

1925.
—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1925.

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, 1925.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 31st August, 1925.

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, 1925.

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

	Railways.	St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways.	Total.
	£ s. d.	£ s. d.	£ s. d.
GROSS REVENUE—			
Earnings	12,621,058 14 7 ..	71,086 5 2 ..	12,692,144 19 9
Amount received in respect of the loss resulting from the working of certain lines of railway, and in respect of certain border railways, <i>vide</i> page 8	138,138 0 0 ..	..	138,138 0 0
WORKING EXPENSES	12,759,196 14 7 .. 9,426,203 7 5 ..	71,086 5 2 .. 59,641 4 2 ..	12,830,282 19 9 9,485,844 11 7
NET REVENUE	3,332,993 7 2 ..	11,445 1 0 ..	3,344,438 8 2
INTEREST CHARGES and EXPENSES		£ s. d. 3,099,884 14 7	
PENSIONS and GRATUITIES ..		215,087 2 6	
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 7		2,849 0 0	
Repayment to Capital Account in respect of the North Geelong to Fyansford Line, <i>vide</i> page 7..		675 0 0	
		3,318,495 17 1	
SURPLUS			£25,942 11 1

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

	Year 1923-24.			Year 1924-25.			Increase. (+) Decrease. (-)			
	£	s.	d.	£	s.	d.	£	s.	d.	
Gross Revenue—										
Railways—Earnings	11,847,413	18	2	12,621,058	14	7	+	773,644	16	5
„ Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8	111,221	0	0	138,138	0	0	+	26,917	0	0
	11,958,634	18	2	12,759,196	14	7	+	800,561	16	5
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	67,352	10	3	71,086	5	2	+	3,733	14	11
Total	12,025,987	8	5	12,830,282	19	9	+	804,295	11	4
Working Expenses—										
Railways	8,714,421	14	10	9,426,203	7	5	+	711,781	12	7
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	58,120	6	6	59,641	4	2	+	1,520	17	8
Total	8,772,542	1	4	9,485,844	11	7	+	713,302	10	3
Net Revenue	3,253,445	7	1	3,344,438	8	2	+	90,993	1	1
Interest Charges and Expenses	3,015,455	9	4	3,099,884	14	7	+	84,429	5	3
Pensions and Gratuities	206,366	2	7	215,087	2	6	+	8,720	19	11
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 7	3,297	0	0	2,849	0	0	—	448	0	0
Repayment to Capital Account in respect of the North Geelong to Fyansford line, <i>vide</i> page 7	675	0	0	675	0	0				
Total of Interest Charges and Expenses, Pensions and Gratuities, &c.	3,225,793	11	11	3,318,495	17	1	+	92,702	5	2
Surplus, resulting from the operations of the year	27,651	15	2	25,942	11	1	—	1,709	4	1
Less :—The amount of the losses on certain non-paying lines, as certified by the Auditor-General, for which credit was taken in the revenue accounts of the years 1917-18 (£45,062) and 1919-20 (£91,355) in accordance with the provisions of section 102 of the <i>Railways Act</i> 1915 (No. 2716) but which has not been provided in the Annual Appropriation Acts and paid to the Commissioners :										
Amount now written off	136,417	0	0	..			—	136,417	0	0
Deficit, after writing off the amount of £136,417, in respect of previous years, as shown above	£108,765	4	10	..			+	£134,707	15	11
Surplus .. .. .	..			£25,942	11	1		..		

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

	Year 1921-1922.	Year 1922-1923.	Year 1923-1924.	Year 1924-1925.
Average Mileage of Railways operated	4,284	4,297	4,369	4,448
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,960,964	2,901,822	2,987,928	3,259,520
" Suburban	5,644,757	6,459,003	6,956,099	7,194,731
Mixed	2,518,937	2,523,387	2,404,461	2,295,898
Goods (including Live Stock)	4,732,107	4,504,127	4,246,345	4,731,857
Total	*15,856,815	*16,394,239	16,594,833(a)	17,482,006(a)
Number of Passenger Journeys { Country	9,810,726	10,047,058	9,892,197	9,765,623
{ Suburban	132,646,198	145,910,182	157,969,667	156,478,519
Tonnage of Goods	7,023,857	6,943,011	7,820,331	8,446,929
Tonnage of Live Stock	467,174	574,205	489,012	512,627
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 2,672,474	£ 2,695,144	£ 2,716,999	£ 2,728,500
" Petrol Rail Motors	...	...	...	35,422
" Suburban	2,142,346	2,399,451	2,613,615	2,616,965
Parcels, &c.	458,914	473,007	486,397	496,532
" Petrol Rail Motors	...	...	...	4,570
Horses, Carriages, and Dogs	33,189	37,228	37,999	39,968
Mails	69,697	59,908	59,549	59,480
	5,376,620	5,664,738	5,914,559	5,981,437
Goods, &c., Business.				
Goods	4,164,645	4,178,192	4,534,931	5,070,969
Live Stock	528,816	653,229	523,406	550,060
Minerals	121,575	121,771	146,189	154,453
	4,815,036	4,953,192	5,204,526	5,775,522
Other Services.				
Dining Car Services	26,048	24,915	24,492	24,008
Refreshment Services	267,998	285,201	320,669	383,840
Advertising	...	...	25,327	34,118
Book Stalls	...	...	...	66,322
	294,046	308,116	370,488	508,288
Electrical Power	92,540	179,033	225,432	218,797
Rentals	103,744	117,673	119,300	124,883
Miscellaneous	109,076	124,305	124,310	150,270
Total	10,791,082	11,347,957	11,958,635	12,759,197
Per mile of Railway worked	2,519	2,641	2,737	2,869
Per traffic train mile	138. 7' 33d.	138. 10' 11d.	148. 4' 95d.	148. 7' 16d.
WORKING EXPENSES.				
Transportation Branch	£ 2,395,694	£ 2,399,867	£ 2,543,229	£ 2,664,697
Way and Works Branch	1,708,539	1,761,951	1,861,887	1,963,960
Rolling-Stock Branch—Operating Expenses	1,795,643	1,607,733	1,638,163	1,770,939
" " Repairs and Renewals	1,217,902	1,268,108	1,331,104	1,480,972
" " Repayment to Capital Account in respect of Locomotives withdrawn from service	...	...	50,000	50,000
" " Payment into Rolling-Stock Replacement Fund	150,000	200,000	200,000	200,000
Electrical Engineering Branch	214,825	406,870	538,547	564,264
Miscellaneous Operations	241,284	261,767	312,879	430,151
General Expenses	174,553	191,371	199,697	216,130
Payment into Railway Accident and Fire Insurance Fund	80,225	84,259	38,916	47,823
Payment to the State Coal Mine towards the cost of re-conditioning the McBride tunnel	...	...	...	37,268
Total Working Expenses	8,026,665	8,181,926	8,714,422(b)	9,426,204(b)
Per mile of Railway worked	1,874	1,904	1,995	2,116
Per traffic train mile	108. 1' 49d.	98. 11' 78d.	108. 6' 03d.	108. 9' 40d.
Percentage of Gross Revenue	74' 38	72' 11	72' 87	73' 88
Net Revenue				
	2,764,417	3,165,131	3,244,213	3,332,993
Per mile of Railway worked	645	737	742	749
Per traffic train mile	38. 5' 84d.	38. 10' 33d.	38. 10' 92d.	38. 9' 76d.

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 3.

* Figures for the years 1921-22 and 1922-23 include Assistant and Light Mileage.

Gross Revenue of the Railways.

The Gross Revenue of the Railways amounted to £12,759,197, which is £800,562 in excess of the record revenue earned in the preceding year, viz., £11,958,635, or equivalent to an increase of 6·69 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	11,501	42		
" Rail Motor Services	35,422			
Suburban	3,350	13		
Dining Car Services			484	
Refreshment Services	63,171	19·70		
Advertising	8,791	34·71		
Bookstalls	66,322			
Parcels, &c.	10,135	2·08		
" Rail Motor Services	4,370			
Horses, Carriages, and Dogs	1,969	5·18		
Mails			69	12
Goods	500,690	11·79		
Live Stock	26,554	5·09		
Minerals	43,652	10·07		
Electrical Power			6,655	2·95
Rentals	5,583	4·68		
Miscellaneous			957	7·31
Amount paid to the Department in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8 ...	26,917	24·20		
Total	808,727		8,165	
Net Increase		£800,562		

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. 7·16d., as compared with 14s. 4·95d. 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, 1925:—

Year.	Revenue per traffic train mile.
	s. d.
1921-22	13 7·33
1922-23	13 10·11
1923-24	14 4·95
1924-25	14 7·16

Working Expenses of the Railways.

A detailed statement of the Working Expenses is given in Appendix No. 3.

The percentage of Working Expenses to Gross Revenue was 73·88, by contrast with 72·87 in the preceding year, and 72·11 in 1922-23. The increase in 1924-25 by comparison with 1923-24 was largely accounted for by the increased cost of labour owing to the higher average basic wage; the increase (£45,000) in the subsidy paid to the State Coal Mine, mainly for reconditioning the McBride tunnel, and the writing off of the capital cost (£45,000) of a number of works which had ceased to exist as assets.

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. 22, 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, 1924, involved the payment to South Australia of the sum of £2,849, which has been charged to the Working Expenses of the year under review.

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 £3,374 in respect of the first five years had been charged to working expenses and credited to Capital Account, at 30th June, 1924, and a sum of £675 was similarly dealt with in 1924-25.

Percentage of Net Revenue to Capital Liability.

The Net Revenue, after providing for the payment of Working Expenses, Pensions and Gratuities, the adjustment with South Australia in connexion with the Border Railways, and the repayment to Capital Account in respect of the North Geelong to Fyansford Line, was equivalent to 4.61 per cent. of the total loan liability, as compared with 4.54 in 1923-24.

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 occasioned by a direction given by Parliament 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 follows :—

	£	s.	d.
The loss incurred in connexion with the operation of certain non-paying lines (<i>vide</i> page 10) ...	135,289	0	0
The sum paid to South Australia in respect of the operation of certain border railways (as referred to on page 7)	2,849	0	0
The amount of the preference granted on goods of Australian manufacture pursuant to a direction given by Parliament	1,763	18	6
Total amount of the loss and increase of expenditure	139,901	18	6
<i>Add</i> —Amount not appropriated and unpaid in 1923-24	2,221	0	0
Amount appropriated and paid ...	£142,122	18	6

Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £256 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, was £48,079.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £210,503 and £4,584 respectively, or a total of £215,087, as compared with £200,846 and £5,520 respectively, or a total of £206,366, in the preceding year.

At 30th June, 1925, the number of employees still in the Service entitled to either pension or compensation on retirement was 143. By contrast with 30th June, 1924, this represents a decrease of 64, *vide* Appendix No. 14.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1924, was £66,537,991 11 3 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	525,137	14	1
Electrification of Melbourne Suburban Lines	74,135	5	10
Additions and Improvements to—			
Way and Works	651,146	7	9
Rolling-stock	245,473	4	1
Total Increase in Expenditure on Capital Account	1,495,892	11	9
so that the total expenditure charged to Capital Account at 30th June, 1925, was	£68,033,884	3	0

Loan Funds.

At 30th June, 1924, the total liability in respect of Current Loans was £ 67,070,598 s. 2 d. 4 and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works	767,774	5	9
For Redemption purposes	8,248,648	6	6
	<u>9,016,422</u>	<u>12</u>	<u>3</u>
Less Amount redeemed	8,234,379	0	10
Net Increase for the year		782,043	11 5
so that the total liability, at 30th June, 1925, in respect of Current Loans was (<i>vide</i> Appendix No. 16)	£67,852,641	13	9
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1924, to	£64,823,376	3	6
and as this amount was increased during the year ended 30th June, 1925, by	756,712	8	5
the total proceeds of Loans at 30th June, 1925, were	£65,580,088	11	11
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	£25,331	3	0

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 16) amounted to	3,094,343	9	2
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	5,541	5	5
The debit for Interest Charges and Expenses for the year 1924-25 was therefore	£3,099,884	14	7
which represents an increase of £84,429 as compared with the debit for the previous year.			

Non-Interest Bearing Funds.

At 30th June, 1924, the amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was £ 3,999,733 s. 8 d. 2 and further moneys were provided during the year out of Consolidated Revenue and debited to Construction Works, as shown hereunder—

Expenditure under Division No. 91 of the Appropriation Act	6,035	6	0
Expenditure under "The Developmental Railways Account"	22,894	11	1
The total amount so provided as at 30th June, 1925 (<i>vide</i> Appendix No. 1), was therefore	£4,028,663	5	3

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) ...	0·20	136,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	2·29	
Darling to Waverley ...	0·84	
Lancefield to Kilmore (dismantled) ...	18·10	7,000
Fawknor Cemetery to Somerton ...	5·28	107,873
Geelong Race-course Line (dismantled) ...	1·96	53,217
Totals ...	46·91	5,317
Surveys for lines not constructed ...	...	359,407
Grand Total ...	...	415,443
		£774,850

Non-Paying Lines.

The operation of the following lines for the twelve months ended 28th February, 1925, after the payment of Working Expenses and Interest Charges, resulted in a loss of £135,289, for which in accordance with the provisions of Section 102 of Act No. 2716 credit has been taken in the Revenue Account.

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1925.
Bairnsdale to Orbost	£9,390
Beeac to Newtown	1,782
Benalla to Tatong	2,392
Cavendish to Toolondo	5,363
Lorquon to Yanac	1,175
Manangatang to (Bryden's Tank) Annuello	1,557
Colac to Crowes	13,261
Eltham to Hurstbridge	9,034
Ferntree Gully to Gembrook	12,541
Heywood to Mumbannar (Malanganee)	5,317
Linton to Skipton	3,468
Moe to Walhalla	8,918
Rushworth to Stanhope North (Girgarre)	1,143
Tallangatta to Cudgewa (Beetoomba)	10,816
Wangaratta to Whitfield	5,469
Nandaly to Kulwin	2,847
Piangil to Kooloonong	3,039
Neerim South to Toorongo River	626
Alberton to Won Wron	3,447
Koo-wee-rup to McDonald's Track	16,417
Bittern to Red Hill	3,712
Malanganee to Border	511
Annuello to Robinvale	4,704
Kerang to Gonn Crossing	1,459
Sea Lake to Nandaly	454
Won Wron to Woodside	359
Noradjuha to Tooloudo	1,444
Redcliffs to Millewa North	7,059
Newport to Altona	1,251
<i>Less Profits earned in previous years :-</i>	
Sea Lake to Nandaly	265
Lorquon to Yanac	741
Neerim South to Toorongo River	626
	138,955
	1,632
	137,323
Deduct the amount by which the revenue of the lines has been reduced owing to the reduction of 10 per cent. in certain freight rates and for which credit is taken in that connection	2,034
TOTAL	£135,289

New Lines of Railways.

During the year 48·94 miles of new railways were opened for traffic. At 30th June, 180·25 miles were in course of construction. The details of the different lines are shown in Appendix No. 23.

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. 24:—

	At 30th June.		Average for Year.	
	1924.	1925.	1923-24.	1924-25.
	Miles.	Miles.	Miles.	Miles.
Railways—				
Route Mileage	4,434·69	4,483·63	4,369·42	4,447·55
Track Mileage	4,794·32	4,843·26	4,727·88	4,807·18
Sidings	958·34	982·21	954·60	977·04
Electric Tramways—				
Route Mileage	7·59	7·59	7·59	7·59
Track Mileage	14·98	14·98	14·98	14·98
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 1923-24.	Year 1924-25.
Number of Passengers	5,709,684	5,737,101
	£	£
Gross Revenue	54,381	58,038
Working Expenses	45,497	48,942
Net Revenue	8,884	9,096
Interest Charges	8,937	8,911
Net Result	Loss £53	Profit £185

The increase in the Working Expenses was mainly due to the writing off of rolling-stock; increased maintenance of the tracks, as well as the payment of higher rates of wages to the staff.

	£
The Capital Expenditure at 30th June, 1925, on account of the construction of the line was	120,766
and of rolling-stock	72,550
or a total of	£193,316

Sandringham—Black Rock Electric Tramway.

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

	Year 1923-24.	Year 1924-25.
Number of Passengers	1,459,239	1,475,261
	£	£
Gross Revenue	12,971	13,048
Working Expenses	12,623	10,699
Net Revenue	348	2,349
Interest Charges... ..	5,148	5,326
Net Result	Loss £4,800	Loss £2,977

	£
The Capital Expenditure at 30th June, 1925, on account of the construction of the line was	72,763
and of rolling stock	28,654
or a total of	101,417

Finance.

At the direction of the Governor in Council, a reduction of 10 per cent. was made as from 1st October, 1924, in the freight charges for most classes of agricultural produce, reducing the revenue during the nine months of the financial year which were affected by approximately £157,000. Section 102 of the Railways Act provides that the decrease of revenue occasioned by any such direction shall, if certified to by the Auditor-General, be appropriated by Parliament and paid to the Commissioners, and we have been credited with the sum of £155,000, representing the decrease of revenue during the financial year as estimated at the time the Supplementary Estimates were framed. The financial result of the operations of the year has not, therefore, been affected by the reduction in these freight charges.

We are, of course, desirous that all rates and fares charged by the Railways should be fixed at the lowest amount consistent with the avoidance of a deficit in working. The fact, therefore, that the reduction in the rates for agricultural produce was not made of our own initiative, but by a direction of the Governor in Council, is a sufficient indication that the financial position of the Department did not in our opinion warrant such a course.

This opinion has been strengthened by the fact that but for the credit referred to the year's operations would have resulted in a deficit of £129,057. Moreover, the financial position prevented our putting in hand many works for the betterment of the property which it would be distinctly advantageous to carry out, while in addition the Department is not contributing adequately towards meeting the depreciation of its assets.

To put the position plainly, the basis of computing the results of working the railways is not sound, because it does not, year by year, take into consideration the amount which should properly be borne by the revenue in respect of depreciation resulting from the year's operations.

In speaking of depreciation, we do not mean merely the lessening value of property of all kinds due to the influence of time, exposure to weather, and ordinary wear and tear, which is in itself constant and important, but also obsolescence due to the progress of knowledge and science, and inadequacy consequent upon the expanding needs of a growing traffic.

Whenever an item of equipment is discarded or replaced by a new one, whether it be a locomotive, a station building or yard, a bridge, a workshop machine, or any of the numerous items forming the railway property, the original cost of the replaced article should be written off from working expenses. In other words, the working expenses have in the long run to bear the results of the depreciation. It is quite proper that this should be the case, but the present system is at fault in that the burden falls upon the period when the asset becomes worn out or inadequate, and not upon the years of its use, when the wear and tear and other processes finally rendering its replacement necessary are taking place.

Not only is this unsound in principle, but it would sooner or later lead to a very serious position in the finances of the Department, because the revenue of future years would be quite inadequate to provide for the accrued depreciation of property, and to meet the enormous debits to working expenses which would inevitably be concentrated into comparatively brief periods under the system now in operation.

An illustration of this is furnished by the present position in regard to rolling-stock. The rolling-stock is the one item of equipment in respect of which a Replacement Fund has been established, and to meet its depreciation regular amounts have been contributed from working expenses—latterly at the rate of £200,000 per annum. Yet the Fund has proved inadequate to enable us to scrap and write off the value of a number of locomotives which are worn out or obsolete or for which, due partly to electrification, there is no further use. The result is that, as set out in our last Report, a special contribution of £50,000 had to be paid into the Capital Account during 1923–24, while a similar payment was made in 1924–25 and will have to be made each year for some years to come, to meet the accrued depreciation, obsolescence playing an important part in this particular instance.

Another striking example arises in connexion with the proposed installation of automatic couplers. This work will entail the scrapping of a large number of old trucks the design of which renders them unsuitable for automatic couplers and the cost of

replacing such trucks will involve huge debits to Working Expenses, which will form one of the heaviest charges in connexion with the initiation of the new system. This also is a clear case of obsolescence, and the lack of any Depreciation Fund will involve delay in installing automatic couplers because of the expense entailed—an expense which properly should have been distributed among the years in which the trucks were in use.

A careful review of the position shows clearly that the amount set aside each year towards meeting the depreciation of rolling stock is quite inadequate for the purpose, while no fund whatever has been established to meet the depreciation of the numerous other forms of railway equipment, all of which are constantly depreciating in a varying degree.

We do not consider it necessary, though it would be sound in principle, to establish a Depreciation Fund for every item of railway property, as at this stage the present system meets requirements reasonably well in respect of many items, for the replacement of which the expenditure is comparatively regular. There are, however, certain items in respect of which a Depreciation Fund is, in our opinion, essential, because in them the factor of obsolescence has to be taken into account in a marked degree. For example, the plant and equipment at the Newport Power House is not only depreciating through ordinary usage, but, judged by past experience and the rapid progress of electrical science, it will almost assuredly become obsolete in a relatively short period. When it was installed Mr. C. H. Merz expressed the opinion that an Antiquation Fund should be provided based on a life of 25 years. The overhead equipment, the transmission system, the sub-station equipment, the electrical equipment of the suburban cars, and the mechanical and electrical properties of the Signal and Telegraph Branch, are other examples of Departmental assets for which a Depreciation Fund should be established.

The question at issue is not one of principle only, though such a Fund would be entirely sound and scientific. A continuance of the present system will inevitably lead in future—and already has led in a measure—to a deplorable lack of stability in the finances of the Department, and to woeful inability of the revenue, in years in which large replacements become necessary, to meet the demands devolving upon it for this purpose.

The additional amount which should be paid from revenue each year, to accumulate a fund for these purposes, is at present the subject of a more careful calculation than has hitherto been made, but there is no doubt that such additional payment should be at least £350,000 per annum.

We have previously drawn attention to this matter, and we stress it at this stage because of the direct and important bearing which it has upon our claim to be reimbursed the loss of revenue due to the reduction in the freight charges upon agricultural produce, and upon any proposition which will directly or indirectly involve a reduction of rates and fares. It is essential that it should be generally understood that the railway working expenses are not bearing their proper share of the depreciation incurred in earning the railway revenue, and that the finances cannot be regarded as sound until this is done through the medium of a Depreciation Fund.

When the details of the situation have been finally calculated, we will furnish a further report embodying our complete views upon the subject.

Analysis of Passenger, Goods, and Live Stock Traffic.

Passenger Traffic.

A detailed analysis of the passenger traffic during 1924–25, by comparison with the previous year, appears in Appendix No. 27, but the following summary provides a ready reference:—

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1923–24.	Year 1924–25.	Year 1923–24.	Year 1924–25.	Year 1923–24.	Year 1924–25.
Total number of journeys	9,892,197	9,765,623	157,969,667	156,678,519	167,861,864	166,444,142
Revenue	£2,716,999	£2,763,922	£2,613,615	£2,616,965	£5,330,614	£5,330,887

Despite a slight increase in the revenue—due partly to the greater volume of inter State traffic, consequent upon the shipping disputes in November, 1924, and January, 1925—the country passenger traffic showed a further decline, the number of journeys being 126,574 less than in the preceding year.

The comparison between the last two years was affected substantially by the absence in 1924-25 of any such special inducement to travel as was afforded by the visit of the British Special Service Squadron in March, 1924, and by the fact that there was one day more in 1923-24 than in last year. A wider study of the position, however, shows a condition of stagnation in the country passenger traffic, and its general downward trend will be obvious from the following figures:—

Year.				Number of Country Passenger Journeys.
1919-20	..	..	..	10,263,863
1920-21	..	..	..	10,061,866
1921-22	..	..	..	9,810,726
1922-23	..	..	..	10,047,058
1923-24	..	..	..	9,892,197
1924-25	..	..	..	9,765,623

The period covered by this comparison has been marked by a steady and rapid influx into the State of motor vehicles, the number registered at 30th June, 1920 (20,244) having more than trebled itself in reaching 70,246 at the end of June, 1925. In the last year alone there was an increase of 17,245, so that the number at 30th June, 1925, was almost one-third greater than the number at 30th June, 1924. These figures exclude motor cycles, of which 19,212 were registered at the end of June last, making a total of 89,458 self-propelled vehicles registered at that time.

In the face of such a phenomenal increase, the reason for the downward trend of railway country passenger traffic is apparent. It is true that comparatively few of the additional motor vehicles are devoted directly to competition against the railways, but, as we pointed out in our last Report, it is the privately-owned motor which is primarily responsible for the diminution of the railway traffic. Hundreds of country families, to whom the motor car is an asset for local social and business purposes, also use such vehicles for journeys which, under other circumstances, would be made by rail.

With the advance of prosperity in the country for which we all ardently hope, and with further improvement in roadways under the policy of the Government—the wisdom of which cannot be questioned—this form of competition is bound to increase, more particularly as distances throughout Victoria are relatively short, and eminently suitable for travel by road.

The reasons for the variation in the suburban passenger figures are dealt with in the paragraph on the Melbourne Suburban Electric System, on page 18.

Goods Traffic.

Records were established in both the tonnage of goods hauled, and the revenue received therefrom, this year's figures being approximately 8 per cent. better than those obtained last year, which represented a record to date.

The figures for the past two years briefly compare as under, a more detailed analysis appearing in Appendix No. 28:—

—	1921-22.	1924-25.	Increase.	
	Tons.	Tons.	Tons.	Percentage.
Tonnage	7,820,531	8,446,929	626,398	8.0
Revenue	£4,681,120	£5,070,462	£389,342	8.3

The principal feature of the traffic was the record tonnage of wheat transported to the sea-board, which resulted in an increase in the revenue of approximately £243,000 over the receipts received from the same source for the previous year.

Increases occurred in the tonnage of practically all classes of goods traffic, a notable advance being in the quantity of wool carried, which exceeded last year's tonnage by over 33 per cent., with an increase in revenue of 38 per cent.

Live Stock Traffic.

There was a considerable increase in the live stock tonnage and revenue, the figures being 23,615 tons and £26,653 higher than in 1923-24.

The Wheat Harvest.

During the 1924-25 season, 47,364,495 bushels of wheat were harvested, while during the financial year 16,055,186 bags were transported by rail from the producing districts.

These figures are the highest since the year 1916-17, when the yield totalled 51,162,438 bushels, and the record quantity of 18,461,822 bags was handled by rail.

The corresponding figures for the last six years are shown hereunder :—

Year.	No. of Bushels Produced.	No. of Bags carried by Rail from Country Districts.
1919-20	14,858,380	4,854,737
1920-21	39,468,625	12,613,780
1921-22	43,867,596	12,720,251
1922-23	35,697,220	8,447,655
1923-24	37,795,704	10,316,955
1924-25	47,364,495	16,055,186

A considerable increase also took place in the quantity of wheat exported during the year, 11,125,204 bags (including 820,413 from Portland) being shipped, by comparison with 6,057,968 bags in 1923-24.

The existence of a favorable market for early shipments rendered it essential to have the harvest conveyed to the seaboard with the utmost expedition. The efforts made to meet this situation can be best judged by the results, the quantity of wheat carried during the five months, January to May, totalling 12,322,003 bags, as compared with the previous record (in 1917) of 10,303,085 bags.

A new record was established in loading on one day at country stations—240,600 bags of wheat, exceeding the previous maximum by 15,018 bags; and during the currency of the season the former record loading for one day, viz., 4,713 trucks, was exceeded on several occasions, and a new maximum of 4,942 vehicles was established.

The quantity of grain stacked at the seaboard and in the country at 30th June last was 1,204,095 bags, which compares as under with the quantity stacked on the same date in each of the preceding three years :—

	Number of Bags of Wheat Stacked at 30th June—			
	1922.	1923.	1924.	1925.
At or in the vicinity of Williamstown ..	303,949	598,120	262,842	420,836
At or in the vicinity of Geelong	256,225	568,614	71,482	352,574
At country stations ..	447,855	1,228,467	1,642,628	430,685
Totals	1,008,029	2,395,201	1,976,952	1,204,095

In Appendix No. 32 will be found particulars of the number of bags of wheat dispatched from the principal wheat-loading stations in the State during each of the six years ended 30th June, 1925.

Train Mileage, Train Loads, &c.

In view of the desirability of uniformity in the various States in the methods of computation of statistics in connexion with railway working, the question of the basis on which traffic train mileage is compiled has been under consideration by the various administrations.

As a result, it has been decided to eliminate from this figure the assistant and light engine mileage, which, in the past, has been included in such statistics so far as Victoria is concerned.

This year's traffic train mileage has accordingly been compiled on the new basis which, of course, must be borne in mind in contrasting the 1924-25 figures with those of previous years.

The total train mileage (which includes the assistant and light engine mileage)—18,630,804—was 1,057,125 miles greater than that of the previous twelve months.

Of this increase, 115,441 miles were in respect of country passenger trains. The extension of the petrol rail-motor services in country districts by over 100 per cent. accounted for a further 174,243 miles, but there was a consequential reduction of 107,523 miles in the mixed train mileage.

The suburban electric passenger train services were also responsible for a portion of the increase, the excess over last year totalling 259,011 miles, or approximately 4 per cent. This was partly due to certain of the lines having been operated under steam conditions for a portion of 1923-24, and the same factor is reflected in a decrease of 22,024 in suburban steam passenger train mileage.

The great bulk of the increase occurred in the goods train mileage, as the greater volume of traffic handled, principally grain, involved additional mileage to the extent of 636,313, or 13 per cent. This was, however, accompanied by a corresponding percentage increase in the gross ton mileage of goods trains, which demonstrates the maintenance of efficient methods and the restriction of train mileage to the minimum consistent with satisfactory service.

Details of train and truck performances for the past six years are shown hereunder:—

		1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.
Percentage of actual to authorized load over ruling grade	Mixed ..	74	69	70	71	71	71
	Goods ..	88	86	87	86	84	83
Average gross tonnage per traffic train mile	Passenger ..	197	196	197	204	209	216*
	Mixed ..	202	193	200	204	204	207*
	Goods ..	323	313	328	343	347	394*
	..	7.8	8.7	8.7	8.3	8.7	8.9
Average goods and live stock tonnage per loaded truck mile	..	8.0	9.6	9.6	9.0	9.3	9.8
Average goods and live stock tonnage per loaded truck mile during peak period (January to April inclusive)	..	23.8	26.9	27.3	25.3	27.0	31.0
Average mileage per truck per day during peak period (January to April inclusive)	..	92.85	114.14	117.90	123.02	121.95	118.4
Number of passengers carried per passenger and mixed train mile including rail motor mileage	Country ..	179.02	159.98	130.07	126.41	128.09	125.75
	Suburban ..						

* Assistant and light engine mileage not included in this figure.

The lower percentage of actual to authorized loads of goods trains was due to the extended use of rail motor cars, as regular goods trains, with comparatively light loading, were necessary on lines previously served by mixed trains.

The average gross tonnage per goods train mile was 394. If assistant and light engine mileage had been included in the calculation as in previous years, this figure would have been reduced to 349, but would still have been 2 tons over the previous record for this Department, established last year.

The average tonnage of goods and live stock per loaded truck mile also constitutes a record. This year's figure—8.9—represents an increase of 4 cwt. as compared with 1923-24, when the average tonnage equalled the previous records of 1920-21 and 1921-22.

The performances during the peak period of four months were similarly the best which have been attained, both in respect of the average tonnage of goods and live stock per loaded truck mile and of the average mileage per truck per day.

Improved Country Passenger Services.

As a result of the continued close scrutiny of the schedules and running performances of country trains, further reductions in the time taken by certain trains between terminals were effected, as set out below :

Trains.	Reduced Travelling Time.
	Minutes.
8.30 a.m. Melbourne to Swan Hill (Mondays and Fridays) ..	55
" " Kooloonong (Mondays)	125
" " Piangil (Fridays)	65
6.30 p.m. " Bendigo (Saturdays)	20
5.50 a.m. Kooloonong to Melbourne (Mondays and Fridays) ..	88
3.45 p.m. Daylesford to Melbourne (Wednesdays, Fridays, and Saturdays)	35
3.55 p.m. Tocumwal to Melbourne (Daily)	20
6.40 a.m. Queenscliff to Melbourne (Daily)	30
6.32 p.m. Melbourne to Warragul (Daily)	15

It is worthy of mention that the improvements so effected, and the substantial curtailments brought into operation in the preceding few years in the over-all time of important country trains, have not been made at the expense of good timekeeping. This will be seen by reference to the paragraph relating to the Timekeeping of Trains.

Petrol Rail Motor Cars.

Rail motor cars are now well established as the most satisfactory means of providing an expeditious service on lines with a comparatively light traffic. At the close of the year 17 cars of this description were in running, the additional routes on which they were placed during the year being as under :—

- Reservoir to Whittlesea on 6th October, 1924.
- Ballarat to Castlemaine on 2nd March, 1925.
- Hamilton to Warrnambool on 1st June, 1925.

As indicated in our last Report, a larger and more comfortable type of car has been designed. The new car, which is carried on two bogies instead of having a fixed wheel base, ensures greater riding comfort and is provided with lavatory accommodation. It is designed for operation from both ends, thus rendering turntables unnecessary, and is fitted with air brakes combined with a "dead man" feature, which, in the event of the driver releasing his pressure through any cause, will shut off power and apply the brakes automatically.

One of these vehicles, which will seat 56 first and second class passengers, was completed and placed in running during the year, whilst arrangements are in hand for the construction of three additional cars of a similar type for use on lines where the patronage warrants a higher standard of accommodation than can be provided with the older cars. It is proposed, as these become available, to extend the services to other lines as circumstances require.

Timekeeping of Trains.

It is a source of gratification to report that, notwithstanding the heavy traffic dealt with during the year, an all-round improvement took place in the general timekeeping of passenger and mixed trains.

The percentage of country passenger trains on time was 86·87, as compared with 83·21 and 83·34 respectively during the previous two years, while the mixed trains showed an improvement of 1·99 per cent. on last year's figures.

As anticipated, the duplication of the passenger tracks between North Melbourne and Spencer-street, had a beneficial effect on the timekeeping of suburban electric trains, the number on time being 3·55 per cent. better than last year.

The figures for the past two years are shown in the subjoined table :—

Twelve Months ended—	Percentage of Country Trains on Time.		Percentage of Suburban Electric Trains on Time.
	Passenger.	Mixed.	
30th June, 1924 ..	83·21	81·49	87·59
30th June, 1925 ..	86·87	83·48	91·14

The Melbourne Suburban Electric System.

The experience of the year further demonstrated the vast improvement effected by the conversion of the suburban railway system from steam to electric traction.

Last year we drew attention to the striking increases of traffic on the various lines and sections of lines following upon their electrification. This year's operations disclose a falling-off in traffic to the extent of 1,291,148 passenger journeys, a reduction equivalent to .8 per cent. compared with last year.

It has to be remembered, however, that due to leap year falling in 1924, there was one day more in 1923-24 than in the period under review, and furthermore that the traffic in the former year was abnormally inflated by reason of the visit of the British Squadron in March, 1924, and the cessation of the tramway services in May of that year.

Even allowing for these factors, it is clear that there has been a check in the development of the suburban passenger traffic, due to increased tramway competition, and the operation of privately-owned motor omnibuses which for a time had unrestricted use of the public highways.

With the regulation of the motor omnibus traffic under the provisions of the *Motor Omnibus Act 1924*, some of the lost traffic has been regained, but the railways are still heavy losers as a result of this competition. Moreover, the conversion of some of the cable tramways to electric traction, obviating a break of journey between suburban terminal points and the City, and providing a faster service, will inevitably affect the railway traffic. Viewing the situation as a whole, therefore, it seems certain that the rapid increases previously taking place in the suburban railway business cannot be expected to continue in the immediate future and that a period of comparative stagnation will be experienced.

Despite the reduction in passenger journeys, the suburban passenger revenue was £2,616,965, compared with £2,613,615 in the preceding twelve months, or an increase of £3,350. This directs attention to one of the consequential benefits of the electric system, viz., that the better service and faster trains have induced many people to transfer from the congested inner area to the outer suburban districts.

In our last annual Report we forecasted the running of 7-car trains (which are now being operated on all the important lines), also of 8-car trains on lines with the heaviest traffic. In the latter connexion, provision was made for the construction of additional motor coaches and for the ordering of the requisite electrical equipment. In view, however, of the steadying of the suburban traffic, the running of 8-car trains will not be commenced until we are satisfied that they are necessary for, and justified by, the traffic offering.

From time to time passengers are apt to complain of overcrowding during the peak periods of the morning and evening, but it is recognized on all large railway systems that during such periods a proportion of passengers can be provided with standing room only. As a matter of fact, no comparable large system in the world endeavours to provide seats for so great a proportion of the passengers, and, on many suburban railways, cars are specially constructed with a maximum of standing room and a minimum of seating accommodation.

For instance, the Tait cars in use on the Melbourne system provide seating accommodation for 92 people, and at the same time there is standing room for 90 passengers should they desire to travel but be unable to obtain seats, while on the large modern systems abroad cars are utilized which provide for the conveyance of 270 people with seating accommodation for only 78.

It is the surest indication of the merit of our suburban services that Australians who travel abroad, and thus have the opportunity of making comparisons with other cities, are invariably impressed with the excellence of the Melbourne system. This applies also to visitors from abroad who are well qualified to judge. Taking into account the relative state of development generally, we believe that Melbourne enjoys suburban railway facilities equal to those of any city in the world.

Although relieved to a considerable extent by the operations of the Electricity Commission, the Newport "A" Power Station continues to be well loaded. In point of efficiency this Power Station compares very favorably with "A" Class stations in Great Britain (i.e., stations generating 200,000,000 units or over), of which class there are only three in existence. The total number of units generated for the year was 261,000,000, compared with 259,000,000 last year. In addition, 4,600,000 units were received from the Electricity Commission's system to augment the railway supply.

Newport "B" Power Station continues to be operated by the Department for the Electricity Commission.

Since our last Report the line from Camberwell to Ashburton has been converted to electric traction, which commenced on 1st November, 1924. As a result of the improved train service the number of passengers carried and the revenue earned have doubled.

The section from Ringwood to Croydon was also, on 28th November successfully brought into operation electrically.

The work of electrifying the lines from Ringwood to Upper Ferntree Gully and from Croydon to Lilydale, which was approved by the Parliamentary Standing Committee on Railways, is well in hand. Electric trains will be run on the Upper Ferntree Gully line commencing on 15th October next, and on the Croydon-Lilydale line on 1st December.

In connexion with the electrification of these lines new automatic sub-stations are being erected at Lower Ferntree Gully and at Mooroolbark. In these sub-stations mercury arc rectifiers—one of the latest developments of electrical engineering science—will be utilized in lieu of the rotary converters installed in all the other sub-stations.

The policy of electrifying short extensions of the main system is being continued. After carefully reviewing the situation, we have decided that the Eltham and Hurstbridge section should next be taken in hand, and we will shortly submit a recommendation to that effect.

Automatic sub-stations at Reservoir, Rosanna, Greensborough, Mitcham, and Spring Vale having proved to be highly successful both from an operating and economic point of view, consideration is being given to the conversion of some of the existing manually-operated sub-stations.

The two electric locomotives which are in use continue to operate the daily goods trains on the Sandringham line and the shunting services in the Flinders-street Yards with highly satisfactory results. The goods sidings on the Oakleigh line are now being equipped for electrical operation, and an investigation is being made into the question of hauling all suburban goods trains by means of electric power.

In order to avoid damage due to electrolysis, the policy of maintaining the track insulations in as good a condition as is practicable is being closely followed. In the Newmarket area, where most of the trouble of this nature has been experienced, negative feeders are being installed.

Metropolitan Town Planning Commission.

In our last Report reference was made to the appointment of the Metropolitan Town Planning Commission, which was directed to inquire into and report upon various matters relating to the metropolitan and suburban area, including street and road requirements generally, existing means of transportation, probable future requirements, and the regulation of traffic.

We also mentioned that arrangements had been made for two experienced railway officers to assist the Commission in an advisory though informal capacity on matters affecting railway requirements. This arrangement was much appreciated by us, but at the same time we feel strongly that as many of the matters under investigation are of great importance to the Railways, we should be directly represented upon it in the event of its commission being extended beyond that provided for in the Act.

The Melbourne and Metropolitan Tramways Board, although not specifically provided for in this respect, has a representative in the person of its Chief Engineer, who is one of the four members appointed "by reason of their respective qualifications in the business, technical, and professional matters to be dealt with or investigated by" the Commission.

In our opinion the Railway Department, which represents a much greater capital investment in the metropolitan area than the tramways, is at least entitled to equal representation.

In the Commission's first report many recommendations are made in which the Railways are vitally concerned, and a Committee of Departmental Officers has been appointed to consider such recommendations from the railway point of view.

Metropolitan Terminal Facilities.

The Committee referred to in the last paragraph will also make a further investigation into the best policy for handling the future growth of suburban railway traffic. This will involve a consideration of the traffic handling capacity of the Flinders-street station, with a view to determining for how many years it can adequately meet the needs of the metropolis, and what steps can be taken to increase its present efficiency.

Way and Works Branch.

The Way and Works were maintained in good working order and repair throughout the year, *vide* the certificate of the Chief Engineer of Way and Works on page 41.

During the year the relaying of 45·4 miles of track with steel rails was undertaken and completed, as shown hereunder:—

Description of Rails.	Miles of Track Relaid.
New 100 lbs.	8·9
New 80 lbs.	23·9
New 60 lbs.	·9
Serviceable 100 lbs. and 80 lbs.	5·6
Serviceable 75 lbs. and 60 lbs.	6·1
Total	45·4

The tracks were strengthened by 14,278 additional sleepers, 334,232 sleepers were renewed, and a total of 180 miles of fencing rebuilt.

Spencer-street Station and Terminal Accommodation.

The first stage of the scheme of re-arrangement of the Melbourne Yard, comprising the provision of new suburban "island" passenger platforms, together with the connecting tracks and new signal boxes at Franklin-street and Viaduct Junction, was completed, and the new platforms brought into use at the end of August last. This improved accommodation has met with general approval, and as mentioned elsewhere in our Report, has had a most favorable effect on the timekeeping of trains.

The next portion of the scheme, which involves the provision of a new passenger platform and tracks for country trains, was investigated in December last by the Parliamentary Standing Committee on Railways, which concurred in the proposals. The platform will ultimately be 1,450 feet in length, but at this juncture only 900 feet will be provided, at an estimated cost of £50,430. The work is progressing satisfactorily, and the new facilities should be available for the next Christmas holiday traffic.

Improvements were also effected in connexion with the accommodation for goods traffic in the Melbourne Yard. These works form portion of the general scheme of re-arrangement, and included the provision of a double set of goods tracks between the Viaduct and Dudley-street, and the construction of a number of new sidings. In addition, alterations to the goods tracks and platforms, rendered necessary by the new passenger facilities provided, were carried out.

New Chaff and Potato Depot.

Good progress was made with the construction of the new Chaff and Potato Dépôt at Cowper-street. The roadways and platforms are practically completed, and the roofs and verandahs are in course of erection. The provision of trackwork, approaches, and bridges is also well in hand, and it is anticipated that the Dépôt will be open for business about the end of next month.

In order to admit of the construction of this Dépôt it was necessary to acquire from the Melbourne Harbour Trust about 8 acres of land on the east side of the Victoria Dock.

In exchange for this area, the Trust was offered an area of about 130 acres of railway land on the north-west side of Dudley-street; this area, owing to its location in relation to the rest of the railway land, being unsuitable for railway requirements, although well suited for dock purposes, &c.

As a condition of the exchange, it was stipulated that the Harbour Trust should provide suitable coaling berths at the Victoria Dock until such time as a coal dock is constructed by the Trust for railway use at the Maribyrnong River, and should fill up at its expense the low-lying portions of the West Melbourne Swamp with the material excavated from the new Appleton Dock.

The matter was investigated by the Parliamentary Standing Committee on Railways, and in its report, dated 27th May, the Committee recommended that approval be given to the exchange on the conditions specified.

New Road between Flinders-street Extension and Cowper-street.

A new road is in course of construction between Flinders-street Extension and the entrance to the new Chaff and Potato Dépôt at Cowper-street. This will also form portion of the proposed new road between Flinders-street and the Napier-street Bridge, Footscray, the allocation of the cost of which is now being investigated by a Board specially appointed by the Government.

The section at present under construction is 99 feet in width, with a surface of wood blocking on a reinforced concrete base, together with bluestone curbing and channelling, and is built in accordance with the latest principles of heavy traffic road-making. It is expected that this portion of the road will be available concurrently with the opening of the Chaff and Potato Dépôt next month.

Subway at Kerferd-road, Albert Park.

In connexion with the new electric tramway which is at present under construction between Prince's Bridge and St. Kilda Beach, it is necessary to enlarge and raise the railway bridge at Kerferd-road to enable trams to pass under the St. Kilda railway line. This work, which involves the provision of two additional spans, and the raising of the tracks to a maximum height of 6 feet, is progressing satisfactorily, and will be completed towards the end of the year. The cost of this undertaking is being reimbursed by the Melbourne and Metropolitan Tramways Board.

Newmarket Station.

The important work of replacing the old Newmarket Station buildings, platforms, and approaches with modern structures is nearing completion. The reconstruction has been carried out mainly in brick, and the buildings are now equipped with every facility for the comfort of the travelling public. The timber platforms have been rebuilt in brick, backed by earth filling with concrete copings and will have tar-paved surfaces. The tracks and electric overhead wires were raised 12 inches and the platforms 23 inches during the alterations, and although this work was of a difficult character it was carried out without interruption to trains or undue inconvenience to the public.

Additional and Improved Accommodation.

The regrading of the track between Korong Vale and Ultima was put in hand and completed during the year. This has enabled the through load in the "up" direction to be increased to 800 tons, as the "K" class locomotives can now haul that tonnage from Ultima to Korong Vale, while the "C" class locomotives are able to handle a similar load from Korong Vale to Bendigo.

The track and bridges from Stawell to Geelong, via Maroona and Cressy, were strengthened to permit of the running, with certain speed restrictions, of "C" class locomotives, thereby obviating the necessity for the double heading of trains over this long section with a lighter type of locomotive.

Additional facilities were provided at a number of other places throughout the State in order to meet the continued growth of traffic. The more important of the works carried out are shown hereunder:—

Ararat	Alterations to trackwork and platform.
Ballan	Improved accommodation at trucking yards.
Batchica	Provision of siding accommodation.
Bendigo	Provision of additional accommodation at Refreshment Rooms.
Bridgewater ..	Provision of additional siding accommodation.
East Kew	Establishment of goods dépôt.
Koo-wee-rup ..	Provision of additional siding accommodation.
Korumburra ..	Provision of a larger goods shed, replacing one destroyed by fire.
Marong	Provision of facilities for crossing trains.
Merlynston ..	Provision of new station buildings.
North Geelong ..	Provision of truck weighbridge in goods yard, and additional wheat-stacking sites.
Tatura	Provision of additional siding accommodation.
Wangaratta ..	Provision of additional accommodation at Refreshment Rooms.
Wonthaggi ..	Provision of additional siding accommodation.

Amalgamation of Workshops.

For some time past it has been recognized that the present Way and Works Branch Workshops, which consist of an ironwork shop at Spencer-street and a woodworking shop at Arden-street, North Melbourne, are obsolete and inadequate for the requirements of the Branch. It was considered desirable to amalgamate these workshops in order to enable the operations of both to be combined under the one management, thereby reducing the overhead charges and, at the same time, enabling greater efficiency and economy to be secured by the introduction of up-to-date appliances and better supervision.

A site for the proposed workshops was selected at Spotswood, conveniently located with relation to the Chief Storekeeper's Dépôt and the Newport Workshops, and the scheme of amalgamation, which provides for the work being spread over a period of five years, was approved by the Parliamentary Standing Committee on Railways early this year.

The purchase of the necessary land and the preparation of the site, which constitute the first instalment of the work, have been completed, and a commencement was made during the year with the second phase, comprising the erection of a blacksmith's shop and the provision of sidings and approach roads.

New Stations.

Four new stations were constructed during 1924-25, viz.:—Hughesdale, on the Oakleigh line; Ringwood East, on the Lilydale line; Tecoma, on the Gembrook line; and Pental, on the Swan Hill line; portion of the cost of the three former stations being contributed by owners of adjacent lands.

The growth of population in the metropolis, and the facilities provided by electric traction for settlement in the outer suburbs, have been followed by many applications for the erection of new stations. Owing to the fact that a new railway station greatly enhances the value of surrounding land, and is a source of profit to the property-owners concerned, it is considered entirely appropriate, under certain circumstances, for the latter to contribute towards the cost of construction. It was accordingly decided that—

- (1) where there was very little settlement, and most of the land in the vicinity was in large or unoccupied holdings, the parties interested should be required to pay either the whole cost or a large proportion of the cost of construction;
- (2) where there was some settlement, but the establishment of a station would involve the Department in appreciable loss for a time, a reasonable contribution should be asked for; and
- (3) where the proposed station was likely to be a payable proposition from the outset, the Department would pay the whole cost of its erection.

Every application is, of course, thoroughly investigated, and, in any case, new stations are only provided when it is clear that a payable traffic will be gradually developed.

Maximum Permissible Loads of Tracks.

As a result of the visit of Mr. J. M. Ashworth, Assistant Chief Engineer of Way and Works, to America, the Departmental policy in respect to the maximum permissible loads of tracks has been reviewed. The various lines of the State have been classified in relation to traffic conditions, and a definite programme of rail renewals and track strengthening, covering a period of years, has been evolved. The carrying out of this programme, which has taken into consideration permissible speeds, maximum axle loads, weight of rails and traffic density, will materially increase the carrying capacity of many lines at minimum cost.

Dwelling Accommodation for Employees.

Six new houses of pre-cast concrete construction were provided for employees, and sixteen similar dwellings are in course of erection.

Rolling-Stock Branch.

The whole of the rolling-stock in use, and the machinery and equipment were maintained in good working order and condition, *vide* the certificate of the Chief Mechanical Engineer on page 41. Inventories of the rolling-stock in existence at 30th June, 1925, appear in Appendices Nos. 10 and 21.

As explained in our Report last year, many of the steam locomotives formerly in use in connexion with the suburban passenger service became surplus as a result of the introduction of electric traction, and as a number of these cannot be effectively utilized, a special payment of £50,000 was made to the Capital Account during the year to enable their capital value to be written off. During the twelve months under review, 21 of the older types of locomotives were broken up, 1 was used for stationary purposes, and 24 were written down to scrap value. In addition, 6 cars and vans were broken up, 2 were destroyed by fire, and 48 were written down to scrap value, while 133 of the older goods wagons were reduced to scrap and 1 was sold.

The output of rolling-stock for the year was as indicated hereunder :—

<i>Locomotives—</i>	
“ N ” Class (tractive power, 26,960 lbs.), for use on light lines	1
Petrol rail motors (chassis purchased under contract) ..	5
<hr/>	
<i>Carriages—</i>	
Corridor vestibule (58 feet) for country services	12
Sliding door cars for suburban electric services	35
Trailers for petrol rail motors	3
<hr/>	
Total	50
<hr/>	
<i>Vans—</i>	
Bogie vans for country traffic	5
Six-wheeled goods vans	11
<hr/>	
Total	16
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<i>Trucks—</i>	
Open goods (four-wheeled)	89
Sheep	50
Flat (bogie)	14
Louvre	8
<hr/>	
Total	161
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Superheater Locomotives.

The “ N ” class locomotive constructed during 1924-25 was fitted with superheater, while, in addition, 1 “ AA,” 3 “ A2,” and 3 “ DD ” saturated steam locomotives were similarly equipped. The total number of superheater locomotives in service at the close of the year was thereby increased to 212.

Consolidation Locomotives.

There was no addition during the last twelve months to the number of consolidation locomotives in service, but authority has been given for the construction of five locomotives of the “ C ” class, which have proved so satisfactory in dealing with heavy goods traffic.

New Locomotive Construction.

One locomotive of the Mikado type, “ N ” class, with 2-8-2 wheel arrangement, was completed and placed in service during the year. This is the first of twenty locomotives of this type which are on the construction programme, and in respect of which the work is well in hand.

With a view to the elimination of double-heading on the Melbourne-Sydney express train, arrangements have been made for the design and construction of a pattern locomotive which will be capable of hauling the present maximum load of the express without assistance. This engine will be of the three-cylinder Pacific type, with 4-6-2 wheel arrangement, and a tractive power of approximately 40,000 lbs. It is anticipated that it will be on the road by the end of 1926.

Carriage Construction.

35 composite cars for the suburban electric service, comprising the balance of the number referred to in our last Report, were completed during the year, and 12 corridor vestibule cars for country service were also delivered. Two dining cars of a new design are at present under construction.

Newport Workshops.

Portion of the trackwork in connexion with the new Boiler Shop at the Newport Workshops was laid, and the Tube Shop bay is in course of erection. Designs for the remainder of the structure are now complete, and tenders will shortly be invited for the steel work.

Fuel Conservation.

The activities of the Fuel Conservation Committees have been continued throughout the year, and, in addition to imbuing the staff with a better appreciation of railway problems, have resulted in the savings of previous years being more than maintained.

During the financial year, the consumption of coal per hundred ton miles fell from 35·29 to 34·17 lbs., which represents a saving of over £21,000. Much of this improvement was undoubtedly due to the use of a larger proportion of Maitland coal, but we feel that the fuel conservation movement, and the resultant co-operation of the staff, also contributed in no small measure.

Coaling of Engines.

The officers who recently visited America to study railway practices there obtained valuable information regarding the methods employed in that country for the coaling of locomotives.

Their report favoured the installation of mechanically-operated plant, and, after careful consideration, we have decided to provide equipment of this nature in connexion with the new engine sheds at Ararat and Hamilton, and later, probably, at South Kensington.

The existing facilities not only result in a high cost of handling of coal, but prevent the introduction of modern designs of locomotive tenders owing to the limitations of height, while, in addition, the movements of engines are seriously impeded by reason of the time occupied in coaling.

The new system will also afford opportunities for providing labour-saving devices for ash handling.

Automatic Couplers.

It is highly desirable, in view of the ultimate unification of Australian railway gauges, that all broad-gauge systems, at least, should adopt draw gear of the same standard type to permit of the effective interchange of rolling-stock.

New South Wales and South Australia are actively replacing the existing draw gear by automatic coupler equipment of the M.C.B. type, generally similar to that already in use on the Commonwealth Railways. Our intention also is to adopt this type as a standard; but, in order to ensure uniformity throughout the States, the matter is to be discussed at the forthcoming Interstate Conference of Railways Commissioners.

The contract for the supply of "Willison" couplers for use on certain of the narrow-gauge lines in Victoria, to which we referred in our last Report, failed owing to delays on the part of the contractors, which created a lack of confidence in their ability to supply a satisfactory article, and small M.C.B. type couplers have accordingly been ordered for equipping the rolling-stock on these lines.

Electro-Pneumatic Brakes.

New parts in substitution for those found to be unsuitable were received from the manufacturers of the electro-pneumatic brake supplied to the Department, and further tests are now in course to determine the efficiency of the brake under local conditions. The object of this apparatus is to combine a high braking rate with a maximum of comfort to passengers on the longest trains which are likely to be required on the electrified suburban system, thus enabling the running time between terminals to be reduced.

Signal and Telegraph Branch.

The signalling, interlocking, and safe-working appliances throughout the State were maintained in good order and repair during the year, *vide* the certificate of the Chief Engineer of Signals and Telegraphs on page 41.

Interlocking, Etc.

During 1924-25, 97 interlocked levers were installed at six new locations, and at 30th June, 1925, the total number of interlocked levers in use was 11,410. These are provided at 928 different locations, and the percentage of interlocked to non-interlocked places with points in the main line is now 84·06.

Fifty-one sets of staff, Annett, or tablet-locked gear were provided at 34 intermediate non-staff stations. Plunger-locking gear was fitted at thirteen staff stations; while two electric staff sections were equipped and brought into use.

The work of installing tracklocking at Violet Town was completed, and good progress made with the provision of similar apparatus at Wangaratta.

Power Signalling, Etc.

The signalling work in connexion with the first stage of the re-arrangement of the Melbourne Yard, to which reference was made in our last Report, was completed, and the second instalment of this important undertaking is now in hand.

The power signal-boxes erected and brought into use at Viaduct Junction and Franklin-street are the first of this type used on the Victorian Railways. Miniature levers are used to control the motor-operated points and light signals, which considerably reduces the physical strain on the signalmen. The photograph of the Viaduct Junction box, at the back of this Report, is of interest in this connexion. Very complete checks are readily provided on the integrity of the interlocking, and to this is added complete electrical check-locking. The machines were manufactured in Victoria, and represent the most up-to-date practice in controlling traffic through busy junctions.

A magazine train-describer, which is designed to provide signalmen with an early and reliable indication of approaching trains, was installed between Viaduct Junction and Franklin-street for trial purposes. The results have been very satisfactory, and consideration is being given to the question of extending the use of this device.

Automatic signalling was provided on the Camberwell to Riversdale line, while similar work on the Seymour-Tallarook section is almost completed and will shortly be brought into use.

A new signal-box and electro-mechanical interlocking machine operating light signals and points were installed at Hawthorn and are now in operation.

The alterations to signalling arrangements rendered necessary by the extension of suburban platforms to accommodate seven-car trains were completed on the Heidelberg, and Williamstown-Caulfield-Frankston lines.

Bonding.

The bonding in connexion with the electrification of the Outer Circle line and the Ringwood-Croydon line was completed, and that for the Ringwood-Ferntree Gully line is well in hand.

Telephones and Telegraphs.

During the year a large programme of work was undertaken in providing additional and improved communication both in the country and metropolitan areas.

Approximately 100 miles of new pole lines and 260 miles of copper telephone lines were erected, while 594 miles of pole lines were rebuilt and re-arrangements made for the superimposing of Morse instruments on metallic circuit telephone lines. Poles constructed from unserviceable rails were used extensively, nearly 85 per cent. of those erected being of this type.

The provision of metallic circuit for telephone working and the superimposing of Morse on these lines were carried out on the undermentioned sections :-

Camperdown-Terang,
Stawell-Murtoa,
Benalla-St. James,
Kerang-Swan Hill,
Nyora-Wonthaggi;

while the telephone lines were metallic circuited on the Melbourne-Ferntree Gully line and from Geelong to Colac.

Further installations of the dictograph intercommunication system were carried out in the Head Offices; and modern telephone switchboards provided at the Overhead Superintendent's Dépôt, Flinders-street; "A" Goods Shed, Spencer-street; Newport Workshops; and the Tourist Bureau.

Satisfactory results attended the installation of Selector telephones between Dandenong and Nyora, which was completed during the year, and similar facilities are now being provided between Melbourne and Geelong, and between Dandenong and Warragul.

The substitution of modern instruments has resulted in a considerable improvement in the telephone service, and this, together with the displacement of Meidinger batteries for Morse working by caustic-soda cells, is being proceeded with.

Electric Lighting of Stations, &c.

Steady progress was made with the programme of improved lighting in the suburban area, and 50 additional stations were electrically equipped during the year. The lighting at certain other stations is being remodelled, and when this work is completed practically the whole of the more important suburban stations will be electrically illuminated.

In addition, electric lighting was installed at the undermentioned country stations, where the necessary supplies of current are available at reasonable cost :-

Beeac	Echuca	Rupanyup
Birregurra	Kyneton	Stawell
Buln Buln	Mortlake	Trafalgar
Chiltern	Noojee	Winchelsea
Drysdale	Queenscliff	Yarragon

At the end of the year the number of stations lit by electricity totalled 227---107 in the country and 120 in the suburban area. The proportion of stations so lit is therefore substantial.

Electric light was also installed at 32 departmental residences, as well as at various railway yards and refreshment rooms throughout the State, while extensions to the lighting system at the Mount Buffalo Chalet were carried out.

The Tottenham Gravitation Yards were equipped with electric light with very satisfactory results, and experiments are being conducted with the use of flood lighting for yard work.

Stores Branch.

The value of the stock of stores on hand at 30th June, 1925, as per the certificate of the Chief Storekeeper on page 41, was £1,400,783.

This represents a reduction of £135,907 as compared with 30th June, 1922, and our consistent efforts to reduce stocks will be apparent from the figures for the last four years, which are shown hereunder :

At 30th June.						Value of Stores on hand.
1922	..	..	..	..	..	£2,059,293
1923	..	..	..	..	..	£1,782,665
1924	..	..	..	..	..	£1,536,690
1925	..	..	..	..	..	£1,400,783

Central Storehouse and Reclamation Depot at Spotswood.

The new Storehouse at Spotswood is almost completed, and the internal fittings and racks are now being provided. Materials from the different storehouses are being transferred to Spotswood, and it is expected that within the next few months the full scheme will be in active operation. We confidently anticipate that this will result in added efficiency, decreased working costs, and a reduction in the amount of Capital Expenditure necessary to provide adequate stocks.

Good work is being done at the Reclamation and Scrap Dépôt. Certain machinery has already been installed and scrap and other materials reclaimed and recovered with satisfactory results. The usefulness of this activity will be further extended on receipt of additional plant which is due for delivery at an early date.

Improved Storehouse System.

The refitting and re-organization of storehouses throughout the metropolitan area and country districts have been pursued during the year. The process of standardization has been completed, not only at the large workshops such as Newport and Bendigo, but also at 19 storehouses at various centres. In addition, the re-organization is in progress in 14 other places, including the Ballarat Workshops.

The introduction of the new system has been of great assistance in bringing about a substantial reduction in the stocks held, and in affording a much improved supply service to the various Branches.

Coal Supplies.

The total quantity of coal purchased during the year was 780,974 tons, including 267,651 tons of slack coal, which was required principally for the Newport Power House.

Details of the purchases are as under :-

	Obtained from --			Total.
	New South Wales.	State Mine.	Other Victorian Mines.	
	Tons.	Tons.	Tons.	Tons.
Large coal	289,404	220,572	3,347	513,323
Slack coal	123,178	141,174	3,299	267,651
Totals	412,582	361,746	6,646	780,974

The tonnage obtained from the State Coal Mine was 68,085 less than during 1923-24, due to the circumstances referred to under the heading "State Coal Mine".

Largely as a result of this factor an increase of 84,257 tons took place in the quantity of coal imported from New South Wales, the total amount obtained from that source during the year being 412,582 tons.

The quantity of coal consumed by the Department during the twelve months amounted to 764,253 tons, which cost £1,054,870, equivalent to an average of £1 7s. 7.264d. per ton.

The effect of the increasing cost of coal on the Department's finances is illustrated by the following statement :

	1913-14.	1917-18.	1919-20.	1922-23.	1924-25.
Average cost of coal per ton	15s. 1.73d.	21s. 2.71d.	24s. 1.79d.	26s. 1.8d.	27s. 7.2d.
Amount which would have been saved in 1924-25 if the average rate paid in the year shown at the head of the column had still been in operation	£553,672	£213,813	£133,653	£55,915	..

Travelling Irregularities.

There was a slight increase in the number of detected cases of irregular travelling, as shown hereunder :-

Detected by--	Number of Irregularities detected during the Year ended 30th June--		Increase.	Decrease.
	1924.	1925.		
Special Checkers on Suburban Trains and Barriers	11,091	11,493	402	—
Special Checkers on Country Trains	2,184	1,907	—	277
Conductors on Country Trains	1,218	1,381	163	—
Station Staffs	2,827	3,025	198	—
Totals	17,320	17,806	763	277

Most of the transgressions were of a trivial or technical nature, prosecutions being instituted in only about 8 per cent. of the irregularities reported, but the figures indicate the necessity to maintain the checking system in force in the interests of the revenue.

Ticket Collection.

It is gratifying to again report a decrease in the percentage of non-collected country tickets, which for 1924-25 amounted to only 2.4, as compared with 3.08 the previous year.

The improvement which has been effected during recent years reflects great credit on the checking staff, and is evidence of the splendid co-operation of the employees concerned in this important matter. The substantial progress which has been made is shown by the following figures:—

Year.						Percentage of non-collected country tickets.
1920-21	..	..	..	..	..	8.2
1921-22	..	..	..	..	..	6.97
1922-23	..	..	..	..	..	4.08
1923-25	..	..	..	..	..	3.08
1924-25	..	..	..	..	..	2.4

We trust that, by continued effort, the excellent results already achieved will be still further improved on during 1925-26.

Claims for Missing and Damaged Goods.

£21,201 was paid during the year in settlement of claims for goods and parcels lost, damaged, delayed or pilfered, as compared with £23,898 in the preceding twelve months.

The problem of providing a suitable bridge for the tarpaulins protecting goods in trucks is being successfully met, by the provision of standards specially designed for this purpose, and the amount paid in respect of goods damaged was considerably reduced—this year's figure being £1,560 less than last year's.

It is, of course, impracticable to eliminate altogether claims for goods lost, damaged or pilfered while in our custody, but the striking reduction during recent years in the amount paid in settlement of claims is evidence that our efforts in this direction are having the desired effect, and we are glad to be able to record a further improvement, though not a substantial one, in the year under review.

The number of prosecutions and convictions for theft during each of the last three years, together with particulars of the charges dealt with by the Departmental Board of Discipline, is shown hereunder:—

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.
1923	30	26	97	81	6	4
1924	49	45	60	55	8	2
1925	33	29	68	61	10	10

Ambulance Organization and Equipment.

The classes of instruction in "First Aid" were continued, and during the year, 309 employees succeeded in gaining certificates of competency, while many others, who failed to pass the examination, have obtained valuable knowledge which will prove beneficial in the event of accidents.

We are not satisfied, however, that the fullest advantage is being taken by the staff of the facilities provided, and efforts are being made to impress upon them the desirability of qualifying in this course.

Special attention has been given to the "First Aid" equipment throughout the State, nearly the whole of which was overhauled during the twelve months. Replacements were made where necessary, and additional ambulance boxes and stretchers provided at various stations, dépôts, &c. The Chalet, Mount Buffalo, was equipped with a medical and "First Aid" chest, as well as "First Aid" boxes and stretchers, while an ambulance box was supplied to each transport motor.

The ambulance rooms established at the various large centres and workshops have been fully availed of, and have been the means of ensuring prompt and expert attention in cases of accident.

Refreshment Services.

The revenue derived during the year from the various activities (excluding book-stalls) of the Refreshment Services Branch amounted to £407,848, as compared with £345,161 in 1923-24, an increase of £62,687.

The quality of these services has been steadily improved, and expressions of satisfaction received from patrons indicate that our efforts to raise the standard of the service are meeting with success and are appreciated by railway travellers generally.

At Kyneton the refreshment rooms were remodelled and modernized, while various improvements were effected both in regard to accommodation and equipment at other stations throughout the State.

Good business was done at the fruit kiosks erected on the main concourse at the Flinders-street Station and at Prince's-bridge, the sales of fruit increasing by approximately 50 per cent. as compared with last year.

The Departmental Bakery was worked practically to full capacity throughout the period under review, and the raisin bread, scones, meat and fruit pies and other small goods, which are manufactured there under the most hygienic conditions, were in regular demand at the various refreshment rooms.

With the object of catering for elderly people, ladies, and children, a buffet-wagon service was introduced at Seymour with satisfactory results. This enables tea, coffee, and light refreshments to be supplied to passengers who do not wish, or are unable, to leave the train. The wagon is equipped to supply light refreshments for about 50 passengers, and every precaution has been taken to ensure a clean, hygienic service. It is proposed to install a similar wagon at Ballarat, and if experience continues to show that this type of service is appreciated, it will be extended to other important stations.

The Dining Car Service on the Sydney and Adelaide express trains was maintained at a high standard, and 111,901 meals were served during the year, an increase of 2,123 over the 1923-24 figure.

As from 1st July, 1924, the system was discontinued of leasing the tobacco &c. stalls at Flinders-street and Prince's-bridge which were taken over by the Refreshment Services Branch with very satisfactory results.

Bookstalls.

Another successful innovation was the assumption by the Department of the direct management of the bookstalls at metropolitan stations, which were placed under the control of the Superintendent of Refreshment Services, instead of being leased. In addition, the letting of the stalls at suburban and country stations was undertaken by the Department direct instead of through a lessee. These alterations became effective on 1st July, 1924.

A number of the bookstalls at the metropolitan stations were remodelled, and the standardization of stalls throughout the State is in progress.

The receipts from the sale of newspapers, periodicals, magazines, &c., at the departmental stalls amounted to £66,322, while the rentals received in respect of the suburban and country stalls represented a further £2,556.

The Staff.

The total staff employed at the close of the year was 29,152, comprising 18,798 permanent officers and employees, as well as 10,354 employees engaged in a supernumerary capacity.

189 youths were appointed to the permanent staff in the grades of junior clerk, apprentice, lad porter and lad labourer, and 168 adults in the grades of artisan, shunter, porter and labourer, to fill vacancies due to deaths, resignations, &c. In addition, four adults were appointed to the permanent staff to offices of a specialized character.

The total staff employed at 30th June, 1925, was 1,533 in excess of that at 30th June, 1924. The increase was due mainly to—

- (1) the expansion of business generally ;
- (2) the acquirement of "The Chalet," Mount Buffalo, and the direct management of the bookstalls and tobacco stalls at metropolitan stations ; and
- (3) the employment of a larger number of supernumeraries at the close of the year on the construction of rolling-stock, and on extra works such as the re-arrangement of tracks in the Melbourne Yard ; the erection of a new Store and provision of new tracks at Spotswood ; re-laying of lines for the electrification of the Lilydale section ; the renewal of tracks on country lines, and the construction of an overhead bridge at Clifton Hill ; a subway at Epsom-road, Flemington, and sidings for the Ford Works at North Shore.

The increases or decreases in certain Branches were due to the transfer of certain phases of work from one Branch to another, this applying particularly to the Secretary's, Rolling-stock, Accountancy, Stores and Electrical Engineering Branches.

The number of officers and employees in each Branch at the close of the last two years is shown in the following statement :—

Branch.	At 30th June, 1924.			At 30th June, 1925.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	66	19	85	76	52	128
Transportation	6,677	1,852	8,529	6,578	1,975	8,553
Rolling-stock	6,783	2,135	8,918	6,843	2,503	9,346
Way and Works	3,448	2,666	6,114	3,319	3,867	7,186
Accountancy	221	17	238	226	68	294
Audit	160	30	190	158	30	188
Stores	228	139	367	259	177	436
Electrical Engineering ..	539	679	1,218	404	644	1,048
Traffic	74	6	80	72	8	80
Refreshment Services ..	58	598	656	47	653	700
Signal and Telegraph ..	803	421	1,224	816	377	1,193
Totals	19,057	8,562	27,619	18,798	10,354	29,152

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

Year.	Total Salaries and Wages.
1922-23	£6,293,720
1923-24	6,651,251
1924-25	6,069,519

Railways Classification Board and Federal Arbitration Court.

The Railways Classification Board completed its further investigation of the classification of the staff, and increased the rates of salary and wages of a number of grades of officers and employees under an Award operative as from 1st January, 1924.

Subsequently, as a result of a fall in the cost of living, the Board decided that as from 1st January, 1925, the basic wage for the service for the ensuing twelve months should be fixed at 13s. 8d. per day, or 3d. per day less than in 1924. Pending the issue of the Award for 1925, a reduction to this extent has been made in the rates of salary and wages of all the officers and employees affected.

In addition, the Board issued a number of orders interpreting existing Awards, and at present is occupied in investigating numerous claims by various sections of the staff for increased remuneration. The result of these investigations will be incorporated in a fresh Award which will be issued shortly.

Nearly six years have now elapsed since the Board was constituted. In investigating the claims of the staff, it has examined more than 1,600 witnesses, whose evidence covers over 30,000 pages, and there is no doubt that its work has been painstaking and thorough.

The Board has proved a ready and competent means for the settlement of grievances relating to wages and working conditions, and we believe that the staff have generally accepted its decisions as fair and reasonable.

Recently, however, claims on behalf of practically the whole of the service have been made to the Federal Arbitration Court. One claim, submitted by the Federated Union of Locomotive Enginemen and covering about 3,000 employees, has already been determined by the Court, which awarded increases and concessions, resulting in an addition to the working expenses of approximately £75,000 per annum. A more comprehensive claim, lodged by the Australian Railways Union, is at present in course of hearing.

Practically the whole of the matters submitted to the Arbitration Court have already been adjudicated upon, after the fullest investigation, by the Railways Classification Board. The Court was urged by the Departmental advocate to refrain from dealing with the claims against the Commissioners on the grounds that a competent tribunal existed in the Railways Classification Board and that the intervention of the Court was therefore unnecessary, but these representations were not acceded to.

The position is not confined to overlapping as between the Classification Board and the Arbitration Court, as a similar situation has arisen in one case as between an Award of the Arbitration Court and the Determination of a State Wages Board.

The objections to this duality of jurisdiction are obvious, and cannot, in our opinion, be too strongly emphasized. The employees naturally seek to approach whichever tribunal is likely at the moment to give the more favorable decision to them on any particular claim. This state of affairs is not conducive to industrial peace, but, on the contrary, is calculated to engender a spirit of restlessness and discontent inimical to efficiency.

We very earnestly express the conviction that it is most important that steps be taken at once to grapple with this problem so that the employees will have the right to approach one tribunal only on matters affecting their remuneration and working conditions.

Educational Activities.

The interest taken by employees generally in the various activities of the Victorian Railways Institute was maintained throughout the year under notice. The increasing popularity of the Institute is shown clearly by the fact that in the last five years the membership has doubled, having reached a total of 10,910 at the end of the year. The Institute is the chief educational instrument of the Department, and during the year 2,877 employees embraced the opportunity of widening their knowledge and increasing their efficiency by enrolling in the educational classes, and a pleasing feature is the extent to which the system of tuition by correspondence is being availed of by employees in country districts.

Provision was made in the last Railway Loan Application Act for the requisite funds for the erection of modern brick buildings for Institute purposes at Ballarat and Ararat. Suitable sites were selected; plans and estimates have been completed, and it is proposed to make an early commencement with the work. A substantial amount has been raised by the local employees, with the co-operation of business people and residents, to cover the cost of suitably equipping the buildings, and the Commissioners are hopeful that the educational and other facilities which will be available after the buildings are completed will be utilized to the fullest possible extent.

The arrangement under which the Department took over the technical instruction of the great majority of apprentices at the metropolitan workshops during the first three years of their apprenticeship has resulted satisfactorily, and at the end of the year, 267 apprentices were enrolled at the Railway Technical College at Newport. Sixteen are still receiving tuition at the Workingmen's College, where, in addition, seven winners of Departmental scholarships which entitle them to undergo the full day course for three years for the Diploma in Mechanical or Electrical Engineering, are studying.

The apprentices at the Ballarat and Bendigo Workshops, during the appropriate years of their service, receive technical instruction at the local Schools of Mines, and during the year 51 were so enrolled.

Eight Pupil Engineers and two Pupil Architects were given the requisite facilities during the year to continue their studies at the Melbourne University, while two apprentices, who were specially selected because of their qualifications and ability, were also accorded "Free Places" in the Engineering Course at the University.

One of the "Free Places" was allotted under the provisions of the Amended University Act, whilst the other was specially allotted by the University Authorities in consideration of the facilities afforded to University students to obtain practical experience in Departmental workshops during the long vacation.

We greatly appreciate the action of the University Authorities, which will be a further incentive to Apprentices to improve their education, and is calculated to assist in attracting a high type of applicant.

Visit of Officers Abroad.

Experience has fully justified our policy of sending suitable officers abroad to study railway methods in other countries. This policy not only results in the Department obtaining the benefit of information of much value in dealing with the railway problems of this State, but gives the officers concerned a knowledge and breadth of vision which generally inspires them with greater confidence and initiative, and in this way also is greatly to the advantage of the service.

At the present time our Chief Electrical Engineer, Mr. H. P. Colwell, is investigating the most up-to-date electrical practices in Great Britain, Europe, and America, while Mr. W. Thomas, Assistant General Superintendent of Transportation, and Mr. S. P. Jones, Assistant Chief Engineer of Signals and Telegraphs, are travelling in Canada and the United States studying the most efficient and economical methods of handling increased traffic on railway lines.

These three officers are expected to return towards the end of the year.

The practice of granting leave of absence to certain younger employees desirous of gaining personal experience on the railways of other countries was also continued, and at 30th June last eight members of the staff were availing themselves of the opportunity thus afforded—six in America and two in Great Britain. Steps are taken to facilitate their mission as far as possible, while their seniority in the Department is conserved during their absence. A large number of applications are on hand for similar leave, the applicants no doubt being stimulated by the excellent experience which has been gained by those who have previously gone abroad under these conditions.

We are firmly of opinion that travel is the greatest educator, and that, if care is taken to select the right type of man, the individuals so benefiting will be a great asset to the State.

Suggestions and Inventions.

Increased interest on the part of the staff is evidenced by the fact that 2,503 suggestions and inventions were received by the Betterment Board during the year, as compared with 1,840 in the preceding twelve months.

In addition to 36 at present on trial, 553 suggestions were adopted during the year, as against 397 in 1923-24. The percentage of accepted suggestions to the number received was 7 per cent. in 1921-22, 19 per cent. in 1922-23, 21 per cent. in 1923-24, and 22 per cent. in the year under review. It will be seen from these figures that the increased number of suggestions has not been accompanied by any diminution in their merit, but that on the other hand there has been a very marked improvement in the quality of the ideas submitted, which is still being maintained.

We regard this position as being very satisfactory. No doubt some of the ideas would have been brought forward if the Board had not been established, but there can also be no doubt that the existence of an independent and confidential means of investigation, coupled with the payment of bonuses according to the value of the proposals, has, in a very decided and practical way, stimulated the initiative and energy of the staff.

“The Victorian Railways System at Work.”

Numerous screenings of the film “The Victorian Railways System at Work” were given during the year, both in the suburbs and in the country, as well as before a number of Educational Institutions and Railway Organizations in Canada and America. Expressions of appreciation were received from many quarters.

We have decided to make the film available for exhibition in aid of charitable or community objects, and the number of applications already being received from public bodies, schools, &c., throughout the State goes to show the value which is placed upon the film as an interesting and educative medium.

“Reso” Trains.

There has been abundant proof that the objects which actuated the inauguration of the Victorian National Resources Development Trains have been fully achieved.

These trains have assisted materially in the development of a national spirit of pride and faith in the country and its possibilities, and have enabled progressive citizens, who are actively engaged in primary or secondary industries in various parts of the State, to travel to other parts of the State and to compare notes and ideas. This has resulted in a very much better understanding of each other's problems, and the tours have been a liberal source of education and a stimulus to those participating as well as those with whom they have come in contact. As an example, the Riverina wheat-growers who visited the Wimmera have been inspired by the relatively high wheat yields obtained under the scientific methods of production adopted, which they may be expected to emulate with benefit both to themselves and to the community generally. The “Reso” trains have also been responsible for the establishment of branches of banks in some of the districts visited.

Two additional trips were conducted during the year, and both were attended with the same success as the earlier tours. Altogether, eight trips have been made to various parts of the State; and, as ample patronage is always forthcoming, it is proposed to continue these educational tours at the rate of two or three a year.

“Better Farming” Train.

The principal object of the “Better Farming” train is to afford facilities to the primary producer to acquire, by a convenient means, knowledge of the most modern and scientific methods of production. It is a truism that the prosperity of the State is based upon that of the primary producer, and there can be no doubt that the success of the primary producer is dependent upon his knowledge and ability to produce both quality and quantity, which can only be done by the application of the best known methods of working.

The necessity for improving the facilities for educational work of this character was first forced upon our minds by the fact that the average production of butter fat in Victoria was only 160 lb. per cow per annum, whereas in Denmark it was 284 lbs., notwithstanding that the latter country has severe climatic conditions during about four months of winter, for which there is no parallel in this State. For the purpose of competing for the British market, therefore, the Victorian farmer was at a disadvantage of 124 lb. of butter fat per cow per annum, in addition to the tremendous disability due to the much greater distance of Australia from Great Britain.

In other parts of the world, demonstration trains have been run for the purpose of carrying to the farmer instruction in up-to-date methods, and after consultation with the respective authorities, we arranged, in collaboration with the Agricultural and Education Departments, and the Victorian Baby Health Centres Association, for the equipment of a “Better Farming” train, which is the first of its kind in Australasia, and, we believe, the most complete train of this character in the world. During the year, five trips were run, extending over a total period of 49 days. Demonstrations and lectures were given at 52 country centres, at which approximately 50,000 people attended.

The train, photographs of which appear at the end of this Report, is not merely an Agricultural College on wheels, but is a Domestic Science College as well. It is accompanied by experts from the Agricultural Department, who give lectures and demonstrations suited to the nature of the farming activities in the districts visited; by cookery and needlework experts of the Education Department; and by a trained nurse and district organizer representing the Victorian Baby Health Centres Association, who gives instruction in the care of children and in domestic hygiene.

The itinerary of the train is determined by the Agricultural Authorities. Its running is, of course, controlled by this Department, which has an organizing officer and a train running officer on board.

The live stock carried are mostly loaned by private breeders, who have freely co-operated in the scheme. They have, indeed, vied with each other to have their animals and poultry taken on the train, which has become a champion stock and poultry exhibit.

One of the trucks is devoted to specimens of growing grasses of various kinds, illustrating comparatively the effect of the top-dressing of pastures with artificial manures. The benefits to be gained by this course have already been demonstrated in different portions of the State by a largely increased capacity for carrying sheep. A general realization of the importance of this method of securing greater production must be of immense national value, and both directly and indirectly affect the business of the railways.

Outstanding success has, from the inception, attended this method of disseminating knowledge and expert advice on matters vital to the well-being of the community. The arrival of the train at the various stopping places, with its fifteen cars and trucks of exhibits, invariably arouses considerable enthusiasm, and it is proposed to dispatch it to other districts in the State as opportunity offers.

Among the results already achieved by the "Better Farming" train are the demand by farmers for a better class of cattle, poultry, and stock generally; the formation of herd-testing associations in districts where none previously existed; a greater appreciation of the need for scientific methods of cultivation; and a realization by the man on the land of the aims and objects of the Agricultural Department.

The experts accompanying the train have risen splendidly to the occasion, and have been greatly stimulated by this unprecedented means of placing them in direct and close contact with the farming community, who, in their turn, have recognized, as a result of intimate association, that the experts, in addition to possessing theoretical knowledge, are sound practical men.

We are fully convinced that a marked increase in production will follow in the wake of the "Better Farming" train, with resultant benefits to the community generally, also to this Department through the medium of increased traffic. In fact, we believe that if full advantage is taken of the opportunity, it will serve to establish this State solidly in the forefront of primary production and progress in Australia.

Publicity to Assist the Primary Producer.

Campaigns designed to assist the primary producer, and producers generally, were carried out during the year, and met with a large measure of success. The "Eat More Fruit" movement, in which we collaborated with the State Rivers and Water Supply Commission and groups of fruit-growers, is achieving splendid results, and, apart from the benefits derived by the producers and the public, has been the means of securing largely increased traffic on the railways.

By a continuity of these methods of publicity, in conjunction with the State Rivers and Water Supply Commission and the primary producer, we believe that the local consumption of fruit, which is still relatively low, can be much further stimulated, but, of course, it must be accompanied by a continuity of supplies attractively presented to the public, and above all by good quality and at prices which will attract the public.

Pamphlets and posters were also issued in connexion with the "Grow more Grass" campaign, reference to the importance of which is made under the heading of "Better Farming" train.

Tourist and General Publicity.

With the object of stimulating traffic, considerable attention was devoted to the issue of attractive posters and pamphlets directing the attention of the public to the beauties of the tourist resorts of the State. We hope by this means to induce tourists and holiday-makers to travel within Victoria, where the attractions are equal, if not superior, to those available in other parts of the world. An innovation in connexion with tourist publicity was the inclusion, on photographs exhibited in railway carriages, of letterpress describing the chief characteristics of the various resorts, their location, and how to reach them by rail.

The Department co-operated with the Victorian Branch of the Health Association of Australasia in its Health Week, and contributed a number of copies of a pamphlet called "Health Hints," as economic propaganda for the improvement of the physical well-being of the people of the State, with its consequent enhancement of national prosperity.

The policy of replying through the press to letters of complaint published therein was also continued throughout the year. This has had the effect of removing misunderstandings, and has considerably reduced the number of criticisms levelled against the Department, while, in addition, we believe that it has inspired in the public a feeling of confidence that every effort is being made to remedy disabilities, and to render the best service practicable to the railway users.

Advertising.

The activities of the Advertising Division showed a substantial increase, the revenue for the year amounting to £34,118, as compared with £25,327 in the preceding twelve months.

In view of the desirability of achieving closer co-ordination between the publicity operations of the Advertising Division and the publicity work carried out by the Betterment Board, the former Division was, as from 1st June last, transferred from the control of the Superintendent of Refreshment Services to that of the Secretary, to whose Branch the Betterment Board is attached.

"Safety First."

For some time past the Department has allied itself with the "Safety First" movement, which aims at inculcating in the minds of the community generally the desirability of exercising care at all times, whether in the home, in the street, or in the factory, workshop, &c., in order to prevent accidents. Experience everywhere has demonstrated the great value of the cultivation of a "Safety First" sense in the community, and it has a very direct relation to the work of railwaymen, particularly those associated with train running.

With the co-operation of the Melbourne and Metropolitan Tramways Board and the Education Department, weekly bulletins stressing the principles of "Safety First" have been issued since March, 1923, to the various schools throughout the State, with the object of impressing upon the minds of the children the ABC of accident prevention—"Always Be Careful."

Arrangements were also made during the year for a series of weekly talks on "Safety First" to be broadcasted by wireless from the Melbourne Broadcasting Station, 3 LO. This excellent medium of publicity will, if suitable arrangements can be made with the management, be further exploited in connexion with other railway activities at the conclusion of the "Safety First" series.

We are also represented on the Executive of the Royal Life Saving Society, and are intimately connected with the "Safety First" division of that body.

Another "Cross Crossings Cautiously" campaign was conducted, and, although it is difficult to ascertain the direct result of appeals of this nature, there is no doubt that the warning conveyed by posters, "stickers," lantern slides, &c., has done an immense amount of good.

We consider it highly desirable that legislation should be introduced in this State similar to that which operates in a number of States in America, obliging drivers of vehicles to stop before passing over unattended level crossings under pain of appreciable penalties. Legislation of this kind has also been passed in New Zealand, and recent press references indicate that the penalties are being enforced.

The Chalet, Mt. Buffalo.

Probably no other place in Australia is so eminently endowed by Nature as a national health resort and playground at all times of the year as Mount Buffalo. On this mountain, at an elevation of about 4,600 feet above sea level, a Chalet was constructed in 1909 by the Public Works Department, by whom it was leased to private tenants.

In 1924 we were afforded by the Government the opportunity of having the Chalet transferred to this Department, and this arrangement was duly completed and the Chalet taken over by us on 1st October, 1924, when the lease previously in operation expired.

The Chalet was originally designed as a temporary structure only, and after inspection we found it necessary to make extensive renovations, alterations, and additions in order to provide satisfactorily for the accommodation of visitors.

The improvements included the erection of an additional wing, containing a new dining-room to seat 150 persons, and a buffet. Attached to the dining-room is a kitchen equipped in a modern way to enable food to be prepared and served under the best possible conditions. The buffet is constructed for use as an additional dining-room when required for casual visitors, and for supplying suppers after the main dining-room is closed. The old dining-room is now available for dances, concerts, and other social activities.

Other improvements included reconstructed lavatory and bathroom accommodation, a new septic tank system, better heating and lighting systems, a wireless plant, another lounge, additional bedrooms, three bungalows, improved fire protection appliances, fire escapes from the attic, additional toboggan slides, and a motor garage to accommodate ten cars.

At the Horn, which is the highest point on the Buffalo Plateau (5,645 feet), the accommodation to enable parties to remain for a period was improved.

Approximately 600 tons of materials necessary for these works were conveyed over the 18 miles of road from the railway to the top of Mount Buffalo without the slightest mishap.

In addition to the above improvements, the telephone system was overhauled and a daily mail service instituted between the Chalet and Melbourne.

For some years the sole right to convey passengers for hire over the roadway to the Chalet had been let by licence to an individual firm. This arrangement had been found necessary by the Mount Buffalo National Park Committee, in order to ensure a continuous service, but it was recognized that it had the undesirable effect of restricting the traffic to the Plateau, and on our undertaking the responsibility for maintaining a regular passenger service, the Committee declared the road open for all motor traffic, for which form of transport alone it is now available.

In pursuance of this arrangement, we commenced on 1st June the operation of a motor service for passengers between the Chalet and Porepunkah and Bright. For this service, in addition to other cars, a modern 27-passenger sedan car, fitted with pneumatic tires, was provided. This car, a photograph of which appears at the end of this Report, is comfortably upholstered, artificially warmed, and electrically lighted. It enables the journey between the railway and Mount Buffalo to be made under the most comfortable conditions.

The roadway has been much improved by the responsible authorities since we assumed control of the Chalet, and has admitted of our using a snow plow driven by a tractor. As a result, motor transport can now be continued throughout the year, and visitors to the Chalet in winter can reach their destination in about one-fourth the time previously occupied with horse-drawn coaches.

Appendix No. 20 gives particulars of the financial result of operating the Chalet to 30th June, 1925. The cost of the improvements which have been carried out amounted to £29,005. The net result of operating the Chalet for the nine months was a loss, after allowing for all charges, of £3,116. It should be remembered that this period did not include the winter months during which the accommodation is heavily taxed, while on the other hand the working expenses were inflated by the fact that the staff, equipment, and stores had been increased during the month of June in preparation for a large influx of visitors in the winter months immediately following the close of the financial year under review.

Altona Bay Railway.

Since 1917 the Department has operated a train service between Newport and Altona Beach, under an agreement with the Altona Beach Estates Limited, the owner of the line from its junction with the Williamstown Race-course line to the terminus, a distance of slightly less than 2 miles.

Under the agreement the company guaranteed the Department against any loss in working, but in consequence of the heavy obligations involved, the company gave notice of the termination of the agreement as from 30th September, 1924.

At the same time, the company offered to hand the line over free of charge, together with any other lands necessary for railway purposes, if the Department would operate the line as part of its suburban system.

This offer was accepted by the Government, on the understanding that the payment of the amount owing by the company under the guarantee referred to above should form one of the conditions of the agreement, and as from 1st October last the line has been worked as if it were a departmental property, pending the completion of a formal agreement between the Government and the company setting out the conditions subject to which the transfer is to be effected.

This agreement is now approaching completion, and when it has been executed by the parties thereto and ratified by Parliament, it is proposed to electrify the line. Funds for this purpose have been provided in the Railway Loan Application Bill, and preliminary arrangements made for the conversion work to be carried out.

Level Crossings.

An active programme of work in connexion with level crossings was carried out during the year.

Pedestrian subways were provided at Aspendale, Spotswood, Northcote, and Sandringham, while interlocked gates and wickets were installed at Northcote and Highett. Two crossings at Merri were amalgamated, making one crossing instead of two, and the new crossing equipped with interlocked gates and wickets. In addition, "crib" wickets were erected at a number of additional points and warning signs and fencing re-arranged.

Work in connexion with the abolition of level crossings at Queen's-parade, Clifton Hill, and Epsom-road, Flemington, is well in hand. At the former place good progress is being made with the construction of the bridge abutments, the filling for embankments, and the laying of tracks. A temporary bridge is being erected pending delivery of the steelwork, for which a contract has been let. The level crossing has been abolished, and the whole work should be completed by the end of the year.

At Epsom-road, the work of excavating the roadway to admit of the passage of trams and other road traffic beneath the railway line and the construction of the requisite bridge to carry the rail traffic over the road, are well advanced, and it is expected that the new facilities will be available for the Royal Agricultural Society's Show next month.

The installation of "Wig Wag" signals referred to in our last annual Report has been proceeded with. They have now been provided at the following places:—

Amess-street, North Carlton,	
Mitcham,	Colac (2),
Greensborough,	Mornington,
Launching Place,	Baxter,

and the policy of installing the device at crossings where the view of approaching trains is restricted will be continued. Eight additional crossings are now under notice in this respect, and the requisite equipment has been ordered.

It is proposed to re-arrange the warning signs and fencing at crossings throughout the country districts as opportunity offers, so that they will conform to the standard arrangement adopted for the electrified area.

No doubt it would be a desirable state of affairs if all level crossings could be abolished, but obviously this cannot be accomplished without huge expenditure, and therefore is not practicable at this stage nor for very many years to come. Even in countries with a much greater density of population than Victoria, and with a much greater rail traffic, the level-crossings problem has not been solved. Incidentally, it is of interest to note that in Great Britain the only proportion of the cost of works involving the abolition of level crossings which the railways are generally asked to pay is a sum based upon the savings which will be effected in their working costs.

Use of Machines for Clerical Work.

During recent years we have given much attention to the question of gaining efficiency and economy by the use of machines for such purposes as calculating, tabulating, and listing.

The Department utilizes the Burroughs listing and calculating machine, electrically operated, by which a number of items, up to seventeen figures, can be listed in any order required and totalled; comptometers, hand operated, for multiplication; and the "Madas" machine, electrically operated, specially useful for division, but used also for addition, multiplication, and subtraction.

Other hand-operated machines of smaller capacity such as the "Millionaire" and "Monroe" calculators, &c., are used where the volume of work is smaller.

Practically the last word in the scientific recording and analysing of figures are the "Powers" machines, two batteries of which we installed twelve months ago. One battery has been utilized with fine effect on Rolling Stock Branch costing analyses in connexion with workshops, and the other in the Transportation Branch in the compilation of locomotive, train, car, and truck mileage statistics.

The results attending the introduction of these machines were so satisfactory that four additional batteries have now been installed for the compilation of station abstracts of goods and live stock business and the audit of freight receipts in connexion therewith, also the dissection of the goods tonnage and revenue under 50 commodity headings.

It is anticipated that when the staff becomes thoroughly familiar with the new conditions a considerable saving will be achieved by the extended use of these machines. Apart from the economy aspect, however, the machines enable valuable statistical information to be obtained with practically no additional cost, whereas under the manual system it would have involved a prohibitive expenditure.

Incidentally, the station staffs have been relieved of much laborious work in the summarizing and balancing of monthly abstracts.

State Coal Mine.

The operation of the State Coal Mine for the year, after payment of working expenses, and allowing for a contribution of £35,047 to the Sinking and Depreciation Funds, resulted in a net loss of £42,732, exclusive of an amount of £37,268 charged to Working Expenses in connexion with the rehabilitation of the McBride Tunnel workings, for the reasons mentioned later. In pursuance of our usual policy, this deficiency has been made good by the payment of a subsidy of £80,000, representing the estimated loss when the accounts for the year were closed.

The output of coal decreased by 83,935 tons as compared with the output of 1923-24. The lower output was due to the fact that operations were suspended on account of strikes, &c., for a total of 49 days as compared with 27 days in 1923-24, and this, together with a reduction of 5 per cent. in the average thickness of the coal seams, had the effect of increasing the cost of extraction by 9d. per ton, exclusive of the amount charged to Working Expenses in connexion with the rehabilitation of the McBride Tunnel workings.

The total output amounted to 405,695 tons. Of this quantity 359,183 tons were supplied to this Department, 26,346 tons to other Government Departments, and 3,439 tons to the general public. The balance is accounted for by colliery consumption, sales to miners, &c.

Excluding the period of the cessation of operations on account of a strike of fitters, blacksmiths, &c., which threw the mines idle from 14th January, 1925, to 28th February, 1925, work was provided for an average number of 1,688 employees, or 92 more than in 1923-24. Owing, however, to the time lost, as referred to above, there was a decrease of £17,532 in the amount of wages paid, the aggregate disbursements totalling £429,254 as against £446,786 in 1923-24.

The net average earnings of the miners, after deducting the cost of explosives, amounted to 26s. 11.30d. per shift, which is 1s. 1.10d. per shift above the average in the preceding year. This increase was due to the fact that for the greater part of the year the pits operated on a basis of three shifts per day, under which arrangement the miners' rate for coal-getting was increased in accordance with the working agreement by 4.7d. per ton.

In accordance with our policy of development, an area known as the Dudley Area, situated north of the present McBride Tunnel workings, was opened up during the year, and an output of 200 tons of coal per day is now being obtained from this source.

We regret to report the occurrence of a disastrous fire in the McBride Tunnel pit, and that unfortunately Mr. J. Johnson, Assistant Mine Manager, and Mr. W. Parry, Oversman, lost their lives in an heroic attempt to stem its progress.

The fire occurred on Sunday, 10th August, 1924. Operations connected with the sealing down of the pit and submersing the fire area were completed on the 13th of the following month, when the seals were removed, and the work of re-conditioning, including the pumping out of the Tunnel, was commenced. Nos. 1, 2 and 3 benches have been re-opened, and from them an output of 650 tons per day is being obtained, and the work of restoring No. 4 bench is now in progress.

Prior to the occurrence of the fire operations were normally conducted on the basis of two shifts per day, but, in order to absorb the men thrown out of work as the result of the McBride Tunnel disaster, a third shift was established in each of the other pits.

Acknowledgment of Services of Staff.

It is pleasing to again record our thorough appreciation of the splendid service rendered by officers and employees of the Department throughout the year.

There is abundant evidence that our efforts to give the best service practicable are appreciated by the public generally, and the loyal and whole-hearted co-operation and assistance of the staff have been a source of gratification to us, and an important factor in the success of the year's operations.

We have continued to receive many letters of commendation, which are an evidence of co-operation on the part of the staff. There is nothing calculated to help and stimulate the railway man more than appreciation by the public of good and willing service.

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 series of photographs, diagrams, and maps appears at the end of the Report.

We have the honour to be, Sir,

Your obedient servants,

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

HEADS OF BRANCHES.

Secretary ... ..	...	...	...	...	Mr. E. C. EYERS.
Chief Mechanical Engineer ... ..	...	...	...	...	" A. E. SMITH.
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.
Chief Storekeeper ... ..	...	...	...	...	" C. W. J. COLEMAN.
Superintendent of Refreshment Services ...	...	...	...	...	" W. D. BRACHER.
Chief Engineer of Signals and Telegraphs	...	...	...	...	" F. M. CALCUTT.
Auditor of Receipts ... ..	...	...	...	...	" G. K. LOW.

CERTIFICATES OF HEADS OF BRANCHES.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, ETC.

I hereby certify that, during the year 1924-25, the whole of the rolling-stock, machinery, &c., under my control was maintained in good working order and repair.

A. E. SMITH,
Chief Mechanical Engineer.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that, during the year 1924-25, the whole of the permanent way, stations, buildings, and other works under my control were maintained in good working order and repair.

E. H. BALLARD,
Chief Engineer of Way and Works.

CERTIFICATE RESPECTING ELECTRICAL EQUIPMENT.

I hereby certify that, during the year 1924-25, the whole of the electrical plant and equipment under my control was maintained in good working order and repair.

C. G. H. McDONALD,
Acting Chief Electrical Engineer.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1925, was £1,400,783.

C. W. J. COLEMAN,
Chief Storekeeper.

CERTIFICATE RESPECTING SIGNALLING APPLIANCES, ETC.

I hereby certify that, during the year 1924-25, the whole of the signalling, interlocking, and safe working appliances and other works under my control were maintained in good working order and repair.

F. M. CALCUTT,
Chief Engineer of Signals and Telegraphs.

<i>Dr.</i>	GENERAL BALANCE-SHEET AT				
	Reference Appendix No	£	s.	d.	£ s. d.
Face value of Bonds and Stock allocated to the Railways	17	...			67,852,041 13 9
CONTRIBUTIONS FROM REVENUE FOR CAPITAL PURPOSES :—					
Proceeds of Sale of State Lands	2,825,740	6	1	
Consolidated Revenue provided for Redemption of State Loans	361,523	19	9	
Surplus Revenue	250,696	2	4	
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines	21,619	0	0	
Consolidated Revenue provided under Appropriations and Votes	496,626	17	9	
Developmental Railways Account	72,451	19	4	4,028,663 5 3
Advance from Public Account for materials in course of manufacture, &c.			314,493 2 1
Advance from Public Account pending Loan provision			92,674 17 11
Advances to Railways Stores Suspense Account from Public Account and Consolidated Revenue			225,000 0 0
Special Funds			294,663 13 0
Sundry Creditors			675,855 13 11
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue			115,582 8 8
Balance—Surplus			25,942 11 1
Total			£73,625,517 5 8

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

J. A. NORRIS,
Auditor-General.

31st August, 1925.

No. 1.

30TH JUNE, 1925.

Cr.

	Reference						
	Appendix No.	£	s.	d.	£	s.	d.
Way, Works, Buildings, and Equipment, at cost	8	54,818,592	2	2			
Rolling Stock, at cost	8	12,585,018	19	3			
		67,403,611	1	5			
Surveys for proposed Railways, at cost ... ..	...	415,443	1	7	67,810,054	3	0
Piers transferred to Harbor Trust, at cost ... ..	...	279,830	0	0			
Less Repaid to Capital Account ... ..	...	65,000	0	0	214,830	0	0
Discount and Floating charges on Loans—	...	2,726,481	16	4			
Deduct Premiums ... ..	...	453,928	14	6	2,272,553	1	10
Stores and Materials on hand	26	1,490,782	16	11			
" " in transit ... ..	...	13,940	19	6			
		1,414,723	7	5			
Materials on hand, Railway Construction Branch	26	1,199	5	0	1,415,922	12	5
Materials on hand, Electrification Capital Stock ... ..	...	...			80,350	12	8
Materials on hand, Power Signalling Capital Stock ... ..	...	...			54,759	18	0
Materials in course of Manufacture ... ..	...	...			245,929	0	9
Stores and equipment on hand at Refreshment Rooms ... ..	...	...			68,452	7	5
Cash at credit of Railways Stores Suspense Account	26	411,688	17	1			
Cash in hands of Agent-General, London, and in transit	26	43,800	13	11	455,489	11	0
Cash at credit of Special Funds:—							
Rolling Stock Replacement Fund	21	182,342	19	2			
Trust Fund—Surplus Railway Land	...	5,915	0	6			
Railway Accident and Fire Insurance Fund	13	100,000	0	0			
Railway Loans Repayment Fund ... ..	...	148,587	11	8			
Railways Sinking Fund ... ..	...	12,320	13	10	449,136	5	2
Cash and Securities at credit of the following Accounts:—							
Sundry Repayments to Treasury ... ..	...	150,539	15	4			
Preliminary Deposits ... ..	...	13,223	19	10			
Trust Funds—Cash and Securities ... ..	...	241,213	3	1	404,967	18	3
Sundry Debtors:—							
Working Expenses Account ... ..	...	36,095	11	6			
Revenue Account ... ..	...	82,003	12	7	118,099	4	1
Net Revenue for the year after providing for Working Expenses ... ..	...	3,344,438	8	2			
Less Interest Charges and Expenses, Pensions and Gratuities, Border Railways Adjustment, and Repayment to Capital Account in respect of the North Geelong-Fyansford line ... ..	...	3,318,495	17	1	25,942	11	1
Total ... ..	...	...			£73,625,517	5	8

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 2.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1924 AND 1925.

Dr.

RAILWAYS.

Cr.

Working Expenses.	Sec Abstract.	Year ended 30th June—		Earnings.	Sec Appen- dix.	Year ended 30th June—	
		1924.	1925.			1924.	1925.
		£	£			£	£
To Maintenance of Way and Works ..	A	1,861,887	1,963,960	By Passengers	4	5,330,614	5,330,887
„ Rolling Stock—				„ Parcels	4	486,397	501,102
General Superintendence, &c. ..	B	72,292	77,498	„ Horses, Carriages and			
Maintenance of Rolling Stock ..	C	1,581,104	1,730,972	Dogs	4	37,999	30,968
Locomotive Power	D	1,516,047	1,623,426	„ Mails	4	59,549	59,480
Examination and Lubrication of				Total Coaching .. ..	..	5,914,550	5,981,437
Coaching and Goods Vehicles	E	49,824	65,015				
„ Transportation and Traffic ..	F	2,513,229	2,664,697	„ Goods and Live Stock ..	4	5,204,526	5,775,522
„ Electrical Engineering Branch ..	G	538,547	564,264	„ Electrical Power	4	225,452	218,797
„ Miscellaneous Operations	H	312,879	430,151	„ Rents and Miscellaneous	4	243,610	275,153
„ General Charges	I	199,697	216,130	„ Dining Car and Refresh-			
„ Contribution to the Railway Acci-				ment Rooms Services	4	345,161	407,848
dent and Fire Insurance Fund		38,916	47,823	„ Advertising	4	25,327	31,118
„ Payment to the State Coal Mine				„ Bookstalls	4	..	66,322
towards the cost of re-condition-							
ing the McBride Tunnel .. ..		..	37,268				
		£	5,714,422				
„ Pensions and Gratuities			206,366				
„ Border Railways Adjustment ..			3,297				
„ Repayment to Capital Account ..			675				
		£	8,924,760				
„ Balance Net Earnings			3,633,875				
Grand Total		£	11,958,635	Grand Total	£	11,958,635	12,759,197

APPENDIX No. 3.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1924 AND 1925.

	Year ended 30th June—			Year ended 30th June—	
	1924.	1925.		1924.	1925.
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.			F.—TRANSPORTATION AND TRAFFIC.		
Superintendence	187,918	198,536	General Superintendence	177,973	189,323
Stationery, Printing, and Advertising	10,533	9,252	Stationery, Printing, and Advertising	66,898	75,544
Stores Expenses	19,995	24,379	Stores Expenses	6,166	6,558
Maintenance and Renewals of the Permanent Way	662,983	901,125	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	66,150	76,690	Salaries, Wages, &c., of Staff ..	1,654,381	1,715,530
Slips and Flood Repairs	6,450	5,416	Fuel and Light	34,934	36,738
Bridges, Culverts, and Drains ..	90,541	102,018	Uniforms for Staff	17,726	21,765
Signals and Interlocking	149,795	147,057	Other Supplies	58,467	54,950
Telegraph and Telephone Lines and Instruments	49,069	51,314	Other Expenses	9,973	12,447
Piers and Wharfs	20,484	20,965	Gatekeeping	44,888	45,152
Weighbridges, Scales, Lifting Cranes, &c.	25,959	23,088	Guards and Conductors—		
Buildings, Platforms, and Fixtures ..	258,842	289,085	Wages and Expenses	262,076	281,457
Stock Yards	9,828	11,951	Uniforms	5,968	5,159
Water Supply	18,537	18,458	Cleaning, Icing, &c., of Carriages ..	78,105	82,727
Machinery, Tools, and Supplies ..	56,738	58,809	Supplies, &c., for Carriages	12,475	12,715
Injuries to Employees or others ..	3,134	4,685	Light for Carriages	34,334	28,418
Special Maintenance and Betterments Expenditure	21,509	20,247	Repairs and Renewals of Tarpaulins and Lashings	67,920	84,393
Other Expenses	1,522	795	Operation of Grain Elevators and Grain Conveyors .. .. .	..	..
	1,861,887	1,963,960	Operation of Coal Shipping Plants ..	..	..
			Injuries to Persons	5,508	5,473
Average Miles of Single Track Open, including Sidings	5,683	5,784	Loss and Damage to Property and Goods	Cr. 402	206
			Compensation, Personal .. .. .	..	..
ROLLING STOCK.			Other Expenses	5,899	6,142
B.—GENERAL SUPERINTENDENCE, ETC.				2,543,229	2,664,697
General Superintendence	45,485	44,638	G.—ELECTRICAL ENGINEERING BRANCH.		
Stationery, Printing, and Advertising	3,753	4,010	General Superintendence	14,104	17,965
Stores Expenses	23,254	28,820	Main Power Station	402,629	437,145
	72,292	77,498	Inspection, Cleaning, and Lubrication of, and Supplies for Electrical Equipment of Cars and Electric Locomotives	12,537	Included with Rolling Stock Branch
C.—MAINTENANCE OF ROLLING STOCK.			Maintenance and Electrical Equipment of Rolling Stock	40,090	136,805
Locomotives	640,712	647,497	Transmission, Distribution Systems, and Sub-Stations Expenditure ..	62,200	Cr. 27,651
Coaching Stock—Mechanical	510,834	528,942	Other Operations (Credit)	Cr. 23,013	538,547
Electrical Equipment .. .. .	..	44,153			564,264
Goods Stock	379,558	400,380	H.—MISCELLANEOUS OPERATIONS.		
Repayment to Capital Account in respect of Locomotives retired from service	50,000	50,000	Dining Car Service	24,330	23,978
	1,581,104	1,730,972	Refreshment Rooms Service	268,620	328,306
			Advertising	19,929	19,280
D.—LOCOMOTIVE POWER.			Book Stalls .. .. .	..	58,587
Superintendence	47,863	46,968		312,879	430,151
Running Sheds, Labour and Supplies	105,510	111,219	I.—GENERAL CHARGES.		
Drivers and Firemen	625,838	680,060	Commissioners' and Secretary's Offices	35,546	37,477
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.	673,948	723,685	Chief Accountant's and Auditor of Receipts' Branches	111,230	120,074
Water	29,571	33,553	Legal and Medical Expenses	10,142	10,802
Oil, Tallow, Waste, and other running supplies	23,616	23,756	Stationery, Printing, and Advertising	9,003	8,740
Other Expenses	7,776	6,576	Sundry other General Charges	33,776	30,037
Injuries to Employees or others ..	1,925	2,603		199,697	216,130
	1,516,047	1,628,426	Contribution to the Railway Accident and Fire Insurance Fund	38,916	47,823
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.—			Payment to the State Coal Mine towards the cost of re-conditioning the McBride tunnel. .. .. .	..	37,268
Mechanical	49,824	52,342		8,714,422	9,426,204
Electrical Equipment .. .. .	..	12,673	Grand Total		
	49,824	65,015	Pensions and Gratuities to the Staff	206,366	215,087
			Border Railways Adjustment	3,297	2,849
			Repayment to Capital Account	675	675

APPENDIX No. 4.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1924 AND 1925 (EXCLUSIVE OF ELECTRIC TRAMWAYS).

Particulars.	Year ended 30th June—								
	1924.				1925.				
	Average Miles Open for Traffic			Miles.	Average Miles Open for Traffic			Miles.	
	Traflico Train Mileage—			4,369	Traflico Train Mileage—			4,448	
	Passenger—				Passenger—				
	Country			4,190,153	Country			4,407,409	
	Suburban			6,956,009	Suburban			7,194,741	
	Goods			5,448,578	Goods			5,879,806	
	Total			16,594,833	Total			17,482,006	
	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.	
Second Class Passengers	1,496,225	821,941	189.8	47.08	1,413,288	832,425	185.8	45.33	
Season Tickets—	6,364,894	1,667,130	384.9	95.43	6,270,993	1,704,438	366.7	92.87	
First Class	1,244,102	198,732	44.7	11.09	1,235,333	191,273	43.4	10.42	
Second Class	738,118	33,651	7.8	1.93	788,743	34,241	7.7	1.86	
Workmen's Weekly Tickets—Second Class	59,328	542	1.1	0.63	58,116	483	1.1	0.63	
Total Country	9,802,107	2,716,939	627.3	155.62	9,765,623	2,763,922	626.7	156.50	
SUBURBAN.									
First Class Passengers	44,519,662	947,316	4,643.7	32.63	42,896,096	922,935	4,524.2	30.79	
Second Class Passengers	59,814,697	908,942	4,445.8	31.29	52,459,346	906,264	4,442.5	30.23	
Season Tickets—									
First Class	28,484,493	360,937	1,016.3	13.49	29,876,642	411,046	2,014.9	13.71	
Second Class	18,848,961	191,531	962.4	6.78	19,410,761	203,738	993.0	6.73	
Workmen's Weekly Tickets—Second Class	12,594,834	171,880	842.6	5.93	12,337,293	173,442	849.7	5.78	
Total Suburban	157,969,667	2,613,615	12,811.8	90.17	156,678,519	2,616,665	12,828.2	87.29	
Total Passenger	167,861,864	5,330,614	1,229.1	114.78	166,444,142	5,380,887	1,503.7	111.31	
Parcels		486,397	111.3	10.48		501,192	112.7	10.36	
Horses, Carriages, &c.		37,999	8.7	0.82		39,688	9.6	0.83	
Mails		59,519	13.6	1.28		59,480	13.3	1.23	
Total Parcels, &c.		583,915	133.6	12.58		600,560	135.6	12.42	
Total Coaching		5,914,559	1,353.7	127.42		5,981,437	1,341.7	123.73	
TONS.									
General Merchandise	5,738,934	4,194,472	939.4	180.79	6,133,332	4,550,773	1,023.1	185.75	
Wool	62,938	143,223	32.8	8.31	84,205	197,612	44.4	8.07	
Live Stock	489,012	523,466	110.8	23.06	512,627	550,030	123.7	22.46	
Minerals—									
Coal, Coke, and Shale	560,092	145,482	33.3	6.41	598,527	153,121	34.4	6.25	
Other than Coal, Coke and, Shale	1,458,547	287,943	65.0	12.68	1,639,805	323,956	72.8	13.22	
Total Goods	8,309,543	5,201,526	1,191.2	229.25	8,959,556	5,775,222	1,298.4	235.74	
Electrical Power		225,152	51.7	..		218,797	49.2	..	
Hunts		119,390	27.3	..		124,983	28.1	..	
Miscellaneous		124,310	28.4	..		150,279	33.8	..	
Total Power, Rents, and Miscellaneous		469,062	107.4	..		493,959	111.1	..	
Dining Cars		24,192	5.6	..		24,028	5.4	..	
Refreshment Rooms		320,090	73.4	..		333,440	80.3	..	
Advertising		25,327	5.8	..		34,118	7.7	..	
Bookstalls .. .. .		..	..	..		66,322	14.9	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls		370,488	84.8	..		508,298	114.3	..	
Total Earnings		11,958,635	2,737.1	172.95		12,759,197	2,808.5	175.16	
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	£	%	£	d.	£	%	£	d.	
Rolling Stock—	1,861,887	15.57	429.2	26.93	1,903,960	15.39	441.5	26.96	
General Superintendence, &c.	72,292	.60	16.5	1.04	77,498	.61	17.4	1.06	
Maintenance of Rolling Stock	1,541,104	13.22	361.6	22.87	1,730,972	13.57	389.2	23.76	
Locomotive Power	1,516,047	12.68	347.0	21.93	1,628,426	12.78	366.1	22.36	
Examination and Lubrication of Coaching and Goods Vehicles	49,824	.42	11.4	.72	65,015	.51	14.6	.89	
Transportation and Traffic	2,543,229	21.27	582.1	36.78	2,664,697	20.89	599.1	36.58	
Electrical Engineering Branch	538,547	4.50	123.3	7.73	564,364	4.42	136.9	7.75	
Miscellaneous Operations	312,872	2.62	71.6	4.52	470,151	3.37	96.7	5.91	
General Charges	199,647	1.67	45.7	2.89	210,130	1.69	48.0	2.97	
Pensions and Gratuities	206,366	1.72	47.2	2.98	213,987	1.69	48.3	2.95	
Contribution to the Railway Accident and Fire Insurance Fund	38,916	.32	9.0	.56	47,823	.38	10.8	.66	
Border Railways Adjustment	3,297	.03	.8	.05	2,849	.02	.6	.04	
Repayment to Capital Account	675	.01	.1	.01	675	.00	.1	.01	
Payment to the State Coal Mine towards the cost of re-conditioning the McBride tunnel .. .. .	..	..	..	..	37,268	.20	8.4	.51
Total Working Expenses	8,924,760	74.63	2,042.7	129.07	9,644,815	75.59	2,163.3	132.41	
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—				74.63	PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—				75.59
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.									
Divisions of Expenditure.					Year ended 30th June—				
	1924.		1925.		1924.		1925.		
	%	%	%	%	%	%	%	%	
Maintenance of Way and Works	20.56	20.36	..	..	..	..	..	..
Rolling Stock—									
General Superintendence, &c. .. .. .	.81	.80	..	..	..	..	..	..
Maintenance of Rolling Stock	17.71	17.95	..	..	..	..	..	..
Locomotive Power	16.99	16.88	..	..	..	..	..	..
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	.56	.67	..	..	..	..	..	..
Transportation and Traffic	28.60	27.63	..	..	..	..	..	..
Electrical Engineering Branch	6.69	5.85	..	..	..	..	..	..
Miscellaneous Operations	3.50	4.40	..	..	..	..	..	..
General Charges	2.24	2.24	..	..	..	..	..	..
Pensions and Gratuities	2.81	2.23	..	..	..	..	..	..
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	.44	.60	..	..	..	..	..	..
Border Railways Adjustment .. .. .	.04	.03	..	..	..	..	..	..
Repayment to Capital Account .. .. .	.01	.01	..	..	..	..	..	..
Payment to the State Coal Mine towards the cost of re-conditioning the McBride tunnel .. .. .	..	.39	..	..	..	..	..	..
	100.00	100.00							

APPENDIX No. 5.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1910, TO 30TH JUNE, 1925.

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.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1910-11	3,523	3,505	44,121,767	12,524	547	1,345	12,069	554	12,972,723	93,795,806	4,967,627	2,438,532	2,457,678	4,896,210	1,397	7/6.58
1911-12	3,622	3,543	45,836,573	12,655	623	1,352	14,292	634	13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7/6.53
1912-13	3,647	3,639	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7/3.77
1913-14	3,835	3,747	49,529,062	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	58,443,846	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	6,391,865	4,953,192	11,347,057	2,641	13/10.11
1923-24	4,415	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	14/4.95
1924-25	4,484	4,448	67,739,091	15,117	728	1,988	19,779	962	17,482,006	166,441,142	8,959,556	6,983,675	5,775,522	12,759,197	2,868	14/7.16

Exclusive of Electric Tramways.

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

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1910, TO 30TH JUNE, 1925.

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.	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.		£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.				
1910-11	766,784	1/2·19	15·66	803,658	229	1/2·87	16·41	756,802	1/2·00	15·46	£507,056	0/9·38	10·35	65,987	0/1·22	1·35	...	*91,386	0/1·69	1·87																				
1911-12	901,024	1/3·63	17·27	893,350	252	1/3·50	17·12	842,438	1/2·62	16·14	£547,940	0/9·50	10·50	74,237	0/1·29	1·42	...	*51,495	0/0·89	0·99																				
1912-13	947,868	1/3·98	18·21	930,366	256	1/3·68	17·87	914,709	1/3·42	17·57	£551,023	0/9·29	10·59	80,937	0/1·37	1·55	...	2,054	0/0·88	1·00																				
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	1,070,973	1/4·94	20·93	£609,863	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	20·90	100,911	0/1·78	1·54	...	32,586	0/0·57	0·50																				
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	1,800,588	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	2,463,789	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	3/5·91	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	444	2/2·96	15·39	1,770,930	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																				

* Includes Special Payment into Fund, year 1909-10, £75,000; year 1910-11, £66,905; year 1911-12, £25,400; year 1912-13, £26,027; year 1916-17, £10,000; year 1920-21, £25,000.

† Includes payment into Rolling Stock Replacement Fund, year 1910-11, £100,000; year 1911-12, £50,000; year 1912-13, £50,000; year 1913-14, £50,000; year 1914-15, £50,000; 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; and year 1924-25, £200,000.

Exclusive of Electric Tramways.

APPENDIX No. 5—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1910, TO 30TH JUNE, 1925.

Year.	Payment to the State Coal Mines towards the cost of reconditioning the McBride tunnel.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.					Balance of Net Revenue (including the net Revenue of the Electric Tramways) after Payment of Working Expenses.	Total Capital Expended on Lines open including Rolling-Stock.	Percentage of Profit to Total Capital Invested.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	Adjustments.— Border Railways and Capital Account.	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 on Capital Cost.	Per cent. on Railway Loans.								
	£	£	£	s. d.	£	£	s. d.	£	£	£	£	£	£	£	£	£	£	£
1910-11	2,991,673	854	4.7.35	61.10	1,904,537	543	2/11.23	4.32	4.48	1,907,570	43,375,046	4.40	1,516,764	107,831	...	...	282,975
1911-12	3,310,484	934	4.9.42	63.43	1,908,483	539	2/9.10	4.16	4.32	1,910,212	45,136,620	4.23	1,513,102	131,319	...	...	265,791
1912-13	3,476,957	955	4/10.62	66.80	1,728,485	475	2/5.14	3.63	3.81	1,729,506	46,715,440	3.70	1,595,020	112,216	...	...	22,250
1913-14	3,752,643	1,002	4/11.93	67.48	1,808,315	483	2/4.88	3.64	3.76	1,807,981	49,034,811	3.69	1,677,369	112,853	...	...	17,757
1914-15	4,114,973	1,069	5/4.54	79.73	1,046,100	272	1/4.41	1.20	2.00	1,048,809	51,406,892	2.04	1,767,807	123,438	...	842,436	...
1915-16	3,997,412	1,011	5/9.39	70.07	1,707,751	432	2/5.64	3.13	3.15	1,710,487	54,391,352	3.14	1,927,107	121,312	...	337,952	...
1916-17	4,154,040	1,012	5/11.10	69.78	1,798,679	438	2/6.79	3.22	3.25	1,806,096	55,680,341	3.24	2,012,447	131,416	...	337,767	...
1917-18	4,451,092	1,075	6.6.40	67.83	2,111,167	510	3/1.18	3.73	3.76	2,119,128	56,563,081	3.75	2,126,906	129,160	...	136,938	...
1918-19	4,279,663	1,029	6.6.82	66.53	2,152,614	518	3/3.64	3.75	3.81	2,167,414	57,441,685	3.77	2,164,902	151,588	14,521	163,597	...
1919-20	6,032,951	1,438	8/0.38	73.35	2,192,021	523	2/11.02	3.71	3.75	2,203,401	58,367,373	3.78	2,234,202	152,932	29,160	212,893	...
1920-21	7,835,756	1,849	10/1.06	79.99	1,960,007	463	2/5.57	3.27	3.32	1,943,429	60,255,042	3.23	2,409,674	182,036	3,354	651,635	...
1921-22	8,026,665	1,874	10/1.49	74.38	2,764,417	645	3/5.84	4.39	4.32	2,769,842	63,626,393	4.35	2,589,816	194,581	4,554	19,109	...
1922-23	8,181,926	1,904	9/11.78	72.11	3,165,131	737	3/10.33	4.88	4.74	3,179,651	65,190,862	4.88	2,951,385	203,470	4,613	...	20,183
1923-24	8,714,422	1,995	10.6.03	72.87	3,244,213	742	3/10.92	4.90	4.84	3,253,445	66,544,677	4.89	3,015,455	206,366	3,972	108,765	...
1924-25 ...	37,268	9,416,204	2,119	10/9.41	73.88	3,332,993	749	3/9.76	4.92	4.91	3,344,438	67,702,281	4.94	3,099,885	215,087	2,849	...	25,943

Prior to 1st July, 1908, Pensions and Gratuities were not debited against the Net Revenue.

Inclusive of St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways.

‡ 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.

APPENDIX No. 6.

STATEMENT OF THE TOTAL AMOUNT PAID FOR SALARIES AND WAGES (EXCLUSIVE OF TRAVELLING AND INCIDENTAL EXPENSES) IN THE VARIOUS BRANCHES OF THE RAILWAYS DURING THE YEARS ENDED 30TH JUNE, 1924 AND 1925.

Branches.	Year ended 30th June—	
	1924.	1925.
	£	£
Way and Works Branch	1,410,477	1,513,444
Rolling Stock Branch	2,247,410	2,354,378
Transportation and Traffic Branches	2,033,956	2,126,260
Electrical Engineer's Branch	316,098	276,026
Other Branches	643,310	659,405
Totals	6,651,251	6,969,519

APPENDIX No. 7.

STATEMENT OF ALL STAFF EMPLOYED ON THE RAILWAYS OF VICTORIA IN JUNE, 1925, AS COMPARED WITH JUNE, 1924.

Branch.	Year ended 30th June—					
	1924.			1925.		
	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	64	21	85	74	54	128
Chief Accountant's	218	20	238	225	69	294
Traffic Audit	159	31	190	157	31	188
Stores	108	259	367	121	315	436
Permanent Way	394	5,723	6,114	421	6,763	7,186
Signalling	77	892	969	82	850	932
Locomotive	422	8,496	8,918	459	8,887	9,346
Traffic	2,449	6,160	8,609	2,441	6,192	8,633
Electrical	143	1,075	1,218	124	924	1,048
General	61	850	911	57	904	961
Total	4,092	23,527	27,619	4,163	24,989	29,152

CONSTRUCTION BRANCH.
YEAR ENDED 30TH JUNE.

1924.			1925.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
21	797	818	21	1,094	1,115

AVERAGE NUMBER OF MEN EMPLOYED (EXCLUSIVE OF CONSTRUCTION BRANCH) DURING THE YEARS ENDED 30TH JUNE, 1924 AND 1925.

How Employed.	1924.	1925.
On Working Expenses	25,708	24,322
On Capital, Rolling-stock Replacement, and Manufactures	1,647*	3,707
Totals	27,355	28,029

* The average number of men employed on Manufactures is not included in this figure.

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, 1925.

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.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	5,080,351	4	3	50,355
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	673,724	1	6	12,018
* Bendigo Cattle-yards Branch	0.89	0.89	732	702	1 " 61				
Moama to Deniliquin	44.33	44.33	...	...	...	158,744	14	5	3,924
Echuca to Moama	15,206	0	0	
Echuca Bridge over the River Murray Moama to Ballanah	37,163	7	10	...
Lancefield Junction to Lancefield	14.50	14.50	1,675	1,072	1 " 40	454,038	9	7	in progress
† Lancefield to Kilmore	18.10	18.10	1,734	1,100	1 " 40	67,090	2	4	4,627
Kilmore Junction to Bendigo (Cattle Siding)	67.82	67.82	1,450	526	1 " 50	107,873	7	2	5,960
Carlsruhe to Daylesford	22.17	22.55	2,469	1,791	1 " 50	405,445	17	7	5,978
Daylesford Junction to North Creswick	23.11	23.11	2,292	1,429	1 " 40	179,672	7	9	7,468
Kyneton (Reesdale Junction) to Reesdale	16.25	16.25	1,636	973	1 " 50	182,589	12	3	7,901
Castlemaine to Dunolly	46.46	46.84	948	579	1 " 40	92,437	9	9	5,565
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	0.28	32.73	33.01	943	611	1 " 50	431,447	7	0	9,211
St. Arnaud to Donald	23.86	23.86	868	374	1 " 50	186,931	3	3	5,663
Donald to Birchip	32.30	32.30	394	330	1 " 100	120,000	6	3	5,029
Birchip to Cronooby (Woomelang)	26.44	26.44	351	260	1 " 75	106,036	5	3	3,283
Woomelang to Millara	110.14	110.15	334	128	1 " 75	85,198	8	6	3,221
Millara to White Cliffs and Yelta	6.02	6.02	186	126	1 " 75	383,223	7	7	3,479
Merburn to Abbotsford	5.87	5.87	184	116	1 " 75	21,835	15	1	3,155
Werrimull to the Hut	24,202	16	4	4,123
Red Cliffs to Milleva North	33.40	33.40	226	138	1 " 100	37,271	11	7	in progress
Dunolly to Inglewood	24.24	24.24	794	457	1 " 50	132,392	12	7	3,740
Ouyen to Kow Plains	56.39	56.39	351	137	1 " 60	95,601	16	8	3,944
Kow Plains to Murrayville	11.44	11.44	218	146	1 " 75	142,681	18	5	2,530
Murrayville to South Australian Border	12.53	12.53	351	192	1 " 80	32,051	17	1	2,802
South Australian Border to Pinnaroo (3.55 mls.)	19,677	15	3	1,570
Castlemaine (Maldon Junction) to Maldon	10.24	10.24	1,177	890	1 in 40	6,728	5	3	...
Maldon (Laanecoorie Junction) to Shelburne	9.80	9.80	1,126	649	1 " 50	62,431	10	3	6,097
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 40	68,514	10	11	6,928
Wanbra Junction to Ballarat Race-course	2.10	2.10	1,508	1,406	1 " 50	299,869	12	8	7,186
Pisgah Junction to Wanbra	13.74	13.74	1,333	1,341	1 " 60	7,485	7	4	3,564
Maryborough to Avoca	14.93	14.93	885	721	1 " 40	73,269	18	5	5,333
Avoca to Ararat	39.04	39.04	1,215	763	1 " 50	65,607	12	11	4,394
Crowland to Navarre	22.87	22.87	885	720	1 " 66	174,672	2	9	4,474
Bendigo to Inglewood ...	0.80	28.13	28.93	779	443	1 " 70	66,495	9	4	2,908
Inglewood to Charlton	42.82	42.82	639	422	1 " 50	225,570	14	9	7,797
Charlton to Wycheproof	16.48	16.48	521	356	1 " 50	273,141	14	3	6,379
Wycheproof to Sea Lake	47.89	47.89	357	172	1 " 94	101,423	10	2	6,154
Sea Lake towards Pier Millan (Nandaly)	17.68	17.68	265	172	1 " 66	89,925	18	8	1,878
Nandaly to Kulwin	19.68	19.68	256	148	1 " 60	43,853	13	1	2,480
Wedderburn Junction to Wedderburn	4.86	4.86	660	554	1 " 50	77,901	2	6	3,958
Korong Vale to Boort	17.86	17.86	459	296	1 " 50	17,949	7	2	3,693
Boort to Quambatook	21.96	21.96	419	287	1 " 75	89,691	0	1	5,022
Quambatook to Ultima	30.31	30.31	371	256	1 " 100	65,424	6	0	2,979
Ultima to Chillingollah	20.14	20.14	263	164	1 " 60	56,647	13	1	1,869
Chillingollah to Manangatang	18.59	18.59	245	169	1 " 75	35,541	15	2	1,765
Manangatang to Annello (Bryden's Tank)	14.19	14.19	200	172	1 " 75	39,316	12	0	2,115
Annello to Robinvale	19.50	19.50	250	173	1 " 75	69,055	15	10	4,867
Euston Bridge over River Murray	91,415	11	11	4,688
Eaglehawk to Kerang	72.99	72.99	742	255	1 in 70	30,980	19	4	in progress
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill)	35.16	35.16	286	225	1 " 100	358,626	16	6	4,913
Kerang to Gann	16.11	16.11	267	241	1 " 100	175,247	15	10	4,984
Gann Crossing Bridge over River Murray	113,476	19	0	7,044
Gann Crossing to Stony Crossing	13,508	15	3	in progress
Swan Hill to Piangil	27.39	27.39	291	216	1 in 75	20,753	18	5	in progress
Piangil to Kooloonong (Pine Tank)	15.87	15.87	243	199	1 " 75	71,965	9	11	2,627
Kooloonong to West Narrung	71,751	13	3	4,521
Elmore to Coluna	57.09	57.09	438	264	1 " 100	6,488	10	0	in progress
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 " 100	145,871	17	3	2,555
* Newport to Braybrook Junction	4.29	4.29	110	48	1 " 92	617,417	12	6	108,589
Newport to Geelong (including cost of Geelong Pier) ...	3.99	14.52	18.51	113	11	1 " 81	29,331	14	5	6,837
* Williamstown Race-course Branch	0.60	0.60	21	10	1 " 95	1,402,914	9	6	35,789
Geelong to Colac ...	1.26	48.98	50.24	469	10	1 " 50	430,211	11	1	8,784
Colac to Alvie	9.65	9.65	518	402	1 " 50	56,042	3	3	5,801
† Geelong Race-course Branch	1.96	1.96	43	10	1 " 50	5,470	18	9	2,791
Colac to Camperdown	28.11	28.11	569	405	1 " 50	157,895	15	1	5,617
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.90	41.81	42.71	550	13	1 " 50	387,421	17	10	9,071
Warrnambool to Korot	9.36	9.36	245	19	1 " 50	89,793	10	3	9,593
Korot to Port Fairy (including cost of sidings to wharf at Port Fairy)	11.34	11.34	208	11	1 " 60	107,075	7	7	9,442
Geelong (Queenscliff Junction) to Queenscliff	20.72	20.72	264	10	1 " 50	117,743	16	2	5,683
Carried forward ...	116.70	1585.76	1702.46	...	...	...	15,798,814	6	11	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 28th May, 1900.

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 line over	Single.	Total.	Highest.	Lowest		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.
Brought forward	116 70	1585 76	1702 46	...	...	...	15,798,814	6 11
Mount Moriac to Wensleydale	...	10 02	10 02	752	361	1 10 50	39,259	2 6
Birregurra to Forrest	...	19 85	19 85	579	363	1 00 40	147,852	3 6
Irrewarra to Beene...	...	8 70	8 70	432	390	1 00 66	47,643	0 5
Beacoe to Newtown	...	34 95	34 95	443	388	1 00 50	116,164	0 9
Colac to Beech Forest	0 21	29 45	29 66	1,748	225	1 00 30	79,109	9 6
Beech Forest to Crowes	...	14 11	14 11	1,826	1,356	1 00 30	44,763	9 2
Camperdown (Curdie's River Junction) to Timboon	...	22 32	22 32	673	52	1 00 40	116,654	6 9
Terang to Mortlake	...	12 16	12 16	447	414	1 00 60	58,320	1 11
North Geelong to Ballarat	41 66	11 37	53 03	1,725	47	1 00 52	1,972,197	0 2
North Geelong Loop Line	...	0 22	0 22	53	46	1 00 57	...	37,937
North Geelong to Eyanford	...	2 93	2 93	212	56	1 00 50	12,240	15 3
Ballarat to Ararat	4 34	52 55	57 29	1,517	960	1 00 50	494,461	18 2
Ararat to Stawell	...	18 85	18 85	1,086	761	1 00 100	199,512	6 9
Stawell to Horsham	1 18	52 26	53 44	761	423	1 00 100	407,777	1 1
Stawell to Grampians	...	15 84	15 84	815	621	1 00 30	...	5,886
Horsham to Dimboola	0 36	21 10	21 46	477	361	1 00 50	138,955	16 1
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 00 50	451,897	2 3
Braybrook Junction to Parwan	0 15	21 50	21 65	466	119	1 00 50	281,218	10 11
Parwan to Gordon	...	27 46	27 46	1,877	341	1 00 48	364,512	7 10
Gordon to Warrenheip	...	12 87	12 87	1,940	1,707	1 00 50	1,200,12	4 7
Bungaree Junction to Race-course Reserve	...	1 53	1 53	1,884	1,848	1 00 50	3,332	4 2
Gheringhap to Maroona	...	99 76	99 76	978	193	1 00 100	449,957	10 0
Lal Lal Race-course Branch	...	2 00	2 00	1,539	1,532	1 00 112	11,420	12 4
Ballarat East to Buninyong	...	6 84	6 84	1,626	1,416	1 00 40	66,164	19 0
Ballarat Cattle-yards Branch	...	2 92	2 92	1,523	1,446	1 00 60	12,911	6 10
Ballarat (Linton Junction) to Seardsdale	...	13 12	13 12	1,516	1,157	1 00 50	60,282	11 4
Seardsdale to Linton	0 19	7 78	7 97	1,189	1,022	1 00 40	78,609	3 0
Linton to Skipiton	...	12 75	12 75	1,383	944	1 00 37	57,002	5 4
Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1 14	1 14	1,297	1,256	1 00 50	3,689	9 1
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1 28	64 78	66 06	1,028	572	1 00 50	399,485	4 4
Hamilton to Portland (including cost of sidings to piers at Portland)	0 24	53 58	54 82	606	11	1 00 40	517,769	1 10
Dunkeld to Koroit	...	48 99	48 99	834	207	1 00 60	171,623	2 5
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	...	18 10	18 10	727	590	1 00 60	77,982	14 1
Hamilton (Coleraine Junction) to Coleraine	...	23 01	23 01	668	301	1 00 40	113,022	7 11
Hamilton to Cavendish	...	14 26	14 26	794	577	1 00 50	47,975	15 8
Cavendish to Toolondo	...	43 74	43 74	864	558	1 00 40	200,565	0 10
Branchholme to Casterton	...	32 09	32 09	572	149	1 00 40	182,615	2 2
Heywood to Mumbannar	...	38 51	38 51	472	85	1 00 50	141,060	16 7
Mumbannar to South Australian Border	...	5 65	5 65	225	209	1 00 100	6,657	5 6
South Australian Border to Mount Gambier (11 67 miles)	...	...	...	...	...	...	39,979	4 7
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9 75	9 75	487	455	1 00 147	44,964	12 2
Rupanyup to Marnoo	...	15 33	15 33	494	450	1 00 100	34,076	13 6
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31 20	31 20	404	360	1 00 66	159,284	9 6
Warracknabeal to Beulah	...	21 92	21 92	359	288	1 00 80	61,486	8 9
Beulah to Hopetoun	...	16 07	16 07	290	258	1 00 100	39,476	6 7
Hopetoun to Patchewollock	...	26 96	26 96	279	218	1 00 75	123,949	13 4
Horsham to Noradjuha	...	19 95	19 95	488	395	1 00 50	88,000	1 6
Noradjuha to Toolondo	...	11 24	11 24	560	475	1 00 100	29,528	18 7
Natimuk (East Natimuk) to Guroke	...	28 64	28 64	624	394	1 00 50	69,936	7 0
Dimboola to Jeparit	...	21 59	21 59	387	268	1 00 75	52,375	2 5
Jeparit to Alhacutya (Rainbow)	...	18 47	18 47	388	263	1 00 75	37,001	10 1
Jeparit to Lorquon	...	13 68	13 68	395	271	1 00 100	33,390	3 2
Lorquon to Yanac-a-Yanac	...	18 38	18 38	473	355	1 00 75	47,570	8 11
Rainbow to Nypo	...	10 59	10 59	294	237	1 00 75	27,402	14 11
Essendon Junction to Essendon	5 60	...	5 60	148	14	1 00 67	...	...
Flemington Race-course Branch	1 59	...	1 50	70	42	1 00 96	229,303	6 3
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61 27	120 72	181 99	1,147	105	1 00 50	2,464,827	14 7
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1 94	...	1 94	538	312	1 00 75	62,361	7 11
North Melbourne to Coburg	5 07	...	5 07	202	13	1 00 50	227,583	1 7
Coburg to Somerton	...	7 16	7 16	530	202	1 00 50	75,362	7 8
Royal Park (Junction) to Clifton Hill	2 21	0 18	2 39	136	103	1 00 50	169,758	15 8
Fitzroy Branch	...	0 89	0 89	119	85	1 00 79	77,880	18 5
Fitzroy (Whittlesea Junction) to Whittlesea	4 67	17 39	22 06	639	119	1 00 50	206,190	4 10
Northcote Loop Line	0 13	...	0 13	128	119	1 00 70	8,703	4 7
Tallarook to Yea	...	23 69	23 69	698	488	1 00 40	164,460	0 3
Yea to Mansfield and Alexandra-road	...	55 82	55 82	1,304	557	1 00 40	345,599	5 9
Alexandra-road to Alexandra	...	4 32	4 32	922	716	1 00 30	29,393	19 0
Carried forward	250 05	3031 89	3281 94	...	...	...	28,263,056	0 9

* 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.	Feet	£ s. d.	£
Brought forward	250'00	3231'89	3281'94	...	...	...	28,263,056 0 9	...
Mangalore to Shepparton	0'29	44'96	45'25	499	372	1 in 100	303,171 1 8	6,700
Shepparton to Numurkah	2'14	18'61	20'75	376	348	1 " 206	90,803 10 9	4,376
Numurkah to Cobram	0'20	21'47	21'67	376	335	1 " 165	90,122 19 8	4,159
Murchison East to Rushworth	...	12'81	12'81	476	391	1 " 80	68,760 3 9	5,368
Rushworth to Colbinabbin	0'58	12'29	12'87	510	361	1 " 50	40,992 11 1	3,185
Rushworth to Stanhope North	...	13'62	13'62	516	347	1 " 50	50,909 16 5	3,738
Toolamba to Tatura	...	6'83	6'83	385	371	1 " 108	30,708 11 5	4,496
Tatura to Echuca	...	34'07	34'07	377	320	1 " 122	162,630 8 2	4,773
Shepparton to Dookie	...	14'84	14'84	500	372	1 " 100	55,262 8 5	3,724
Dookie to Katamatite	...	17'02	17'02	490	383	1 " 69	41,468 10 4	2,436
Numurkah to Nathalia	...	13'79	13'79	356	335	1 " 330	52,795 2 9	3,842
Nathalia to Picola	...	6'75	6'75	335	325	1 " 264	14,040 9 1	2,080
Strathmerton towards Tocumwal	...	8'20	8'20	390	358	1 " 130	22,081 16 1	2,693
Strathmerton to Tocumwal Extension	...	2'07	2'07	372	365	1 " 92	19,887 3 1	9,607
Benalla to St. James	...	20'33	20'33	583	450	1 " 75	81,032 6 9	3,986
St. James to Yarrowonga	...	19'86	19'86	514	414	1 " 50	98,568 5 5	4,963
Benalla to Tatong	...	18'00	18'00	760	556	1 " 60	50,923 18 9	2,829
Wangaratta to Whitfield	...	30'49	30'49	811	481	1 " 80	44,115 10 7	1,480
Wangaratta (Beechworth Junction) to Beechworth	...	22'26	22'26	1,831	502	1 " 70	165,794 16 7	7,448
Beechworth to Yackandandah	...	12'84	12'84	1,012	981	1 " 30	97,538 16 1	7,596
Everton to Myrtleford	...	16'56	16'56	989	581	1 " 40	80,973 19 4	4,890
Myrtleford to Bright	...	18'54	18'54	1,004	688	1 " 50	112,975 4 8	6,094
Springhurst to Wahgunyah	...	13'95	13'95	623	454	1 " 50	76,130 8 3	5,457
Wodonga to Tallangatta	...	25'71	25'71	726	530	1 " 40	193,247 14 1	7,516
Tallangatta to Cudgewa	...	42'33	42'33	2,580	625	1 " 30	292,777 17 7	6,918
Spencer Street to Flinders Street	0'76	...	0'76	53	17	1 " 40	278,414 9 8	360,334
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne)	16'62	...	16'62	53	9	1 " 66	2,862,492 12 9	172,232
Prince's Bridge to Collingwood	2'22	...	2'22	85	23	1 " 62	203,414 18 8	91,618
Collingwood to Heidelberg	2'97	2'52	5'49	196	68	1 " 50	259,509 2 10	47,269
Heidelberg to Eltham	...	8'35	8'35	303	110	1 " 40	76,459 1 1	9,157
Eltham to Hurst's Bridge	...	6'64	6'64	248	116	1 " 50	46,004 15 10	6,928
Brighton Beach to Sandringham	2'20	...	2'20	58	20	1 " 97	84,401 5 5	38,364
South Yarra to Oakleigh	7'08	...	7'08	184	22	1 " 54	669,863 7 0	95,016
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's mine and Hercules Oak to Yallourn)	41'89	108'78	120'67	513	8	1 " 50	1,310,285 11 5	10,858
Sale to Stratford (Junction)	...	8'97	8'97	64	33	1 " 66	47,707 11 6	5,319
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0'25	10'10	10'35	249	72	1 " 50	301,962 5 4	29,317
Canfield to Frankston	19'85	0'53	19'88	166	10	1 " 50	334,437 7 6	16,823
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18'99	18'99	327	10	1 " 50	114,548 19 9	6,032
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 " 50	69,575 19 0	9,071
Bittern to Red Hill	...	9'91	9'91	631	43	1 " 30	77,097 19 7	7,780
Frankston Cemetery Line	...	1'60	1'60	231	145	1 in 50	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	1,060,983 12 0	9,047
Koo-wee-rup to McDonald's Track	...	30'55	30'55	988	22	1 " 30	301,044 14 2	9,920
Nyora to Woolamai	...	15'56	15'56	410	58	1 " 50	86,574 6 1	5,564
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13'87	13'87	233	14	1 " 60	156,301 3 9	11,269
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	575	1 " 30	7,311 0 4	3,249
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,991 5 1	5,613
Jumbunna to Oatrim	...	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	101,041 13 1	8,385
Won Wron to Woodside	...	9'68	9'68	326	139	1 " 40	50,980 6 2	5,267
Warragul to Neerim South	...	13'49	13'49	683	349	1 " 40	124,832 7 0	9,254
Neerim South to Toorong River (Neerim South to Noojee)	...	14'01	14'01	1,415	676	1 " 30	132,825 14 5	9,481
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 " 40	119,163 2 2	11,168
† Moe to Walhalla	...	26'03	26'06	1,323	174	1 " 30	114,446 11 9	4,392
Morwell to North Mirboo	...	20'17	20'17	784	184	1 " 40	154,165 8 3	7,647
Traralgon to Heyfield	...	22'06	22'06	262	93	1 " 50	125,618 12 3	5,694
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 " 50	309,037 15 0	6,203
Bairnsdale to Orbost (including cost of Snowy River Bridge)	...	60'24	60'24	423	23	1 " 50	443,048 9 6	7,355
Maffra to Bringolong	...	11'79	11'79	238	109	1 " 50	61,194 4 2	5,360
Burnley to Waverley Road	...	5'23	5'23	111	33	1 " 60	177,795 16 7	33,995
Hawthorn to Lilydale	11'52	8'20	19'72	484	41	1 " 40	708,728 6 11	35,941
Lilydale to Healesville	0'26	15'11	15'37	351	230	1 " 40	226,107 1 1	14,711
Carried forward	330'98	4149'82	4480'80	...	...	...	41,959,602 17 10	...

† See lines closed for traffic.

‡ Including portion dismantled.

¶ 2-in. 6-in. average.

APPENDIX No. 8—continued.

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

Line.	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	330.98	4149.82	4480.80	...	...	...	41,959.60	17	10
Hawthorn (Kew Junction) to Kew	...	0.96	0.96	119	41	1 in 40	76,770	2	8
Ringwood to Upper Ferntree Gully	...	7.44	7.44	436	314	1 " 40	79,715	2	9
Ferntree Gully to Gembrook	...	18.22	18.22	1,057	412	1 " 30	74,592	5	11
Lilydale to Warburton	...	23.97	23.97	738	289	1 " 37½	147,888	15	2
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5.18	...	5.18	59	7	1 " 21½	120,764	10	7
Sardringham to Black Rock Electric Street Railway	2.22	19	2.41	112	41	1 " 18½	74,762	18	3
Black Rock to Deaumaris Electric Street Railway	...	...	...	...	...	...	61	8	3
									in progress
Total mileage of lines constructed	338.38	4,200.60	4,538.98	...	...	...	42,530,156	1	5
Less mileage closed for traffic at 30th June, 1923:									
	Double.	Single.	Total.						
Dunkeld to Panshurst (dismantled 19th February, 1898)	15.87	15.87	15.87						
Lancefield to Kilmore (dismantled)	18.10	18.10	18.10						
Fawcner Cemetery to Somerton	5.22	5.22	5.22						
Oakleigh to Fairfield Park—Fairfield Park to Deepdene	3.34	3.34	3.34						
Ashburton to Oakleigh	0.20	2.17	2.37						
Canterbury Loop Line (dismantled)	0.21	0.21	0.21						
Burnley to Waverley Road—Darling to Waverley Road	0.69	0.69	0.69						
Geelong Race-course Line (dismantled 23th May, 1909)	1.96	1.96	1.96						
Total mileage open for traffic at 30th June, 1925	0.20	47.56	47.76						
Works, Melbourne to Essendon Junction	338.18	1,153.04	1,491.22				2,447,610	0	11
Railway Offices, Spencer Street	...	...	...				237,313	4	4
Sheds and Workshops, Williamstown	...	...	...				154,029	0	2
Sheds and Workshops, Newport (including cost of machinery and equipment)	...	...	...				994,971	16	10
Sheds and Workshops, Country Depôts (including cost of machinery)	...	...	...				28,210	12	10
Workshops, Bendigo (including cost of machinery)	...	...	...				167,007	15	9
Workshops, Ballarat (including cost of machinery)	...	...	...				164,896	0	11
General Construction Account (Capital Expenditure common to all lines)	...	...	...				1,713,505	14	4
Rolling-stock, Broad-gauge	...	...	...				12,334,804	10	1
Rolling-stock, Narrow-gauge	...	...	...				109,538	16	9
Rolling-stock, Electric Tramway	...	...	...				101,204	9	4
McKeen Motor Cars	...	...	...				15,078	0	8
Steam Motor Car (Great Western type)	...	...	...				4,347	2	5
Electrification Melbourne Suburban Lines	...	...	...				6,595,719	14	9
Stores Advance Account	...	...	...				1,030,000	0	0
Total and Average Cost (all charges)	...	...	...	...	...	...	68,648,441	1	5

¶ 2-ft. 6-in. gauge. § Gauge of lines constructed—miles 5-ft. 3-in., 149.84; miles 2-ft. 6-in., 121.90. 4ft. 8½-in. gauge, 2.41 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. 21.

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1924.	1925.		1924.	1925.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light	424,781	490,899
Country	2,822,632	2,919,981	Ballast	193,070	292,119
Petrol Rail Motor	165,299	339, 39	Inspection	9,639	8,764
Suburban—Steam	280,598	258,594	Water	69	347
Electric	6,675,006	6,934,017	Loco.—Coal	329,172	354,932†
Electric Locomotives	565	2,210	Casualty and Doubling	4,539	4,342
Mixed	2,404,461	2,295,898	Miscellaneous .. .. .	..	27,926
Goods—Steam	4,246,345	4,726,724	Petrol-Rail Motor	7,230	18,101
Electric Locomotives .. .. .	..	5,133	Total	968,500	1,137,430
Total Traffic Train Miles ..	16,594,833	17,482,006	SHUNTING—		
			Steam Locomotives	2,582,864	2,700,002
			Electric Locomotives	17, 28	15,994
			Petrol Rail Motor	7,079	11,886
			Total	2,607,471	2,727,882
			LOCOMOTIVE MILEAGE.		
			Steam	13,947,774	14,814,285
			Electric	18,093	23,356
			Total	13,965,867	14,837,641
			VEHICLE MILEAGE.		
ASSISTANT MILES—			PASSENGER—		
Country Passenger	111,998	131,542	Country—Steam	27,549,573	28,077,514
Mixed	2,023	1,504	Petrol Rail Motor	290,279	580,859
Goods	153,532	269,464	Suburban—Steam	1,308,180	1,296,817
Total Assistant Miles ..	269,573	342,510	Electric	24,152,033	36,594,655
			Total	63,300,065	66,549,845
			GOODS—		
LIGHT MILES—			Loaded	105,693,225	114,890,174
Country Passenger	45,072	43,620	Empty	37,570,435	43,182,883
Mixed	1,881	3,440	Total	143,263,660	158,073,057
Goods	333,148	404,277	TOTAL VEHICLE MILEAGE	206,563,725	224,622,902
Electric Locomotive—	..	19	GROSS TON MILEAGE.		
Suburban Passenger .. .. .	..	..	Passenger Trains (Electric Trains excepted)	643,506,681	665,258,903
Total Light Miles ..	380,101	451,356	Petrol Rail Motor	1,496,794	3,634,191
			Mixed Trains	491,336,489	466,331,031
TOTAL TRAIN, INCLUDING ASSISTANT AND LIGHT MILES	*17,244,507	*18,275,872	Goods Trains	1,785,837,663	2,012,480,092
			Total	2,922,177,627	3,147,704,247

NOTE.—* These totals do not include departmental mileage.

† Equated.

APPENDIX No. 10.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, GOODS STOCK, AND SERVICE STOCK AT 30TH JUNE, 1925.

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 ..	694	lbs. 15,087,420	lbs. 21,740	17	lbs. 204,152	lbs. 12,009	711	lbs. 15,291,572	lbs. 21,507
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.									
Passenger Cars—		No.	No.		No.	No.		No.	No.
1st Class	319	17,958	56	..	..	..	319	17,958	56
2nd Class	511	29,891	58	49	1,481	30	560	31,372	56
Composite	234	11,910	51	..	..	..	234	11,910	51
Sleeping Cars—									
1st Class	19	380	20	..	..	..	19	380	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars	6	138	23	..	..	..	6	138	23
Parlor Cars	2	66	33	..	..	..	2	66	33
Dining Cars	3	126	42	..	..	..	3	126	42
Mail Vans	3	..	..	..	..	..	3	..	..
Luggage Vans	659	..	..	6	..	..	665	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	69	..	..	..	..	..	69	..	..
Hearseas	4	..	..	..	..	..	4	..	..
Motor Passenger Vehicles .. ..	..	(Included in Rail Motor Passenger Vehicles.)		..	..	..	..	..	..
Brake Vans .. ..	..	(Included in Luggage Vans.)		..	..	..	..	..	..
Other Vehicles	5	..	..	..	..	..	5	..	..
Total	1,836	..	..	55	..	..	1,891	..	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
1st Class	6	132	22	..	..	..	6	132	22
2nd Class	10	370	37	..	..	..	10	370	37
Composite	1	56	56	..	..	..	1	56	56
Trailers—									
2nd Class	16	400	25	..	..	..	16	400	25
Gang Motor—									
2nd Class	1	5	5	..	..	..	1	5	5
Trailer—									
2nd Class	1	12	12	..	..	..	1	12	12
Total	35	..	..	..	..	..	35	..	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	357	31,442	88	..	..	..	357	31,442	88
2nd Class	353	28,184	80	..	..	..	353	28,184	80
Composite	88	8,272	94	..	..	..	88	8,272	94
Parcels Vans	3	..	..	..	..	..	3	..	..
Total	801	..	..	..	..	..	801	..	..
ELECTRIC TRAMWAY STOCK.									
Single Bogie Cars	16	702	44	..	..	..	16	702	44
Double Bogie Cars	20	1,040	52	..	..	..	20	1,040	52
Total	36	..	..	..	..	..	36	..	..

APPENDIX No. 10—continued.

STATEMENT SHOWING ROLLING STOCK—continued.

Rolling Stock.	3' 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 Waggon	78	1,173	15.0	2	20	10	80	1,193	14.9
Open Goods Waggon	15,071	213,217	14.1	211	2,110	10	15,282	215,327	14.1
Cattle Waggon	700	6,998	10.0	15	150	10	7.5	7,148	10.0
Sheep Waggon	1,224	11,842	9.7	..	..	..	1,224	11,842	9.7
Coal Waggon	342	4,709	13.8	..	..	..	342	4,709	13.8
Louvre Waggon	969	12,744	12.8	14	140	10	1,013	12,884	12.7
Refrigerator Waggon	417	5,682	13.6	..	..	..	417	5,682	13.6
Powder Vans	24	120	5.0	..	..	..	24	120	5.0
Flat Waggon	153	3,136	20.5	..	..	..	153	3,136	20.5
Bolster Waggon	..	..	..	..	..	..	..	..	..
Brake Vans	..	..	..	..	..	..	..	..	..
Other Vehicles	..	..	..	..	..	..	..	..	..
	(Included in Steam Coaching Stock.)								
Total	19,008	..	..	242	..	..	19,250	..	..
SERVICE STOCK.									
	Number.	..	..	Number.	..	..	Number.	..	..
Casualty or Break Down Vans	45	..	..	..	..	..	45	..	..
Water Trucks	193	..	..	1	..	..	193	..	..
Loco. Coal Trucks	..	(Included in Coal Waggon Goods Stock.)			..	..	..	..	..
Ballast Waggon	165	..	..	..	..	..	165	..	..
Gas Vehicles	6	..	..	..	..	..	6	..	..
Workmen's Sleeping Cars	202	..	..	..	..	..	202	..	..
Store Vans	3	..	..	..	..	..	3	..	..
Cranes not Locomotives (on Trucks)	13	..	..	..	..	..	13	..	..
Plough Vans	2	..	..	..	..	..	2	..	..
Motor Inspection Cars	1	..	..	..	..	..	1	..	..
Pay Cars	..	..	..	..	..	..	..	..	..
Other Vehicles	122	..	..	..	..	..	122	..	..
Total	751	..	..	1	..	..	762	..	..

APPENDIX No. 11.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1915, TO 30th JUNE, 1925.

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.															
1915-16	29	..	3	11	195	·000	·250	2	28	5	33	5	200	..	..	2	18	24	7	5	12	54	534	
1916-17	40	..	2	5	131	·000	·424	1	35	3	70	1	155	..	1	4	7	11	3	6	16	32	465	
1917-18	33	..	5	4	192	·000	·311	2	46	4	63	5	183	..	9	12	15	14	1	3	14	44	561	
1918-19	41	..	2	6	172	·000	·386	1	31	3	56	4	166	..	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	408	
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	·060	·000	7	133	5	103	..	..	..	..	5	44	..	5	3	2	12	3	15	3	..	4	47	298

The form of this return has been altered 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 1924.	Year 1925.
Average Mileage of Railways open for Traffic	4,369	4,418
PASSENGER TRAFFIC.		
Passenger Train Mileage { Country	4,190,158*	4,407,469
.. .. . { Suburban	6,956,099	7,194,731
Passenger Earnings { Country	£2,716,090	£2,763,922
.. .. . { Suburban	£2,613,615	£2,610,965
Number of Passengers Carried { Country	9,892,197	9,765,623
.. .. . { Suburban	157,909,667	156,678,519
Number of Passengers Carried One Mile { Country	530,776,912	521,686,000
.. .. . { Suburban	890,993,824	904,725,285
Average Miles each Passenger was carried { Country	53.63	53.42
.. .. . { Suburban	5.64	5.77
Average Number of Passengers per Car Mile { Country	19.27	18.20
.. .. . { Suburban	25.12	23.88
Average Earnings from Each Passenger { Country	5s. 5.91d.	5s. 7.93d.
.. .. . { Suburban	3.97d.	4.01d.
Average Earnings per Passenger Mile { Country	1.22d.	1.27d.
.. .. . { Suburban .. .. .	.70d.	.69d.
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried { Country	2,284	2,274
.. .. . { Suburban	774,361	768,952
Number of Passengers Carried One Mile { Country	122,553	118,296
.. .. . { Suburban	4,367,617	4,431,928
Passenger Train Mileage { Country	967	999
.. .. . { Suburban	34,999	35,268
Passenger Earnings { Country	£627.34	£626.74
.. .. . { Suburban	£12,811.84	£12,828.26
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers { Country	126.67	118.36
.. .. . { Suburban	128.09	125.75
Average Number of Cars { Country	6.26	6.04
.. .. . { Suburban	5.09	5.27
Average Earnings from Passengers { Country	12s. 11.62d.	12s. 6.5d.
.. .. . { Suburban	7s. 6.17d.	7s. 3.3d.
GOODS TRAFFIC--PAYING.		
Goods Train Mileage	5,448,576	5,879,806
Goods Earnings	£5,204,526	£5,775,522
Number of Tons Carried	8,309,543	8,959,556
Number of Tons Carried One Mile	745,300,516	847,202,083
Average Haul per Ton of Goods	89.69	84.56
Average Tonnage per Loaded Truck	8.7	8.9
Average Train Load (Tons)	170	176
Average Earnings per Ton	12s. 6.32d.	12s. 10.71d.
Average Earnings per Ton Mile	1.68d.	1.64d.
GOODS TRAFFIC--GROSS.		
Average Train Load (Tons)	384	394
Average Number of Vehicles per Train--Loaded	18.51	19.13
Average Number of Vehicles per Train--Empty	6.77	7.33
<i>Per Average Mile of Road Open.</i>		
Number of Tons Carried (Paying Traffic)	1,902	2,014
Number of Tons Carried One Mile (Paying Traffic)	170,588	190,468
Goods Train Mileage	1,247	1,322
Goods Earnings	£1,191	£1,298
<i>Per Goods Train Mile.</i>		
Average Earnings	19s. 1.25d.	19s. 7.74d.

* Exclusive of Rail Motor Mileage.

APPENDIX No. 13

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1925.

Receipts.	Amount.	Expenditure.	Amount.
	<i>£ s. d.</i>		<i>£ s. d.</i>
To Balance at 30th June, 1924	96,857 17 10	By Expenditure for the year ended 30th June, 1925—	
„ Payment to Fund during the year ended 30th June, 1925, included in the Working Expenses of the Year	48,078 17 0	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	7,129 19 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	1,735 7 9
		(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	18,234 6 11
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	1,230 13 8
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	13,529 4 1
		(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.	3,077 2 6
		„ Balance at 30th June, 1925	100,000 0 0
	£144,936 14 10		£144,936 14 10

APPENDIX No. 14.

NUMBER OF STAFF IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1925, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1924, ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch,	At 30th June, 1924.	At 30th June, 1925.
Secretary's	2	2
Accountancy and Audit of Receipts	12	11
Refreshment Services	1	...
Rolling-Stock	67	44
Stores	1	1
Transportation and Traffic	87	57
Way and Works	30	21
Signal and Telegraph	7	7
TOTAL	207	143

APPENDIX No. 15.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1925.

	Construction Branch Vote.			Loan Application Acts, &c.			Total			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
SURVEYS AND CONSTRUCTION OF NEW LINES.												
Black Rock to Beaumaris Electric Street Railway ...	10	0	0	51	8	3	61	8	3			
Colac to Alvie ...				2,207	3	0	2,207	3	0			
Elpetoun to Patchewollock ...	319	0	0	53,524	6	11	53,843	6	11			
Kerang to Gonn Crossing ...	656	10	0	26,808	3	1	27,464	13	1			
Kooloonong to West Narrung ...	227	0	0	6,261	10	0	6,488	10	0			
Morwell Brown Coal Railway ...	21	0	0	835	12	6	856	12	6			
Red Cliffs to Milawa North ...	80	0	0	12,787	8	6	12,867	8	6			
South Australia and Victorian Border Railways ...				11,177	17	8	11,177	17	8			
Werrinall to The Hut ...	407	3	0	30,251	7	3	30,658	10	3			
Surveys ...				15,730	13	9	15,730	13	9			
NEW SOUTH WALES BORDER LINES AND BRIDGES.												
Annello to Bumbang ...	389	4	0	7,701	17	7	8,091	1	7			
Merbein to Abbotsford ...	597	0	0	21,440	10	10	22,037	10	10			
Arana to Baranald ...	2,571	0	0	312,886	9	8	315,457	9	8			
Bridge over the River Murray at Euston ...	127	9	0	17,389	3	6	17,507	12	6			
Bridge over the River Murray at Gonn ...	200	0	0	5,222	13	11	5,422	13	11			
Gonn Crossing to Stony Crossing ...	394	0	0	23,359	18	5	23,753	18	5			
Totals ...	6,035	6	0	510,102	8	1	525,137	14	1	525,137	14	1
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.												
Loan Application Acts, &c.												
£ s d.												
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 ...							77,016	16	6			
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works including the purchase of land ...							11,416	3	0			
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working, including the purchase of land ...							9,123	11	5			
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast ...							26,128	19	0			
Additions and improvements to level crossings, cattle pits and stops, including the purchase of land ...							1,351	1	7			
Additional and improved dwelling accommodation for employees, including the purchase of land ...							11,053	18	1			
Additional telegraph and telephone lines (including instruments) ...							12,746	4	9			
Additional electric lighting ...							8,055	12	11			
Additional accommodation, plant and equipment at refreshment rooms, including the purchase of land ...							2,305	10	6			
Bridges—including additions and improvements and strengthening, including the purchase of land ...							25,638	17	2			
Provision of plant and equipment, including motor vehicles, cars for repair gangs, &c.							8,287	19	9			
Aspendale—Provision of pedestrian subway, interlocked gates and wickets, and re-arrangement of station buildings, &c. ...							2,085	12	5			
Bealiba and Emu (between)—Regrading the line at 139 miles ...							3,719	0	11			
Clifton Hill—Regrading the line to eliminate the level crossing at Queen's Parade, including the purchase of land ...							5,917	1	4			
Dandenong—Towards 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 ...							2,236	0	1			
Derrilquin and Moama (between)—Additions and improvements in order to raise the standard of the line, including the purchase of land ...							4,894	5	5			
East Kew—Establishment of a goods dépôt, &c. ...							2,243	10	8			
Edithvale—Provision of interlocked gates and re-arrangement of station buildings, &c.							2,927	18	4			
Flemington—Provision of subway, &c., under the Racecourse Lane at Epsom-road in lieu of level crossing, including the purchase of land ...							4,567	4	10			
Kyneton—Additional refreshment room accommodation and cantilever verandah ...							4,741	17	6			
Marong—Facilities for crossing trains ...							2,230	14	4			
Melbourne (Flinders-street)—Additional track facilities, including crossovers ...							3,019	3	1			
Melbourne—(Flinders-street)—Provision of additional siding accommodation at site of old East Melbourne Cricket Ground ...							3,353	15	2			
Melbourne (Flinders-street Yard)—Provision of garage accommodation for departmental motor vehicles and accommodation for the Overhead Superintendent ...							16,343	15	10			
Melbourne (Jolimont Workshops)—Extension of the inspection bay in order to accommodate eight-car trains ...							5,962	0	10			
Carried forward ...							256,666	16	5	525,137	14	1

APPENDIX No. 15—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1925—continued.

	Loan Application Acts, &c.	Total Amount.
	£ s. d.	£ s. d.
Brought forward	256,666 16 5	525,137 14 1
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES—continued.		
Melbourne (Spencer-street)—Additions and improvements to the goods sheds, including the provision of an electric transporter, additional office accommodation, &c.	2,369 13 3	
Melbourne (Spencer-street)—Substitution of electric for hydraulic lifts at the General Offices	2,481 15 1	
Melbourne (Spencer-street)—Provision of tabulating and costing machines for the General Offices	14,951 13 11	
Melbourne (King-street)—Additional accommodation for the refreshment-rooms staff, including the purchase of land	3,172 9 8	
Melbourne and Footscray (between)—Purchase of land and preliminary work in connexion with proposed locomotive depot	5,366 9 9	
Melbourne and Geelong (between)—Provision of selector telephone system	3,203 5 10	
Melbourne and Seymour (between)—Provision of selector telephone system	2,100 15 0	
Melbourne Suburban Lines—Installation of power signalling	49,849 6 11	
Melbourne Yard—Arrangement and extension of the passenger and goods yards, &c., including purchase of land	138,117 16 8	
Morri—Provision of level crossing in lieu of level crossings at Clarke and Charles streets, including the purchase of land	2,669 4 1	
Moorabbin—Provision of interlocked gates and wickets, &c., at Point Nepean Road	2,457 0 0	
Mordialloc—Extension of passenger platforms to accommodate longer trains	3,686 11 9	
Mount Buffalo—Additions and improvements to the Chalet, including the provision of machinery, equipment, motor vehicles, &c.	28,705 18 9	
Murcumbena and Oakleigh (between)—Provision of a new station at Poth Road including the purchase of land	6,010 17 4	
Mysta and Qasmabrook (between)—Regrading the line	7,538 16 3	
Newmarket—Improved station buildings and platforms	5,363 8 2	
Newport and North Melbourne Rolling Stock Branch Workshops—Equipment for the electrical operation of plant, including sub-station buildings	4,557 4 0	
Newport Workshops—Additions and extensions to shops, sidings, and other works, including fire protection	5,127 7 7	
North Geelong—Provision of truck weighbridge in goods yard, and additional wheel stacking sites	3,792 13 9	
Ringwood to Upper Fern Tree Gully and Ringwood to Lilydale—Electrification of the lines	39,169 14 4	
Spotswood and Newport (between) Amalgamation of Way and Works Branch Workshops, including the purchase of land	13,105 17 1	
Spotswood and Newport (between)—Provision of store, office, yard accommodation, &c., for the Chief Storekeeper	37,665 1 10	
Spotswood and Newport (between)—Provision of a reclamation, scrapping and storage depot, including workshop	3,091 17 8	
Stawell and Deep Level (between)—Regrading the line near the 153 mile post	3,521 6 2	
Tullaroop and Seymour (between)—Provision of automatic signals	7,350 9 3	
Various—Additions and improvements to the power-house, substations, overhead equipment, &c., in connexion with the electrical operation of the Melbourne-Suburban lines	20,351 11 4	
Worabaggi—Provision of additional sidings and connexions at the State Coal Mine, including the purchase of land	14,688 11 0	
Workshops Machinery—	£ s. d.	
Newport Workshops	37,649 18 2	
Newport Signal shops	5,139 10 0	
Jolimont Workshops	237 12 1	
North Melbourne Car and Wagon Shops	236 7 16	
Bullerat Workshops	71 7 9	
Bendigo Workshops	112 7 4	
	42,838 3 2	
	735,653 15 11	
Less credits on account of sales of land, materials, &c., and abolition of structures originally charged to Capital	67,84,507 8 2	651,146 7 9
ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING STOCK, BUT INCLUDING THE ELECTRICAL EQUIPMENT THEREOF		
	74,135 5 10	74,135 5 10
ROLLING STOCK.		
Carriage stock	258,735 8 2	
Locomotives	Cr. 45,345 13 5	
Trucks	10,460 18 0	
St. Kilda to Brighton Electric Street Railway—Rolling stock	6,908 11 3	
Sandringham to Black Rock Electric Street Railway—Rolling stock	3,081 11 10	
Vans and sundry stock	11,632 8 3	
	245,473 4 1	245,473 4 1
Net Expenditure charged to Capital Account for the year	...	£1, 5,892 11 9

Accountancy Branch,
27th August, 1925.

APPENDIX No. 16.

STATEMENT OF LOANS AT 30TH JUNE, 1925, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1924-25.

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.	
54 Viet. No. 1196 ...	3½	2,279,397	3	5	79,778	18	0	331	2	0	80,110	0	0	1st January, 1921	1st January, 1926	London
55 Viet. No. 1217 ...	3½	1,666,666	13	4	58,333	6	8	250	0	0	58,583	6	8	1st January, 1921	1st January, 1926	London
62 Viet. 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
62 Viet. No. 1560 ...	3	3,080,389	7	4	92,411	13	7	435	3	5	92,846	17	0	1st January, 1929	1st January, 1949	Melbourne
62 Viet. No. 1560 ...	3½	3,718,478	14	3	130,146	15	1	545	5	6	130,692	0	7	1st October, 1929	1st October, 1949	London
62 Viet. No. 1560 ...	4	965,681	4	0	38,627	4	11	144	17	0	38,772	1	11			
62 Viet. No. 1560 ...	5	10,307,722	9	9	515,386	2	6	1,530	9	0	516,916	11	6			
62 Viet. No. 1560 ...	5½	2,850,400	0	0	156,772	0	0	425	19	4	157,197	19	4			
60 Viet. No. 1468 ...	3	1,130,372	18	0	33,911	3	9	...			33,911	3	9			
62 Viet. No. 1564 ...	3	24,426	18	10	732	16	2	...			732	16	2	...	30th September, 1917	Melbourne
63 Viet. No. 1623 ...	3	257,701	0	0	7,731	0	7	...			7,731	0	7	...	...	...
64 Viet. No. 1659 ...	3	500,000	0	0	15,000	0	0	...			15,000	0	0	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753 ...	3	313,438	14	4	9,403	3	3	...			9,403	3	3	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. 1901 ...	3	36,890	2	3	1,106	14	0	...			1,106	14	0	1st January, 1934	1st January, 1954	Melbourne
5 Edw. VII. No. 1990 ...	3½	258,966	13	10	9,063	16	8	...			9,063	16	8	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026 ...	3	256	15	4	3,007	14	0	...			3,007	14	0			
	3½	1,984,532	16	0	69,458	13	0	...			69,458	13	0	30th September, 1917	24th October, 1946	Melbourne
	4	930,109	3	2	42,057	2	4	...			42,057	2	4			
	4½	542,200	0	0	23,043	10	0	...			23,043	10	0			
	4½	131,414	0	0	6,363	12	7	...			6,363	12	7			
	4½	64,515	0	0	3,064	9	3	...			3,064	9	3			
	4½	...			10,157	4	11	...			10,157	4	11			
6 Edw. VII. No. 2026 ...	5	8,534,449	4	7	462,961	2	10	...			462,961	2	10			
	5	572,763	5	1	28,638	3	3	57	5	6	28,695	8	9			
	5½	1,523,908	12	4	84,539	12	4	...			84,539	12	4			
	5½	109,091	16	9	6,000	1	0	16	7	1	6,016	8	1			
	5½	4,892,048	8	4	159,708	0	9	...			159,708	0	9			
	5½	50,000	0	0	112,207	19	5	...			112,207	19	5			
	6	1,132,762	19	4	10,689	11	6	...			10,689	11	6			

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6 Edw. VII. No. 2041	3½	259,778	14	9	9,102	6	5	...	9,102	6	5	30th September, 1917	1st October, 1930	Melbourne
			4	200,000	0	0	8,262	0	0	...	8,262	0	0			
			4½	24,700	0	0	1,049	15	0	...	1,049	15	0			
			4½	4,000	0	0	190	0	0	...	190	0	0			
7 Edw. VII. No. 2116	...	...	3½	150,000	0	0	5,250	0	0	...	5,250	0	0	30th September, 1917	1st January, 1929	Melbourne
7 Edw. VII. 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	London
9 Edw. VII. No. 2161	...	...	3	300,000	0	0	9,000	0	0	...	9,000	0	0	30th September, 1917	...	Melbourne
9 Edw. VII. No. 2163	...	...	3½	144,676	12	6	5,063	16	7	...	5,063	16	7	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2308	...	...	4	353,052	15	8	14,122	2	3	...	14,122	2	3	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323	...	...	3½	442,900	0	0	15,501	10	0	...	15,501	10	0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428	...	...	4	2,000,000	0	0	80,000	0	0	297 7 2	80,297	7	2	1st April, 1940	1st April, 1960	London
3 Geo. V. No. 2429	...	...	3	...	...	...	466	8	2	...	466	8	2	30th September, 1917	...	Melbourne
3 Geo. V. No. 2429	...	...	4	166	2	1	6	12	11	...	6	12	11			
4 Geo. V. No. 2480/2531	...	...	4½	16,889	9	5	101,250	0	0	336 19 2	101,586	19	2			
4 Geo. V. No. 2480	...	...	5½	1,031,700	0	0	56,908	10	0	476 2 9	57,384	12	9			
4 Geo. V. No. 2481	...	...	3½	...	...	...	1,637	0	11	...	1,637	0	11			
4 Geo. V. No. 2481	...	...	4	347,077	19	5	14,549	5	11	...	14,549	5	11			
4 Geo. V. No. 2481	...	...	4½	575,000	0	0	27,144	15	3	...	27,144	15	3			
4 Geo. V. No. 2530	...	...	5	284,700	0	0	14,235	0	0	42 14 2	14,277	14	2			
4 Geo. V. No. 2530	...	...	5½	2,215,300	0	0	121,841	10	0	...	121,841	10	0			
4 Geo. V. No. 2531	...	...	3	22,500	0	0	669	0	0	...	669	0	0			
4 Geo. V. No. 2531	...	...	4	3,000	0	0	120	0	0	...	120	0	0			
4 Geo. V. No. 2531	...	...	4½	2,103,000	0	0	99,279	1	1	...	99,279	1	1			
5 Geo. V. No. 2794	...	...	3	206,851	4	2	6,205	10	9	...	6,205	10	9			
			3½	13	17	3	0	9	8	...	0	9	8			
5 Geo. V. No. 2794	...	...	4	893	19	3	35	15	2	...	35	15	2			
5 Geo. V. No. 2794	...	...	4½	25,000	0	0	1,187	10	0	...	1,187	10	0			
5 Geo. V. No. 2794	...	...	5½	100,000	0	0	5,250	0	0	...	5,250	0	0			
5 Geo. V. No. 2794	...	...	5½	1,109,480	19	4	61,021	9	1	110 19 0	61,132	8	1			
Geo. V. No. 2968	...	...	5½	150,000	0	0	7,875	0	0	...	7,875	0	0			
Geo. V. No. 3012	...	...	3	8,913	2	7	267	7	11	...	267	7	11			
Geo. V. No. 3012	...	...	3½	1,273	12	10	44	11	6	...	44	11	6			
Geo. V. No. 3012	...	...	4	71,026	14	0	2,841	1	4	...	2,841	1	4			
Geo. V. No. 3012	...	...	4½	...	...	...	1,833	0	6	...	1,833	0	6			
Geo. V. No. 3012	...	...	5	6,314	11	9	315	14	7	...	315	14	7			
Geo. V. No. 3012	...	...	5½	83,000	0	0	4,357	10	0	...	4,357	10	0			
Geo. V. No. 3012	...	...	5½	...	...	...	3,162	10	0	...	3,162	10	0			
Geo. V. No. 3063	...	...	3	31,748	6	4	952	9	0	...	952	9	0			
Geo. V. No. 3063	...	...	3½	661	7	2	23	3	0	...	23	3	0			
Geo. V. No. 3063	...	...	4	1,486	7	5	59	9	1	...	59	9	1			
Geo. V. No. 3063	...	...	4½	100,000	0	0	4,250	0	0	...	4,250	0	0			
Geo. V. No. 3063	...	...	4½	20,000	0	0	950	0	0	...	950	0	0			
Geo. V. No. 3063	...	...	5	22,812	0	10	1,140	0	0	...	1,140	0	0			
Geo. V. No. 3063	...	...	5½	241,705	0	0	13,293	15	6	...	13,293	15	6			
Geo. V. No. 3063	...	...	5½	300,000	0	0	17,250	0	0	...	17,250	0	0			

APPENDIX No. 16—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1925, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1924-25—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.
														Earliest.	Latest.	
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
Geo. V. No. 3063	6	9,084	2	6	15	0	0	...	...	...	15	0	0			
Geo. V. No. 3063	6 ¹ / ₄	78,890	0	0	5,421	5	0	...	...	...	5,421	5	0			
Geo. V. No. 3189	4	12,320	13	10	196	9	9	...	...	...	196	9	9			
Geo. V. No. 3189	5	78,500	0	0	3,925	0	0	...	...	...	3,925	0	0			
Geo. V. No. 3189	5 ¹ / ₂	105,840	0	0	5,821	4	0	...	...	...	5,821	4	0			
Geo. V. No. 3233	4 ¹ / ₂	252,230	0	0	...	...	...	...	...	...	...	...	...
Geo. V. No. 3233	5	1,904,770	0	0	95,238	10	0	285	14	4	95,524	4	4			
Geo. V. No. 3298	5	165,000	0	0	8,250	0	0	...	...	...	8,250	0	0			
Geo. V. No. 3200	5	2,724,000	0	0	28,080	0	0	...	...	...	28,080	0	0			
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures ... ..	...	1,000	0	0	...	...	...	...	...	...	...	...	...
Total amount of current loans at 30th June, 1925	...	67,852,641	13	9	3,091,214	2	10	5,541	5	5	3,096,755	8	3			
Add—Interest on amounts charged to Public Account Advances Account, &c. ... ..	...	...	...	...	3,384	16	10	...	...	...	3,384	16	10			
Less—Amount paid by the South Australian Railways as In- terest on Capital Account Border Railways ... ..	...	...	...	...	3,094,598	19	8	5,541	5	5	3,100,140	5	1			
Interest Paid by the Commonwealth Government on Transferred Railways properties ... ..	...	...	...	...	224	0	6	...	...	...	...	...	...
31 10 0	...	...	...	...	255	10	6	...	...	...	255	10	6			
Less Discount and Expenses on the Sale of Debentures ... ..	...	2,726,481	16	4	3,094,343	9	2	5,541	5	5	3,099,884	14	7			
Deduct Net Premiums on Debentures ... ..	...	453,928	14	6	...	...	...	...	...	...	...	...	...
2,272,553 1 10	...	2,272,553	1	10	...	...	...	...	...	...	...	...	...
Total Net Proceeds of Current Loans at 30th June, 1925 ... ..	...	65,580,088	11	11	...	...	...	...	...	...	...	...	...

APPENDIX No. 17.

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

	Year 1923-24.	Year 1924-25.
	£	£
Operating costs	402,766	428,502
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	57,435	45,716
Interest on Total Capital Cost of the Power House	70,179	72,534
Total	<u>530,380</u>	<u>546,752</u>
Number of Units generated—	No.	No.
For Departmental Purposes—		
Traction and Train Lighting	132,035,661	137,831,329
Railway Electric Tramways	2,108,060	2,251,695
Power Signalling	578,784	701,941
Railway Workshops	4,258,762	5,094,524
Lighting of Stations, Yards, &c.	2,817,250	3,204,754
Total—Departmental Services	<u>141,798,517</u>	<u>149,084,243</u>
For bulk supplies to the City Council, Melbourne Electric Supply Coy., and to Industrial Establishments	116,695,115	99,405,751
Total—All Services	<u>258,493,632</u>	<u>248,489,994</u>
Average cost per unit generated	Pence. 492	Pence. 528

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 1923-24.	Year 1924-25.
Average Mileage of Railway Worked	5.18	5.18
Car Mileage	523,950	562,220
Number of Passengers carried	5,709,684	5,737,101
Average Fare paid per Passenger	2.23d.	2.38d.
GROSS REVENUE—		
Passengers	£52,984	£57,006
Parcels	5	7
Miscellaneous	1,392	1,025
TOTAL GROSS REVENUE	£54,381	£58,038
Per Passenger Car Mile	24.91d.	24.33d.
Per Mile of Single Track	£5,249	£5,602
ORDINARY WORKING EXPENSES—		
Transportation Account	£20,435	£21,802
Way and Works Account	8,415	11,497
Rolling Stock Account	8,948	8,182
Power Account	5,919	6,221
General Expenditure	1,599	1,035
Payment into Railway Accident and Fire Insurance Fund	181	205
TOTAL WORKING EXPENSES	£45,497	£48,942
Per cent. of Gross Revenue	83.66	84.33
Per Passenger Car Mile	20.84d.	20.89d.
Per Mile of Single Track	£4,392	£4,724
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£8,884	£9,096
INTEREST ON THE TOTAL CAPITAL COST	£8,937	£8,911
NET PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	Loss £53	Profit £185

APPENDIX No. 19.

DETAILED STATEMENT OF RESULTS OF WORKING THE SANDRINGHAM AND BLACK
ROCK ELECTRIC TRAMWAY.

	Year 1923-24.	Year 1924-25.
Average Mileage of Railway Worked	2'41	2'41
Car Mileage	126,436	127,962
Number of Passengers carried	1,459,239	1,475,261
Average Fare Paid per Passenger	2'05d.	2'04d.
GROSS REVENUE—		
Passengers	£12,490	£12,551
Parcels .. .. .	..	..
Miscellaneous	481	497
TOTAL GROSS REVENUE	£12,971	£13,048
Per Passenger Car Mile	24'62d.	24'47d.
Per Mile of Single Track	£2,808	£2,824
ORDINARY WORKING EXPENSES—		
Transportation Account	£4,157	£4,465
Way and Works Account	3,261	1,511
Rolling Stock Account	2,953	2,480
Power Account	1,815	1,931
General Expenditure	394	261
Payment into Railway Accident and Fire Insurance Fund	43	51
TOTAL WORKING EXPENSES	£12,623	£10,699
Per cent. of Gross Revenue	97'32	82'00
Per Passenger Car Mile	23'96d.	20'07d.
Per Mile of Single Track	£2,732	£2,316
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£348	£2,349
INTEREST ON THE TOTAL CAPITAL COST	£5,148	£5,326
LOSS, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	£4,800	£2,977

APPENDIX No. 20.

THE CHALET, MT. BUFFALO.

CAPITAL EXPENDITURE.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) £18 000	18,900	0	0			
Additions and improvements to 30th June, 1925	29,005	18	9			
				47,005	18	9
Equipment	17,232	5	7			
Stock on Hand	2,694	18	10			
				19,927	4	5
				67,833	3	2

WORKING ACCOUNT FROM 1ST OCTOBER, 1924, TO 30TH JUNE, 1925.

<i>Dr.</i>		<i>Cr.</i>	
	£ s. d.		£ s. d.
Stores, Freight and Cartage ..	5,330 12 5	Accommodation and Buffet Sales ..	8,504 8 3
Superintendence, Salaries, Wages, and General Charges ..	5,411 7 4	Hire of Sports Material ..	453 17 6
Interest on Cost of Chalet (including Additions and Improvements) and Equipment and Stock ..	1,591 19 0	Motor Service ..	259 15 0
		Loss ..	3,115 18 0
	12,333 19 6		12,331 19 6

APPENDIX No. 21.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1925.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1925.	In existence at 30th June, 1925.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Steam Locomotives (tractive power) ...	14,749,007 lbs.	14,816,422 lbs. (a)	932,585 lbs.	...	£26,403	£
Electric Locomotives (tractive power) ...	43,680 lbs.	43,680 lbs.	...	...	...	...
Rail Motors (floor area) ...	7,449 sq. ft.	5,780 sq. ft.	1,669 sq. ft.	...	16,690	...
Carriage Stock (floor area) ...	681,133 sq. ft.	705,184 sq. ft. (b)	...	24,051 sq. ft.	...	156,332
Van Stock (floor area) ...	172,076 sq. ft.	174,181 sq. ft. (c)	...	2,105 sq. ft.	...	9,472
Sundry Stock (floor area) ...	31,627 sq. ft.	33,781 sq. ft. (d)	...	2,154 sq. ft.	...	3,769
Truck Stock (carrying capacity) ...	263,338 tons	262,952 tons (e)¶	386 tons	...	7,720	...
					350,813	169,575
						£181,240
						182,343

¶ Equivalent tonnage capacity is included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Stock under construction, but not completed at 30th June, 1925.

- (a) 28 Locomotives have been written down to the tractive power represented by their value as scrap materials.
- (b) 399 vehicles have been written down to internal floor area represented by their value as scrap materials, and 4 vehicles have been written down to third area. Only 60 per cent. of internal floor area of 34 cars included on account of these vehicles being owned jointly with the South Australian Railways.
- (c) 1 vehicle has been written down to internal floor area represented by its value as scrap materials, also the van compartments of 61 combined cars and vans. 44 vehicles have been written down to one-half and 2 to one-third internal floor area. 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) 130 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half, and 2 to third area.
- (e) 781 "I," 30 "N," 100 "K," 86 "H," 16 "Q," 5 water, 25 HD, 12 ID, and 7 ND trucks (total 1,064) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo" (breakdown) trucks to half tonnage capacity.

A. E. SMITH,
Chief Mechanical Engineer.

APPENDIX No. 22.

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

REVENUE.			
The Revenue of the Railways was	...	...	£12,759,196 14 7
And of the St. Kilda and Brighton Electric Tramway	...	£58,038 3 11	
And of the Sandringham to Black Rock Tramway	...	13,048 1 3	
			71,086 5 2
	Making a total of	...	£12,830,282 19 9
* That total includes the net amount of accounts due but unpaid at 30th June, 1925, 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.			
		...	82,003 12 7
			£12,748,279 7 2
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1924, which were paid in 1924-25, and therefore included in the Treasury figures, and which therefore require to be added, viz.			
		...	96,957 15 10
			£12,845,237 3 0
WORKING EXPENSES.			
The Working Expenses of the Railways amounted to	...	...	£9,426,203 7 5
And of the Electric Tramways to	...	...	59,641 4 2
			£9,485,844 11 7
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, 1925, which will be debited by the Treasury in the year or years in which they are paid	£7,213 3 8		
(2) Amounts paid in 1924-25 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 1924-25, but not in the Railway Working Expenses	...	15,859 6 3	
			23,072 9 11
			£9,462,772 1 8
And on the other hand the following amounts must be added :—			
(1) Amount of wages and accounts unpaid at 30th June, 1924, paid and charged by the Treasury in the year 1924-25, but debited by the Railways in previous years	...	£11,673 14 5	
(2) Amount of expenditure incurred, and defrayed from the Vote of 1924-25, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1925, and not charged to the Railway Working Expenses	...	26,608 8 1	
(3) Amount paid to the State of South Australia in respect of the Border Railways adjustment	...	2,849 0 0	
(4) Amount repaid to capital account in respect of the North Geelong and Eysford Line	...	675 0 0	
(5) Amount of Interest paid on advances to Railways—Stores Suspense Account from Public Account—Advances Account	...	7,000 0 0	
			48,806 2 6
			£9,511,578 4 2

APPENDIX No. 22—*continued.*RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES, ETC.—*continued.*

The Working Expenses as shown by the Treasury are:—

Division 89, subdivision 1 of the Appropriation Act 1922-23	£9,193,584	10	10
Division 89, subdivision 2 (Rolling Stock Replacement Fund)	200,000	0	0
Division 89, subdivision 2 (Railway Accident and Fire Insurance Fund)	48,078	17	0
Division 89, subdivision 2—(To repay to Capital Account, in respect of locomotives retired from service)	50,000	0	0
Division 89, subdivision 3—Amount paid to the State of South Australia account adjustment Border Railways	2,849	0	0
Division 89, subdivision 4—Repayment to Capital Account, in connexion with the North Geelong and Fyansford Line	675	0	0
Division 89, subdivision 5—Interest on Advance from Public Account — Advance Account to Railway Stores Suspense Account	7,000	0	0
Division 89, subdivision 6—Salary of the Chairman of the Board of Discipline from 1/7/24 to 30/6/25	555	11	1
Division 89, subdivision 7—Payment to Charles Miscamble on his retirement from the position of Victorian Railways Commissioner	849	7	6
Act No. 2814/3011 (Commissioners' Salaries)	8,485	17	9
	<u>£9,511,578</u>	<u>4</u>	<u>2</u>

APPENDIX No. 23.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1925.

Section.	Miles.	Date opened.
Kerang to Gonn Crossing	16·11	20th December, 1924
Hopetoun to Patchewollock	26·96	4th May, 1925
Merbein to Abbotsford (Yelta)	5·87	27th June, 1925
Total	48·94	..

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1925

Section.	Miles.
Moama to Balranald (New South Wales Border Railway Act) ..	120
Gonn Crossing to Stony Crossing (New South Wales Border Railway Act) ..	38
Werrimull to the Hut	15½
Kooloonong to West Narrung	7
	180½

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1925.

Line.	Miles.
Euston to Bonanee and beyond (New South Wales Border Railway Act)	30
Mildura to Gol Gol (New South Wales Border Railway Act) ..	24
Yarrawonga to Oaklands (New South Wales Border Railway Act) ..	37
Goroke to Morea	9
Kanagulk to Edenhope	37½
Bowser to Peachelba	11
Marnoo to Wallaloo	6½
Black Rock to Beaumaris Electric Street Railway	2¼
	157½

APPENDIX No. 24.

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 1923-24.	5' 3" gauge ...	3'30	6'57	2'5	318'21	3982'34	4312'92	4672'34	948'78	5621'12
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	318'42	4103'90	4434'69	4794'32	958'34	5752'66
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
	Grand Total	3'30	6'57	2'5	325'81	4104'10	4442'28	4809'30	959'74	5769'04
Year 1924-25.	5' 3" gauge ...	3'30	6'57	2'5	318'21	4031'28	4361'86	4721'28	972'65	5693'93
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	318'42	4152'84	4483'63	4843'26	982'21	5825'47
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	..	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
	Grand Total	3'30	6'57	2'5	325'81	4153'04	4491'22	4858'24	983'61	5841'85
		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 1923-24.	5' 3" gauge ...	3'30	6'57	2'5	317'04	3918'21	4247'65	4605'90	945'04	5550'94
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	317'25	4039'80	4369'42	4727'88	954'60	5682'48
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
	Grand Total	3'30	6'57	2'5	324'04	4040'00	4377'01	4742'86	956'00	5698'86
Year 1924-25.	5' 3" gauge ...	3'30	6'57	2'5	318'21	3995'20	4325'78	4685'20	967'48	5652'68
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	318'42	4116'76	4447'55	4807'18	977'04	5784'22
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
	Grand Total	3'30	6'57	2'5	325'81	4116'96	4455'14	4823'16	978'41	5800'60

APPENDIX No. 25.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1925, FROM THE PUBLIC ACCOUNT UNDER THE PROVISIONS OF THE RAILWAYS ADVANCES ACTS 1910, 1912, 1914, AND 1915, FOR THE PURPOSE OF SUBSTITUTING HEAVY RAILS FOR LIGHT RAILS ON VARIOUS LINES.

Act No.	Amount Authorized.	Expenditure to 30th June, 1925.			Amount Repaid to 30th June, 1925.		Balance Outstanding at 30th June, 1925.	
		£	s.	d.	£	£	Amount.	
2268	200,000	Year 1910-11 ...	98,518	11	5	Year 1910-11 ...	50,000	Nil
		„ 1911-12 ...	99,244	4	10	„ 1911-12 ...	50,000	
		„ 1912-13 ...	2,237	3	9	„ 1912-13 ...	50,000	
						„ 1914-15 ...	25,000	
						„ 1915-16 ...	25,000	
							200,000	
2432	200,000	Year 1912-13 ...	82,457	17	0	Year 1914-15 ...	25,000	Nil
		„ 1913-14 ...	117,542	3	0	„ 1915-16 ...	25,000	
						„ 1916-17 ...	50,000	
						„ 1917-18 ...	25,000	
						„ 1918-19 ...	25,000	
						„ 1919-20 ...	25,000	
						„ 1920-21 ...	25,000	
						200,000		
2550	200,000	Year 1913-14 ...	19,632	15	7	Year 1914-15 ...	25,000	Nil
		„ 1914-15 ...	180,367	4	3	„ 1915-16 ...	25,000	
						„ 1916-17 ...	25,000	
						„ 1917-18 ...	25,000	
						„ 1918-19 ...	25,000	
						„ 1919-20 ...	25,000	
						„ 1920-21 ...	25,000	
						„ 1921-22 ...	25,000	
						200,000		
2585	150,000	Year 1914-15 ...	7,837	18	4	Year 1915-16 ...	25,000	Nil
		„ 1915-16 ...	73,133	2	11	„ 1916-17 ...	25,000	
		„ 1916-17 ...	10,039	17	2	„ 1921-22 ...	25,000	
		„ 1917-18 ...	1,705	18	2	„ 1922-23 ...	50,000	
		„ 1918-19 ...	22,595	17	11	„ 1923-24 ...	25,000	
		„ 1919-20 ...	17,301	6	9			
		„ 1920-21 ...	17,185	18	9			
							750,000	
	750,000		750,000	0	0		750,000	Nil

APPENDIX No. 26.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1925.				<i>Cr.</i>						
	£	s.	d.		£	s.	d.		£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)	559,440	16	2	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3)					50,000	0	0
„ Advances from Loan Funds	855,000	0	0	„ Cash in Treasury	411,688	17	1				
„ Advances from Consolidated Revenue	50,000	0	0	„ Cash with Agent-General in London and in Transit	43,800	13	11				
„ „ Public Account	175,000	0	0						435,489	11	0
„ Liability for Stores held on account of the Rolling Stock Branch and charged to Loan Funds	21,623	4	8	„ Stores and Materials on hand at 30th June, 1925					1,401,982	1	11
„ Sundry Outstanding Accounts at 30th June, 1925	246,407	12	1								
	£1,907,471 12 11								£1,907,471 12 11		

APPENDIX No. 27.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1924 AND 1925.

	Year ended 30th June, 1924.						Year ended 30th June, 1925.					
	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 and Return Tickets ...	1,466,225	6,384,394	7,850,619	821,941	1,667,130	2,489,071	1,413,288	6,270,098	7,683,386	832,425	1,705,498	2,537,923
Periodical Tickets ...	1,244,102	738,148	1,982,250	193,732	33,654	227,386	1,233,333	788,748	2,024,081	191,273	34,241	225,514
Workmen's Weekly Tickets ...	...	59,328	59,328	...	542	542	...	58,156	58,156	...	485	485
Total ...	2,710,327	7,181,870	9,892,197	1,015,673	1,701,326	2,716,999	2,648,621	7,117,002	9,765,623	1,023,698	1,740,224	2,763,922
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	43,710,255	53,047,893	96,758,148	911,112	880,269	1,791,381	41,940,225	51,625,316	93,565,541	889,976	878,837	1,768,813
Race and Special Picnic Tickets ...	809,407	766,804	1,576,211	36,204	26,673	62,877	754,781	835,530	1,590,311	32,959	27,427	60,386
Periodical Tickets ...	28,484,493	18,845,981	47,330,474	390,937	196,534	587,471	29,876,642	19,416,762	49,293,404	411,046	203,378	614,424
Workmen's Weekly Tickets ...	...	12,304,834	12,304,834	...	171,886	171,886	...	12,229,263	12,229,263	...	173,342	173,342
Total ...	73,004,155	84,965,512	157,969,667	1,338,253	1,275,362	2,613,615	72,571,648	84,106,871	156,678,519	1,333,981	1,282,984	2,616,965
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	75,714,482	92,147,382	167,861,864	2,353,926	2,976,688	5,330,614	75,220,269	91,223,873	166,444,142	2,357,679	3,023,208	5,380,887
ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY ...	...	...	5,709,684	...	...	52,984	...	...	5,737,101	...	...	57,006
SANDRINGHAM AND BLACK ROCK ELECTRIC TRAMWAY ...	...	...	1,459,239	...	...	12,490	...	...	1,475,261	...	...	12,551

APPENDIX No. 28.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDED 30TH JUNE, 1924, AND 30TH JUNE, 1925.

Class of Goods.	Year ended 30th June, 1924.		Year ended 30th June, 1925.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
2nd Class	124,969	318,984	111,875	294,185
1st Class	132,827	281,858	136,858	285,593
"C" Class	134,373	249,757	152,700	294,180
"B" Class	194,873	229,165	208,991	238,823
"A" Class	241,349	261,878	288,418	326,603
Miscellaneous	352,093	182,412	311,612	165,057
Fish	4,608	7,721	4,862	8,136
Fruit	128,042	137,418	146,011	138,003
Butter	33,656	53,147	41,905	58,502
Other Dairy Produce	38,202	48,490	45,077	55,515
Wine	5,471	7,597	5,545	7,037
Wool	62,938	143,223	84,205	197,612
Flour, Bran, Sharps, and Pollard	353,159	151,550	340,550	129,084
Wheat	1,077,858	563,049	1,520,584	806,327
All other Agricultural Produce	535,420	286,639	518,190	255,201
Hay, Straw, and Chaff	362,622	148,201	313,905	117,374
Fertilizers	281,666	94,510	290,902	97,690
Minerals (including Coal, Coke, Ores, &c.)	561,065	146,189	600,096	154,493
Firewood	740,159	271,566	713,597	256,008
Timber	482,068	242,251	425,945	227,480
Stone, Gravel, and Sand	1,457,574	287,236	1,632,236	322,584
All other Goods	515,539	488,659	552,865	541,668
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	79,640	...	93,298
Total Tonnage of Goods carried, and Total Revenue derived therefrom	7,820,531	4,681,120	8,446,929	5,070,462
Live Stock	489,012	523,406	512,627	550,059
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	8,309,543	5,204,526	8,959,556	5,620,521

Number of Live Stock.

	Year ended 30th June, 1924.	Year ended 30th June, 1925.
Calves	45,885	53,310
Cattle	455,514	461,050
Horses	45,310	34,538
Pigs	379,887	383,292
Sheep	5,733,780	6,408,994

APPENDIX No. 29.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1925.

Year ended 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
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	†544,606†	816,785†	1,759,306†
1914	481,459	†770,406†	816,222†	2,068,087†
1915	535,610	†1,452,826†	726,209†	2,714,645†
1916	360,678	†1,429,008†	504,341†	2,294,027†
1917	153,501	†806,671†	264,869†	1,225,041†
1918	134,161	†597,194†	125,272†	856,627†
1919	135,167	†707,740†	94,586†	937,493†
1920	242,916	†531,598†	126,981†	901,495†
1921	306,205	†1,057,104†	168,988†	1,532,297†
1922	277,551	†2,311,387†	431,673†	3,020,611†
1923	286,942	†1,455,082†	181,174†	1,923,198†
1924	556,888	†725,395†	125,718†	1,408,001†
1925	525,138	†725,282†	245,473†	1,495,893†
Total ...	5,435,908	14,791,021	6,527,912	26,754,841

† Includes Electric Tramways.

‡ Includes expenditures towards Electrification of the Melbourne Suburban Lines as follows.—

Year 1912-13	...	...	...	£27,976
" 1913-14	...	...	...	151,618
" 1914-15	...	...	...	751,980
" 1915-16	...	...	...	690,485
" 1916-17	...	...	...	532,102
" 1917-18	...	...	...	290,038
" 1918-19	...	...	...	479,464
" 1919-20	...	...	...	389,773
" 1920-21	...	...	...	572,737
" 1921-22	...	...	...	1,610,670
" 1922-23	...	...	...	773,314
" 1923-24	...	...	...	113,767
" 1924-25	...	...	...	74,135

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	153
1857—May 13	Flinders Street	St. Kilda		19	356
1859—Feb. 8	Prince's Bridge	Richmond			43
" Dec. 12	Richmond	Cremona			43
" " 19	Windsor	North Brighton	16.62		42
1860—Sept. 24	Richmond	Picnic Station			43
" Dec. 22	Cremona	Windsor			43
1861—April 13	Picnic 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. 15	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	Langwood	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	28.63		415
" Oct. 6	Maryborough	Dunolly	15.82		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	17.83		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	Witchelsea	25.64		475
1877—March 13	Witchelsea	Birregurra	12.79		475
" April 24	Ararat	Dunkeld	47.02		475
" June 1	Sale	Morwell	19.10		475
" July 27	Birregurra	Celac	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	Walgunyah	15.95		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 (includ- ing extension)}	11.75		606
1881—June 7	Lancefield Junction	Lancefield	14.50		671
" Aug. 11	Wanbra Junction	Ballarat Race course	2.10		682
" Sept. 1	Shepparton	Nunmurkah	20.75		682
" Dec. 19	Caulfield	Mordialloc	9.86		682
1882—Jan. 26	St. Arnaud	Cape Cape	16.33		682
" April 3	Hawthorn	Camberwell	1.09		682
" " 15	Inglewood	Korong Vale	20.20		682
" " 22	Cape Cape	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.

† Discontinued 8th May 1899.

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 ...	1,372.55	
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	Tallaroak ...	Yea ...	23.69	682
" Dec. 17	Everton ...	Myrtleford ...	16.36	682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12.59	682
" " 15	Branxholme ...	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	Ballararat Cattle-yard Junction ...	*Ballarat Cattle-yards	2.92	821 " 1381
" Dec. 22	Gordon ...	Bailan ...	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 ...	1.39	821 " 1381
" " 8	Nicholson-street ...	Fitzroy ...	0.89	821 " 1381
" " 8	Clifton Hill ...	Collingwood ...	0.90	821 " 1381
" " 8	Alphington ...	Alphington ...	2.35	682
" " 8	Heidelberg ...	Heidelberg ...	1.24	821 and 1381
" " 9	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 ...	Donkey ...	14.82	821 " 1381
" " 1	Kilmore Junction ...	Kilmore ...	9.51	821 " 1381
" " 1	Bendigo ...	Heathcote ...	27.64	821 " 1381
" " 1	Pisgah 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 ...	Beane ...	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	Ballararat 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 ...	10.36	821 " 1381
" " 4	Bacchus Marsh ...	Ballau ...	17.34	821 " 1381
" " 4	Ringwood ...	Upper Fern Tree Gully ...	7.44	821 " 1381
" Dec. 17	Hastings ...	Stony Point ...	5.88	821 " 1381
" " 21	Preston Reservoir ...	Whittlesea ...	17.28	821 " 1381
1890—Feb. 4	Teraug ...	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	23.84	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	Comberwell	†Waverley Road	4.25	821 " 1381
" June 17	Molesworth	Cathkin	2.74	821 " 1381
" July 18	Ilion-lanc	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	Murbison 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	Catbkiu	Merton	15.47	821 " 1381
" " 11	Pooradin	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 loop line)	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	Yaekandandah	12.84	821 " 1381
" " 24	Bolga	Tallangatta	5.03	821 " 1381
" Oct. 6	Maindample	Mausfield	8.64	821 " 1381
" Nov. 21	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	Nerim South	5.37	1030 " 1300
" April 5	Curdie's River Junction	Timboon	22.32	821 " 1381
" " 6	Lancefield	†Kilmore	18.70	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	Dinboola	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	¶Gemhrook	18.22	1549
" " 26	Bungaree	*Race-course	1.33	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 15	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	Burrumbet Race-course Junction	*Burrumbet 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 Toomwal	8.20	1958
" June 26	Welshpool	¶Welshpool Jetty	3.23	1911
" " "	Stawell	*Grampians	15.84	
1906—May 7	St. Kilda	†Park Street, Middle Brighton	4.07	1956 and 1973
" Dec. 22	Park Street, Middle Brighton	†Brighton Beach	1.06	2035
1908—July 9	Strathmerton	Toomwal Extension	2.07	2078
1909—June 15	Rupanyup	Marnoo	15.33	2124
		Carried forward	3,463.11	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

§ Opened for through passenger traffic, 17th December, 1904.

¶ 2-ft. 6-in. gauge.

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 Number
		Brought forward ...	3,453.11	
1909—July 1	Utima ...	Chillingollah ...	20.14	2144
" Oct. 28	Alexandra Road ...	Alexandra ...	4.32	2104
1910—May 3	Moe ...	Waihaballa ...	26.06	1691 and 2180
" " 9	Nyora ...	Woolamai ...	15.56	2125
" " 9	Woolamai ...	Pawlett Coat Field ...	13.87	2221
" July 4	Mildura ...	White Cliffs ...	6.92	1679
" Dec. 1	Beeac ...	Cressy ...	10.95	2178
1911—June 20	Beech Forest ...	Uppes ...	14.11	2140
" Sept. 25	Cressy ...	Newtown ...	24.00	2178
1912—June 25	Ouse ...	Kow Plains ...	56.39	2179
" " 25	Kow Plains ...	Murrayville ...	21.44	2290
" " 25	Eltham ...	Hurst's Bridge ...	6.64	2217
" Sept. 24	Noradjuha ...	Toolondo ...	11.24	2222
" Dec. 10	Jeparit ...	Lorquon ...	13.68	2224
1913—May 17	St. Kilda and Brighton Electric Tramway†		.05	
" Aug. 8	Gheringhap ...	Maroona ...	99.75	2220
1914—Jan. 28	Chillingollah ...	Manangatang ...	18.59	2418
" May 28	Crowland ...	Navarre ...	22.87	2331
" June 26	Rainbow ...	Nypo (towards) ...	10.59	2441
" " 29	Sea Lake ...	Pier-Millan (towards) ...	17.68	2419
" " 30	Bonalla ...	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	Lintou ...	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 ...	Yanao-a-yanao ...	18.38	2547
1917—March 27	Neerim South ...	Nayook ...	8.02	2504
" May 15	Rushworth ...	Gingarre (Stanhope North) ...	13.62	2751
" Nov. 28	Dartmoor ...	Mumbanar ...	12.80	2424
" " 28	Mumbanar ...	S'th Australian Border ...	5.65	2424
" Dec. 17	Toolondo ...	Kaongalk ...	10.55	2502
1918—Sept. 9	North Geelong ...	Fyansford ...	2.93	2879
1919—March 10	Sandringham ...	Black Rock ...	2.41	2530
" April 10	Shelley ...	Beetomba ...	9.73	2414
" " 28	Nayook ...	Noojie ...	5.99	2504
" May 28	Nandaly ...	Mittyack ...	11.07	2765
" June 16	Kanagulk ...	Balmoral ...	8.16	2502
1920—March 24	Piangil ...	Keuloonong (Pine Tank) ...	15.87	2978
" June 16	Mittyack ...	Kulwin ...	8.61	2765
" Nov. 19	Cavendish ...	Balmoral ...	25.03	2502
1921—Feb. 8	Alberton ...	Yarram ...	5.62	2542
" March 8	Manangatang ...	Annuello ...	14.19	2979
" May 5	Beetomba ...	Cudgewa ...	9.74	2414
" Dec. 12	Bittern ...	Red Hill ...	9.91	2769
" " 16	Yarram ...	Wou Wron ...	8.48	2542
1922—Jan. 11	Herne's Oak (Morwell 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	3104
" " 22	Wou Wron ...	Woodside ...	9.68	3152
" Dec. 1	Moama ...	Denilquin ...	44.55	3194
1924—Jan. 20	North Melbourne ...	Kensington ...	2.10	
" April 11	Redcliffs ...	Millewa North ...	35.42	3174
" June 5	Annuello ...	Robinvale ...	19.50	3194
" Dec. 20	Keatang ...	Geam Crossing ...	16.11	3104
1925—May 6	Hopetoun ...	Patchewollock ...	26.06	3242
" June 27	Merbein ...	Abbotstord ...	5.87	3194
		Total mileage	4,518.98	
	Loss mileage closed for Traffic at 30th June, 1925—	Miles.		
	Dunkeld to Peshurst (Dismantled February, 1901) ...	15.87		
	Lancefield to Kilmore (Dismantled September, 1917) ...	18.10		
	Fawkner Cemetery to Somerton ...	5.22		
	Oakleigh to Fairfield Park—			
	Fairfield Park to Deepdene ...	3.34		
	Ashburton to Oakleigh ...	2.57		
	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		
		4.776		
	Total mileage open for Traffic at 30th June, 1925	4,491.20		

Trains run only as required for traffic. * Electric Tramway, 5 ft. 6 in. gauge. † 4 ft. 6 in. gauge.
 NOTE.—All tracks to ports, wharves, and ballast pits, and to the Great North-east 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 1914-15 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.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1914-15.	1924-25.
Spencer-street --													
Suburban ..	1,079	1,137	1,090	1,106	1,158	1,461	1,528	2,444	2,602	2,755	2,618	37	8
North Melbourne ..	1,175	1,133	1,022	928	974	1,124	1,119	1,163	1,193	1,253	1,215	34	52
West Footscray ..	319	357	369	398	429	501	563	541	555	650	705	78	77
Sunshine ..	281	298	289	284	309	371	416	442	470	522	548	82	86
Kensington ..	1,535	1,501	1,454	1,365	1,420	1,610	1,586	1,569	1,624	1,642	1,602	20	35
Newmarket ..	1,850	2,025	1,751	1,615	1,639	1,873	1,829	1,873	1,940	2,007	2,011	14	18
Ascot Vale ..	2,646	2,636	2,592	2,530	2,597	3,052	3,084	3,138	3,255	3,407	3,331	5	4
Moonee Ponds ..	2,066	2,023	1,969	1,946	2,050	2,486	2,481	2,545	2,693	2,861	2,919	10	7
Essendon ..	1,839	1,821	1,745	1,755	1,874	2,335	2,464	2,630	2,752	2,926	3,001	15	6
Footscray ..	2,335	2,907	2,743	2,716	2,828	3,213	3,309	3,554	3,763	3,975	3,913	2	3
Seddon ..	1,201	1,232	1,213	1,258	1,351	1,533	1,578	1,586	1,619	1,617	1,593	32	36
Yarraville ..	1,276	1,288	1,286	1,247	1,299	1,477	1,542	1,646	1,747	1,881	1,915	29	23
Newport ..	1,172	1,150	1,123	1,158	1,240	1,426	1,469	1,544	1,607	1,655	1,694	35	32
North Williamstown ..	815	886	834	846	804	1,023	1,076	1,094	1,164	1,226	1,235	48	50
Williamstown Beach ..	303	302	500	508	552	627	624	625	664	683	708	65	76
Williamstown ..	486	468	428	423	495	557	549	535	584	615	628	66	82
Macaulay ..	178	155	142	166	189	189	256	376	444	496	503	87	91
Flemington Bridge ..	245	238	231	212	247	264	341	491	571	603	615	84	83
South Brunswick ..	473	471	416	374	372	435	490	630	693	761	715	68	74
Brunswick ..	686	678	610	551	583	632	745	1,004	1,098	1,257	1,247	59	48
Moreland ..	716	677	628	593	644	727	879	1,245	1,482	1,749	1,776	56	30
Coburg ..	1,060	1,046	918	885	953	1,067	1,157	1,462	1,649	1,915	2,145	38	15
North Carlton ..	11	10	12	12	13	17	10	372	551	596	543	91	87
North Fitzroy ..	443	436	347	289	288	318	269	556	653	745	665	69	81
Morri ..	113	133	101	352	361	402	361	432	473	533	483	70	92
Northcote ..	684	676	655	635	707	771	727	947	1,027	1,079	1,057	60	58
Croxton ..	1,030	1,063	1,036	949	959	1,018	901	1,125	1,232	1,361	1,254	40	46
Thornbury ..	806	883	893	884	919	1,003	902	1,075	1,205	1,351	1,343	49	43
Bell ..	423	435	481	491	502	538	482	629	732	859	878	73	62
Preston ..	320	364	394	379	393	434	378	475	613	833	936	77	60
Regent ..	294	311	337	341	363	410	369	435	531	619	720	80	73
Prince's-bridge													
Suburban ..	1,250	1,238	1,180	1,157	1,234	1,489	1,386	1,782	2,037	2,352	2,293	30	14
Hawksburn ..	1,872	1,698	1,569	1,497	1,504	1,598	1,391	1,360	1,568	1,665	1,506	13	38
Tootak ..	972	876	859	842	904	995	945	943	1,105	1,130	1,062	42	57
Armadale ..	1,679	1,462	1,448	1,343	1,447	1,641	1,516	1,523	1,839	1,922	1,862	18	27
Malvern ..	2,102	2,100	2,129	2,128	2,193	2,480	2,287	2,289	2,662	2,733	2,581	9	10
Caullfield ..	1,510	1,593	1,702	1,828	1,981	2,407	2,326	2,383	2,599	2,646	2,532	21	12
Carnegie ..	473	515	568	634	709	820	927	994	1,132	1,275	1,336	67	45
Murrumbidgee ..	435	472	522	568	619	769	797	883	1,030	1,177	1,241	72	49
Oakleigh ..	888	948	977	1,023	1,067	1,253	1,345	1,440	1,592	1,768	1,867	46	25
Dandenong ..	244	272	252	268	287	366	321	323	401	456	508	85	90
Glen Huntly ..	521	551	591	652	694	820	847	949	1,323	1,557	1,613	64	34
Ormond ..	170	177	187	193	211	259	367	361	471	614	775	88	71
Chesterham ..	255	274	287	299	319	348	374	394	422	472	508	83	89
Mentone ..	335	347	356	362	436	456	463	477	572	665	714	76	75
Mordialloc ..	338	338	352	368	408	424	434	452	553	610	613	75	84
Chelsea ..	188	214	243	278	329	371	409	422	528	573	577	86	85
East Richmond ..	1,227	1,114	653	339	515	393	568	553	583	735	692	31	78
Burnley ..	1,349	1,247	879	785	748	800	728	683	732	876	860	27	64
Hawthorn ..	1,384	1,269	1,100	1,076	1,097	1,232	1,167	1,093	1,150	1,293	1,223	25	51
Glenferrie ..	2,438	2,189	1,975	1,828	1,829	2,056	1,947	1,916	1,997	2,048	1,898	8	24
Auburn ..	1,796	1,611	1,322	1,235	1,274	1,502	1,439	1,497	1,589	1,662	1,561	17	37
Camberwell ..	1,924	1,725	1,513	1,455	1,485	1,751	1,757	1,771	1,944	2,157	2,131	16	16
East Camberwell ..	901	919	863	901	921	1,053	1,014	1,008	1,065	1,109	1,070	45	56
Canterbury ..	1,359	1,396	1,337	1,235	1,346	1,552	1,574	1,646	1,757	1,884	1,954	26	21
Surrey Hills ..	691	759	753	748	769	891	925	933	1,062	1,238	1,355	58	42
Mont Albert ..	318	313	359	342	371	447	481	531	602	696	778	79	70
Box Hill ..	758	761	778	820	854	1,007	1,039	1,079	1,196	1,368	1,488	55	39
Tooronga ..	127	123	123	221	343	389	411	446	516	650	681	89	80
Gardiner ..	88	74	77	115	162	183	205	232	304	430	509	90	88
Kew ..	1,008	659	536	638	593	708	679	618	756	1,032	1,080	41	55
West Richmond ..	762	683	599	561	521	598	593	731	855	959	927	54	61
North Richmond ..	795	739	616	515	544	643	623	778	897	1,005	955	50	59
Colлингwood ..	692	668	609	495	521	590	558	669	737	809	787	57	69
Victoria Park ..	939	879	748	640	705	811	796	1,000	1,127	1,290	1,248	43	47
Clifton Hill ..	1,543	1,499	1,339	1,199	1,289	1,449	1,398	1,698	1,909	2,090	1,975	19	20
Westgarth ..	790	800	738	684	763	862	849	995	1,089	1,161	865	52	63
Dennis ..										251	773		72
Fairfield Park ..	1,285	1,298	1,292	1,193	1,247	1,426	1,446	1,602	1,779	1,828	1,895	28	29
Alphington ..	293	303	304	313	336	412	446	505	497	573	683	81	79
Ivanhoe ..	618	673	696	742	790	912	951	1,085	1,068	1,143	1,214	61	53
Heidelberg ..	389	398	402	415	449	516	545	633	700	717	791	74	68
Flinders-street --													
Suburban ..	9,886	9,930	8,955	8,445	8,650	11,098	10,945	11,561	12,615	13,552	12,819	1	1
North Port ..	771	765	622	490	497	670	721	749	781	840	797	53	67

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

Number of Passenger Journeys—in Thousands.

Name of Station.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1914-15.	1924-25.
Graham ..	794,	759,	685,	594,	617,	745,	775,	814,	881,	897,	834,	51	65
South Melbourne ..	1,193,	1,107,	1,007,	800,	837,	1,039,	991,	1,002,	1,066,	1,131,	1,093,	33	54
Albert Park ..	2,568,	2,404,	2,189,	1,883,	2,041,	2,548,	2,435,	2,401,	2,495,	2,628,	2,605,	6	9
Middle Park ..	2,044,	2,090,	2,084,	2,037,	2,097,	2,451,	2,422,	2,429,	2,513,	2,586,	2,565,	11	11
St. Kilda ..	2,701,	2,828,	2,931,	2,918,	3,060,	4,251,	4,326,	4,399,	4,644,	4,690,	4,596,	4	2
Richmond ..	2,706,	2,418,	1,545,	1,443,	1,509,	1,839,	1,876,	1,999,	2,281,	2,324,	2,013,	3	17
South Yarra ..	2,039,	1,916,	1,758,	1,614,	1,699,	2,030,	1,981,	1,923,	2,078,	2,226,	1,941,	12	22
Prahran ..	1,505,	1,429,	1,303,	1,169,	1,231,	1,597,	1,751,	1,856,	1,961,	2,034,	1,737,	22	31
Windsor ..	1,445,	1,375,	1,298,	1,195,	1,249,	1,658,	1,866,	2,020,	2,136,	2,125,	1,836,	24	28
Balaclava ..	1,498,	1,450,	1,405,	1,402,	1,490,	1,997,	2,290,	2,518,	2,695,	2,772,	2,383,	23	13
Ripponlea ..	859,	830,	822,	807,	866,	1,078,	1,193,	1,310,	1,427,	1,431,	1,337,	47	44
Elsternwick ..	2,502,	2,494,	2,588,	2,662,	2,906,	3,566,	3,690,	3,848,	3,922,	3,639,	3,271,	7	5
Garden Vale ..	613,	706,	841,	901,	1,007,	1,242,	1,360,	1,458,	1,585,	1,703,	1,623,	62	33
North Brighton ..	1,109,	1,068,	1,048,	1,105,	1,167,	1,393,	1,431,	1,525,	1,631,	1,793,	1,863,	36	26
Middle Brighton ..	1,034,	990,	962,	988,	981,	1,217,	1,263,	1,321,	1,395,	1,469,	1,459,	39	40
Brighton Beach ..	441,	422,	423,	452,	481,	571,	597,	658,	726,	766,	799,	71	66
Hampton ..	595,	643,	679,	700,	731,	935,	997,	1,059,	1,180,	1,255,	1,367,	63	41
Sandringham ..	937,	940,	937,	987,	1,078,	1,405,	1,574,	1,769,	1,890,	1,907,	1,985,	44	19

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, 1925, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Notes. (1) During the years 1919-20 and 1920-21 all wheat required by Country Flour Mills was supplied from the districts in which the mills are located, and this considerably reduced the number of bags forwarded from certain stations, such as St. Arnaud, Donald, Horsham, and Nhill, in which towns Flour Mills exist.

(2) 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, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	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	20,713	38,293	28,600	20,446	13,622	58,496
Avonmore	21,896	..	..	27,919	28,174
Elmore	72,862	44,309	48,054	96,150	144,127
Rochester	71,688	36,104	31,607	60,722	130,087
Strathallan	22,662	25,258	..	..	34,618	85,105
Echuca	11,964	..	..	..	41,964
Moama	21,247	21,247
Mathoura	72,138	59,925	72,138
Gulpha Siding	49,484	38,750	49,484
Hill Plains	26,110	26,110
Deniliquin	52,052	76,901	76,901
Shelbourne	41,881	51,872	35,610	20,415	48,955	113,952
Maryborough	24,069	..	..	24,069
Bealiba	22,235	28,295	23,118	..	28,099	57,150
Carapooee	22,651	29,069	26,095	..	25,224	40,078
St. Arnaud	48,370	53,414	26,271	28,952	56,742
Sutherland	18,313	93,628	101,310	80,463	52,640	122,013	122,013
Swanwater	32,776	71,943	81,810	57,674	40,652	108,494	108,494
Cope Cope	68,869	142,285	65,149	71,110	125,585	153,184
Donald	50,708	76,450	56,828	77,979	137,540	167,848
Litchfield	37,725	120,516	133,550	119,843	108,505	181,497	181,497
Massey	47,716	46,356	41,475	54,577	70,230	70,230
Watchem	96,097	118,106	79,310	82,608	151,138	165,982
Morton Plains	46,638	46,543	29,625	38,049	55,688	56,726
Birchip	51,520	23,229	59,426	86,448	86,448
Kimballa	18,041	51,618	31,352	57,382	66,348	75,361
Curyo	28,346	48,518	26,398	55,539	51,781	71,444
Watchupga	48,711	82,121	62,784	72,113	91,142	91,142
Woomelang	57,980	80,002	63,393	105,098	134,848	142,624
Lascelles	38,114	49,619	39,033	53,651	89,934	125,222
Gama	27,808	22,655	..	31,836	28,320	61,403
Turriff	11,280	26,373	..	25,838	21,934	81,723
Speed	63,231	51,870	15,758	58,708	27,375	102,568
Tempy	68,521	17,052	33,824	45,606	29,901	68,738
Gypsum Siding	20,080	..	..	..	..	20,080
Bronzewing	21,783	..	21,783
Nunga	55,577	30,749	..	27,851	..	78,207
Ouyen	49,379	18,478	21,154	37,106	32,411	126,811
Kiamal	66,111	24,520	..	34,189	21,313	66,111
Carwarp	45,763	20,840	26,114	35,918	20,893	45,763
Yatpool	24,074	..	..	21,358	..	31,358
Llanelly	20,639	20,894	..	..	36,869	36,869
Tiega	26,572	..	..	..	..	26,572
Galah	85,487	38,852	34,427	51,638	38,193	121,512
Walpeup	148,171	73,236	59,727	52,198	119,433	148,171
Torrira	65,934	30,195	24,124	42,116	29,925	65,934
Underbool	136,889	75,712	64,297	84,930	73,830	136,889
Linga	72,720	43,972	34,861	44,197	32,451	78,264
Boinka	60,436	31,769	25,497	33,600	26,820	60,436
Tutye	57,056	31,085	32,691	36,121	35,928	57,056
Cowangie	108,483	39,624	55,432	67,046	53,832	108,483
Danyo	18,843	27,481	20,591	34,823	36,711	69,143
Murrayville	103,882	52,301	17,917	72,252	62,475	158,807
Carina	66,062	38,887	36,091	40,970	43,038	111,282

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, 1925, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	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.
Paninya	18,988	36,044	32,705	44,367	64,401	99,846
Derby	27,241	..	..	24,330	33,521
Bridgewater	25,880	..	..	29,593	57,399
Korong Vale	30,158	..	20,706	..	33,575	66,230
Wychitella	54,077	49,634	29,023	35,962	69,255	76,530
Buckrahanyule	24,262	45,017	16,813	23,612	25,036	58,141	88,208
Barrakee	69,684	73,276	46,259	25,900	81,320	92,556
Charlton	53,254	231,681	71,062	32,123	221,306	237,678
Teddywaddy	55,569	47,371	29,201	21,634	47,876	60,422
Glenloth	66,604	62,849	36,676	33,490	68,735	83,527
Wycheproof	41,742	135,682	57,503	50,218	109,734	175,585
Dunnosa	62,903	73,765	52,695	55,119	76,188	85,035
Nullawil	57,099	62,658	53,171	55,512	92,812	92,842
Warne	28,048	..	26,716	35,564	35,564
Culgoa	59,213	83,825	47,622	59,259	103,747	152,048
Berriwillock	98,799	111,769	49,644	93,448	163,571	173,540
Boigbeat	23,453	32,295	24,854	33,979	58,512	59,379
Sea Lake	62,861	92,785	48,985	71,857	116,151	138,728
Ninda	25,037	24,650	..	30,271	38,060	47,399
Nyarrin	37,510	29,425	22,177	35,129	31,458	56,181
Nandaly	37,319	28,567	..	27,359	24,544	58,610
Pier Millan	32,991	23,962	..	22,214	24,027	32,994
Mittyack	32,937	..	..	55,488	20,615	35,438
Leitpar	23,394	..	23,394
Kulwin	33,303	24,803	33,303
Wedderburn	65,990	60,224	54,692	..	78,681	86,790
Borong	50,645	42,637	..	25,332	42,275	77,154
Mysia	21,909	25,413	..	..	30,296	46,744
Boort	76,002	73,202	47,631	51,401	125,960	125,960
Barraport	20,536	105,814	113,015	60,052	78,926	128,687	128,687
Gredgwin	35,574	41,582	..	..	45,869	45,869
Oakvale	20,007	39,993	24,978	..	55,190	55,190
Quambatook	123,354	125,553	72,126	99,816	119,171	157,217
Cannie	70,227	70,607	32,871	53,931	90,347	90,347
Lalbert	71,659	69,576	29,789	69,571	95,859	115,799
Meatian	76,643	78,286	54,114	65,137	92,014	117,136
Ultima	96,113	104,666	38,177	63,181	108,947	168,709
Gowan	38,403	37,319	..	56,851	57,808	57,808
Waitchie	56,377	55,545	24,698	42,692	74,734	126,827
Chillingollah	69,772	44,009	..	58,854	28,883	99,303
Chinkapook	84,973	58,160	23,737	71,436	53,858	87,172
Cocamba	50,623	26,623	..	27,170	21,801	62,396
Manangatang	81,846	39,097	..	64,131	44,589	81,846
Bolton	40,754	..	40,754
Raywood	39,328	45,089	35,523	22,211	53,740	77,555
Tandarra	39,709	66,586	37,953	26,836	56,304	78,426
Dingee	49,900	43,063	22,618	30,780	41,778	93,007
Prairie	52,271	60,619	31,610	37,715	39,400	94,229
Mitiamo	20,971	41,831	57,867	28,005	25,942	53,167	114,645
Mologa	22,721	45,163	24,562	..	36,429	59,542
Pyramid	37,613	22,025	..	31,052	61,768
Kerang	20,443	32,907	..	..	38,384	89,314
Mystic Park	21,267	..	..	..	56,074
Lake Boga	22,844	34,016	..	33,547	42,500	92,564
Swan Hill	21,971	63,026	..	45,118	48,884	158,641
Woorin	23,280	..	..	..	39,611
Pira	24,616	23,140	..	42,426	37,577	60,061
Nyah	37,950	25,506	..	45,250	40,178	65,001
Miralic	39,397	..	..	36,465	25,770	39,397
Piangil	37,784	54,154	..	40,800	26,632	61,562
Natya	28,390	21,002	..	36,572	24,740	36,572
Kooloonong	62,090	25,098	62,090
Hunter	25,219	37,354	22,763	23,867	56,974	56,974

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, 1925,
ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.	Year ended 30th June, 1924.	Year ended 30th June, 1925.	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.
Warragamba .. .. .	..	20,571	43,100	21,802	26,179	40,380	49,758
McColl .. .. .	..	..	30,721	..	..	25,117	40,043
Lockington .. .. .	..	20,958	..	..	..	25,246	53,435
Kotta .. .. .	..	36,254	43,822	26,940	39,423	61,370	61,370
Kyemery .. .. .	..	28,776	..	..	..	25,664	32,703
Bunaloo .. .. .	..	..	..	..	..	73,709	73,709
Wombota .. .. .	..	..	..	..	..	25,485	25,485
Glenorchy .. .. .	..	22,624	21,970	32,765	..	23,745	72,183
Lubeek .. .. .	..	81,026	64,101	32,313	71,114	55,391	110,831
Murtoa .. .. .	..	..	..	..	..	48,028	27,544
Jung	24,600	131,962	217,347	96,921	176,981	170,648	247,347
Dooen	25,985	128,761	125,429	83,234	135,330	121,538	136,437
Horsham .. .. .	..	..	..	29,548	..	29,855	96,272
Dahlen .. .. .	..	26,424	42,864	35,423	11,460	36,283	42,864
Pimpinio .. .. .	..	104,155	122,674	86,939	68,304	136,430	136,430
Wail	35,906	143,729	145,955	101,551	83,325	248,147	248,147
Dimboola	47,182	21,462	99,761	35,423	38,412	150,440	160,634
Gerang Gerung .. .. .	..	94,875	63,939	76,923	18,767	117,215	117,215
Kiata .. .. .	..	60,187	55,185	53,035	30,667	83,288	96,784
Salisbury .. .. .	..	28,007	..	16,896	..	57,370	57,370
Nhill .. .. .	..	..	..	39,838	..	47,211	92,311
Tarranginnie .. .. .	..	..	53,095	51,139	28,563	59,165	70,092
Diapur	21,851	..	25,927	28,333	..	25,202	74,611
Miram .. .. .	..	55,578	70,682	32,780	47,206	81,109	81,109
Kaniva .. .. .	..	56,636	77,081	35,557	45,826	95,604	105,611
Lillibro	12,949	49,092	60,379	82,311	65,080	81,096	82,311
Serviceton .. .. .	..	34,609	45,584	67,715	..	65,656	67,715
Lismore .. .. .	..	34,841	..	20,919	..	..	40,960
Westmere .. .. .	..	43,676	58,555	46,955	86,160	58,137	100,324
Miniera .. .. .	..	..	33,479	30,114	28,590	..	87,584
Tatyoan .. .. .	..	..	25,942	30,636	..	20,180	58,378
Skipton .. .. .	..	..	..	26,836	..	..	49,696
Calvert Siding .. .. .	..	22,008	..	..	..	..	51,008
Willaura	22,501	40,963	76,812	55,702	64,115	15,188	95,245
Stavelly .. .. .	..	28,813	24,483	26,849	..	..	57,173
Jackson .. .. .	..	40,062	18,194	43,685	37,070	44,640	48,194
Rupanyup .. .. .	..	..	73,330	..	46,629	51,986	96,998
Burrum .. .. .	..	70,647	84,912	81,196	71,942	116,031	116,031
Banyena	21,053	102,459	120,327	79,147	11,951	134,334	134,334
Marnoo	27,532	122,705	128,547	75,125	101,331	148,731	202,512
Coromby	29,545	77,855	89,784	38,758	70,593	114,877	114,877
Minyip	59,522	308,424	176,769	206,399	180,291	331,140	321,140
Nullau .. .. .	..	64,681	84,611	83,015	46,563	100,864	100,864
Sheep Hills .. .. .	..	176,624	199,697	94,590	115,284	208,908	245,792
Mellis .. .. .	..	47,580	48,268	39,676	23,718	51,441	51,441
Warracknabeal .. .. .	..	..	88,938	54,702	97,045	164,887	188,401
Eah	31,829	84,771	142,536	111,689	101,980	143,671	143,671
Brim .. .. .	..	119,298	162,401	52,473	144,763	229,921	229,921
Galaquil	24,805	61,937	76,982	74,852	49,669	122,726	122,726
Beulah	37,413	110,369	182,214	101,162	174,255	193,213	212,022
Rosebery .. .. .	..	45,937	62,659	58,025	66,100	88,435	106,011
Gayura .. .. .	..	..	23,606	27,867	31,003	34,579	38,322
Hopetoun .. .. .	..	99,022	116,926	99,909	143,328	159,779	214,647
Remlaw .. .. .	..	34,850	31,320	25,901	..	34,813	45,221
Vectis .. .. .	..	43,038	54,202	36,791	41,446	45,856	65,729
Noradjuba .. .. .	..	..	..	21,028	..	..	23,806
Natimuk .. .. .	..	..	128,704	54,604	54,508	81,749	128,704
Arapiles .. .. .	..	..	24,903	..	..	24,786	24,903
Mitre .. .. .	..	..	24,047	..	..	..	29,471
Goroke .. .. .	..	21,461	34,228	40,134	..	27,317	38,003
Arkona .. .. .	..	42,541	56,180	39,781	23,533	64,313	64,313
Antwerp	38,704	106,210	105,509	76,501	46,268	131,136	131,136

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, 1925, ALSO THE RECORD QUANTITY LOADED IN ANY ONE YEAR.

Stations.	Year ended	Year ended	Year ended	Year ended	Year ended	Year ended	Record
	30th June, 1920.	30th June, 1921.	30th June, 1922.	30th June, 1923.	30th June, 1924.	30th June, 1925.	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.
Tarranyurk	75,495	104,411	81,508	96,458	130,596	130,596
Jeparit	51,767	59,085	68,302	71,238	61,023	79,579	114,859
Ellam	60,805	72,619	66,381	44,943	93,125	93,125
Pullut	50,397	50,089	26,127	66,630	110,489	110,489
Rainbow	64,895	13,076	110,260	69,636	188,258
Albacutya	33,659	37,540	37,408	45,479	45,878	45,878
Yaapeet	22,906	63,017	57,911	54,411	72,272	99,449	116,830
Detpa	71,712	64,834	36,233	88,777	81,431	92,655
Lorquon	78,378	104,994	81,621	60,760	106,030	106,727
Netherby	68,451	62,548	49,556	64,011	86,489	86,489
Yanac	93,637	87,527	53,345	62,228	136,659	136,659
Wangeratta	32,734	..	..	25,674	32,734
Bowser	33,049	..	22,160	27,595	33,049
Springhurst	27,373	20,025	23,659	27,955	12,450	44,588
Moeroopna	20,796	22,672
Shepparton	27,779	..	..	22,070	55,382
Congupua	37,170	32,480	22,167	35,812	36,030	51,359
Tallygaroopna	64,408	95,360	33,659	34,639	105,322	105,322
Wunghnu	60,956	25,504	50,002	66,295	66,295
Nunurkah	51,988	20,928	41,905	63,964	63,964
Katunga	35,330	48,097	78,831	30,969	56,257	100,921	100,921
Strathmerton	44,883	43,873	..	21,124	75,201	75,204
Yarroweyah	28,039	28,109	..	21,582	39,185	39,485
Cobram	37,005	..	..	66,305	66,305
Colbinabbin	69,900	67,563	47,596	67,011	83,990	119,851
Girgarre	27,590	..	..	30,180	30,309
Merrigum	30,389	31,347	..	25,661	33,310	78,609
Kyabram	21,846	59,346	22,209	24,883	49,003	93,653
Koyuga	23,484	..	..	..	..	69,198
Pine Lodge	64,146	47,256	36,729	35,040	54,730	64,929
Cosgrove	64,366	40,700	42,429	41,422	66,763	87,552
Dookie	32,460	24,691	..	24,194	37,308	54,067
Yabba South	20,382	..	..	..	25,806	25,806
Yabba North	47,624	38,414	27,972	33,839	50,538	65,685
Youanmitte	40,816	11,890	24,868	34,162	61,898	61,898
Katamatite	98,371	92,655	35,025	68,321	117,710	137,960
Waaia	44,038	86,773	31,572	74,251	104,711	104,714
Nathalia	61,440	..	44,809	176,082	176,082
Picola	77,688	87,780	35,102	83,014	111,826	121,601
Mvwee	20,495	..	20,495
Gourambat	21,688	43,006	32,444	27,434	44,974	65,048
Devenish	54,603	18,556	40,768	42,976	72,103	85,002
St. James	58,737	63,884	13,152	47,562	70,055	101,327
Tungamah	66,066	12,711	43,204	39,590	81,229	81,229
Telford	88,077	58,978	43,063	68,410	85,487	103,129
Yarrawonga	21,038	221,180	167,808	59,169	178,878	359,643	359,643
Rutherglen	28,312	..	30,203	53,736	53,736
Wahgunyah	41,731	..	..	43,964	104,213
Country Wheat Depôts	2,676,373	1,492,243	..	..	..	..	..
Other Stations	1,371,360	959,933	722,339	1,212,145	931,976	1,067,983	..
TOTALS	4,854,737	12,613,780	12,720,251	8,447,655	10,316,955	16,055,186	..

APPENDIX No. 33.

RETURN OF TRAFFIC AT
EACH STATION.

APPENDIX No 33.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
MELBOURNE—Spencer - street, Country	1,886,588	731,327 8 8	168,806 19 5	3,467 9 11	732,248	973,750	1,193,092 10 0	1,201	223	193	268	651	412	104	2,403	6,064 16 0	2,176.451 0 0
MELBOURNE—Spencer - street, Suburban	2,618,585	72,782 6 0															
MELBOURNE—Tourist Bureau, Country	367,299	296,652 17 11															296,652 17 11
MELBOURNE—Tourist Bureau, Suburban	1,412	297 2 5															297 2 5
MELBOURNE—Hinders - street, Country	487,031	162,438 3 2	77,896 8 11	116 12 7													598,316 12 4
MELBOURNE—Hinders - street, Suburban	12,819,740	230,581 5 8															
MELBOURNE—Prince's - bridge, Country	173,109	22,584 14 5															61,132 7 0
MELBOURNE—Prince's - bridge, Suburban	2,293,605	32,747 12 7															
Total Country	3,416,018	1,213,033 6 2	248,704 8 4	3,578 2 6	732,248	973,750	1,193,092 10 0	1,201	223	193	268	651	412	104	2,403	6,064 16 0	3,034,780 9 8
Total Suburban	17,736,948	371,403 6 8															
MELBOURNE—RIVERVA LEVE.																	
North Melbourne	1,315,195	16,261 7 6	1,297 17 10	6 1 5	36,202	144,516	9,172 10 9										17,568 14 5
Arden-street																	9,172 10 9
Middle Footscray	174,356	6,354 19 1	37 2 4	0 3 10													6,392 5 3
West Footscray	705,261	9,643 4 7	1,068 19 16	56 16 7	32,350	64,961	16,938 15 2										27,109 16 2
Tofttenham	95,033	1,215 10 10	2 18 0														1,218 8 10
Sunshine	548,350	13,614 2 10	2,580 3 5	15 17 7	25,218	53,397	43,327 14 10										61,779 15 8
Albion	130,478	2,948 17 2	13 9 3	0 7 3	41,958	210,310	46,864										42,138 1 9
Darling's Siding					63,701												63,701 0 0
St. Albans	117,950	2,649 5 2	66 11 3	8 2 3	63,701	1,054	11,848 14 3										14,576 6 1
Spideham	6,564	376 18 0	120 6 0	5 9 10	4,720	2,564	1,115 0 10										4,719 15 8
Digger's Rest	11,836	615 19 1	95 1 10	3 16 4	7,227	1,171	1,921 12 11										2,485 6 7
Sunbury	43,417	3,617 3 7	382 0 9	39 17 4	6,921	7,923	1,834 17 9	15	120	218	29	21	70	135	14	1,017 6 7	6,891 0 0
McKay's Siding					1,167	31	188 12 8										188 12 8
Lancelot Junction	8,534	876 16 3	107 2 11	14 15 4	1,083	685	117 16 10	3	38	119	2	5	16	202		571 2 1	1,087 18 5
Riddell	5,925	930 5 1	91 15 11	4 17 6	4,531	745	1,278 10 3	3	18	33	1	17	26	38		150 3 1	2,441 11 4
Oleborne	13,432	1,865 13 4	186 6 10	3 8 8	2,892	1,715	1,546 0 7	8	52	50	3	12	54	109		307 4 6	3,908 13 11
Macedon	21,478	3,442 13 11	783 4 5	4 15 4	1,304	1,304	497 0 0	4	5			15	12	25		25 12 10	4,759 7 6
Woodend	34,509	3,116 6 0	445 16 8	37 19 5	5,194	3,994	2,805 19 2	8	39	72	3	10	27	34		326 0 7	8,851 14 10
Carlruhe	2,888	227 17 7	19 9 6	1 0 1	351	87	163 4 11	5	8	49		2	34	1		177 5 3	618 17 3
Kyneton	50,251	10,512 18 5	1,281 11 2	393 4 5	11,662	11,843	5,946 18 9	29	138	524	47	20	132	920	25	2,515 4 5	20,640 17 2
Redesdale Junction	944	123 18 8	35 7 5	0 2 1	27	23	59 12 3										210 0 5
Mainsbury	8,452	1,849 1 10	271 9 17	5 5 5	1,350	537	761 15 8		16	46	1	4	21	72		218 1 7	2,896 14 5

Taradale	5,849	611 1 10	132 9 11	0 15 0	1,533	361	344 5 7	...	...	...	...	...	...	...	...	...	...	1,088 1 1
Elphinstone	3,425	819 13 2	122 13 1	0 19 3	3,008	560	2,324 10 7	4	15	29	1	2	10	10	...	...	184 8 10	3,452 14 10
Chewton	5,497	704 11 7	109 9 11	1 18 9	137	279	153 0 8	...	...	...	...	...	...	...	...	...	...	1,025 19 11
Cashmere	78,790	16,973 1 0	1,337 4 0	26 16 7	8,235	38,694	10,141 6 0	10	5	22	4	14	13	155	53	...	130 19 1	28,059 8 3	
Barker's Creek	...	...	...	...	74	41	16 2 4	...	...	...	...	...	...	...	...	...	...	16 2 4
Harcourt	19,639	1,416 1 2	354 14 7	0 2 3	12,564	3,372	9,600 12 1	...	...	...	...	...	...	...	...	...	...	11,365 17 2
Ravenswood	2,079	299 17 4	56 1 10	0 9 7	2,200	474	602 7 11	...	...	...	...	...	...	...	...	...	...	37 9 1
Kangaroo Flat	3,628	730 11 5	135 14 17	20 6 7	21,619	950	5,872 2 0	2	1	...	...	...	...	...	...	...	...	9,783 11 11
Golden Square	13,199	2,682 2 4	554 11 4	3 17 2	2,544	8,083	1,815 18 1	...	...	...	...	...	...	...	...	...	...	5,056 3 11
Bendigo	214,535	67,513 15 5	7,560 5 6	1,521 16 0	61,639	87,639	62,397 13 7	144	357	2,686	112	179	1,370	1,519	175	...	12,009 8 7	151,083 4 1	
White Hills siding	12,137	1,743	2,378 5 11	2,378 5 11
Epsom	1,203	132 4 11	34 13 1	0 12 1	6,666	5,768	4,476 7 8	4,003 17 9
Huntly	845	132 5 0	23 6 5	78 9 4	1,536	341	810 4 5	14	...	...	...	...	...	...	...	...	...	1,053 19 2
Banghol	617	92 5 11	22 1 8	0 4 0	1,649	138	528 5 2	642 18 9
Wellford	334	46 13 1	1 15 3	0 3 1	398	24	90 7 2	138 18 7
Geelong	5,130	844 7 5	72 17 2	6 7 3	6,081	1,295	2,006 4 0	11	65	135	3	8	7	66	3	...	400 7 3	4,230 7 8	
Avonmore	1,535	308 19 11	21 9 4	25 19 7	4,564	1,304	2,182 14 3	2	2,346 1 4
Blunier	18,946	4,201 11 2	275 18 3	87 18 5	13,497	4,989	7,054 7 6	43	146	249	16	42	53	256	...	...	1,075 0 10	12,694 16 2
Rochester	20,728	6,278 12 7	505 11 4	155 14 1	8,023	16,105	6,612 6 0	20	178	433	58	14	41	224	2	...	2,436 6 3	15,980 10 3	
Strathallan	871	256 2 7	28 3 5	0 2 9	3,212	651	1,046 10 1	1	2,588 7 10
Retna	41,790	17,334 12 5	1,043 4 19	332 15 8	24,410	36,915	17,203 13 2	82	424	807	40	70	175	383	9	...	6,815 16 10	42,739 2 11	
Retna Wharf	10,610	2,937	19,145 12 3	19,145 12 3

DEMLIQUIN LINE.

Mosma	1,008	206 16 8	708 4 4	11 15 2	2,926	1,127	3,293 11 0	2	...	1	...	...	...	...	...	...	...	3 13 10	3,534 1 1
Bedrauid Junction	47	14 8	339	17,431	289 9 1	2	4 5 6	298 9 3
Moirs	1,163	124 10 4	10 16 1	9 3 5	5,006	461	3,471 19 6	7	137	518	7	12	73	...	...	...	4,290 0 0	7,906 9 1	10,387 0 1
Mathoura	3,240	1,006 17 3	139 0 6	14 10 8	10,547	3,852	4,893 2 9	14	208	432	3	34	54	102	2	...	4,433 14 11	10,387 0 1	10,387 0 1	
Gulpha	680	78 12 0	3 0 8	...	6,057	838	2,034 1 7	9	61	154	2	12	8	48	...	...	1,107 0 3	4,122 14 6	1,001 0 5
Hill Plains	2,119	793	1,001 5 4	1,001 0 5	1,001 0 5
Deerliquin	7,595	6,263 1 6	902 3 6	95 5 7	10,480	3,490	15,509 3 0	36	1,060	2,158	16	43	84	418	2	...	22,179 15 7	45,439 9 2	45,439 9 2	

LANCASHIRE LINE.

Gollinda	362	119 2 11	12 0 10	...	320	236	220 15 5	4	26	34	8	5	9	29	3	...	...	367 1 4	789 1 4
Monegeetta	1,370	143 12 7	39 17 8	0 2 0	631	142	220 3 10	...	...	...	...	...	...	...	...	...	...	...	403 16 1
North Monegeetta	476	40 11 4	7 14 1	...	4	3	6 18 2	...	...	...	...	...	...	...	...	...	...	...	55 3 1
Romsey	7,448	1,599 4 11	193 16 5	6 12 2	8,073	2,291	3,545 15 0	4	55	233	2	4	29	181	...	...	511 19 11	5,663 8 5	7,569 9 5
Lancashire	7,298	1,640 9 6	148 16 6	2 18 4	12,152	2,908	4,687 7 11	7	55	243	11	15	30	138	...	...	900 19 6	7,569 9 5	7,569 9 5

BAYLESFORD LINE.

Tylden	624	157 9 1	18 4 7	0 5 3	410	105	205 2 6	4	3	60	...	...	...	...	...	...	...	278 12 10	654 14 3	
Fern Hill	2,780	465 9 0	41 19 9	0 9 8	6,907	512	3,259 10 1	...	...	...	...	...	...	...	...	...	...	...	5 8 2	3,772 16 3
Trentham	11,249	1,937 17 2	177 11 0	8 17 8	8,411	2,568	4,873 9 9	4	7	16	1	5	17	8	...	...	...	112 11 2	6,916 6 9	
Lyonville	3,551	285 2 2	22 7 4	0 13 9	1,994	159	1,103 17 3	...	...	...	...	...	...	...	...	...	...	...	1,412 0 8	1,412 0 8
Bollarto	2,687	255 10 10	12 9 4	0 2 9	1,640	217	894 0 8	...	...	...	...	...	...	...	...	...	...	...	1,142 3 7	1,142 3 7
Musk	1,865	129 14 9	15 15 4	0 4 10	1,477	353	756 17 2	...	...	...	...	...	...	...	...	...	...	...	862 12 1	862 12 1
Daylesford	23,072	6,322 6 5	576 2 3	41 16 1	6,231	6,262	4,348 5 10	15	27	39	20	20	50	84	13	...	...	221 3 4	17,500 13 11	
Woodburn	129	11 10 7	...	...	...	...	0 6 9	...	...	...	...	...	...	...	...	...	...	...	11 17 4	11 17 4
Sailor's Falls	440	35 19 3	9 19 1	...	141	32	111 2 3	...	...	...	...	...	...	...	...	...	...	...	157 9 7	157 9 7
Leonard	833	74 18 10	45 7 11	0 0 8	3,448	179	933 11 5	...	...	...	...	...	...	...	...	...	...	...	1 15 3	1,655 15 1
Wombat	731	72 0 1	5 2 0	0 16 4	2,463	33	479 11 4	...	...	...	...	...	...	...	...	...	...	...	6 6 3	563 16 0
Rocklye	3,123	133 1 7	25 15 9	0 10 0	1,604	154	151 10 2	...	...	...	...	...	...	...	...	...	...	...	610 18 2	610 18 2
Newlyn	4,378	204 1 1	27 4 11	0 15 10	14,283	1,246	8,698 8 11	7	60	50	13	6	15	9	2	...	...	248 6 9	9,268 17 6	
Knustor	9,619	333 6 1	27 0 4	0 1 4	10,454	1,231	6,235 7 3	4	2	...	...	...	...	...	...	...	...	...	6 14 3	6,602 9 3
Alfordale	6,375	454 8 9	49 14 7	7 0 11	1,075	1,900	787 14 0	12	39	195	52	4	11	23	2	...	...	689 3 5	1,987 7 11	
Broomfield	2,580	121 16 9	9 10 1	0 9 4	1	38	8 14 10	...	...	...	...	...	...	...	...	...	...	...	119 14 0	119 14 0

REDSDALE LINE.

Edgcombe	46	2 0 8	2 1 3	...	5,633	5	1,453 16 7	...	...	...	...	...	...	...	...	...	...	...	...	1,457 18 6
Green Hill	80	6 17 3	3 6 7	...	162	24	64 13 5	...	...	...	...	...	...	...	...	...	...	...	...	74 17 8
East Metcalfe	263	23 12 3	5 14 8	0 2 1	51	45	49 7 7	...	...	...	...	...	...	...	...	...	...	...	...	224 0 1
Emberton	128	13 0 5	0 13 9	...	85	5	35 0 0	...	...	...	...	...	...	...	...	...	...	...	...	48 14 8
Barfold	386	42 13 6	15 11 8	0 1 1	6,412	179	1,881 19 4	...	...	...	...	...	...	...	...	...	...	...	...	257 1 9
Redsdale	946	206 5 2	215 13 8	1 1 6	4,029	451	1,714 0 7	...	...	...	...	...	...	...	...	...	...	...	...	2,377 5 3

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS. Outwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Outwards. Revenue.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.				Toons.	Inwards. Tons.	Outwards. Revenue.	Outwards.				Inwards.					Outwards. Revenue.
	Number of Passenger Journeys.	Revenue. £ s. d.	Tons.	Tons.				Revenue. £ s. d.	Number of Trucks.				Number of Trucks.			
					Horses.	Cattle.	Sheep.		Pigs.	Horses.	Cattle.	Sheep.	Pigs.	Revenue. £ s. d.	£ s. d.	
SHREDSBURY LINE.																
Muckleford	869	34 14 0	10 15 0	0 2 0	2,274	179	620 12 8	..	..	..	..	..	..	..	..	966 3 8
Maldon	27,295	2,732 7 0	304 18 7	12 6 8	5,067	1,682	1,827 10 1	3	4	50	2	4	2	6	3	210 12 10
Pollard	3	0 4 4	..	..	19	..	45 19 5	..	..	..	..	..	..	..	..	46 5 0
Shedbourne	305	100 11 0	25 3 4	0 3 5	6,460	1,050	3,421 7 3	..	1	22	..	..	1	3	..	118 18 0
CASTLEMARINE-MARYBOROUGH LINE.																
Catapah	1,804	161 19 7	30 13 3	1 18 0	3,710	545	3,446 15 8	..	..	..	..	..	..	..	..	2,791 6 6
Guildford	7,979	507 4 8	86 19 6	0 11 8	4,601	448	2,622 18 2	1	1	..	..	..	13	..	..	3,221 6 7
Strangway	876	134 12 2	35 5 8	0 1 5	509	10	215 5 4	..	..	..	..	..	..	..	..	376 4 7
Newstead	9,810	1,487 17 6	224 1 10	118 3 3	6,209	1,913	3,938 19 5	12	58	106	117	17	40	49	17	819 19 10
Joyce's Creek	850	117 9 9	22 10 9	..	1,416	224	765 15 0	..	..	..	..	..	10	..	..	902 15 6
Moort	1,058	247 16 4	20 16 11	0 12 4	4,179	302	2,104 7 1	1	..	43	..	4	5	10	..	2,905 6 7
State Rivers and Water Supply Shed .. .. .	..	..	..	..	12,821	45	5,319 18 4	..	..	..	..	..	..	..	..	7,119 18 4
Christbrook	4,418	1,022 15 8	90 12 0	8 14 4	12,538	954	6,627 15 6	6	13	101	50	1	7	5	21	8,550 15 2
Maryborough	19,223	15,548 12 8	1,562 11 6	30 11 2	15,564	17,321	12,548 18 2	14	35	23	1	17	5	20	12	29,308 8 8
MARYBOROUGH-MILDURA LINE.																
Siltson	349	19 0 4	0 13 7	..	..	..	..	..	..	..	..	..	..	..	..	10 15 41
Havelock	872	33 0 11	11 16 10	..	987	50	581 7 7	..	..	..	..	..	..	..	..	626 5 4
Bel Bel	2,040	275 4 7	27 1 11	0 7 5	17,069	511	9,209 2 7	1	..	..	..	..	..	..	..	9,517 12 7
Dunolly	8,313	2,011 1 0	215 8 7	5 10 2	38,316	1,612	19,625 17 4	11	12	55	8	6	16	119	..	13,301 4 5
Goldborough	1,127	193 14 9	20 11 10	0 1 5	8,226	351	3,441 6 9	..	..	..	..	..	..	..	..	3,655 14 9
Bealiba	3,645	1,487 19 9	98 1 11	12 3 10	27,531	2,074	14,612 10 2	7	6	32	5	3	8	17	1	13,491 3 5
Mallee and Skirre Pinn	1,546	356 7 9	5 6 8	6 13 7	2,429	13	1,259 8 11	..	..	..	..	..	..	..	..	1,259 8 11
Carapoose	1,030	243 3 11	36 6 4	27 2 2	9,139	543	5,298 1 6	6	..	1	..	6	..	4	..	18 16 10
St. Arnaud	17,983	9,597 18 10	704 10 7	120 10 10	7,151	490	3,996 1 6	4	..	..	..	6	..	..	..	24 0 10
Sutherland	642	758 8 8	18 5 4	0 4 10	17,512	16,233	13,160 0 11	23	63	216	8	28	12	141	..	1,512 11 5
Swanwater	146	33 4 7	1 13 5	..	10,267	1,026	5,718 1 8	..	..	..	..	..	..	..	..	189 8 2
Cope Cope	1,900	668 4 7	38 13 3	1 0 5	9,178	871	5,314 7 2	3	..	..	..	6	..	..	..	6,375 3 8
Donald	13,929	7,046 12 7	619 12 1	39 7 10	31,022	2,064	6,443 7 6	3	..	68	..	6	..	17	..	22 0 8
Lake Buloke	8	2 15 1	..	..	22,392	24,391	15,730 9 0	43	87	171	1	25	8	22	1	406 15 10
Gitchfield	2,291	352 3 7	23 17 7	0 5 6	569	34	350 19 7	..	..	..	..	..	..	..	..	7,578 1 7
Massey	531	118 12 6	1 15 8	0 1 9	16,345	2,966	9,521 6 9	..	..	61	..	4	5	3	..	25,300 1 8
Watchem	3,572	1,372 10 17	117 10 5	44 12 7	5,566	454	3,569 0 8	..	..	..	..	..	..	..	..	353 14 8
Morton Plains	188	77 18 4	1 17 3	..	13,321	2,685	8,953 18 10	33	49	109	..	16	5	22	..	10,389 17 2
Brehip	8,975	4,549 0 11	426 2 11	118 13 4	4,823	278	3,927 11 4	1	..	21	..	1	..	19	..	3,692 10 7
Barryrie	69	33 11 9	1 1 9	..	8,850	7,354	7,101 19 1	26	28	261	13	10	6	215	..	12,027 5 6
Kinnabulla	528	131 7 7	9 10 8	2 18 6	632	104	481 2 1	1	..	5	..	..	..	..	..	3,340 8 2
Curyo	1,665	354 10 11	20 19 11	3 7 6	7,305	921	5,191 0 7	4	..	40	..	..	..	..	..	3,940 8 2
Watchdog	943	301 15 4	36 7 10	30 15 4	5,117	563	3,222 10 5	5	3	81	..	4	..	..	..	12,027 5 6
Woomelang	4,687	1,505 2 3	189 1 6	33 8 6	8,439	1,274	5,728 12 10	4	..	42	..	5	..	28	..	4,147 16 2
Essecles	3,110	1,442 13 8	66 3 6	27 17 11	11,774	1,688	8,187 13 4	16	7	34	..	4	..	..	..	5,994 16 4
Gana	221	78 13 9	..	..	8,726	443	2,243 11 6	8	3	63	..	..	..	..	..	4,147 16 2
Torpey's Siding .. .. .	..	..	..	..	1,642	173	1,185 3 6	..	..	..	..	..	..	..	..	7,986 19 10

APPENDIX NO. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				£ s. d.				£ s. d.	
DUNDEE-INGLEWOOD LINE.																	
Painawick	14	4 19 5	..	..	234	..	71 6 10	..	..	..	..	..	..	..	..	76 6 3
Laurie	2	0 2 2	..	..	312	..	361 13 10	..	..	..	..	..	..	..	..	362 5 4
Thornhill	836	233 11 6	66 17 6	3 1 3	2,981	784	1,465 5 3	..	..	..	..	..	..	..	..	1,768 15 6
Blanchy	268	37 8 0	16 15 11	0 2 1	5,316	383	2,457 14 4	..	..	..	..	..	..	..	..	2,512 0 4
Arnold	446	48 18 2	16 10 6	4 16 6	5,387	326	2,966 14 8	2	1	57	..	1	..	37	..	3,271 1 1	
Huffabout	75	2 11 7	1 1 4	0 4 2	393	27	250 10 7	..	..	..	..	..	..	..	..	261 16 8
MURRAYVILLE LINE.																	
Tiega	243	31 5 1	2 12 2	..	987	218	756 0 7	..	..	..	..	..	..	..	..	792 5 10
Galun	672	141 16 4	20 2 2	0 2 10	4,291	1,058	3,205 13 3	2	..	..	..	..	..	..	..	3,370 12 7
Walpoor	2,123	869 10 6	111 13 1	2 18 9	11,412	2,221	8,926 11 1	14	7	15	..	13	7	18	..	10,155 2 8	
Torrita	498	176 9 10	22 15 4	0 8 10	2,547	662	2,189 13 7	..	..	..	..	2	..	4	..	2,392 14 7
Underwood	2,669	1,404 13 2	147 14 5	3 13 2	12,366	2,042	10,203 7 3	5	4	24	..	6	3	64	..	11,984 10 2	
Linga	975	327 19 10	26 1 5	0 2 10	5,358	1,258	4,371 9 6	1	2	..	..	2	..	1	..	4,731 8 7
Botrika	1,278	300 13 9	47 16 3	2 12 8	2,704	821	2,220 18 11	1	..	..	..	1	..	5	..	2,654 15 11
Tutye	1,426	321 1 10	57 19 9	3 2 4	3,355	780	2,654 0 3	3	4	8	..	1	..	11	..	3,115 17 7	
Oswangie	1,942	849 8 10	123 0 8	14 14 11	5,210	1,736	4,292 10 7	5	6	8	..	7	3	10	..	5,460 17 6	
Dunyo	219	67 3 7	26 12 5	..	5,491	716	4,175 10 5	..	..	..	..	..	..	4	..	4,269 12 5
Murrayville	3,340	1,741 4 8	154 14 9	38 9 9	7,437	3,314	6,025 0 7	6	4	12	..	10	6	61	..	8,730 11 4	
MURRAYVILLE-PINNAROO LINE.																	
Carina	137	19 11 11	16 3 1	0 0 8	5,196	720	3,738 1 0	1	..	..	..	..	..	..	..	3,777 11 2
Paultya	196	34 6 8	13 12 8	0 0 8	7,947	935	5,186 4 2	2	..	1	..	..	1	4	..	5,240 4 2
REDCLIFFS-WERRIMULL LINE.																	
Thurla	52	10 4 9	1 0 11	..	208	52	78 10 4	..	..	..	..	..	..	..	..	89 16 0
Benbrook	120	14 0 0	5 10 11	..	2,966	452	472 0 6	..	..	..	..	1	..	..	..	492 6 3
Pirra	74	9 15 5	4 7 0	..	1,227	536	221 12 9	..	..	..	..	4	..	..	..	235 15 2
Merrloee	303	72 6 10	19 9 1	0 1 5	1,434	1,238	370 18 2	..	..	..	..	8	1	..	..	462 15 6
Kerawinna	176	34 3 2	19 12 0	0 3 11	81	817	45 16 9	..	..	..	..	5	..	..	..	90 15 10
Werrimull	320	178 16 4	38 15 1	0 14 9	3,235	6,753	974 12 8	3	..	..	..	18	1	..	..	1,243 7 3
HENDIGO-SEA LAKE LINE.																	
California Gully	1,307	63 4 4	..	..	6,844	4,632	1,604 8 11	..	..	..	..	..	..	..	..	1,372 13 2
Engelhawk	6,915	1,180 15 2	200 10 7	14 19 6	11,989	2,915	3,651 3 5	..	2	..	..	1	1	..	..	5,019 15 8
Marsons	2,366	273 14 7	58 15 4	9 5 7	1,964	2,373	1,088 6 8	..	..	..	..	..	1	3	..	1,430 2 2
Lehardtt	694	98 11 10	7 1 10	0 4 9	2,547	853	1,128 17 5	2	..	9	..	1	..	12	..	1,297 17 3	
Derby	863	131 18 6	12 19 10	0 6 7	6,581	2,716	2,828 15 11	..	1	51	..	1	..	9	..	79 16 10	
Bridgewater	5,368	1,181 18 8	76 11 8	83 10 5	20,125	16,228	11,675 19 2	22	133	200	7	11	12	49	..	1,159 17 10	
Inglewood	8,612	2,589 14 4	254 15 9	35 16 4	8,170	2,376	2,345 18 10	1	..	30	1	3	1	32	..	123 3 5	
Kurling	528	92 3 4	8 12 5	0 6 3	4,350	272	2,093 19 1	..	..	34	1	..	2	9	..	2,233 4 8
Glenalbyn	173	122 6 2	15 18 8	0 6 10	3,019	259	1,126 19 6	..	1	5	..	3	..	3	..	26 11 9	
Wedderburn Junction	2,334	917 7 10	58 19 1	3 3 10	3,086	115	1,041 7 2	1	2	3	..	4	0	8	..	2,028 19 2	

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Korong Vale	6,226	2,073 17 7	128 9 7	62 14 11	5,432	1,981	3,394 14 9	10	34	44	9	12	14	1	294 9 2	5,951 6 6
*Andrew's Sliding					2,294	3	552 14 8									552 14 8
Wyeche-billa	811	848 18 10	16 8 1	7 9 9	5,942	906	3,645 12 2	2	3	33		1	6		842 16 7	4,281 5 5
Lucho-banyule	1,045	330 6 4	28 5 5	0 11 0	5,810	916	8,697 17 1	3	1	46		2	9		296 14 6	4,351 14 4
Barracke	438	122 11 7	12 10 7		6,998	654	4,272 12 6	2	9	38		2	4		216 17 3	4,624 11 11
Charlie	7,186	3,244 12 11	571 8 0	22 10 7	24,094	10,251	16,314 4 3	14	40	168		14	6		1,139 10 9	21,289 6 6
Teddy-waddy	411	98 6 10	7 14 0	7 1 6	4,181	2,111	2,659 2 3			11					96 10 1	2,869 6 8
Glenloch	1,182	378 8 6	34 1 3	15 8 3	6,939	2,667	4,388 15 10	6	12	57		2	2		514 17 9	5,426 11 1
Fairview	21	6 4 8			465	23	231 13 3									237 17 1
Wyecheproof	6,784	2,681 9 3	293 4 0	13 12 11	17,795	7,744	12,312 5 4	20	32	266		18	12		2,069 11 8	17,870 4 8
Dumosa	819	162 18 6	14 3 7	0 2 1	7,473	2,651	4,827 4 8	9	1	109		2	1		965 8 4	5,069 17 1
Nulawil	1,487	592 2 6	41 5 2	10 16 4	8,318	2,904	5,642 0 2	5	17	110		2	3		1,021 6 6	7,417 16 7
Warne	92	89 12 3	2 4 2		4,499	594	3,000 6 10	1		16					162 3 3	3,254 6 1
Culpa	2,271	974 9 6	55 10 6	3 9 0	10,150	4,252	7,168 1 5	7	16	124		2	5		1,194 2 10	9,319 13 8
Berrwillow	1,939	957 11 4	71 12 11	14 3 1	16,895	4,876	11,265 15 1	4		68		9	10		691 19 6	12,914 1 1
Boigbeat	231	98 13 11	7 14 9	0 8 10	5,197	438	3,619 16 4			3					23 3 6	3,740 19 4
Sea Lake	3,947	2,927 18 4	352 19 10	21 0 1	11,230	4,268	8,435 2 5	13	4	112		1	12		939 19 1	12,966 19 6
NANDALY LINE.																
Nnda	75	29 3 4	0 16 4		8,601	510	2,498 9 3									2,465 10 11
Nyarra	409	34 8 8	8 13 4	0 15 6	3,153	828	2,293 17 8	1		3		4	1		81 14 7	2,379 9 9
Nandaly	919	272 2 11	45 1 5	4 0 11	4,952	1,228	3,096 16 7	1	4	9		1	6		164 1 2	3,579 2 0
NANDALY-KULWIN LINE.																
Mar Milan	255	116 10 4	7 19 5	0 8 7	2,805	684	2,073 14 4						1		4 7 9	2,292 0 0
Mitryack	235	163 17 4	15 7 0		3,220	818	2,432 14 7									2,601 18 1
Leitbar	81	70 14 5	1 15 9		1,041	478	830 8 1									902 13 3
Kulwin	237	290 14 4	35 0 6	9 9 0	2,236	1,098	1,705 19 11	2		1		1	2		13 13 4	2,016 2 1
WODDERBURN LINE.																
Wodderburn	1,034	611 16 9	130 12 2	5 13 11	17,964	2,959	10,981 6 7	7	3	106		5	9		116 0 10	11,118 6 1
KORONG VALE-CHILLINGOLLAH LINE.																
Borung	895	233 6 7	27 19 1	9 1 11	4,769	2,468	2,963 18 8	1	1	60					299 8 3	3,324 14 8
Myasa	858	297 6 2	36 2 9	0 14 10	3,972	851	2,195 10 0	3	11	72		1	2		107 12 1	2,997 5 14
Boort	6,364	2,911 15 6	364 15 8	61 1 8	12,470	6,807	8,499 6 1	42	45	298		11	44		2,254 7 7	14,094 0 1
Bureaport	1,144	226 10 9	17 13 7	0 4 10	11,649	1,394	6,612 13 6		1	79		16	8		508 18 8	7,365 19 4
Gredgwin	1,585	216 12 5	10 13 2	0 9 1	3,846	515	2,249 10 7		7	21		2	1		246 6 10	2,723 12 1
Oakvale	391	99 13 5	5 18 9	0 8 6	4,660	499	2,886 19 8		1	1		2	5		26 15 10	3,082 9 1
Quambalong	4,257	1,798 6 2	173 19 7	19 1 3	13,862	4,813	8,010 3 3	29	34	151		7	14		1,122 0 1	12,733 19 4
Canzie	523	77 0 5	8 12 7		7,919	750	4,856 0 6	1		31					242 18 1	5,185 0 7
Lalbert	2,190	823 14 11	59 15 10	11 19 5	9,998	1,736	6,332 12 9	4	9	136		1	1		1,097 1 8	8,265 7 7
Hewstan	782	217 9 0	22 3 11	0 5 3	8,841	1,371	6,182 16 4			38		1	4		671 4 1	7,963 15 1
Ultima	3,028	1,959 14 6	195 18 2	30 11 3	11,469	4,799	5,298 10 2	14	9	159		1	7		1,331 14 2	11,634 8 3
Gowan	33	12 14 6	2 14 6		6,920	447	4,182 19 9						3			4,178 8 9
Watchie	936	828 8 19	59 2 6	0 5 3	11,178	1,364	5,306 0 1	1		9			9		73 19 4	8,762 16 0
Chillingollah	1,581	461 4 4	73 16 6	2 6 4	9,301	1,215	6,887 12 11	3	8	8			6		225 19 6	7,570 18 7
MANANGATANG LINE.																
Chinkapook	1,446	374 3 5	83 16 7	17 15 2	5,101	2,109	3,860 7 9	4	1	29		1	12		100 15 1	4,636 18 0
Cocamba	445	183 10 10	31 4 3	0 0 8	2,112	497	1,544 5 0						1		1,759 0 9	
Manangatang	1,986	1,210 10 11	166 10 2	7 11 1	4,828	3,820	3,573 8 8	2				1	4		52 18 2	5,000 19 0
ANNUELLO LINE.																
Bollen	244	137 11 11	13 17 7	0 8 2	6,951	850	4,635 2 11					2	2		8 1 1	1,811 15 19
Kolumba	88	44 3 11	1 11 6		532	462	468 11 6								14 6 11	
Annucite	618	590 13 1	32 1 0	4 6 9	1,224	2,031	970 14 4	5	14	17			7		383 1 6	1,922 16 8
ANNUELLO-ROBINVALE LINE.																
Margnoya	24	13 8 0	1 3 9		14	52	8 8 7									28 0 4
Tol Tol	160	194 1 10	12 6 10		466	875	435 1 11					2	3		681 19 7	
Robinvale	572	651 18 2	48 4 3	0 1 5	378	3,318	416 3 6	7		26			1		232 19 8	1,350 7 0

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
		£ s. d.	£ s. d.	£ s. d.												£ s. d.	£ s. d.	
SWAN HILL LINE.																		
Myer's Flat	404	29 7 10	5 16 2	0 0 8	32	3	44 4 9										70 9 5	
Woodvale	288	39 1 10	3 5 8	0 14 9	802	488	462 1 0										505 3 3	
Sebastian	1,074	151 3 1	9 17 4	0 14 0	3,024	245	1,115 12 2		3	10		1					1,326 10 3	
Raywood	2,385	458 8 2	38 11 7	16 3 0	7,567	17,062	5,793 17 10	16	38	127		18	9	42	1	477 10 5	4,904 0 0	
Tandarra	1,910	377 18 7	31 11 2	0 11 8	4,988	2,247	2,900 4 8	1	2	127		6	1	68		217 8 2	3,617 14 1	
Dinree	3,189	681 7 11	47 3 2	8 11 8	4,277	3,230	2,480 2 11	19	89	220		10	13	140	2 2	605 12 11	4,117 18 7	
Prarie	2,462	538 17 3	31 9 11	6 17 6	4,011	2,077	2,667 0 0			187		6	1	60		501 0 8	3,745 5 4	
Mitiamo	4,204	1,099 6 7	99 16 9	10 2 5	5,225	2,368	3,760 11 7			196			29	77		1,078 8 4	6,048 5 8	
Molaga	1,854	463 6 5	29 7 1	11 3 9	3,849	601	2,271 4 1	2		62		5	1	34		153 10 4	2,928 11 8	
Pyrambu	3,919	2,010 1 6	107 1 1	10 9 9	5,131	5,655	3,644 14 3	24	207	187		14	17	81		1,832 10 11	7,704 7 6	
Mincha	790	259 0 7	36 0 2	0 7 7	775	924	943 11 0	1	9	67		2	1	29		435 17 3	1,644 16 7	
Maroma	2,109	818 15 11	69 14 3	8 10 0	805	2,065	1,131 19 7	9	240	90		6	30	20	6	2,341 1 10	4,370 5 7	
Tungavel	597	192 10 3	28 8 7	0 15 10	209	457	351 6 11	5	25	39			11	17	4	600 17 11	1,173 19 6	
South Kerang	39	31 13 1	1 0 9		12	21	36 9 0										50 2 10	
Kerang	22,040	11,758 16 2	1,119 4 5	235 16 2	25,035	25,401	21,093 12 2	54	209	373		3	2	1		7,683 12 9	41,882 1 8	
Fabryk	179	25 7 3	6 19 4		445	106	365 18 4			4		2	1	2		146 12 6	315 16 11	
Lake Charm	2,462	300 18 9	40 0 2	98 5 11	2,941	2,269	2,329 18 5	1	11	30		1	2	18		840 14 10	3,689 18 1	
Myatic Park	2,139	412 3 0	37 17 7	20 15 6	3,963	1,169	3,001 18 7	2	4	13		3	3	9		265 9 10	3,738 7 6	
Tresco	1,991	572 5 11	55 10 7	82 2 6	1,787	1,881	2,261 18 7									2 7 0	2,821 0 4	
Lake Boga	3,064	1,851 19 3	104 15 9	4 4 11	7,419	2,405	5,720 15 9	8	2	42		6	1	20		398 7 2	7,580 2 10	
*Pental	31	8 4 4			537	165	328 18 8										332 3 0	
Swan Hill	20,746	12,553 7 3	1,094 16 3	159 1 9	9,263	19,242	9,875 15 0	89	378	754		76	97	106	13	8,642 0 0	22,125 0 3	
SWAN HILL—PIANGIL LINE.																		
Woorinen	1,810	477 4 11	34 15 7	4 4 0	3,437	4,934	3,928 12 9										0 16 8	4,445 13 6
Hm	627	96 9 2	6 18 8	2 12 0	3,481	573	2,239 6 3	2		14		2				100 19 6	2,446 5 7	
Nyahwest	4,024	2,044 6 10	220 6 1	8 11 10	6,574	7,098	9,907 11 6	4	2	21		10	3	13		183 4 1	12,366 0 0	
Mirdie	929	279 9 8	25 8 9	8 5 0	2,592	582	1,773 6 10	3				6				2 6 6	2,088 16 9	
Piangil	2,901	1,339 0 1	129 4 8	31 19 3	5,913	2,906	4,067 11 1	21	89	48		14	25	56		1,267 18 9	6,805 13 5	
PIANGIL—KOOLOONONG LINK.																		
Coonhour	95	1 16 7	1 4 0		865	91	452 2 0											455 2 7
Natya	497	178 14 4	23 16 3	0 17 10	2,528	1,052	1,626 6 0					13					100 19 6	1,829 14 5
Kooloonong	1,105	783 16 11	46 4 7	1 16 3	2,209	4,073	1,680 8 3	2	51	1		11	5	10		528 2 0	2,391 8 9	
MURRABIT LINK.																		
*Westby	100	5 3 11			24	235	7 6 6											12 10 5
*Mynil	303	21 13 4	0 4 9		148	118	79 18 0											100 16 1
*Murrabit	2,560	433 5 7	27 18 10		1,822	3,659	1,094 12 1		4	25		14				288 9 3	1,827 4 2	
GOHUNA LINK.																		
Hunter	478	100 11 1	7 5 10	12 1 5	5,236	4,786	2,952 6 3			12				7		39 6 2	5,101 19 9	
Warragamba	423	113 8 6	19 4 9	0 6 8	2,643	489	2,080 2 5		31	56				1		301 9 8	2,494 6 9	
McColl	177	17 11 8	0 6 5		2,157	372	1,208 3 5			163						575 11 7	1,862 13 1	

Lockington	2,314	828 0 7	60 8 2	3 19 11	3,561	10,578	2,802 5 5	6	89	262	9	5	2	7	1,274 19 19	5,029 10 11
Kyotta	761	255 4 10	17 12 6	5 13 3	5,674	1,952	3,564 8 7	1	1	70	26	2	26	340 11 5	4,353 19 7	
Kyemery	181	50 3 1	0 19 2		2,299	394	1,410 5 5	1	2	21			1	114 14 7	1,585 1 8	
Palho	471	160 2 5	18 3 8		1,297	499	333 16 7		27	30				257 9 31	1,476 3 7	
Turrumbury West Siding					5		24 11 5								24 11 5	
Gunbower	2,192	834 7 6	111 6 7	32 19 0	1,716	1,057	1,613 16 3		3	27	34	4	4	201 10 6	2,363 19 0	
Leitchville	1,397	814 2 5	56 17 6	8 4 3	1,791	9,218	1,467 9 1	4	60	15	55	2	2	782 6 1	3,131 19 4	
Keely	390	207 0 6	11 7 1	0 11 0	73	104	160 1 11							479 0 6	479 0 6	
Gobena	3,610	2,268 6 8	201 17 1	0 17 11	1,569	30,211	2,845 14 8	12	119	98	69	7	14	1,825 18 1	7,151 14 3	

BARRABOL TANK.

*Caloola					396	119	121 5 1								421 2 1
*Wombour					2,086	295	1,033 7 1								1,033 7 1
*Bunsloo					6,334	577	2,351 4 8			2		1			2,351 4 8
*Tantonoo					282	98	211 18 0								211 18 0
*Caldwell					128	376	103 19 11			10		2		46 14 0	153 15 11
*Marah					16	58	16 7 5						11	15	16 7 5
*Wakool					4	97	9 11 1					3			9 11 1
*Burraboi					5	112	6 9 6								6 9 6

MELBOURNE-GEELONG LINE.

Laverton	34,925	1,665 15 10	47 12 6	26 2 2	3,254	5,631	3,364 6 8	3	1			9	163	917	2 19 3	5,169 19 8
Werrisbee	131,195	7,536 0 11	1,010 1 11	138 10 10	19,556	28,596	5,638 0 1	178	254	521	5	143	523	414	18,203 13 3	18,203 13 3
Manor	3,079	215 1 0	13 19 7	15 0 10	2,086	390	491 0 6			31			1	30	59 15 11	794 17 19
Little River	11,739	1,028 5 7	72 10 6	13 7 3	8,439	1,633	2,266 17 7	2	21	66		7	25	63	234 11 5	4,615 12 4
Lara	17,645	1,561 14 1	245 9 8	28 13 5	24,540	6,147	6,994 2 2	10	2	44			6	18	290 17 0	9,110 16 4
Corio	14,380	1,516 19 7	118 9 0	6 15 11	198	1,704	127 10 0								1,763 13 6	1,763 13 6
*Phosphate Siding					16	710	2 15 0								2 15 0	
North Shore	2,625	204 18 5	4 6 7	0 3 5	1,822	1,558									209 8 3	
Corio Quay					1,558											
North Geelong	9,986	1,674 5 11	137 2 7	5 10 7	45,643	102,496	36,069 10 3		211	454			221	2,352	1,731 17 9	29,618 6 4
Geelong	377,378	72,023 0 0	6,926 19 0	590 8 6	116,895	139,512	51,755 19 4	76	192	16	125	79	184	28	1,275 19 9	134,534 3 7
Geelong Pier					134,742	349,684	26,864 2 1									26,864 2 1

GEELONG-BALLARAT LINE.

Moorabool	2,988	277 9 11	34 16 5	0 7 6	1,584	135	478 17 2	1		1				9	10 2 10	799 12 10	
Gherlunghap	4,254	186 5 6	28 4 11	0 7 4	978	167	356 7 9			5				26	17 11 1	358 10 9	
Bannockburn	8,666	971 0 1	210 4 0	1 10 2	3,908	1,319	1,493 3 11	4	27	31	6	5	13	15	192 2 7	2,870 11 10	
Leithbridge	5,943	536 3 8	115 7 7	0 17 2	1,587	308	626 19 4	1	17	15	12	2	2	6	50 4 2	1,329 11 10	
Leithbridge Quarry Siding					18,055	85	3,750 10 5								3,750 10 5		
Medina Siding					905	117	251 5 11								251 5 11		
Meredith	11,874	1,245 9 2	150 17 6	2 19 0	5,183	879	1,606 19 0	2	34	62	16	7	12	37	235 3 3	3,241 7 11	
Flake	3,889	608 13 7	90 4 10	1 13 10	4,751	659	1,290 7 11	1		32		2	1	28	100 15 4	2,089 13 0	
Lal Lal	4,179	483 14 4	134 18 9	0 16 0	7,279	357	2,207 2 6		1				1	2	24 8 11	2,856 19 6	
Venden	1,999	210 19 1	43 0 2	8 16 1	255	289	193 6 0	6		5			3	10	14 18 6	410 19 10	
Navigator	1,558	83 1 3	1 3 0	0 0 8											84 1 11		
Warrenheip	7,227	431 3 8	15 6 11	0 10 3	1,563	374	776 13 4								1 1 4	1,221 17 8	
Ballarat East	23,236	4,488 3 6	596 11 9	7 11 2	10,987	31,088	5,522 2 1									10,614 8 6	
Ballarat	302,403	81,920 2 2	12,556 11 9	788 3 1	39,468	107,269	58,053 16 1	304	346	781	360	286	1,152	2,231	1,055	5,912 3 8	139,225 16 7

BALLARAT-SERVICETON LINE.

North Ballarat	3,618	394 17 5	2 10 1	4 11 2	123	7	135 1 3									400 18 8
White's Siding							0 0 3									136 1 3
Wendouree	1,000	81 2 2	0 6 8	0 2 0			0 0 3									81 2 2
Bawling	239	11 13 7														11 13 7
Whandouree	2,239	221 6 1	20 8 9	3 7 2	1,951	624	847 15 4							5		1,092 16 4
Turrumbury	3,523	500 4 0	40 5 6	10 16 0	5,354	972	2,721 7 9	17	26	109			31	39	322 5 11	4,887 19 2
Trawalls	1,702	398 19 9	53 19 0	2 12 9	4,101	395	1,230 18 4	8	5	18	3	6	10	1	78 18 1	1,765 8 2
Eastford	21,403	3,978 4 9	360 9 6	39 16 10	13,376	2,120	4,697 17 1	15	33	261	25	16	33	146	1,163 3 9	10,240 11 10
Middle Creek	1,423	270 13 11	22 10 1	0 17 4	667	406	640 4 2	8		15	100		9		462 3 6	1,402 9 0
Bungar	3,601	837 0 10	58 9 6	3 19 8	6,478	423	1,645 19 1					2			36 1 8	2,681 10 9
Dobbs	1,388	151 1 4	19 5 8		295	98	375 6 5				7				15 1 19	600 15 3
Ararat	44,426	16,213 18 3	1,228 4 6	272 5 3	4,568	12,968	4,311 2 6	39	63	91	11	40	70	113	804 19 1	25,032 7 7
Armstrong	688	89 19 4	8 6 8	0 0 8		70	132 17 10									232 12 3
Irvine's Siding					329		420 3 3									420 3 3

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL UPWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				£ s. d.				£ s. d.		
DELAWARE SERVICE TON LINE—																		
<i>continued.</i>																		
Great Western	4,126	820 11 0	64 14 11	0 9 6	7,636	1,162	2,276 12 11	2	..	..	3	2	..	1	..	0 13 1	2,972 1 11
Stawell	34,514	12,397 16 0	1,024 10 8	140 5 8	21,005	16,256	13,777 4 0	10	47	121	4	24	45	102	..	847 4 7	28,196 1 2	
Deep Lead	537	72 11 5	12 0 4	1 7 3	9,451	95	1,492 1 7	..	..	..	..	..	..	..	..	0 12 0	1,578 12 7
Glenorchy	4,217	966 17 4	97 3 11	37 19 4	7,177	1,270	4,076 19 2	5	2	104	1	4	1	72	..	561 12 11	5,730 12 8	
Wal Wal	1,400	258 16 0	24 6 8	1 4 10	3,183	267	1,983 11 10	3	..	..	..	1	1	2	..	19 12 0	2,278 11 4
Lubeck	4,262	955 18 0	69 1 5	19 14 9	7,658	1,686	4,734 19 11	4	3	32	..	2	5	12	..	163 2 10	5,833 16 11	
Asbena	365	13 16 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13 16 2
Burton	21,415	8,344 17 6	378 3 2	68 18 9	6,008	13,098	5,619 9 2	17	18	73	..	12	10	214	1	439 6 2	14,544 14 10	
Jung	3,555	634 10 6	63 0 10	14 15 10	15,052	3,732	6,508 7 8	19	1	..	..	19	1	10	..	51 4 10	10,271 19 8
Doon	1,727	439 2 7	57 16 8	2 7 10	10,415	1,878	6,793 3 0	7	9	106	..	10	9	42	..	695 4 5	7,987 14 0	
Horseshoe	53,348	13,286 0 1	1,692 8 2	430 2 4	33,889	34,497	27,271 19 4	74	48	249	2	78	37	259	..	1,729 6 11	36,499 16 19	
Dallan Siding .. .. .	..	..	..	..	3,034	561	1,873 10 5	..	..	..	..	..	..	..	..	..	1,873 10 5
Pimpink	4,129	459 1 5	51 3 8	1 0 3	11,740	1,263	7,027 17 7	..	1	10	..	1	..	3	..	82 0 8	13,873 10 7	
Wall	1,483	121 4 0	8 19 2	0 7 11	21,140	1,139	14,025 14 2	..	..	..	..	1	..	..	..	..	7,621 3 7
Dumbarton	21,538	8,809 11 5	390 2 8	164 0 7	17,289	8,279	12,336 2 9	34	4	71	..	41	7	80	..	669 1 2	22,859 13 8	
Gerang Gertang	1,245	154 14 1	35 1 6	0 19 10	10,162	1,203	6,129 9 0	1	..	..	..	1	..	..	..	1 4 0	9,381 3 5
Kinta	1,027	181 4 11	14 3 4	0 4 9	7,261	1,136	4,778 17 2	1	..	9	..	1	1	2	..	73 15 0	9,048 3 5	
Salisbury	305	45 5 11	4 18 11	2 15 2	4,744	249	2,808 7 11	1	..	..	..	1	..	..	..	0 14 3	2,922 3 5
Nhill	13,050	7,647 16 3	685 16 7	100 2 4	21,002	27,767	15,224 3 8	41	51	184	3	18	5	67	1	1,634 16 9	25,139 15 7	
Tarranganie	213	12 19 10	4 1 7	1 5 6	5,071	524	2,203 15 10	..	..	7	..	..	..	5	..	45 16 9	2,328 1 0
Diapur	510	94 9 7	21 4 11	..	3,053	622	1,652 18 2	..	1	..	..	..	..	1	..	0 17 9	1,769 7 5
Miram	930	118 1 9	24 8 1	1 1 3	7,393	3,179	4,973 9 5	4	4	30	..	..	1	10	..	201 9 8	3,318 10 0
Kuniva	5,418	2,582 14 0	120 17 11	17 4 7	9,262	6,989	6,209 9 5	19	2	50	..	8	1	41	..	306 1 4	9,326 7 7	
Lalimur	600	96 12 5	19 6 0	2 19 8	7,802	2,021	5,594 11 4	6	..	15	..	12	..	1	..	33 1 3	3,746 9 8	
Service ton	6,950	1,833 11 3	51 9 10	9 1 4	6,001	1,857	4,277 2 7	14	2	29	..	6	2	34	..	277 11 2	6,453 16 3	
WILLIAMSTOWN LINE.																		
South Kensington	352,639	4,278 9 4	50 1 1	0 17 2	50,464	69,227	9,512 3 5	..	..	..	..	..	..	..	..	..	15,841 11 0
Anglies' siding .. .. .	..	..	..	..	9,604	4,101	2,066 18 2	..	..	..	..	..	..	..	..	1 10 6	12,008 3 8
Footscray	3,913,379	65,316 14 0	1,880 6 0	28 17 10	81,892	33,772	44,621 4 6	..	..	..	..	..	..	..	..	..	111,356 3 4
Healdon	1,593,227	22,784 8 7	121 15 11	1 12 8	..	..	..	..	..	..	..	..	..	..	..	..	22,884 1 2
Yarraville	1,915,214	25,107 8 8	833 11 3	4 0 3	140,566	33,205	78,619 12 0	..	..	..	..	..	..	..	..	..	109,464 12 2
Spotswood	458,765	8,902 1 5	1,001 14 8	1 3 9	37,039	55,080	74,019 8 9	..	..	..	..	..	..	..	..	..	81,925 3 7
Newport	1,694,701	30,631 9 7	272 19 0	39 8 2	19,494	126,748	12,614 0 5	84	1	..	..	86	..	..	..	562 2 10	44,170 9 9
Austral Meat Siding .. .. .	..	..	..	..	..	17	..	..	..	..	..	..	..	7	..	..	..
Old Boonies' Siding .. .. .	..	..	..	..	12,796	2,043	11,007 3 10	..	..	..	..	..	..	..	..	..	11,497 3 2
North Williamstown	1,293,495	26,091 16 7	281 5 0	3 2 8	1,641	5,943	585 4 3	..	..	..	..	..	..	..	..	..	26,854 11 0
Williamstown Beach	792,152	14,320 10 3	98 1 1	1 15 5	..	..	..	..	..	..	..	..	..	..	..	..	14,929 19 9
Williamstown	628,570	13,324 18 8	143 15 5	29 5 1	..	..	..	..	..	..	..	..	..	..	..	..	13,498 3 5
Williamstown Pier	59,345	1,376 14 11	26 0 19	..	259,027	637,773	50,861 5 8	..	..	..	..	..	1	..	..	2 14 4	32,266 13 9
NEWPORT-SURGEONS LINE.																		
Thomas' Siding	21,610	61	3,332 2 10	3,332 2 10
McKean's and Holland's Siding	158	119	45 18 9	45 18 9
Gray Bros' Siding	362	..	95 18 1	95 18 1
Russell's Siding	11,116	145	1,986 4 4	1,986 4 4
Anglies' Quarry Siding	33,937	97	5,921 4 7	5,921 4 7

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.		
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.				
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		£ s. d.	
GEELONG PORT FAIRY LINE--																			
<i>continued.</i>																			
Pirra Valley	4,000	1,119 2 4	228 0 5	10 8 2	1,911	1,259	1,236 17 1	6	20	1	..	4	20	4	2	109 8 4	2,764 8 10		
Stoneyford	1,929	369 15 10	172 11 1	0 19 4	227	293	376 10 6	..	..	1	..	..	..	..	..	0 16 0	920 13 0
Pombornett	2,589	392 13 5	481 1 7	2 11 9	1,406	2,950	2,000 18 2	15	..	3	23	12	4	6	12	71 2 10	3,208 7 10		
Weerite	1,490	399 17 7	93 0 6	3 5 0	301	493	287 7 10	6	179	93	1	7	99	10	..	1,465 17 5	2,249 15 1		
Campdown	35,478	11,811 9 0	1,793 2 0	247 3 0	4,672	20,823	3,088 5 7	60	363	192	91	48	138	24	35	2,640 19 4	21,680 19 8		
Booran	941	364 18 8	23 8 0	35 0 5	90	..	163 0 2	..	..	..	..	1	187	17	..	1,160 13 4	1,736 9 7
Terang	27,521	8,545 4 3	685 14 3	139 17 1	4,806	23,371	7,255 13 8	42	508	147	123	50	310	51	21	4,187 1 6	20,818 10 9		
Garvoc	2,958	606 12 0	104 14 8	5 10 1	1,523	921	514 11 3	..	2	6	..	..	8	4	..	38 18 3	1,270 6 3
Pannine	3,148	561 14 11	58 12 2	64 10 11	3,745	928	1,203 14 7	..	..	..	..	4	1	..	3	6 19 9	1,985 12 4
Cudjoe	1,853	293 2 9	18 16 10	7 19 11	118	1,532	111 5 2	1	..	..	..	1	..	..	..	3 0 2	437 13 11
Allanford	4,767	1,115 13 3	67 13 7	50 5 11	1,782	4,154	1,947 10 9	..	27	1	..	1	..	..	..	95 12 9	3,277 5 3
Warramboul	112,109	18,792 13 4	1,701 13 9	713 12 6	45,029	39,635	17,731 9 3	43	436	39	157	34	120	161	24	3,918 8 7	42,768 5 2		
Dennington	2,374	111 0 8	650 15 5	0 14 6	16,556	29,376	3,374 0 3	..	..	..	..	..	..	..	..	..	6,136 10 2
Ilwra	2,782	445 8 3	15 6 18	4 13 7	3,830	2,769	1,020 19 11	1	8	..	..	..	..	..	..	25 6 0	4,312 9 7
Koroit	16,768	3,404 0 16	294 8 0	138 11 17	6,228	5,660	3,806 13 2	18	85	150	18	4	43	11	2	1,497 10 9	11,131 4 8		
Crossley	518	25 17 9	1 3 4	..	14	191	38 10 10	..	..	..	..	..	..	..	..	..	62 19 2
Kirkstall	414	23 16 11	0 11 6	..	8,811	676	2,771 2 4	..	..	..	..	..	..	..	..	..	2,798 3 6
Moyne	216	18 5 9	2 3 11	0 2 7	114	301	411 5 1	..	..	..	..	..	..	..	..	..	127 14 7
Rosebrook	250	22 6 11	0 4 9	0 2 5	7,281	272	1,020 11 7	..	..	..	..	..	..	..	..	0 17 9	1,043 6 2
Port Fairy	8,486	3,624 17 10	538 13 10	38 17 8	5,512	7,963	6,583 6 5	5	35	92	11	6	10	30	3	396 0 0	11,181 16 6		
WANSLEYDALE LINE.																			
Layard	..	..	..	..	1,144	67	219 13 2	1	..	..	..	..	..	..	..	8 14 8	223 7 10
Gherang	..	..	..	..	18,985	52	2,811 14 7	..	..	..	..	..	..	..	..	..	2,811 14 7
Wornabate	..	..	..	..	4,300	29	681 6 9	..	..	..	..	..	..	..	..	..	681 6 9
*Otway Coal Coy.'s Siding	..	..	..	..	..	..	165 3 2	..	..	..	..	..	..	..	..	..	165 3 2
Wansleydale	..	..	..	..	2,516	138	618 9 10	..	..	..	..	..	..	..	..	..	616 3 10
FORREST LINE.																			
Whoon	213	8 11 2	5 0 6	..	320	401	114 17 1	..	..	..	..	..	..	..	..	..	128 7 9
Dean Marsh	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pennyroyal	1,850	341 5 6	15 15 2	0 0 3	2,124	2,404	816 16 10	2	..	..	19	1	..	..	..	15 5 3	1,239 12 2
Murron	585	73 5 9	16 13 6	0 2 0	671	466	277 7 11	..	..	..	..	1	..	..	..	12 0 9	379 12 2
Barvon	1,695	294 9 7	19 19 7	0 6 2	1,170	1,284	494 13 6	4	80	7	3	1	13	32	..	190 17 6	1,301 0 3		
Geranganate	148	13 13 8	3 16 4	..	5,617	921	2,865 6 9	..	..	..	4	2	1	..	..	6 8 6	3,174 10 6
Yanther	86	10 0 6	0 14 0	..	1,971	62	867 19 9	..	..	..	1	..	..	..	..	3 15 0	869 0 0
Forrest	4,319	1,581 2 6	184 15 11	1 9 7	473	137	138 7 6	..	2	1	5	..	..	..	..	18 15 2	166 1 2
CROWES LINE.																			
Tulloch	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coram	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Raeongbrook	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Binnam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kawarren	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	114	7 12 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	297	14 15 7	0 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	1,671	77 19 5	4 12 0	..	2,427	153	841 6 3	..	..	..	..	..	..	..	..	..	..
..	33	0 19 8	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..
..	1,578	149 14 3	6 11 3	..	6,131	495	2,411 15 6	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS. Outwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Outwards. Revenue.	GOODS.			LIVE STOCK.								TOTAL OUTWARD TRAFFIC REVENUE.	
	Outwards.				Outwards. Tons.	Inwards. Tons.	Outwards. Revenue.	Outwards.				Inwards.					Outwards. Revenue.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.				Number of Trucks.				Number of Trucks.					
		£ s. d.	£ s. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.
BUNYONG LINE.																	
Bureka	2,021	34 15 11	0 0 4	..	3,303	0,406	2,170 8 1	..	..	..	..	..	..	..	..	..	..
York-street	1,792	28 7 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Levy	4,713	66 17 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Canadian	6,851	80 18 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mount Clear	1,280	23 8 1	..	..	16	221	3 1 6	..	..	..	..	..	..	..	..	..	..
Reid	1,080	25 6 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mount Helen	616	13 14 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bunyong	61,605	1,855 6 19	55 2 8	2 1 9	2,327	1,250	1,394 16 0	..	3	..	..	1	2	2	..	3 8 4	2,349 15 7
BALLARAT-IRREWERA LINE.																	
Cardigan	697	24 6 6	2 7 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kopke	418	19 17 10	1 9 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Haddon	1,585	57 4 8	2 15 3	0 9 10	1,614	62	160 5 6	..	..	..	..	..	..	..	..	..	..
Nincombood	396	18 8 1	2 5 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Snythesdale	6,543	422 6 4	15 6 7	1 0 3	..	565	212	190 11 7	..	..	..	..	..	..	..	..	..
Scarsdale	3,432	252 13 4	22 10 3	1 13 11	16,125	192	3,262 14 2	..	..	..	..	..	..	..	..	..	..
Newtown	6,952	398 8 6	46 18 0	0 6 9	2,096	218	515 18 8	..	..	..	..	..	..	..	..	..	..
Berringa	353	56 17 10	8 6 2	0 5 6	632	206	236 16 10	..	..	..	..	..	..	..	..	..	..
Ilaharook	925	173 17 1	59 6 5	0 2 0	5,081	396	1,253 17 0	..	..	..	..	..	..	..	..	..	..
Hokewood	475	128 18 6	14 13 11	0 14 4	2,677	597	1,096 6 6	6	..	..	..	..	..	..	..	..	..
Werneth	298	64 14 8	10 7 1	9 8 10	3,750	574	1,962 4 9	9	15	..	..	..	..	..	..	..	..
Cressy	4,364	1,362 2 4	150 2 6	3 17 10	4,649	4,848	2,416 7 4	4	7	..	..	..	..	..	..	..	..
Burpinha	564	101 5 9	13 5 9	4 6 6	1,225	1,801	674 8 11	..	..	..	..	..	..	..	..	..	..
Beane	3,119	679 2 9	137 11 8	3 1 4	2,293	3,614	1,362 3 0	6	..	..	..	..	..	..	..	..	..
Oudit	522	10 13 3	11 4 4	27 9 4	943	949	615 12 9	5	..	..	..	..	..	..	..	..	..
LINTON LINE.																	
Hoppy Valley	231	36 13 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Linton	11,641	520 14 7	75 1 8	3 18 2	1,711	1,614	2,191 2 2	7	12	3	5	10	15	18	..	36 1 11	2,191 2 2
LINTON-SKINTON LINE.																	
Pitlong	660	127 15 8	3 18 2	9 8 1	561	343	537 15 6	5	18	21	..	6	2	16	..	112 19 11	537 15 6
Skinton	3,946	851 1 6	105 19 8	78 11 6	4,193	2,111	3,292 3 2	14	39	56	12	14	9	32	..	388 18 10	4,714 14 8
PORTLAND LINE.																	
Ripon .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Langt Logan	789	159 0 1	9 6 6	6 1 1	..	18	397 17 10	..	..	..	..	..	..	..	..	..	..
New Langt Logan Siding .. .. .	..	..	..	..	..	898	..	..	..	..	..	..	..	..	..	..	..
South Langt Logan	1	0 0 9	..	..	..	7,743	3 4 9	..	..	..	..	..	..	..	..	..	..
Country Roads Board Siding .. .. .	..	..	..	..	..	4,519	..	..	..	..	..	..	..	..	..	..	..
Maroocha	1,704	458 2 10	40 11 8	4 19 1	32,932	171	14,854 11 0	..	..	..	..	..	..	..	..	..	..
Salvert Siding	29	2 13 11	..	..	..	1,871	1,385 15 1	..	..	..	..	..	..	..	..	..	..
Willaura	5,185	1,925 14 8	225 12 3	64 7 2	..	1,179	182	1	9	20	..	3	5	25	..	154 15 9	2,017 4 5
Stavelly	738	173 9 6	11 16 11	5 1 3	2,921	2,689	4,612 18 7	22	68	268	..	12	12	114	..	1,889 3 8	8,917 16 6
						602	1,412 3 4	..	..	45	..	2	1	23	..	247 1 9	1,849 12 11

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

STATIONS.	PASSENGERS.		PARCELS. Outwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Outwards. Revenue.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.				Outwards. Revenue.	Outwards. Tons.	Inwards. Tons.	Outwards. Revenue.	Outwards.				Inwards.				Outwards. Revenue.
	Number of Passenger Journeys.	Revenue.	Horses.	Cattle.					Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
PARNHOLLOWOCK LINE.																
*Barrow	50	8 19 11	..	..	103	61	70 10 8	..	..	..	..	..	..	..	..	77 10 7
*Dargak	10	0 18 2	..	..	267	64	216 6 8	..	..	..	..	..	..	..	..	217 2 10
*Varto	22	3 9 9	0 6 1	..	526	183	429 1 8	..	..	..	..	..	..	..	..	430 17 1
*Willa	9	0 9 2	..	..	151	61	124 17 11	..	..	..	..	..	..	..	..	125 7 1
*Parnhallowock ..	17	21 11 0	2 16 8	..	1,584	935	1,398 10 8	..	..	..	..	..	..	..	..	1,427 18 4
GOROKE LINE.																
Rorolaw	74	4 1 4	0 0 0	..	3,040	532	1,770 0 2	..	..	..	..	..	..	..	..	1,773 4 2
Veetla	398	52 18 11	0 13 2	..	4,001	1,097	2,454 18 2	..	..	..	..	..	..	..	..	2,492 2 6
Quonlong	1,577	191 12 0	14 2 1	11 0 2	2,452	912	2,134 6 9	..	..	..	..	..	..	..	..	2,321 9 6
East Natimuk	364	48 8 2	1 12 5	0 0 0	19	34	27 9 5	..	..	..	..	..	..	..	..	4 19 9
Natimuk	1,845	1,104 1 4	297 7 5	3 6 7	7,792	2,768	5,623 7 5	14	1	79	1	..	..	..	..	7,291 16 5
Arapiles	112	15 8 7	1 4 8	..	2,259	439	1,186 12 8	..	..	..	..	..	..	..	..	1,202 4 11
Mitro	863	112 2 5	33 6 11	0 7 5	2,439	541	1,966 16 8	..	..	..	..	..	..	..	..	2,092 2 5
Nitroona	179	24 8 3	0 18 4	0 1 5	812	125	286 5 0	..	..	..	..	..	..	..	..	311 2 6
Gymbowin	1,155	218 5 6	25 9 11	0 13 8	886	461	816 1 0	..	..	..	..	..	..	..	..	1,061 9 10
Goroke	1,118	1,351 17 6	109 5 0	10 15 2	4,359	4,924	4,946 4 8	25	10	86	..	21	2	22	..	649 11 10
EAST NATIMUK—HAMILTON LINE.																
Noratjula	481	145 16 5	18 4 5	0 9 4	2,459	1,146	1,602 2 0	..	..	..	..	..	..	..	..	1,856 11 11
Jaltundla	783	130 12 7	9 9 1	0 3 6	1,591	221	1,216 3 2	..	..	..	..	..	..	..	..	1,400 14 7
Toolonro	976	287 7 8	18 18 5	0 5 0	1,182	264	1,215 15 7	1	..	..	..	..	..	..	..	1,512 19 8
Jeffries	275	32 9 19	3 0 8	0 1 1	12	115	53 18 8	..	..	..	..	..	..	..	..	109 17 3
Kanagulk	236	90 10 6	10 3 11	..	1,122	984	1,298 17 0	..	..	..	..	..	..	..	..	1,495 14 5
Balmora	2,691	1,111 3 2	112 2 2	2 4 3	5,208	2,526	3,488 9 3	3	..	15	..	11	..	..	..	6,864 16 4
Eastfield	411	127 0 11	4 9 7	0 2 1	3,284	361	4,007 18 4	..	..	..	..	..	..	..	..	4,399 19 11
Vasey	780	195 19 2	17 10 9	0 19 11	3,949	455	2,177 18 0	..	..	..	..	..	..	..	..	3,466 9 7
Gatun	545	84 11 3	10 9 10	0 2 9	1,923	290	3,059 8 0	..	..	..	..	..	..	..	..	3,154 18 10
Crangara	44	9 17 6	0 9 1	..	281	18	88 2 0	..	..	..	..	..	..	..	..	95 2 4
Cavendish	2,169	117 17 5	108 8 2	1 18 7	4,345	1,120	3,973 11 6	1	..	10	..	..	..	..	..	4,971 2 4
Kyup	85	8 7 0	0 12 9	..	631	75	447 19 11	..	..	..	..	..	..	..	..	447 19 11
Kanawalla	92	10 13 1	0 2 10	..	35	68	12 11 3	..	..	..	..	..	..	..	..	35 6 2
RAINBOW LINE.																
Arlona	195	19 5 0	0 13 5	3 0 6	5,197	547	3,168 8 2	..	..	..	..	..	..	..	..	3,168 8 2
Antwerp	1,060	108 17 6	14 5 0	..	12,261	1,963	7,920 19 0	..	..	..	..	..	..	..	..	8,167 13 4
Taranantuk	115	67 17 0	7 16 4	0 16 0	11,556	1,945	7,142 18 8	..	..	..	..	..	..	..	..	7,234 17 0
Jejuiri	6,119	2,085 15 0	284 0 6	46 5 8	8,928	7,334	6,312 15 1	4	6	78	..	..	..	..	..	6,266 14 0
Ellam	108	9 11 10	0 17 2	0 2 1	8,888	1,792	5,865 2 10	..	..	..	..	..	..	..	..	5,967 13 11
Pullat	210	17 15 6	2 7 8	..	11,301	855	7,329 1 11	..	..	..	..	..	..	..	..	7,350 5 1
Rainbow	8,296	3,978 3 5	298 4 10	166 2 0	21,168	9,573	15,871 7 10	24	14	92	..	14	..	10	..	20,177 2 9
YAADEET LINE.																
Albacutya	51	4 19 9	0 1 0	..	4,380	458	3,233 14 6	..	..	..	..	..	..	..	..	3,233 14 6
Yaadeet	1,084	159 11 3	21 19 1	45 19 10	9,793	1,891	6,108 10 5	7	1	19	..	..	..	..	..	6,134 11 8

LORQUON LINE.		YANAC LINE.		MELUNGAWA-TALLANGATA LINE.		TALLANGATA-CHODGWA LINE.	
Thecla	1	0	1	1	1	1	1
Lorraine	333	68	9	5	5	5	5
Matherby	355	146	5	3	3	3	3
Yanae	504	131	19	0	0	0	0
MELUNGAWA-TALLANGATA LINE.							
Kensington	1,802,036	18,917	2	4	222	11	5
Newmarket	2,011,014	27,162	46	9	174	10	3
Newmarket Show grounds							
Ascot Vale	3,331,189	15,436	2	1	333	2	8
Moonee Ponds	2,243,950	44,439	17	4	463	12	8
Essendon	3,061,475	34,882	1	7	702	15	4
Glenburnie	230,314	4,327	0	5	31	6	10
North Essendon	61,165	925	0	8	3	2	8
Beaconsfield	261,667	4,632	2	0	45	1	1
Heavenly Vale	144,311	2,068	13	11	33	1	5
Glenroy	65,966	1,871	2	5	36	4	7
Bresford Downs	4,985	207	0	3	73	15	1
Sorrento	8,897	613	7	8	237	4	7
Crabthorn	6,694	3,177	1	6	731	10	10
Beaconsfield	3,177	312	0	4	200	0	4
Walton	3,229	1,136	9	5	313	12	5
Lightwood	824	103	3	9	4	11	0
Westbrook Junction	4,233	986	0	2	43	4	3
Rimfire East	10,044	2,128	1	11	321	10	4
Brookford	20,166	3,854	8	7	292	19	4
McDonnell							
Tallangata	10,340	1,810	2	10	78	5	8
Drysdale	31,480	14,743	10	4	918	8	2
Seymour	7,762	371	3	4	30	3	8
Manildra	7,976	1,223	3	10	293	10	4
Avenel	1,870	36	4	1	4	13	4
Mona	5,819	202	8	4	29	11	2
Lockley	9,418	1,066	3	5	109	3	2
Leongate	5,438	66	8	10	14	11	0
Greatholm	18,452	6,137	13	8	380	11	11
Balmatona	7,852	432	18	3	23	11	1
Violet Town	9,171	2,335	14	9	197	3	10
Radcliff	37,841	11,943	9	9	871	5	0
Bendall	1,280	270	1	4	21	3	10
Winton							
Head's Sliding	5,454	1,060	0	2	64	1	4
Glenrowan	52,871	17,709	9	2	1,119	15	1
Wangaratta	813	168	1	9	32	3	8
Rowan	7,242	2,143	1	4	140	18	4
Springhurst	6,046	1,122	18	3	170	4	0
Chiltern	1,681	1,203	5	8	70	7	10
Barnawartha	23,731	10,259	9	1	371	8	7
Woodlands	136	5	11	0	0	0	8
Bondiana	1,732	445	10	3	106	3	11
Boneville	1,729	404	1	3	32	0	5
Ebden	382	104	6	1	10	0	6
Hum							
Bolla	6,780	2,021	9	10	356	8	4
Passaic							
Tallangatta							
TALLANGATA-CHODGWA LINE.							
Bulloch	260	19	16	2	2	6	3
Darbyshire	33	7	11	0	1	11	0
Koekang	296	72	1	6	10	19	5
Shelley	232	68	5	0	7	11	6
Repton-ba	631	181	0	7	26	15	7
Wables	63	15	12	8	3	1	0
Chodgwa	2,184	1,264	8	9	56	6	11

161 18 6	5,122 6	181 18 6	5,122 6
267 18 7	7,006 8	267 18 7	7,006 8
5 13 9	0,082 9	5 13 9	0,082 9
16 19 0	9,827 17	16 19 0	9,827 17
204 19 11	27,880 14	204 19 11	27,880 14
42,148 2 4	76,774 2 4	42,148 2 4	76,774 2 4
861 0 2	2,029 16 6	861 0 2	2,029 16 6
...	45,495 16 6	...	45,495 16 6
...	43,911 17 7	...	43,911 17 7
...	57,260 5 4	...	57,260 5 4
...	4,377 14 8	...	4,377 14 8
...	928 4 8	...	928 4 8
...	4,678 19 0	...	4,678 19 0
...	3,032 6 11	...	3,032 6 11
...	2,309 7 14	...	2,309 7 14
...	435 6 4	...	435 6 4
...	1,897 16 4	...	1,897 16 4
...	2,718 16 5	...	2,718 16 5
...	916 19 0	...	916 19 0
...	2,448 2 0	...	2,448 2 0
...	495 22 4	...	495 22 4
...	110 12 1	...	110 12 1
...	2,506 11 0	...	2,506 11 0
...	3,379 17 3	...	3,379 17 3
...	5,069 6 2	...	5,069 6 2
...	3,257 18 10	...	3,257 18 10
...	2,728 16 1	...	2,728 16 1
...	134 18 8	...	134 18 8
...	22,144 23 6	...	22,144 23 6
...	2,730 5 5	...	2,730 5 5
...	1,255 11 6	...	1,255 11 6
...	663 14 9	...	663 14 9
...	1,392 10 3	...	1,392 10 3
...	2,726 19 1	...	2,726 19 1
...	1,015 7 7	...	1,015 7 7
...	1,084 9 4	...	1,084 9 4
...	1,990 5 3	...	1,990 5 3
...	4,085 1 6	...	4,085 1 6
...	2,180 8 3	...	2,180 8 3
...	1,222 3 5	...	1,222 3 5
...	1,774 14 1	...	1,774 14 1
...	4,629 7 0	...	4,629 7 0
...	36,309 0 2	...	36,309 0 2
...	2,129 19 2	...	2,129 19 2
...	7,270 17 5	...	7,270 17 5
...	7,174 17 6	...	7,174 17 6
...	4,761 3 0	...	4,761 3 0
...	50,397 0 2	...	50,397 0 2
...	8 40 3	...	8 40 3
...	9 7 1	...	9 7 1
...	7,830 5 5	...	7,830 5 5
...	6,346 5 4	...	6,346 5 4
...	183 12 8	...	183 12 8
...	663 7 0	...	663 7 0
...	4,832 9 11	...	4,832 9 11
...	16,911 2 2	...	16,911 2 2
...	84 8 9	...	84 8 9
...	26 0 7	...	26 0 7
...	1,032 6 4	...	1,032 6 4
...	2,200 4 4	...	2,200 4 4
...	1,382 1 0	...	1,382 1 0
...	24 19 11	...	24 19 11
...	20,546 0 5	...	20,546 0 5

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARBLAGES, AND DOGS.			GOODS.		LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.				
	Outwards.			Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				Outwards.					
	Number of Passenger Journeys.	Revenue.	Revenue.					Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.						Number of Trucks.				Revenue.
£	s.	d.	£	s.	d.	£	s.	d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£	s.	d.		
COBURN LINE.																					
Maccaby	503,740	1,902 1 6	111 16 11	37 13 2	3,581	12,447	1,448 8 10	..	..	..	..	..	..	..	..	..	..	..	..	6,500 0 5
Glomington Bridge	613,944	6,588 14 7	186 15 0	1 6 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,751 16 7
Royal Park	273,493	2,893 7 0	40 1 2	21 14 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,956 2 11
South Brunswick	715,332	3,016 18 11	406 6 4	7 4 4	19,319	28,795	9,304 18 3	..	..	..	..	..	..	..	..	..	..	..	..	17,785 7 10
Brunswick	1,547,547	14,308 9 11	771 6 8	11 8 0	2,594	21,221	7,810 18 10	..	..	..	..	..	..	..	..	..	..	..	..	16,907 8 5
Moreland	1,778,910	20,325 5 3	647 17 10	7 9 0	2,165	35,858	1,051 0 6	..	..	..	..	..	..	..	..	..	..	..	..	22,001 11 4
Coburn	2,145,607	27,126 8 6	854 8 10	7 15 3	1,878	30,350	4,331 6 7	..	..	..	..	..	..	..	..	..	..	..	..	32,321 10 1
Satman	111,319	1,073 11 10	34 4 4	..	..	7,799	78 10 4	..	..	..	..	..	..	..	..	..	..	..	..	1,789 12 0
Merlynstou	189,927	2,948 7 5	11 19 11	0 11 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,990 15 4
Fawkes	58,159	991 13 3	3 10 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	975 8 10
PRESTON-WHITELESEA LINE.																					
North Calfon	513,048	3,321 14 9	154 16 2	1 9 4	2,523	20,589	477 18 2	..	..	..	..	..	..	..	..	..	..	..	..	5,991 18 5
North Fitzroy	663,514	9,977 13 1	389 4 8	6 1 6	2,036	31,837	2,520 13 11	..	..	..	..	..	..	..	..	..	..	..	..	10,009 17 2
Fitzroy .....	..	..	..	..	4,671	64,244	1,768 1 9	..	..	..	..	..	..	..	..	..	..	..	..	1,768 4 9
Merril	181,842	5,653 8 9	82 11 10	1 10 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,750 12 10
Northside	1,037,829	11,721 6 0	277 8 4	2 15 6	18,804	31,710	6,647 1 11	..	..	..	..	..	..	..	..	..	..	..	..	18,940 11 9
Croxton	1,254,493	16,618 1 10	197 18 4	2 6 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18,845 0 2
Thorubury	1,343,886	18,752 1 3	205 0 7	3 4 7	15,783	354	4,366 13 10	..	..	..	..	..	..	..	..	..	..	..	..	22,227 0 2
Bell	878,119	12,829 5 7	302 4 5	5 6 6	2,682	41,349	1,445 19 7	..	..	..	..	..	..	..	..	614	..	..	..	14,637 13 11
Preston	930,057	13,935 7 9	130 11 9	1 9 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14,067 8 10
Regent	720,388	11,227 15 10	110 8 0	4 9 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,342 13 7
Roservoir	490,392	3,203 19 5	89 1 8	9 13 3	1,021	10,173	430 4 0	..	..	..	..	..	..	..	..	..	..	..	..	8,783 10 0
Thomastown	6,084	151 18 8	15 10 4	0 16 10	197	911	59 19 7	..	..	..	..	..	..	..	..	..	..	..	..	265 16 0
Edping	29,097	696 15 0	37 9 4	19 10 1	757	2,519	221 4 2	2	21	28	1	1	6	31	1	..	..	..	..	1,082 3 1
South Morang	29,448	641 15 11	113 14 1	15 15 3	405	1,554	90 3 8	8	6	..	2	13	16	11	..	..	..	..	..	890 2 3
Mernda	19,226	792 4 1	678 0 0	0 16 5	1,484	2,425	374 8 9	1	0	46	1	4	20	46	..	..	..	..	..	1,999 1 10
Van Yean	3,253	323 15 7	295 9 0	6 4 1	889	1,790	305 6 3	4	14	1	..	7	5	3	..	..	..	..	..	1,007 6 8
Whittlesea	17,806	1,418 17 11	995 0 8	28 1 8	2,750	2,819	1,037 18 10	15	62	32	12	19	22	33	2	..	..	..	..	3,725 16 10
WALLAN-BENDIGO LINE.																					
Leslie	37	1 7 8	0 2 9	..	520	..	109 6 11	..	..	..	..	..	..	..	..	..	..	..	..	110 17 4
Hylands	396	47 1 6	7 19 3	..	286	70	95 4 8	..	..	..	..	..	..	..	..	..	..	..	..	285 4 11
Kilmore	2,676	187 0 3	124 4 1	2 14 8	1,725	2,037	917 11 6	3	9	47	..	5	20	56	83	..	..	..	..	1,688 19 1
Willowbank	211	39 17 1	21 9 10	3 0 11	864	292	299 4 5	1	2	72	..	3	17	..	..	..	..	..	..	409 15 6
Morand	191	40 12 4	15 0 1	0 11 1	203	28	90 5 4	..	..	..	..	..	..	..	..	..	..	..	..	146 8 10
High Camp	485	87 10 0	21 19 11	0 6 3	1,954	173	444 16 2	8	9	69	..	7	1	58	..	..	..	..	..	827 4 8
Preston	1,000	190 14 4	103 14 2	0 13 0	24,050	349	8,121 6 4	8	5	52	..	5	29	..	..	..	..	..	..	8,623 17 10
Footscray	1,823	386 13 10	99 7 1	0 13 2	3,429	683	1,931 17 11	1	13	91	..	1	5	37	..	..	..	..	..	2,042 8 5
McIvor Sidings .....	..	..	..	..	13,997	356	8,235 12 0	..	..	..	..	..	..	..	..	..	..	..	..	8,235 12 0
Argyle	2,030	456 17 10	155 6 5	0 9 0	3,276	516	1,622 12 3	..	..	..	..	..	..	..	..	..	..	..	..	2,215 5 6
Beathote	3,468	1,055 10 9	292 11 7	44 7 2	12,240	3,167	5,336 5 8	12	29	110	..	19	45	81	..	..	..	..	..	7,078 6 10
Beulah	459	191 0 0	11 10 0	0 1 9	505	190	299 16 7	4	25	27	..	4	8	9	..	..	..	..	..	539 4 11
Knawsley	1,816	265 3 6	21 16 5	10 10 3	3,643	477	1,474 11 10	1	..	110	..	5	2	53	..	..	..	..	..	2,055 15 9
Indium	32,790	82	6,911 13 3	6,511 15 9
Ascoble	1,615	188 8 8	35 3 8	2 17 7	4,377	516	1,328 12 8	4	17	18	..	3	6	3	..	..	..	..	..	1,988 12 8
Longba	278	19 11 3	3 9 7	..	561	211	265 8 0	..	..	..	..	..	..	..	..	..	..	..	..	289 19 8

MANHATTAN LINE.		ALEXANDRIA LINE.		SKYMOOR-TOONUMWAH LINE.		RUSHWORTH LINE.		COLBINABBIN LINE.		GIRGARREN LINE.		TOOLAMBA-BOHUCUA LINE.	
Travis	385	69 1 2	27 14 10	1 0 10	487	175	210 6 9	1	2	5	1	1	14 3 4
Granite	383	80 6 9	0 18 7	..	..	..	..	..	..	..	..	..	..
Kerrisdale	815	156 3 0	28 11 5	1 6 11	976	312	545 8 8	1	26	16	8	1	176 18 2
Hesswood	563	115 17 9	19 2 8	0 8 3	310	124	237 0 11	..	50	70	4	1	39 39
Ven	10,133	3,267 11 8	332 8 1	20 9 3	2,680	4,851	2,271 1 7	..	32	138	175	19	1,537 8 10
Gheviot	322	59 19 2	16 14 3	..	13,637	947	8,290 3 11	..	..	..	..	..	2 15 0
Mosaworth	873	226 3 6	48 16 7	2 1 9	318	231	348 2 6	5	52	67	..	2	630 16 3
Calikin	1,355	403 18 4	33 15 10	0 8 3	347	104	340 13 9	..	..	..	..	1	11 3 8
Yarel	2,580	447 2 4	55 10 1	23 3 0	482	615	696 14 0	..	21	37	..	2	400 7 7
Kahutobra	686	123 9 8	14 14 5	0 6 6	417	114	366 13 11	..	..	..	..	..	143 17 3
Mortan	873	235 6 0	45 15 3	4 7 9	1,085	388	877 1 11	5	10	16	..	2	14 1 18
Woodfield	645	137 1 0	16 8 7	0 2 8	264	68	446 9 10	..	1	16	..	1	264 16 8
Bonnie Doon	1,876	360 8 3	55 4 1	5 8 5	770	590	334 1 2	1	111	54	1	2	996 7 3
Maindample	982	188 14 1	18 7 9	4 9 11	358	690	402 1 4	..	21	19	..	1	212 6 6
Margate	4,784	2,623 17 7	385 16 10	87 7 9	1,887	4,654	3,267 12 1	23	625	417	18	24	6,086 3 10
Kerrall	170	54 15 2	7 12 3	0 14 6	971	120	588 3 4	..	..	10	..	5	160 7 3
Alexandra	1,857	726 5 8	246 17 2	31 15 11	10,332	8,881	8,803 4 4	2	135	92	29	8	1,618 16 10
Yabik	2,304	455 5 11	69 19 3	47 13 0	2,445	384	1,205 19 4	6	23	54	1	18	299 5 2
Nagamboe	11,964	3,174 10 0	253 19 0	101 14 4	12,584	2,671	5,729 6 2	61	215	345	5	169	2,376 17 2
Wahing	1,511	445 10 8	76 0 7	89 15 9	2,895	586	1,486 19 4	16	2	36	5	5	217 5 11
Nacillin	..	..	..	31 6 6	..	..	..	31	..	2	..	..	26 14 10
Murchison East	7,012	2,508 16 7	110 13 5	52 12 8	1,558	363	845 12 10	21	146	160	14	42	1,316 6 7
Arceida	3,262	487 16 2	42 6 6	6 9 11	4,391	4,474	2,179 19 3	11	53	52	..	10	342 13 11
Polinaba	6,293	1,318 12 5	79 16 11	111 17 3	3,341	4,219	2,311 2 1	21	56	81	7	24	755 1 2
Mooroopna	8,752	3,136 14 7	220 15 7	70 9 9	22,562	17,557	14,366 2 8	7	34	70	11	16	560 9 0
Shepparton	5,525	18,089 9 8	1,308 15 3	88 5 2	18,301	33,361	17,213 17 3	54	161	563	22	66	2,001 1 0
Concupna	697	219 5 1	21 2 0	0 6 31	3,248	7,451	1,686 18 11	2	15	27	..	2	347 18 0
Tallygaroppa	1,009	732 4 9	51 3 4	3 14 7	9,080	2,913	4,329 4 2	..	..	43	45	..	31 3 9
Warrumb	2,942	812 6 2	39 16 9	10 0 1	8,415	881	3,273 18 13	5	56	65	..	5	731 11 2
Nuramin	17,488	5,897 17 0	423 9 0	120 6 5	7,129	4,938	4,993 6 4	55	114	210	23	34	1,662 10 9
Katunga	7,083	232 9 7	31 5 10	8 10 4	8,929	992	4,845 19 4	6	52	82	13	2	925 14 9
Strathmerton	3,360	850 7 4	90 8 8	15 11 5	6,827	1,054	3,558 0 1	3	148	198	4	6	2,028 19 7
Mwee	422	80 17 5	4 8 10	..	1,364	152	694 10 2	..	..	40	..	1	265 9 6
Martin's Sliding	..	..	..	..	244	5	178 1 1	..	..	..	..	..	178 1 1
Toonumwah	8,223	3,484 0 0	291 16 5	162 15 2	19,596	28,788	25,054 11 8	74	1,978	2,375	10	69	29,013 19 6
Murchison	1,847	218 11 11	72 7 6	0 14 5	1,294	1,750	974 16 10	..	..	..	..	..	89 17 0
Hannwood	..	..	..	..	37	..	15 6 4	..	..	..	..	..	..
Warrumb	..	11 18 3	4 7 4	0 2 1	3,061	65	1,272 14 0	..	..	..	..	..	1,219 3 1
Rushworth	6,767	2,312 8 3	268 16 10	6 19 11	17,773	0,064	8,572 8 2	3	18	40	..	7	273 7 3
Lower	24	0 15 9	0 3 5	..	8,916	340	3,737 3 4	..	..	..	..	..	..
Warrumb	109	23 2 6	7 16 6	0 6 10	4,832	379	2,198 10 2	..	..	34	..	17	192 16 8
Colbinabbin	701	205 13 5	36 7 6	0 14 5	16,708	2,348	9,062 14 11	7	5	121	2	8	759 16 10
Bartok	9	9 6 5	..	..	906	79	489 16 5	..	..	..	..	..	..
Statheps	289	338 14 0	93 17 4	1 16 11	2,012	4,870	1,666 10 8	6	52	377	34	6	2,659 13 3
Concupna	554	216 12 8	27 6 2	7 19 2	3,994	864	2,235 10 3	8	11	149	2	1	769 13 10
*Hall's Crossing	56	3 3 9	..	..	..	..	..	..	..	..	..	..	..
Tatura	13,027	2,856 1 10	448 2 1	102 4 6	5,634	12,069	4,433 0 8	45	76	138	32	34	1,464 3 3
Riverside	758	239 6 9	14 19 4	0 15 3	1,317	292	900 4 2	4	18	80	30	9	769 8 4
Merrigun	4,491	1,228 5 8	96 14 5	8 15 4	5,895	8,698	4,480 11 11	4	15	197	8	15	1,801 5 3
Kayaba	17,143	6,064 18 6	464 10 10	78 9 0	11,424	16,370	10,504 12 6	81	133	437	79	58	8,528 10 10
Turala	8,430	2,361 12 7	147 9 3	54 19 7	3,823	12,320	3,779 10 8	23	106	158	103	23	1,913 0 5
Kayuga	1,943	270 8 7	26 17 4	14 1 4	2,148	7,999	7,322 16 1	11	17	86	2	12	466 5 4
Kayapella	..	..	..	..	488	99	278 10 4	..	..	..	..	..	..

Moyim	2,874	472 14 2	14 15 6	4 14 5	1,482	1,186	1,691 14 4	14	16	50	19	8	7	30	5	114 17 7	2,298 16 0	
Angleisle	296	27 14 9														27 14 9	14 17 3	
Claremont	141	14 17 3														14 17 3	8 19 0	
Dwyer	78	8 19 0														8 19 0	650 7 7	
Edi	1,355	311 10 5	7 16 3	2 8 7	1,104	129	314 4 1		1	11			3	16		14 8 1	13 6 9	
Hym	97	13 6 9															292 13 4	
King Valley	839	82 11 2	3 12 7	0 10 7	320	80	192 11 6			1	1		4	1	3	5 7 6	34 13 7	
Jarrott	232	34 13 7															67 6 5	
Peiper	496	67 6 5															708	
Whitcheld	2,915	398 18 9	62 18 9	1 8 4	708	347	496 11 8	3	2	5	49	4	2	7	3	156 16 5	1,290 11 11	
YACKANDANDAH LINE.																		
Loudigan	1,352	81 1 2	23 16 5	0 8 4	912	1,334	292 12 8										397 18 7	
Tarrawingee	994	160 6 0	16 18 3	33 15 6	310	352	451 8 1	1								3 8 6	535 12 1	
Everton	2,361	509 3 1	21 6 5	1 12 9	1,782	415	763 15 4	23	12							184 11 9	1,480 9 4	
Baarnatha	505	19 13 6	0 10 3		11	1	23 12 5										42 10 2	
Beechworth	10,253	3,007 12 0	398 3 7	19 19 4	2,700	5,065	2,922 12 10			5	2	3	3	40	5	12 5 6	6,051 13 3	
Wooragee	152	14 12 3	3 4 10		599	43	214 0 1									7 10 3	239 7 6	
Yackandandah	1,972	753 8 8	88 8 6	9 0 6	818	969	548 19 8	2	29	7	31	1	2	2	1	316 9 3	1,713 9 7	
BRIGHT LINE.																		
Brookfield	497	39 19 8	4 9 5		171	197	153 2 6										207 11 7	
Bowman	1,216	328 14 5	44 11 8	11 12 1	632	638	642 2 9	6	43	52	9						1,451 7 5	
Gapsted	691	196 11 4	15 0 6	7 12 2	434	164	211 12 11									367 6 0	420 16 11	
Myrtleford	3,477	1,742 3 2	120 13 0	4 11 0	1,798	2,326	1,589 15 4	7	56	30	19					498 9 8	3,955 10 4	
Ovens	991	299 10 10	13 17 6	1 0 6	263	299	287 19 3										599 8 1	
Eurobin	1,536	441 5 7	17 8 5	1 2 1	324	275	653 3 1										1,158 2 3	
Pozepinkab	1,625	693 8 7	68 13 1	0 14 5	232	1,039	419 2 3									45 4 1	1,190 11 3	
Bright	4,589	2,601 15 1	179 18 0	4 12 2	383	1,987	941 7 2	3	6	2	34	6	7	10	5	235 14 10	5,861 7 3	
WAGGONYAH LINE.																		
Liliput	384	20 14 2	0 19 3		999	111	576 2 4										547 12 6	
Conso's Siding					1,898		436 17 3										436 17 1	
Rutbergien	9,199	3,540 4 7	294 9 2	113 0 0	6,990	4,224	5,525 18 2	14	2	58	7	7	5	17	11	479 9 0	9,961 14 5	
Waggonyah	12,358	6,095 13 1	411 17 1	284 11 4	10,128	13,328	11,282 17 0	32	189	590	50	38	15	34	4	6,184 8 11	24,238 7 3	
MELBOURNE-HAZENSDALE LINE.																		
Hawksburn	1,506,048	22,187 14 3	489 1 3	5 3 4			0 5 1										22,632 6 11	
Toorak	1,082,792	18,011 0 0	486 11 7	2 11 9	1,928	62,971	2,277 13 10										20,775 17 2	
Armadaic	1,682,230	34,222 5 5	444 10 1	4 0 7			0 5 6										34,871 1 7	
Malvern	2,581,522	30,486 5 9	1,095 3 3	4 10 4	388	42,311	418 19 0										31,804 17 1	
Gaulfield	2,532,452	62,711 6 6	952 17 1	5,680 0 1	3,119	30,211	2,997 17 10	284	39								31,208 7 7	
Carnegie	1,336,625	28,469 13 2	254 12 10	2 1 7			1										28,729 7 1	
Murrumbidgee	1,241,343	24,452 13 6	296 15 5	3 8 10	259	26,579	174 5 10										24,928 18 7	
Hughesdale	118,979	2,362 10 6	73 19 9	0 2 9													2,436 13 0	
Oakleigh	1,867,122	41,972 2 5	680 14 0	224 19 5	9,225	49,162	3,129 15 7	17	8	1	1	21	25	3	45	56 4 8	46,063 15 1	
Clayton	211,313	4,922 1 7	281 12 10	21 18 4	330	10,323	156 15 6										22 0 6	
Spring Vale	365,270	9,460 0 8	322 18 9	19 13 5	1,301	25,293	1,166 2 7	5	3								6,404 8 9	
Sandown Park	958	43 6 10															17 18 0	
Noble Park	254,050	6,312 4 0	146 13 0	0 19 8	63	5,400	12 0 3										45 6 10	
Dandenong	508,287	22,675 17 9	2,778 19 8	202 8 6	10,504	43,359	2,861 13 5	220	1,362	9	3	159	1,921	136	817	3,516 18 9	6,501 16 11	
Dillon	2,274	168 12 6	148 8 5	1 4 10	5,135	745	1,061 14 1										84,973 19 0	
Narre Warren	12,478	695 75 10	684 5 11	2 19 8	2,235	4,624	1,093 18 9	5	22	25							1,317 0 10	
Berwick	22,191	1,320 2 3	523 1 0	30 1 8	473	2,080	298 19 6	12	51	37							2,390 4 10	
Bewconsfield	15,589	1,184 19 2	773 7 2	6 19 9	9,896	5,900	3,317 1 4	7	2								2,837 0 10	
Hartree's Siding					2,009		397 14 1										3,397 10 5	
Other	7,198	532 19 1	1,038 0 2	2 12 1	1,234	1,778	530 1 8	2	15	28							397 14 1	
Pakenham	24,895	3,094 6 5	1,328 19 11	22 19 4	7,224	6,486	3,082 17 11	6	39	85							2,212 7 6	
Nar-ma-noon	9,186	1,619 4 1	661 2 11	24 8 2	4,391	1,773	1,525 16 10	7	57	67							7,809 6 1	
Tynong	5,792	788 13 9	169 2 2	4 9 11	4,177	2,074	1,772 5 9										4,107 6 1	
Garfield	15,381	2,006 16 9	361 17 0	5 8 6	6,534	2,971	5,725 7 2	3	10	12							2,739 15 11	
Jefferson's Siding					111		31 6 11										6,289 4 6	
Dunyo	11,109	1,753 5 7	443 14 11	6 2 6	4,407	2,623	2,129 19 8	7	16								81 6 11	
Lougwarry	9,812	1,392 4 6	1,112 8 0	3 13 3	8,847	2,965	2,798 3 11	9	15	7							4,389 7 5	
Dromis	17,468	3,172 19 11	881 19 4	40 9 5	5,361	4,689	2,586 18 8	29	37	3	102	22	63	32	6	511 12 2	7,182 17 6	

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.		
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.				
		£	s.	d.	£	s.	d.			£	s.	d.			£	s.	d.		
MURDOCH'S BAINSDALE LINE—continued.																			
Warragul	53,390	11,024 9 11	2,189 9 1	45 6 0	5,847	18,300	4,187 12 7	31	377	64	129	42	230	100	100	2,097 2 1	10,323 14 8		
Milva	2,611	213 15 0	154 13 5	0 10 0	149	6,392	160 8 10	..	..	..	..	..	..	..	..	..	319 14 1		
Darano	4,422	398 17 8	2,609 8 0	1 5 3	852	7,334	800 12 8	..	34	..	..	1	9	3	..	..	439 4 10		
Yarragon	8,950	1,807 2 9	2,497 0 1	26 8 1	1,999	4,714	1,453 16 8	24	29	3	41	22	36	16	4	..	6,970 13 10		
Trafulgar	18,562	3,843 13 2	2,301 10 6	40 15 1	8,366	6,173	6,370 8 10	37	276	25	115	98	121	29	65	1,389 14 3	13,743 1 10		
Moe	17,532	3,343 18 1	349 13 6	6 2 3	2,387	4,750	1,407 8 3	15	30	1	16	37	27	16	..	..	5,218 16 2		
Brown Coal Mine	..	..	..	..	176,661	8,010	41,506 18 7	..	..	..	..	..	..	..	..	..	..	41,506 18 7	
Yallourn	3,366	808 8 10	257 10 8	4 14 4	39,184	23,829	19,230 11 2	3	..	..	..	2	2	..	..	..	10 13 0		
Electricity Commissioners' Siding	..	..	..	..	..	81,224	..	..	..	..	..	..	..	..	..	..	..	20,307 4 0	
Morwell	40,070	13,524 9 7	487 16 5	30 5 6	994	4,631	1,090 16 10	12	138	36	103	15	90	54	103	1,390 7 6	16,523 16 10		
Traralgon	29,248	7,931 17 5	720 7 6	124 8 10	2,749	9,495	2,769 13 6	..	..	..	..	..	..	..	..	..	..	14,342 17 1	
Loy Yang	238	27 12 2	8 9 6	..	11	44	29 17 2	..	..	..	..	..	..	..	..	..	..	65 18 10	
Plym	981	139 11 8	9 14 6	4 0 9	348	203	193 4 9	1	90	29	1	..	5	..	1	..	..	1,033 14 0	
Rosedale	7,521	1,827 19 10	176 13 3	23 19 11	1,793	945	1,468 4 3	3	139	80	8	7	61	31	..	..	..	4,423 1 11	
Kilman	2,462	431 16 1	51 3 8	3 5 7	6,026	924	2,086 13 0	9	15	20	1	4	5	..	2	..	..	1,090 4 3	
Fulham	432	149 0 5	24 3 6	..	657	198	371 13 9	..	..	..	..	..	..	..	..	..	..	347 19 4	
Sale	35,812	12,828 9 1	916 13 4	270 6 0	12,524	16,533	10,246 13 9	68	150	224	65	48	51	98	25	3,342 3 2	27,123 3 4		
Alonso Bay	..	17 1 6	0 4 5	12 12 4	1,510	345	821 11 4	..	19	40	..	6	1	..	..	..	..	1,156 19 10	
Stratford	11,500	2,658 6 10	260 14 7	173 14 2	9,972	2,743	2,732 10 6	8	60	37	19	13	12	29	..	..	..	7,917 10 6	
Moor	1,500	230 7 3	87 9 0	0 4 1	8,841	184	1,601 6 10	..	..	..	..	1	..	..	..	..	..	2,169 7 2	
Fletcher's siding	..	..	..	..	843	15	192 16 17	..	..	..	..	..	..	..	..	..	..	192 16 17	
Fernbank	3,343	485 6 10	137 11 1	21 12 7	5,033	615	2,236 0 9	1	1	14	..	..	8	5	..	..	..	2,063 15 8	
Lindisfarne	3,400	1,190 1 2	91 3 2	8 5 3	8,391	347	4,358 17 8	12	37	19	8	7	5	1	..	..	..	6,813 6 0	
Hillside	871	226 0 3	20 0 2	0 4 11	6,580	263	3,475 8 6	1	70	6	27	1	5	5	..	..	..	1,645 10 0	
Bahndale	20,623	16,341 9 2	1,043 5 0	137 4 6	11,533	15,586	12,406 6 2	36	292	37	54	46	96	53	14	3,065 3 8	72,553 8 6		
ORBOT LINE.																			
Michelson	..	23 10 8	0 7 7	..	669	41	413 10 0	..	..	..	..	..	..	..	..	..	..	..	437 8 2
Rimberrah	1,111	190 11 5	16 13 5	3 7 3	884	182	610 18 10	2	..	8	26	..	2	10	6	..	..	..	979 10 4
Mossface	1,032	109 6 1	10 2 10	..	2,342	194	1,779 17 5	..	..	..	..	..	..	..	..	..	..	..	1,969 6 4
Brother	3,973	1,310 12 6	167 13 2	23 6 4	2,429	2,641	3,917 14 11	2	263	57	20	8	8	14	..	..	..	..	8,065 0 5
Colquhoun	127	23 4 4	1 10 4	..	3,133	163	1,378 4 10	..	..	..	..	..	..	..	..	..	..	..	1,404 19 6
Driver's Siding	..	..	..	..	4,322	171	3,891 2 9	..	..	..	..	..	..	..	..	..	..	..	3,891 2 9
Nova Nova	3,011	1,071 8 1	102 0 2	4 19 10	2,117	1,061	2,444 2 10	1	18	..	1	..	21	..	..	..	..	..	3,762 18 0
Tostare	916	231 13 6	8 17 1	0 3 0	6,168	347	2,519 7 4	..	..	..	..	1	3	..	..	..	..	..	2,760 5 11
Waygara	510	73 12 9	4 0 10	..	574	169	495 1 11	..	..	..	..	..	..	..	..	..	..	..	572 13 6
Orbot	7,611	1,807 0 4	320 17 5	32 2 8	13,805	5,938	12,184 13 4	34	461	73	100	25	22	11	6	6,035 12 4	23,100 6 1		
STONE POINT LINE.																			
Glen Henty	1,613,823	32,762 16 4	369 13 10	3 18 0	918	85,367	1,462 3 9	..	..	..	..	..	..	..	..	..	..	..	15,553 14 5
Ormond	775,379	15,954 10 9	261 11 5	1 11 6	..	9	0 2 0	..	..	..	..	..	..	..	..	..	..	..	13,917 13 2
McKinnon	246,884	4,804 3 10	31 0 3	0 6 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,935 12 3
Bentleigh	302,859	6,069 17 0	106 13 5	1 6 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,174 16 5
Moorabbin	201,551	4,494 11 1	126 4 5	11 2 4	715	21,968	374 12 5	..	14	..	..	..	67	..	..	..	..	..	5,029 14 4
Higlett	193,972	4,629 3 1	42 0 7	1 2 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,672 3 6
Cheltenham	508,402	12,860 2 3	409 3 8	30 6 7	5,863	29,162	1,339 4 2	3	6	..	..	..	3	7	..	..	..	..	14,570 0 1
Montone	714,136	20,072 19 9	232 18 8	1,124 2 9	689	29,498	437 9 0	34	1	..	..	..	..	..	..	..	..	..	21,957 8 2
Parkdale	381,947	10,004 2 9	68 12 0	0 14 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,673 9 6

1928-29

Mordialloc	613,405	16,424 14 2	547 17 4	974 3 11	646	16,094	276 14 0	5	6	10	9	13 10 1	20,267 0 0
Aspendale	186,848	5,637 6 10	54 8 4	1 4 5	220	9,018	85 15 1	1	2	1	1	4 13 0	5,783 7 8
Edithvale	208,388	7,701 2 7	85 19 11	0 14 0		14						7,787 10 0	7,787 10 0
Corseva	577,882	17,685 11 11	354 3 3	3 10 8	1,303	15,944	337 8 2					18,380 14 0	18,380 14 0
Bozzyth's Siding					3,153		1,717 5 5					1,717 5 5	1,717 5 5
Carrton	99,193	4,278 10 10	123 8 10	23 11 0	12,103	7,206	2,480 9 8	1	2	5	17	13 9 0	6,920 12 3
Seaford	39,078	1,816 18 10	127 18 4	2 5 4	225,856	2,449	41,988 10 4					2 5 3	43,938 7 1
Frankston	160,361	12,743 13 11	939 11 10	48 11 1	537	11,332	419 7 3	1	4	53	6	47 0 1	13,219 8 4
Langwarrin	2,221	189 5 0	126 8 8	0 13 6	209	608	142 18 4		1	3	2	2 8 6	411 14 0
Baxter	5,087	380 13 9	112 14 1	1 3 6	257	1,280	187 6 4					681 19 0	681 19 0
Soumerville	7,414	781 4 4	299 2 7	7 7 0	2,329	1,333	1,791 10 8	2	7	11	13	18 16 7	2,807 15 5
Tyabb	4,259	391 4 1	135 13 2	0 19 3	2,748	2,107	1,775 11 4					5 12 8	2,306 0 0
Hastings	3,238	767 14 5	117 18 9	13 10 9	6,752	3,694	765 18 5					8 4 9	1,613 6 1
Witern	3,539	631 18 7	208 8 8	2 4 4	1,438	877	670 13 1	6	45	45	2	353 8 10	1,845 13 6
Grib Point	27,889	6,805 10 7	145 8 1	1 2 0	169	10,377	445 8 0					7,397 6 2	7,397 6 2
Stony Point	4,243	840 17 5	501 14 3	2 11 5	916	3,993	482 3 6	1	3		5	11 9 0	1,837 15 7
MORNINGTON LINE.													
Moorooduc	1,093	265 11 2	30 16 8	0 4 2	9,661	865	1,819 5 2	1	3	147	3	380 7 2	2,445 4 1
Mornington	28,022	3,936 2 1	671 19 8	60 6 11	442	7,711	361 12 9	16	30	42	3	110 18 3	5,443 19 5
RED HILL LINE.													
Palnarring	275	32 9 6	14 18 1		44	2,746	37 13 9					2 18 0	167 16 4
Merricks	370	88 0 3	122 11 0	0 2 1	345	4,129	129 3 0	3	14	33	1	162 9 5	497 3 9
Red Hill	442	129 0 11	172 7 5	0 12 0	3,880	1,537	1,135 19 9		1			3 0 0	1,741 0 4
ALBERTON LINE.													
Lynchburst	4,106	245 11 4	791 18 2	2 2 5	8,334	2,199	1,592 6 6	4	9			34	2,602 0 4
Cranbourne	16,486	1,200 3 5	2,633 17 10	5 3 0	118,717	3,636	25,591 5 3	9	48	40	1	230 3 10	29,710 13 4
Clyde	9,375	710 12 11	1,769 8 6	1 8 7	486	1,872	725 7 9	1	5	21	6	59 14 1	2,886 11 7
Tooradin	6,206	612 4 0	603 2 8	1 8 11	651	2,715	417 17 3	8	23	22	8	121 15 11	1,758 8 9
Dalmore	3,266	448 15 2	108 9 11	0 14 10	5,840	8,778	1,931 17 9	7	7	10	9	47 2 7	2,337 0 3
Koo-wee-rup	18,719	2,836 15 1	526 2 3	7 4 9	11,984	9,394	4,741 15 2	10	36	13	5	163 17 8	7,875 18 1
Monomelth	1,444	266 3 9	415 9 3	4 9 0	53	1,047	67 9 0	31	284	33	1	756 7 2	1,503 18 2
Caldermeade	2,006	332 5 19	2,381 3 3	4 5 5	118	4,169	119 1 9	17	53	17	5	283 1 2	3,159 16 8
Lang Lang	7,456	1,491 0 3	744 14 8	3 14 1	753	4,237	739 4 4	15	109	23	33	394 14 10	3,343 8 2
Nyora	9,485	1,811 2 5	129 14 8	3 16 1	6,149	1,809	1,814 19 6	53	1	13	25	246 16 9	4,069 9 5
Loch	7,283	1,185 0 6	823 7 9	2 18 1	2,432	1,242	1,606 14 5	9	139	3	5	329 9 2	2,907 9 11
Jectho	1,372	158 6 4	505 5 9	0 1 4	191	239	129 12 6	24	8	24	8	113 10 7	2,897 15 9
Bena	3,769	637 0 6	1,191 5 4	9 13 4	598	5,213	554 19 5	6	35	19	37	484 8 8	2,808 12 3
Whitelaw	271	28 8 3	9 18 5		48	286	31 17 7					70 4 3	70 4 3
Korumburra	30,063	6,769 6 4	918 2 7	25 11 9	37,674	16,198	15,689 16 8	47	181	35	94	1,175 4 9	21,368 5 1
Kardella	2,034	243 6 0	111 14 11	3 1 8	124	596	122 6 9	1	4	1		22 5 0	502 13 7
Ruby	1,960	241 6 5	60 5 1	4 1 8	1,225	421	717 19 10	1	14	13		121 0 0	1,144 13 0
Leongatha	23,807	3,895 3 10	1,140 9 6	47 13 10	6,866	3,979	4,166 12 11	38	291	80	76	1,824 8 7	12,984 8 5
Knox Siding	2	0 0 8			10,821	940	6,759 13 8					6,759 14 3	6,759 14 3
Gwyther					7,729	467	235 12 5					235 12 5	235 12 5
Koonwarra	1,120	121 12 11	16 14 4	1 16 11	1,413	2,737	684 6 5		4			32 16 9	857 7 4
Tarwin	3,269	405 19 7	32 16 8	1 13 6	4,822	551	1,355 4 2	3	32	3	10	218 8 11	2,014 3 10
Meenivan	6,189	1,427 18 0	126 11 4	11 0 3	2,433	1,793	1,387 9 0	2	9	81	7	441 14 8	3,394 13 3
Stony Creek	3,237	559 5 1	69 4 9	0 14 3	414	3,013	454 6 7	2	22	12	3	814 11 8	1,998 2 4
Infalo	1,495	328 9 6	35 3 0	2 6 4	2,089	392	882 15 3	1	61		4	408 13 8	1,655 7 9
Boys	162	27 19 10	1 14 11	0 0 8	559	133	292 13 2					232 6 7	232 6 7
Fish Creek	3,755	995 16 10	94 9 2	2 2 3	1,580	1,346	1,636 0 4	7	23	7	3	154 19 10	2,223 8 5
Heddie	645	119 0 8	27 6 2	0 2 0	213	128	188 3 2					3 9 9	337 1 9
Foster	3,246	1,659 5 6	234 15 5	8 6 11	7,236	3,874	3,685 9 11	10	59	8	44	465 9 8	6,042 7 5
Bemisson	1,262	257 4 3	91 0 6	0 1 5	254	592	443 5 8					791 11 10	791 11 10
Toora	4,646	1,483 18 5	189 18 11	3 16 1	867	2,885	1,141 8 11	9	73	11	31	681 18 7	3,561 9 11
Agnes	362	116 13 6	1 15 2	4 4 7	131	131	38 3 10		3			27 14 1	208 11 2
Welshpool	3,599	919 8 6	196 9 4	14 10 1	4,907	3,025	494 12 1	7	40	2	56	875 11 8	2,407 11 8
Hedley	595	175 0 5	24 4 8	0 14 5	70	268	76 7 3					111 19 0	385 5 11
Gelliondale	1,471	566 17 4	28 14 3	3 11 9	1,084	3,488	727 16 2	3	304	5	4	1,843 9 2	3,170 8 8
Alberton	1,718	454 9 8	51 17 11	13 13 3	675	4,180	1,021 2 5	3	38	30	1	460 5 4	2,007 8 7
ALBERTON-WON WRON LINE.													
Yarram	8,517	3,888 6 1	314 10 7	19 2 7	1,675	13,912	2,337 3 7	21	229	58	76	2,331 6 9	8,905 9 7
Devon	44	2 9 4			152	120	129 19 8					132 8 7	132 8 7
Calrossie	164	9 11 2	2 5 3		1,071	382	776 2 9	1		3		30 15 6	818 14 8
Won Wron	425	61 4 6	10 16 6	11 16 11	284	161	329 4 6	10	7	20		289 8 19	693 11 3

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.		Horses.		Cattle.		Sheep.		Pigs.		£ s. d.		
WON WRON—WOODSIDE LINE.																		
Napier	28	7 14 0	0 14 7		1,052	121	1,279 5 10										1,287 4 5	
Woodside	347	118 6 1	19 16 10	6 18 7	2,820	318	2,561 8 10	6	21	5	20	6					437 16 1	
STREZLECKI LINE.																		
Bayles	1,397	237 14 2	290 11 4	0 4 10	16,386	3,480	3,371 2 5	2	5	3	7	2					35 12 0	
Casani	941	212 13 4	400 6 1	0 2 9	2,453	695	1,173 19 8	1	1		3	2					4 3 0	
Yannathan	1,137	240 11 7	1,496 13 2	0 9 0	294	2,107	221 13 2	11	104	24	42	18	4	19	4		414 5 8	
Heathhill	377	99 0 3	4 2 0	0 8 4	1,734	347	351 8 6			2							1 0 6	
Abloue	519	119 14 8	17 17 6	0 9 8	3,737	1,736	1,139 18 0			1			2				0 14 0	
Topsram	440	119 6 10	22 18 6	0 11 6	1,424	2,121	573 8 10		3	13		3	3	11			74 8 6	
Triholm	368	100 6 5	11 1 3	0 11 9	299	3,394	370 16 8	3	26	19		3	3	1			186 3 2	
Strezlecki	379	103 18 3	28 1 11	0 4 2	19	5,798	65 3 8		9	3	77	1	3				372 1 11	
WONTHAGGI LINE.																		
Woodleigh	1,552	303 8 6	369 5 2	1 10 9	178	577	120 17 9	1	21	7			15	1	1		99 3 1	
Kernet	1,327	280 15 0	60 4 4	1 11 1	1,359	1,173	1,100 10 3	3	112	6			63	6			484 0 10	
Almurti	3,344	630 19 11	47 3 7	8 0 11	1,721	335	1,013 3 3	2	221	16		5	101	21	1		1,021 12 9	
Glen Forbes	1,753	402 17 8	172 19 0	1 15 4	359	1,732	231 13 3	5	23	22	33	5	7	9	1		316 8 8	
Woolamai	2,371	446 16 7	157 6 7	3 8 8	348	701	217 6 4	5	28	15	18	1	9	13			264 9 8	
Anderson	1,073	269 16 11	23 19 7	11 15 2	92	196	137 14 8	6	2	18		2	8	7			106 11 4	
Mitchell's Sidine					3,507	11	916 13 2											916 13 2
Kilcunda	1,490	178 12 6	27 18 8	0 13 1	48	295	64 1 7										271 5 10	
Dalyston	2,418	380 0 2	65 6 5	1 4 11	821	3,005	733 13 0	1	43	14	76	4	9	21	1		592 10 10	
State Coal Mine					30,955	18,238	18,323 0 2											18,323 0 2
Wonthaggi	31,050	2,113 19 2	779 1 5	48 13 7	1,474	16,773	1,420 9 8	3	9	1		7	5	46	1		138 2 6	
OUTTRIM LINE.																		
Jumbuna	1,777	128 5 8	40 14 8	1 3 8	11,332	2,459	3,514 15 8		9		87	2	1	4			24 14 1 2	
Outtrim North	1,911	35 17 0															35 17 0	
Outtrim	729	46 4 0	15 8 8	0 2 1	11,541	414	2,833 11 2				87						313 7 6	
PORT WELSHPOOL LINE.																		
Port Welshpool	5,853	161 18 8	81 11 11		383	254	878 12 3										1,122 2 10	
PORT ALBERT LINE.																		
Port Albert	1,102	208 16 9	38 13 7		321	1,511	674 10 6										922 0 10	
NEERIM SOUTH LINE.																		
Illioo	522	17 16 2	63 17 10	0 0 8	162	2,658	66 11 4										148 6 0	
Buln Buln	1,185	106 19 1	58 12 6	0 4 2	652	533	333 0 6				5		1	3			509 2 10	
Bravington	258	16 13 1	0 2 19	0 0 8	283	12	97 18 4										114 19 11	
Rokeby	1,401	107 14 3	7 17 3		5,229	378	2,178 4 11				88		1	1	2		2,312 16 5	
Crossover	541	106 3 4	1 5 6	0 8 11	1,812	160	724 14 2					2	2				832 11 11	
Neerim South	3,173	652 19 1	50 6 0	0 16 11	16,371	1,811	2,631 4 11	7	118	3	2	5	44	11	17		463 17 2	

APPENDIX NO. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

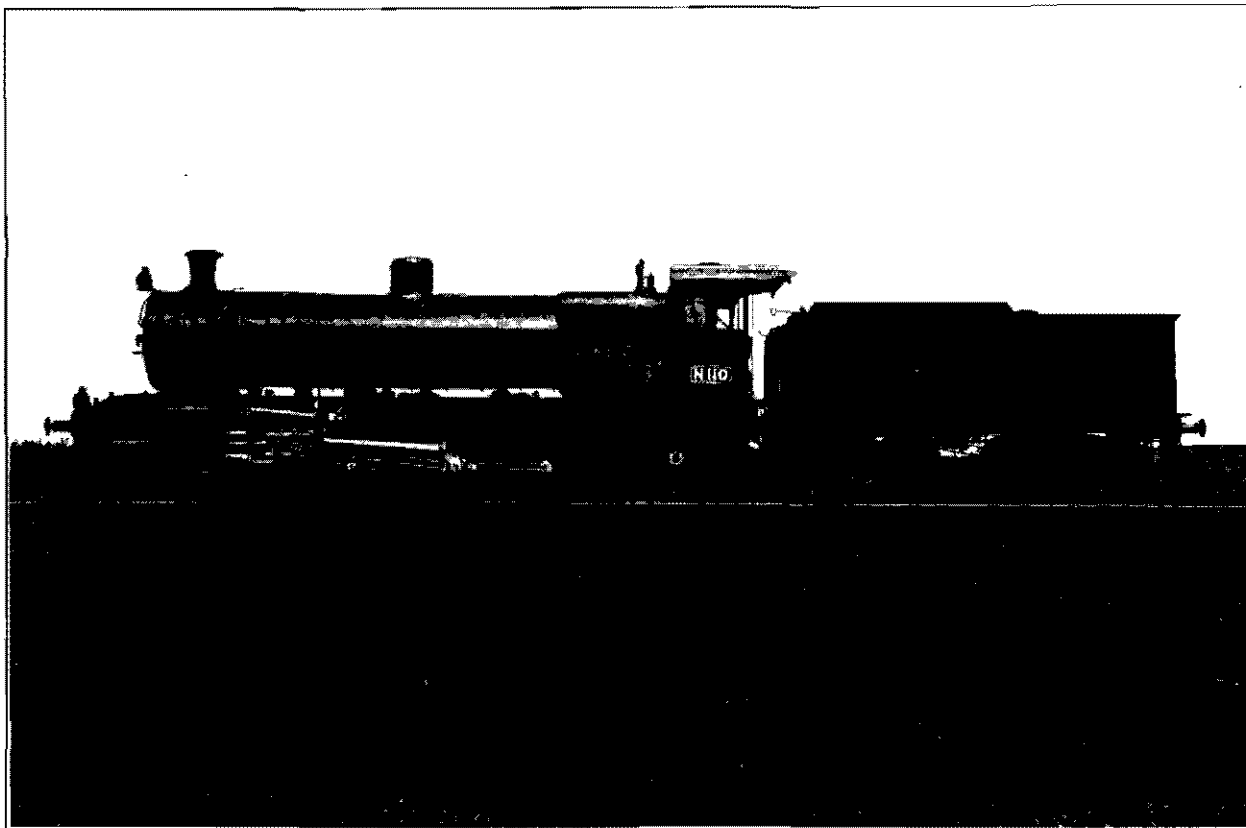
STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				£ s. d.				£ s. d.	
HEALESVILLE LINE—continued.																	
Mooroolbark	9,026	407 18 9	349 17 3	0 11 0	456	1,361	80 4 11	..	2	..	1	..	1	..	..	1 19 3	840 11 2
Cape Hill Siding .. .. .	..	..	..	..	25,023	710	4,955 19 3	..	..	..	..	..	..	..	..	..	4,955 19 3
Tillydale	66,975	4,529 14 7	936 19 9	162 10 7	703	12,762	441 13 5	21	147	62	10	15	50	65	1	400 16 0	6,471 14 4
Black's Siding .. .. .	..	..	..	..	40,340	5	8,213 9 9	..	..	..	..	..	..	..	..	..	8,213 9 9
Goldstream	2,913	248 12 5	302 15 0	32 7 0	638	744	176 16 5	17	1	4	..	26	10	31	..	41 15 4	802 6 2
Yerbing	2,606	271 18 4	1,370 15 9	6 10 7	81	3,113	69 5 8	8	55	74	..	6	53	77	3	277 6 0	2,195 16 4
Yarra Glen	11,838	1,275 9 7	830 3 6	25 18 0	5,460	3,024	1,807 9 5	18	60	28	4	19	45	59	..	234 15 10	4,163 16 4
Tarrawarra	1,086	122 4 0	70 14 2	1 17 7	342	57	71 16 5	..	..	..	..	..	..	..	..	..	206 12 2
Healesville	34,605	6,673 16 6	551 1 0	13 19 0	11,995	36,567	4,764 6 11	15	33	3	1	35	34	32	1	197 3 8	12,050 7 1
GLEN IRIS LINE.																	
Heyington	93,426	1,351 16 2	6 6 9	0 1 1	..	..	..	..	..	..	..	..	..	..	..	..	1,351 16 2
Kooyong	233,400	3,972 18 10	34 18 3	0 5 3	..	..	..	..	..	..	..	..	..	..	..	..	4,008 2 4
Toorunga	681,976	10,788 8 9	116 10 1	1 5 3	430	44,767	430 4 3	..	..	..	..	..	..	..	..	1 0 6	11,397 8 10
Gardiner	509,887	8,898 10 2	122 1 3	0 10 5	..	..	6 15 1	..	..	..	..	..	..	..	..	..	9,627 16 11
Glen Iris	480,398	9,037 14 1	57 17 8	0 13 10	..	21	..	..	..	..	..	..	..	..	..	..	9,036 5 7
Darling	375,476	6,999 13 5	49 15 6	0 4 1	345	23,072	698 18 2	..	..	..	..	..	..	..	..	..	7,748 11 2
KEW LINE.																	
Barker	348,299	5,275 2 2	38 3 4	0 5 5	..	..	..	..	..	..	..	..	..	..	..	..	5,313 15 11
Kew	1,080,424	16,359 2 7	394 13 10	6 6 6	505	33,757	534 3 3	2	4	..	1	4	3	..	..	13 4 1	17,307 10 3
OUTER CIRCLE LINE.																	
Riversdale	58,573	967 12 4	8 4 8	..	143	39,803	428 3 10	..	..	..	..	..	..	..	..	..	1,404 0 10
Golf Links	38,487	632 19 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	632 19 11
Hartwell	63,067	998 10 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	998 10 5
Barwood	91,730	1,619 15 0	112 16 0	0 12 8	103	12,097	194 7 1	..	..	..	..	..	..	..	..	..	1,667 10 9
Arbunton	46,845	842 8 6	64 19 4	0 6 3	17	3,407	34 9 8	..	..	..	..	..	..	..	..	..	842 8 6
Shenley	57,041	890 17 7	0 3 4	..	..	..	..	..	..	..	..	..	..	..	..	..	890 17 7
Boystead	17,052	320 14 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	320 14 6
Deepdene	28,832	493 12 5	114 10 8	..	..	7,979	..	..	..	..	..	..	..	..	..	..	493 12 5
*East Kew .. .. .	..	..	..	..	..	6,818	20 3 0	..	..	..	..	..	..	..	..	..	20 3 0
FERN TREE GULLY LINE.																	
Dayswater	93,052	5,036 17 2	377 9 11	233 13 9	241	5,223	131 16 7	4	..	..	..	6	..	1	..	32 16 0	3,832 13 5
Bezonia	49,758	1,725 3 6	113 16 11	..	..	..	..	..	..	..	..	..	..	..	..	..	1,669 0 5
Lower Fern Tree Gully	32,486	1,758 2 1	327 5 4	9 0 5	470	5,401	93 5 10	..	..	..	..	..	..	..	..	..	2,687 13 8
Hemond's Siding .. .. .	..	..	..	..	28,536	..	3,845 2 4	..	..	..	..	1	..	..	..	..	3,845 2 4
Upper Fern Tree Gully	60,564	4,117 11 8	160 1 0	53 0 2	21,617	3,955	3,154 8 7	6	21	5	2	10	48	29	..	62 19 0	7,538 0 11
GEMSBROOK LINE.																	
Upwey	12,784	794 18 6	55 14 5	3 16 9	14	115	9 18 2	..	..	..	..	..	..	..	..	..	864 7 10
*Teroma	3,732	258 5 2	11 7 10	1 2 5	..	..	..	..	..	..	..	..	..	..	..	..	270 13 5
Belgrave	21,836	1,375 18 3	135 18 11	3 19 5	387	6,772	165 9 6	..	..	..	..	..	..	..	..	..	1,661 7 1
Selby	3,755	264 9 0	16 4 5	1 1 3	1	157	4 7 4	..	..	..	..	..	..	..	..	..	286 2 0
Aura	2,159	154 3 11	84 17 4	0 4 3	179	3,531	66 0 1	..	..	..	..	..	..	..	..	..	305 5 7

APPENDIX No. 32.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.				Outwards.	Outwards.	Outwards.	Outwards.	Outwards.				Inwards.				Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
		£ s. d.	£ s. d.	£ s. d.			£ s. d.									£ s. d.	£ s. d.
SANDRINGHAM BRIGHTON LINE—																	
<i>continued.</i>																	
Elsternwick	3,271,494	57,856 11 5	659 19 0	5 6 11	321	43,765	684 6 11	..	..	..	..	..	..	..	..	..	59,206 4 3
Garden Vale	1,623,095	29,828 4 7	198 13 1	2 3 8	..	1	..	..	..	..	..	..	..	..	..	..	30,025 1 4
North Brighton	1,893,733	36,595 1 5	409 3 1	2 15 7	850	42,629	1,058 6 4	..	..	..	..	..	..	..	..	..	38,065 6 5
Middle Brighton	1,459,157	29,776 11 1	325 4 1	10 1 6	358	22,946	291 13 11	..	..	..	..	..	..	..	..	..	30,403 10 7
Brighton Beach	799,055	17,181 4 9	96 9 8	0 8 7	..	1	..	..	..	..	..	..	..	..	..	..	17,278 3 0
Hampton	1,367,032	29,670 15 10	238 0 9	2 6 4	..	..	0 9 8	..	..	..	..	..	..	..	..	..	29,911 11 5
Sandringham	1,085,414	49,098 11 5	482 9 8	5 6 5	250	35,469	390 6 6	..	..	..	..	..	..	..	..	..	49,926 14 0
VARIOUS.																	
Traffic derived from South Australian stations	65,959	108,496 10 9	11,718 13 8	1,142 11 6	34,778	59,178	81,520 19 6	..	..	..	..	..	..	..	..	3,539 19 10	204,421 15 3
Traffic derived from New South Wales stations	154,619	154,406 11 11	18,595 2 11	1,673 15 1	34,354	81,488	50,279 2 10	..	..	..	..	..	..	..	..	497 9 11	225,452 2 8
Traffic derived from Queensland stations	6,191	5,589 18 4	271 1 0	..	16,494	5,275	12,768 15 0	..	..	..	..	..	..	..	..	..	18,629 14 4
Traffic derived from Commonwealth stations .. .. .	..	1 4 7	4 2 1	..	16	1,217	74 6 6	..	..	..	..	..	..	..	..	..	79 13 2
Traffic derived from West Australian stations	7,791	11,256 19 3	193 9 1	1 7 6	4	341	20 2 1	..	..	..	..	..	..	..	..	..	11,471 17 11
Steamer	61,003	1,243 13 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,248 13 3
Thos. Cook and Son, to New South Wales, South Australia, &c. ..	430	660 9 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	660 9 5
Totals	166,443,510	5,469,579 10 5	504,550 17 1	41,134 0 7	8,446,929	8,446,929	5,153,278 13 6	9,194	39,825	57,647	8,508	8,255	41,504	59,670	8,663	569,901 6 6	11,737,438 8 1
Less unallotted Credit Notes, &c.	632	88,636 5 8	3,449 6 5	1,166 10 7	..	..	87,816 7 0	..	..	..	..	..	..	..	..	13,841 16 10	194,066 6 6
	166,444,142	5,380,943 4 9	501,101 10 8	39,967 10 0	8,446,929	8,446,929	5,070,462 6 6	9,194	39,825	57,647	8,508	8,255	41,504	59,670	8,663	550,059 9 8	11,542,478 1 7
Mails .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	59,479 12 4
Telegraph .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,313 2 4
Power .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	218,797 8 1
Rentals .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	124,883 1 5
Miscellaneous .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,519 1 4½
Dining Car Service .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24,008 4 1
Refreshment Room Service .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	383,840 2 4
Advertising .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	84,118 6 11
*Bookstalls .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	66,921 14 2
GRAND TOTAL RAILWAYS	166,444,142	5,380,943 4 9	501,101 10 8	39,967 10 0	8,446,929	8,446,929	5,070,462 6 6	9,194	39,825	57,647	8,508	8,255	41,504	59,670	8,663	550,059 9 8	12,466,058 14 7½
St. Kilda and Brighton Electric Tramway	5,737,101	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	58,038 3 11
Sandringham and Black Rock Electric Tramway	1,475,261	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13,048 1 3
GRAND TOTALS	173,656,504	5,380,943 4 9	501,101 10 8	39,967 10 0	8,446,929	8,446,929	5,070,462 6 6	9,194	39,825	57,647	8,508	8,255	41,504	59,670	8,663	550,059 9 8	12,537,144 19 9½

By Authority: H. J. GREEN, Government Printer, Melbourne.

* Stations open for only portion of the year.



"N" CLASS (Mikado, 2-8-2 TYPE) LOCOMOTIVE.

Heating surface, 2,416 sq. ft.; grate area, 31 sq. ft.
 Diameter of cylinders, 20 in.; stroke, 26 in.
 Diameter of driving wheels, 4 ft. 6 in.; length of wheel base, 57 ft. 5½ in.
 Tender capacity—water, 4,660 gallons; fuel, 6½ tons.
 Length overall, 66 ft. 6½ in. Total weight (roadworthy), 120 tons 13 cwt.
 Tractive power, 26,960 lb. (175 lb. steam pressure).

(See page 24.)



DOUBLE-ENDED PETROL RAIL MOTOR CAR.

Car weighs 15 tons 9 cwt. 1 qr. and is carried on two bogies. Electric lighting; lavatory accommodation; Westinghouse brake; reversible radiator fans; original design of drive by three-speed gear box to both axles of one bogie. Length, 42 feet. Capacity: 27 first and 29 second class passengers. Type of engine, Leyland.

(See page 17.)



"THE CHALET," MOUNT BUFFALO.

Accommodation for 200 guests; 85 bedrooms (including 10 staff bedrooms); dining room (seating capacity, 150); 3 lounges (including smoking and music rooms); garage for 10 cars; septic tank sewerage system; electric light; hot and cold water baths; steam heating throughout; post office on premises; wireless installation; own motor service to Railway Stations at Porepukah (18 miles) and Bright (22 miles).

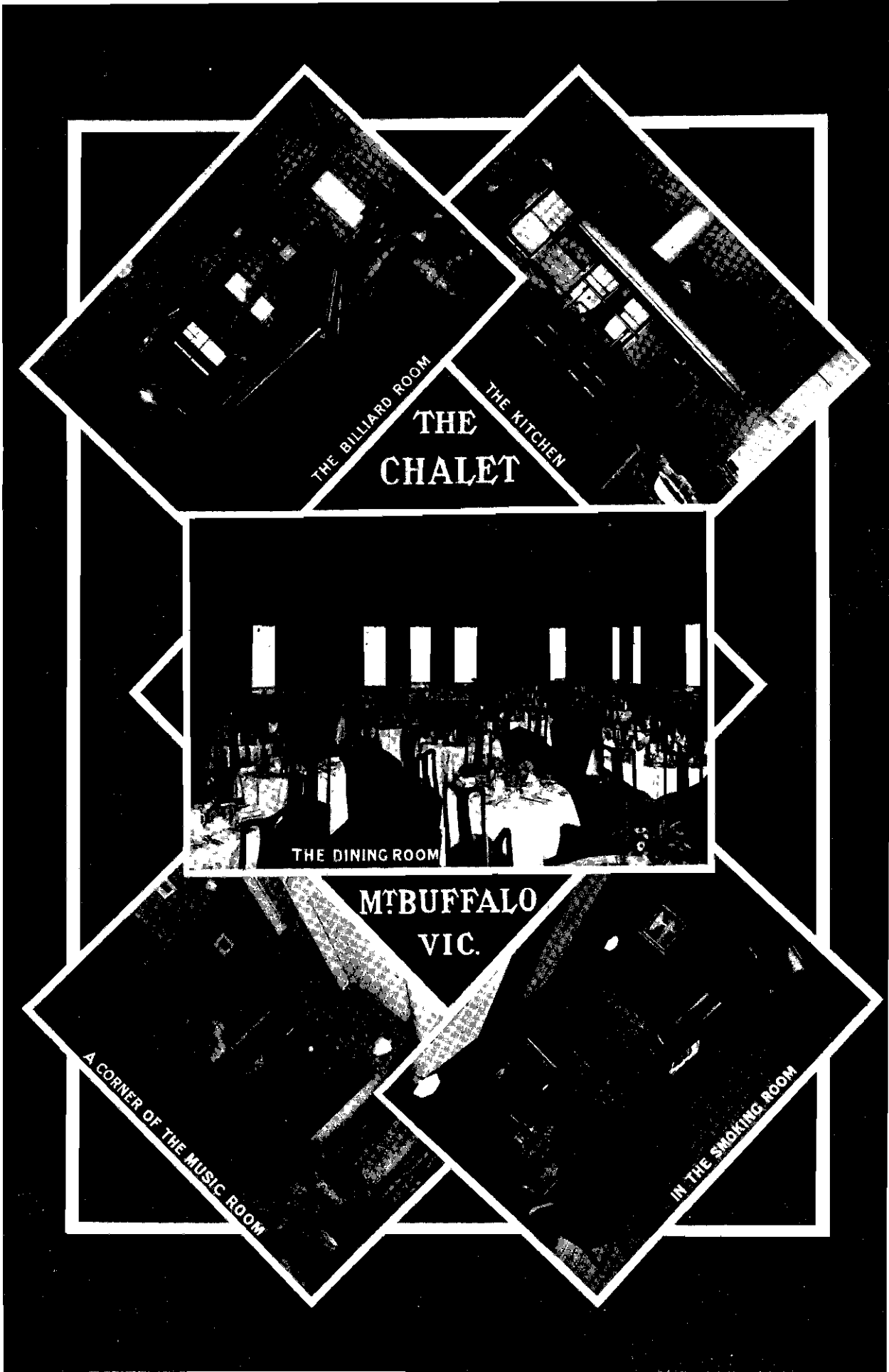
(See page 37.)



BUNGALOWS AT THE CHALET.

Dimensions, 31 feet x 21 feet. Each contains 2 bedrooms; fireplace in each room; electric light; cold water laid on.

(See page 37.)



THE BILLIARD ROOM

THE CHALET

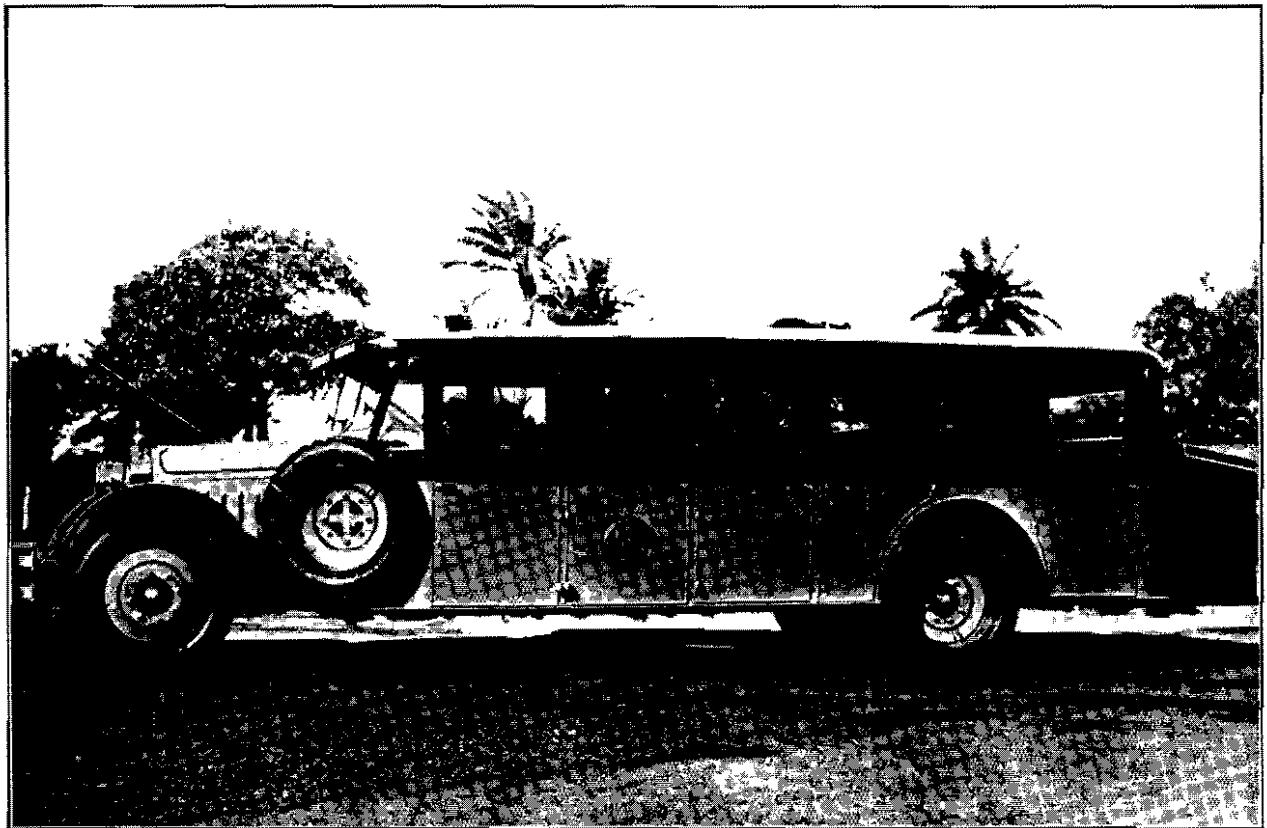
THE KITCHEN

THE DINING ROOM

M!BUFFALO VIC.

A CORNER OF THE MUSIC ROOM

IN THE SMOKING ROOM



27-SEATER SEDAN MOTOR COACH RUNNING BETWEEN BRIGHT AND POREPUNKAH RAILWAY STATIONS AND THE CHALET, MOUNT BUFFALO

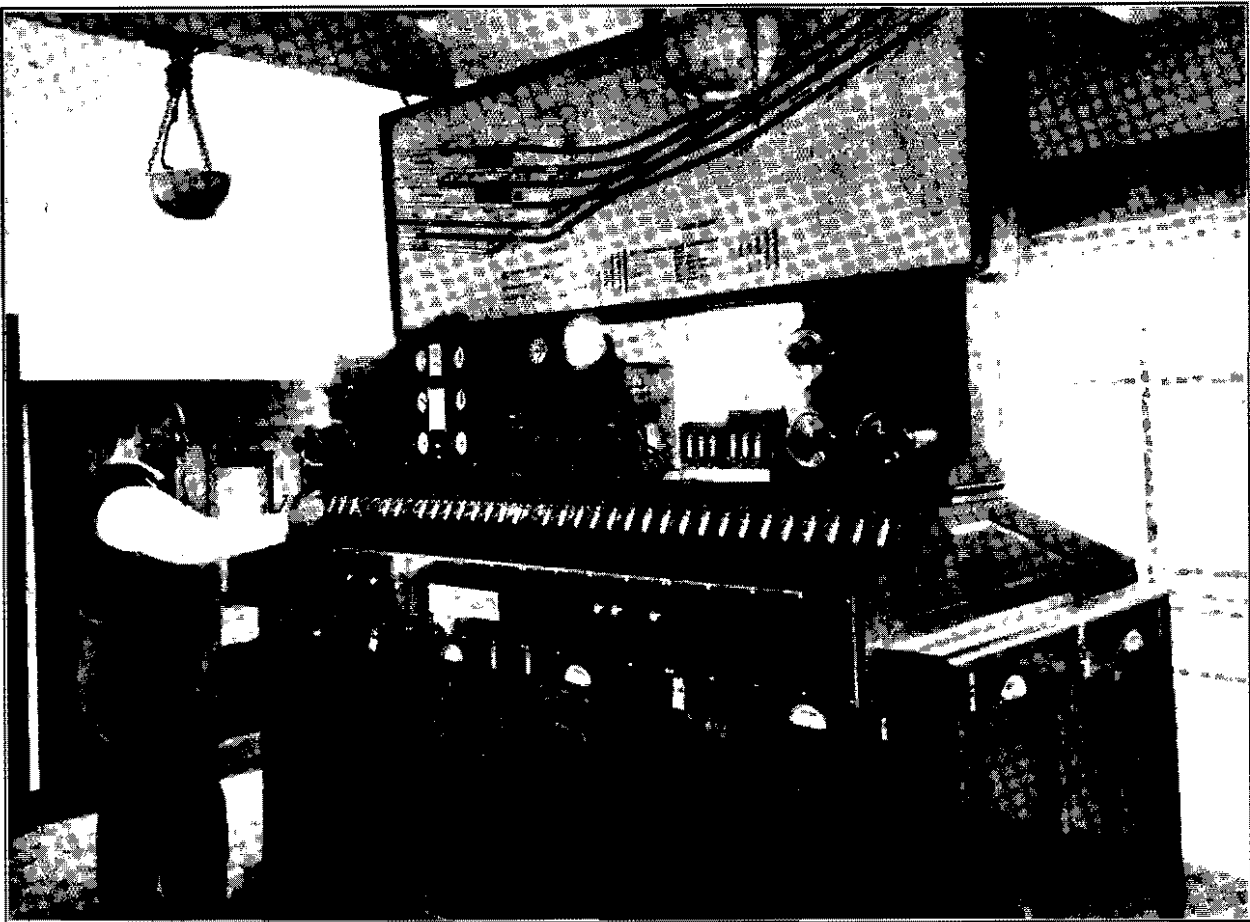
4-cylinder 28 h.p. engine; length of wheel base, 16 ft. 6 in.; length overall, 22 ft. 10 $\frac{1}{2}$ in.; weight, 5 tons 4 cwt; electrically lit; artificially heated.

(See page 37.)



PLATFORM BUFFET WAGON.

For service of light refreshments to passengers in railway cars.
(See page 30.)



ELECTRIC POWER SIGNALLING AND INTERLOCKING FRAME, VIADUCT JUNCTION SIGNAL BOX,
SPENCER-STREET.

40 levers. Opened 28th August, 1924.
(See page 26.)



ONE OF THE TWO NEW "ISLAND" PASSENGER PLATFORMS AT SPENCER-STREET FOR SUBURBAN TRAFFIC.
Length, 520 feet. Served by 30 feet wide subway, which, with buildings, is faced with tiles to facilitate cleaning and to improve
appearance
(See page 20.)

THE TRAIN.

Consisting of 1 staff car; 3 trucks for cattle exhibits; 1 truck each for pig and poultry exhibits; 4 cars and 1 truck for other specimens; exhibits and models; 1 lounge truck for fodder and the electric light plant; 2 lecture cars for Baby Welfare and Domestic Science respectively; and a van with sleeping bunks for stock attendants and the train crew.



A LECTURE AT A COUNTRY STATION.



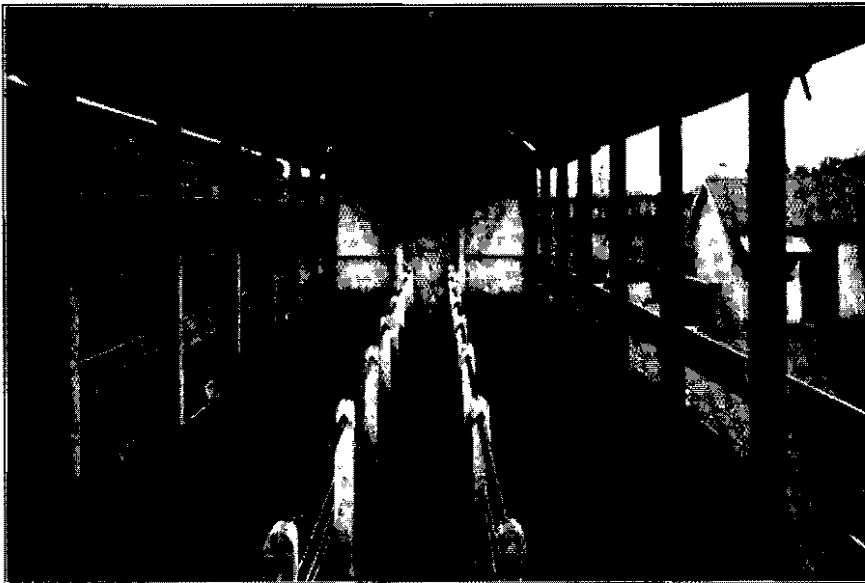
IN THE DOMESTIC ECONOMY CAR, BABY WELFARE INSTRUCTION ALTERNATES WITH COOKERY DEMONSTRATIONS.

This car is usually crowded. The audience was reduced on this occasion to permit of photograph being taken.

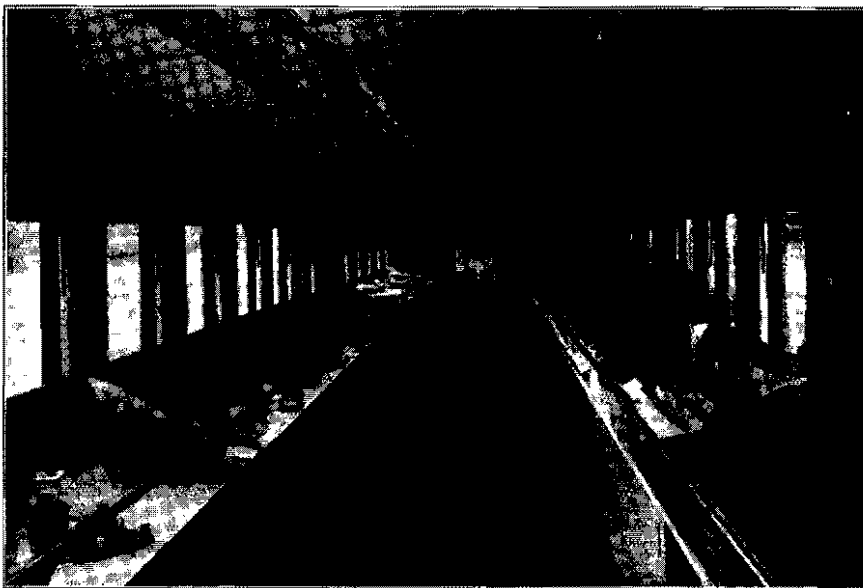


FARMING " TRAIN.

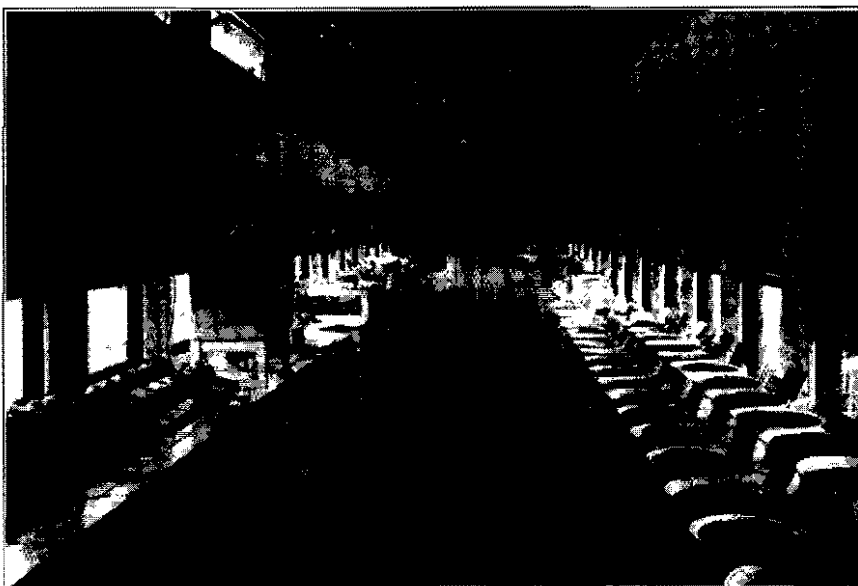
page 34.)



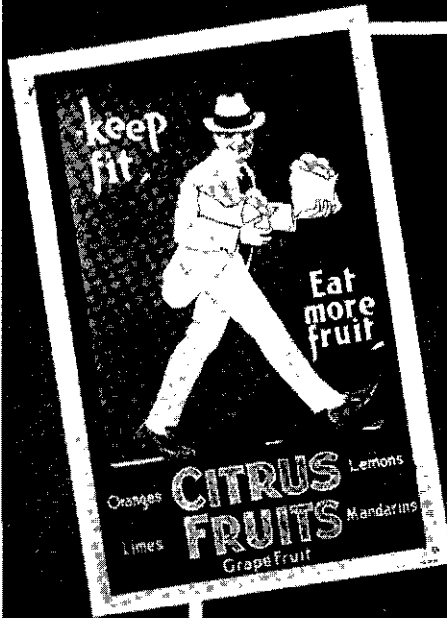
Boxes of growing grasses contrasting the results in artificially fertilized soils with those produced in soils not so treated.



Car interior devoted to maize culture, soil constituents, and specimens of fodder grasses and noxious weeds.

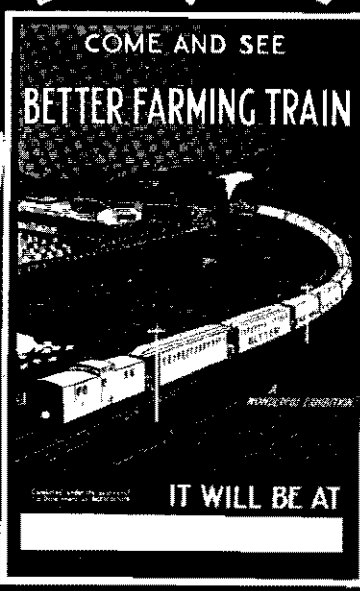
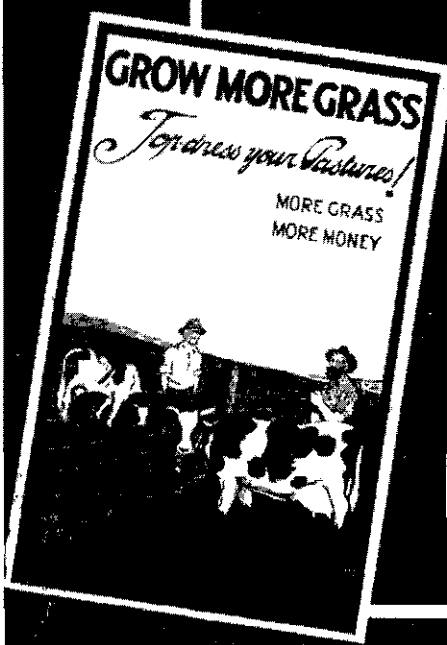


Car interior equipped to demonstrate stock diseases and the values of prepared stock foods.




PICTORIAL POSTERS
ISSUED BY THE
VICTORIAN RAILWAYS COMMISSIONERS

From 1.7.24
To 30.6.25



Do Your Xmas Shopping Early



BETTER CHOICE
NO DISCOMFORT


WHEN YOU TRAVEL BY FAST
ELECTRIC TRAINS

LOVE THEM NOW IN SEASON



Ask for

THE BUFFALO
VICTORIA AUSTRALIA




SPEND YOUR HOLIDAYS
IN THE
MOUNTAINS
OF VICTORIA
AT THE
BUFFALO

See the
Beautiful
Begonias

NOW IN
BLOOM:

BALLARAT

The
City of Statues



CHEAP
WEEK-END
FARES

Travel in Comfort by Rail

THE SPA CENTRE OF AUSTRALIA

Delightful **DAYLESFORD**
VICTORIA



THE FAMOUS
HEPBURN SPRINGS DISTRICT

HEALTHY SWIMMING BATHS ACTIVE WINDING WALKS


THE BUFFALO



Health, Pleasure, Comfort
at the
New Chalet

BUFFALO

AMERICAN ELITE



HOLIDAY EXCURSION FARES

All Country Routes to Melbourne, Monday
8th to Saturday 22nd July. Available for
Return from 20th July to 26th August.

SEE YOUR TRAVEL AGENT FOR PARTICULARS



POWERS ACCOUNTING MACHINE INSTALLATION.
A portion of the Statistical and Card Punching Room.
(See page 39.)



POWERS ACCOUNTING MACHINE INSTALLATION.
Sorting and Tabulating Machine Room.
(See Page 39.)

DIAGRAM N° 1

AVERAGE MILEAGE OPERATED

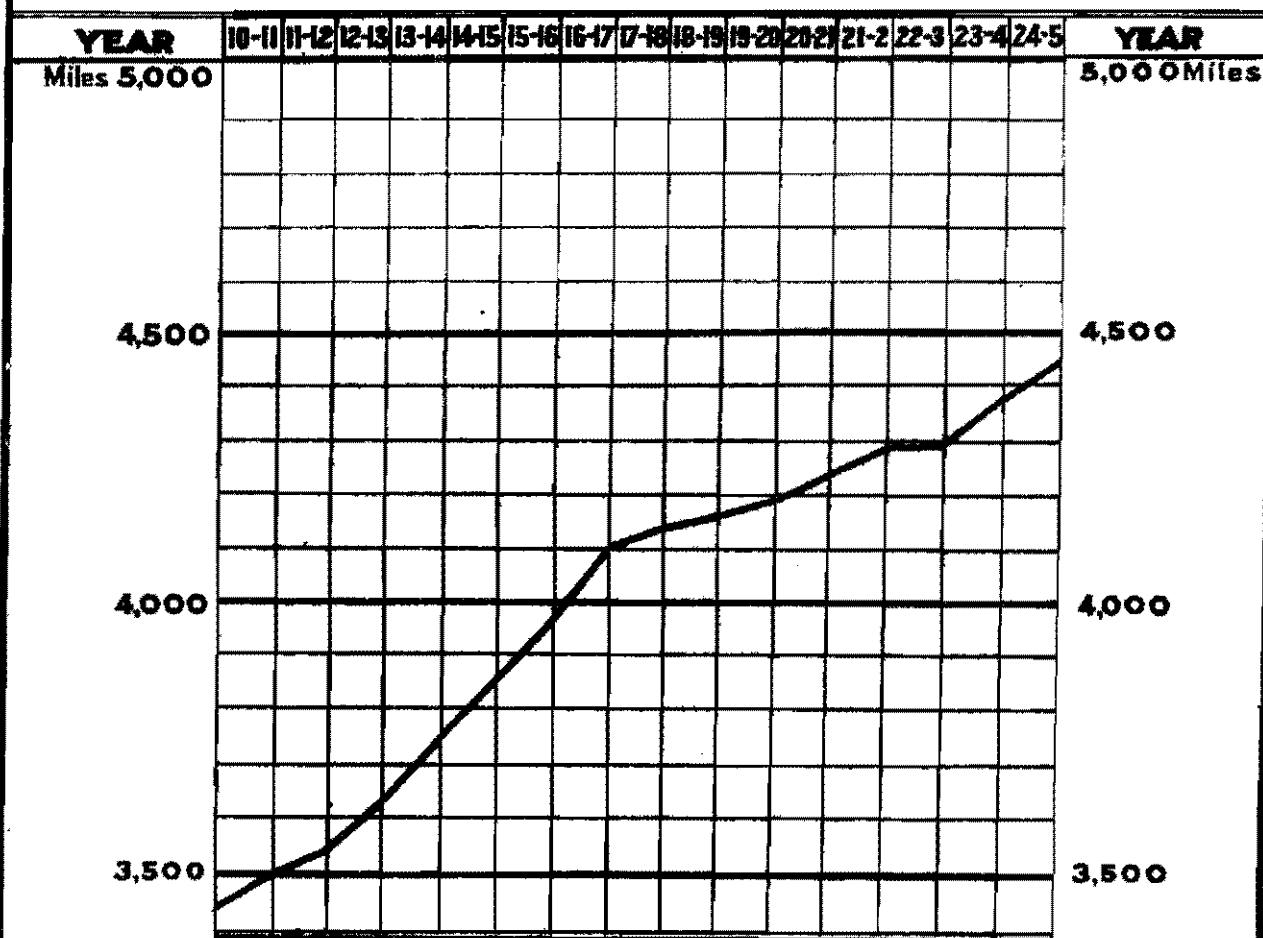


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

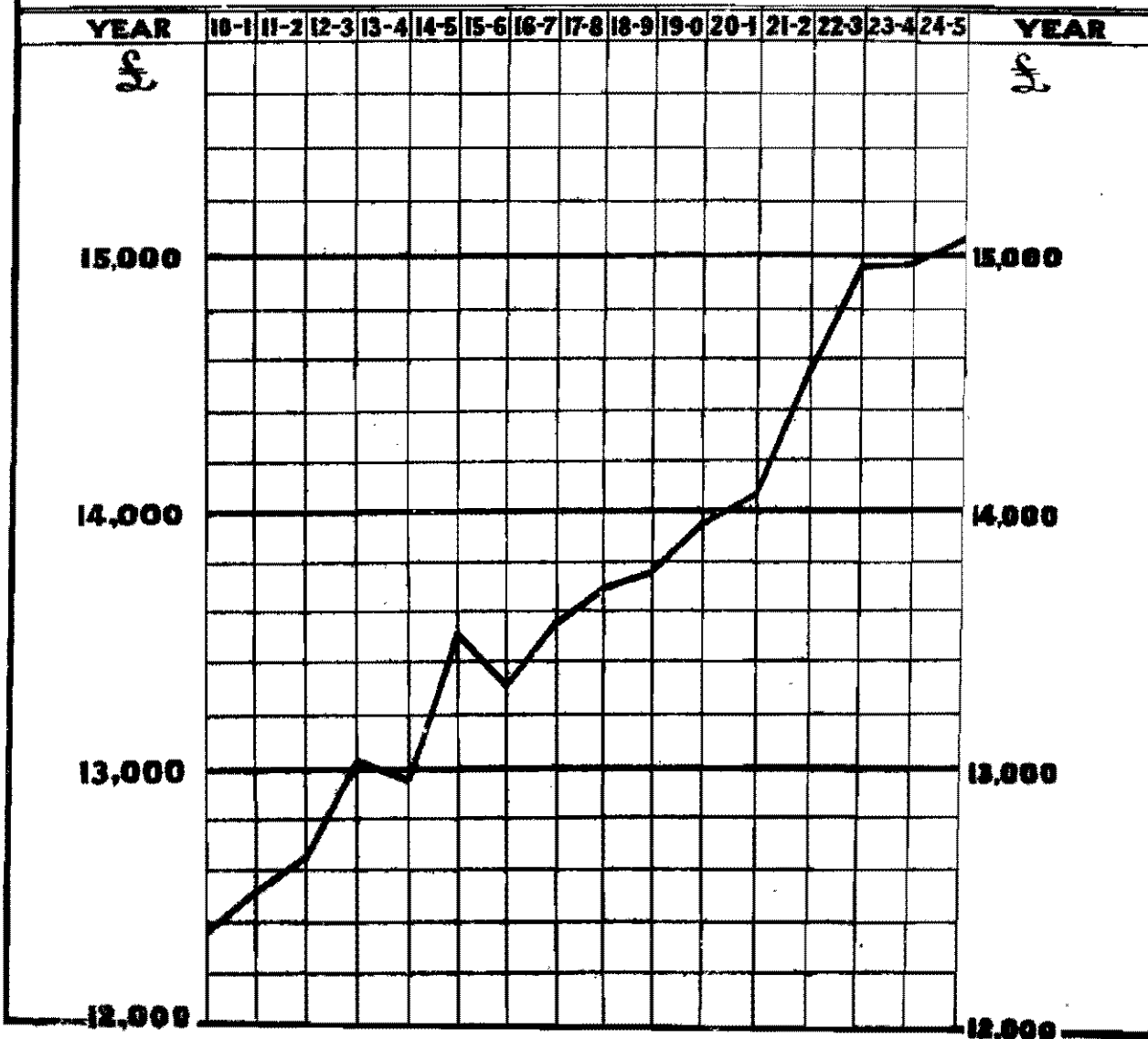


DIAGRAM Nº 3

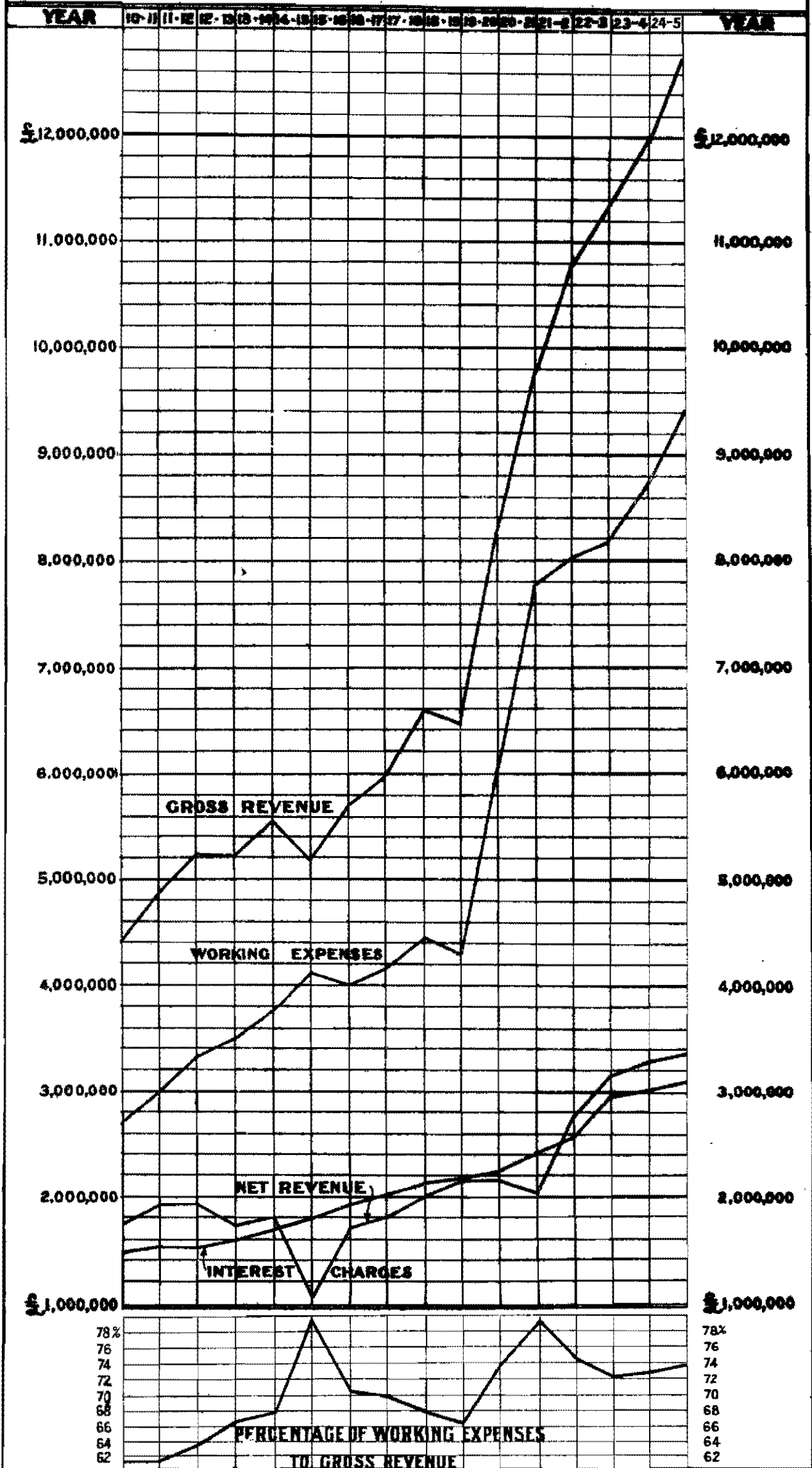


DIAGRAM N° 4.

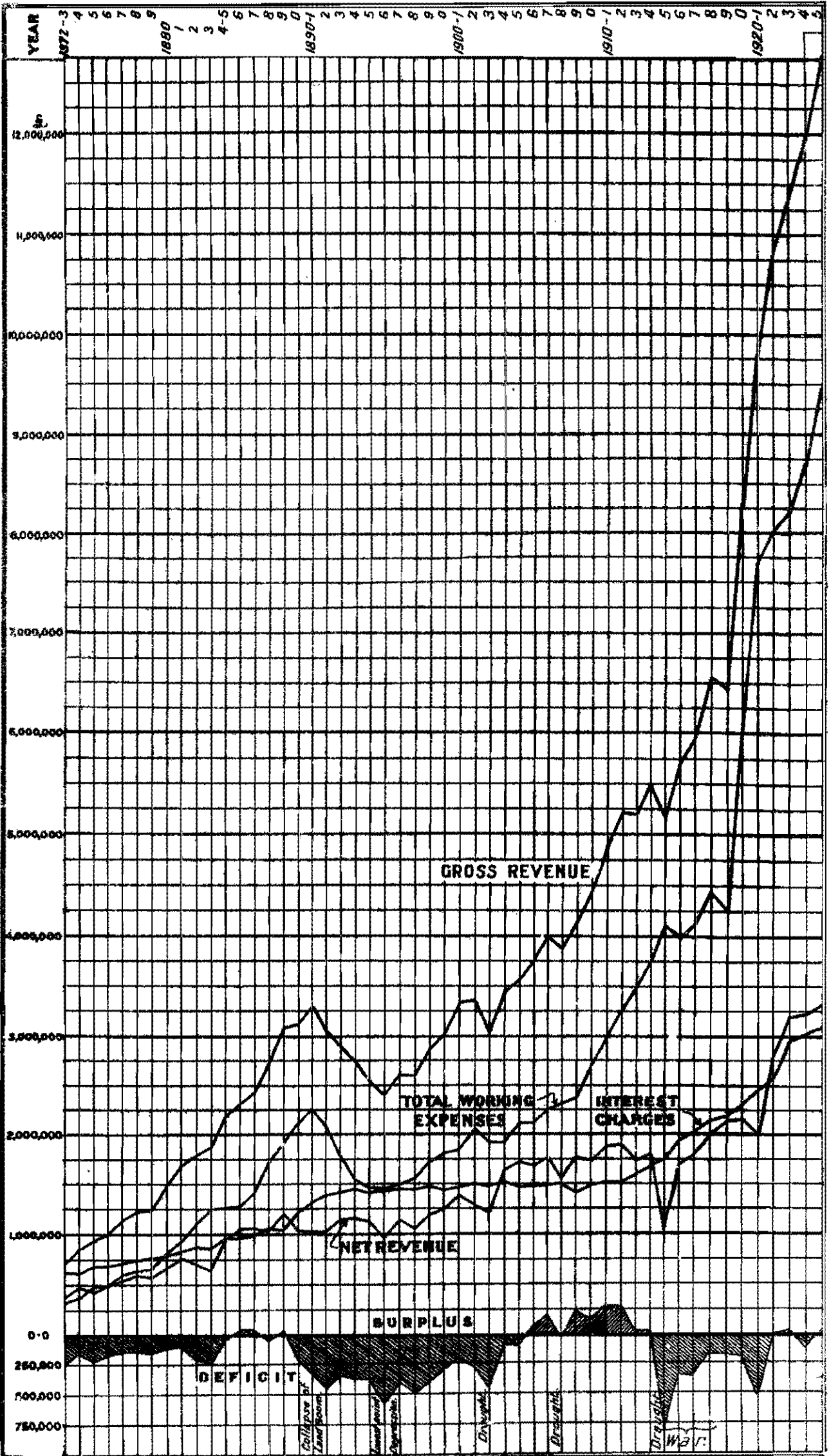
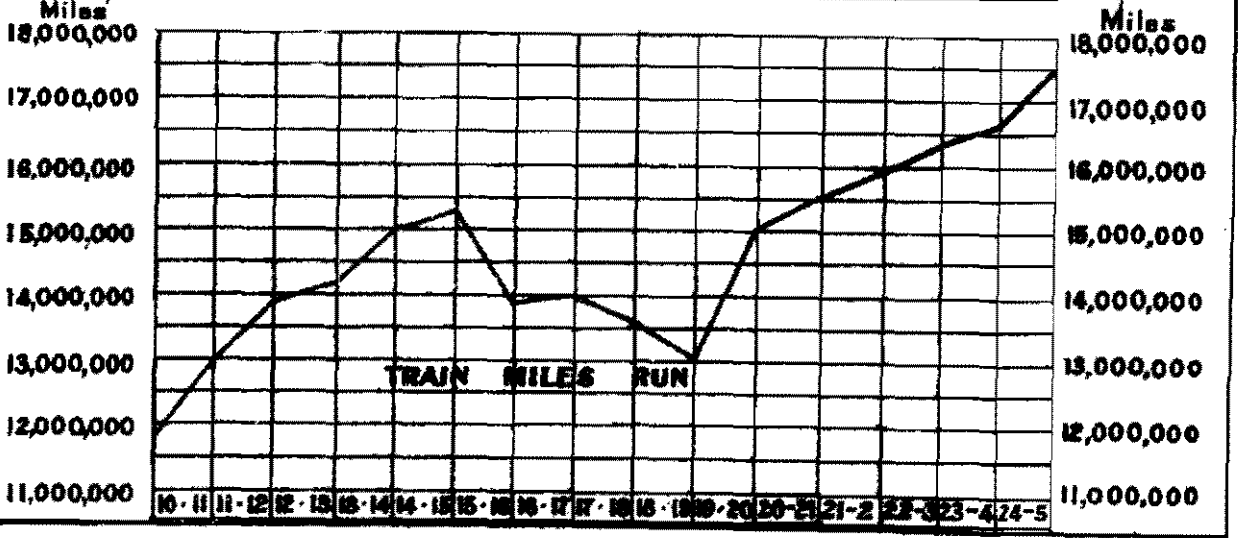
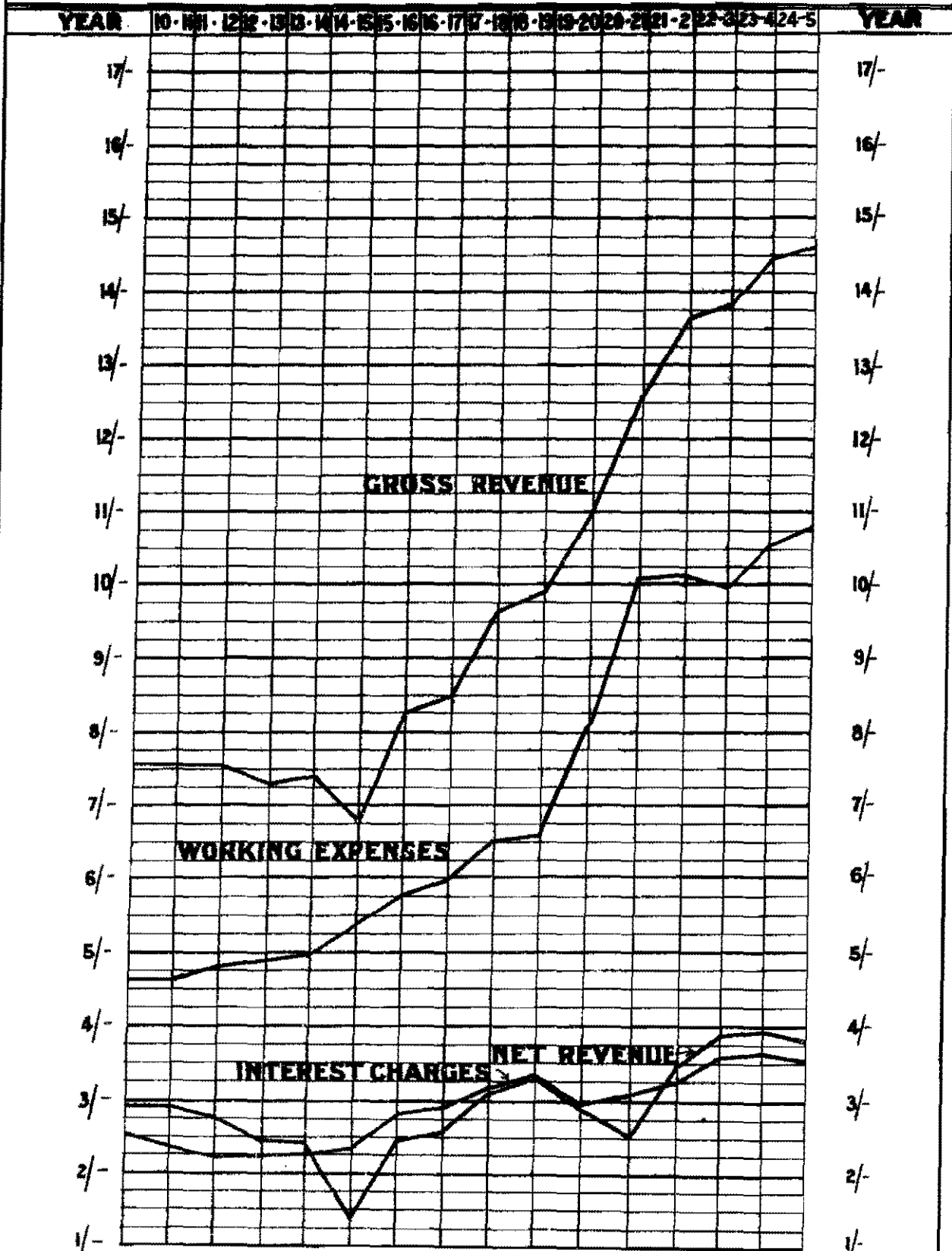


DIAGRAM N° 6 PER TRAIN MILE RUN





MAP
OF
VICTORIA

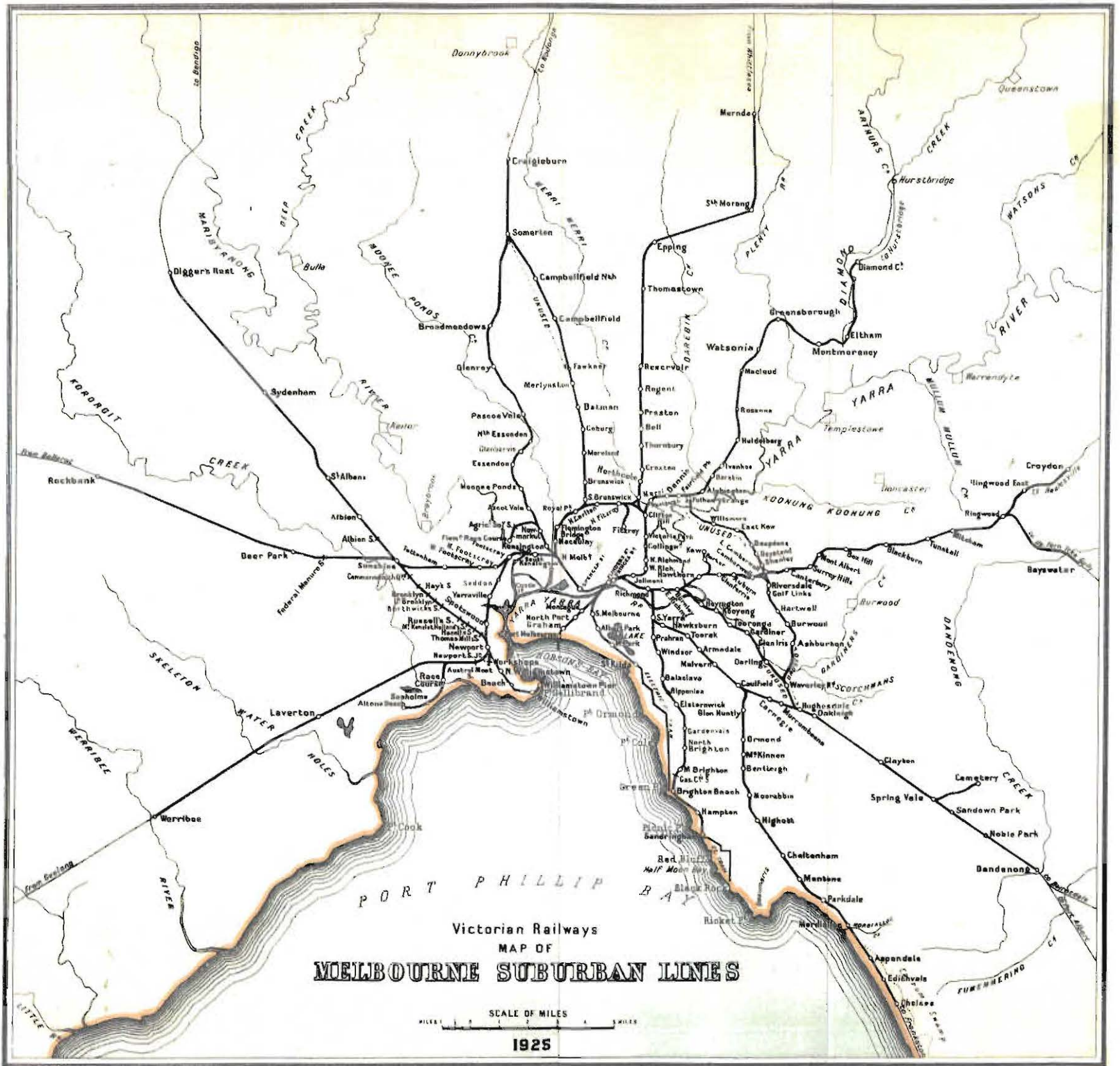
Showing Victorian Government Railways

(in Red)

1925

SCALE OF MILES

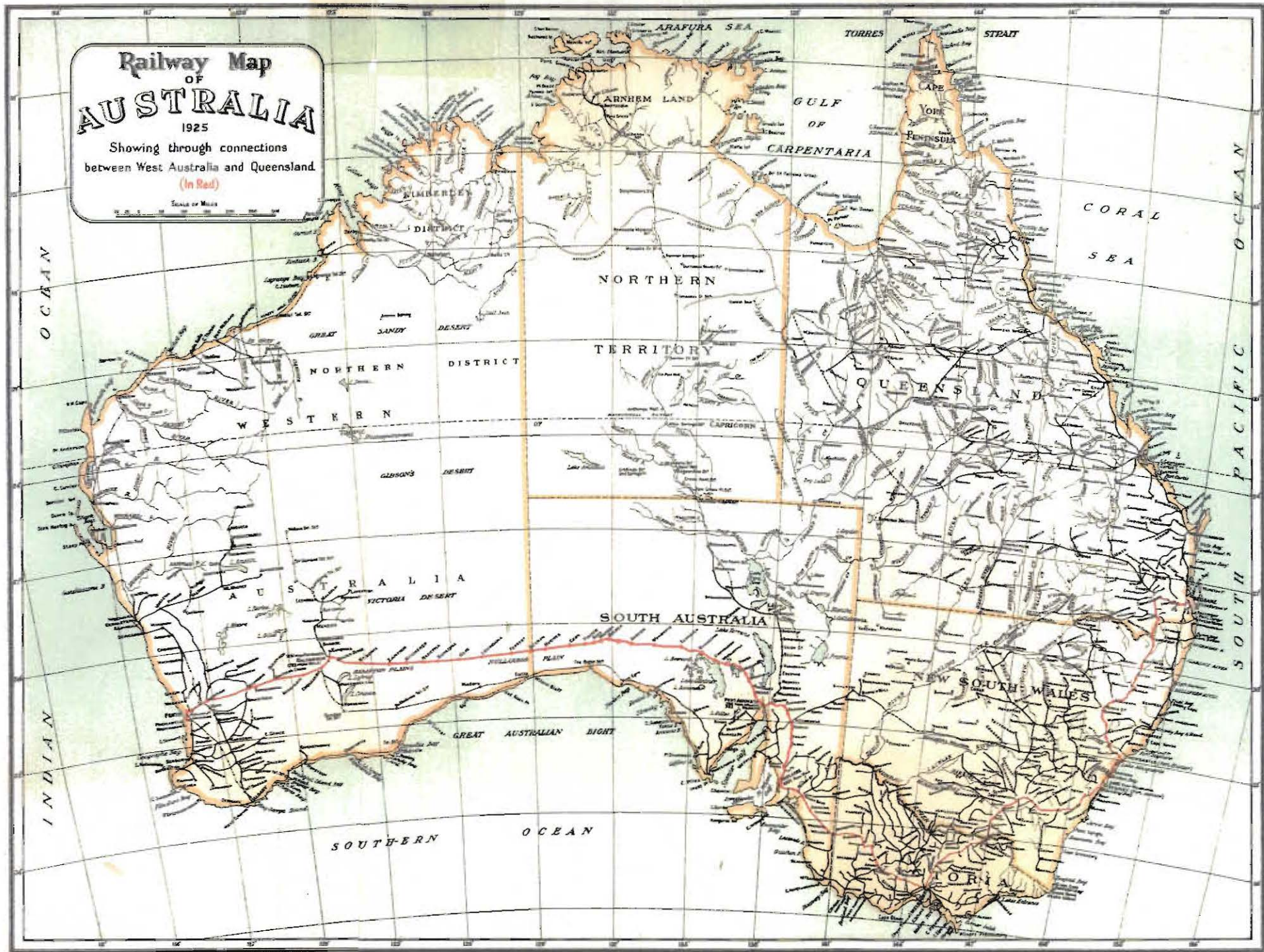




Victorian Railways
 MAP OF
MELBOURNE SUBURBAN LINES

SCALE OF MILES
 0 1 2 3 4 5

1925



Distances between Capital Cities via Trans-Australian Railway.

Fremantle to Kalgoorlie (W.A.)	397 Miles.	Adelaide (S.A.) to Melbourne (V.)	488 Miles.
Kalgoorlie (W.A.) to Port Augusta (S.A.)	1,051 "	Melbourne (V.) to Sydney (N.S.W.)	588 "
Port Augusta to Adelaide (S.A.)	259 "	Sydney (N.S.W.) to Brisbane (Q.)	715 "

Total Distance—Fremantle to Brisbane 3,483 Miles.

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