Street							261,709	3 10
Sheds and Workshops, Williamstown							154,029	0 1
Sheds and Workshops, Newport (including cost of machinery and equipment)							1,291,879	19 11
Sheds and Workshops, Country Depôts (including cost of machinery)							28,514	18 3
Workshops, Bendigo (including cost of machinery)							167,471	6 5
Workshops, Ballarat (including cost of machinery)							166,103	10 8
General Construction Account (Capital Expenditure common to all lines)							2,876,829	2 8
Rolling-stock, Broad-gauge							13,347,381	13 0
Rolling-stock, Narrow-gauge							109,538	16 9
Rolling-stock, Electric Tramway							101,846	12 4
Electrification Melbourne Suburban Lines							6,456,295	9 2
Total of Way, Works, Buildings, Equipment and Rolling Stock							72,676,586	4 6
Piers transferred to Melbourne Harbor Trust							86,225	12 5
Stores and Materials on hand and in transit							1,559,333	2 9
Total Cost							74,282,144	19 8

¶ 2-ft. 6-in. gauge.

§ Gauge of lines constructed—miles 5-ft. 3-in., 149'84; miles 2-ft. 6-in., 121'90.

|| 4-ft. 8½-in. gauge, 4'61 miles.

NOTE.—All tracks to piers, wharfs, and 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. 24.

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1928.	1927.		1928.	1927.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric	414	..
Country	2,325,297	2,816,574	Steam	371,706	373,598
Petrol Rail Motor (Country)	612,579	564,358	Ballast	287,682	283,655
" " (Suburban)	18,184	21,074	Inspection	10,565	9,149
Suburban—Steam ..	51,900	66,331	Water	2,427	177
Electric			Loco.—Coal	304,074†	351,339†
Motors ..	7,303,945	7,270,876	Casualty and Doubling ..	6,296	5,167
Electric Locomotives ..	488	319	Miscellaneous	17,304	13,432
MIXED	2,205,345	2,213,451	Petrol Rail Motor	24,112	21,965
Goods—Steam	4,649,566	5,051,496	Total	1,024,580	1,058,532
Electric Locomotives ..	20,643	19,766	SHUNTING—		
Electric Motors ..	6,981	6,504	Steam Locomotive	2,626,891	2,703,984
Total Traffic Train Miles ..	17,694,928	18,030,749	Electric Locomotive	42,280	38,881
			Electric Motors	9,257	4,017
ASSISTANT MILES—			Petrol Rail Motor	4,352	3,385
Country Passenger	137,415	126,463	Total	2,682,780	2,750,267
Mixed	197	909	LOCOMOTIVE MILEAGE.		
Goods	132,884	198,866	Steam	13,981,957	14,676,203
Total Assistant Miles ..	270,496	326,233	Electric	64,342	59,366
			Total	14,046,299	14,735,569
LIGHT MILES—			VEHICLE MILEAGE.		
Country Passenger (Steam)	42,068	45,693	PASSENGER—		
Mixed (Steam)	3,627	3,305	Country—Steam	25,430,728	26,077,817
Goods	306,713	412,564	Petrol Rail Motor	995,598	923,241
Electric Locomotive—			Suburban—Steam	212,737	280,102
Suburban Passenger ..	..	400	Electric	38,170,228	38,627,388
Suburban Goods	517	..	Petrol Rail Motor	22,584	42,148
Electric Motors, Goods ..	195	64	Total	64,831,875	65,950,696
Total Light Miles ..	353,120	462,026	Goods—		
			Loaded	112,861,276	121,384,894
TOTAL TRAIN, INCLUDING ASSISTANT AND LIGHT MILES	*18,318,544	*18,819,013	Empty	41,724,909	44,735,026
			Total	154,526,185	166,119,920
			TOTAL VEHICLE MILEAGE	219,358,060	232,070,616
			GROSS TON MILEAGE.		
			Passenger Trains (Electric Trains excepted) ..	636,452,049	626,842,073
			Petrol Rail Motor	9,537,267	7,708,563
			Mixed Trains	452,038,297	456,293,744
			Goods Trains	1,957,582,041	2,153,833,587
			Total	3,055,609,654	3,246,677,967

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 STOCK, AND SERVICE STOCK AT 30TH JUNE, 1928.

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 ..	642	lbs. 14,454,800	lbs. 22,515	19	lbs. 254,692	lbs. 13,405	661	lbs. 14,709,582	lbs. 22,254
ELECTRIC LOCOMOTIVES ..	2	43,680	21,840	..	..	..	2	43,680	21,840
STEAM CRANES	15	..	..	..	..	..	15	..	..

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	293	16,218	55	..	..	..	293	16,218	55
2nd Class	449	28,227	63	49	1,431	30	498	29,708	60
Composite	232	11,990	52	..	..	..	232	11,990	52
Sleeping Cars—									
1st Class	23	460	20	..	..	..	23	460	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars	6	145	24	..	..	..	6	145	24
Parlor Cars	2	66	33	..	..	..	2	66	33
Dining Cars	5	222	44	..	..	..	5	222	44
Mail Vans	3	..	..	..	..	..	3	..	..
Luggage Vans	640	..	..	6	..	..	646	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	73	..	..	..	..	..	73	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	..	(Included in Luggage Vans.)	..	..	..	..	..	..	..
Other Vehicles	4	..	..	..	..	..	4	..	..
Total	1,736	57,328	..	55	1,431	..	1,791	58,809	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class	7	224	32	..	..	..	7	224	32
2nd Class	11	459	42	..	..	..	11	459	42
Composite	7	320	46	..	..	..	7	320	46
Trailers—									
1st Class	2	139	70	..	..	..	2	139	70
2nd Class	22	552	25	..	..	..	22	552	25
Motor Trolleys (Petrol)—									
2nd class	1	5	5	..	..	..	1	5	5
Motor Trolleys (Petrol)—									
Mail Services only	26	..	..	..	..	..	26	..	..
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	78	1,723	..	..	..	..	78	1,723	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	379	34,340	91	..	..	..	379	34,340	91
2nd Class	377	30,274	80	..	..	..	377	30,274	80
Composite	105	9,698	92	..	..	..	105	9,698	92
Parcels Vans	5	..	..	..	..	..	5	..	..
Total	866	74,312	..	..	..	..	866	74,312	..
ELECTRIC TRAMWAY STOCK.									
Single Bogie Cars	16	730	46	..	..	..	16	730	46
Double Bogie Cars	20	1,040	52	..	..	..	20	1,040	52
Total	36	1,770	49	..	..	..	36	1,770	49

APPENDIX No. 10—continued.

STATEMENT SHOWING ROLLING STOCK, Etc.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons	75	1,123	15·0	2	20	10·0	77	1,148	14·9
Open Goods Wagons	15,067	222,589	14·8	211	2,507	10·9	15,278	224,876	14·7
Cattle Wagons	696	6,960	10·0	15	151	10·0	711	7,111	10·0
Sheep Wagons	1,248	12,562	10·1	..	..	..	1,248	12,562	10·1
Coal Wagons	343	5,136	15·0	..	..	..	343	5,136	15·0
Louvred Wagons	1,118	15,310	13·7	14	141	10·1	1,132	15,451	13·6
Refrigerator Wagons	417	5,682	13·6	..	..	..	417	5,682	13·6
Powder Vans	24	120	5·0	..	..	..	24	120	5·0
Flat Wagons	178	4,009	22·5	..	..	..	178	4,009	22·5
Bolster Wagons			
Brake Vans	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Other Vehicles .. ..	..	..	..	..	..	..	..	..	..
Total	19,166	273,476	14·3	242	2,619	10·8	19,403	276,095	14·2
SERVICE STOCK.									
Casualty or Break Down Vans and Trucks	45	..	..	..	..	..	45	..	..
Water Trucks	185	..	..	1	..	..	186	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock)			..	..	..	..	..	..
Ballast Wagons	166	..	..	..	..	..	166	..	..
Gas Vehicles	7	..	..	..	..	..	7	..	..
Workmen's Sleeping Cars	237	..	..	..	..	..	237	..	..
Store Vans	3	..	..	..	..	..	3	..	..
Cranes not Locomotives (on Trucks)	13	..	..	..	..	..	13	..	..
Plough Vans	3	..	..	..	..	..	3	..	..
Motor Inspection Cars (Petrol)	3	..	..	..	..	..	3	..	..
Pay Cars .. ..	..	..	..	..	..	..	..	..	..
Other Vehicles	135	..	..	..	..	..	135	..	..
Total	797	..	..	1	..	..	798	..	..
ROAD MOTOR VEHICLES.									
	Number.	Passengers.	Passengers.	Number.	Total.	Average per Vehicle.	Number.	Total.	Average per Vehicle.
Coaches (Passengers)	20	496	25	..	..	..	20	496	25
Trucks (Goods)	8	Tons. 21	Tons. 2·6	..	..	..	8	Tons. 21	Tons. 2·6
Total	28	..	..	..	..	..	28	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1918 TO 30th JUNE, 1928.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employees while in the Execution of their Duty.						Employees proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.				Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.											
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1918-19	..	41	..	2	6	172	.000	.366	1	31	3	56	4	166	1	3	11	15	21	6	5	18	52	510
1919-20	..	32	..	4	8	170	.000	.238	..	33	4	35	4	129	1	4	10	15	8	7	3	22	38	451
1920-21	..	18	..	..	3	187	.000	.133	2	46	2	76	5	206	2	3	10	14	16	18	1	29	41	597
1921-22	..	10	..	1	10	134	.000	.070	1	35	4	49	9	142	..	2	12	12	19	7	3	16	58	405
1922-23	..	5	..	6	6	134	.000	.032	1	33	2	34	7	116	1	2	11	11	20	10	3	21	51	372
1923-24	..	3	..	4	8	112	.000	.017	..	29	2	36	8	146	3	2	10	15	18	2	2	13	51	362

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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.		
1924-25	..	..	..	1	.000	.000	7	133	5	103	..	..	..	..	5	44	..	5	3	2	12	3	15	3	..	4	47	298
1925-26	3	153	..	..	.017	.910	8	186	11	89	1	2	..	..	7	33	..	1	2	1	28	25	18	8	..	..	78	498
1926-27	..	12	..	..	.000	.071	4	171	2	32	1	3	..	..	1	40	2	5	4	1	11	25	28	3	..	..	53	292
1927-28	..	15	..	..	.000	.091	9	148	1	13	..	..	..	1	12	25	1	8	..	..	17	22	20	6	..	..	60	238

The form of this return has been altered as from 1st July, 1924, in accordance with a decision of the Interstate Conference of Railway Commissioners.
In all cases, only Casualties in connexion with train working and the movement of rolling-stock are included.

APPENDIX No. 12.

STATISTICAL STATEMENT.

Particulars.	Year 1927-8.	Year 1926-7.
Average Mileage of Railways open for Traffic	4,661	4,627
PASSENGER TRAFFIC.		
Passenger Train Mileage	4,540,549	4,487,658
{ Country	7,374,517	7,358,600
{ Suburban	£2,540,286	£2,760,915
Passenger Earnings	£2,818,489	£2,880,117
{ Country	8,181,235	9,083,149
{ Suburban	156,393,635	160,154,499
Number of Passengers Carried	465,565,145	516,904,711
{ Country	951,404,696	959,402,370
{ Suburban	56·91	56·91
Average Miles each Passenger was carried	6·03	5·99
{ Country	17·62	19·14
{ Suburban	24·77	24·63
Average Number of Passengers per Car Mile	6s. 2·52d.	6s. 0·95d.
Average Earnings from Each Passenger	4·32d.	4·32d.
{ Country	1·31d.	1·28d.
{ Suburban	·71d.	·72d.
<i>Per Average Mile of Railway Open</i>		
Number of Passengers Carried	1,772	1,979
{ Country	748,295	785,071
{ Suburban	100,837	112,640
Number of Passengers Carried One Mile	4,552,176	4,702,953
{ Country	983	978
{ Suburban	35,285	36,072
Passenger Train Mileage	£550·08	£601·64
Passenger Earnings	£13,485·50	£14,118·22
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers	102·53	115·18
{ Country	129·01	130·38
{ Suburban	5·82	5·58
Average Number of Cars	5·21	5·29
Average Earnings from Passengers	11s. 2·27d.	12s. 3·65d.
{ Country	7s. 7·73d.	7s. 9·93d.
GOODS TRAFFIC PAYING.		
Goods Train Mileage	5,779,862	6,184,491
Goods Earnings	£5,763,701	£6,344,096
Number of Tons Carried	8,117,961	9,234,923
Number of Tons Carried One Mile	737,855,647	882,918,391
Average Haul per Ton of Goods	90·89	95·61
Average Tonnage per Loaded Truck	8·29	8·78
Average Train Load (Tons)	164	173
Average Earnings per Ton	14s. 2·44d.	13s. 8·87d.
Average Earnings per Ton Mile	1·87d.	1·72d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	390	394
Average Number of Vehicles per Train—Loaded	16·24	22·18
Average Number of Vehicles per Train—Empty	5·94	8·09
<i>Per Average Mile of Road Open.</i>		
Number of Tons Carried (Paying Traffic)	1,742	1,996
Number of Tons Carried One Mile (Paying Traffic)	158,304	190,819
Goods Train Mileage	1,240	1,337
Goods Earnings	£1,237	£1,371
<i>Per Goods Train Mile.</i>		
Average Earnings	19s. 11·33d.	20s. 6·19d.

* Exclusive of Road Motor, Passenger and Goods Traffic.

APPENDIX No. 13.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1928.

Receipts.	Amount.	Expenditure	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1927	99,947 4 10	By Expenditure for the year ended 30th June, 1928—	
„ Payment to Fund during the year ended 30th June, 1928, included in the Working Expenses of the Year	31,468 2 6	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	2,164 11 11
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	1,223 14 0
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b) ... ..	...
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees	7,834 18 9
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	4,609 9 4
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	16,385 10 10
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c.	668 7 4
		„ Balance at 30th June, 1928	98,528 15 2
	£131,415 7 4		£131,415 7 4

APPENDIX No. 14.

NUMBER OF STAFF IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1928, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1927, ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT UNDER THE ORIGINAL PENSIONS SCHEME APPLICABLE TO THOSE HOLDING OFFICE AT 1ST NOVEMBER, 1883.

Branch.	At 30th June, 1928.	At 30th June, 1927.
Secretary's	1	2
Accountancy and Audit of Receipts	4	7
Rolling-Stock	9	16
Stores	2	1
Transportation and Traffic	19	25
Way and Works	5	9
Signal and Telegraph	2	4
TOTAL	42	64

APPENDIX No. 15.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1928.

	Construction Branch Vote.	Developmental Railways Account.	Loan Application Acts (including Treasury Advances).	Credits to Loan Funds.	Net Expenditure.
	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.					
Albion to Broadmeadows	2,136	.. ..	284,199 7 3	.. ..	286,335 7 3
Bowser to Peechelba	124	9,653 15 6	2,933 10 9	.. ..	12,711 6 3
Darling to Glen Waverley	620	.. ..	14,525 7 1	.. ..	15,145 7 1
Gorok to Morea	95	.. ..	1,384 15 0	.. ..	1,479 15 0
Hopetoun to Patchewollock .. .. .	..	24 0 0	.. ..	.. ..	24 0 0
Marnoo to Wallaloo	540	.. ..	2,146 15 1	.. ..	2,686 15 1
Morwell Brown Coal Railway	Cr. 35	.. ..	136 1 8	.. ..	101 1 8
Nowingi to Millewa South	232	.. ..	6,748 1 8	.. ..	6,980 1 8
South Kensington to West Footscray	2,154	.. ..	327,373 16 1	.. ..	329,527 16 1
Surveys .. .. .	..	.. ..	15,075 17 0	.. ..	15,075 17 0
NEW SOUTH WALES BORDER LINES AND BRIDGES.					
Annuello to Bumbang	6	.. ..	298 10 11	.. ..	304 10 11
Euston to Lette	926	.. ..	33,560 0 10	.. ..	34,486 0 10
Gonn Crossing to Stony Crossing	1,295	.. ..	37,565 12 5	.. ..	38,860 12 5
Kerang to Gonn Crossing .. .. .	..	.. ..	17 15 4	.. ..	17 15 4
Moama to Balranald	258	.. ..	Cr. 4,653 7 11	.. ..	Cr. 4,395 7 11
Yarrowonga to Oaklands	911	.. ..	21,690 2 3	.. ..	22,601 2 3
Bridge over River Murray at Euston	423	.. ..	Cr. 3,554 13 1	.. ..	Cr. 3,131 13 1
Bridge over River Murray at Gonn Crossing .. .. .	..	.. ..	Cr. 1,880 12 7	.. ..	Cr. 1,880 12 7
	9,685	9,677 15 6	737,566 19 9	.. ..	756,929 15 3
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.					
Additions and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, and new stations, &c., and other works, including the purchase of land..	..	.. ..	38,983 11 8	.. ..	.. ..
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ashpits, turntables, water supply, coaling plants, and other works, including the purchase of land .. .. .	..	.. ..	12,185 0 11	.. ..	.. ..
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working, including the purchase of land .. .. .	..	.. ..	9,045 14 6	.. ..	.. ..
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast .. .. .	..	.. ..	180,658 4 1	.. ..	.. ..
Additions and improvements to level crossings, cattle-pits, and stops, including the purchase of land .. .. .	..	.. ..	2,944 13 3	.. ..	.. ..
Additional and improved dwelling accommodation for employees, including the purchase of land .. .. .	..	.. ..	13,935 11 11	.. ..	.. ..
Additional telegraph and telephone lines (including instruments) .. .. .	..	.. ..	22,369 9 0	.. ..	.. ..
Additional electric lighting .. .. .	..	.. ..	2,175 13 1	.. ..	.. ..
Additional accommodation, plant, and equipment at refreshment rooms, including the purchase of land .. .. .	..	.. ..	6,909 4 7	.. ..	.. ..
Bridges, including additions and improvements and strengthening, including the purchase of land .. .. .	..	.. ..	27,922 12 6	.. ..	.. ..
Provision of plant and equipment, including motor vehicles, cars for repair gangs, &c. .. .. .	..	.. ..	11,928 18 11	.. ..	.. ..
Ararat—Improved station yard, locomotive facilities, and other accommodation, including the purchase of land .. .. .	..	.. ..	30,669 16 4	.. ..	.. ..
Barnawartha—Facilities for crossing trains, additional siding accommodation, and improvements to stock yards .. .. .	..	.. ..	7,252 18 0	.. ..	.. ..
Barnes—Additional and improved track work, stock-yard accommodation, &c. .. .. .	..	.. ..	10,140 0 0	.. ..	.. ..
Bendigo and Korong Vale (between)—Provision of selector telephone system .. .. .	..	.. ..	2,935 11 3	.. ..	.. ..
Carried forward .. .. .	..	.. ..	380,057 0 0	.. ..	.. ..

APPENDIX No. 15—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1928—continued.

	Construction Branch Vote.	Developmental Railways Account.	Loan Application Acts (including Treasury Advances).		Credits to Loan Funds.		Net Expenditure.	
	£	£	£	s. d.	£	s. d.	£	s. d.
Brought forward	380,057	0 0				
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES—continued.								
Colac—Improved station, yard, locomotive facilities, and other accommodation, including the purchase of land	2,306	3 1				
Cressy and Ararat (between)—Provision of selector telephone system	4,968	2 1				
Dandenong—Improved station, yard, and other accommodation, including the provision of bridges, pedestrian subway, closing of level crossing, diversion of roads, and the purchase of land	45,004	18 5				
Essendon—Provision of an additional crossover	2,896	9 6				
Footscray—Erection of shops at Nicholson-street	6,900	0 0				
Geelong and Cressy (between)—Provision of selector telephone system	2,437	4 11				
Hamilton—Additional and improved locomotive facilities, &c., including the purchase of land	15,413	18 8				
Jolimont Junction to Richmond and South Yarra and Richmond to Hawthorn—Duplication and regrading of the Caulfield and Hawthorn lines, including the purchase of land	2,787	10 4				
Korong Vale—Increased water catchment	4,363	18 10				
Korong Vale and Ultima (between)—Provision of selector telephone system	4,038	6 3				
Laverton and Werribee (between)—Facilities for crossing trains	2,421	6 3				
Melbourne and Ballarat (between)—Provision of selector telephone system	5,558	18 1				
Melbourne and Geelong (between)—Provision of an additional telephone line	2,521	17 1				
Melbourne and Serviceton (between)—Track-locking crossing stations	8,370	9 3				
Melbourne Yard—Re-arrangement and extension of the passenger and goods yards, &c., including the purchase of land	38,647	5 8				
Mildura—Improved station yard, locomotive facilities, and other accommodation, including the purchase of land	15,141	11 1				
Mildura and Abbotsford—Construction of bridges over River Murray	21,688	6 6				
McKinnon—Provision of interlocked gates	2,336	3 2				
Newport Workshops—Additions and extensions to shops, sidings, machinery, and other works, including fire protection and the purchase of land	24,656	1 6				
Newport and Laverton (between)—Facilities for crossing trains, including the purchase of land	2,396	14 4				
New South Wales Border Railways—Additions and improvements to the various lines	7,652	13 7				
North Melbourne—Provision of mechanical coal-ing plant	7,281	18 4				
Ouyen—Additional locomotive facilities, including 70-ft. turntable, &c., and purchase of land	2,994	13 8				
Pakenham—Additions and improvements to station yard, stock yards, &c.	3,588	11 5				
Serviceton—Additions and improvements to tracks and extension of platform	3,501	2 7				
Spotswood and Newport (between)—Amalgamation of Way and Works Branch Workshops, including the purchase of land	51,734	10 1				
St. Kilda to Brighton Electric Street Railway—Additions and improvements to the Elwood sub-station to provide for the conversion from manual to automatic control	8,023	2 4				
Traralgon—Improved station yard and other accommodation, including the purchase of land	3,642	5 0				
Various—Additions and improvements to the power-house, sub-stations, overhead equipment, &c., in connexion with the electrical operation of the Melbourne Suburban lines, including the purchase of land	55,211	8 4				
Various—Provision of drag-line excavator	3,829	10 0				
Various—Construction of roadway between Flinders-street Extension and Napier-street Bridge, Footscray	9,122	4 1				
Carried forward	751,494	4 5				

APPENDIX No. 15—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1928—*continued.*

	Construction Branch Vote.	Developmental Railways Account.	Loan Application Acts (including Treasury Advances).	Credits to Loan Funds.	Net Expenditure.
	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward .. ..	..	..	751,494 4 5		
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued.</i>					
Various Lines—Installation of power signalling	..	..	159,454 9 6		
Werribee—Improvements to station yard and other accommodation .. ..	..	..	3,714 8 11		
Wodonga—Improved locomotive facilities, in- cluding the purchase of land .. ..	..	..	4,165 15 6		
Workshops Machinery—	£ s. d.				
Newport Workshops ..	59,269 9 6				
Newport Signal Shops ..	4,833 6 9				
Ballarat Workshops ..	12 10 4				
Bendigo Workshops ..	1 0 7				
			64,116 7 2		
Gross Expenditure .. ..	..	..	982,945 5 6		
Less credits on account of sales of land, materials, &c., abolition of structures, and depreciation of assets originally charged to Capital ..	..	..	..	Cr. 60,145 15 1	922,799 10 5
ROLLING STOCK.					
Carriage stock .. ..	..	..	203,518 11 3	Cr. 11,376 0 0	192,142 11 3
Locomotives .. ..	..	..	189,998 13 5	Cr. 199,582 0 0	Cr. 9,583 6 7
Trucks .. ..	..	..	244,427 19 4	Cr. 50,418 0 0	194,009 19 4
St. Kilda and Brighton Electric Tramway—					
Rolling Stock .. ..	..	..	Cr. 245 1 1	Cr. 1,000 0 0	Cr. 1,245 1 1
Sandringham to Beaumaris Electric Tramway—					
Rolling Stock .. ..	..	..	Cr. 17 12 7	..	Cr. 17 12 7
Vans and Sundry Stock .. ..	..	..	29,703 2 4	..	29,703 2 4
Road Motor Coaches .. ..	..	..	5,459 3 2	Cr. 20,000 0 0	Cr. 14,540 16 10
Road Motor Freight Trucks ..	..	..	2,463 7 11	Cr. 351 4 1	2,112 3 10
			675,308 3 9	Cr. 282,727 4 1	392,580 19 8
TOTALS	9,685 0 0	9,677 15 6	2,395,820 9 0	Cr. 342,872 19 2	£2,072,310 5 4

APPENDIX No. 16.

STATEMENT OF LOANS AT 30TH JUNE, 1928, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1927-28.

Act	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Earliest	Latest.	
No. 1562 ...	3	700,000	0	0	21,000	0	0	105	0	0	21,105	0	0	1st January, 1929	1st January, 1949	London
	3	3,080,389	7	4	92,411	13	7	435	2	9	92,846	16	4	1st January, 1929	1st January, 1949	Melbourne
	3½	3,718,478	14	3	130,146	15	1	544	10	9	130,691	5	10	1st October, 1929	1st October, 1949	London
No. 1560 ...	4	965,681	4	0	38,627	4	11	144	17	0	38,772	1	11			
	5	14,763,044	7	10	735,952	6	9	2,140	14	2	738,093	0	11			
	5	1,926,435	16	9	96,321	15	10	233	18	1	96,555	13	11			
	5½	2,850,400	0	0	156,772	0	0	414	13	8	157,196	13	8			
No. 1468 ...	3	982,718	17	11	29,481	11	4	...	...	...	29,481	11	4			
No. 1564 ...	3	24,426	18	10	732	16	2	...	...	...	732	16	2	...	30th September, 1917	Melbourne
No. 1623 ...	3	257,701	0	0	7,731	0	7	...	...	...	7,731	0	7	...	...	...
No. 1659 ...	3	500,000	0	0	15,000	0	0	...	...	...	15,000	0	0	1st July, 1921	1st July, 1930	Melbourne
No. 1753 ...	3	313,438	14	4	9,403	3	3	...	...	...	9,403	3	3	1st January, 1923	1st January, 1932	Melbourne
No. 1901 ...	3	36,890	2	3	1,106	14	0	...	...	...	1,106	14	0	1st January, 1934	1st January, 1954	Melbourne
No. 1990 ...	3½	258,966	13	10	9,063	16	8	...	...	...	9,063	16	8	30th September, 1917	...	Melbourne
	3	256	15	4	7	14	0	...	...	...	7	14	0			
	3½	880,500	0	0	30,817	10	0	...	...	...	30,817	10	0	30th September, 1917	24th October, 1946	Melbourne
	4	104,981	4	4	4,199	5	0	...	...	...	4,199	5	0			
	4½	126,000	0	0	6,052	14	5	...	...	...	6,052	14	5			
	4¾	64,515	0	0	3,064	9	3	...	...	...	3,064	9	3			
	4¾	...	...	...	147	5	0	...	...	...	147	5	0			
No. 2026 ...	5	9,177,493	0	10	428,715	11	3	...	...	...	428,715	11	3			
	5	572,763	5	1	28,638	3	3	57	5	6	28,695	8	9			
	5½	50,000	0	0	2,552	10	0	...	...	...	2,502	10	0			
	5½	2,630,955	1	10	137,445	18	4	...	...	...	137,445	18	4			
	5½	109,091	16	9	6,000	1	0	16	7	1	6,016	8	1			
	5½	7,453,698	8	4	409,953	8	3	...	...	...	409,953	8	3			
	6	1,132,762	19	4	67,965	15	6	...	...	...	67,965	15	6			

APPENDIX No. 16—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1928, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1927-28—continued.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Earliest.	Latest.	
No. 2041 ...	3½	259,778	14	9	9,092	5	1	...	9,092	5	1	30th September, 1917	1st October, 1930	Melbourne		
No. 2116 ...	3½	150,000	0	0	5,250	0	0	...	5,250	0	0	30th September, 1917	1st January, 1929	Melbourne		
No. 2167 ...	3½	1,000,000	0	0	35,000	0	0	150 0 0	35,150	0	0	1st October, 1929	1st October, 1949	Melbourne		
No. 2161 ...	3	300,000	0	0	9,000	0	0	...	9,000	0	0	30th September, 1917	...	London		
No. 2163 ...	3½	44,169	0	0	1,545	18	4	...	1,545	18	4	1st August, 1913	1st October, 1944	Melbourne		
No. 2308 ...	4	288,888	15	8	11,738	16	1	...	11,738	16	1	1st June, 1931	...	Melbourne		
No. 2323 ...	3½	442,900	0	0	15,501	10	0	...	15,501	10	0	30th September, 1917	1st October, 1946	Melbourne		
No. 2428 ...	4	1,991,000	0	0	79,640	0	0	297 7 2	79,937	7	2	1st April, 1940	1st April, 1960	Melbourne		
No. 2480 ...	5½	1,034,700	0	0	56,908	10	0	476 2 9	57,384	12	9			London		
No. 2481 ...	4	140,000	0	0	5,600	0	0	...	5,600	0	0					
No. 2530 ...	5	284,700	0	0	14,235	0	0	42 14 2	14,277	14	2					
No. 2531 ...	5½	2,215,300	0	0	121,841	10	0	...	121,841	10	0					
	3	139	7	0	18	12	11	...	18	12	11					
	4	426	14	6	8	10	8	...	8	10	8					
No. 2794 ...	3	53,390	0	1	1,713	2	3	...	1,713	2	3					
	4	3,401	0	1	68	1	5	...	68	1	5					
No. 2968 ...	5¼	100,000	0	0	5,250	0	0	...	5,250	0	0					
	5½	150,000	0	0	7,875	0	0	...	7,875	0	0					
No. 3012 ...	3	7,212	5	0	241	17	8	...	241	17	8					
	4	71,700	17	7	2,849	4	4	...	2,849	4	4					
	5¼	83,000	0	0	4,357	10	0	...	4,357	10	0					
	3	26,360	8	3	853	3	6	...	853	3	6					
No. 3063 ...	4	3,806	2	8	105	17	0	...	105	17	0					
	5	85	9	0	4	5	5	...	4	5	5					
	5½	199,760	0	0	11,711	5	9	...	11,711	5	9					
	6	8,834	2	6	530	0	11	...	530	0	11					
No. 3189 ...	4	40,501	0	3	...	...	...	...	...	...	...
	5	461,000	0	0	1,962	10	0	...	1,962	10	0					
	5½	...	...	...	2,407	7	0	...	2,407	7	0			

No. 3233	4 ³ / ₄	252,230 0 0	11,980 18 6	37 15 9	12,018 14 3
No. 3274	5	3,247,770 0 0	162,388 10 0	585 14 4	162,974 4 4
No. 3298	5	1,500,000 0 0	55,224 5 10	...	55,224 5 10
No. 3200	5	165,000 0 0	8,250 0 0	...	8,250 0 0
No. 3476	5	...	19,142 9 4	...	19,142 9 4
No. 3476	5	2,489,067 15 2	40,085 15 0	...	40,085 15 0
Loans from State Redemption Funds	4 ¹ / ₂	3,349,069 3 9	150,708 2 3	...	150,708 2 3
Loans from Railways Sinking Fund ... ..	...	173,785 6 0	...	...	...
Total amount of current loans at 30th June, 1928	...	73,419,565 11 5	3,330,411 2 8	5,692 3 2	3,336,103 5 10
Add—Interest on amounts charged to Public Account Advances Account, &c. ... ..	...	...	4,554 0 10	...	4,554 0 10
			3,334,965 3 6	5,692 3 2	3,340,657 6 8
Less Interest Paid by the Commonwealth Government on Transferred Railways Properties ... ..	...	...	45 0 0	...	45 0 0
			3,335,010 3 6	5,692 3 2	3,340,612 6 8
Less Discount and Expenses on the Sale of Debentures 3,187,859 9 3					
Deduct Net Premiums on Debentures 453,928 14 6					
		2,733,930 14 9			
Total Net Proceeds of Current Loans at 30th June, 1928 ... ..	...	70,685,634 15 8			

APPENDIX No. 17.

DETAILED STATEMENT OF COST OF GENERATING ELECTRIC CURRENT AT
THE NEWPORT POWER HOUSE, "A" STATION.

	Year 1927-28.	Year 1926-27.
	£	£
Operating costs	288,688	306,729
Freight on Wonthaggi, &c., coal carried by the Department for which the cost incurred is included in the operating costs of other Branches—mainly the Transportation and Rolling Stock Branches	55,537	53,971
Interest on Total Capital Cost of the Power House	70,506	70,969
Total	414,731	431,669
Number of Units generated—		
For Departmental Purposes—	No.	No.
Traction and Train Lighting	141,421,305	144,472,632
Railway Electric Tramways	2,612,535	2,560,468
Power Signalling	1,230,558	1,098,371
Railway Workshops	7,718,665	7,456,827
Lighting of Stations, Yards, &c.	3,403,846	3,422,784
Total—Departmental Services	156,386,909	159,011,082
For bulk supplies to the Melbourne Electric Supply Co., and to Industrial Establishments	12,805,864	26,171,768
Total—All Services	169,192,773	185,182,850
	Pence.	Pence.
Average cost per unit generated	·588	·559

NOTE.—The costs do not include charges in connexion with the proposed Antiquation Fund, for which Parliamentary authority has not yet been obtained

APPENDIX No. 18.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA AND
BRIGHTON ELECTRIC TRAMWAY.

	Year 1927-28.	Year 1926-27.
Average Mileage of Railway Worked	5.18	5.18
Car Mileage	566,243	568,184
Number of Passengers carried	5,561,619	5,856,796
Average Fare paid per Passenger	2.36d.	2.25d.
GROSS REVENUE—		
Passengers	£54,768	£55,023
Parcels	3	5
Miscellaneous	431	566
TOTAL GROSS REVENUE	£55,202	£55,594
Per Passenger Car Mile	23.40d.	23.48d.
Per Mile of Single Track	£5,328	£5,366
ORDINARY WORKING EXPENSES—		
Transportation Account	£22,097	£22,379
Way and Works Account	5,703	8,263
Rolling Stock Account	9,221	8,810
Power Account	8,349	7,341
General Expenditure	1,158	1,029
Payment into Railway Accident and Fire Insurance Fund	133	257
TOTAL WORKING EXPENSES	£46,661	£48,079
Per cent. of Gross Revenue	84.53	86.48
Per Passenger Car Mile	19.78d.	20.31d.
Per Mile of Single Track	£4,504	£4,641
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£8,541	£7,515
INTEREST ON THE TOTAL CAPITAL COST	£9,525	£9,347
LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES..	<i>Loss</i> £984	<i>Loss</i> £1,832

APPENDIX No. 19.

DETAILED STATEMENT OF RESULTS OF WORKING THE SANDRINGHAM AND
BEAUMARIS ELECTRIC TRAMWAY.

	Year 1927-28.	Year * 1926-27.
Average Mileage of Railway Worked	4.61	4.61
Car Mileage	189,785	182,331
Number of Passengers carried	1,716,524	1,809,880
Average Fare Paid per Passenger	2.08d.	1.98d.
GROSS REVENUE—		
Passengers	£14,863	£14,927
Parcels	5	..
Miscellaneous	208	282
TOTAL GROSS REVENUE	£15,076	£15,209
Per Passenger Car Mile	19.06d.	20.02d.
Per Mile of Single Track	£2,160	£2,179
ORDINARY WORKING EXPENSES—		
Transportation Account	£6,208	£6,476
Way and Works Account	4,274	4,716
Rolling Stock Account	1,990	1,588
Power Account	1,959	2,037
General Expenditure	368	310
Payment into Railway Accident and Fire Insurance Fund	35	71
TOTAL WORKING EXPENSES	£14,834	£15,198
Per cent of Gross Revenue	98.39	99.93
Per Passenger Car Mile	18.76d.	20.00d.
Per Mile of Single Track	£2,125	£2,177
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£242	£11
INTEREST ON THE TOTAL CAPITAL COST	£6,817	£6,556
LOSS, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	£6,575	£6,545

* Inclusive of Section from Black Rock to Beaumaris opened on 1/9/26.

APPENDIX No. 20.

THE CHALET, MT. BUFFALO NATIONAL PARK.

CAPITAL EXPENDITURE.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) £18,900	18,900	0	0			
Additions and improvements to 30th June, 1928	52,617	14	9			
				71,517	14	9
Equipment	28,457	9	6			
Stock on Hand	4,244	15	8			
				32,702	5	2
				104,219	19	11

WORKING ACCOUNT FOR THE FINANCIAL YEAR ENDED 30TH JUNE, 1928.

Dr.		Cr.	
	£ s. d.		£ s. d.
Stores, Freight and Cartage ..	9,462 13 0	Accommodation and Buffet Sales ..	24,776 3 2
Superintendence, Salaries, Wages, and General Charges ..	16,541 9 11	Hire of Sports Material ..	1,390 11 9
Interest on Cost of Chalet (including Additions and Improvements) and Equipment and Stock ..	5,817 5 9	Motor Services ..	5,170 9 4
		Loss ..	484 4 5
	<u>31,821 8 8</u>		<u>31,821 8 8</u>

APPENDIX No. 21.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1928.

Cost of Coaches and Garages	£63,308	2	7
Less Depreciation written off	33,805	9	11
Balance of Cost at 30th June, 1928	£29,412	12	8

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1928.

Dr.		Cr.	
	£ s. d.		£ s. d.
Working Expenses—		Revenue	£60,273 3 8
Superintendence, Printing, Advertising, &c. £2,540 8 5		Loss	18,057 16 0
Operating expenses, Licences and Registration Fees ..	29,562 8 1		
Repairs and Renewals, Tools, &c. ..	23,564 7 9		
Maintenance of Garages, &c. ..	120 18 6		
	<u>£55,788 2 9</u>		
Interest	2,542 16 11		
Depreciation Written off	20,000 0 0		
	<u>£78,330 19 8</u>		<u>£78,330 19 8</u>

APPENDIX No. 22.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1928.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1928.	In existence at 30th June, 1928.	Deficiency.	Cost of making good Deficiency.
Steam Locomotives (tractive power)	14,345.480 lbs.	14,134.967 lbs. (a) ¶	210,513 lbs.	£ 73,680
Electric Locomotives (tractive power)	43,680 lbs.	43,680 lbs.	...	...
Carriage Stock (floor area)	706,601 sq. ft.	706,400 sq. ft. (b)	204 sq. ft.	1,632
Van Stock (floor area)	172,623 sq. ft.	172,560 sq. ft. (c)	63 sq. ft.	283
Sundry Stock (floor area)	37,278 sq. ft.	37,141 sq. ft. (d)	137 sq. ft.	240
Truck Stock (carrying capacity)	274,219 tons	274,219 tons (e)	...	...
				75,835
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1928				£76,140
Rail Motors (floor area)	8,708 sq. ft.	8,601 sq. ft. (f)	107 sq. ft.	£1,070
Electric Tramway Stock (floor area)	8,800 sq. ft.	8,800 sq. ft.	...	...
Road Motor Coaches	£18,315	£18,315	...	...
Road Motor Trucks	£7,187	£7,187	...	...

¶ Equivalent tractive power is included in these figures to represent expenditure on Stock under construction, but not completed at 30th June, 1928.

(a) 34 Locomotives have been written down to the tractive power represented by their value as scrap materials

(b) 396 vehicles have been written down to internal floor area represented by their value as scrap materials. Only 60 per cent. of internal floor area of 34 cars and 50 per cent. of 2 cars included on account of these vehicles being owned jointly with the South Australian Railways.

(c) 39 vehicles have been written down to internal floor area represented by their value as scrap materials, also the van compartments of 53 combined cars and vans. Only 60 per cent. of internal floor area of 6 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.

(d) 161 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half area.

(e) 1019 "I," 6 "N," 87 "K," 85 "H," 15 "Q," 18 water, 21 HD, 7 ID, 24 PV, 11 R, 72 U, 1 Gas trucks (total 1,366) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo" (breakdown) trucks to half tonnage capacity.

(f) 11 vehicles have been written down to floor area represented by their value as scrap materials.

APPENDIX No. 23.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO
REVENUE AND WORKING EXPENSES (*VIDE* PAGE 7).

REVENUE.

The Revenue of the Railways was	£12,882,760	19	5
And of the St. Kilda and Brighton Electric Tramway ...	£55,201	19	10
And of the Sandringham to Beaumaris Tramway ...	15,076	7	3
		<u>70,278</u>	<u>7 1</u>
Making a total of	£12,953,039	6	6
That total includes the net amount of accounts due but unpaid at 30th June, 1928, which amount is not included in the Treasury figures because it was not received on that date, and which, in order to agree with the Treasury, must be deducted, viz.		52,648	19 0
		<u>£12,900,390</u>	<u>7 6</u>
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1927, which were paid in 1927-28, and therefore included in the Treasury figures, and which therefore require to be added, viz. ...		74,575	9 11
The Revenue as shown by the Treasury is thus	£12,974,965	17	5

WORKING EXPENSES.

The Working Expenses of the Railways amounted to	£10,025,829	2	6
And of the Electric Tramways and Road Motor Services	140,307	2	11
Making a total of	£10,166,136	5	5

In order to bring this sum into agreement with the Treasury figures the following amounts must be deducted :—

(1) Amount of wages and accounts unpaid at 30th June, 1928, which will be debited by the Treasury in the year or years in which they are paid	£9,476	5	6
(2) Amounts paid in 1927-28 by public bodies in respect of works carried out for them by the Railway Department in previous years, which amounts were credited in the Treasury figures for 1927-28, but not in the Railway Working Expenses	25,747	7	5
		<u>35,223</u>	<u>12 11</u>
		£10,130,912	12 6

And on the other hand the following amounts must be added :—

(1) Amount of wages and accounts unpaid at 30th June, 1927, paid and charged by the Treasury in the year 1927-28, but debited by the Railways in previous years	£12,484	9	11
(2) Amount of expenditure incurred, and defrayed from the Vote of 1927-28, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1928, and not charged to the Railway Working Expenses	23,131	4	0
(3) Amount of Interest paid on advances to Railways Stores Suspense Account from Public Account —Advances Account	7,000	0	0
		<u>42,615</u>	<u>13 11</u>
		£10,173,528	6 5

APPENDIX No. 23—*continued.*RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES, ETC.—*continued.*

The Working Expenses as shown by the Treasury are :—

Division 88, subdivision 1 of the Appropriation Act 1927-28	£9,533,093	19	0
Division 88, subdivision 2 (Railway Accident and Fire Insurance Fund)	31,468	2	6
Division 88, subdivision 2—(To repay to Capital Account, in respect of rolling stock retired from service)	250,000	0	0
Division 88, subdivision 3—Amount paid to the State of South Australia account adjustment Border Railways	6,156	0	0
Division 88, subdivision 4—Repayment to Capital Account, in connexion with the North Geelong and Fyansford Line	758	0	0
Division 88, subdivision 5—Interest on Advance from Public Account—Advance Account to Railway Stores Suspense Account	7,000	0	0
Division 88, subdivision 6—Salary of the Chairman of the Board of Discipline from 1/7/27 to 30/6/28	601	10	5
Division 91, Pensions, Gratuities	5,661	1	9
Act No. 2716, Pensions, Gratuities	207,419	6	11
Act No. 2814/3011 (Commissioners' Salaries)	8,500	0	0
Act No. 3408, Payment to Superannuation Fund	122,870	5	10
	<hr/>	<hr/>	<hr/>
	£10,173,528	6	5

APPENDIX No. 24.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1928.

Section.	Miles.	Date opened.
Marnoo to Wallaloo	6.40	25th July, 1927
Bowser to Peechelba	12.32	31st October, 1927
Murrabit to Stony Crossing	38.59	16th March, 1928
Fawkner to Somerton—Re-opened for traffic	5.22	15th March, 1928

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1928.

Section.	Miles.
South Kensington to West Footscray	2½
Albion to Broadmeadows	8½
Yarrawonga to Oaklands	37
Darling to Glen Waverley	5½
Nowangi to Millewa South	35½
Euston to Lette	30
	<hr/>
	119½

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1928.

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 Nangula	9
	<hr/>
	39½

APPENDIX No. 25.

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 1927-28.	5' 3" gauge ...	3.30	6.57	2.5	316.11	4246.51	4574.99	4932.31	1001.65	5933.96
	2' 6" gauge ...	...	...	...	.21	121.56	121.77	121.98	9.89	131.87
	Total ...	3.30	6.57	2.5	316.32	4368.07	4696.76	5054.29	1011.54	6065.83
	Electric Tramway, 5' 3" gauge ...	...	...	...	5.18	...	5.18	10.36	1.14	11.50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2.21	2.40	4.61	6.82	.26	7.08
Grand Total	3.30	6.57	2.5	323.71	4370.47	4706.55	5071.47	1012.94	6084.41	
Year 1926-27.	5' 3" gauge ...	3.30	6.57	2.5	316.11	4183.98	4512.46	4869.78	994.95	5864.73
	2' 6" gauge ...	...	...	...	.21	121.56	121.77	121.98	9.58	131.56
	Total ...	3.30	6.57	2.5	316.32	4305.54	4634.23	4991.76	1004.53	5996.29
	Electric Tramway, 5' 3" gauge ...	...	...	...	5.18	...	5.18	10.36	1.14	11.50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2.21	2.40	4.61	6.82	.26	7.08
Grand Total	3.30	6.57	2.5	323.71	4307.94	4644.02	5008.94	1005.93	6014.87	
		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 1927-28.	5' 3" gauge ...	3.30	6.57	2.5	316.11	4211.06	4539.54	4896.86	997.65	5894.51
	2' 6" gauge ...	...	...	...	.21	121.56	121.77	121.98	9.72	131.70
	Total ...	3.30	6.57	2.5	316.32	4332.62	4661.31	5018.84	1007.37	6026.21
	Electric Tramway, 5' 3" gauge ...	...	...	...	5.18	...	5.18	10.36	1.14	11.50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2.21	2.03	4.24	6.45	.26	6.71
Grand Total	3.30	6.57	2.5	323.71	4334.65	4670.73	5035.65	1008.77	6044.42	
Year 1926-27.	5' 3" gauge ...	3.30	6.57	2.5	316.11	4176.39	4504.87	4862.19	991.47	5853.66
	2' 6" gauge ...	...	...	...	.21	121.56	121.77	121.98	9.56	131.54
	Total ...	3.30	6.57	2.5	316.32	4297.95	4626.64	4984.17	1001.03	5985.20
	Electric Tramway, 5' 3" gauge ...	...	...	...	5.18	...	5.18	10.36	1.14	11.50
	Electric Tramway, 4' 8½" gauge ...	...	...	...	2.21	2.03	4.24	6.45	.26	6.71
Grand Total	3.30	6.57	2.5	323.71	4299.98	4636.06	5000.98	1002.43	6003.41	

APPENDIX No. 27.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1928 AND 1927.

	Year ended 30th June, 1928.						Year ended 30th June, 1927.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single Tickets	535,697	2,427,985	2,963,682	560,995	976,220	1,537,215	706,837	3,316,910	4,023,747	644,368	1,180,368	1,824,736
Return Tickets	495,517	2,711,457	3,207,974	191,097	578,592	769,689	504,451	2,409,489	2,913,940	170,299	537,856	708,155
Periodical Tickets	1,098,109	824,608	1,922,717	196,406	35,392	231,798	1,253,429	818,689	2,072,118	192,818	33,972	226,790
Workmen's Weekly Tickets ... ..	...	86,862	86,862	...	1,584	1,584	...	73,344	73,344	...	1,234	1,234
Total	2,130,323	6,050,912	8,181,235	948,498	1,591,788	2,540,286	2,464,717	6,618,432	9,083,149	1,007,485	1,753,430	2,760,915
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets	8,462,724	9,983,070	18,445,794	206,163	210,819	416,982	8,875,674	10,122,058	18,997,732	216,469	209,103	425,572
Return Tickets	28,598,731	41,039,997	69,638,728	641,201	769,141	1,410,342	30,771,453	42,956,570	73,728,023	690,517	791,634	1,482,151
Race and Special Picnic Tickets	546,753	917,335	1,464,088	26,107	31,974	58,081	634,424	936,799	1,571,223	31,953	33,480	65,433
Periodical Tickets	29,346,140	21,945,677	51,291,817	445,033	254,494	699,527	29,443,207	21,159,636	50,602,843	439,762	241,853	681,615
Workmen's Weekly Tickets ... ..	...	15,553,208	15,553,208	...	233,557	233,557	...	15,254,678	15,254,678	...	225,346	225,346
Total	66,954,348	89,439,287	156,393,635	1,318,504	1,499,985	2,818,489	69,724,758	90,429,741	160,154,499	1,378,701	1,501,416	2,880,117
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	69,084,671	95,490,199	164,574,870	2,267,002	3,091,773	5,358,775	72,189,475	97,048,173	169,237,648	2,386,186	3,254,846	5,641,032
ROAD MOTOR COACH SERVICES	...	...	497,314	...	...	60,246	...	...	198,362	...	...	37,527
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY... ..	...	...	5,561,619	...	...	54,768	...	...	5,856,796	...	...	55,023
SANDRINGHAM-BEAUMARIS ELECTRIC TRAMWAY ... ..	...	...	1,716,524	...	...	14,862	...	...	1,809,880	...	...	14,927

APPENDIX No. 28.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1928, AND 30TH JUNE, 1927.

Class of Goods.	Year ended 30th June, 1928.							Year ended 30th June, 1927.	
	Tons carried.	Percentage of each Class to Total Tonnage.	Revenue.	Percentage of each Class to Total Revenue.	Ton Miles.	Average Haul Miles Per Ton.	Average Rate Per Ton Mile.	Tons carried.	Revenue.
			£				d.		£
2nd Class ...	93,980	1·3	334,268	6·6	13,167,401	140·1	6·0	111,480	370,127
1st Class ...	117,773	1·6	278,613	5·5	12,136,529	103·0	5·5	129,757	310,887
"C" Class ...	196,100	2·6	453,969	9·0	24,202,600	123·4	4·5	200,698	443,337
"B" Class ...	228,893	3·0	289,200	5·8	20,941,666	91·4	3·3	257,272	311,642
"A" Class ...	411,507	5·6	381,558	7·6	40,367,897	98·0	2·2	458,146	448,757
Miscellaneous ...	222,286	3·0	82,703	1·6	14,621,369	65·7	1·3	263,363	114,246
Fish ...	4,781	·0	8,023	·2	579,632	121·2	3·3	4,944	7,685
Fruit ...	155,690	2·1	151,947	3·0	23,270,861	149·4	1·5	126,113	133,221
Butter ...	32,930	·5	55,243	1·0	4,265,836	129·5	3·1	33,841	56,731
Other Dairy Produce ...	31,967	·5	44,910	·9	2,461,057	76·9	4·3	34,864	48,695
Wine ...	12,656	·2	16,329	·3	2,275,804	179·8	1·7	9,689	14,586
Wool ...	87,874	1·2	234,633	4·7	12,494,937	142·1	4·5	99,575	272,048
Flour, Bran, Pollard, and Sharps ...	238,516	3·2	136,956	2·7	30,951,739	129·7	1·0	316,438	147,387
Wheat ...	618,501	8·2	338,122	6·7	90,348,352	146·0	·8	1,198,163	771,235
All other Agricultural Produce ...	469,099	6·3	293,334	5·8	57,276,640	122·0	1·2	462,503	265,770
Hay, Straw, and Chaff...	289,449	3·9	147,308	2·9	29,905,322	103·3	1·1	321,290	146,733
Fertilizers ...	394,507	5·3	138,452	2·8	60,458,275	153·2	·5	349,251	121,706
Minerals (including Coal, Coke, Ores, &c.) ...	482,500	6·5	158,515	3·2	31,374,850	65·0	1·2	553,753	174,704
Firewood ...	659,697	8·8	264,074	5·2	64,185,184	97·2	·9	678,764	265,880
Timber ...	336,148	4·5	191,529	3·8	30,967,501	92·1	1·4	369,408	192,990
Stone, Gravel, and Sand	1,758,760	23·5	400,611	8·0	68,155,964	38·7	1·4	1,989,918	417,583
All other Goods ...	613,131	8·2	540,571	10·7	30,914,787	50·4	4·1	679,258	558,178
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ...	...	...	100,760	2·0	...	...	...	...	100,225
Total Tonnage of Goods carried, and Total Revenue derived therefrom ...	7,456,745	100·0	5,041,628	100·0	665,324,203	89·2	1·8	8,648,488	5,694,353
Live Stock ...	661,216	...	711,909	...	72,531,444	109·6	2·3	586,435	649,743
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ...	8,117,961	...	5,753,537	...	737,855,647	90·8	1·8	9,234,923	6,344,096

Number of Live Stock.

	Year ended 30th June, 1928.	Year ended 30th June, 1927.
Calves ...	25,441	22,372
Cattle ..	511,775	479,513
Horses ...	39,029	36,265
Pigs ...	346,128	438,327
Sheep ...	9,759,017	8,116,945

NOTE—The difference between the amount of Total Revenue for Goods shown on Appendix No. 4 and that shown above is £10,164, representing prepaid goods in transit.

APPENDIX No. 29.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1928.

Year ended 30th June—	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock	Electrification of the Melbourne Suburban Lines.	Total.
	£	£	£	£	£
1909	129,976	269,752	158,558	...	558,286
1910	197,928	250,511	208,126	...	656,565
1911	253,882	328,125	397,826	...	979,833
1912	355,959	445,796	914,634	...	1,716,389
1913	397,915	516,630	816,785	27,976	1,759,306
1914	481,459	618,788	816,222	151,618	2,068,087
1915	535,610	700,846	726,209	751,980	2,714,645
1916	360,678	738,525	504,341	690,483	2,294,027
1917	153,501	274,569	264,869	532,102	1,225,041
1918	134,161	307,156	125,272	290,038	856,627
1919	135,167	228,276	94,586	479,464	937,493
1920	242,916	141,825	126,981	389,773	901,495
1921	306,205	484,367	168,988	572,737	1,532,297
1922	277,551	700,717	431,673	1,610,670	3,020,611
1923	286,942	681,768	181,174	773,314	1,923,198
1924	556,888	611,628	125,718	113,767	1,408,001
1925	525,138	651,147	245,473	74,135	1,495,893
1926	408,601	831,577	423,502	Cr. 271,607	1,392,173
1927	546,495	951,754	166,479	Cr. 2,300	1,662,428
1928	756,930	867,522	392,581	55,277	2,072,310
Total ...	7,043,902	10,601,279	7,290,097	6,239,427	31,174,705

APPENDIX No. 30.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
1854—Sept. 13	Flinders Street	Port Melbourne		20.1.53
1857—May 13	Flinders Street	St. Kilda		19.3.56
1859—Feb. 8	Prince's Bridge	Richmond		43
" Dec. 12	Richmond	Cremorne		43
" " 19	Windsor	North Brighton	16.62	42
1860—Sept. 24	Richmond	Pic-nic Station		43
" Dec. 22	Cremorne	Windsor ...		43
1861—April 13	Pic-nic Station	Hawthorn...		43
" Dec. 21	North Brighton	Brighton Beach		127
1857—June 25	Williamstown Junction	Geelong	38.51	8.2.53
1859—Jan. 17	Footscray	Williamstown Pier	5.87	8.2.53
" Feb. 10	Melbourne	Sunbury	23.95	35
1860—Oct. 21	Essendon Junction	Essendon	3.50	85
1861—July 8	Sunbury	Woodend	24.70	35
1862—April 11	North Geelong Junction	Ballarat	53.03	35
" " 25	Woodend	Kyneton	8.32	35
" Oct. 21	Kyneton	Bendigo	43.92	35
1864—Sept. 19	Bendigo	Echuca	55.13	35
1867—Nov. 30	Newmarket Junction	*Race-course	1.50	126
1872—April 18	Essendon	Schoolhouse-lane	54.00	348
" Aug. 26	Schoolhouse-lane	Seymour	2.29	348
" Nov. 20	Seymour	Longwood	23.38	348
1873—March 20	Longwood	Violet Town	20.54	348
" Aug. 18	Violet Town	Benalla	16.14	348
" Oct. 28	Benalla	Wangaratta	24.04	348
" Nov. 21	Wangaratta	Wodonga	41.60	348
1874—July 7	Castlemaine	Maryborough	33.02	415
" " 7	Ballarat	Creswick	11.05	415
" Aug. 11	Ballarat	Beaufort	28.65	415
" Oct. 6	Maryborough	Dunolly	13.82	415
" Nov. 16	Creswick	Clunes	11.19	415
1875—Feb. 2	Clunes	Maryborough	19.49	415
" April 7	Beaufort	Ararat	28.64	415
" July 7	Beechworth Junction	Everton	12.05	475
1876—Feb. 15	Ararat	Scallan's Hill	17.85	475
" April 14	Scallan's Hill	Stawell	1.00	475
" Sept. 19	Bendigo	Bridgewater	24.49	475
" " 30	Everton	Beechworth	10.21	475
" Oct. 21	Maryborough	Avoca	14.93	475
" Nov. 18	Bridgewater	Inglewood	4.44	475
" " 25	Geelong	Winchelsea	25.64	475
1877—March 13	Winchelsea	Birregurra	12.79	475
" April 24	Ararat	Dunkeld	47.02	475
" June 1	Sale	Morwell	39.10	475
" July 27	Birregurra	Colac	11.81	475
" Oct. 8	Oakleigh	Bunyip	38.77	475
" " 29	Dunkeld	Hamilton	19.04	475
" Dec. 1	Moe	Morwell	8.76	475
" " 19	Hamilton	Portland North	52.82	475
" " 19	Portland North	Portland Pier	1.00	475
1878—Feb. 1	Race-course Junction	†Geelong Race-course	1.96	580
" March 1	Moe	Bunyip	31.59	475
" Sept. 3	Dunolly	Bealiba	12.16	580
" Dec. 17	Stawell	Murtoa	35.44	580
" " 23	Bealiba	St. Arnaud	20.85	580
1879—Jan. 29	Springhurst	Wahgunyah	13.95	580
" Feb. 5	Murtoa	Horsham	18.00	580
" April 2	South Yarra	Oakleigh	7.05	604
" May 7	Warrenheip	Gordons	12.87	580
" " 21	Geelong	Queenscliff	20.72	580
1880—Jan. 13	Mangalore	Shepparton	45.25	603
" " 13	Toolamba	Tatura	6.83	636
" Feb. 16	Carlsruhe	Trentham	10.82	606
" March 17	Trentham	{Daylesford (inclnd- ing extension)	11.73	606
1881—June 7	Lancefield Junction	Lancefield	14.50	660
" Aug. 11	Waubra Junction	Ballarat Race-course	2.10	682
" Sept. 1	Shepparton	Numurkah	20.75	682
" Dec. 19	Caulfield	Mordialloc	9.86	682
1882—Jan. 26	St. Arnaud	Cope Cope	16.33	682
" April 3	Hawthorn	Camberwell	2.09	682
" " 15	Inglewood	Korong Vale	20.20	682
" " 22	Cope Cope	Donald	7.53	682
" July 1	Horsham	Dimboola	21.46	682
" Aug. 1	Mordialloc	Frankston	10.02	682
" Dec. 1	Camberwell	Lilydale	17.63	682
" " 15	Eaglehawk	Raywood	13.42	682
1883—April 20	Korong Vale	Charlton	22.62	682
		Carried forward	1,372.35	

* Trains run only as required for traffic.

† Dismantled 28th May, 1909.

APPENDIX No. 30—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number
		Brought forward...	1,372'35	
1883—June 14	Wodonga	River Murray ...	1'94	682
" " 21	Raywood	Mitiamo	22'44	682
" July 2	Korong Vale	Boort	17'86	682
" " 2	Colac	Camperdown ...	28'11	682
" Aug. 1	Ballarat	Scarsdale	13'12	682
" Sept. 3	Benalla	St. James	20'33	682
" Oct. 1	Charlton	Wycheproof ...	16'40	682
" Nov. 13	Traralgon	Heyfield	22'06	682
" " 16	Tallarook	Yea	23'69	682
" Dec. 17	Everton	Myrtleford ...	16'56	682
1884—Feb. 12	Mitiamo	Pyramid Hill ...	12'59	682
" " 15	Branzholme	Henty	23'19	682
" April 2	Braybrook Junction	Melton	15'65	682
" June 16	Castlemaine	Maldon	10'24	682
" Sept. 1	Henty	Casterton	8'90	682
" " 9	North Melbourne	Coburg	5'07	682
" Oct. 25	Pyramid Hill	Kerang	24'54	682
1885—April 6	Race-course Junction	*Williamstown Race-course	0'69	860, 889, 962 & 1381
" " 10	Morwell	Boolarra	12'11	682
" Sept. 8	Boolarra	Darlimurla ...	4'44	682
1886—Jan. 1	Lal Lal Station	*Lal Lal Race-course	2'00	821 and 1381
" " 7	Darlimurla	North Mirboo ...	3'62	682
" April 1	Melton	Parwan	6'00	682
" May 6	St. James	Yarrowonga ...	19'86	821 and 1381
" " 12	Murtoa	Warracknabeal ...	31'20	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction	*Ballarat Cattle-yards	2'92	821 " 1381
" Dec. 22	Gordon	Ballan	7'38	821 " 1381
1887—Jan. 19	Dimboola	Serviceton	63'22	821 " 1381
" " 19	North Creswick	Rocky Lead	12'65	821 " 1381
" Feb. 16	Parwan	Bacchus Marsh ...	2'54	821 " 1381
" March 18	Heyfield	Maffra	10'92	821 " 1381
" April 21	Wedderburn Junction	Wedderburn ...	4'86	821 " 1381
" " 23	Camperdown	Terang	13'87	821 " 1381
" June 1	Rocky Lead	Daylesford Junction	10'46	821 " 1381
" " 1	Lubeck	Rupanyup	9'77	821 " 1381
" Aug. 19	Tatura	Echuca	34'07	821 " 1381
" " 25	Horsham	Noradjuha	19'95	821 " 1381
" Sept. 2	Brighton Beach	Sandringham ...	2'20	821 " 1381
" " 24	Braybrook Junction	*Newport	4'29	821 " 1381
" Nov. 8	Maffra	Stratford	6'11	821 " 1381
" Dec. 19	Hawthorn	Kew	0'96	821 " 1381
1888—May 8	Royal Park Junction	Clifton Hill ...	2'39	821 " 1381
" " 8	Nicholson-street	Fitzroy	0'89	821 " 1381
" " 8	Clifton Hill	Collingwood ...	0'90	821 " 1381
" " 8	Clifton Hill	Alphington ...	2'35	682
" " 8	Alphington	Heidelberg ...	2'24	821 and 1381
" " 8	Moe Junction	Thorpdale	10'67	821 " 1381
" " 8	Sale Junction	Stratford Junction...	8'97	821 " 1381
" " 8	Stratford	Bairnsdale	32'79	821 " 1381
" " 15	Lilydale	Yarra Flats	7'35	821 " 1381
" Oct. 1	Numurkah	Nathalia	13'79	821 " 1381
" " 1	Numurkah	Cobram	21'67	821 " 1381
" " 1	Shepparton	Dookie	14'84	821 " 1381
" " 1	Kilmore Junction	Kilmore	9'51	821 " 1381
" " 1	Bendigo	Heathcote	27'64	821 " 1381
" " 1	Pisgan Junction	Waubra	13'74	821 " 1381
" " 1	Frankston	Mornington Junction	5'02	821 " 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin	15'91	821 " 1381
" Nov. 20	Inglewood	Dunolly	24'24	821 " 1381
" " 20	Hamilton (Coleraine Junction)	Coleraine	23'01	821 " 1381
1889—March 1	Yarra Flats	Healesville	8'02	821 " 1381
" Aug 7	Maffra	Briagolong	11'79	821 " 1381
" " 7	Irrewarra	Breac	8'70	821 " 1381
" Sept. 10	Mornington Junction	Mornington	7'67	821 " 1381
" " 10	Mornington Junction	Hastings	8'09	821 " 1381
" " 10	Wodonga	Huon-lane	14'07	821 " 1381
" " 12	Ballarat East	Buninyong	6'84	821 " 1381
" Oct. 8	Whittlesea Junction	Preston Reservoir ...	4'78	821 " 1381
" " 8	Coburg	†Somerton	7'16	821 " 1381
" Nov. 12	Yea	Molesworth	10'68	821 " 1381
" Dec. 3	Heathcote	Tooborac	10'56	821 " 1381
" " 4	Bacchus Marsh	Ballan	17'54	821 " 1381
" " 4	Ringwood	Upper Fern Tree Gully	7'44	821 " 1381
" Dec. 17	Hastings	Stony Point	5'88	821 " 1381
" " 23	Preston Reservoir	Whittlesea	17'28	821 " 1381
1890—Feb. 4	Terang	Mortlake	12'16	821 " 1381
		Carried forward ...	2,337'79	

* Trains run only as required for traffic.

† Including portion since dismantled.

APPENDIX No. 30—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—continued.

Date of Opening.	From—	To—	Length in Miles	Authorization Act.	
				Number.	
		Brought forward...	2,337.79		
1890—Feb. 4	Terang	Warrnambool ...	28.84	821 and	1381
" " 4	Koroit	Warrnambool ...	9.36	821 "	1381
" " 4	Koroit	Port Fairy ...	11.34	821 "	1381
" March 17	Mount Moriac	*Wensleydale ...	10.92	821 "	1381
" " 24	Burnley	†Oakleigh ...	6.29	821 "	1381
" May 12	Warragul	Rokeby ...	8.12	821 "	1381
" " 30	Kerang	Swan Hill... ..	35.16	821 "	1381
" " 30	Camberwell	†Waverley Road ...	4.25	821 "	1381
" June 17	Molesworth	Cathkin ...	2.74	821 "	1381
" July 18	Huon-lane	Bolga ...	6.61	821 "	1381
" Aug. 22	Kilmore	Tooborac ...	20.11	821 "	1381
" " 22	Dunkeld	†Koroit ...	48.99	821 "	1381
" " 22	Hamilton	Penshurst ...	18.10	821 "	1381
" Sept. 1	Murchison East	Rushworth ...	12.81	821 "	1381
" " 16	Cathkin	Alexandra Road ...	4.41	821 "	1381
" Oct. 10	Scarsdale	Linton ...	7.97	821 "	1381
" " 17	Myrtleford	Bright ...	18.54	821 "	1381
" Nov. 10	Cathkin	Merton ...	15.47	821 "	1381
" " 11	Tooradin	Loch ...	23.53	821 "	1381
" " 18	Ararat	Avoca ...	39.04	821 "	1381
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale... ..	16.25	821 "	1381
" March 24	Fairfield Park	†Riversdale (including ‡Canterbury loopline)	4.99	821 "	1381
" " 24	Maldon (Laanecoorie Junction) ...	Shelbourne ...	9.89	821 "	1381
" May 7	Merton	Maindample ...	13.88	821 "	1381
" June 2	Loch	Korumburra ...	9.89	821 "	1381
" " 5	Birregurra	Forrest ...	19.85	821 "	1381
" July 23	Beechworth	Yackandandah ...	12.84	821 "	1381
" " 24	Bolga	Tallangatta ...	5.03	821 "	1381
" Oct. 6	Maindample	Mansfield... ..	8.64	821 "	1381
" Nov. 23	Spencer Street	§Flinders St. (Viaduct)	0.76	821 "	1187
" Dec. 17	Korumburra	Leongatha ...	9.20	821 "	1381
1892—Jan. 13	Leongatha	Port Albert ...	58.75	821 "	1381
" March 18	Rokeby	Neerim South ...	5.37	1030 "	1300
" April 5	Curdie's River Junction ...	Timboon ...	22.32	821 "	1381
" " 6	Lancefield	†Kilmore ...	18.10	821 "	1381
" Oct. 28	Korumburra	Coal Creek ...	0.89	1240 "	1255
" Nov. 22	Dookie	Katamatite ...	17.02		1529
1893—Jan. 5	Warracknabeal	Beulah ...	21.92		1273
" March 28	Donald	Birchip ...	32.30		1273
1894—March 6	Beulah	Hopetoun ...	16.01		1316
" May 7	Korumburra (Jumbunna Junction) ...	Jumbunna ...	3.74	1240 and	1294
" " 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards	0.89	1030 "	1381
" June 1	Korumburra (Strezlecki Junction) ...	Strezlecki... ..	2.25	1240 "	1294
" " 19	Dimboola	Jeparit ...	21.59		1312
" July 31	Natimuk (East Natimuk) ...	Goroke ...	28.64		1292
" Aug. 7	Boort	Quambatook ...	21.96		1312
1895—March 8	Wycheproof	Sea Lake ...	47.89		1383
1896—Feb. 5	Jumbunna	Outtrim ...	2.40	1371 and	1420
" Dec. 15	Nathalia	Picola ...	6.75		1293
1899—March 14	Wangaratta	¶Whitfield... ..	30.49		1492
" Sept. 18	Birchip	Woomelang ...	26.45		1550
" Nov. 2	Jeparit	Rainbow ...	18.47		1558
1900—March 1	Quambatook	Ultima ...	30.31		1555
" Dec. 18	Upper Fern Tree Gully ...	*Gembrook ...	18.22		1549
" " 26	Bungaree	*Race-course ...	1.53		1682
1901—Oct. 21	Melbourne	Collingwood ...	2.22		1590
" Nov. 13	Lilydale	Warburton ...	23.97		1589
1902—March 1	Colac	¶Beech Forest ...	29.66	1594 and	1760
" June 5	Heidelberg	Eltham ...	8.35		1299
1903—Jan. 15	Woomelang	Hattah ...	68.79		1679
" May 25	Hattah	Nowingi ...	11.94		1679
" Sept. 30	Nowingi	Yatpool ...	16.19		1679
" Oct. 27	Yatpool	Mildura ...	13.23		1679
" Dec. 21	North Geelong Loop Line ...	*... ..	0.22		1884
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1.14		1879
" Feb. 7	Springvale Cemetery Line ...	*... ..	1.60		1763
" Dec. 5	Northcote Loop Line ...	*... ..	0.13		1904
1905—Feb. 28	Strathmerton	Towards Tocumwal ...	8.20		1958
" June 26	Welshpool	¶Welshpool Jetty ...	3.23		1911
" " 26	Stawell	*Grampians ...	15.84		
1906—May 7	St. Kilda	α Park Street, Middle Brighton	4.12	1956 and	1973
" Dec. 22	Park Street, Middle Brighton ...	αBrighton Beach ...	1.06		2035
1908—July 9	Strathmerton	Tocumwal Extension	2.07		2078
1909—June 15	Rupanyup	Marnoo ...	15.33		2124
		Carried forward ...	3,463.16		

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion since dismantled.
 § Opened for through passenger traffic, 17th December, 1804. ¶ 2-ft. 6-in. gauge. α Electric tramway 5-ft 1-in gauge.
 || The length of the line as originally constructed was 4.07 miles, but was increased owing to duplication from St. Kilda Station to the Power House by 0.9 miles in 1913 and .02 miles in 1923.

APPENDIX No. 30—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward ...	3463.16	
1909—July 1	Ultima ...	Chillingollah ...	20.14	2144
" Oct. 28	Alexandra Road ...	Alexandra ...	4.32	2104
1910—May 3	Moe ...	Walhalla ...	26.06	1691 and 2180
" " 9	Nyora ...	Woolamai ...	15.56	2125
" " 9	Woolamai ...	Powlett Coal Field ...	13.87	2221
" July 4	Mildura ...	White Cliffs ...	6.92	1679
" Dec. 1	Beeac ...	Cressy ...	10.95	2178
1911—June 20	Beech Forest ...	Crowes ...	14.11	2149
" Sept. 25	Cressy ...	Newtown ...	24.00	2178
1912—June 25	Ouyen ...	Kow Plains ...	56.39	2179
" " 25	Kow Plains ...	Murrayville ...	11.44	2290
" " 25	Eltham ...	Hurst's Bridge ...	6.64	2217
" Sept. 24	Noradjuha ...	Toolondo ...	11.24	2222
" Dec. 10	Jeparit ...	Lorquon ...	13.68	2224
1913 Aug. 8	Gheringhap ...	Maroona ...	99.76	2220
1914—Jan. 28	Chillingollah ...	Manangatang ...	18.59	2418
" May 28	Crowland ...	Navarre ...	22.87	2351
" June 26	Rainbow ...	Nypo (towards) ...	10.59	2441
" " 29	Sea Lake ...	Pier-Millan (towards) ...	17.68	2419
" " 30	Benalla ...	Tatong ...	18.00	2349
" Aug. 26	Rushworth ...	Colbinabbin ...	12.87	2350
1915—May 27	Swan Hill ...	Piangil ...	27.39	2417
" July 29	Murrayville ...	S'th Australian Border ...	12.53	2424
" Nov. 1	Hamilton ...	Cavendish ...	14.26	2434
" " 10	Elmore ...	Cohuna ...	57.09	2433
1916—Jan. 17	Linton ...	Skipton ...	12.75	2442
" April 10	Bairnsdale ...	Orbost ...	60.24	2223
" June 13	Tallangatta ...	Shelley ...	22.86	2414
" " 20	Heywood ...	Dartmoor ...	25.71	2424
" " 27	Lorquon ...	Yanac-a-yanac ...	18.38	2547
1917—March 27	Neerim South ...	Nayook ...	8.02	2504
" May 15	Rushworth ...	Girgarre (Stanhope North) ...	13.62	2754
" Nov. 28	Dartmoor ...	Mumbannar ...	12.80	2424
" " 28	Mumbannar ...	S'th Australian Border ...	5.65	2424
" Dec. 17	Toolondo ...	Kanagulk ...	10.55	2502
1918—Sept. 9	North Geelong ...	Fyansford ...	2.93	2879
1919—March 10	Sandringham ...	Black Rock ...	2.41	2556
" April 10	Shelley ...	Beetomba ...	9.73	2414
" " 28	Nayook ...	Noojee ...	5.99	2504
" May 28	Nandaly ...	Mittyack ...	11.07	2765
" June 16	Kanagulk ...	Balmoral ...	8.16	2502
1920—March 24	Piangil ...	Kooloonong (Pine Tank) ...	15.87	2978
" June 16	Mittyack ...	Kulwin ...	8.61	2765
" Nov. 19	Cavendish ...	Balmoral ...	25.03	2502
1921—Feb. 8	Alberton ...	Yarram ...	3.62	2542
" March 8	Manaugatang ...	Annuello ...	14.19	2979
" May 5	Beetomba ...	Cudgewa ...	9.74	2414
" Dec. 12	Bittern ...	Red Hill ...	9.91	2769
" " 16	Yarram ...	Won Wron ...	8.48	2542
1922—Jan. 11	Herne's Oak (Morwell Brown Coal Railway) ...	Yallourn ...	2.45	3084
" June 29	Koo Wee Rup ...	Strezlecki (McDonald's Track) ...	30.55	2535
1923—June 21	Colac ...	Alvie ...	9.65	3164
" " 22	Won Wron ...	Woodside ...	9.68	3152
" Dec. 1	Moama ...	Deniliquin ...	44.33	3194
1924—April 11	Redcliffs ...	Millewa North ...	35.40	3174
" June 5	Annuello ...	Robinvale ...	19.50	3194
" Oct. 1	Altona Bay Railway ...	... ..	1.85	...
" Dec. 20	Kerang ...	Gonn Crossing ...	16.11	3194
1925—May 6	Hopetoun ...	Patchewollock ...	26.96	3242
" June 27	Merbein ...	Abbotsford ...	5.87	3194
" Oct. 30	Werrimull ...	The Hut ...	15.17	3329
1926—March 26	Moama ...	Balranald ...	119.92	3194
" " 29	Kooloonong ...	West Narrung ...	6.71	3318
" Sept. 1	Black Rock ...	Beaumaris ...	2.20	3324
1927—May 3	Goroke ...	Morea (Carpolac) ...	9.05	3312
" July 25	Marnoo ...	Wallaloo ...	6.40	3323
" Oct. 31	Bowser ...	Peechelba ...	12.32	3322
1928—March 16	Murrabit ...	Stony Crossing ...	38.59	3194
		Total mileage ...	4,749.09	
		Less mileage closed for Traffic at 30th June, 1928—	Miles.	
		Dunkeld to Peshurst (Dismantled February, 1898) ...	15.87	
		Lancefield to Kilmore (Dismantled September, 1917) ...	18.10	
		Oakleigh to Fairfield Park—		
		Fairfield Park to Deepdene ...	3.34	
		Ashburton to Oakleigh ...	2.37	
		Canterbury Loop Line (Dismantled) ...	0.21	
			5.92	
		Burnley to Waverley Road—		
		Darling to Waverley Road ...	0.69	
		Geelong Race-course Line (Dismantled May, 1909) ...	1.96	
			42.54	
		Total mileage open for Traffic at 30th June, 1928 ...	4,706.55	

* Trains run only as required for traffic. a Electric Tramway, 5-ft. 3-in. gauge. ¶ 2-ft. 6-in. gauge. || 4-ft. 8½-in. gauge.
 Note.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mines 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. 24.

APPENDIX No. 31.

STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC AT METROPOLITAN AND SUBURBAN STATIONS WHICH IN 1917-18 HAD A VOLUME IN EXCESS OF 500,000 PASSENGER JOURNEYS, OR WHICH HAVE SINCE HAD AT LEAST THAT VOLUME OF TRAFFIC.

Number of Passenger Journeys—in Thousands.

Name of Station.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1917-18.	1927-28.
Spencer-street—													
Suburban ..	1,106,	1,158,	1,461,	1,528,	2,444,	2,602,	2,755,	2,618,	2,390,	2,336,	2,097,	31	14
North Melbourne ..	928,	974,	1,124,	1,119,	1,163,	1,193,	1,253,	1,215,	1,198,	1,197,	1,090,	38	54
Middle Footscray ..	275,	300,	331,	354,	368,	411,	456,	474,	489,	510,	486,	86	98
West Footscray ..	398,	429,	501,	569,	541,	555,	650,	705,	766,	861,	840,	72	67
Sunshine ..	284,	309,	374,	416,	442,	470,	522,	548,	602,	660,	675,	83	84
Kensington ..	1,365,	1,420,	1,610,	1,586,	1,569,	1,624,	1,642,	1,602,	1,551,	1,568,	1,458,	19	37
Newmarket ..	1,615,	1,639,	1,873,	1,829,	1,873,	1,940,	2,007,	2,011,	1,862,	1,829,	1,765,	13	26
Ascot Vale ..	2,530,	2,597,	3,052,	3,084,	3,138,	3,255,	3,407,	3,331,	3,189,	3,151,	2,988,	5	5
Moonee Ponds ..	1,946,	2,050,	2,486,	2,481,	2,545,	2,693,	2,861,	2,919,	2,812,	2,797,	2,681,	8	7
Essendon ..	1,755,	1,874,	2,335,	2,464,	2,636,	2,752,	2,926,	3,061,	2,939,	3,122,	3,084,	12	4
Footscray ..	2,716,	2,828,	3,213,	3,309,	3,554,	3,763,	3,975,	3,913,	3,861,	4,137,	4,082,	3	3
Seddon ..	1,258,	1,351,	1,533,	1,578,	1,556,	1,619,	1,617,	1,593,	1,561,	1,606,	1,601,	21	31
Yarraville ..	1,247,	1,299,	1,477,	1,542,	1,646,	1,747,	1,881,	1,915,	1,959,	2,094,	2,110,	22	13
Spotswood ..	300,	319,	375,	398,	402,	393,	425,	458,	470,	507,	525,	81	92
Newport ..	1,158,	1,240,	1,426,	1,469,	1,544,	1,607,	1,655,	1,694,	1,724,	1,872,	1,898,	29	23
North Williamstown ..	846,	894,	1,029,	1,076,	1,094,	1,164,	1,226,	1,235,	1,171,	1,147,	1,097,	43	53
Williamstown Beach ..	508,	552,	627,	624,	625,	664,	683,	708,	704,	713,	723,	64	80
Williamstown ..	423,	495,	557,	549,	535,	584,	615,	628,	570,	545,	509,	70	97
Macaulay ..	166,	180,	189,	256,	376,	444,	496,	503,	514,	471,	459,	91	100
Flemington Bridge ..	212,	247,	264,	341,	491,	571,	603,	615,	593,	546,	474,	89	99
South Brunswick ..	374,	372,	435,	490,	630,	693,	761,	715,	652,	604,	553,	75	91
Brunswick ..	551,	583,	632,	745,	1,004,	1,098,	1,257,	1,247,	1,120,	929,	724,	60	79
North Brunswick ..	..	..	..	..	..	..	..	..	..	359,	771,	..	76
Moreland ..	598,	644,	727,	879,	1,245,	1,482,	1,749,	1,776,	1,900,	1,834,	1,596,	57	32
Coburg ..	885,	953,	1,067,	1,157,	1,462,	1,649,	1,945,	2,145,	2,198,	2,224,	2,121,	41	11
North Carlton ..	12,	13,	17,	10,	372,	551,	596,	543,	476,	408,	366,	97	102
North Fitzroy ..	280,	288,	318,	260,	556,	653,	745,	665,	617,	564,	520,	84	93
Merri ..	362,	361,	402,	361,	432,	473,	533,	483,	454,	479,	465,	77	101
Northcote ..	638,	707,	771,	727,	947,	1,027,	1,079,	1,067,	1,035,	1,071,	1,052,	55	57
Croxton ..	949,	959,	1,018,	901,	1,125,	1,232,	1,361,	1,254,	1,179,	1,197,	1,168,	37	48
Thornbury ..	884,	919,	1,003,	902,	1,075,	1,205,	1,351,	1,343,	1,246,	1,243,	1,258,	42	46
Bell ..	491,	502,	538,	482,	629,	732,	859,	878,	896,	966,	983,	67	60
Preston ..	379,	393,	434,	378,	475,	613,	833,	930,	1,010,	1,090,	1,153,	74	51
Regent ..	341,	363,	410,	369,	435,	531,	649,	720,	862,	983,	1,078,	79	55
Reservoir ..	142,	168,	195,	206,	256,	328,	447,	460,	520,	589,	693,	92	82
Prince's-bridge—													
Suburban ..	1,157,	1,234,	1,489,	1,386,	1,782,	2,037,	2,352,	2,293,	2,207,	2,297,	2,233,	30	10
Hawksburn ..	1,497,	1,504,	1,598,	1,391,	1,360,	1,568,	1,665,	1,506,	1,438,	1,468,	1,325,	15	44
Toorak ..	842,	904,	995,	945,	943,	1,105,	1,130,	1,062,	1,067,	961,	888,	44	64
Armadale ..	1,343,	1,447,	1,641,	1,516,	1,523,	1,839,	1,922,	1,862,	1,848,	1,456,	1,369,	20	41
Malvern ..	2,128,	2,193,	2,480,	2,287,	2,289,	2,662,	2,733,	2,581,	2,645,	2,457,	2,339,	6	9
Caulfield ..	1,828,	1,981,	2,407,	2,328,	2,383,	2,599,	2,646,	2,532,	2,720,	2,753,	2,680,	11	8
Carnegie ..	634,	700,	820,	927,	994,	1,132,	1,275,	1,336,	1,392,	1,462,	1,461,	56	36
Murrumbeena ..	568,	619,	769,	797,	883,	1,030,	1,177,	1,241,	1,195,	1,305,	1,325,	59	43
Hughesdale ..	..	..	..	..	..	..	..	..	..	501,	556,	..	90
Oakleigh ..	1,023,	1,067,	1,253,	1,345,	1,440,	1,592,	1,768,	1,867,	1,918,	2,036,	1,973,	34	19
Dandenong ..	268,	287,	306,	321,	323,	401,	456,	508,	502,	523,	514,	87	95
Glen Huntly ..	652,	694,	820,	847,	949,	1,323,	1,557,	1,613,	1,694,	1,817,	1,883,	53	24
Ormond ..	193,	211,	259,	307,	364,	471,	614,	775,	934,	1,097,	1,204,	90	47
Bentleigh ..	124,	127,	140,	157,	169,	218,	271,	302,	390,	612,	822,	93	69
Cheltenham ..	290,	310,	348,	374,	394,	422,	472,	508,	527,	558,	586,	82	88
Mentone ..	392,	436,	456,	463,	477,	572,	665,	714,	753,	812,	818,	73	71
Parkdale ..	..	..	..	..	..	..	..	..	..	472,	518,	..	94
Mordialloc ..	368,	408,	424,	434,	452,	553,	610,	613,	623,	637,	627,	76	87
Chelsea ..	278,	329,	371,	409,	422,	528,	573,	577,	587,	583,	584,	85	89
East Richmond ..	539,	545,	593,	568,	553,	588,	735,	692,	710,	743,	738,	61	77
Burnley ..	785,	748,	800,	728,	683,	732,	876,	860,	868,	895,	854,	48	65
Hawthorn ..	1,076,	1,097,	1,232,	1,167,	1,093,	1,150,	1,293,	1,223,	1,184,	1,240,	1,156,	33	49
Glenferrie ..	1,828,	1,829,	2,056,	1,947,	1,916,	1,997,	2,048,	1,898,	1,904,	1,864,	1,747,	10	27
Auburn ..	1,235,	1,274,	1,502,	1,439,	1,497,	1,589,	1,662,	1,561,	1,550,	1,543,	1,471,	24	35
Camberwell ..	1,455,	1,485,	1,751,	1,757,	1,771,	1,944,	2,157,	2,131,	2,136,	2,033,	1,974,	16	18
East Camberwell ..	901,	921,	1,053,	1,014,	1,008,	1,065,	1,109,	1,070,	1,009,	1,038,	1,001,	40	58
Canterbury ..	1,235,	1,336,	1,552,	1,574,	1,646,	1,767,	1,884,	1,964,	1,943,	1,823,	1,373,	23	40
Chatham ..	..	..	..	..	..	..	..	..	..	166,	784,	..	74
Surrey Hills ..	748,	769,	891,	925,	933,	1,062,	1,238,	1,355,	1,358,	1,403,	1,282,	49	45
Mont Albert ..	342,	374,	447,	481,	531,	602,	696,	778,	816,	918,	935,	78	62
Box Hill ..	820,	854,	1,007,	1,039,	1,079,	1,196,	1,368,	1,488,	1,557,	1,678,	1,727,	45	28
Tooronga ..	221,	343,	389,	411,	446,	516,	650,	681,	690,	716,	719,	88	81
Gardiner ..	115,	162,	183,	205,	232,	304,	430,	509,	561,	612,	631,	94	86
Glen Iris ..	50,	90,	106,	117,	142,	218,	364,	480,	571,	598,	641,	96	85
Darling ..	56,	87,	110,	114,	137,	197,	304,	375,	432,	468,	511,	95	96
Kew ..	538,	593,	708,	679,	618,	756,	1,032,	1,080,	1,109,	1,070,	954,	62	61
West Richmond ..	501,	521,	598,	593,	731,	855,	959,	927,	914,	927,	897,	65	63
North Richmond ..	515,	544,	643,	623,	778,	897,	1,005,	955,	916,	856,	811,	63	72
Collingwood ..	495,	521,	590,	558,	669,	737,	809,	787,	789,	769,	728,	66	78
Victoria Park ..	640,	705,	811,	796,	1,000,	1,127,	1,290,	1,248,	1,246,	1,207,	1,127,	54	52
Clifton Hill ..	1,199,	1,289,	1,449,	1,398,	1,698,	1,909,	2,090,	1,975,	1,940,	1,813,	1,629,	25	30

APPENDIX No. 31—*continued.*STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC, ETC.—*continued.*

Number of Passenger Journeys—in Thousands.

Name of Station.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1917-18.	1927-28.
Westgarth	684,	763,	862,	849,	995,	1,089,	1,064,	865,	856,	872,	846,	52	66
Dennis .. ..	..	..	..	..	..	..	251,	773,	887,	984,	996,	..	59
Fairfield Park ..	1,193,	1,247,	1,426,	1,446,	1,602,	1,779,	1,828,	1,805,	1,853,	1,933,	1,844,	27	25
Alphington	313,	336,	412,	446,	505,	497,	573,	633,	735,	804,	808,	80	73
Ivanhoe	742,	790,	912,	951,	1,085,	1,068,	1,143,	1,214,	1,251,	1,203,	1,154,	50	50
Heidelberg	415,	449,	516,	545,	633,	700,	747,	794,	814,	798,	780,	71	75
Flinders-street— Suburban	8,445,	8,650,	11,098,	10,945,	11,561,	12,615,	13,552,	12,819,	13,298,	13,405,	11,740,	1	1
North Port	490,	497,	670,	721,	749,	781,	840,	797,	756,	715,	680,	68	83
Graham	594,	617,	745,	775,	814,	881,	897,	834,	813,	799,	823,	58	68
South Melbourne ..	800,	837,	1,039,	991,	1,002,	1,066,	1,131,	1,093,	1,046,	1,091,	1,071,	47	56
Albert Park	1,883,	2,041,	2,548,	2,435,	2,401,	2,495,	2,628,	2,605,	2,420,	2,238,	2,114,	9	12
Middle Park	2,037,	2,097,	2,451,	2,422,	2,429,	2,513,	2,586,	2,565,	2,236,	2,061,	1,958,	7	20
St. Kilda	2,918,	3,060,	4,251,	4,326,	4,399,	4,644,	4,690,	4,596,	4,488,	4,429,	4,300,	2	2
Richmond	1,443,	1,509,	1,839,	1,876,	1,999,	2,281,	2,324,	2,013,	1,954,	2,145,	1,994,	17	17
South Yarra	1,614,	1,699,	2,030,	1,981,	1,923,	2,078,	2,226,	1,941,	2,086,	2,107,	1,908,	14	22
Prahran	1,169,	1,231,	1,597,	1,751,	1,856,	1,961,	2,034,	1,737,	1,711,	1,540,	1,378,	28	39
Windsor	1,195,	1,249,	1,658,	1,866,	2,020,	2,136,	2,125,	1,836,	2,004,	1,872,	1,712,	26	29
Balaclava	1,402,	1,490,	1,997,	2,290,	2,518,	2,695,	2,772,	2,383,	2,495,	2,273,	2,069,	18	16
Ripponlea	807,	866,	1,078,	1,193,	1,310,	1,427,	1,434,	1,337,	1,476,	1,463,	1,363,	46	42
Elsternwick	2,662,	2,906,	3,566,	3,690,	3,848,	3,922,	3,639,	3,271,	3,224,	3,005,	2,809,	4	6
Garden Vale	901,	1,007,	1,242,	1,360,	1,458,	1,585,	1,703,	1,623,	1,614,	1,654,	1,577,	39	33
North Brighton ..	1,105,	1,167,	1,393,	1,431,	1,525,	1,631,	1,793,	1,863,	1,881,	1,919,	1,911,	32	21
Middle Brighton ..	988,	981,	1,217,	1,263,	1,321,	1,395,	1,469,	1,459,	1,466,	1,505,	1,454,	35	38
Brighton Beach ..	452,	481,	571,	597,	658,	725,	766,	799,	813,	827,	820,	69	70
Hampton	700,	731,	935,	997,	1,089,	1,180,	1,255,	1,367,	1,502,	1,570,	1,568,	51	34
Sandringham	987,	1,078,	1,405,	1,574,	1,769,	1,890,	1,907,	1,985,	2,008,	2,105,	2,080,	36	15

APPENDIX No. 32.

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1928, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

NOTE.—In cases in which no figures are shown the total number of bags of wheat forwarded by rail was less than 20,000 bags for the particular year or years.

Stations.	Year ended 30th June, 1923.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	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	28,600	20,446	43,622	20,010	42,085	30,816	58,496
Avonmore .. ..	..	..	27,919	..	..	..	28,174
Elmore	44,309	48,054	96,150	..	72,878	..	144,127
Rochester	36,104	31,607	60,722	28,056	43,080	20,322	130,087
Strathallan .. ..	..	..	34,618	..	25,823	..	85,105
Echuca .. ..	..	..	..	..	..	..	41,964
Moama .. ..	..	..	21,247	..	..	..	21,247
Mathoura .. ..	..	72,138	59,925	24,968	38,592	..	72,138
Gulpha Siding ..	..	49,484	38,790	27,175	35,166	..	49,484
Hill Plains .. ..	..	..	26,110	21,662	20,457	..	26,110
Deniliquin .. ..	..	52,052	76,901	47,055	97,224	34,543	97,224
Shelbourne	35,610	20,415	48,955	24,467	50,962	41,132	113,952
Maryborough	24,069	..	..	..	..	..	24,069
Bealiba	23,118	..	28,099	..	..	..	57,150
Carapooee	26,095	..	25,224	..	21,820	..	40,078
St. Arnaud	53,414	26,271	28,952	..	..	..	56,742
Sutherland	80,463	52,640	122,013	87,902	86,702	82,018	122,013
Swanwater	57,674	40,652	108,494	61,291	78,668	46,513	108,494
Cope Cope	65,149	74,110	125,585	84,002	95,945	87,378	153,184
Donald	56,828	77,979	137,540	136,580	138,593	130,397	167,848
Litchfield	119,843	108,505	181,497	87,914	110,288	61,146	181,497
Massey	41,475	54,577	70,230	35,728	50,832	21,901	70,230
Watchem	79,310	82,608	151,138	70,655	88,912	45,842	165,982
Morton Plains ..	29,625	38,049	55,688	24,384	53,621	..	56,726
Birchip	23,229	59,426	86,448	31,358	94,114	30,918	94,114
Kinnabulla	31,352	57,382	66,348	28,877	75,031	24,235	75,361
Curyo	26,398	55,539	51,781	20,632	47,015	23,102	71,444
Watchupga	62,784	72,113	91,142	38,906	59,339	63,813	91,142
Woomelang	63,393	105,098	134,848	44,385	107,898	52,938	142,624
Lascelles	39,033	53,651	89,934	26,605	89,276	29,939	125,222
Gama .. ..	..	31,836	28,320	..	49,200	..	61,403
Turriff .. ..	..	25,838	21,934	..	38,055	..	81,723
Speed	45,758	58,708	27,375	..	39,291	..	102,568
Tempy	35,824	45,606	29,901	..	34,547	..	68,738
Gypsum Siding ..	..	..	..	..	22,671	..	22,671
Bronzewing .. ..	..	21,783	..	..	26,329	..	26,329
Nunga .. ..	..	27,851	..	..	24,752	..	78,207
Ouyen	21,154	37,106	32,411	..	44,447	..	126,811
Kiamal .. ..	..	34,189	21,313	..	40,216	..	66,111
Boonoonar .. ..	..	..	..	..	25,117	..	25,117
Carwarp	26,114	35,918	20,893	..	38,296	..	45,763
Yatpool .. ..	..	21,358	..	..	20,482	..	31,358
Merbein .. ..	..	..	..	..	25,926	..	25,926
Llanelly .. ..	..	..	36,869	..	..	..	36,869
Tiega .. ..	..	..	..	..	23,927	..	26,572
Galah	34,427	51,638	38,193	..	55,678	..	121,512
Walpeup	59,727	52,198	119,433	42,263	84,774	54,053	148,171
Torrta	24,124	42,116	29,925	..	50,779	..	65,934
Underbool	64,297	84,930	73,830	31,143	78,528	25,094	136,889
Linga	34,861	44,197	32,451	..	38,676	..	78,264
Boinka	25,497	33,600	26,820	..	32,413	..	60,436
Tutye	32,691	36,121	35,928	..	38,385	..	57,056
Cowangie	55,432	67,046	53,832	45,292	71,326	..	108,483
Danyo	20,591	34,823	36,711	20,711	37,941	..	69,443

APPENDIX No. 32—continued.

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1928, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1923.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	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.
Murrayville	47,917	72,232	62,475	33,577	51,092	25,336	158,807
Carina	36,091	40,970	43,038	34,755	44,229	20,315	111,282
Paninya	32,705	44,367	64,404	45,006	62,797	22,777	99,846
Merrinee .. ..	..	..	..	..	35,255	..	35,255
Karrawinna .. ..	..	..	..	..	27,676	..	27,676
Derby .. ..	..	..	21,330	..	..	..	33,521
Bridgewater .. ..	..	..	29,593	..	..	..	57,399
Kurting .. ..	..	..	..	..	22,601	..	34,063
Korong Vale	20,706	..	33,575	..	36,525	..	66,230
Wychitella	29,023	35,962	69,255	20,470	53,822	..	76,530
Buckrabanyule	28,612	25,036	58,141	24,794	43,246	27,488	88,208
Barrakee	46,259	25,900	81,320	32,870	72,673	25,125	92,556
Charlton	71,062	32,429	221,306	70,562	57,638	71,631	237,678
Teddywaddy	29,201	21,634	47,876	..	40,100	20,656	60,422
Glenloth	36,676	33,490	68,735	32,193	68,307	..	83,927
Wyeheproof	57,503	50,218	109,734	71,715	151,907	57,246	175,585
Dumosa	52,695	55,119	76,188	36,896	78,305	27,668	85,035
Nullawil	53,474	55,512	92,842	42,288	77,629	32,436	92,842
Warne .. ..	..	26,716	35,564	..	52,598	..	52,598
Culgoa	47,622	59,259	103,747	38,327	99,742	..	152,048
Berriwillock	49,644	93,448	163,574	46,975	156,805	40,568	173,540
Boigbeat	24,854	33,979	58,512	..	54,244	..	59,379
Sea Lake	48,985	71,857	116,451	48,021	102,413	45,889	138,728
Ninda .. ..	..	30,271	38,060	..	27,746	..	47,399
Nyarrin	22,177	35,129	31,458	..	56,429	..	56,429
Nandaly .. ..	..	27,359	24,544	..	30,855	..	58,610
Pier Millan .. ..	..	22,214	24,027	..	25,974	..	32,994
Mittyack .. ..	..	35,438	20,615	..	32,295	..	35,438
Leitpar .. ..	..	23,394	..	..	..	..	23,394
Kulwin .. ..	..	33,303	24,803	..	42,954	..	42,954
Wedderburn	54,692	..	78,681	24,583	50,288	43,444	86,790
Borong .. ..	..	25,332	42,275	..	42,495	..	77,154
Mysia .. ..	..	..	30,296	..	29,161	..	46,744
Boort	47,631	54,401	125,960	31,391	92,526	31,988	125,960
Barraport	60,052	78,926	128,687	51,568	110,377	22,682	128,687
Gredgwin .. ..	..	..	45,869	..	44,366	..	45,869
Oakvale	24,978	..	55,190	20,568	56,528	..	56,528
Quambatook	72,126	99,816	149,171	49,257	132,566	20,591	157,217
Cannie	32,874	53,034	90,347	37,313	68,160	20,019	90,347
Lalbert	29,789	69,571	95,859	36,263	99,541	..	115,799
Meatian	54,114	65,437	92,014	39,000	84,573	..	117,139
Ultima	38,477	63,181	108,947	29,336	101,041	..	168,709
Gowanford .. ..	..	56,854	57,808	..	46,447	..	57,808
Waitchie	24,698	42,692	74,734	22,867	70,429	..	126,827
Chillingollah .. ..	..	58,854	28,883	..	64,252	..	99,303
Chinkapook	23,737	71,436	53,858	24,588	66,000	..	87,172
Cocamba .. ..	..	27,470	21,804	..	32,815	..	62,996
Manangatang .. ..	..	64,131	41,589	..	68,791	..	81,846
Bolton .. ..	..	40,754	..	..	33,234	..	40,754
Koimbo .. ..	..	..	..	..	20,149	..	20,149
Annuello .. ..	..	..	..	..	45,471	..	45,471
Bannerton .. ..	..	..	..	..	42,526	..	42,526
Raywood	35,523	22,211	53,740	21,249	40,227	..	77,555
Tandarra	37,953	26,836	56,304	25,308	54,020	..	78,426
Dingee	22,618	30,780	44,778	23,942	38,349	..	98,007
Prairie	31,610	37,715	39,400	25,002	41,372	..	94,229
Mitiamo	28,005	25,942	53,167	32,126	47,211	..	114,645
Mologa	24,562	..	36,429	..	31,872	..	59,542
Pyramid	22,025	..	31,052	..	28,678	..	61,768
Kerang .. ..	..	..	38,384	..	42,886	..	89,314
Mystic Park .. ..	..	..	..	..	25,058	..	56,074
Lake Boga .. ..	..	33,547	42,500	..	43,607	..	92,564
Pental .. ..	..	..	..	..	28,935	..	28,935

APPENDIX No. 32—continued.

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1928, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1923.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	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.
Swan Hill .. ..	..	45,118	48,884	22,477	52,255	..	158,641
Woorinen .. ..	..	..	..	..	22,700	..	39,611
Pira .. ..	..	42,426	37,577	..	35,719	28,863	60,061
Nyah West .. ..	..	45,250	40,178	26,211	45,575	..	65,001
Miralie .. ..	..	36,465	25,770	..	29,722	..	39,397
Piangil .. ..	..	40,800	26,632	..	46,729	..	61,562
Natya .. ..	..	36,572	24,740	..	44,586	..	44,586
Kooloonong .. ..	..	62,090	25,098	..	38,376	..	62,090
Hunter	22,763	23,867	56,974	20,610	42,916	..	56,974
Warragamba	21,802	26,479	40,380	..	25,440	..	49,758
McColl .. ..	..	..	25,117	..	..	..	40,043
Lockington .. ..	..	..	25,246	..	..	..	53,435
Kotta	26,940	29,423	61,370	..	28,256	..	61,370
Kyemery .. ..	..	..	25,664	..	..	..	32,703
Bunaloo .. ..	..	..	73,709	..	34,074	..	73,709
Womboota .. ..	..	..	25,485	..	..	..	25,485
Tantonan .. ..	..	..	..	..	21,570	..	21,570
Glenorchy	32,765	..	23,745	..	21,187	25,803	72,183
Lubeck	32,313	71,114	55,391	40,752	35,665	43,902	110,831
Murtoa .. ..	..	48,028	27,544	..	..	..	48,028
Jung	96,921	176,981	170,648	130,522	185,336	114,057	247,347
Dooen	83,234	135,330	121,538	106,691	118,803	36,949	136,437
Horsham	29,548	..	29,855	..	..	..	96,272
Dahlen	35,423	41,460	36,283	34,966	29,350	..	42,864
Pimpinio	86,939	68,304	136,430	88,915	105,267	59,056	136,430
Wail	101,551	83,325	248,147	111,338	164,667	57,827	248,147
Dimboola	35,423	38,412	150,440	53,813	86,868	..	160,634
Gerang Gerung	76,923	48,767	117,215	55,657	72,021	36,441	117,215
Kiata	53,035	30,667	83,288	46,202	40,110	32,732	96,784
Salisbury	46,896	..	57,370	26,012	32,393	..	57,370
Nhill	39,838	..	47,244	..	..	..	92,311
Tarranginnie	54,139	28,563	59,165	38,879	72,500	38,736	72,500
Diapur	28,333	..	25,202	..	35,938	..	74,611
Miram	32,780	47,206	84,109	39,770	62,231	75,177	84,109
Kaniva	35,557	45,826	95,604	37,856	78,655	47,983	105,611
Lillimar	82,314	65,080	81,096	64,051	37,780	98,917	88,917
Serviceton	67,715	..	65,656	39,682	36,136	66,802	67,715
Lismore	20,919	..	..	..	..	23,507	40,960
Westmere	46,955	86,160	58,137	39,618	45,834	35,787	100,324
Mininera	30,414	28,590	..	..	..	26,195	87,584
Tatyoan	30,636	..	20,180	..	22,054	37,326	58,378
Skipton	26,836	..	..	..	..	31,012	49,696
Willaura	53,702	64,145	45,488	36,357	37,884	52,312	92,245
Stavely	26,849	..	..	..	..	..	57,173
Jackson	43,685	37,070	44,640	48,576	41,463	27,292	48,576
Rupanyup .. ..	..	46,629	54,986	25,324	..	..	96,998
Burrum	84,196	71,942	116,031	92,363	86,278	39,795	116,031
Banyena	79,447	41,951	134,334	76,234	81,255	68,614	134,334
Marnoo	75,425	104,331	148,731	82,352	114,294	86,060	202,512
Bolangum .. ..	..	..	..	..	..	32,073	32,073
Coromby	38,758	70,593	114,877	39,828	71,274	29,701	114,877
Minyip	206,399	180,291	321,140	136,711	241,328	82,337	321,140
Nullan	83,015	46,563	100,864	59,046	67,895	23,336	100,864
Sheep Hills	94,590	115,284	208,908	133,302	98,327	106,288	245,792
Mellis	39,676	23,718	51,441	20,058	32,236	..	51,441
Warracknabeal	54,702	97,045	164,887	36,506	54,245	100,119	188,401
Batchica .. ..	..	..	..	38,743	49,162	..	49,162
Lah	111,689	101,980	143,671	97,554	105,746	62,586	143,671
Brim	52,473	144,763	229,921	104,226	169,963	72,795	229,921
Galauquil	74,852	49,669	122,726	69,036	98,246	50,614	122,726
Beulah	101,462	174,255	193,213	110,597	130,528	102,146	212,022
Rosebery	58,025	66,100	88,435	47,266	74,609	21,554	106,011
Goyura	27,867	31,003	34,579	21,151	29,797	..	38,322

APPENDIX No. 32—continued.

STATEMENT SHOWING STATIONS AT WHICH AT LEAST 20,000 BAGS OF WHEAT HAVE BEEN LOADED IN ANY ONE OF THE SIX YEARS ENDED 30TH JUNE, 1928, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1923.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	Year ended 30th June, 1926.	Year ended 30th June, 1927.	Year ended 30th June, 1928.	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.
Hopetoun	99,909	143,328	159,779	80,675	103,075	89,642	214,647
Burroin .. ..	..	..	..	..	22,429	..	22,429
Patchewollock .. ..	..	..	..	24,637	84,499	32,410	84,499
Remlaw	25,901	..	34,813	22,368	25,423	..	45,221
Vectis	36,791	41,446	45,856	37,231	37,551	..	65,729
Noradjuha	21,028	..	..	..	..	..	23,806
Natimuk	54,604	54,508	81,749	52,641	74,091	36,016	128,704
Arapiles .. ..	..	..	24,786	..	..	..	24,903
Mitre .. ..	..	..	..	..	..	..	29,471
Goroke	40,134	..	27,317	..	..	..	38,003
Arkona	39,781	23,533	64,313	25,950	52,944	..	64,313
Antwerp	76,501	46,268	131,136	22,773	115,736	33,479	131,136
Tarranyurk	81,508	96,458	130,596	67,993	124,369	40,606	130,596
Jeparit	71,238	61,023	79,579	40,382	93,899	35,208	114,859
Ellam	66,381	44,943	93,125	52,212	96,539	27,564	96,539
Pullut	26,127	66,630	110,489	43,960	77,740	32,788	110,489
Rainbow	43,076	110,269	69,636	29,671	99,905	68,694	188,258
Albacutya	37,408	45,479	45,878	33,066	54,414	..	54,414
Yaapeet	54,411	72,272	99,449	46,119	72,248	49,128	116,830
Detpa	36,233	88,777	81,431	64,151	87,235	..	92,655
Lorquon	81,624	60,760	106,030	74,381	79,296	45,291	106,727
Netherby	49,556	64,011	86,489	50,930	75,655	27,260	86,489
Yanac	53,345	62,228	136,659	47,142	113,995	56,835	136,659
Wangaratta .. ..	..	..	25,674	..	..	..	32,731
Bowser .. ..	..	22,160	27,593	..	..	..	33,049
Springhurst	23,659	27,955	42,450	..	..	44,664	44,664
Barnawartha .. ..	..	..	..	..	..	20,387	20,387
Mooroopna .. ..	..	..	20,796	..	..	..	22,672
Shepparton .. ..	..	..	22,070	..	..	21,711	55,382
Congupna	22,167	35,812	36,030	..	..	..	51,359
Tallygaroopna	33,659	34,639	105,322	32,498	52,866	29,254	105,322
Wunghu	25,504	50,002	66,295	29,804	33,028	30,358	66,295
Numurkah	20,928	41,905	63,964	27,127	40,967	27,330	63,964
Katunga	30,969	56,257	100,921	43,418	68,792	31,079	100,921
Strathmerton .. ..	..	24,124	75,204	..	41,005	..	75,204
Yarroweyah .. ..	..	21,582	39,485	..	27,074	..	39,485
Cobram .. ..	..	..	66,305	..	54,259	54,236	66,305
Colbinabbin	47,596	67,014	83,990	49,278	67,898	38,791	119,851
Girgarre .. ..	..	..	30,180	..	..	..	30,309
Merrigum .. ..	..	25,661	33,310	..	28,411	..	78,609
Kyabram	22,209	24,883	49,003	..	26,348	..	93,653
Pine Lodge	36,729	35,040	54,730	25,787	23,036	46,160	64,929
Cosgrove	42,429	41,422	66,763	25,395	28,162	44,534	87,552
Dookie .. ..	..	24,194	37,308	24,291	24,789	34,815	54,067
Yabba South .. ..	..	..	25,806	..	..	21,855	25,806
Yabba North	27,972	33,839	50,538	..	27,549	30,256	65,685
Youanmite	24,868	34,162	61,898	..	25,527	25,706	61,898
Katamatite	35,025	68,324	117,710	47,912	73,617	56,577	137,960
Waaia	34,572	74,251	104,714	21,790	67,717	25,066	104,714
Nathalia .. ..	..	44,809	176,082	52,520	40,119	47,421	176,082
Picola	35,102	83,014	111,826	41,164	76,455	44,405	121,601
Mywee .. ..	..	20,495	..	..	..	..	20,495
Tocumwal .. ..	..	..	..	33,364	32,731	..	34,583
Goorambat	32,444	27,434	44,974	21,713	..	49,646	65,048
Devenish	40,768	42,976	72,103	29,872	22,893	56,946	85,002
St. James	43,152	47,562	70,055	32,084	23,499	62,571	101,327
Tungamah	43,204	39,590	81,229	24,783	25,912	41,767	81,229
Telford	43,063	68,410	85,487	42,157	39,288	62,321	103,129
Yarrowonga	59,169	178,878	359,643	118,835	157,325	114,570	359,643
Peechelba .. ..	..	..	..	..	..	30,866	30,866
Rutherglen .. ..	..	30,203	53,736	..	30,095	42,808	53,736
Wahgunyah .. ..	..	..	43,964	..	..	..	104,213
Kilmany .. ..	..	..	..	..	24,806	32,428	32,428
Other Stations	1,212,145	934,976	1,067,983	1,611,976	1,437,239	1,629,047	..
TOTALS	8,447,655	10,316,955	16,055,186	7,636,133	13,443,578	6,709,149	..

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RETURN OF TRAFFIC AT EACH STATION.

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APPENDIX No 33.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
MELBOURNE—Spencer-street, Country	1,590,829	718,600 5 0	182,401 3 6	2,573 11 11	794,828	847,805	1,241,611 0 1	429	266	54	259	554	374	99	1,857	2,210,554 11 4	
MELBOURNE—Spencer-street, Suburban	2,115,192	65,368 10 10														303,333 15 1	88 4 7
MELBOURNE—Tourist Bureau, Country	320,498	303,333 15 1	86,173 15 9	88 4 7	..	..	..	..	..	..	..	..	..	..	..	..	471,084 17 11
MELBOURNE—Tourist Bureau, Suburban	864	154 18 11															..
MELBOURNE—Flinders-street, Country	637,109	131,849 5 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Flinders-street, Suburban	11,740,167	252,978 12 7															
MELBOURNE—Prince's-Bridge, Country	104,588	14,826 17 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—Prince's-Bridge, Suburban	2,233,247	43,539 16 7															
Total—Country	2,653,615	1,168,610 2 11	268,574 19 3	2,653 16 6	704,828	847,805	1,241,611 0 1	429	266	54	259	554	374	99	1,857	3,048,494 17 8	
Total—Suburban	16,089,470	362,041 18 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE-ECHUCA LINE.																	
North Melbourne	1,090,865	15,191 17 7	1,577 0 11	8 19 9	..	140	2 13 8	..	..	..	..	..	..	..	..	..	16,780 11 11
Arden-street	..	..	..	..	25,814	127,408	8,241 8 8	..	..	..	..	..	..	..	..	..	8,241 8 8
Middle Footscray	486,555	7,077 19 8	33 17 10	0 7 8	..	..	..	..	..	..	..	..	..	..	..	..	7,112 5 2
West Footscray	840,511	12,358 9 5	737 19 10	96 3 2	27,168	81,205	17,041 10 3	..	..	..	..	..	..	..	..	..	30,284 2 8
Tottenham	120,316	1,677 15 8	25 3 10	1 3 11	..	3,448	..	..	..	..	..	..	..	..	..	..	1,704 3 5
Sunshine	675,667	19,294 10 6	1,614 5 0	11 3 9	18,785	42,534	33,416 17 3	5	2	..	..	..	..	..	..	..	54,336 16 6
Albion	149,598	3,600 0 4	17 16 4	..	174	8,169	22 16 1	..	..	..	..	..	..	..	..	..	3,640 12 9
Albion Stone Siding	..	..	..	..	123,549	1,813	22,618 5 8	..	..	..	..	..	..	..	..	..	22,618 5 8
Darling's Siding	..	..	..	..	39,645	39,228	8,004 11 2	..	..	..	..	..	..	..	..	..	8,004 11 2
St. Albans	133,249	2,941 6 1	25 1 1	5 8 8	26,730	894	5,143 19 1	..	..	..	..	..	..	..	..	..	8,135 14 11
Sydenham	6,606	285 14 8	49 12 2	1 6 11	3,161	1,927	1,008 10 8	..	..	..	..	3	9	89	..	..	1,345 4 5
Digger's Rest	12,993	625 14 9	76 19 10	1 5 0	7,025	3,156	1,956 15 1	2	5	120	..	35	151	..	..	..	2,600 14 8
Sunbury	40,252	3,405 7 9	212 11 6	55 2 8	3,931	5,374	2,215 16 2	11	153	205	10	12	127	221	..	..	5,888 18 1
McKay's Siding	..	..	..	..	885	64	228 10 5	..	..	..	..	..	..	..	..	..	228 10 5
Clarkefield	5,700	768 12 9	60 12 7	15 14 3	1,503	1,811	1,036 9 10	17	37	92	..	4	36	210	..	..	1,881 9 5
Riddell	6,499	1,051 18 3	90 18 7	8 12 1	3,223	1,216	1,207 8 9	8	24	23	..	8	9	21	..	..	2,684 17 8
Hisborne	9,485	1,433 18 5	153 10 0	4 12 6	3,373	2,775	1,738 6 9	3	40	105	3	6	63	169	1	..	3,330 7 8
Macedon	18,149	2,994 17 0	994 3 5	5 18 7	617	11,817	1,358 11 5	6	7	1	..	11	17	34	1	..	4,853 10 5
Woodend	37,490	5,498 18 6	426 11 10	26 11 3	4,368	7,717	2,927 7 1	7	33	74	3	16	31	74	3	..	8,879 8 8
Carlsruhe	8,893	265 7 4	23 8 9	0 7 4	227	702	313 12 1	1	7	34	..	1	7	18	..	..	905 15 6
Kyneton	49,621	9,873 2 8	1,519 14 5	300 7 2	14,200	14,283	11,680 1 2	41	327	894	32	67	322	763	16	..	23,373 5 5
Redesdale Junction	1,318	108 19 2	33 0 1	..	21	765	23 7 9	..	..	..	..	..	..	..	..	..	195 7 0
Malmesbury	6,713	1,498 19 8	256 4 0	2 5 5	430	528	732 19 9	1	34	72	3	1	32	53	..	..	2,490 8 10
Taradale	5,332	615 4 9	126 9 11	4 10 11	776	375	346 19 5	..	..	..	..	..	..	..	..	..	1,089 15 0
Elphinstone	3,577	689 17 7	106 8 7	0 13 8	1,346	1,063	1,140 0 3	1	6	34	..	4	9	43	..	..	1,943 14 2
Chawton	596 16 1	99 1 4	9 1 4	..	83	216	79 19 10	..	..	..	..	..	..	..	..	..	773 18 2
Castlemaine	58,933	14,265 12 8	1,379 10 10	78 11 7	6,751	23,638	8,601 17 8	9	5	12	..	3	3	156	66	..	24,325 12 9
Harcourt	14,950	1,385 19 4	295 11 1	0 9 6	15,016	5,705	10,028 14 8	..	3	..	..	1	3	1	..	..	11,719 14 7
Ravenswood	2,370	278 3 3	58 18 4	1 9 3	6,861	131	2,511 9 11	..	1	20	..	2	13	35	..	..	2,850 0 9
Kangaroo Flat	2,766	756 19 2	114 7 9	55 5 11	1,799	3,142	1,722 9 6	..	..	..	..	4	1	..	..	..	2,649 2 4

APPENDIX No. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
CASTLEMARINE-MARYBOROUGH LINE.																	
Campbell	1,286	115 70 6	77 9 11	44 17 0	1,562	358	969 2 9	..	..	..	..	..	..	..	..	1,207 0 2
Gulldiord	6,960	469 15 3	69 7 9	1 0 11	2,099	424	966 11 7	3	1	..	..	..	2	7	..	1,506 15 6
Strangway	790	103 0 4	20 18 4	..	289	24	189 17 10	..	..	..	..	..	..	..	..	815 16 6
Newstead	7,139	1,353 15 8	163 17 1	283 12 1	3,322	1,560	5,328 12 3	19	88	218	92	12	9	78	11	7,132 17 1	
Joyce's Creek	667	88 9 2	17 4 0	0 1 6	1,353	327	660 10 6	2	..	..	..	1	..	2	..	766 5 2
Moolort	1,045	234 11 4	19 3 0	2 12 2	3,901	748	2,537 0 6	2	..	78	..	..	1	9	..	2,793 7 0
State Rivers and Water Supply Siding .. .. .	..	..	..	..	7,294	..	4,065 2 11	..	..	..	..	..	..	..	..	4,065 2 11
Carisbrook	3,613	880 16 1	68 8 1	4 16 3	3,272	1,234	3,359 3 3	12	42	161	67	8	14	66	7	4,313 3 8	
Maryborough	36,790	13,439 4 1	1,278 10 4	56 18 10	11,651	17,640	9,680 2 1	13	14	10	..	19	21	28	9	24,454 15 4	
MARYBOROUGH-MILDURA LINE.																	
Simson	471	30 11 10	0 7 0	..	..	..	0 2 1	..	..	..	..	..	..	..	..	31 0 11
Havelock	498	23 3 3	7 10 2	..	2,092	29	945 0 1	..	..	..	..	2	1	..	..	975 13 6
Bet Bet	879	184 3 7	13 10 9	0 7 2	19,933	521	11,365 16 3	2	..	..	..	..	2	..	..	11,563 17 9
Dunolly	5,335	1,563 14 5	149 10 11	24 16 4	22,443	1,683	10,614 1 4	..	2	33	2	1	..	23	..	12,352 3 0	
Goldsborough	1,032	204 14 10	13 2 11	0 6 6	6,473	121	2,808 14 3	..	1	..	..	1	..	..	..	3,026 18 6
Bealiba	3,427	1,076 9 6	86 3 5	0 17 1	16,142	1,329	8,883 11 0	3	19	117	2	3	2	39	..	10,047 1 0	
Maffescioni's Siding .. .. .	..	..	..	..	2,920	65	1,434 6 0	..	..	..	..	..	..	..	..	1,434 6 0
Emu	1,140	311 3 10	27 6 8	5 10 11	11,514	525	6,487 0 4	3	..	2	..	6	1	4	..	6,831 1 9	
Carapooee	536	190 0 7	15 9 5	9 8 10	4,074	515	2,536 12 1	1	..	2	..	1	..	4	..	2,751 10 11	
St. Arnaud	15,220	9,083 10 5	753 12 10	85 5 8	15,674	16,416	13,289 4 3	19	42	224	..	22	22	88	..	23,211 13 2	
Sutherland	478	148 16 6	10 17 5	..	7,105	901	3,725 7 5	1	2	72	..	..	2	..	2	3,885 1 4
Swanwater	147	57 5 8	0 10 11	..	4,244	728	2,012 8 8	3	..	..	..	7	..	..	..	2,070 5 3
Cope Cope	1,168	460 7 5	36 2 5	9 18 2	7,900	1,750	6,143 7 6	5	..	106	..	5	2	11	..	6,649 13 6	
Donald	9,406	6,009 17 7	603 11 9	163 14 7	12,391	12,187	12,506 12 6	7	25	102	..	18	46	64	1	19,283 16 5	
Lake Bricke	1	0 3 11	..	..	824	1,523	304 1 4	..	..	..	..	..	..	..	..	304 5 3
Litchfield	1,158	300 16 3	16 5 5	2 0 0	6,092	2,167	4,972 12 11	1	1	66	..	..	1	7	..	5,291 14 7
Massey	208	48 7 9	3 0 7	0 5 9	1,989	318	1,281 15 2	..	..	..	..	..	..	..	..	1,333 9 3
Watchem	3,492	1,334 8 10	84 2 2	30 15 9	4,807	2,767	5,366 1 10	18	13	186	..	1	14	42	..	6,755 3 7	
Morton Plains	129	48 18 1	0 17 10	0 4 5	1,644	2,112	1,579 3 1	..	..	..	..	..	..	..	..	1,629 3 5
Birchip	5,934	3,897 7 3	371 10 0	217 4 5	4,421	10,576	3,252 2 5	9	124	355	2	2	102	287	..	12,738 4 1	
Karyrie	38	17 0 9	4 7 5	44 19 0	211	93	337 19 5	..	..	20	..	..	..	..	..	404 6 7
Kinnabulla	395	112 7 6	4 0 1	..	2,166	2,717	1,934 19 11	1	..	50	..	..	1	1	..	2,051 7 6
Curyo	1,167	301 8 7	19 9 5	1 7 1	2,329	1,160	2,037 1 7	2	1	47	..	..	1	..	..	2,359 6 8
Watchupga	576	278 4 3	32 14 3	20 15 3	5,768	3,048	4,639 15 1	..	1	41	..	3	1	22	..	4,971 8 10	
Woomelang	3,033	2,285 7 7	206 14 1	32 16 5	5,837	4,251	5,693 14 7	27	30	122	2	3	23	56	1	8,218 12 8	
Lascelles	1,885	1,152 0 11	57 18 4	8 18 6	3,323	2,198	3,324 4 8	11	4	77	..	9	4	48	..	4,543 2 5	
Gama	42	17 6 7	7 5 10	..	1,702	592	1,292 1 9	..	..	..	..	1	..	..	..	1,316 14 2
Torpey's Siding .. .. .	..	..	..	..	910	121	659 13 2	..	..	..	..	..	..	..	..	659 13 2
Turiff	707	338 5 0	30 11 9	0 5 9	3,230	1,307	2,330 3 11	1	1	..	..	1	6	6	..	2,749 6 5
Speed	1,462	871 6 6	88 2 11	2 19 10	3,336	1,089	2,885 9 7	..	14	58	4	8	6	22	..	3,847 18 10	
Tempy	1,417	828 13 4	77 7 9	1 11 6	2,606	2,453	2,118 2 1	1	6	8	..	6	2	30	..	3,025 14 8	
Gypsum Siding	77	44 19 0	..	..	6,416	617	5,327 17 8	..	..	..	..	..	..	..	..	5,372 16 8
Bronzewing	129	139 6 2	6 6 2	..	1,470	985	1,125 12 4	..	..	..	..	2	..	..	..	1,271 4 8
Nunga	50	55 2 0	1 10 9	..	673	423	466 0 2	..	..	..	..	1	..	..	..	522 12 11
Ouyen	9,023	7,139 13 10	623 14 11	52 6 4	4,583	3,129	4,297 18 11	22	21	73	4	34	26	155	3	12,113 14 0	
Kiamal	185	136 6 8	4 19 7	..	990	1,598	785 19 2	..	1	..	..	6	4	1	..	927 5 5
Trinita	171	83 4 2	0 16 4	..	361	930	230 4 4	..	..	..	..	1	..	..	..	364 4 10
Hatta	586	273 0 9	31 18 5	3 10 0	474	651	231 16 4	4	3	20	..	4	1	62	..	590 5 6	
Nowing	383	121 1 9	12 7 4	..	154	2,439	84 12 6	1	..	..	..	2	..	2	..	218 1 7

APPENDIX NO. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journey.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
MURRAYVILLE LINE.																	
Tiega	45	6 16 11	..	..	590	261	691 16 4	..	..	..	..	..	..	..	698 13 3
Galab	423	90 10 1	7 0 6	0 2 11	2,601	1,720	2,020 13 2	..	..	11	..	2	..	2	2,118 6 8
Walpeup	1,248	726 13 11	66 1 2	0 16 10	5,232	2,440	4,422 11 0	7	3	26	2	5	1	13	5,216 2 11		
Torrta	318	169 18 2	9 7 7	0 3 0	1,632	1,986	1,445 12 0	..	1	8	..	3	..	9	1,625 0 9		
Underbool	1,454	794 18 11	181 6 5	41 0 11	6,212	2,726	6,996 13 9	4	8	35	1	2	4	16	7,414 0 0		
Linga	398	128 6 6	16 14 2	0 9 4	4,197	860	3,721 7 8	..	2	11	..	1	..	7	3,866 17 8		
Boinka	472	190 1 9	22 15 5	0 16 6	922	1,155	1,049 12 5	2	2	17	1	..	3	4	1,263 6 1		
Tutye	517	181 14 3	25 16 0	3 7 5	1,156	1,004	1,145 2 8	..	4	16	..	..	2	6	1,356 0 4
Cowangie	742	438 11 9	92 12 5	4 2 2	2,246	2,361	2,476 1 4	2	9	16	..	6	1	14	3,011 7 8		
Danyo	128	58 6 5	12 13 10	..	1,702	1,103	1,611 17 0	..	..	8	..	..	..	3	1,682 17 3
Murrayville	1,437	1,003 14 3	117 8 0	1 17 0	3,455	3,595	3,658 17 8	..	4	17	..	6	5	35	4,731 16 11		
MURRAYVILLE—PINNAROO LINE.																	
Carina	32	7 3 4	4 6 7	..	2,120	941	1,834 14 7	..	..	26	..	..	..	29	1,846 4 6
Panitya	41	15 8 2	11 19 7	..	2,058	1,432	1,922 1 3	..	..	13	..	..	2	6	1,949 9 0
REDCLIFFS—WERRIMULL LINE.																	
Thurla	17	1 6 4	0 0 11	..	110	224	89 11 10	..	..	..	..	..	..	..	90 19 1
Benetook	87	12 14 0	5 3 3	..	3,645	1,707	572 5 10	..	2	1	..	3	1	1	590 3 1		
Pirita	118	19 10 4	7 1 2	..	1,205	2,189	2,67 0 10	..	..	2	..	3	..	2	293 12 4
Merrince	421	93 6 3	14 9 7	0 11 7	3,459	6,222	865 11 6	5	1	1	..	12	2	8	973 18 11		
Karrawinna	228	67 15 1	11 3 2	..	91	2,513	93 9 0	2	1	..	..	12	6	6	172 7 3
Werrimull	593	194 7 6	36 18 10	1 11 5	784	5,153	836 2 9	13	..	..	..	33	3	21	1,069 0 6
WERRIMULL—MERINGUR LINE.																	
Bambill	119	54 13 5	5 11 5	..	882	1,252	293 14 9	1	..	..	..	10	1	..	353 19 7
Yarrara	132	70 10 7	4 13 7	0 10 1	280	1,923	476 11 10	2	..	..	..	10	1	..	552 6 1
Meringur	531	280 8 6	91 3 9	4 1 2	729	4,547	582 15 4	9	..	7	..	26	2	2	958 8 9		
BENDIGO—SEA LAKE LINE.																	
California Gully	1,022	64 13 4	..	..	428	3,949	256 1 10	..	..	..	..	..	..	..	320 15 2
Eaglehawk	4,201	929 10 3	137 16 1	30 14 4	3,162	3,030	1,982 18 9	..	..	..	..	1	1	..	3,080 19 5
Marong	1,437	181 0 5	20 18 10	1 5 0	971	847	706 4 6	3	..	..	..	3	3	11	909 8 9
Leichardt	312	43 0 0	5 12 1	0 4 4	1,315	404	521 11 2	..	2	..	..	..	1	7	570 7 7
Derby	523	85 14 5	9 2 2	..	3,055	4,768	1,131 5 0	1	..	84	..	7	1	52	1,226 1 7		
Bridgewater	3,713	852 11 11	91 16 3	42 2 10	21,350	7,416	12,977 7 11	14	99	258	2	12	40	97	13,083 18 11		
Inglewood	5,050	1,906 13 6	207 7 2	32 12 4	3,086	2,243	2,108 18 5	1	..	18	..	3	2	6	4,255 11 5		
Kurling	258	56 1 8	10 5 10	0 3 8	4,240	443	1,692 0 3	..	..	56	..	..	..	18	1,758 11 5
Glennalbyn	346	98 17 11	13 13 3	0 0 9	1,794	170	771 5 0	1	1	15	..	..	..	18	884 1 11
Wedderburn Junction	1,237	628 15 11	62 5 8	7 3 9	372	143	267 0 10	1	1	2	..	1	17	5	965 6 2		
Korong Vale	4,222	1,522 14 2	109 18 8	33 10 1	4,522	2,888	3,233 19 0	6	11	41	..	2	7	23	4,905 1 11		
Country Roads Board Grave Siding	..	..	..	..	29,676	188	5,720 14 5	..	..	..	..	..	..	..	5,720 14 5
Wycheville	492	176 14 2	13 8 3	5 7 8	1,242	800	1,040 2 5	5	11	40	..	2	1	28	1,235 12 6		
Buckrabanyule	570	228 7 7	23 0 7	4 2 3	2,490	1,852	1,600 17 11	..	..	33	3	1	..	43	1,836 8 4

Barrakee	237	97 5 7	6 11 6	0 8 8	2,325	909	1,299 13 3	..	..	22	..	1	..	6	..	1,403 19 0
Chariton	4,316	2,609 10 9	359 9 3	34 9 4	21,178	25,604	15,479 16 9	6	15	149	..	2	11	24	..	18,543 6 1
Teddywaddy	228	72 1 11	5 15 7	2 17 8	1,856	2,745	955 15 5	..	..	18	..	1	..	..	..	1,036 10 7
Glenloch	943	276 11 11	19 10 8	0 14 10	1,502	1,130	1,651 12 2	1	8	77	..	1	9	17	..	1,948 9 7
Fairview	2	0 6 11	..	..	150	92	83 12 4	..	..	..	..	..	..	..	..	83 10 3
Wycheproof	4,605	2,236 10 8	258 4 7	10 11 4	5,943	14,805	7,332 9 1	11	43	300	2	3	27	83	..	9,837 15 8
Dumosa	585	116 11 3	10 8 2	7 1 5	2,768	1,943	3,194 18 5	1	..	161	..	1	1	16	..	3,328 10 3
Nulawil	1,281	418 9 4	40 10 10	4 17 9	3,378	2,015	2,803 7 8	5	11	106	1	1	1	4	..	3,297 5 7
Warne	24	24 18 5	1 13 7	..	1,371	551	920 7 4	..	..	16	..	3	..	..	..	945 19 4
Culgoa	1,552	707 14 0	61 12 11	1 2 3	2,062	2,571	3,323 6 3	14	12	151	..	12	..	12	..	4,093 15 5
Berrivillock	1,375	654 0 3	56 2 9	2 0 7	4,053	3,301	3,418 9 8	2	1	90	..	1	9	19	..	4,130 13 3
Boigbeat	106	56 0 9	5 4 6	..	1,105	398	937 6 11	1	..	18	1	..	..	2	..	998 12 2
Sea Lake	3,496	1,992 0 11	264 14 7	39 12 10	5,755	6,820	5,449 7 8	7	8	124	1	4	7	12	..	7,745 16 0
NANDALY LINE.																
Ninda	15	8 9 3	2 17 4	0 5 10	812	425	578 12 5	..	..	..	..	..	..	..	..	590 4 10
Nyarrin	275	64 7 5	8 12 8	..	1,758	1,348	1,259 17 10	..	1	8	..	..	5	2	..	1,332 17 11
Nandaly	969	313 17 4	51 6 9	2 14 2	3,508	1,444	2,348 5 0	4	7	24	1	3	7	..	..	3,216 9 3
NANDALY-KULWIN LINE.																
Pier Millan	179	97 12 6	9 13 0	0 5 10	2,341	1,206	1,779 14 4	..	..	..	..	..	1	1	..	1,887 5 8
Mittyack	213	176 9 6	23 4 5	..	4,290	2,200	3,280 4 3	1	1	4	..	1	..	1	..	3,479 18 2
Leitpar	73	92 6 0	0 3 9	..	1,233	825	948 17 8	..	..	1	..	..	..	..	..	1,041 7 5
Kulwin	239	246 16 11	20 18 6	0 14 6	1,940	2,955	1,340 0 8	1	1	1	..	6	1	9	..	1,608 10 7
WEDDERBURN LINE.																
Wedderburn	1,301	426 18 5	109 5 9	0 1 2	11,894	2,920	7,813 1 6	1	14	67	..	..	4	29	..	8,349 6 10
KORONG VALE-CHILLINGOLLAH LINE.																
Borong	538	89 7 3	21 9 9	4 7 0	1,484	1,629	1,284 14 5	..	1	63	..	..	..	2	..	1,399 18 5
Mysia	686	174 6 8	32 2 10	0 5 1	789	863	1,410 10 10	2	12	92	..	..	..	39	..	1,617 5 5
Boort	4,392	1,994 9 10	280 12 5	138 1 2	4,685	11,360	5,377 6 2	34	40	278	12	15	25	59	..	8,290 9 7
Barraport	847	149 3 2	14 1 7	1 18 2	2,306	4,076	2,350 11 2	..	1	105	..	1	7	37	..	2,515 14 1
Gredgwin	785	143 12 0	9 9 7	0 13 8	992	487	790 6 2	..	2	20	..	..	..	4	..	944 1 5
Oakvale	117	57 18 0	4 13 2	0 11 6	601	484	574 11 8	1	..	18	..	..	..	11	..	637 14 4
Quambatook	3,118	1,454 8 2	178 11 11	3 12 0	2,924	4,856	4,707 13 3	7	18	243	1	15	3	209	1	6,344 5 4
Cannie	261	81 3 4	3 18 3	1 8 9	2,073	877	1,819 19 10	3	..	54	..	1	1	79	..	1,906 10 2
Lalbert	1,461	644 12 11	55 13 10	3 8 2	3,082	2,854	3,844 18 3	5	8	178	2	2	2	21	..	4,548 14 2
Meatian	532	131 7 7	14 7 6	0 9 5	2,129	1,553	2,444 15 8	1	..	87	..	1	4	6	..	2,591 0 2
Ultima	2,856	1,618 9 8	114 10 9	35 8 11	2,087	5,224	3,299 10 0	6	16	126	1	3	6	69	..	5,067 19 4
Gowanford	60	27 10 6	2 16 5	0 4 5	2,959	1,009	2,118 10 4	..	..	..	..	..	..	..	..	2,149 1 8
Waitehie	770	242 5 1	48 3 9	1 0 9	2,483	1,857	2,552 7 2	2	..	47	..	1	5	..	..	2,843 16 9
Chillingollah	1,325	372 8 10	30 2 5	0 8 7	5,198	1,914	4,188 12 2	3	2	24	..	11	..	1	..	4,591 12 0
MANANGATANG LINE.																
Chinkapook	831	417 5 0	45 11 0	11 6 3	1,050	2,619	1,557 12 5	5	3	58	..	5	1	31	..	2,031 14 8
Jocamba	143	69 5 4	12 5 3	..	619	740	499 4 6	..	..	..	..	..	..	..	..	580 15 1
Manangatang	1,573	886 15 6	191 6 9	2 11 9	2,801	7,443	2,738 0 10	8	5	45	1	8	11	7	..	3,816 14 10
ANNUELLO LINE.																
Bolton	336	208 8 7	9 5 9	0 4 4	4,753	1,975	4,027 5 8	1	1	9	..	..	..	..	..	4,245 4 4
Koimbo	62	45 10 10	2 12 7	..	410	874	319 19 3	..	..	..	..	..	3	..	..	368 2 8
Annuello	862	602 9 7	36 18 7	5 16 2	1,761	6,111	1,053 0 6	4	..	4	3	8	2	12	..	1,708 4 10
ANNUELLO-ROBINVALE LINE.																
Margooya	75	33 3 6	0 14 6	0 7 1	24	687	40 10 0	..	..	..	..	..	..	..	..	74 15 1
Bannerton	301	190 5 11	21 17 4	..	250	2,561	287 0 2	1	..	1	..	3	2	3	..	499 3 5
Robinvale	1,140	855 17 9	68 0 6	2 17 3	1,429	10,020	3,324 5 8	3	5	23	..	2	..	28	..	4,251 1 2

APPENDIX NO. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.								
SWAN HILL LINE.																
Myer's Flat	362	15 8 2	4 9 0	0 1 2	3	..	6 6 3	..	..	..	..	..	..	..	26 4 7
Woodvale	230	27 7 6	3 8 2	0 5 9	540	..	334 6 3	..	..	..	..	..	..	..	365 7 8
Sebastian	820	107 18 4	3 5 1	4 0 10	1,585	..	586 2 8	..	..	4	..	..	..	..	706 6 11
Raywood	2,047	432 19 4	50 5 3	40 14 7	3,519	2,075	2,224 6 0	7	15	105	..	2	7	37	2,748 5 2	
Tandarra	1,595	311 15 3	31 10 4	10 16 4	2,020	1,475	1,604 6 1	..	10	236	4	..	4	80	1,958 8 0	
Dingee	2,378	614 18 5	38 1 6	2 38 4	1,512	5,031	2,032 0 1	14	55	237	2	2	22	94	2,637 18 4	
Prairie	1,276	300 17 9	29 12 9	8 19 0	1,114	3,652	1,654 17 3	..	..	95	4	1	8	39	1,994 6 9
Lutuamo	3,318	944 4 2	69 8 10	29 13 6	1,395	2,221	2,385 10 1	10	77	288	1	13	32	123	3,428 10 7	
Mologa	1,134	380 6 0	21 6 11	7 1 1	866	592	957 13 8	3	1	99	..	1	5	22	1,366 7 8	
Pyramid	6,889	2,260 8 4	230 7 8	7 18 4	2,303	7,829	3,808 16 8	42	121	236	57	22	30	141	6,307 5 0	
Mincha	977	223 15 7	24 11 9	0 12 9	552	692	1,013 0 0	..	10	62	18	..	4	34	1,262 0 1	
Macorna	2,188	327 3 2	62 16 3	4 9 5	1,137	2,120	3,406 2 2	1	193	100	24	2	32	31	4,300 11 0	
Tragowel	546	186 10 11	23 8 4	3 2 4	218	454	931 10 0	1	40	32	22	1	6	8	1,194 11 7	
South Karang	22	21 0 8	0 1 4	..	..	..	0 11 4	..	..	..	..	..	..	..	21 3 4
Kerang	16,985	10,023 3 10	954 5 1	184 12 4	13,074	24,823	18,861 9 6	35	131	463	118	78	147	562	30,023 10 9	
Fairley	46	13 9 11	..	..	100	4,467	285 8 11	..	..	..	..	..	..	..	298 18 10
Lake Charm	1,469	321 16 9	48 7 2	47 18 3	2,929	884	3,130 0 2	4	13	64	..	..	13	..	3,548 2 4
Mystic Park	2,113	386 6 4	37 18 7	19 17 2	2,146	1,298	2,971 8 4	..	..	110	16	3	9	18	3,415 10 5
Tresco	1,123	424 5 0	54 3 7	0 16 9	2,666	1,258	3,202 7 1	..	..	..	..	..	1	1	3,681 12 5
Lake Boga	2,526	1,005 6 5	123 12 4	20 4 4	1,677	4,137	2,829 15 10	2	5	120	..	1	..	5	3,978 18 11	
Pental	16	6 11 11	0 0 10	..	132	66	85 16 3	..	..	..	..	..	..	..	92 9 0
Swan Hill	15,079	11,072 6 6	1,074 5 11	209 7 2	5,003	20,604	12,461 13 1	57	158	720	34	78	65	308	24,817 12 8	
SWAN HILL-PIANGIL LINE.																
Woorinen	1,368	549 14 4	28 7 3	1 7 5	2,809	2,943	4,108 6 7	..	..	..	..	1	1	9	4,687 15 7
Pira	437	81 17 1	6 11 3	0 2 11	534	883	511 9 9	..	..	18	..	1	1	12	600 1 0
Nyahwest	2,741	1,719 18 11	209 12 6	5 6 9	4,749	6,095	7,265 5 0	10	..	72	..	6	10	26	9,200 3 2	
Mirafie	473	170 6 4	11 3 11	0 10 1	371	844	338 11 1	..	..	..	..	2	..	4	520 11 5
Piangil	2,168	1,179 11 6	123 19 10	6 10 1	4,417	3,779	4,564 15 0	10	22	123	2	14	17	68	5,879 16 5	
PIANGIL-KOOLONONG LINE.																
Coonimur	11	3 9 7	..	0 3 7	329	204	189 3 6	..	..	..	..	..	..	..	192 16 8
Natyk	230	145 8 11	21 4 8	0 8 7	1,133	1,436	780 2 11	..	..	5	1	..	6	6	947 5 1
Kooloonong	453	433 6 7	41 19 11	5 4 5	2,633	4,715	1,766 9 0	..	3	34	..	20	3	60	2,246 19 11	
YUNGERA LINE.																
Koorksb	47	19 19 8	..	..	202	670	133 6 5	..	..	..	..	..	..	..	135 6 1
Yungera	231	123 6 0	43 6 7	3 9 4	308	1,979	246 2 6	1	..	1	..	10	..	2	416 4 5	
MURRABIT LINE.																
Westby	233	13 5 11	0 13 3	..	297	749	689 18 4	..	..	..	..	..	..	..	703 17 6
Myal	532	68 19 0	0 15 6	..	85	4,233	119 2 1	..	..	24	..	..	1	..	188 16 7
Murra bit	2,790	611 6 1	86 15 11	1 12 4	1,947	2,966	3,619 7 3	6	18	125	31	4	9	73	4,319 1 7	

POONBOON LINE.															
*BaHbank	6	0 17 4	0 2 1	..	6	9	4 2 3	..	..	..	..	..	..	..	5 1 8
*Naourrie	34	4 13 4	0 9 9	..	492	53	709 9 8	..	..	..	..	..	..	..	714 12 9
*Wetuppa	2	0 3 4	0 1 8	..	11	22	639 10 3	..	..	..	..	..	..	..	639 15 3
*Cochool	8	1 10 8	..	..	11	481	3 18 0	..	..	..	..	..	..	..	5 8 8
*D Ipurra	2	0 3 6	..	..	79	140	2,107 9 10	..	..	..	..	..	..	..	2,107 13 4
*Tueloga	..	..	..	..	9	154	1 0 3	..	..	..	..	..	..	..	1 0 3
*Poonboon	9	6 4 4	1 14 2	2 5 10	491	710	607 8 3	..	2	8	..	5	13	9	617 12 7

COHUNA LINE.															
Hunter	630	102 6 2	4 13 3	1 13 1	1,664	656	706 3 2	..	1	25	..	..	..	1	814 15 8
Warragamba	244	71 2 2	9 10 10	0 1 9	811	618	702 19 0	..	24	43	..	..	..	1	783 13 9
McCull	194	12 6 9	0 2 8	..	285	1,372	830 9 9	..	..	179	..	..	..	..	842 19 2
Lockington	1,361	625 19 11	68 1 2	1 1 2	2,126	7,053	4,338 12 0	7	94	418	11	..	14	239	5,083 14 2
Kotta	240	116 16 4	5 10 1	..	1,542	2,683	1,784 6 9	..	..	89	1	2	1	27	1,906 13 2
Roslynmead	69	10 16 2	0 16 4	..	437	489	552 8 6	..	..	13	..	..	..	..	564 1 0
Patho	186	96 9 7	11 9 7	1 3 3	298	471	718 13 5	..	..	21	..	..	..	..	827 15 10
Gunbower	911	565 14 7	90 18 1	50 17 11	923	932	2,511 13 11	3	40	81	12	2	5	27	3,219 4 6
Letchville	1,345	887 11 4	94 7 4	1 11 9	1,871	1,622	3,357 9 2	2	110	53	64	5	6	21	4,340 19 7
Keely	396	209 3 11	10 17 7	..	74	56	110 16 11	..	..	..	..	..	..	..	530 18 5
Cohuna	2,371	1,859 11 7	239 17 6	29 8 8	2,643	6,439	5,339 6 4	13	106	103	54	8	16	47	7,468 4 1

BALRANALD LINE.															
Benarca	45	9 8 10	0 6 9	..	295	132	880 13 1	1	..	86	..	..	..	23	890 13 8
Womboota	166	49 9 5	2 14 10	0 2 11	669	459	2,618 9 4	2	42	357	..	..	..	5	2,670 16 6
Thyra	23	6 18 11	0 2 10	..	476	232	1,702 4 2	..	1	186	..	..	..	14	1,709 5 11
Bunnaloo	618	207 16 0	28 16 11	9 17 6	2,117	995	4,635 9 10	3	116	345	..	8	14	105	4,582 0 3
Tantonan	127	45 4 11	0 1 6	0 1 6	531	513	277 5 4	..	..	8	..	..	..	2	324 4 10
Caldwell	302	145 11 3	9 5 10	9 8 7	541	726	2,480 14 10	1	51	219	..	4	3	129	2,645 0 6
Yalla-kool	109	53 4 11	3 14 0	0 6 6	520	272	2,181 9 2	3	40	155	..	4	5	132	2,238 14 7
Wakool	641	426 17 4	107 17 4	2 10 1	3,412	1,550	4,513 4 10	..	7	195	..	..	14	112	5,052 9 7
Burraboi	170	107 18 8	0 2 11	0 2 11	1,227	441	3,511 12 3	..	29	327	..	1	29	169	3,630 1 11
Jimangle	66	48 9 11	6 3 9	..	18	127	72 3 1	..	..	..	..	..	..	..	126 16 9
Niemur	132	163 7 2	14 11 1	0 5 2	1,712	216	2,625 0 9	..	14	105	..	..	13	34	2,803 4 2
Dhuragoon	136	101 17 1	11 8 11	..	62	115	221 1 3	..	1	..	..	..	..	..	334 7 3
Moulamein	2,268	1,842 14 10	286 14 9	41 1 6	2,057	3,565	13,188 13 1	8	57	896	..	2	12	161	15,355 9 2
Berambong	26	22 13 7	1 4 0	..	6	292	11 4 0	..	..	..	..	..	..	..	35 1 7
Perekerton	143	109 11 6	0 16 5	0 16 5	87	479	2,249 13 10	..	12	155	..	2	1	68	2,363 4 8
Moolpa	30	34 3 7	3 12 10	0 18 8	57	88	116 3 1	..	6	144	..	1	..	15	154 18 2
Impmi	29	39 11 10	2 4 0	..	165	363	1,302 4 1	1	7	60	..	..	..	..	1,343 19 11
Yangalake	25	31 13 7	0 8 4	..	56	215	3,578 15 0	..	21	207	..	..	..	108	3,610 16 11
Balranald	1,891	2,772 19 6	447 8 2	55 15 6	2,456	4,221	12,598 8 5	11	77	264	..	4	15	35	16,274 11 7

MELBOURNE-GEELONG LINE.															
Oil Refneries Siding	..	..	..	..	25,864	3,944	23,396 17 1	..	..	..	..	..	..	..	23,396 17 1
*Gairn	4	0 2 6	..	..	..	..	..	..	..	..	..	..	..	..	0 2 6
Laverton	29,424	1,267 3 2	103 14 3	0 4 5	4,843	11,181	4,459 11 2	6	..	..	..	2	11	44	5,830 18 0
Aviation Siding	2,826	179 17 3	..	..	13	607	51 15 9	..	..	..	..	..	..	..	222 13 0
Werribee	125,600	6,775 2 5	1,416 18 8	161 8 10	8,325	30,131	5,080 12 1	161	277	658	..	164	756	522	13,433 17 0
Manor	2,357	167 8 7	7 7 7	..	4,240	3,993	949 1 10	..	..	61	..	..	..	53	1,141 4 9
Little River	9,239	731 15 9	58 12 6	9 19 1	3,210	4,699	1,209 10 3	5	65	149	..	9	63	182	2,009 17 7
Lara	11,860	1,073 6 11	281 3 9	19 3 4	31,278	8,257	3,405 6 3	1	11	28	..	2	1	112	9,779 0 3
Corio	12,865	1,296 17 0	108 18 3	2 15 0	10	5,453	424 7 11	..	..	..	..	..	..	..	1,582 18 2
Phosphate Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,163 10 2
Geelong Freezing Works Siding	..	..	..	..	28,256	24,021	11,166 10 2	..	..	..	..	..	..	..	..
North Shore	3,249	248 0 3	6 1 7	0 1 11	1,882	1,721	3,972 4 11	..	..	..	..	..	..	..	4,226 8 8
Corio Quay and Harbour Trust Siding	..	..	..	..	..	1,365	..	..	..	..	..	..	..	..	..
North Geelong	5,972	1,125 14 10	135 1 6	4 4 4	65,709	62,755	37,300 5 1	3	354	755	..	4	282	1,098	38,565 5 9
Geelong	311,468	59,909 3 6	6,439 3 10	403 2 6	70,769	117,293	49,215 1 11	68	73	16	107	54	228	86	115,966 11 9
Geelong Pier	..	..	..	..	29,611	58,199	4,332 4 1	..	..	..	..	..	..	..	4,332 4 1

GEELONG-BALLARAT LINE.															
Moorabool	2,619	213 3 1	15 13 7	0 5 1	491	542	225 0 10	..	..	12	..	2	2	5	454 2 7
Gheringhap	2,954	138 17 3	20 2 5	0 17 5	187	143	58 15 8	1	4	3	..	1	13	197	218 12 9
Bannockburn	8,457	884 16 19	111 0 11	1 10 4	2,070	1,096	1,089 6 3	1	27	24	..	3	9	..	2,086 14 4
Yethbridge	5,761	542 19 3	72 7 5	0 10 3	1,061	693	409 15 3	..	7	1	..	..	..	2	1,025 12 2

APPENDIX No. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
GEEELONG-BALLARAT LINE—continued.																	
Lethbridge Quarries .. .. .	..	..	..	..	11,124	21	2,388 8 9	..	..	..	..	..	..	..	2,388 8 9
Medina Siding .. .. .	..	..	..	..	451	19	99 2 6	..	..	..	..	..	..	..	99 2 6
Meredith	9,352	1,180 15 9	124 18 8	1 3 5	4,778	1,009	1,604 16 2	8	18	81	4	3	3	17	2,911 14 0		
Ebaine	3,654	567 19 6	81 19 5	1 8 9	6,003	601	1,884 10 9	..	4	35	13	2	1	25	2,535 18 5		
Lal Lal	3,227	383 18 10	42 10 7	1 3 3	2,998	535	885 9 2	1	4	3	..	..	1	1	1,313 1 10
Yendon	2,087	210 19 4	25 8 5	14 0 10	1,947	256	434 12 1	..	4	18	..	..	2	21	685 0 8
Navigator	1,485	93 10 3	0 6 3	..	..	..	..	..	..	..	..	..	..	..	93 16 6
Warrenhelp	5,867	390 1 4	15 16 4	17 17 2	1,462	626	721 12 5	..	..	..	..	..	2	..	1,145 7 3
Ballarat East	19,958	3,305 9 5	862 2 5	39 18 5	13,055	28,861	6,547 5 2	..	..	..	..	..	..	..	10,754 15 5
Ballarat	227,593	66,598 3 5	12,109 9 5	644 5 1	40,211	109,822	69,239 9 0	222	392	1,087	212	144	1,045	2,696	805	148,641 6 11	
BALLARAT-SERVICETON LINE.																	
North Ballarat	2,438	284 9 5	2 5 10	1 1 7	..	..	..	..	..	..	..	..	..	..	287 16 10
White's Siding .. .. .	..	..	..	..	1,331	99	806 7 1	..	..	..	..	..	..	..	806 7 1
Wendouree	624	57 19 2	..	..	..	..	0 3 1	..	..	..	..	..	..	..	58 2 3
Dowling	138	7 2 2	..	..	..	..	..	..	..	..	..	..	..	..	7 2 2
Wundermere	1,292	140 18 0	10 0 5	1 19 3	3,614	612	2,034 14 1	1	..	..	..	1	..	3	2,187 11 9
Burrumbet	2,369	344 4 3	41 12 3	21 4 7	7,525	1,168	4,892 0 0	15	19	85	..	10	8	14	5,299 1 1		
Trawalla	1,602	347 18 0	72 17 11	1 10 0	5,935	416	2,442 0 7	2	2	18	2	8	1	3	2,864 6 6		
Beaufort	10,175	3,099 10 2	349 11 10	51 8 4	7,103	4,434	4,531 10 8	7	64	218	3	14	34	49	8,082 1 0		
Middle Creek	2,012	259 13 4	13 17 6	2 10 6	1,235	143	1,561 16 5	..	29	69	..	..	..	17	1,867 17 9
Bunngor	1,858	435 7 4	45 14 11	1 9 6	2,220	1,352	1,338 7 4	1	..	44	..	2	3	59	1,820 19 1		
Doble	440	124 8 7	12 18 3	10 4 5	197	181	328 16 0	..	2	2	..	..	..	..	476 7 3
Ararat	34,528	15,267 10 1	1,200 13 1	245 19 6	7,000	18,966	7,337 3 9	27	68	99	9	30	86	112	24,051 6 5		
Armstrong	772	103 5 8	8 6 1	1 0 10	424	7,369	122 10 10	..	1	..	..	..	..	..	235 3 5
Irvine's Siding .. .. .	..	..	..	..	369	..	429 19 7	..	..	..	..	..	..	..	429 19 7
Great Western	3,034	541 7 11	41 17 11	16 7 2	26,681	1,185	9,785 0 11	4	1	1	..	3	..	..	10,384 13 11
Stawell	23,295	10,700 16 5	909 7 7	125 9 4	14,100	15,681	12,862 8 1	10	35	88	3	11	48	104	24,598 1 5		
Deep Lead	492	52 15 6	8 12 7	0 5 9	3,892	14	941 14 7	..	..	..	..	..	..	..	1,008 8 5
Glenorchy	2,084	585 11 2	79 15 3	8 1 2	12,747	5,531	7,794 8 0	3	5	62	1	6	3	37	8,467 15 7		
Wal Wal	1,059	237 15 3	19 6 4	0 9 5	1,758	403	1,313 19 4	..	2	..	..	1	..	2	1,571 10 4
Lubeck	2,707	660 9 1	48 0 2	8 2 1	6,827	3,390	4,602 16 4	..	1	28	..	1	1	41	5,819 7 8		
Ashens	237	11 18 6	8 10 11	..	..	..	..	..	..	..	..	..	..	..	20 9 5
Murtoa	14,512	6,498 3 6	324 16 9	72 3 0	14,504	18,958	11,033 1 8	12	15	94	3	2	8	98	17,028 4 11		
Jung	3,092	514 16 1	37 12 5	12 8 11	9,805	3,274	6,574 11 4	14	..	..	..	2	..	4	7,139 8 9
Dooen	1,517	451 7 1	38 5 2	2 6 7	3,194	2,519	2,778 18 11	5	3	53	..	4	2	17	3,265 17 9		
Horsham	35,443	17,123 12 7	1,336 3 11	406 11 9	28,827	45,543	26,959 9 0	58	56	226	..	36	53	173	45,825 17 3		
Dahlen .. .. .	..	..	..	..	1,221	296	775 10 10	..	..	..	..	..	..	..	775 10 10
Pimpino	4,452	446 5 11	40 8 2	0 5 11	4,647	1,314	3,341 6 6	..	1	4	..	..	1	..	3,828 6 6
Wall	1,757	156 12 9	8 14 5	1 18 10	5,251	1,281	3,682 4 4	..	..	..	..	..	..	..	3,849 10 4
Dimboola	17,478	8,290 13 9	424 14 0	56 10 11	9,116	11,560	9,501 2 4	41	3	195	..	34	23	76	13,282 1 0		
Gerang Gerang	912	144 12 10	17 2 4	0 2 2	3,305	1,027	2,342 11 11	1	1	1	..	..	..	..	2,504 9 3
Klata	732	135 9 11	18 6 8	0 1 6	2,910	3,583	2,325 1 4	1	..	12	..	1	..	..	2,478 19 5
Sallsbury	267	44 2 6	7 18 9	0 3 8	874	1,061	643 13 8	..	..	1	..	..	..	..	895 18 7
Nhill	12,901	7,544 17 4	533 14 6	82 15 2	13,915	19,484	14,484 9 7	41	98	257	3	85	71	56	22,665 16 7		
Tarranginnie	250	13 11 6	5 15 1	1 3 7	3,308	792	2,455 1 1	..	..	8	..	..	1	7	2,475 11 3
Diapur	416	85 11 6	11 9 4	5 18 2	1,628	530	1,191 7 8	1	..	..	..	..	..	..	1,509 6 8
Miram	533	99 1 7	22 12 0	0 10 11	7,236	1,658	5,786 13 5	3	..	5	..	3	..	7	5,908 17 11		
Kaniva	3,892	2,459 11 1	153 14 11	12 16 5	5,229	7,771	5,693 9 5	10	7	111	..	4	4	8	8,319 11 10		
Lillimur	310	55 19 6	10 10 11	4 4 11	8,637	3,232	6,432 0 0	7	1	10	..	10	1	8	6,502 15 4		
Serviceton	3,150	1,680 18 11	41 9 8	8 14 4	6,557	1,575	4,253 2 2	8	3	33	..	3	15	108	5,984 5 1		

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WILLIAMSTOWN LINE.																		
South Kensington	328,752	4,221	4	5	41	3	2	0	10	4	28,519	80,852	8,022	8	7	12,885	6	6
Angliss' Siding											3,293	5,502	1,584	15	2	1,584	15	2
Footscray	4,082,996	71,485	9	4	2,534	19	3	28	0	6	169,281	134,647	89,719	19	7	163,768	8	8
Seddon	1,601,796	24,126	1	5	104	17	4	1	0	3			0	7	3	24,232	6	3
Yarraville	2,110,698	32,550	3	2	385	9	1	6	9	11	97,082	28,020	64,829	2	1	87,771	4	3
Spotswood	525,014	8,412	8	8	750	17	6	0	0	9	94,039	50,266	228,277	8	1	237,440	15	0
Newport	1,898,348	36,514	9	7	316	6	6	43	0	2	19,144	72,611	9,057	18	6	45,931	14	9
Austral Meat Siding											2,416	654	480	18	8	480	18	8
North Williamstown	1,097,017	23,474	8	1	200	11	5	3	13	10	415	8,877	127	7	3	23,806	0	7
Williamstown Beach	723,105	15,722	6	1	92	1	8	1	6	11		4	0	3	4	15,815	18	0
Williamstown	509,003	11,413	17	11	132	8	2	53	11	11						11,599	16	0
Williamstown Pier	41,413	1,091	18	9	22	7	1				258,809	159,892	59,501	9	3	60,615	15	1
NEWPORT-SUNSHINE LINE.																		
Thomas' Siding											19,986	1,512	3,042	17	11	3,042	17	11
McKenzie and Holland's Siding											594	356	137	18	3	137	18	3
Gray Bros' Siding											49		118	19	0	118	19	0
Brooklyn Pty. Ltd. Siding											24,733		4,405	19	0	4,405	19	0
Angliss' Quarry Siding											648	2,599	1,199	1	2	1,199	1	2
Borthwick's Siding											4,672	1,342	710	14	8	710	14	8
Brooklyn "A" Siding												82						
Little Brooklyn Siding											1,484	2,837	504	2	9	504	2	9
Victorian Iron Moulding Co.'s Siding											514	2,126	352	7	1	352	7	1
Prossor's Siding											1,646	1,354	307	13	4	307	13	4
Braybrook Pty. Co.'s Siding											2,823		451	3	10	451	3	10
Prahran City Council's Siding											14,186	1,538	2,638	16	10	2,638	16	10
Willis' Siding											32,287	199	5,908	18	1	5,908	18	1
Highfield Siding											35,099	548	6,209	5	0	6,209	5	0
Melbourne Quarries Siding											42,820	42	7,633	8	4	7,633	8	4
Stanley Quarries Pty. Ltd. Siding											33,199	244	6,136	5	0	6,136	5	0
Commonwealth Quarries											12,041	1,023	1,719	5	1	1,719	5	1
Bon Accord Siding											2		4	0	5	4	0	5
ALTONA BEACH LINE.																		
Seaholme	117,566	2,345	16	8	2	6	4									2,348	3	0
Altona Beach	205,847	4,681	10	9	31	14	0				2,760		0	1	1	4,713	5	10
BACCHUS MARSH LINE.																		
Federal Manure Siding											18,541	18,720	8,159	13	1	8,159	13	1
Deer Park	4,038	146	8	7	34	17	5	0	7	2	28,173	4,187	5,428	16	8	5,610	9	10
Rockbank	7,135	497	13	8	132	16	10	29	4	3	5,806	2,627	1,434	4	4	2,068	19	1
Cockhill's Siding											22,616	176	4,843	10	11	4,843	10	11
Melton	20,377	1,494	7	6	254	14	6	156	2	5	7,500	3,926	2,445	8	4	4,850	12	9
Staughton											1,032	871	170	4	9	170	4	9
Parwan	2,919	314	5	6	21	9	10	6	16	7	5,440	960	1,608	4	6	1,950	16	5
Bacchus Marsh	31,977	4,395	3	3	941	18	3	410	0	2	10,736	10,583	7,295	15	1	13,043	1	9
Rowsley	301	49	11	1	12	5	3				6,085	455	1,610	7	0	1,672	3	4
Inghston	613	110	10	10	51	7	10	1	4	4	128	49	101	4	9	264	7	9
Ballan	12,731	2,149	8	5	391	19	11	27	3	4	2,178	4,394	3,572	2	9	6,140	14	5
Bradshaw	168	27	7	2	9	15	0	2	12	6	2	3	5	5	5	45	0	1
Llandello											1,279	1,106	263	16	6	263	16	6
Gordon	8,858	855	10	4	82	1	0	6	14	10	3,671	908	1,715	0	6	2,650	6	8
Milbrook	2,034	211	2	7	20	3	11	0	2	2	1,621	162	1,710	7	7	1,941	16	3
Wallace	7,014	439	16	7	37	9	4	5	12	5	6,931	1,250	3,889	8	7	4,372	6	11
Bungaree	9,023	853	10	6	49	5	4	17	7	0	17,735	2,260	10,210	7	10	11,130	10	8
Dunnstown	5,919	271	1	1	7	17	9	4	13	3	5,002	723	2,624	15	5	2,908	7	6
FYANSFORD LINE.																		
Fyansford											143,919	71,738	95,505	8	1	95,505	8	1

APPENDIX NO. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.						
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		
QUEENSLIFF LINE.																		
South Geelong	10,837	1,352 7 2	184 13 3	2 13 4	1,689	35,565	1,174 17 4										2,714 11 1	
Cheetham Siding					12,861	160	7,739 19 4										7,739 19 4	
Moolap	275	14 6 10	0 7 9	0 0 9													14 15 4	
Leopold	260	18 11 0	0 8 8	4 0 10	414	2,024	180 12 1					1					203 12 7	
Curlewia	309	27 10 10	0 5 6	0 8 1	932	125	213 3 3	3				1	3				241 7 8	
Drysdale	4,120	581 3 10	224 3 8	6 3 8	5,486	1,444	3,002 12 3		14	21		1	17	28			3,814 3 5	
Mannerim	709	69 13 11	1 12 4		2,048	533	635 18 3	2	5				3	10			707 4 6	
Marcus	799	81 17 8	4 14 5	35 18 3	1	1	34 5 9	9				7					156 16 1	
Queenscliff	10,955	2,382 7 2	382 17 10	5 7 0	2,154	6,126	1,887 17 6	10	5			5	15	17			4,658 9 6	
GEE LONG—PORT FAIRY LINE.																		
Marshall	912	94 1 9	199 7 9	0 5 10	1,216	3,103	723 1 8	1	2	36	10	2	2	33	5		1,016 17 0	
Grovedale	615	53 1 10	4 3 8														57 5 6	
Pettavel	374	35 13 10	4 18 9		4,020	138	1,259 6 3										1,299 18 10	
Moriac	2,525	367 1 10	55 18 5	4 3 3	3,855	1,180	2,089 3 0	7	5	105	1	3	22	52			2,516 6 6	
Buckley	502	71 16 9	6 13 10	12 18 0	1,898	477	980 16 5	10	2			10	1	12			1,072 5 0	
Winchelsea	10,104	1,823 2 1	187 15 10	37 4 6	9,975	4,064	4,179 19 6	18	31	98	23	25	3	25	2		6,228 1 11	
Arnytage	323	68 1 7	8 18 3	1 8 10	2,916	771	953 1 0					1	3				1,031 9 8	
Birregurra	9,915	2,426 6 0	251 7 7	5 15 2	2,879	6,298	2,810 1 9	2	51	146	26	2	8	47			5,493 10 6	
Warnoort	546	131 1 5	26 17 2	0 1 2	1,780	994	1,159 7 7	1		15		2		5			1,317 7 4	
Irrewarra	2,278	774 19 6	1,559 0 9	7 8 0	1,920	1,504	1,124 18 3		41	10			47	17			3,466 6 6	
Colac	53,780	16,318 11 7	2,554 18 0	528 10 7	23,068	30,214	16,560 2 9	65	630	141	448	34	210	283	159		35,962 2 11	
Larport	1,413	229 12 9	255 12 4	0 6 8	1,139	682	822 3 1	1		11		1	58	11	11		1,307 14 10	
Pirron Yallock	2,861	991 8 5	145 14 9	5 0 9	1,442	977	1,356 8 10	1	18	43		2	8	63			2,498 12 9	
Stoneyford	1,342	278 19 3	79 6 5	0 2 11	122	284	192 2 11						2				550 11 6	
Pombornelt	2,077	397 13 11	244 15 3	13 18 9	207	523	467 10 1	9	2	35	24	4	40	17	3		1,123 18 0	
Weerite	1,004	345 6 4	116 9 9	4 10 8	161	340	2,250 2 9	6	209	116		7	122	22			2,716 9 6	
Camperdown	26,373	10,775 13 10	3,377 15 2	431 19 5	4,423	18,084	10,466 17 3	57	391	463	127	49	113	91	33		25,052 5 8	
Boorcan	691	333 14 4	22 17 9	1 6 0	122	3,524	1,799 6 11	2	142	115			209	14			2,157 5 0	
Terang	19,343	6,633 7 2	600 19 3	85 19 11	6,472	18,371	15,010 3 4	39	508	370	119	34	171	96	27		22,330 9 8	
Garvoc	2,408	426 5 0	35 8 4	5 4 3	1,252	1,151	1,116 6 4	2	32	9		1	8	1			1,583 3 11	
Pannure	2,707	512 1 2	38 4 9	2 7 8	2,839	2,098	574 16 7					1	5	5			1,127 10 2	
Cudgee	1,403	272 12 7	16 4 10	6 9 10	107	418	171 11 11	3					2				466 19 2	
Alansford	3,809	999 16 0	1,916 4 2	82 12 3	1,040	6,801	2,172 9 5	3	37	21	1	6	36	24			5,171 1 10	
Warrnambool	94,376	15,887 6 2	1,453 19 10	828 17 2	49,719	54,987	27,185 5 9	39	592	101	92	37	90	176	1		45,355 8 11	
Dennington	1,311	74 3 0	120 10 4	0 1 6	20,355	26,101	9,431 12 2										9,626 7 0	
Hlowa	1,896	371 15 0	8 16 4	0 15 5	7,057	1,632	5,114 14 0										5,496 0 9	
Koroit	10,244	2,526 19 8	231 5 1	152 7 8	6,829	5,983	8,830 11 1	7	157	161	2	7	30	16			11,741 3 6	
Crossley	142	10 4 4	0 16 11		3,968	551	2,995 18 8											3,006 19 11
Kirkstall	330	21 11 1	5 8 9		20	150	66 14 7					1					93 14 5	
Moyno	170	16 14 4	1 0 4		752	175	521 6 2						3				539 0 10	
Rosebrook	160	19 13 8	0 4 3		4,642	173	907 6 1											927 4 0
Port Fairy	6,386	3,568 6 10	682 11 1	18 5 7	4,183	6,717	7,339 17 2	6	36	129	2	6	6	24			11,609 0 8	
WENSLEYDALE LINE.																		
Gravels Ltd. Siding					38,600	40	7,957 3 10											7,957 3 10
Layard					600	94	305 1 11		1									305 1 11
Gherang					18,224	91	3,484 6 2											3,484 6 2

APPENDIX No. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTALS OUTWARD TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	
		£ s. d.	£ s. d.	£ s. d.			£ s. d.									£ s. d.
KOROIT-HAMILTON LINE—continued.																
*Stopping Place No. 11	8	2 10 10													2 10 10	
Minhamite	252	55 6 1	13 17 11	1 4 1	954	434	1,116 19 8		1	90		1	1	8	1,137 7 9	
Purdeet	138	37 5 6	3 15 10	0 4 11	131	494	236 16 9							9	278 3 0	
Penshurst	1,390	532 5 8	114 11 8	24 1 8	1,911	2,136	6,193 7 0	11	206	204	19	7	56	14	6,864 6 0	
*Stopping Place No. 7	32	4 1 7													4 1 7	
Tabor	87	14 9 11	1 3 11		1,041	357	802 15 5			16				2	818 9 3	
Yatchaw	128	14 6 10	1 1 1		527	112	698 15 0		18	40			1	4	714 2 11	
GHERINGHAP-MAROONA LINE.																
Murghebolue	36	4 11 2	0 8 5		86	73	32 9 0								37 8 7	
Inverleigh	616	149 18 1	56 2 5	4 13 4	1,300	896	942 13 7	5	19	70	7	2	7	27	1,153 7 5	
Doroq	46	6 15 9	2 5 7		47	153	230 15 6			11					239 16 10	
Wingee	328	103 4 9	40 11 1	0 6 7	47	135	434 15 8			78			14	2	578 18 1	
Poorneet	124	28 3 7	10 4 7	0 15 2	500	138	397 16 11		2	50			1	20	437 0 3	
Duverney	251	95 6 10	13 0 3		5,516	602	2,897 16 6								3,006 3 7	
Berrybank	770	290 0 9	41 1 3	3 7 9	7,600	1,455	4,715 13 11	4		111	7	11	1	57	5,050 3 8	
Gnarkeet	130	54 11 5	5 4 11		2,989	490	1,552 6 10			23			2	16	1,612 3 2	
Lismore	1,363	724 19 1	118 0 3	13 6 1	5,777	2,691	4,847 1 10	5	53	198	10	11	24	43	5,703 7 3	
Derrinallum	1,319	571 16 8	139 16 9	31 9 11	1,420	2,225	3,579 15 2	9	112	175	43	4	3	7	4,332 18 6	
Vite Vite	254	115 10 4	23 0 2	0 7 3	2,131	504	1,376 10 10			8				3	1,520 8 7	
Pura Pura	609	201 1 4	25 18 5	1 19 1	404	392	1,040 9 10	3	2	72	2	4	14	47	1,289 8 8	
Nerrin Nerrin	405	233 4 3	32 10 1	5 5 1	1,077	709	1,267 15 4	17	18	44		19	9	10	1,538 14 9	
Westmere	1,194	639 16 11	102 6 6	11 19 8	5,700	4,014	5,194 1 10	7	28	113	1	6	20	65	5,968 4 11	
Miniera	430	167 13 5	26 11 11	1 8 4	3,840	1,326	2,723 12 0	2	2	44	2	2	3	13	2,925 5 8	
Tatyoon	231	104 6 0	25 7 1	0 12 8	4,931	1,239	3,666 11 3		3	37	1			11	3,796 17 0	
BUNINYONG LINE.																
Eureka	1,264	23 15 8			4,293	4,387	2,878 12 4								2,902 8 0	
York-street	464	8 13 2													8 13 2	
Levy	1,799	30 4 3													30 4 3	
Canadian	4,171	63 4 6	0 0 10			243									63 5 4	
Mount Clear	1,338	27 2 3													27 2 3	
Reld	1,471	32 12 2													32 12 2	
Mount Heten	720	17 16 8													17 16 8	
Buninyong	47,844	1,508 11 0	59 17 4	1 11 5	2,289	680	1,375 19 2	2	3	10				8	2,945 18 11	
BALLARAT-IRREWARRA LINE.																
Cardigan	406	10 10 1	5 6 1												15 16 2	
Kopke	247	13 1 5	0 3 1												13 4 6	
Haddon	1,148	50 6 3	16 9 0	0 2 2	4,935	93	1,711 15 0								1,778 12 5	
Nintingbool	332	15 18 3	0 8 0												16 6 3	
Smythesdale	4,190	350 3 9	27 5 8	3 5 5	10,481	184	2,949 17 8		1						3,330 12 6	
Scarsdale	2,878	139 18 2	16 7 10	0 3 7	7,186	194	1,459 5 4		1						1,665 14 11	
Newtown	5,681	257 4 7	33 10 0	0 11 7	1,248	134	366 11 0	2	5	11		1	1	11	657 17 2	
Berringa	262	41 8 4	10 14 10	0 3 6	1,626	156	420 7 2								472 13 10	
Ilbarook	357	72 19 7	29 4 2	0 12 3	3,865	338	1,231 7 1	1	5	15		3	3	7	1,334 3 1	

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Rukewood	131	60 7 11	12 8 5	1 3 2	2,570	911	1,046 15 4	3	14	44	7	8	19	1,129 14 10
Werneth	168	34 19 13	5 2 4	0 3 2	3,005	411	1,488 16 8	18	73	133	15	20	27	1,529 2 1
Cressy	3,002	931 17 10	89 7 8	10 0 4	3,520	1,522	3,019 5 5	4	4	127	14	19	4	4,050 11 3
Barpinba	407	91 0 4	8 10 3	0 11 8	1,356	1,017	1,195 17 6	1	36	116	49	1	19	1,295 19 9
Besse	2,444	416 4 6	105 7 2	3 11 5	2,010	4,102	1,985 4 9	1	1	1	1	25	40	2,513 7 10
Ondit	412	46 1 8	3 11 6	2 18 0	221	496	151 0 5	1	1	1	1	1	1	203 11 7
LINTON LINE.														
Happy Valley	152	25 15 4	..	..	..	..	..	..	..	..	..	..	..	25 15 4
Linton	7,223	413 3 0	50 12 2	3 7 3	2,891	939	1,651 16 11	2	19	15	3	7	7	2,118 19 4
LINTON-SKIPTON LINE.														
Pittoon	788	84 6 2	9 6 3	12 3 4	1,160	318	836 8 8	2	16	31	8	2	12	942 4 5
Skipton	2,888	475 3 0	87 17 6	9 6 3	5,955	1,838	4,503 1 8	8	56	57	8	15	3	5,075 8 5
PORTLAND LINE.														
Ripon	..	..	..	..	34	..	10 3 9	..	..	..	..	..	..	10 3 9
Country Roads Board Siding	..	..	..	..	43,347	14	12,761 15 9	..	..	..	..	..	..	12,761 15 9
Langi Logan	155	28 18 0	13 5 6	0 15 6	1,071	698	1,129 16 4	..	..	..	..	..	..	1,172 15 4
New Langi Logan Siding	..	..	..	..	2,311	36	573 16 6	..	..	..	..	..	..	873 16 6
South Langi Logan	..	..	..	..	4,770	1	951 12 4	..	..	..	..	..	..	951 12 4
Maroona	1,203	311 12 0	41 8 11	1 0 3	2,108	1,694	1,890 2 8	..	13	47	..	5	42	2,184 3 10
Calvert Siding	59	9 11 3	..	..	1,373	23	824 1 8	..	..	..	..	..	..	833 12 11
Wiltaura	3,698	1,527 11 6	246 5 5	15 18 0	6,825	2,732	7,572 12 3	13	43	336	3	15	130	9,362 7 2
Slavey	443	109 1 9	10 13 0	1 15 0	1,383	366	1,792 10 9	1	6	103	..	..	11	1,908 0 6
Glen Thompson	2,160	832 1 4	110 16 11	8 7 4	2,497	1,408	3,553 12 7	..	22	223	..	10	4	4,504 18 2
Dunke'd	3,637	1,228 4 3	119 18 8	74 7 6	842	1,247	4,714 16 4	13	37	279	..	19	23	6,335 6 9
Moutajup	459	89 3 0	7 0 5	..	1,570	380	1,175 14 7	..	..	..	..	..	..	1,271 18 0
Strathkollar	412	42 19 10	10 10 7	0 15 10	863	603	910 18 2	..	..	13	..	1	3	965 4 5
Hamilton	30,352	15,105 1 1	2,074 5 2	358 0 1	21,528	28,881	27,995 2 8	68	169	1,004	..	38	55	45,532 9 0
Branxholme	3,641	865 14 2	69 10 4	47 7 4	1,055	1,157	2,473 12 10	5	64	57	..	6	4	3,456 4 8
Condah	1,958	555 9 6	42 11 1	17 12 1	1,050	1,578	3,006 2 8	4	4	175	74	4	11	4,221 15 4
Myamyn	1,302	144 19 10	10 4 5	3 13 0	414	422	481 4 0	4	4	..	..	4	..	640 1 3
Miltown	654	88 7 5	10 4 4	..	2,551	166	1,230 3 4	..	..	..	..	..	..	1,328 15 1
Heywood	5,553	1,384 5 2	186 5 10	3 13 10	3,251	1,969	2,913 8 0	2	30	85	..	3	3	4,487 12 10
Heathmere	65	8 1 8	0 9 11	..	395	127	327 7 4	..	..	..	..	..	..	335 13 11
Gorae	288	18 6 4	0 18 6	0 0 0	2,013	309	1,936 17 4	..	..	..	..	..	..	1,956 2 11
Portland North	1,010	292 18 8	17 6 3	0 17 1	351	81	643 0 4	3	11	..	..	..	14	954 2 4
Portland	6,585	2,562 13 9	1,070 19 0	3 10 10	9,254	7,981	13,511 14 2	3	6	..	..	3	4	17,148 17 9
COLERAINE LINE.														
Bochara	25	5 8 5	0 12 9	..	72	114	30 8 5	..	..	..	..	..	..	36 9 7
Wannon	982	138 17 3	12 15 3	3 6 3	1,380	219	1,132 2 9	..	..	..	..	..	..	1,287 1 6
Gritturk	65	11 14 3	0 6 5	..	999	42	573 16 1	..	..	..	..	..	..	585 16 9
Coleraine	5,408	2,424 3 2	161 12 9	33 14 7	6,257	4,836	11,348 7 9	7	135	194	72	5	16	13,967 18 3
CASTERTON LINE.														
Miakite	13	0 19 2	..	..	..	..	..	..	..	..	..	..	..	0 19 2
Glassdale	640	213 4 0	12 19 5	3 7 5	239	552	2,841 15 5	1	163	66	..	..	1	2,871 6 3
Merino	3,527	1,233 9 10	152 11 6	13 8 10	1,056	2,489	3,393 8 7	7	2	54	72	9	7	4,792 18 9
Henty	694	140 2 10	10 15 2	2 0 3	136	339	2,835 19 4	1	175	85	27	2	6	2,988 17 7
Sandford	3,480	359 15 11	19 7 2	41 13 4	496	242	5,362 19 7	3	153	333	..	8	68	5,783 16 0
Casterton	5,852	2,706 12 5	428 1 4	53 11 2	5,340	6,217	8,946 19 6	8	1	3	50	8	7	12,135 4 5
MOUNT GAMBIER BORDER LINE.														
Sinclair	35	2 6 10	0 5 5	..	222	53	128 11 1	..	..	..	..	..	..	131 3 4
Lyons	153	37 17 2	1 12 11	0 1 2	1,267	140	840 16 8	..	..	1	..	..	..	680 13 11
Greenwald	765	117 14 11	3 4 7	0 4 4	1,907	215	861 19 3	..	..	1	1	..	..	983 3 1
Winnap	830	127 13 5	12 14 5	0 2 4	229	330	473 16 9	..	2	18	5	..	2	614 6 11
Dartmoor	1,417	398 10 0	22 15 3	0 5 1	912	724	1,002 0 9	..	14	15	..	6	..	1,423 11 1
Marp	102	13 16 1	0 10 5	..	22	43	27 14 1	..	..	..	..	..	..	42 0 7
Puralka	96	17 10 10	2 15 9	0 8 7	207	303	700 1 8	..	..	..	..	..	..	720 16 10
Rennick	490	246 0 4	..	..	28	40	74 18 6	1	..	..	..	..	60	320 16 10

APPENDIX No. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	
		£ s. d.	£ s. d.	£ s. d.			£ s. d.									£ s. d.
GRAMPIANS LINE.																
Fyans Creek					870	10	393 6 9								393 6 9	
Grampians					16,644		5,464 7 11								5,464 7 11	
MARNOO LINE.																
Jackson	1	0 0 10			2,318	190	1,454 10 10								1,454 11 8	
Rupanyup	1,710	783 1 11	173 19 4	8 19 11	8,115	15,886	6,334 9 5	6	24	41		8	3	11	7,300 10 7	
Burrum	14	0 11 3	0 5 10		3,490	3,609	1,874 3 4							2	1,875 0 5	
Banyena	294	95 1 0	12 16 3	0 5 9	5,991	1,114	3,301 4 11			52				7	3,409 7 11	
Marnoo	625	221 15 7	67 12 0	13 10 11	8,407	5,769	6,550 16 10	4	5	102			4	75	6,853 15 4	
MARNOO-BOLANGUM LINE.																
Bolangum	5	0 11 3	2 5 6		6,615	541	4,658 19 9								4,661 16 6	
HOPETOUN LINE.																
Coromby	666	35 16 6	5 16 6	0 3 8	2,722	467	1,659 13 10			7				1	1,701 10 6	
Minyip	4,794	1,855 17 3	204 1 2	42 14 11	8,053	12,746	7,185 12 10	22	21	165	1	20	5	71	9,288 6 2	
Nullan	206	20 11 0	2 14 11		2,053	552	1,365 9 11							2	1,388 15 10	
Sheep Hills	1,691	423 6 1	25 7 11	16 11 11	9,337	2,765	7,433 10 9	8	15	67		1	3	19	7,898 16 8	
Mellic	15	0 12 0	0 15 10		876	193	648 13 4								650 1 2	
Warracknabeal	13,938	6,955 4 11	598 18 7	151 9 11	28,378	32,370	23,350 4 3	58	24	184		27	25	116	31,061 17 8	
Balchica					1,340	263	725 6 8								725 6 8	
Lah	419	28 5 4	7 12 9		3,376	3,697	2 7			43					3,733 0 8	
Brim	1,429	406 3 3	72 10 10	6 11 1	6,373	3,050	5,570 11 3	5	10	71	2	1	1	8	6,055 16 5	
Galaquil	252	32 17 8	10 14 1		4,375	2,679	2,688 9 2							1	2,752 0 11	
Beulah	3,191	1,499 1 11	234 1 7	17 18 4	10,372	8,061	7,465 3 1	5		10		4	5	39	9,216 4 11	
Rosebery	399	148 3 4	15 7 0		2,263	1,921	1,837 12 1		1	26				3	2,001 2 5	
Goyura	364	85 18 7	2 12 1		1,225	632	608 14 4								697 5 0	
Hopetoun	3,091	1,684 11 2	237 10 10	50 12 4	8,450	7,300	6,521 4 8	14	5	37		14	7	67	8,493 19 0	
PATCHEWOLLOCK LINE.																
Burroin	24	2 8 2			946	231	598 7 9								600 15 11	
Dattuck	74	6 17 10	0 2 7		175	265	79 10 8								86 11 1	
Yarto	157	16 16 10	2 19 11		377	603	300 18 9			9					320 15 6	
Willa	81	12 9 3	2 2 0		482	495	810 17 4								325 8 7	
Patchewollock	799	280 16 4	51 7 5		3,634	3,630	2,497 5 4	2	1	4		16	1	14	2,829 9 1	
GOROKE LINE.																
Remlaw	20	1 1 7			1,086	1,529	783 11 11								784 13 6	
Vectis	146	17 1 0	1 1 2		1,160	503	539 14 0								557 16 2	
Quantong	868	93 18 10	9 16 9	1 2 0	2,222	958	2,387 0 5		1						2,491 18 0	
East Natimuk	284	28 2 6	1 0 0	1 10 10	78	141	40 17 2								71 10 6	
Natimuk	3,631	902 1 0	168 18 1	6 16 4	4,318	2,541	3,539 9 9	4	4	67	1	2	1	5	4,667 5 2	
Arapiles	50	6 17 5	0 2 8		1,085	366	702 3 10						1		709 3 11	

APPENDIX No. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE £ s. d.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
MELBOURNE-TALLANGATTA LINE—continued.																	
Donnybrook	5,202	459 13 0	472 2 10	7 13 4	1,618	1,270	1,155 14 5	..	81	82	..	2	78	156	..	2,095 3 7	
Beveridge	2,561	255 5 10	285 9 3	4 0 5	770	13,519	385 18 6	..	1	67	2	3	2	59	2	930 14 0	
Wallan	8,237	1,082 14 8	194 9 1	4 10 1	2,633	3,755	1,429 10 4	6	45	229	4	8	49	201	..	2,711 4 2	
Lightwood .. .. .	..	..	..	..	1,892	16	426 7 9	..	..	..	..	..	..	..	..	426 7 9
Heathcote Junction	727	90 9 6	3 18 1	0 9 8	..	..	..	..	..	..	..	..	..	..	..	94 17 3
Wandong	5,194	592 3 9	36 7 1	3 5 2	4,594	404	1,567 3 9	3	2	2	..	1	..	11	..	2,198 19 9	
Kilmore East	9,885	2,166 5 5	238 18 9	19 19 11	189	185	1,067 0 1	4	157	162	..	9	64	112	..	3,492 4 2	
Broadford	19,740	2,889 4 1	450 15 3	19 14 2	7,391	9,802	2,429 19 0	14	19	91	1	10	18	91	..	5,789 12 6	
McDougall .. .. .	..	..	..	..	8,191	29,858	5,975 11 5	..	..	..	..	..	..	..	..	5,975 11 5
Tallarook	9,923	1,605 11 11	196 4 4	7 3 3	1,793	740	1,065 6 3	12	19	40	7	8	13	32	..	2,874 5 9	
Dysart .. .. .	..	..	..	..	262	33	115 4 4	..	..	..	..	..	..	..	..	115 4 4
Seymour	52,603	15,660 19 6	754 16 6	59 15 3	8,658	8,477	6,029 18 5	87	122	298	9	81	59	353	1	22,505 9 8	
Mangalore	3,706	587 11 7	27 13 0	18 16 0	32,660	954	7,650 7 7	4	1	..	..	4	18	10	1	8,284 8 2
Avenel	6,148	1,185 11 10	97 16 1	69 19 10	1,086	1,069	1,169 10 9	2	24	84	..	4	4	41	..	2,522 18 6	
Monea	15	2 14 11	2 19 6	..	1,424	4	625 19 6	1	..	2	..	..	..	..	..	631 13 11
Locksley	1,279	215 15 3	18 7 4	0 17 5	730	727	458 6 4	..	..	15	..	..	..	11	..	693 6 4
Longwood	4,022	913 13 2	64 11 3	17 7 11	3,048	975	2,057 10 10	..	10	69	..	1	2	37	..	3,053 3 2	
Creighton	443	45 2 7	15 1 1	0 2 11	529	25	259 1 3	..	..	..	..	..	..	..	..	319 7 10
Euroa	14,712	5,259 8 4	533 17 11	123 19 2	2,706	4,866	5,258 13 8	20	142	319	13	14	36	168	3	11,175 19 1	
Balmattam	513	125 15 11	9 10 0	0 11 6	1,152	38	743 9 8	..	..	33	..	..	..	6	..	879 7 1
Violet Town	5,691	1,916 11 6	165 1 7	119 6 9	9,563	3,786	6,240 3 7	10	44	120	6	4	2	97	..	8,441 3 5	
Baddaginnie	1,417	417 17 10	60 17 8	1 1 9	4,615	798	3,011 15 3	2	61	36	..	3	8	41	..	3,491 12 6	
Benalla	30,707	11,428 4 0	994 15 6	160 17 5	5,995	16,556	8,884 7 11	31	307	309	27	27	73	195	10	21,468 4 5	
Winton	1,340	294 2 10	12 1 3	0 16 11	1,842	2,971	953 1 1	..	..	..	..	..	..	..	..	1,200 2 1
Head's Siding .. .. .	..	..	..	..	2,141	54	1,112 18 1	..	..	..	..	..	..	..	..	1,112 18 1
Glenrowan	3,887	872 11 10	87 14 10	34 7 5	32,608	2,744	8,646 6 3	2	50	60	1	2	10	22	..	9,641 0 4	
Wangaratta	39,434	16,090 8 0	1,214 6 11	556 11 7	18,313	33,635	20,593 5 1	157	503	476	138	114	195	308	203	38,454 11 7	
Bowser	1,155	158 5 8	16 9 4	115 4 6	1,650	8,682	974 5 0	..	..	1	..	..	..	..	..	1,264 4 6
Springhurst	5,602	2,368 11 6	140 7 8	12 15 6	5,236	4,282	4,056 7 2	1	35	142	..	1	5	19	1	6,578 1 10	
Chiltern	5,659	1,951 16 5	165 0 8	32 10 4	31,704	1,485	6,928 10 8	4	10	19	4	..	2	19	1	9,077 18 1	
Barnawartha	2,661	800 13 1	64 4 11	10 11 11	3,573	1,888	5,055 11 6	7	166	208	20	18	11	10	..	5,931 1 5	
Wodonga	18,759	7,383 0 4	643 12 3	420 13 5	2,437	9,503	75,402 9 2	197	4,691	4,613	37	208	4,737	4,515	27	83,849 15 2	
Bandiana	7	1 2 11	..	..	..	..	..	..	..	..	..	..	..	..	..	1 2 11
Bonegilla	34	2 5 8	..	0 16 5	..	..	..	..	..	..	..	..	..	..	..	3 2 1
Ebden	1,621	412 5 5	74 8 9	14 1 8	1,939	41,564	10,906 15 5	4	387	423	15	1	31	58	..	11,407 11 3	
Hoon	1,217	361 9 11	40 14 5	2 13 7	2,096	1,218	6,362 5 4	6	311	111	27	..	8	57	5	6,767 3 3	
Bolga	60	8 3 4	1 10 4	..	24	28	37 13 4	1	..	..	..	..	..	..	..	47 7 0
Tatonga .. .. .	..	..	..	..	59	27	323 5 5	..	37	..	..	1	5	..	..	323 5 5
Tallangatta	5,487	2,688 7 10	339 11 8	40 11 4	1,574	4,434	10,029 5 3	21	368	480	70	11	137	208	1	13,097 16 1	
TALLANGATTA-CUDGEWA LINE.																	
Bullloh	23	2 18 10	0 13 6	0 1 2	18	268	30 8 7	3	..	..	..	..	7	6	..	34 2 1
Darbyshire	8	0 15 6	0 12 2	..	..	14	0 12 1	..	..	..	..	..	..	..	..	1 19 9
Koetong	201	52 13 9	10 5 11	..	32	78	1,063 0 10	4	83	31	..	3	3	8	..	1,126 0 6	
Shelley	150	46 14 11	16 15 9	0 3 4	118	436	1,884 11 0	5	85	70	1	4	3	23	..	1,948 5 0	
Beetoomba	392	145 1 8	21 9 2	1 0 3	1,670	316	1,633 17 7	4	26	124	1	3	2	186	..	1,801 9 3	
Wabba	9	2 8 5	0 7 0	13 15 3	10	1	9 19 5	..	..	..	..	..	..	..	..	26 10 3
Cudgewa	1,393	1,089 3 0	69 2 2	140 19 9	1,405	3,634	18,983 19 1	55	1,194	410	27	61	69	386	4	20,233 4 0	

COBURG LINE.														
Macaulay	459,517	5,517 4 5	99 18 0	37 3 9	1,735	9,909	712 3 2	..	..	..	..	..	..	6,966 9 4
Flemington Bridge	474,590	6,219 15 1	198 16 1	1 5 3	..	..	..	..	..	..	..	..	..	6,419 16 5
Royal Park	405,845	5,614 10 4	50 18 3	49 9 11	..	..	9,509 8 11	..	..	..	..	..	..	15,224 7 5
South Brunswick	553,476	8,014 6 10	399 16 10	2 10 0	21,777	28,427	775 2 8	..	..	..	..	..	..	9,192 16 4
Brunswick	724,369	10,694 14 3	557 19 8	5 8 11	1,632	17,309	..	..	..	..	..	..	..	11,258 2 10
North Brunswick	771,792	11,140 19 0	161 17 0	3 5 6	..	2	..	..	..	..	..	..	..	11,806 1 6
Moreland	1,596,661	21,974 15 3	794 9 3	4 19 0	3,218	40,141	1,921 11 1	..	..	..	..	..	..	24,695 14 7
Coburg	2,121,630	32,492 7 6	820 3 11	7 15 2	1,644	28,347	4,025 5 2	..	..	..	..	..	..	37,345 11 9
Datman	239,875	4,003 14 7	108 12 8	0 6 6	..	3,428	..	..	..	..	..	..	..	4,112 13 9
Merlynston	344,592	5,731 8 3	28 3 10	0 18 1	..	..	..	..	..	..	..	..	..	5,760 10 2
Fawkner	73,451	1,366 5 11	5 19 0	0 0 9	..	..	..	..	..	..	..	..	..	1,372 5 8
*Stopping Place No. 13	826	15 9 2	..	..	..	..	..	..	..	..	..	..	..	15 9 2
*Campbellfield	5,724	133 19 8	..	..	..	..	..	..	..	..	..	..	..	133 19 8
*Stopping Place No. 18	5	0 3 8	..	..	..	..	..	..	..	..	..	..	..	0 3 8
*Stopping Place No. 14	1,542	37 4 2	..	..	..	..	..	..	..	..	..	..	..	37 4 2
*North Campbellfield	476	13 4 2	..	..	..	..	..	..	..	..	..	..	..	13 4 2

PRESTON-WHITTLESEA LINE.														
North Carlton	366,146	4,782 4 8	164 6 10	1 6 2	821	8,847	217 14 4	..	..	..	..	..	..	5,165 12 0
North Fitzroy	520,463	6,799 10 8	440 9 1	5 16 8	2,099	25,959	2,571 14 10	..	..	..	..	..	..	9,818 11 3
Fitzroy .. .. .	..	..	..	..	2,031	49,454	1,204 9 2	..	..	..	..	..	..	1,204 9 2
Rushall	252,480	3,321 6 1	27 7 2	0 15 4	..	..	..	..	..	..	..	..	..	3,349 8 7
Merri	465,868	6,002 8 11	88 12 4	1 13 7	..	..	..	..	..	..	..	..	..	6,152 14 10
Northcote	1,052,884	12,975 0 9	650 3 2	2 5 3	23,312	32,414	7,992 17 5	..	..	..	..	..	..	21,620 6 7
Croxton	1,168,455	17,101 2 9	169 5 8	1 18 7	..	2	..	..	..	..	..	..	..	17,272 7 0
Thornbury	1,258,364	19,946 7 7	270 6 9	1 12 4	17,012	4,235	3,567 17 3	..	..	..	..	..	..	23,786 3 11
Bell	983,451	16,177 16 2	263 12 2	1 16 4	2,680	43,021	1,558 12 5	5	2	..	..	..	..	18,001 17 1
Preston	1,152,006	19,132 7 0	212 8 5	5 8 10	..	5	..	..	..	..	..	..	..	19,350 4 3
Regent	1,078,755	18,414 15 4	111 2 9	4 14 6	..	3	..	..	..	..	..	..	..	18,530 12 7
Reservoir	693,199	13,208 16 6	108 15 9	35 7 11	592	18,504	396 4 10	4	..	..	..	..	..	13,749 5 0
*Fowler's Siding .. .. .	..	..	..	..	..	779	..	..	..	..	..	..	..	..
Thomastown	9,388	199 7 2	18 2 5	12 11 10	34	775	72 2 5	1	9	..	..	..	..	302 3 10
*Stopping Place No. 8	23	0 12 9	..	..	..	..	..	..	..	..	..	..	..	0 12 9
Epping	26,906	604 15 6	17 9 4	13 16 1	797	2,894	259 10 1	..	10	15	..	..	..	895 11 0
Epping Quarry Siding .. .. .	..	..	..	..	22,554	44	4,056 1 6	..	..	..	..	..	..	4,056 1 6
South Morang	19,739	616 8 8	49 2 8	3 4 0	175	2,188	81 14 6	3	5	..	..	..	..	750 9 10
*Stopping Place No. 9	326	19 7 2	..	..	..	..	..	..	..	..	..	..	..	19 7 2
Mernda	16,091	693 12 6	76 9 2	0 19 8	2,160	1,456	691 2 1	..	1	98	..	..	..	1,461 14 5
Yan Yean	6,729	379 2 8	153 16 0	13 10 9	1,644	701	457 10 0	1	3	14	..	..	..	1,063 19 5
*Stopping Place No. 10	147	12 8 3	..	..	..	..	..	..	..	..	..	..	..	12 8 3
*Stopping Place No. 17	30	3 2 10	..	..	..	..	..	..	..	..	..	..	..	3 2 10
Whittlesea	16,918	1,270 13 4	235 7 10	9 19 3	2,482	2,374	1,229 9 1	10	86	119	1	15	28	2,745 9 6

WALLAN-BENDIGO LINE.														
Leslie	76	12 18 8	2 18 8	..	587	41	142 1 11	..	..	..	..	..	..	157 19 3
Bylands	387	84 17 2	1 9 3	..	432	6,279	264 15 1	..	..	48	..	..	..	351 1 6
Kilmore	3,227	667 5 5	91 17 4	7 11 8	2,799	5,358	1,301 7 7	8	25	75	2	5	13	2,068 2 0
Willowmavin	222	47 2 3	2 9 6	..	1,211	123	552 12 2	2	..	72	..	..	..	602 3 11
Morandng	256	45 11 7	5 11 1	0 1 6	290	23	101 14 2	..	..	..	..	..	..	152 18 4
High Camp	365	95 4 5	29 15 9	0 7 1	1,774	180	863 12 5	4	8	123	..	..	..	988 19 8
Pyalong	769	169 19 6	63 8 5	2 11 11	20,669	355	6,892 8 11	5	11	84	..	..	..	7,128 8 9
Tooborac	1,537	342 1 4	68 4 5	0 9 2	1,212	531	1,060 18 9	..	7	96	..	..	..	1,471 13 8
Mervyn Timber Co. Siding .. .. .	..	..	..	..	9,475	49	4,143 8 2	..	..	..	..	..	..	4,143 8 2
Argyle	1,408	388 18 5	80 12 11	1 17 4	3,154	170	1,452 15 7	1	..	..	..	..	..	1,924 4 3
Heathcote	5,637	1,686 1 1	183 16 11	31 16 10	11,806	2,680	6,211 8 0	3	11	119	3	5	31	8,113 2 10
Derrinal	581	118 18 10	9 11 3	2 0 3	461	97	465 1 6	..	8	45	..	..	..	595 11 10
Knowsley	1,572	262 17 1	29 1 2	4 12 3	6,737	640	3,021 16 2	..	2	47	..	..	..	3,309 6 8
Ingham	54	12 10 3	..	..	19,826	62	5,883 1 10	..	..	..	..	..	..	5,895 12 1
Axedale	2,459	301 3 10	82 14 7	5 7 1	1,462	1,196	788 6 6	4	11	37	..	..	..	1,127 12 0
Longlea	689	69 0 4	2 14 4	..	1,074	770	420 4 7	..	1	..	..	..	..	491 19 3

MANSFIELD LINE.														
Trawool	280	86 13 8	24 1 1	0 19 5	1,599	145	642 6 9	..	3	15	..	..	..	754 0 11
Granite	235	53 4 9	0 4 9	..	..	..	..	..	..	..	..	..	..	53 9 6
Kerrisdale	571	115 14 1	22 2 8	0 13 5	225	275	379 16 1	2	30	16	1	10	11	518 6 4
Homewood	516	93 2 11	17 18 8	0 9 6	335	180	822 0 0	1	46	98	1	..	..	933 11 1
Yea	7,408	2,541 0 7	348 6 11	11 15 9	1,317	3,373	3,037 16 7	10	83	191	6	11	27	5,938 19 10
Cheviot	144	31 2 5	10 13 0	0 8 1	12,540	775	8,525 14 8	..	..	..	..	..	..	8,567 18 2

APPENDIX No. 33.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
MANSFIELD LINE—<i>continued.</i>																	
Molesworth	858	219 6 0	35 3 11	5 16 1	381	330	1,299 19 8	8	55	141	..	6	46	96	..	1,560 5 8	
Cathkin	1,051	326 14 11	28 17 11	0 8 6	99	186	165 12 2	1	..	2	1	10	69	..	519 13 6		
Yarek	778	267 16 10	36 5 7	10 4 4	1,571	679	1,438 9 8	1	16	57	1	11	30	..	1,752 16 5		
Kanumbra	348	97 14 7	14 7 8	1 13 7	1,125	141	966 18 5	..	..	54	..	1	30	..	1,801 14 3	
Merton	1,016	274 8 7	35 5 2	0 12 0	939	470	964 4 2	..	9	25	..	1	22	..	1,274 9 11		
Woodfield	434	88 12 2	10 19 7	1 3 5	85	86	528 5 0	1	13	31	..	..	..	..	629 0 2	
Bonnie Doon	1,334	346 19 3	45 19 9	1 0 11	2,934	534	2,051 11 5	2	66	52	..	2	4	10	..	2,446 11 4	
Maindample	429	103 11 1	21 6 5	0 12 5	121	206	626 17 9	3	12	34	..	..	2	6	..	752 7 8
Mansfield	3,308	1,946 3 5	348 1 7	31 5 7	1,540	4,213	7,839 9 1	25	358	391	8	21	49	89	..	10,194 19 8	
ALEXANDRA LINE.																	
Korrella	89	29 7 10	4 12 1	0 3 7	1,010	132	728 14 1	..	..	29	..	..	1	12	1	762 17 7
Alexandra	2,456	864 0 4	277 6 4	39 14 10	11,666	13,048	12,969 10 8	16	140	95	26	7	41	65	1	14,150 11 9	
SEYMOUR-TOCUMWAL LINE.																	
Tabilk	2,192	413 4 8	35 3 7	92 12 10	2,601	407	1,739 5 2	19	11	57	..	5	4	21	..	2,280 6 3	
Nagambie	9,738	2,559 10 11	241 12 3	241 11 2	9,033	2,526	5,740 6 2	41	44	207	3	73	16	103	1	8,792 0 6	
Wahing	1,412	426 2 8	63 4 3	109 18 3	1,455	632	1,145 16 10	4	..	54	1	6	1	21	..	1,745 2 0	
Nooridin	..	..	..	48 19 9	4	146	36 1 8	6	..	..	..	22	..	4	..	85 1 5
Murchison East	7,397	2,453 10 9	121 18 2	14 10 11	2,137	2,373	2,099 7 7	21	106	246	11	10	35	134	..	5,239 7 5	
Arcadia	3,774	619 5 0	35 0 2	14 1 1	5,951	1,748	3,683 18 10	9	18	142	..	3	1	34	..	4,352 5 1	
Toocamba	6,082	1,371 10 8	84 10 9	136 6 3	4,390	3,818	3,457 13 10	18	37	1 5	20	13	23	59	11	5,501 0 6	
Mooroopna	8,710	3,312 0 7	274 15 1	30 1 2	23,921	28,617	18,325 0 5	12	36	169	4	13	10	34	..	22,944 17 3	
Shepparton	34,857	14,304 8 11	1,572 19 10	264 15 0	28,255	45,124	28,322 16 8	69	138	310	35	55	124	346	76	45,125 0 5	
Congupna	515	150 7 0	35 2 8	3 16 3	1,689	8,621	949 1 2	1	2	27	..	1	4	8	..	1,138 7 1	
Tallygaroopna	3,408	808 5 2	83 2 9	0 13 8	3,072	8,662	2,008 15 4	2	5	46	2	3	11	9	..	2,901 16 11	
Wunghnu	2,574	571 1 4	35 11 6	0 8 0	3,142	5,906	1,958 18 7	..	15	71	..	..	4	11	1	2,565 19 5
Numurkah	11,904	4,735 9 6	499 7 7	58 18 11	3,432	5,537	4,159 8 10	29	76	159	3	4	25	59	1	9,453 4 10	
Katunga	631	153 11 9	28 19 11	3 18 8	2,570	803	2,383 8 0	2	14	90	6	1	13	19	..	2,574 18 4	
Stratmerton	2,754	686 7 2	79 16 8	11 14 4	1,417	895	2,351 11 11	..	77	116	3	1	3	10	..	3,129 10 1	
Mywee	43	13 9 5	5 3 6	0 4 5	365	140	390 1 4	..	3	29	7	..	..	6	..	408 18 8
Toocumwal	7,351	4,553 3 7	304 15 11	178 8 0	9,962	5,198	38,258 13 7	27	926	2,231	1	23	145	442	..	43,295 1 1	
RUSHWORTH LINE.																	
Murchison	1,257	171 13 11	74 17 0	0 5 10	815	2,329	882 5 0	..	..	..	..	..	..	..	..	1,129 1 9
Hammond	..	..	..	..	1,133	..	514 15 4	..	..	..	..	..	..	..	..	514 15 4
Waranga	41	4 17 7	7 9 0	..	745	32	373 8 3	..	..	..	..	..	..	..	..	385 14 10
Rushworth	5,341	1,800 5 8	233 5 11	1 13 0	8,080	3,059	4,900 11 0	2	19	78	..	1	16	60	1	6,935 15 7	
COLBINABBIN LINE.																	
Erwen	22	5 3 7	..	..	5,811	1,345	2,632 19 6	..	..	..	..	..	..	..	..	2,638 3 1
Wanaata	39	2 6 2	0 19 1	..	1,863	690	1,259 8 2	..	..	56	..	..	..	14	..	1,262 13 5
Colbinabbin	435	171 2 7	32 7 6	0 14 4	17,153	2,068	9,710 14 7	2	16	113	1	3	4	24	..	9,914 19 6	

GIRGARRE LINE.																	
Karook	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	888 17 7
Stanhope	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,768 17 10
Girgarre	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,279 1 7
	1,086	3 15 2	534 17 11	117 3 11	7 10 2	1,323	101	885 2 5	..	..	..	..	..	..	..	..	..
	421	202 3 4	202 3 4	20 4 3	7 13 10	1,368	2,010	5,109 5 10	2	32	497	44	2	21	83	..	..
								2,049 0 2	..	9	143	..	..	29	56	..	..
TOOLAMBA-ECHUCA LINE.																	
Hendersyde	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 5 4
Tatura	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,674 14 4
Bynesside	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,934 10 3
Merrigum	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,355 17 0
Kyabram	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21,126 14 10
*Stopping Place No. 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 13 6
Tongala	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,674 14 8
Koyoga	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,509 11 10
Kanyapella	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	197 13 4
	127	7 5 4	3,236 2 1	528 9 10	32 17 7	5,352	21,048	9,377 4 10	34	71	245	25	26	18	72	..	..
	8,557	246 6 0	246 6 0	15 5 11	6 10 7	381	3,728	1,668 7 9	..	49	128	27	2	20	50	1	..
	707	1,319 19 10	1,319 19 10	113 11 1	6 15 8	5,268	5,383	5,915 10 5	7	25	288	1	7	5	108	..	..
	4,436	5,461 10 11	5,461 10 11	481 19 6	31 6 8	10,445	20,195	15,151 17 9	28	185	540	92	14	130	277	4	..
	14,553	8 13 6	8 13 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	137	2,163 12 0	2,163 12 0	163 12 7	164 4 5	3,117	7,210	6,238 5 8	19	106	234	107	11	33	357	..	..
	8,105	282 17 8	282 17 8	29 0 0	..	895	1,058	1,197 14 2	2	15	54	..	4	1	10	48	..
	1,810	4 0 11	4 0 11	..	..	550	114	193 17 5	..	..	..	..	..	..	..	..	..
	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
KATAMATITE LINE.																	
Pine Lodge	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,275 7 0
Lamrock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,290 3 3
Osgrove	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,345 8 4
Dookie	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,926 15 4
Yabba South	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,375 6 9
Yabba North	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,023 19 0
Youanmte	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,527 8 8
Katamatite	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,354 16 1
	221	35 10 0	35 10 0	9 0 4	0 0 9	3,860	1,526	2,230 15 11	..	..	..	..	1	..	..	..	..
	22	1 9 11	1 9 11	..	..	24,293	1	5,288 13 4	..	..	..	..	..	..	..	..	..
	484	146 18 4	146 18 4	15 5 9	1 4 9	7,071	790	4,181 19 6	2	2	14	..	3	3	7	..	..
	2,151	847 4 0	847 4 0	119 19 8	2 10 11	43,997	2,466	10,957 0 9	7	11	70	4	5	1	5	..	..
	27	6 6 1	6 6 1	..	..	2,473	101	1,369 0 8	..	..	..	..	..	..	..	..	..
	317	89 17 7	89 17 7	16 19 5	3 8 0	2,814	739	1,913 14 0	..	1	34	..	..	..	14	..	..
	293	89 16 0	89 16 0	11 9 10	..	2,430	2,975	1,426 2 10	1	..	29	..	..	..	8	..	..
	945	378 0 10	378 0 10	63 6 5	2 11 2	5,830	6,313	3,310 17 8	4	13	113	3	..	13	14	..	..
PICOLA LINE.																	
Waala	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,241 5 3
Nathalia	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,731 10 2
Barwo	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 11 10
Picola	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,507 11 9
	583	123 4 7	123 4 7	24 14 11	47 3 10	3,248	884	2,041 1 11	4	19	97	..	3	2	25	..	..
	5,008	1,999 13 6	1,999 13 6	287 14 1	27 17 8	14,178	4,272	10,416 4 11	12	61	164	11	5	12	37	1	..
	35	2 10 5	2 10 5	..	..	..	..	0 1 5	..	..	..	..	..	..	..	..	..
	1,190	550 12 7	550 12 7	90 6 6	12 3 10	7,273	1,322	5,354 8 10	4	48	130	8	2	2	17	..	..
COBRAM LINE.																	
Yarroweysah	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,395 18 5
Cobram	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14,745 7 2
	662	156 13 5	156 13 5	17 18 1	0 5 1	1,415	1,560	1,221 1 10	7	29	61	..	..	2	13	..	..
	3,935	2,218 10 10	2,218 10 10	228 6 3	29 4 4	11,600	9,007	12,269 5 9	7	66	439	9	5	15	160	..	..
YARRAWONGA LINE.																	
Chesney	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	414 19 10
Goorambat	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,063 11 2
Nooramunga	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	260 8 8
Devenish	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,464 3 5
St. James	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,728 1 8
Tungamah	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,654 15 11
Telford	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,083 15 5
Yarrawonga	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21,060 2 7
	79	4 3 5	4 3 5	..	..	732	45	410 16 5	..	..	..	..	..	..	..	..	..
	2,028	535 4 10	535 4 10	23 7 4	1 12 5	8,201	1,211	5,498 6 7	3	23	75	..	3	..	5	..	..
	540	96 0 8	96 0 8	3 7 11	9 1 6	170	69	151 18 7	3	2	2	..	..	..	..	..	..
	3,907	791 4 10	791 4 10	107 10 11	1 19 5	8,151	1,364	5,563 8 3	5	10	65	..	1	8	10	4	..
	3,055	978 7 4	978 7 4	82 19 9	3 1 9	8,840	1,466	6,663 12 10	..	21	133	..	1	2	10	..	..
	8,595	1,249 11 4	1,249 11 4	92 3 6	12 2 7	8,513	1,739	6,300 18 6	5	2	153	9	4	4	19	..	..
	803	242 10 7	242 10 7	11 18 10	7 1 7	9,309	489	5,302 4 5	1	8	47	..	..	2	..	..	..
	8,747	5,574 0 6	5,574 0 6	479 0 7	64 4 11	12,952	15,493	14,942 16 8	20	105	474	4	21	14	41	..	..
PEECHELBA LINE.																	
*Boorhaman	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,072 13 6
*Peechelba	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,867 14 6
	23	1 15 2	1 15 2	0 16 8	0 11 7	2,071	271	1,069 10 1	..	..	11	..	..	1	1	..	..
	80	20 18 1	20 18 1	4 8 4	..	11,774	558	6,642 8 1	..	3	10	..	1	1	3	..	..
TATONG LINE.																	
Karn	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	160 14 10
Lima	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	959 4 2
Malum	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 16 6
Tatong	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,141 5 4
	13	3 17 10	3 17 10	0 10 3	..	312	22	156 6 9	5	5	..	..	1	..	..	..	..
	125	37 0 9	37 0 9	15 11 6	..	941	538	906 11 11	4	24	10	..	1	2	1	..	..
	9	0 13 1	0 13 1	1 15 3	..	..	12	4 3 2	..	..	..	..	..	..	..	..	..
	194	69 0 3	69 0 3	12 14 10	0 18 9	4,012	333	2,058 11 6	1	..	5	..	11	..	1	..	..
WHITFIELD LINE.																	
Targoora	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 5 1
Lacey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 3 3
Oxley	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	87 10 2
	3	0 5 1	0 5 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	11	1 3 3	1 3 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	211	19 19 6	19 19 6	1 9 10	0 5 9	73	283	65 15 1	..	..	..	..	..	..	..	..	..

APPENDIX No. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.							
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.							
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.				
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.			
WHITFIELD LINE—continued.																			
Shehan	209	13 10 0																	
Docker	494	60 0 7	1 13 8	0 0 9	757	316	355 5 3										13 10 0		
Byrne	290	39 11 9															417 0 3		
Moyhu	1,245	169 9 9	15 19 1	1 6 5	1,669	1,153	1,679 16 3	2	8	64	13	3	6	47	11		39 11 9		
Angleside	144	25 6 10															1,866 11 6		
Claremont	78	10 4 7															25 6 10		
Dwyer	72	15 12 11															10 4 7		
Edi	835	138 15 0	3 18 3		320	157	214 15 9			23	1	1	2	22			15 12 11		
Hyem	46	8 11 10															357 9 0		
King Valley	488	88 8 2	1 8 9	0 1 2	276	140	189 1 2			1	3		1	7	1		8 11 10		
Jarrott	176	33 12 6															278 19 3		
Pieper	466	99 5 0															33 12 6		
Whitfield	1,644	393 17 10	54 2 8	1 14 5	732	767	749 14 9	1	10	31	58	2	8	60	6		99 5 0		
																	1,199 9 8		
YACKANDANDAH LINE.																			
Londrigan	675	166 17 3	11 18 2		1,005	585	529 6 5												
Tarra wingee	787	145 4 4	8 19 1	30 18 9	1,080	387	532 7 4											708 1 10	
Everton	1,563	434 7 11	18 15 7	15 7 2	2,074	426	1,518 9 1	2	34	52		1	2	5			717 9 6		
Baarmutha	405	16 6 5	0 19 0		9		15 0 11											1,986 19 9	
Beechworth	8,026	3,918 19 7	423 9 7	7 12 2	2,207	6,290	2,390 4 0			2	4		11	72			32 6 4		
Woorragee	87	5 0 8	3 16 6		235	80	88 12 9											6,740 5 4	
Yackandandah	1,240	581 13 4	77 16 5	2 15 6	448	1,216	804 10 6	1	13	8	26		3	3			97 9 11		
																		1,466 15 9	
BRIGHT LINE.																			
Brookfield	173	23 8 9	1 18 5		234	156	160 19 3												
Bowman	956	316 1 8	28 12 11	17 7 11	877	936	1,059 5 7	17	28	49	2	15	12	12				186 6 5	
Capsted	434	127 12 6	3 6 0	4 10 0	101	126	125 4 5											1,421 8 1	
Mytheford	3,940	1,705 7 10	100 19 11	1 11 0	1,316	2,669	2,181 8 4	7	74	103	23	4	20	15				260 12 11	
Ovens	673	245 8 8	13 8 2	1 18 5	253	373	346 17 7											3,989 7 1	
Eurobin	841	363 3 3	13 16 10	0 9 5	236	438	378 15 6						1					607 12 10	
Forepunkah	1,118	481 16 2	45 11 1	0 9 1	6,931	391	1,637 19 6				13	1		11				756 5 0	
*Country Roads Board's Siding					3,527		640 13 9											2,165 9 10	
Bright	3,270	2,035 19 7	159 3 11	4 19 9	277	1,613	853 14 5	4	4	4	22	7	1	26	2			640 13 9	
																		3,053 17 3	
WAHGUNYAH LINE.																			
Lilliput	218	39 4 11	0 2 11		2,275	174	578 2 7				5			1					
Cove's Siding					232		36 12 6												617 10 5
Rutherford	7,888	3,181 11 5	283 15 10	207 12 5	6,277	5,094	5,092 4 11	10	1	60	4	12	2	7				36 12 6	
Wahgunyah	8,529	5,109 6 8	394 0 10	216 2 7	11,806	17,448	13,434 5 4	31	62	888	22	31	22	209	1			8,765 4 7	
																		24,153 15 5	
MEIBOURNE—BAIRNSDALE LINE.																			
Hawksburn	1,325,825	20,103 6 11	324 14 2	3 3 4		3	0 4 6												
Toorak	888,744	15,612 5 4	494 18 4	2 11 8	786	60,385	1,764 11 2											20,431 8 11	
Armadale	1,369,870	25,725 0 5	436 13 3	3 3 3		6												17,874 6 6	
																		26,164 16 11	

APPENDIX No. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
STONY POINT LINE.																	
Glen Huntly	1,883,350	41,497 0 1	419 5 6	1 17 4	933	81,695	1,598 14 4									49,516 17 3	
Ormond	1,204,691	24,810 9 5	240 12 9	1 7 3		3										25,052 9 5	
McKinnon	420,760	8,912 10 4	84 17 10	0 8 9												8,917 18 3	
Beattie	322,420	17,755 5 9	174 18 10	1 0 0		26										17,981 4 7	
Moora bbln	253,608	5,721 4 9	151 10 0	0 11 2	774	52,135	446 16 0	5	6							6,387 1 11	
Highett	244,781	5,350 9 2	100 1 0	0 19 7												5,451 9 9	
Cheltenham	586,682	15,133 19 0	359 17 1	2 10 1	1,350	17,466	519 11 4		6							16,015 17 6	
Meintone	818,853	23,012 11 11	150 1 8	1,344 1 6	349	31,224	481 3 2	42								24,937 18 3	
Parkdale	518,775	13,859 12 0	60 0 4	0 16 9		2										13,950 9 1	
Mordialoc	327,699	13,859 12 0	218 9 5	1,186 11 0	754	12,354	401 5 1	20	1	7						20,495 6 7	
Aspendale	176,106	5,337 0 9	37 11 10	4 4 5	45	3,445	55 9 1		1							5,434 6 1	
Edithvale	305,597	8,650 11 0	59 8 11	0 5 9			0 2 0									8,710 7 8	
Chelsea	584,215	17,975 17 8	203 6 3	3 8 10	1,337	20,731	540 14 10									18,723 5 7	
Forsyth's Siding					13,021											2,669 7 4	
Bonbeach	39,929	1,325 2 8	23 15 1	0 13 5												1,854 11 2	
Carrum	75,346	3,591 5 9	78 0 11	0 19 3	7,788	2,559	1,781 9 2		10	7						5,461 15 1	
Seaford	44,715	2,290 9 11	32 1 4	2 11 0	200,731	2,089	40,621 16 0									42,946 18 3	
Frankston	184,438	13,572 9 5	614 8 8	19 15 8	452	18,923	373 5 6	1	8	3						14,579 19 3	
Langwarrin					6,271	608	1,426 11 7										1,639 1 6
Baxter	2,532	148 3 3	63 4 9	1 1 11	174	622	141 1 3	2								634 17 1	
Somerville	6,871	419 17 0	69 19 7	3 19 3	2,301	3,519	1,720 12 11	8	13	1						2,639 14 0	
Tyabb	7,719	685 3 4	234 13 8	9 4 6	2,373	2,496	1,833 5 3									2,316 9 7	
Hastings	2,980	291 3 7	191 14 9	0 3 0	2,241	2,478	1,219 2 6	1	1							2,104 7 10	
Bittern	6,112	705 8 0	95 16 11	8 6 10	1,900	1,512	849 8 9	11	30	58						1,590 16 7	
Crib Point	3,452	637 4 1	115 0 9	1 16 4	65	6,496	198 1 4									2,425 16 6	
Crib Point Naval Base Siding	8,848	2,112 18 1														4,331 9 0	
Stony Point	23,264	4,331 9 0			730	3,329	504 15 4	2	2	14						2,493 15 6	
	5,291	1,371 17 4	615 0 1	2 2 9													
MORNINGTON LINE.																	
Moorendue	2,227	196 1 0	27 15 3	18 6 0	17,757	916	4,363 7 0	8		172		11	37	236		4,805 9 3	
Mornington	28,494	2,826 0 10	529 17 0	40 17 5	180	8,231	483 10 6	19	67	7	1	14	46	39		3,880 5 9	
RED HILL LINE.																	
Balbarring	52	8 1 11	2 4 1		30	314	28 2 3									38 8 3	
Merricks	109	26 5 3	55 4 1	9 4 3	257	1,107	535 16 6	1	45			7	21	29		637 10 1	
Red Hill	93	23 11 10	30 11 6		1,749	1,357	1,183 11 1			64		1	18	40		1,287 14 5	
ALBERTON LINE.																	
Lyndhurst	4,055	251 16 7	170 12 4	0 13 8	7,874	2,302	1,790 2 1	1	1				4	8		2,213 4 8	
Cranbourne	14,501	1,175 13 2	2,230 3 0	9 12 6	167,982	4,671	33,327 15 5	9	26			12	82	82		41,743 4 1	
Clyde	10,530	631 0 6	1,308 19 6	11 13 6	3,026	1,479	1,144 2 7	3	1	105		5	7	76		3,095 16 1	
Tooradin	3,871	559 11 11	55 4 6	7 18 9	2,658	1,532	1,127 3 0	7	25	72	2	4	4	64		2,228 18 2	
Balmore	3,802	471 15 7	18 5 5	2 17 6	8,743	3,349	3,193 16 0	1	1			1	5	6		3,686 14 6	
Koo-wee-rup	17,743	2,436 8 11	813 0 0	17 5 2	63,997	8,501	19,374 1 11	13	24	45		10	37	68		23,190 16 0	
Monomeith	1,245	262 9 7	59 19 8	6 11 6	141	493	975 13 5	20	317	48		11	143	35		1,844 5 2	
Caldermeade	1,905	344 13 8	2,898 2 2	0 2 0	702	1,436	637 18 3	8	69	7		4	51	10		3,880 16 6	
Lang Lang	6,574	1,492 4 10	1,437 3 2	9 5 6	1,346	2,979	1,243 9 3	19	104	52	25	15	36	60		4,132 2 9	
Nyora	7,324	1,516 18 3	324 18 10	1 13 2	7,256	1,866	2,290 6 2	6	14	34	8	9	18	44		4,134 1 5	
Loch	7,062	1,099 7 9	914 16 2	1 7 5	3,039	1,450	1,871 3 1	12	172	69		10	50	92		3,886 14 5	

Jeetho	1,893	117 9 11	598 4 6	4 12 4	301	199	377 2 3	1	20	38	2	5	21	1,092 9 0	
Bena	2,703	329 18 4	1,630 18 10	9 8 9	842	1,464	1,277 8 0	4	32	47	66	5	11	3,438 8 11	
Whitelaw	237	35 4 10	75 6 11		38	93	45 11 6							158 3 3	
Korumburra	21,849	5,533 17 11	1,001 11 6	61 6 3	41,015	16,748	18,452 3 4	35	232	107	77	39	102	25,048 19 0	
Kardella	1,499	172 9 10	85 13 7	0 9 6	236	174	181 15 0			1				440 7 11	
Ruby	1,351	231 2 10	21 19 2	9 18 6	1,031	909	1,044 0 1		22	47		1	5	1,298 0 7	
Leonatha	14,307	4,573 19 4	1,525 4 9	76 7 10	9,670	7,278	9,045 10 5	19	294	318	77	20	77	15,221 2 4	
Knox Siding					30,747	129	6,648 12 8							6,648 12 8	
Gwyther					692	1,347	319 19 6							319 19 6	
Koonwarra	1,046	148 0 10	62 15 7	0 9 0	671	801	580 19 3		6	6		1	3	742 4 8	
Tarwin	1,832	325 9 11	60 2 9	1 5 6	1,278	697	1,590 10 6	2	79	41	21	1	9	1,977 8 3	
Meenyan	4,287	1,078 8 6	102 3 3	3 0 5	1,974	2,027	2,197 4 7	3	80	40	55	2	24	3,440 16 9	
Stony Creek	2,005	409 8 1	71 5 11	1 6 4	744	1,109	1,201 6 5		26	46	36	1	10	1,883 0 9	
Buffalo	1,165	263 5 9	34 7 7	1 1 2	622	570	1,696 4 5	1	68	116		1	24	1,994 18 11	
Boys	64	23 10 0	0 4 11		1,053	21	408 1 4							431 16 3	
Fish Creek	4,337	1,094 5 4	102 14 3	0 15 4	10,754	1,147	3,471 14 9	2	36	37	1	4	22	4,689 10 1	
Hiddle Range	4,888	148 8 6	27 6 1	0 7 5	278	161	278 6 4							454 8 4	
Foster	4,117	1,427 0 5	413 17 4	10 11 0	2,880	4,665	3,005 18 5	8	67	57	42	9	17	4,857 7 2	
Bennison	1,278	273 10 10	110 7 8	0 3 1	339	426	559 5 3							943 6 10	
Toora	3,254	1,174 16 8	259 17 7	19 3 0	789	7,233	1,864 8 4	3	78	63	1	6	8	3,318 5 7	
Agnes	817	121 6 11	8 7 4	0 0 9	696	319	168 2 5	3	2			3	4	297 17 5	
Welshpool	2,509	855 13 8	176 15 5	12 8 11	938	2,201	2,011 17 1	9	65	23	101	9	4	3,056 15 1	
Hedley	549	176 17 5	20 11 5	0 14 5	164	1,954	461 8 1		33	33	1	1	4	659 11 4	
Gellondale	823	335 12 7	39 7 10	0 8 0	494	900	1,307 19 4	2	182	21	19	2	29	2,224 7 7	
Alborton	1,824	423 17 4	42 18 6	3 4 9	721	724	1,292 18 8		22	27			5	1,762 19 3	
ALBERTON-WON WRON LINE.															
Yarram	6,160	3,317 8 6	362 15 0	5 19 10	1,553	12,686	5,919 8 8	23	204	261	92	10	12	9,605 12 0	
Devon	17	1 4 6			25	131	20 16 10							22 1 4	
Calrossie	12	1 0 0			874	86	693 1 10		14					694 1 10	
Won Wron	152	41 8 10	17 5 8	0 2 2	1,715	246	1,171 7 11	3	19	7	1		71	1,230 4 7	
WON WRON-WOODSIDE LINE.															
Napier	13	1 7 1			705	90	437 12 2							433 19 3	
Woodside	73	37 4 0	30 19 2	0 15 2	1,185	503	2,168 3 4		8	35	63		3	2,237 1 3	
STREZLECKI LINE.															
Bayles	863	157 9 9	192 11 3	4 0 6	23,453	4,932	7,897 6 4	2	13	7		1		8,251 7 10	
Catani	597	139 7 10	653 0 1	0 12 4	6,600	1,774	3,007 9 4	2		1			9	3,900 9 7	
Yannathan	629	142 16 0	782 11 1	5 11 5	686	1,022	1,236 6 2	11	208	122	36	11		2,167 4 8	
Heathhill	173	43 10 6	30 9 1	0 2 2	1,139	558	386 12 8	2						465 14 5	
Athlone	238	62 10 11	34 0 6	0 7 11	2,298	1,386	688 6 2					1	2	785 5 6	
Toptram	259	76 11 8	32 12 11	0 4 9	1,991	3,454	1,263 0 6						4	1,377 9 10	
Triholm	216	62 12 7	22 18 5	0 2 2	557	2,027	819 7 3		33	108			4	905 0 5	
Strezlecki	212	73 12 6	38 4 9	0 2 11	288	289	1,034 2 3		26	122	73		1	1,146 2 5	
WONTHAGGI LINE.															
Woodleigh	1,253	298 6 9	871 2 8	1 1 10	479	300	366 5 10	1	25	31		1	4	1,536 17 1	
Kernot	1,116	261 14 7	52 3 2	1 1 4	4,457	1,861	1,917 13 10	6	109	49		4	14	2,232 12 11	
Almarta	1,651	439 2 5	186 7 4	2 12 0	4,336	2,767	2,984 4 0	3	287	89	10		119	3,002 5 9	
Glen Forbes	1,495	352 7 10	300 7 10	5 9 9	414	450	508 6 10	2	13	24	1	2	5	1,636 12 3	
Woolamai	1,946	425 1 11	586 12 3	15 1 4	632	727	856 9 11	8	54	25	5		20	1,833 5 10	
Anderson	1,262	298 19 2	222 7 0	7 12 8	180	257	539 1 0	3		27		1	2	1,067 19 10	
Mitchell's Siding					20,920	42	3,091 12 2								3,091 12 2
Kilcunda	3,432	423 12 0	32 3 2	0 3 0	60	307	63 12 2							524 10 4	
D.Lyston	1,866	472 12 10	75 6 3	0 16 4	704	1,965	1,997 5 0	1	41	33	75		9	2,546 1 4	
State Coal Mine					93,443	21,779	43,163 4 11							43,163 4 11	
Wonthaggi	27,445	8,196 3 9	833 7 0	105 15 8	1,024	14,784	1,714 18 10	4	17	38		8	27	10,355 5 3	
OUTTRIM LINE.															
Jumbunna	1,863	102 14 6	46 2 6	2 6 5	7,078	2,473	2,307 13 1		6	19	41		1	2,958 16 6	
Outtrim North	1,257	48 14 10			1,420		381 17 6							430 12 4	
Outtrim	741	78 1 10	9 17 6	1 11 7	7,849	244	2,417 12 3				8			2,507 3 2	
PORT WELSHPOOL LINE.															
Welshpool Jetty	4,497	125 9 6	74 13 7		365	198	968 4 5							1,168 7 6	

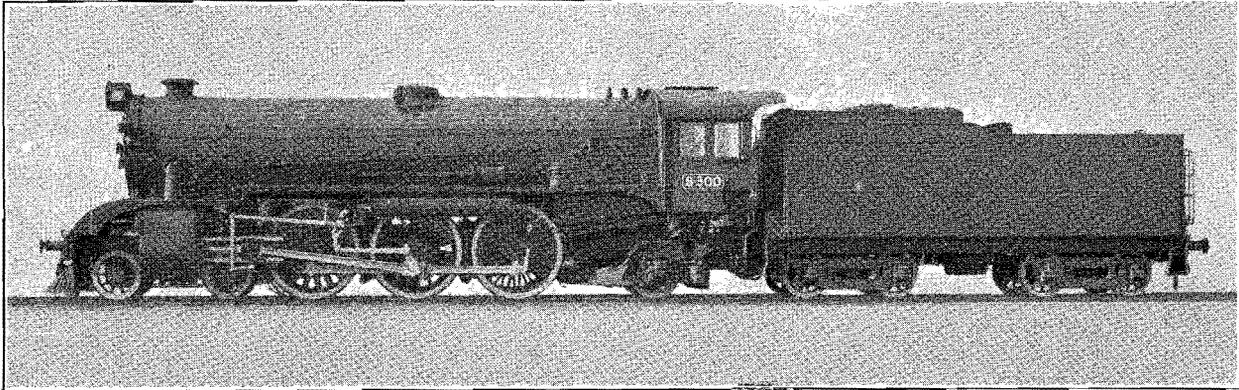
APPENDIX NO. 33—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.						
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		
PORT ALBERT LINE.																		
Port Albert	594	148 3 5	24 1 0	0 0 9	291	347	644 13 11	..	..	..	..	..	..	..	816 19 1
NEERIM SOUTH LINE.																		
Lilloo	393	16 9 2	15 8 4	..	275	133	149 9 0	..	..	..	..	..	..	..	181 6 6
Bula Bula	833	66 3 5	56 7 5	..	1,201	2,724	638 3 10	..	..	..	2	..	..	..	760 14 8
Bravington	181	12 0 7	1 3 8	..	168	64	68 3 7	..	..	..	..	..	..	..	81 7 10
Roakeby	388	51 1 3	10 4 6	..	3,356	458	1,645 18 9	..	..	..	38	..	..	4	1,707 4 6
Crossover	501	32 0 0	4 10 6	0 4 2	3,642	242	1,688 6 8	..	..	..	..	..	..	..	1,775 1 4
Neerim South	1,367	390 16 6	65 9 8	1 12 11	1,711	1,410	1,726 6 4	4	160	11	10	5	32	20	2,184 5 5			
NOOJEE LINE.																		
Neerim	1,028	195 11 0	22 15 11	1 7 5	3,331	973	2,169 13 9	2	33	..	30	1	3	2,389 8 1		
Nayook	804	158 4 5	20 2 6	0 2 11	1,690	731	1,175 2 9	1	13	20	32	1	18	6	3	1,353 12 7		
Noojee	385	116 7 0	54 3 5	0 16 4	19,431	1,085	11,687 5 9	2	2	..	1	4	16	13	1	11,858 12 6		
THORPDAL LINE.																		
David	8	0 6 0	..	..	..	2	..	..	..	..	..	..	..	..	0 6 0
Coalville	539	48 3 1	23 16 7	0 3 0	181	366	130 15 4	..	..	..	..	..	1	1	202 18 0
Narracan	401	59 2 19	41 2 5	..	831	459	617 9 11	3	..	22	1	2	..	4	717 15 2			
Thorpdale	782	218 0 4	69 15 2	4 14 4	1,988	1,803	1,765 7 3	2	9	50	46	1	4	27	2,057 17 1			
WALHALLA LINE.																		
Gooding	5	0 4 11	0 0 4	..	..	..	..	..	..	..	..	..	..	..	0 5 3
Gould	1,186	157 6 8	9 9 9	0 7 4	2,719	268	1,534 12 8	..	..	..	..	..	..	..	1,701 16 5
Moondarra	484	67 7 5	18 14 11	0 3 5	94	119	100 1 9	1	6	..	7	1	..	..	186 7 6	
Watson	209	53 19 7	7 9 8	..	22	32	30 13 10	..	..	..	2	..	..	..	92 3 1
Collin's Siding .. .. .	..	..	3 3 7	..	7,555	365	4,579 10 7	..	..	..	..	..	..	..	4,582 14 2
Erica	3,809	875 2 1	60 17 8	0 17 7	2,433	938	1,634 17 3	3	4	3	11	1	3	6	2,571 14 7			
Knott's Siding	386	103 9 8	3 2 11	..	89	189	58 13 0	..	..	..	..	..	..	..	165 5 7
Fullwood's Siding .. .. .	..	..	..	..	5,316	68	3,400 8 2	..	..	..	..	..	..	..	3,400 8 2
O'Shea and Bennett's Siding .. .. .	..	..	..	..	6,414	100	3,928 15 5	..	..	..	..	..	..	..	3,928 15 5
White Rock Lime Siding .. .. .	..	..	..	..	1,478	14	864 4 8	..	..	..	..	..	..	..	864 4 8
Platina	571	98 15 8	1 0 7	0 0 9	4,239	1,292	2,349 11 4	..	..	..	..	..	..	..	2,449 8 4
Thomson	43	2 15 9	..	..	..	..	..	..	..	..	..	..	..	..	2 15 9
Walhalla	1,802	518 9 2	64 18 6	0 8 3	99	422	128 0 4	..	..	..	..	..	50	19	709 15 9
NORTH MIRROO LINE.																		
Hazelwood	78	2 17 10	0 9 10	..	291	89	173 10 5	..	..	..	..	..	..	..	176 18 1
Yinnar	2,229	362 17 6	77 18 2	1 8 0	932	1,409	1,170 16 7	4	21	12	64	1	5	18	1,613 0 3			
Boolarra	2,835	718 10 1	92 13 7	6 13 0	2,007	2,796	2,490 10 10	7	37	70	65	9	7	68	3,368 7 6			
Dartimurla	1,033	78 4 5	16 9 8	..	435	112	188 0 1	..	..	..	..	..	..	..	282 14 2
North Mirroo	3,482	1,088 17 8	172 18 4	4 5 4	2,317	3,572	4,297 16 1	4	181	152	25	2	30	73	5,563 17 5			
TRARALGON-STRAITFORD LINE.																		
Glengarry	3,767	413 10 2	42 11 3	0 18 3	1,992	783	1,770 11 9	1	34	27	16	1	4	10	2,227 11 5			
Toongabbie	1,861	348 17 8	40 12 1	0 15 3	712	439	547 1 6	3	11	14	..	2	6	3	937 6 6			
Cowwarr	3,671	904 9 3	66 7 10	46 9 11	8,869	801	2,966 15 6	17	59	36	23	11	10	20	3,984 2 6			
Dawson	79	31 1 9	14 8 1	..	522	67	224 1 1	..	..	..	..	..	..	..	269 10 11
Heyfield	5,905	1,924 14 5	234 9 0	44 12 4	6,039	4,397	5933 1 11	9	102	63	53	1	73	54	8,136 17 8			
Tinamba	2,985	1,060 5 7	142 7 11	27 7 4	3,119	1,744	4,615 2 10	6	163	67	111	8	58	27	5,845 3 8			
Maffra	11,685	4,137 19 4	1,214 3 0	59 10 5	7,052	41,393	11,019 5 0	12	77	57	28	16	81	29	16,430 17 9			
Powerscourt .. .. .	..	..	..	..	8,315	65	598 12 3	..	..	..	..	..	..	..	598 12 3

BRIAGOLONG LINE.																			
Boisdale	345	115 16 9	48 5 2	7 8 9	3,978	464	990 11 9	1	47	5	..	..	..	..	..	..	..	..	1,162 2 5
Bushy Park	15	3 2 3	..	..	3,929	118	1,143 7 11	..	..	..	..	..	..	..	..	..	..	..	1,145 10 2
Briagolong	663	194 18 4	35 18 2	0 5 1	8,654	567	2,549 8 0	1	18	2	23	..	..	..	..	..	..	..	2,780 9 7
HEALESVILLE LINE.																			
East Richmond	788,555	9,896 12 7	296 4 11	1 17 7	..	..	0 2 2	..	..	..	..	..	..	..	..	..	..	..	10,194 17 3
Burnley	854,305	11,514 3 5	210 9 5	1 10 9	8,629	113,438	4,177 7 2	..	..	..	..	..	..	..	..	..	..	..	15,903 16 9
Hawthorn	1,156,451	17,444 1 2	327 0 0	1 1 2	365	11,458	5,92 16 8	..	..	..	..	..	..	..	..	..	..	..	18,364 19 0
Glenferrie	1,747,153	30,524 18 7	628 12 7	2 19 10	..	5	0 13 9	..	..	..	..	..	..	..	..	..	..	..	31,157 4 9
Auburn	1,471,109	25,043 4 4	361 6 5	2 8 0	..	5	0 2 11	..	..	..	..	..	..	..	..	..	..	..	25,407 1 8
Camberwell	1,074,823	38,323 0 2	608 5 6	5 1 10	709	47,810	1,973 4 5	..	..	..	..	..	..	..	..	..	..	..	49,909 11 11
East Camberwell	1,001,394	18,627 17 2	85 11 4	2 17 8	..	1	..	..	..	..	..	..	..	..	..	..	..	..	18,716 6 2
Canterbury	1,373,654	27,232 6 10	651 13 4	4 17 6	..	11	0 6 7	..	..	..	..	..	..	..	..	..	..	..	27,949 3 11
Chatham	784,820	15,642 8 8	55 7 2	0 10 11	..	1	..	..	..	..	..	..	..	..	..	..	..	..	15,698 6 11
Surrey Hills	1,282,243	25,495 6 8	241 7 7	3 18 9	578	47,582	876 13 1	..	..	..	..	..	..	..	..	..	..	..	26,617 6 1
Mont Albert	935,989	18,597 0 10	84 12 1	0 7 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18,682 0 0
Box Hill	1,727,390	39,085 1 5	573 12 2	37 11 7	5,082	53,948	3,128 0 1	24	32	4	..	..	..	..	..	..	..	..	42,324 5 2
Blackburn	498,921	11,223 2 3	205 17 2	2 0 0	6,543	10,314	3,359 1 0	..	..	..	..	..	..	..	..	..	..	..	14,790 0 10
Tunstall	207,499	4,749 16 4	148 13 7	0 1 6	..	339	1 11 7	..	..	..	..	..	..	..	..	..	..	..	4,900 3 6
Mitcham	498,358	10,991 7 4	239 10 11	1 6 8	2,753	24,681	1,449 0 4	1	2	..	..	..	..	..	..	..	..	..	12,675 5 3
Ringwood	464,740	13,456 15 2	451 10 10	14 11 1	1,522	19,355	965 15 8	..	46	4	..	..	..	..	..	..	..	..	13,888 12 9
Ringwood East	37,771	988 14 1	26 1 11	0 2 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	994 14 6
Croydon	294,181	10,314 18 9	580 19 0	2 13 11	2,537	11,853	1,314 17 1	2	6	..	..	..	..	..	..	..	..	..	12,213 8 0
Mooroolbark	17,177	688 18 11	328 19 2	0 6 2	301	312	113 5 4	..	8	..	..	..	..	..	..	..	..	..	1,131 9 7
Cave Hill Siding	..	..	..	..	31,452	51	6,924 17 6	..	..	..	..	..	..	..	..	..	..	..	6,924 17 6
Lilydale	80,354	5,250 9 10	587 11 4	39 0 1	1,558	11,204	1,011 13 2	1	71	95	1	..	..	..	..	..	..	..	6,888 14 5
Black's Siding	..	..	..	..	67,002	..	14,324 3 2	..	..	..	..	..	..	..	..	..	..	..	14,324 3 2
Coldstream	2,774	250 11 3	465 2 4	0 9 2	981	404	289 13 7	3	12	52	..	..	..	..	..	..	..	..	1,011 16 4
Yering	2,591	298 16 11	1,452 2 8	5 16 11	782	855	750 13 1	13	74	134	..	..	..	..	..	..	..	..	2,507 9 7
Yarra Glen	11,565	1,318 16 7	712 10 11	81 11 7	6,488	4,216	2,432 19 8	5	70	57	..	..	..	..	..	..	..	..	4,545 18 9
Tarrawarra	999	118 18 11	155 0 0	2 17 3	142	37	42 6 0	..	..	..	..	..	..	..	..	..	..	..	319 2 2
Healesville	22,415	3,928 16 2	516 14 7	8 8 3	3,693	10,121	4,263 7 1	7	125	67	2	..	..	..	..	..	..	..	8,717 6 1
GLEN IRIS LINE.																			
Heyington	101,583	1,688 8 2	23 5 1	0 5 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,711 18 4
Kooyong	263,064	4,460 14 7	40 10 7	0 16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,522 1 9
Tooronga	719,562	11,656 15 10	109 0 5	1 16 4	379	34,596	528 9 0	..	..	..	..	..	..	..	..	..	..	..	12,296 1 7
Gardiner	631,625	11,413 12 9	124 15 9	0 1 6	..	1	0 4 1	..	..	..	..	..	..	..	..	..	..	..	11,538 14 1
Glen Iris	641,772	12,439 13 7	53 3 4	1 11 2	..	4	..	..	..	..	..	..	..	..	..	..	..	..	12,499 3 1
Darling	511,028	10,355 13 6	45 12 9	0 18 8	111	15,300	76 17 0	..	..	..	..	..	..	..	..	..	..	..	10,479 1 11
KEW LINE.																			
Barker	324,606	5,634 16 3	43 18 4	0 3 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,878 13 2
Kew	954,957	15,820 0 0	388 1 3	2 19 1	328	22,158	380 3 6	..	18	..	..	..	..	..	..	..	..	..	16,836 3 10
ASHBURTON LINE.																			
Riversdale	88,008	1,391 13 8	19 16 6	0 4 5	108	43,821	257 15 10	..	..	..	..	..	..	..	..	..	..	..	1,669 10 5
Golf Links	98,427	1,593 0 3	..	..	..	..	2 16 6	..	..	..	..	..	..	..	..	..	..	..	1,593 16 9
Hartwell	218,470	4,024 16 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,024 16 9
Burwood	225,774	3,968 16 11	108 1 9	0 8 10	144	16,714	82 12 9	..	..	..	..	..	..	..	..	..	..	..	4,160 0 3
Ashburton	145,952	2,748 18 10	111 12 6	0 7 10	181	24,948	117 1 6	..	..	..	..	..	..	..	..	..	..	..	2,978 0 8
DEEPDENE LINE.																			
Shenley	45,780	697 11 1	0 1 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	697 12 2
Roystead	29,900	433 9 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	433 9 10
Deepdene	123,946	1,966 7 7	29 15 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,996 2 11
East Kew	..	..	..	..	42	13,100	9 3 8	..	..	..	..	..	..	..	..	..	..	..	9 3 8
FERNTREE GULLY LINE.																			
Heathmont	21,405	347 17 8	14 0 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	561 18 1
Bayswater	107,147	3,449 3 11	469 9 2	176 4 1	220	3,407	167 9 3	..	..	..	..	..	..	..	..	..	..	..	4,262 6 5
Boronia	75,307	2,766 9 1	232 14 5	0 6 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,999 10 1
Lower Ferntree Gully	48,096	2,391 17 10	287 0 2	12 13 9	..	240	269 9 5	7	13	30	2	..	..	..	..	..	..	..	2,861 1 2
Herman's Siding	..	..	..	..	23,603	3,460	4,615 12 2	..	..	..	..	..	..	..	..	..	..	..	4,615 12 2
Upper Ferntree Gully	67,136	3,929 6 11	166 14 1	10 6 2	21,758	1,904	4,549 5 6	1	2	..	..	..	..	..	..	..	..	..	8,655 12 8
GEMBROOK LINE.																			
Upwey	11,868	813 19 3	73 11 9	3 3 1	4	100	12 7 9	..	..	..	..	..	..	..	..	..	..	..	903 1 10
Tecoma	7,310	412 6 4	36 5 5	0 14 0	..	1	0 3 0	..	..	..	..	..	..	..	..	..	..	..	449 8 9
Belgrave	15,272	967 8 5	181 6 6	3 13 10	29	1,804	49 0 0	..	..	..	..	..	..	..	..	..	..	..	1,201 8 9
Salby	2,787	235 11 9	14 6 4	1 17 8	2	44	2 16 4	..	..	..	..	..	..	..	..	..	..	..	254 12 1

APPENDIX No. 33.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS TONNAGE.		GOODS AND LIVE STOCK.	LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.						
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
													£	s.	d.			
GEMEROOK LINE—continued.																		
Tanks Siding	4	0 2 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 2 1	
Aura	1,377	128 8 11	35 12 1	1 0 8	284	348	109 4 2	..	..	..	..	..	..	..	..	..	274 5 10	
Clematis	1,810	183 8 2	23 7 3	0 8 8	78	508	41 4 8	..	..	..	..	..	..	..	..	..	248 8 9	
Emerald	4,545	490 1 7	155 9 0	4 17 10	1,052	1,152	525 11 9	..	1	9	..	..	..	5	19	..	1,176 0 2	
Nobelius' Siding	152	16 14 8	27 9 7	..	46	61	122 4 0	..	..	..	..	..	..	..	..	..	166 8 3	
Wright	201	25 15 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25 15 8	
Cockatoo	4,548	611 19 10	140 10 1	3 5 2	1,026	1,708	414 15 0	..	..	..	..	..	..	..	..	..	1,170 10 1	
Gembrook	2,848	485 9 11	67 10 7	0 16 1	7,126	997	2,831 9 8	..	2	2	..	..	..	4	6	..	3,385 6 3	
WARBURTON LINE.																		
Mount Evelyn	18,177	1,509 18 9	262 1 5	3 13 3	1,573	11,003	939 18 4	2	..	..	..	1	3	3	..	..	2,715 11 9	
Wandin	7,224	802 10 6	598 14 1	1 4 9	6,220	2,684	1,850 0 2	..	..	..	..	1	1	1	..	..	3,252 9 6	
Seville	3,815	331 3 3	178 3 2	0 13 1	2,495	909	598 17 3	3	1	..	..	3	9	5	..	..	1,108 16 9	
Killara	645	75 5 4	14 4 8	39 14 10	295	67	205 17 10	..	7	16	..	2	8	27	..	..	335 2 8	
Worri Yallock	2,221	323 2 7	115 9 3	2 10 9	1,419	471	804 6 8	..	66	27	..	1	7	42	..	..	1,245 9 3	
Launching Place	3,372	499 14 7	728 12 5	1 6 2	3,521	816	1,102 6 4	4	39	8	..	5	32	9	..	..	2,331 19 6	
Yarra Junction	3,565	1,507 12 9	142 4 8	6 19 10	52,576	2,823	18,046 11 0	3	..	..	..	8	8	38	2	..	19,703 8 3	
Britannia .. .. .	..	..	..	..	6,788	129	3,190 10 9	..	..	..	..	..	..	..	..	..	..	3,190 10 9
Westburn	2,196	279 1 11	94 3 10	1 0 6	809	547	301 3 1	1	..	..	..	1	12	22	1	..	675 9 4	
Millgrove	3,856	263 8 9	45 18 8	0 11 1	3,193	466	2,343 2 9	..	..	..	..	..	..	..	..	..	2,653 1 3	
Warburton	8,768	1,844 2 5	256 12 9	7 6 11	1,128	9,681	1,507 11 9	6	33	14	14	6	14	57	..	..	3,615 13 10	
La La Extension .. .. .	..	..	..	..	32,286	256	11,887 18 11	..	..	..	..	..	..	..	..	..	..	11,887 18 11
HEIDELBERG-ELTHAM LINE.																		
Johmont	296,630	3,444 17 6	49 19 2	0 11 10	..	..	0 1 1	..	..	..	..	..	..	..	..	..	..	3,495 9 7
West Richmond	897,682	11,537 5 9	444 0 9	1 18 11	..	2	0 1 0	..	..	..	..	..	..	..	..	..	..	11,983 6 5
North Richmond	811,859	12,233 0 3	389 11 1	2 15 8	..	1	..	..	..	..	..	..	..	..	..	..	..	12,625 7 0
Collingwood	728,757	10,102 11 6	471 12 4	0 13 0	..	1	..	..	..	..	..	..	..	..	..	..	..	10,574 16 10
Victoria Park	1,127,402	16,641 19 11	1,158 10 11	2 14 8	23,403	78,971	10,367 6 1	..	..	..	..	..	..	..	..	..	..	28,170 11 7
Clifton Hill	1,629,562	22,361 14 8	908 7 1	2 12 7	..	5	..	..	..	..	..	..	..	..	..	..	..	23,273 14 4
Westgairn	846,532	11,653 11 4	109 15 7	1 9 11	..	1	..	..	..	..	..	..	..	..	..	..	..	11,764 16 10
Derlis	996,840	15,189 4 1	99 0 10	2 3 3	2	3	3 18 9	..	..	..	..	..	..	..	..	..	..	15,294 6 11
Fairfield Park	1,844,470	29,114 3 8	156 3 5	3 6 7	915	35,557	1,740 9 3	..	..	..	..	..	..	..	..	..	..	31,014 2 11
Alphington	808,153	13,956 17 4	57 3 4	1 9 5	27,158	7,110	5,400 2 6	..	..	..	..	..	..	..	..	..	..	19,415 12 7
Darebin	410,658	8,311 17 5	46 12 5	0 17 10	..	..	..	..	..	..	..	..	..	..	..	..	..	8,359 7 8
Ivanhoe	1,154,657	23,908 10 1	165 1 4	3 4 1	11	9,519	55 7 7	..	..	..	..	..	..	..	..	..	..	24,132 3 1
Eaglemont	239,573	5,232 5 6	37 12 9	0 6 9	..	..	..	..	..	..	..	..	..	..	..	..	..	5,270 5 0
Heidelberg	780,772	17,510 13 0	151 13 9	1 12 3	1,265	16,363	2,460 18 1	5	31	2	..	10	21	9	..	..	..	20,124 17 1
Rosanna	161,913	2,168 12 0	11 1 6	0 13 1	..	..	..	..	..	..	..	..	..	..	..	..	..	2,180 6 7
Macedon	94,062	2,599 19 6	19 19 10	..	3	4	47 12 4	..	..	..	..	..	..	..	..	..	..	2,667 11 8
Mom Park .. .. .	..	..	..	..	37	4,712	52 16 4	..	..	..	..	..	..	..	..	..	..	52 16 4
Watsonia	30,448	749 13 5	3 0 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	752 13 10
Greensborough	226,747	6,003 4 0	75 4 6	0 4 4	295	1,796	107 17 10	..	5	..	..	3	3	..	..	..	..	6,186 10 8
Montauroncy	111,332	2,667 9 0	6 5 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,673 14 8
Eltham	191,745	5,987 11 6	90 8 11	1 0 3	115	2,580	79 16 3	..	8	5	..	1	2	49	..	..	..	6,158 16 11
ELTHAM-HURSTBRIDGE LINE.																		
Diamond Creek	61,219	1,998 5 4	124 8 3	1 11 4	229	2,337	203 7 7	1	2	..	..	2	..	28	..	..	..	2,327 12 6
Wattle Glen	6,173	232 2 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	232 2 0
Hurstbridge	28,720	1,739 0 7	146 12 5	2 19 8	3,226	1,824	761 16 6	..	..	..	..	1	1	3	..	..	..	2,650 9 2



"S" CLASS (Pacific 4-6-2 type) LOCOMOTIVE.

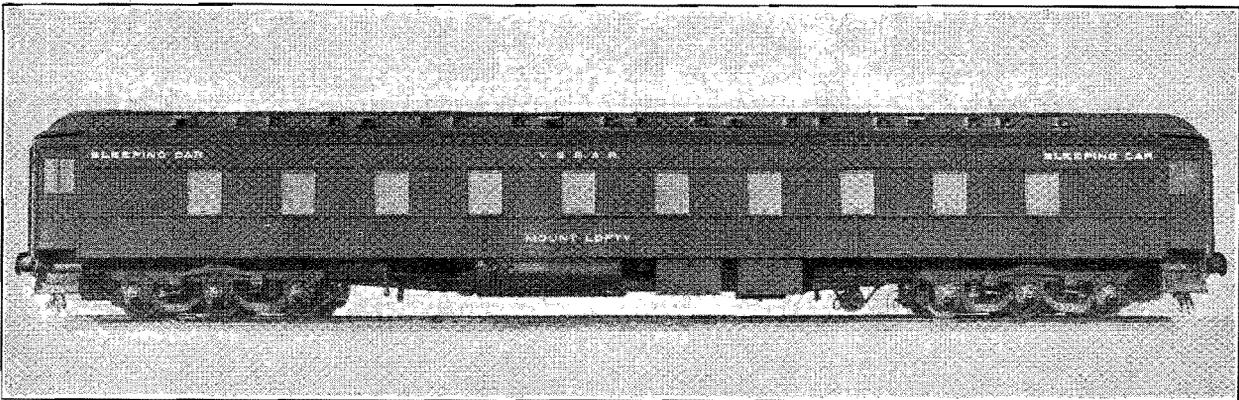
Heating Surface, 3,906 sq. ft.; Grate Area, 50 sq. ft. Diameter of Cylinders (3), 20½ in.; Stroke, 28 in.

Diameter of Driving Wheels, 6 ft. Length of Wheel Base, 68 ft. 4½ in.

Tender Capacity—Water, 8,600 gals.; Fuel, 9 tons. Length overall, 78 ft. 6¾ in.

Total Weight (roadworthy), 194 tons 13 cwt. Tractive Power, 41,100 lb. (85 per cent. Boiler Pressure).

Boiler Pressure, 200 lb. per square inch.

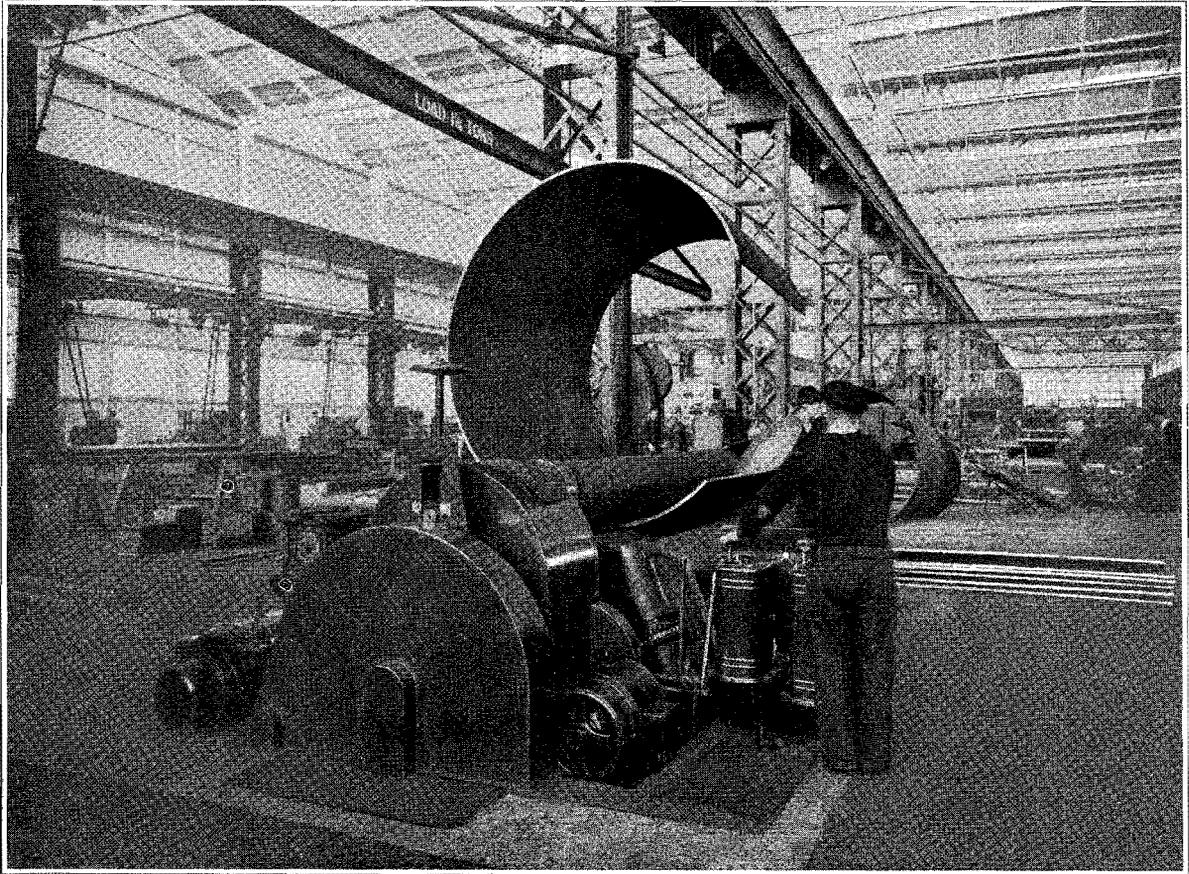


VICTORIAN AND SOUTH AUSTRALIAN JOINT STOCK PULLMAN SLEEPING CARS—
"Mount Lofty" and "Macedon."

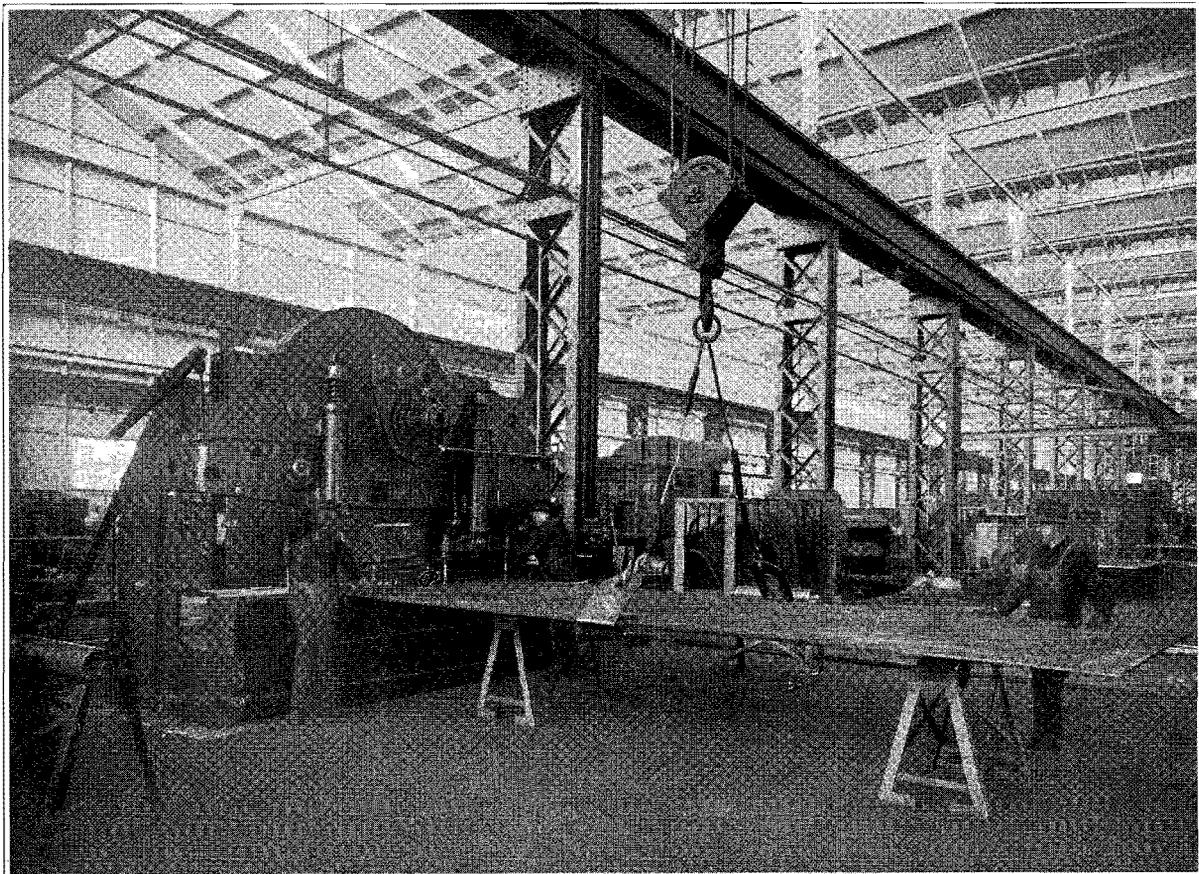
Length over buffers, 80 ft. 0½ in. Length over end sills, 73 ft. 0 in.

Height, 13 ft. 8-11/16 in. Capacity, 20 sleeping passengers.

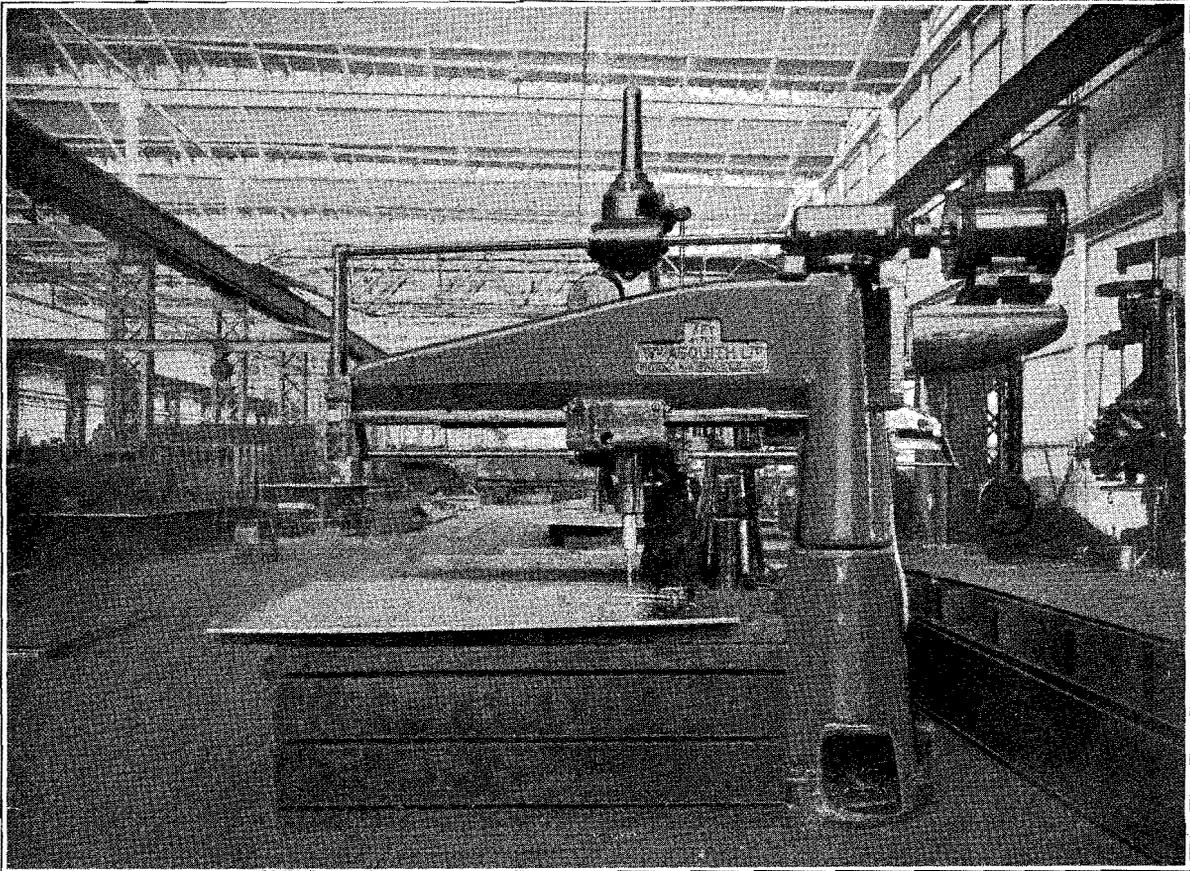
Weight of Car, 75 tons 10 cwt.



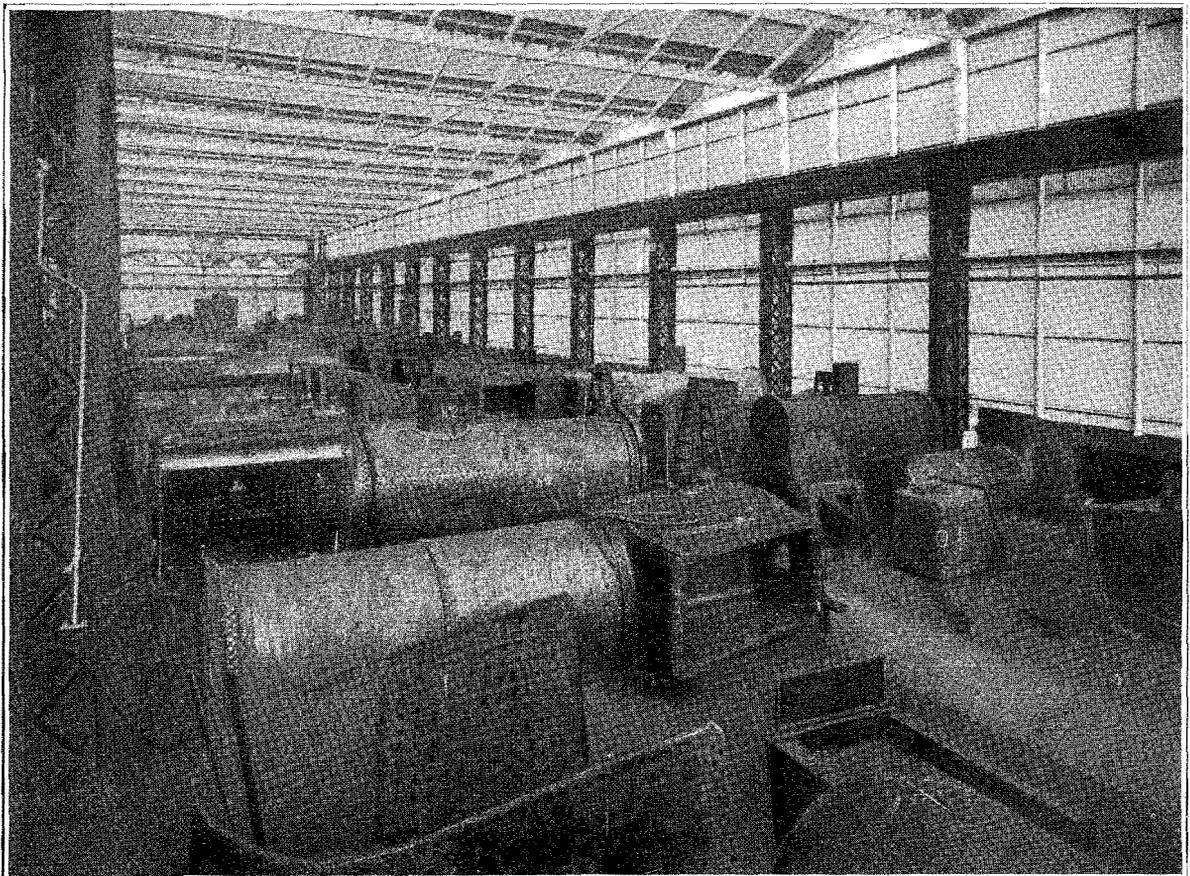
BENDING AND STRAIGHTENING HORIZONTAL ROLLS,
Boiler Shop, Newport Workshops.



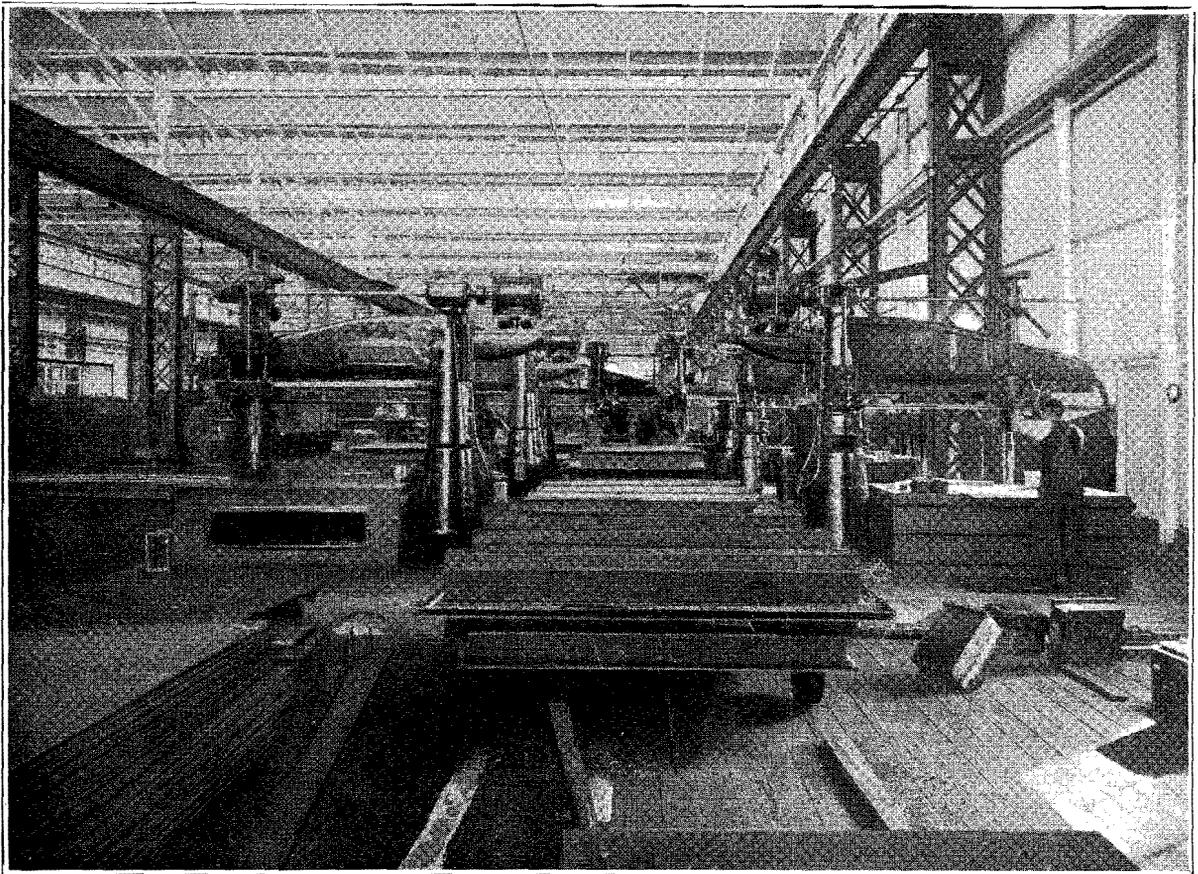
THE GUILLOTINE,
Boiler Shop, Newport Workshops. (New Electric Locomotive in background.)



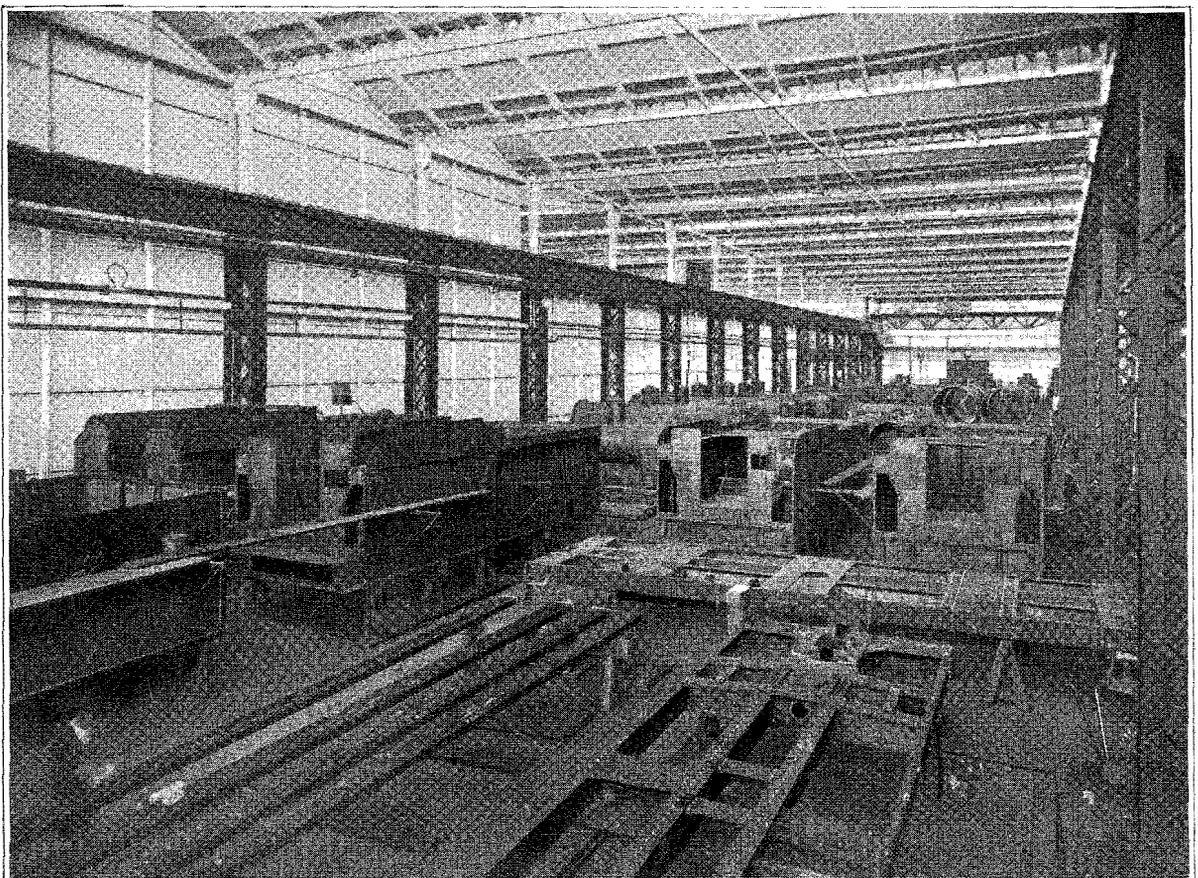
RADIAL DRILLING MACHINE,
Boiler Shop, Newport Workshops.



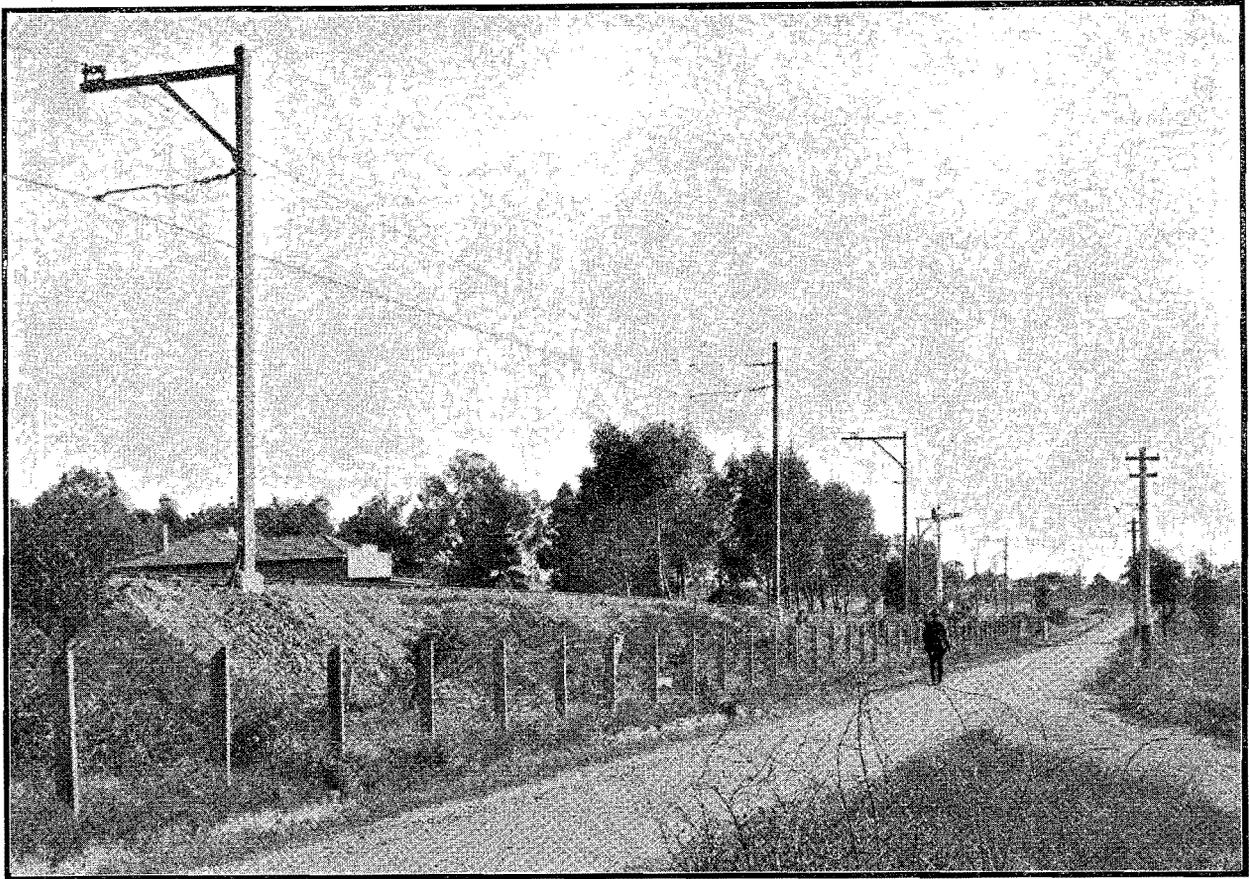
BOILER CONSTRUCTION AND REPAIR BAY,
Boiler Shop, Newport Workshops.



GROUP OF RADIAL DRILLING MACHINES,
Boiler Shop, Newport Workshops.



BOILER SHOP,
Newport Workshops. Underframe and Tender Construction and Boiler Repairs.



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McLeod—Mont Park.



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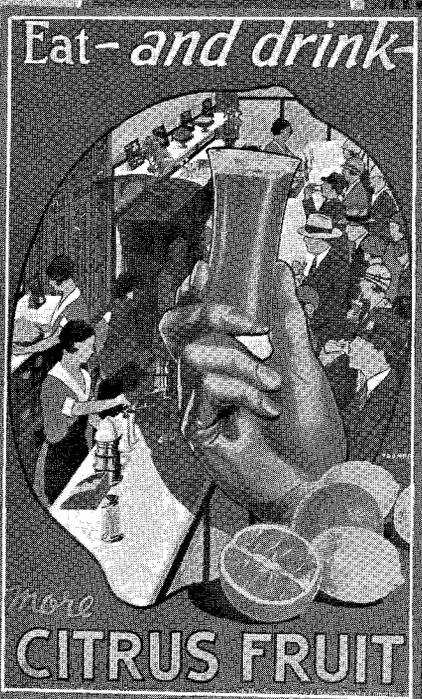
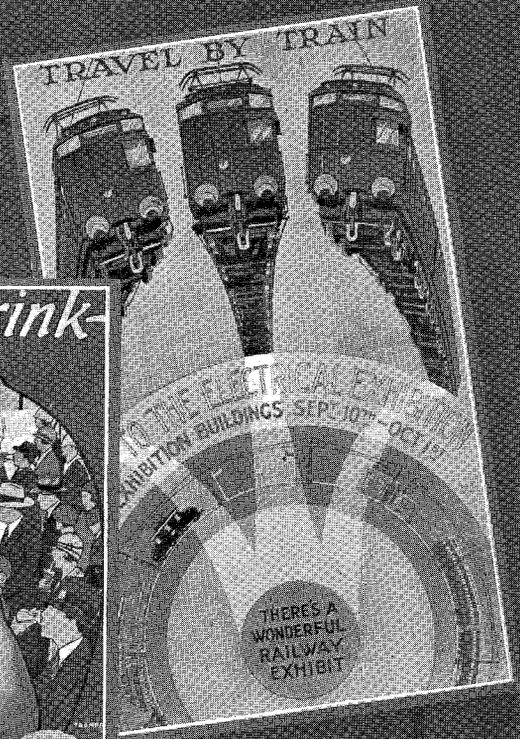
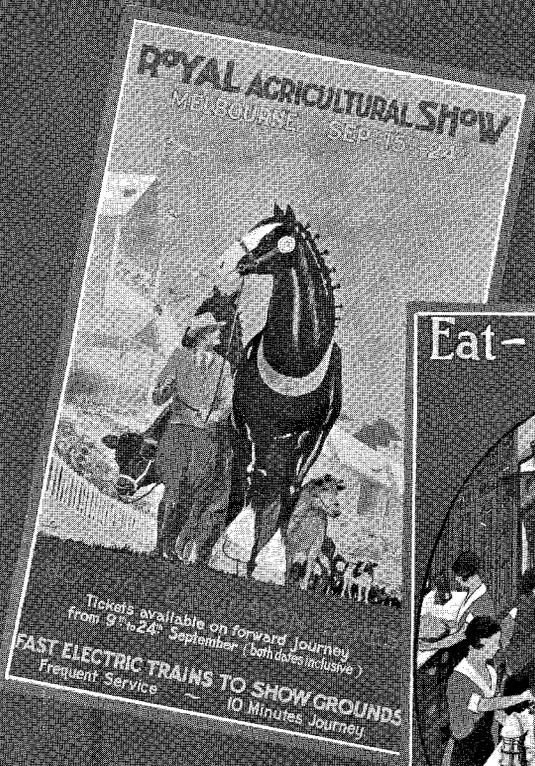
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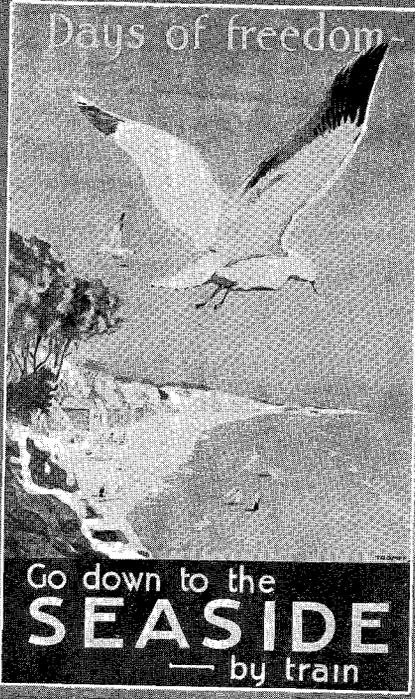


DIAGRAM N°1 AVERAGE MILEAGE OPERATED

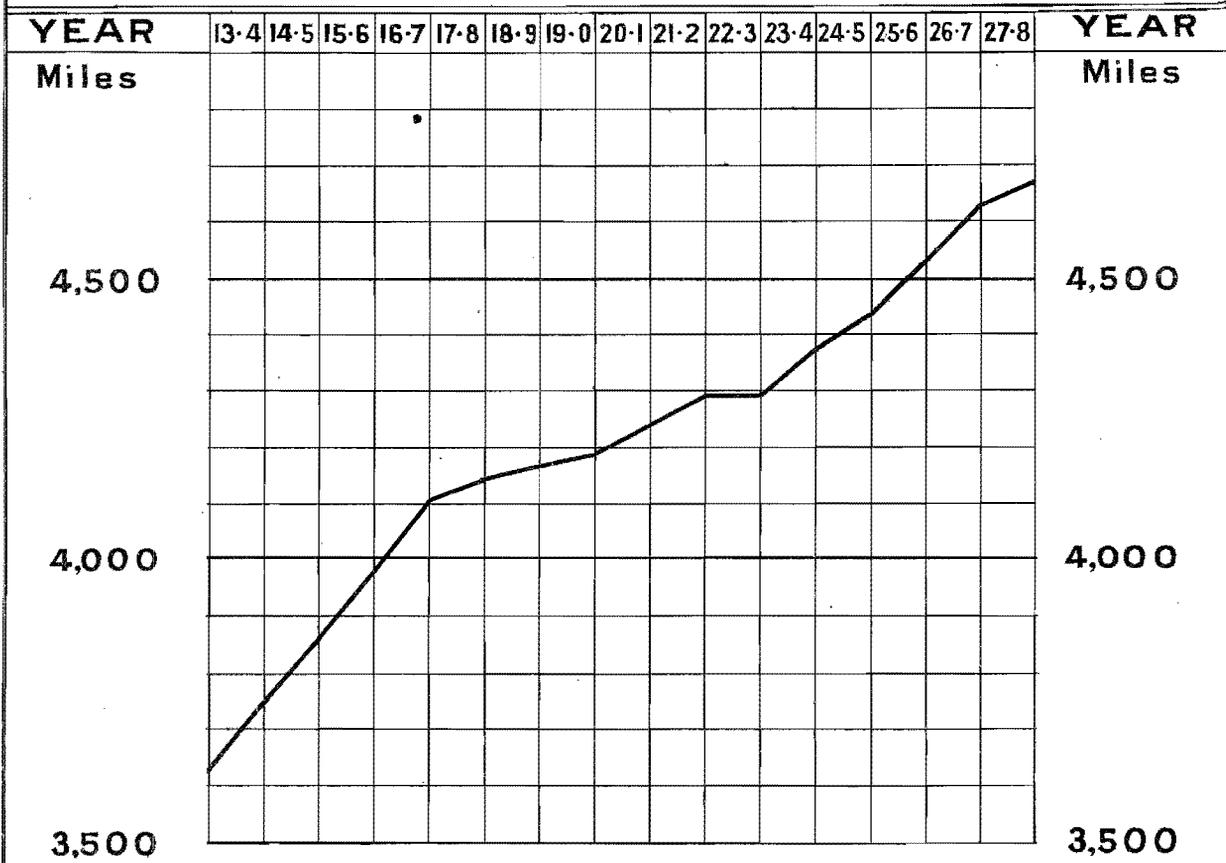


DIAGRAM N° 2 AVERAGE COST OF CONSTRUCTION PER MILE

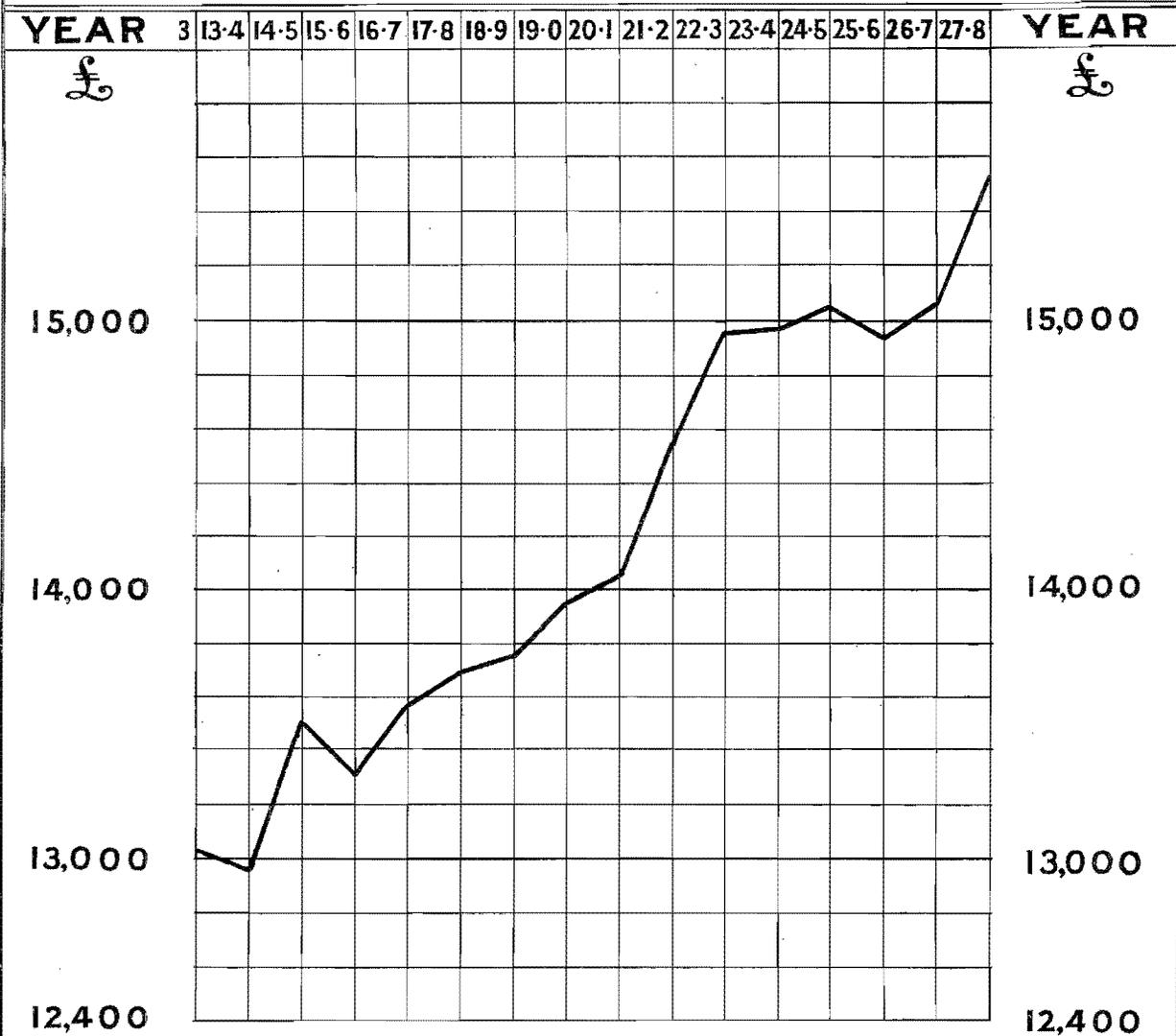


DIAGRAM N° 3

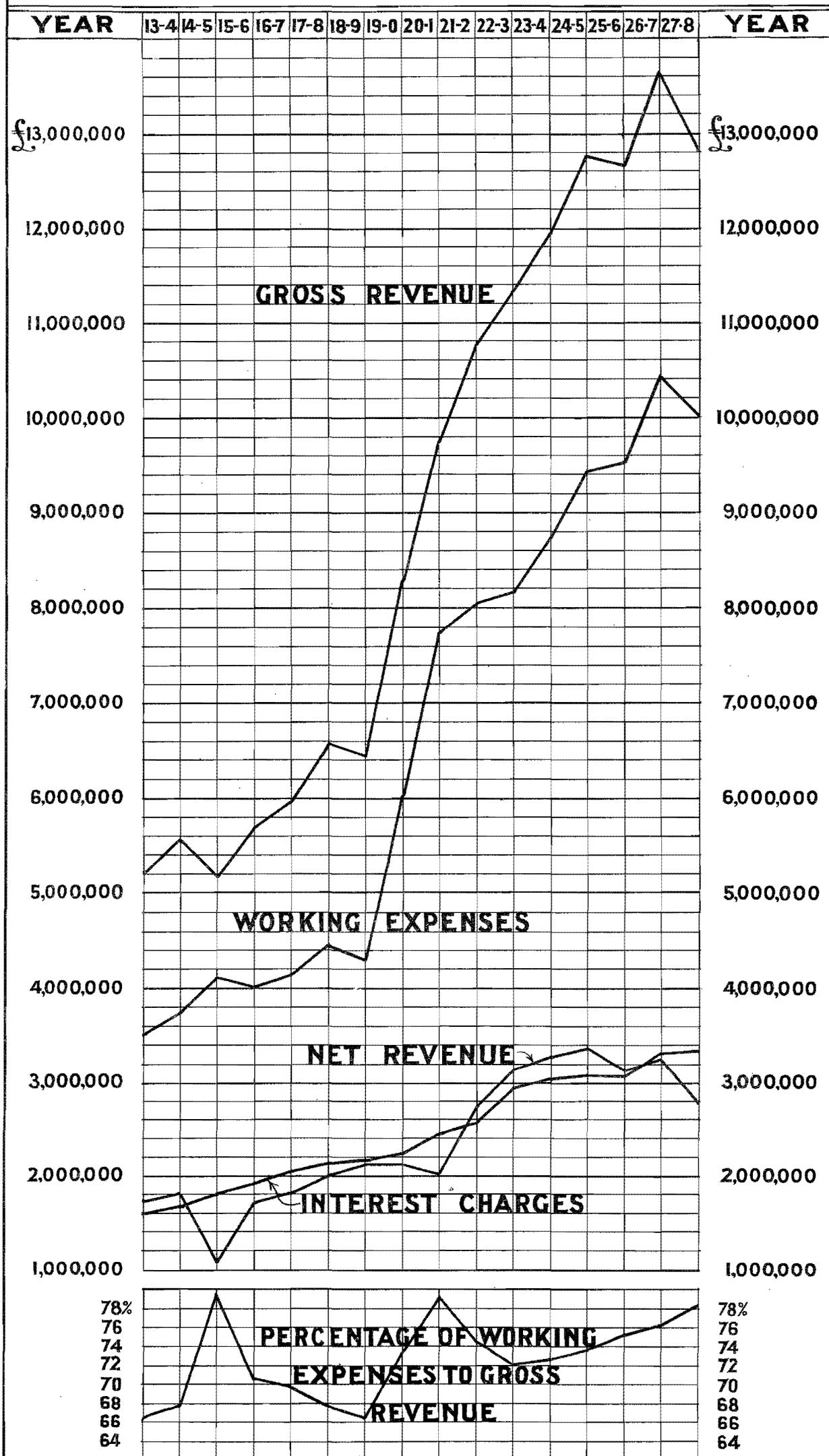


DIAGRAM N° 4

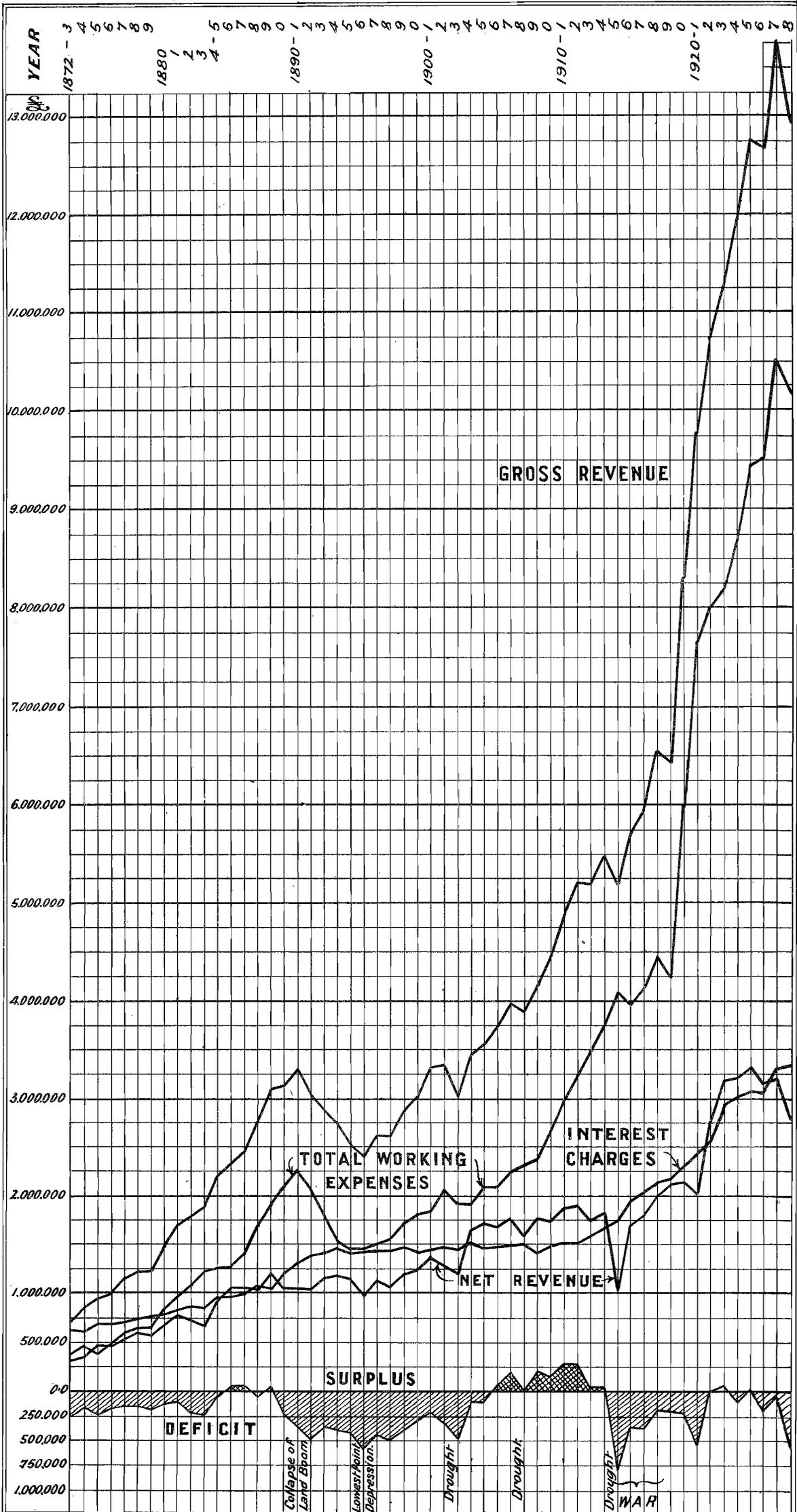
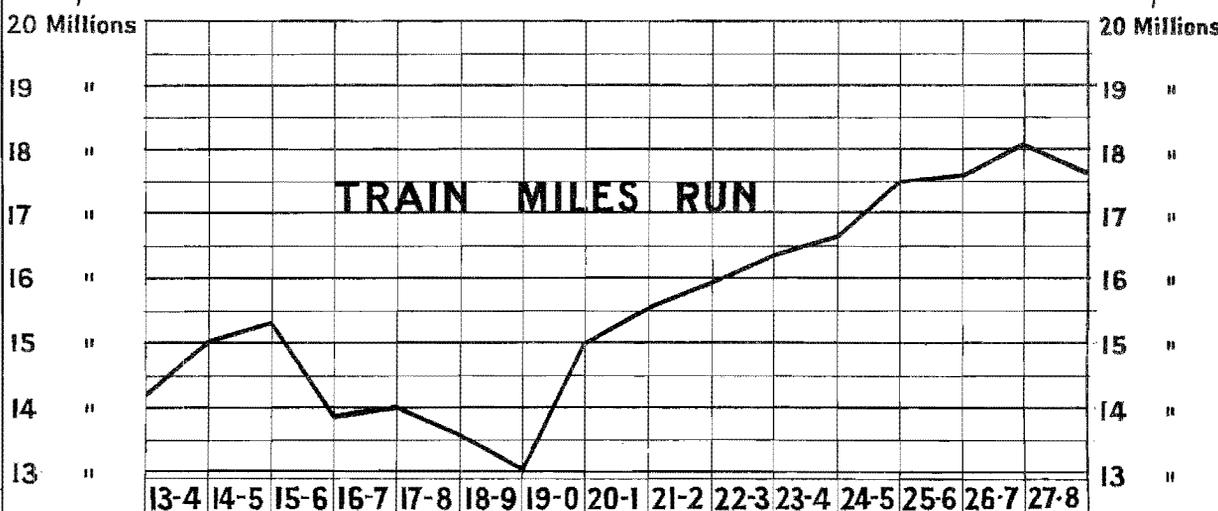
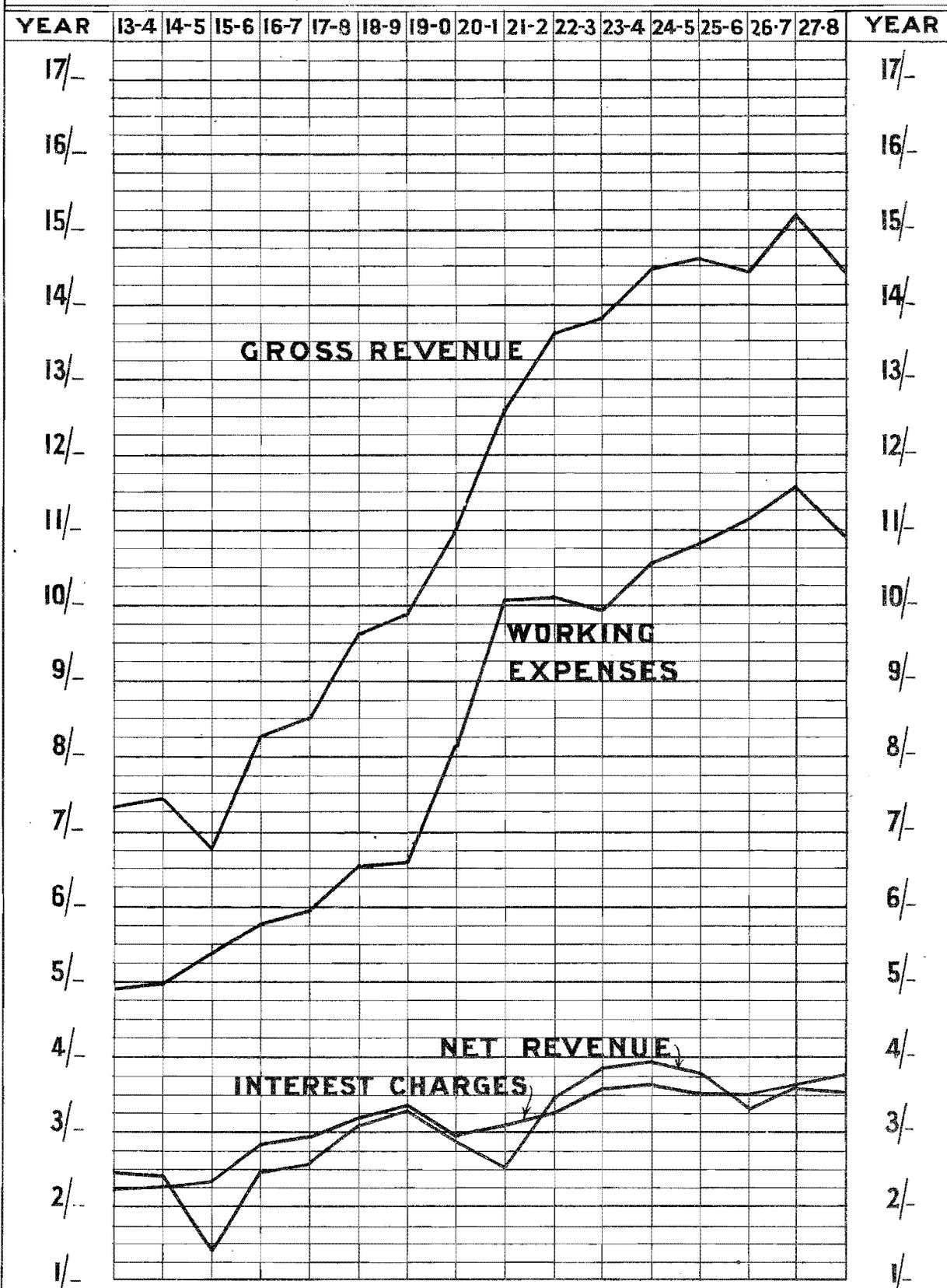
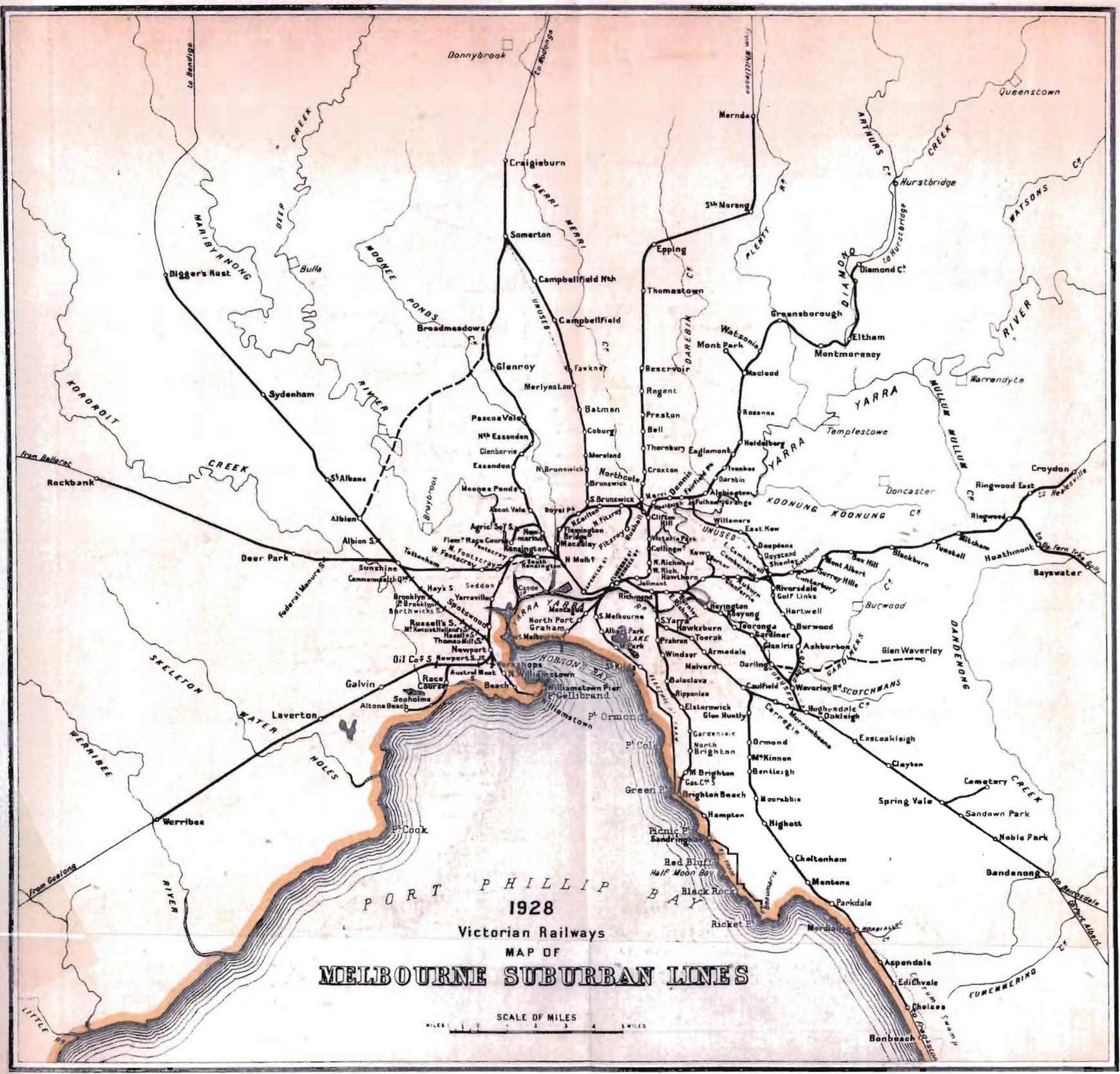


DIAGRAM N° 6

PER TRAIN MILE RUN



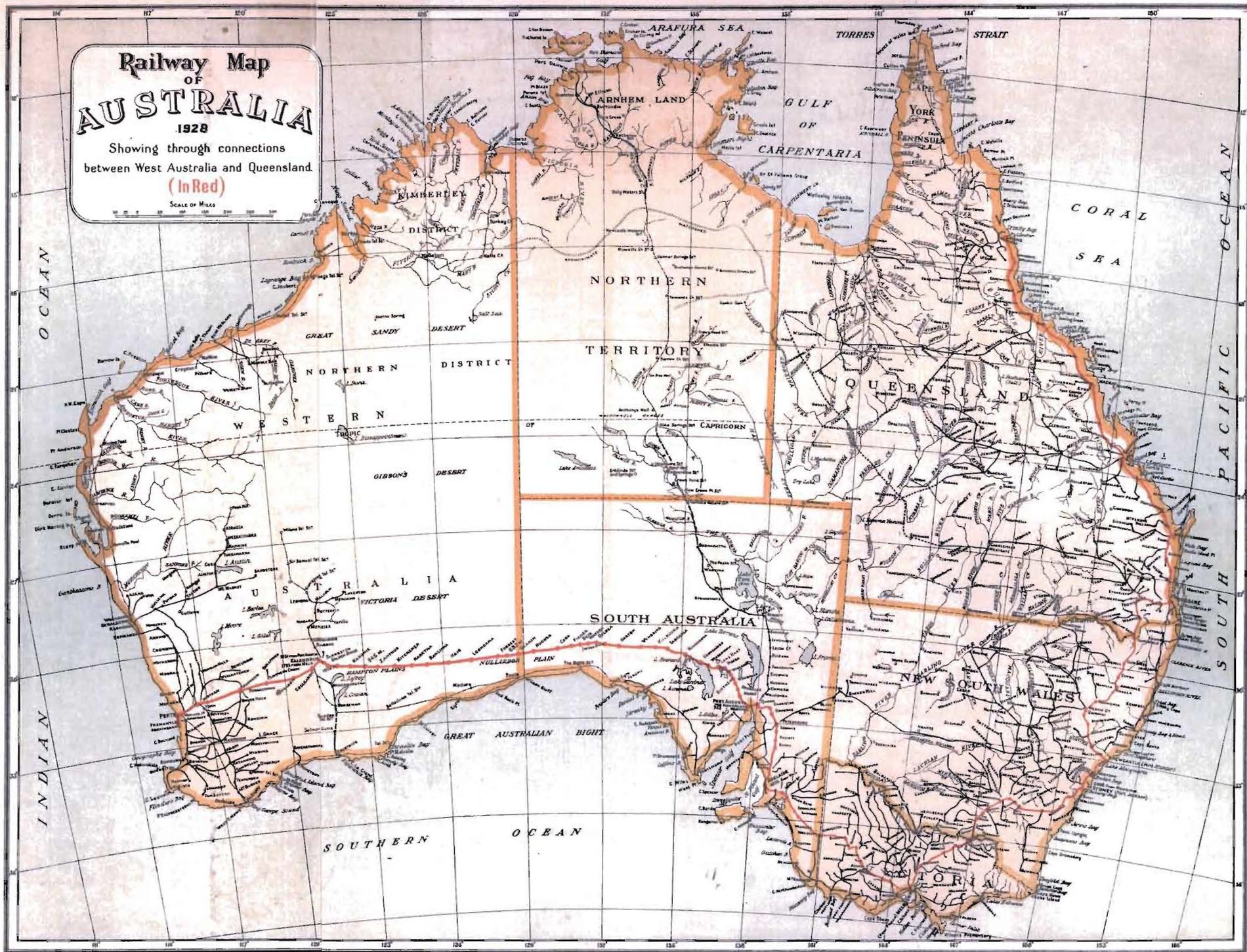


PORT PHILLIP BAY
 1928
 Victorian Railways
 MAP OF
MELBOURNE SUBURBAN LINES

SCALE OF MILES
 0 1 2 3 4 5 MILES



MAP
OF
VICTORIA
Showing Victorian Government Railways
(in Red)
1928
SCALE OF MILES



Distances between Capital Cities via Trans-Australian Railway.

Fremantle to Kalgoorlie (W.A.)	...	387 Miles.	Adelaide (S.A.) to Melbourne (V.)	...	483 Miles.
Kalgoorlie (W.A.) to Port Augusta (S.A.)	...	1,051 "	Melbourne (V.) to Sydney (N.S.W.)	...	589 "
Port Augusta to Adelaide (S.A.)	...	259 "	Sydney (N.S.W.) to Brisbane (Q.)	...	715 "
Fremantle to Brisbane	...	3,484 Miles.			
Brisbane to Cairns	...	1,043 "			
Total Distance—Fremantle to Cairns	...	4,527 "			

NOTE—Perth time is 1½ hours behind Adelaide time and 2 hours behind Melbourne time. Melbourne, Sydney, Brisbane, and Cairns observe the same time.