

1947.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1947.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR
THE YEAR ENDED 30TH JUNE, 1947.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne,
31st October, 1947.

To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report in respect of the year ended 30th June, 1947.

The financial results of working the railways, electric tramways, and road motor services under our control were :—

		£	s.	d.
GROSS REVENUE	13,662,846	4	2	
	£	s.	d.	
WORKING EXPENSES	13,099,161	14	2	
Less Amount charged to Special Funds*	91,489	9	2	
WORKING EXPENSES CHARGED TO RAILWAY REVENUE ..	13,007,672	5	0	
NET REVENUE	655,173	19	2	
	£	s.	d.	
Interest Charges and Expenses (including Loan Conversion Expenses)	1,839,909	0	7	
Exchange on Interest Payments and Redemption ..	169,123	6	6	
Contribution to National Debt Sinking Fund ..	128,309	18	3	
TOTAL INTEREST, EXCHANGE, ETC.	2,137,342	5	4	
DEFICIT	1,482,168	6	2	

* For details see page 6.

Summary of the Financial Results by contrast with those in the Preceding Year

	Year 1946-47.			Year 1945-46.			Increase (+) or Decrease (-) in 1946-47.			
	£	s.	d.	£	s.	d.	£	s.	d.	
Gross Revenue—										
Railways	13,576,884	12	6	14,675,048	14	10	—	1,098,164	2	4
Electric Tramways	73,668	17	6	86,557	19	2	—	12,889	1	8
Road Motor Public Services	12,292	14	2	6,715	2	7	+	5,577	11	7
Total	13,662,846	4	2	14,768,321	16	7	—	1,105,475	12	5
Working Expenses—										
Railways	13,007,272	10	2	12,577,513	8	5	+	429,759	1	9
Less Charged to Special Funds :—										
Accrued Leave Reserve	54,648	7	10	..			+	54,648	7	10
Deferred Maintenance Reserve	36,841	1	4	46,388	3	2	—	9,547	1	10
	12,915,783	1	0	12,531,125	5	3	+	384,657	15	9
Electric Tramways	66,777	7	4	65,753	5	10	+	1,024	1	6
Road Motor Public Services	25,111	16	8	18,680	6	5	+	6,431	10	3
Working Expenses charged to Rail- way Revenue	13,007,672	5	0	12,615,558	17	6	+	392,113	7	6
Net Revenue	655,173	19	2	2,152,762	19	1	—	1,497,588	19	11
Interest Charges and Expenses (including Loan Conversion Expenses)	1,839,909	0	7	1,902,028	12	7	—	62,119	12	0
Exchange on Interest Payments and Redemption	169,123	6	6	184,875	13	11	—	15,752	7	5
Contribution to the National Debt Sinking Fund	128,309	18	3	128,259	2	4	+	50	15	11
Total Interest, Exchange, &c.	2,137,342	5	4	2,215,163	8	10	—	77,821	3	6
Deficit	£1,482,168	6	2	£62,400	9	9	+	£1,419,767	16	5

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

	Year 1946-47.	Year 1945-46.	Year 1944-45.	Year 1943-44.
Average Mileage of Railway operated	4,748	4,748	4,748	4,751
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,317,982	2,677,252	2,210,743	2,222,641
" " " Rail Motors	701,670	699,813	575,872	485,787
" " " Suburban	7,033,793	7,568,718	7,632,076	7,647,582
" " " Rail Motors	52,800	51,971	48,477	48,662
Mixed	405,633	486,094	503,608	494,825
Goods (including Live Stock)	5,027,250	4,859,948	5,366,586	5,513,909
Total	15,539,188 (a)	16,343,796 (a)	16,337,140 (a)	16,413,406
Number of Passenger Journeys { Country	11,209,094	196,117,567	195,697,963	194,137,624
{ Suburban	158,955,889			
Tonnage of Goods	6,861,817	6,809,077	7,275,005	7,564,442
Tonnage of Live Stock	699,956	Est. 619,948	Est. 789,586	Est. 729,784
REVENUE.				
Passenger, &c., Business.				
Passengers { Country	£ 2,738,200	£ 6,787,553	£ 6,589,787	£ 6,583,267
{ Suburban	3,012,343			
Parcels, Horses, Carriages, and Dogs	491,588	486,204	447,180	443,060
Mails	76,378	93,943	95,979	111,560
Miscellaneous	40,166	39,969	38,130	36,505
Total	6,358,675	7,412,669	7,171,076	7,174,392
Goods, &c., Business.				
Goods	5,410,127	Est. 5,439,358	Est. 6,065,778	Est. 6,710,349
Live Stock	598,253	Est. 519,206	Est. 660,441	Est. 611,194
Miscellaneous	100,293	99,941	136,812	163,588
Total	6,108,673	6,058,505	6,863,031	7,485,131
Other Services.				
Dining Car Services	42,681	48,581	45,273	48,162
Refreshment Services	617,799	698,425	703,034	695,869
Advertising	42,656	42,930	40,615	37,974
Bookstalls	122,459	135,513	133,864	123,191
Total	825,575	925,309	922,786	905,216
Sale of Electrical Energy	57,368	55,029	64,001	60,856
Rentals	163,271	158,828	169,674	177,530
General Miscellaneous	41,633	38,625	40,407	44,531
Recoups by Treasury of loss resulting from—				
Reduction in outer suburban fares	21,000	24,000	27,000	30,000
Working of certain lines of railway, &c.	689	1,994	342	4,232
Concession fares to members of Defence Forces	(b)	(b)	(b)	(b)
Total	13,576,884	14,675,049	15,258,317	15,881,888
WORKING EXPENSES.				
Transportation Branch and Traffic	£ 3,255,103	£ 3,044,340	£ 3,095,073	£ 2,959,544
Way and Works Branch	2,412,403	2,466,595	2,394,901	2,588,394
Rolling-Stock Branch—Operating Expenses	2,556,821	2,180,844	2,147,519	2,158,278
" " " Repairs and Renewals	1,807,909	1,852,112	1,861,950	1,718,908
Contribution to Railway Renewals and Replacements Fund	200,000	500,000	700,000	1,050,000
Electrical Engineering Branch	632,550	534,962	512,352	536,741
Stores Branch	182,597	173,842	170,362	172,598
General Expenses	297,591 (c)	271,124 (e)	251,606 (c)	239,804 (c)
Miscellaneous Operations	747,657	776,628	762,196	747,451
Payment into Railway Accident and Fire Insurance Fund	88,876	61,480	62,806	99,453
Child Endowment Pay-roll Tax	220,176	206,207	202,838	201,494
War Damage Insurance				33,918
Air Raid Precautions			Cr. 5,076	11,943
Long Service Leave	139,648	45,308	35,689	33,559
Provision for Deferred Ordinary Way and Works Maintenance				54,000
Provision for Accrued Leave		4,000	184,000	167,771
Total Working Expenses (exclusive of Pensions)	12,541,331	12,117,442	12,376,216	12,773,856
Pensions	465,942	460,072	459,329	458,169
Total Working Expenses	13,007,273 (d)	12,577,514 (d)	12,835,545 (d)	13,232,025
Less Expenditure charged to Special Funds	91,490 (e)	46,388 (e)	3,240 (e)	18,608
WORKING EXPENSES charged to Railway Revenue	12,915,783	12,531,126	12,832,305	13,213,417
Percentage to Gross Revenue	95.13	85.39	84.10	83.20
Net Revenue	661,101	2,143,923	2,426,012	2,668,471
Interest Charges and Expenses (including Loan Conversion Expenses)	1,834,269	1,896,452	1,896,872	1,895,527
Exchange on Interest Payments and Redemption	168,568	184,292	199,426	200,683
Contribution to National Debt Sinking Fund	127,971	127,895	128,398	127,234
TOTAL INTEREST, EXCHANGE, ETC.	2,130,808	2,208,639	2,224,696	2,223,444
DEFICIT	1,469,707	64,716	..	..
SURPLUS .. .. .	..	..	201,316	445,027

(a) For details see Appendix No. 8. (b) Included in Passenger Revenue (1946-47, £27,770; 1945-46, £121,500; 1944-45, £255,000; 1943-44, £279,500). (c) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (1946-47, £1,168; 1945-46, £7,588; 1944-45, £15,675; 1943-44, £17,064). (d) For details see Appendix No. 2. (e) For details see page 6.

Financial Review—1946—47.

The financial result of the year's operations was a deficit of £1,482,168, a retrogression of £1,419,768 compared with the result in the previous year.

The principal variations in revenue and expenditure were as follows :—

	£	£
Decrease in revenue .. .. .	..	1,105,476
Increase in working expenses	392,113	
Less decrease in interest, exchange, &c.	77,821	
	<hr/>	314,292
<i>Retrogression</i> .. .. .	..	<hr/>£1,419,768

This comparison with 1945—46, however, is vitiated by the effects of the service disruptions which resulted from the industrial troubles in October and again in March—April—May. These alone involved a loss of revenue estimated at upwards of £1,150,000. Passenger and goods earnings were again, as in the previous year, adversely affected by the heavy restrictions on train services due to persistent shortage of coal.

Compared with last financial year passenger revenue was £944,260 less, and reductions also occurred in the revenue from refreshment services (£99,550), mails (£22,565), recoups of defence force and outer suburban fares (£98,000) and trams (£12,889).

Increased revenue from the excellent wheat harvest and from the maintenance of a high level of general traffic was greater than the losses of goods and live-stock revenue caused by the traffic disruptions, the total receipts from goods and livestock having been £50,000 more than in the preceding year, while slightly higher receipts were also obtained from parcels (£6,561), miscellaneous (£9,790) and road motors (£5,578).

Working expenses increased by £392,113. The various stoppages of work that took place resulted in a reduction in expenditure of nearly £600,000, but this was more than offset by increases in the cost of salaries and wages under industrial awards (£632,000), increased cost of materials and supplies, including fuel oil, firewood and coal (£500,000), increased payroll tax (£14,000), accident fund (£27,500), &c.

The higher fuel costs were due mainly to the use of firewood and fuel oil in locomotives, and to a limited extent fuel oil at the Newport Power Station. It was hoped at the beginning of the year that a long overdue improvement in coal supplies would make it unnecessary to use costly substitute fuels to any appreciable extent, but receipts of coal continued to be far below requirements, and, as referred to under the heading "Goods Trains", large quantities of firewood had again to be used during the cooler months, while the engines that were progressively equipped for burning fuel oil as an insurance against the complete failure of coal supplies had to be utilized to their fullest extent.

As explained under "Coal Supplies", the overlanding of coal from New South Wales was again responsible for increasing our operating costs by upwards of £176,000.

The increase of £14,000 in the payments under the Commonwealth Payroll Tax Assessment Act, 1941 followed the increase of £632,000 in salaries and wages.

The amount charged against Working Expenses and credited to the Railway Renewals and Replacements Fund was limited by the Treasury to the statutory minimum (£200,000), which was less than one-third of the amount necessary to meet the depreciation that took place during the year. The effect of this short provision was offset to the extent of £110,623 by the interest earned from the investment of part of the cash resources in the fund, while sundry sales and miscellaneous credits augmented the fund by a further £29,057. There was thus a shortage of more than £300,000 in the cash contribution to meet the depreciation which occurred during the year, and to that extent the published figures do not reflect the true financial result for the year.

Because of the lack of sufficient labour and materials, it was not possible to carry out all the current maintenance work that should have been done. The shortage in this respect is estimated at £124,000. On the other hand certain long deferred works costing £36,840, which were proper charges against the deferred maintenance reserve, were carried out during the year.

The reduction of £77,821 in interest, exchange, and loan conversion charges represents the net benefit derived from loan conversions at lower rates of interest, together with decreases in exchange on interest payments and in conversion expenses.

Although industrial unrest was mainly responsible for the serious retrogression that occurred in the railway finances in 1946-47, the rapid recession in net earnings in the last few years, due to a downward trend in revenue and a heavy surge in expenditure through causes entirely outside our control, is a matter for serious concern.

Like other industries, the railways are being obliged to meet increasingly heavy commitments for higher wages under awards of industrial tribunals, as well as progressive increases in the cost of materials. The additional cost in 1946-47 of cumulative wage increases under industrial awards during the ten years ending 30th June last was no less than £4 millions, and the higher cost of materials accounted for at least another £1 million. While many other industries had been able to increase the prices of their products, railway charges had not been increased in the last 20 years, but had in fact been reduced for various services. Since the close of the year under review, increases in fares and freights have been approved, but even so the new rates (which in many cases are still the same as or less than they were twenty years ago) will not be nearly sufficient to meet the full cost of providing service, and if deficits are to be minimised it is of vital importance that as much traffic as possible should be conserved to the railways.

It is again emphasized, as in previous reports, that if this is to be achieved close control will require to be exercised over competitive transport, which continues to deprive the railways of much revenue and to which special reference is made in a following section. We are fully aware that a higher standard of railway service is also essential. Everything that is possible under existing conditions is being done with a view to providing better service, but progress with our extensive plans for improvement which include the construction of modern rolling stock and track betterments, is being seriously hampered by shortage of man power and materials.

Inability to provide adequate passenger services in the country (for some time past they have been about 50 per cent. below normal) is another factor which is causing inconvenience and irritation to rail users throughout the State and re-acting to the detriment of railway prestige and revenue. We again stress the imperative need for a larger allocation of coal to enable us to meet this very serious disability.

In this connexion it is emphasized that a large proportion of the New South Wales sea-borne coal coming to Victoria each week is being allocated to industries which, as Mr. J. R. Nicholson when representing the Commonwealth Coal Commission recently stated, can burn brown coal successfully if stokers are adapted to suit it.

In the difficult conditions under which we are being obliged to operate, it is highly important that the Victorian Coal Committee should press forward the efforts it is making to extend the use of brown coal in industry, so that a greater quantity of large black coal can be allocated for railway use.

Competition.

A marked increase occurred during the period under review in commercial road transport.

The complete cessation of railway operations for some days in October, and the drastic reductions in service again in March, April and May, due to industrial unrest, provided fresh incentive for road transport to obtain traffic that ordinarily would have been carried by rail. Of the great number of road vehicles engaged in long-distance carrying during these periods, many continued to operate, with or without authority, throughout the remainder of the year. Both intrastate and interstate railway traffic suffered very seriously in consequence, the effects upon the latter being particularly severe.

Widespread commodity shortages, particularly in building materials, cement, and general hardware lines, reacted further against railway business, in that merchants were disposed to give preference to customers who collected from their premises supplies that in other times would have been despatched as a matter of course by rail.

The freedom allowed under the Transport Regulation Act for the carriage by road of fruit, market garden produce, livestock, and certain other prescribed commodities, was responsible for additional substantial losses of railway revenue. Some idea of the developments in this field of activity may be obtained from the fact that the number of vehicles, most of them of large capacity, licensed to carry such commodities, increased from 792 to approximately 3,000 during the past two years. Despite special train arrangements made to suit both consignors and consignees, scores of such vehicles operated constantly throughout the fruit season from the Goulburn Valley direct to factories and markets in the metropolis, and to the New South Wales border. It is estimated that the resultant loss by the railways was in the vicinity of one and a half million cases of fruit, or, in terms of revenue, not less than £30,000. In other localities, there were similar large diversions of this class of traffic from rail to road.

Generally, the road rates charged were based on railway rates plus the cost of local transport to and from the railhead. It is believed that the ability of the road operators to offer rates of this order depended, to a large extent, upon serious disregard of the laws relating to speed and hours of labour. The latitude that it is understood has been allowed in respect of the speed of heavy vehicles has apparently been interpreted by many drivers as unrestricted licence. Vehicles with a gross load of as much as 13 tons were commonly driven on busy highways—and generally during hours of darkness—at speeds of 50 miles an hour and more.

Many other instances of, in our opinion, unwarranted competition with the railways could be cited. A particularly disturbing feature was the growth of ancillary use over long distances, particularly from provincial cities and country towns in which new industries have been established. Between Geelong and Melbourne, very considerable tonnage was carried by road, when no difficulty would have been experienced in handling it by rail. It is understood that in most cases such operations were authorized, not by licences issued under the normal procedure, but by so-called "permits", which originally were intended merely to meet some urgent or unusual demand of a temporary nature.

Apart from the operations authorized temporarily to supplement railway service when curtailed from time to time, for reasons explained in detail elsewhere, competition by road-passenger transport existed chiefly in the greatly increased activities of "charter" and "touring" services. Although it is claimed that these services cater for demands of a kind that could be met only by road transport, this was by no means invariably the case. Numerous "charter" omnibuses were actively employed, particularly at week-ends and on holidays, between places directly and suitably served by rail. Similarly, many of the tourist services offered no apparent advantage over existing rail and stage-omnibus facilities. In any case, the fact remains that both "charter" and "touring" facilities by road were responsible for substantial diversion of traffic and revenue from the railways.

The suburban system suffered heavy losses of revenue by expansion of omnibus services in areas conveniently tributary to electrified railway lines. Outstanding amongst these new competitive developments were the institution of a service, employing some seventeen omnibuses, paralleling the railway line from Footscray to Williamstown; the linking-up of two separate services to permit of through routing from Glenhuntly-road, Elsternwick, to Prince's-bridge; and the increase in the number of buses authorized to operate from Heidelberg to Victoria-parade through areas largely served by the Heidelberg-Clifton Hill railway.

This duplication of service in suburban areas has not only attracted traffic from the rail during the hours of peak traffic, but has diverted many passengers from the system through the "off-peak" periods of the day, when trains are relatively lightly loaded.

An important further development in competitive air transport that occurred since our last report was the inauguration of Trans-Australia Airways. Keen competition between the different interstate air lines for passengers and light freights has resulted in increased loss of valuable traffic by the railways. The extent of the loss cannot be readily estimated, but it must be taken into account among the factors adversely affecting railway finances.

To the extent that the community can afford the additional facilities, we do not question that both road and air services should be permitted to develop in their respective spheres of usefulness. We wish, however, to repeat what we have stressed on many occasions, viz., that so long as railways remain indispensable for the vitally essential tasks of this community, it is of first importance that their efficiency should not be allowed to be impaired by expansions of competitive services that cannot take their place.

Capital Expenditure, Loan Funds, &c.

At 30th June, 1947, the aggregate expenditure on property and equipment (excluding stores and materials), after writing off the amount transferred to the State's General Account as at 1st July, 1937, under the provisions of Act No. 4429, and after providing for depreciation and replacement since the latter date, was £51,948,172—an increase of £384,919 for the year. This increase represents the excess of replacements and new capital expenditure over depreciation, sales, repayments, &c.

The total loan liability at the close of the year, after deducting £5,214,814 for securities purchased by the National Debt Sinking Fund and cancelled, was £46,380,664, representing a net increase of £144,339 for the year. The gross increase was £489,703, but this was reduced by £345,364 for securities purchased by the National Debt Sinking Fund and cancelled.

Operating Results.

Statistics showing the results achieved in some aspects of operating are shown hereunder, but, as previously, their relativity is impaired by the artificial traffic conditions arising from the coal shortage and other disturbing influences :—

	1946-47.	1945-46.	1944-45.
Tonnage per loaded truck mile	10·11	9·61	9·35
Average truck miles per day	26·18	25·21	28·32
Ton Miles per truck per day	193·39	180·39	196·68
Gross ton miles per train (Goods)	5,071	5,166	5,318
Contents load per Goods train mile (tons)	210	206	204
Percentage of empty to loaded truck mileage	27	26	26

Train Service Restrictions and Interruptions.

Not since January, 1942, when reductions were enforced by coal shortage, have we been able even to provide normal country passenger services. Still less, of course, have we been able to make contemplated improvements.

During 1946-47, the shortage continued in varying degree, and its effects were intensified by industrial disturbances, which are referred to in more detail in the appropriate section.

The very unfortunate effects are shown below :—

Reduction in Scheduled Country Passenger Train Mileage.

					Reduction.
					Per cent.
From 1st July*	..	..	..	..	30 (operative as from 18th June, 1946)
„ 30th October	..	..	..	..	45
„ 25th November	..	..	..	..	30
„ 10th February	..	..	..	..	14
.. 24th March ..	..	..	..	..	52
„ 30th April ..	..	..	..	..	73
„ 12th May ..	..	..	..	..	52

* In addition, all services were discontinued on 7th October, and from 21st to 29th October inclusive, in consequence of strikes of railway employees.

The retrogression immediately following the general stoppage in October was the outcome of a ban upon overtime work by engineering tradesmen and employees in associated grades, extending even to urgent maintenance work.

In February, when the stock of large coal had been augmented by the diversion to us of coal that we would not have received but for the gas strike, some of the cancelled trains were reinstated. The improvement, however, could be sustained for a few weeks only, as towards the end of March the engineering strike, which had been in progress for some time in outside industry, was extended to this Department's operations in and around Melbourne. With railwaymen in associated grades participating, this dispute had the effect of progressively reducing the number of locomotives in service, and thus caused further substantial reductions.

Towards the end of April, when the stoppage extended to country districts, the still lower level of 73 per cent. below normal was reached, and it continued until the conclusion of the strike early in May. The services operative on 24th March were then reverted to, and continued on this basis (52 per cent. below normal) until the close of the year.

To reduce wear and tear, the authorized speeds of trains had to be modified as from 24th March. For example, where the maximum normally is over 60 miles an hour it was reduced to 50; over 50 and up to 60 was reduced to 45; and so on. The customary limits were, however, resumed in June.

Special Passenger Trains.

Except that some special services were provided on a very moderate scale at holiday periods, we have had no option but to adhere to the policy, which has now been in effect for over five years, of eliminating special steam trains. The suspension of such activities, for which there is considerable demand, applies not only to sporting and picnic week-day fixtures, but also to the very popular Sunday trains that previously ran to such centres or tourist resorts as Ballarat, Bendigo, Geelong, Healesville, Warburton, Mornington, &c. The cessation of these services affords further encouragement to the development of road competition.

Suburban Passenger Trains.

In addition to the complete stoppages in October, when all services ceased through the strikes of railway employees, the suburban electric services had to be curtailed, as from 24th March, because of the engineering dispute. They had then to be progressively reduced until they ceased on 14th April, when the unions concerned withdrew "key" men from the Newport Power House. With the settlement of the engineering dispute restricted services became possible on 8th May, and by the end of that month all but two of the 109 regular trains were again in running.

We gratefully record that, during the period of restricted services, we were assisted in peak hours, by auxiliary supplies of power from the State Electricity Commission.

Goods Trains.

Through a strike of goods guards, no goods trains were run on 16th September, and loading was seriously delayed for about a week.

As from 24th March, the engineering dispute caused a reduction of approximately 40 per cent. in the goods train mileage, and made it necessary to accord a measure of priority to urgent commodities, such as flour and dried fruits for export, wheat, superphosphate, and firewood. With the intensification of this dispute, a further cut brought the services down to 40 per cent. of the original mileage, but they were increased to the 60 per cent. level when work was resumed in May, to 85 per cent. before the month closed, and later to about 90 per cent.

The movement of live stock also was affected, and at times severe limitations had to be placed upon it, particularly as regards store stock.

Restrictions as to the classes of goods to be received were withdrawn as from 12th May.

.

All this cessation and restriction of train running did not, as might be expected, result in increased coal stocks. On the contrary, the temporary increase in the stocks of large coal in January, February, and March, due to the gas strike, deteriorated, despite the decreased consumption, until, towards the end of June, the total tonnage on hand, including that on coal stages throughout the system, was only equal to two days' requirements for the still heavily-reduced services.

Every step available to us to relieve the situation was taken, and otherwise the curtailments of train service would have been much more severe. The programme of equipping 82 locomotives for oil burning was pushed forward as fast as circumstances would permit, and 76 had been converted at the close of the year. In addition, firewood was again utilized as a locomotive fuel on shunting engines and on branch lines when seasonal conditions permitted.

The consumption of oil on locomotives during the year amounted to 48,232 tons, and that of firewood to approximately 75,000 tons, and it is estimated that this took the place of approximately 97,000 tons of coal. Both these expedients—a very inefficient one in the case of firewood—added greatly to our operating expenses.

It is unfortunate that the steps taken to meet the emergency conditions—i.e., the curtailing of services and the use of other fuels at great extra cost—merely had the effect of reducing still further the coal allotted for railway use and increasing supplies to other consumers.

The disruptions of service and reductions in speeds were not the only disabilities suffered by the Department and its patrons. Late running became inevitable because of the building-up of train loads and the poor quality of coal available, and for portions of the year it became necessary to adopt the following measures :—

- Withdraw sleeping cars from "Overland" and Mildura express trains.
- Abolish seat booking, except on interstate and Mildura express trains.
- Limit sleeping-berth and seat bookings to seven days (and at times one day) before the date of travel.
- Compulsorily endorse tickets for each passenger train for all journeys out of Melbourne.
- Make use of cars with a low tare-weight ratio, in place of standard country stock—enabling more passengers to travel, but in less comfort.

The general result of all these shortcomings, coupled with the effect of the war and subsequent conditions upon our construction programme, was that the standard of service has been much below that which railway users would have a right to expect under normal circumstances. There is no doubt that, as a consequence, many travellers adopted alternative means of transport more readily than would otherwise have been the case; also, that much of the traffic thus lost may never be regained.

While the press and the public have generally shown a recognition of the difficulties under which the administration and the staff have been labouring, there are, nevertheless, indications that public patience has become strained by long sustained inconvenience and imperfections in service. We are fully conscious of the need for allaying this feeling as fast as circumstances will admit.

It is pleasing, in contrast to what is said above, to be able to record that, despite the interruptions of train services, an average weekly despatch of 700 trucks of bulk wheat was maintained from April to June inclusive; the tonnage of superphosphate carried (181,000 tons) was 13,000 tons more than in the previous year; and 103,000 tons of firewood were brought to the metropolitan area, or only 8,000 tons less than in the similar period of the year before.

The Railway Staff and the War.

It is regretfully recorded that, since our last report, advice has been received that six additional men, whose names appear elsewhere, had made the supreme sacrifice while on war service, bringing the losses from this Department up to 190.

Out of a total of 3,298 officers and employees who were released for service in the armed forces, 2,443 had resumed duty at 30th June last—316 of them during the year.

The Victorian Railways Patriotic Fund was terminated as a money-raising organization on 31st December. Trustees were appointed to distribute the money still held, and they allotted £382 to the Melbourne Legacy Club and £78 to the Australian Red Cross Society, and £3 to every known member of the railway service who was a prisoner of war in the Pacific area, this being the approximate value of parcels sent to railway servicemen in other theatres of war or who were prisoners of war in Europe. The balance of the money will be distributed during the current year.

It is pleasing to record that the contributions to the Fund, in cash and value, totalled £70,000.

The Wheat Harvest.

The area sown with wheat in Victoria in each of the past three years, the total production, and the average yield per acre, were as follows:—

Season.	Area Sown with Wheat in Victoria.	Total Production.	Average Yield Per Acre.
	Acres.	Bushels.	Bushels.
1946-47	3,501,135	48,970,908	13·99
1945-46	3,251,393	29,633,760	9·11
1944-45	2,141,729	3,497,677	1·63

These figures show graphically the effect of rainfall variations upon the harvest—that for 1944-45 being one of the worst on record.

Transport is, of course, required not only for the Victorian crop, but for wheat that comes into Victoria from adjacent portions of South Australia and New South Wales.

Comparative figures are given below of the wheat produced and railed during the last five years:—

Year.	Number of Bushels Produced in Victoria.	Number of Bushels of Wheat Carried by Rail from Country Districts in Victoria, New South Wales or South Australia.		
		In Bags.*	In Bulk.	Total.
1946-47	48,970,908	3,985,494	29,621,694	33,607,188
1945-46	29,633,760	1,852,335	11,665,989	13,518,324
1944-45	3,497,677	1,272,030	2,144,100	3,416,130
1943-44	19,733,428	7,099,632	17,499,300	24,598,932
1942-43	41,803,107	13,190,708	22,054,432	35,245,140
Record years (1915-16 for production; 1916-17 for carriage)	58,521,706	55,385,466	..	55,385,466

* Calculated at 3 bushels to the bag.

The quantity of wheat exported, amounted to 2,501,829 bushels, compared with 75,402 bushels in 1945-46.

The carry-over at the close of each of the last two years was as follows:—

	At 30th June, 1947.			At 30th June, 1946.		
	In Bags.	In Bulk.	Total.	In Bags.	In Bulk.	Total.
At Williamstown ..	106,404	..	106,404	11,760	..	11,760
At Geelong	165,954	301,146	467,100	65,589	..	65,589
At Country Stations ..	2,032,678	14,308,400	16,341,078	1,677,545	5,847,544	7,525,089
	2,305,036	14,609,546	16,914,582	1,754,894	5,847,544	7,602,438

Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1947, appears in Appendix No. 9.

The construction programme was retarded by losses of staff, which rendered it necessary to concentrate resources upon maintenance work.

New rolling stock completed during the year was as follows:—

Locomotives—

“ X ” class (“ Mikado ”—tractive power, with booster, 48,360 lb.) ..	2
“ K ” class (light lines consolidation—tractive power, 28,650 lb.) ..	4

Cars—

Suburban electric motor cars	4
Suburban electric trailer cars	6
Suburban electric composite trailer cars	2

Wagons—

Louvre type closed wagons—“ U ” class	75
Open wagons (“ GY ”) equipped for the carriage of wheat in bulk ..	187

Use of Brown Coal.

The two engineers of the Rolling Stock Branch (Messrs. W. O. Galletly and W. H. Chapman) who left Australia in March, 1946, to investigate the use of pulverized brown coal on locomotives in Germany, returned via America towards the end of February.

Their main report was published in October by the British Intelligence Objectives Sub-committee under the title “ German Locomotive Experience with Pulverized Fuels and Lump Brown Coal ”.

Although the use of the pulverized brown coal in locomotives did not extend beyond very small proportions in Germany, there are sufficient grounds for hoping that, within limits, this fuel can be used with advantage on the Victorian system. To enable the prospect to be fully tested, two sets of firing equipments, with spares, are now on order from Henschel and Son, of Kassel, Germany.

Way and Works Branch.

The shortage of manpower, and the difficulty of obtaining essential materials, have again made it impracticable to overtake deferred maintenance, particularly of the track, to any appreciable extent.

The reconstruction of the Cremorne bridges over the River Yarra, referred to in previous reports, was completed during the year, with the exception of the footcrossing on the east side of the bridge, the provision of which has been held up owing to inability to obtain materials. The Up and Down Sandringham and the Up and Down through Caulfield lines are in use. The Up local Caulfield line has been laid, and the Down track will be put in after the completion of the footcrossing. The re-alignment and reconstruction

of Alexandra-avenue have been carried out by the Country Roads Board, and river improvements by the Melbourne and Metropolitan Board of Works. Provided that the necessary materials become available, it is anticipated that the whole of the works will be completed by the end of 1947.

In continuation of our programme of bridge reconstruction, further timber bridges throughout the State were replaced by permanent structures of steel and concrete. Difficulties of the kind already mentioned are limiting this programme.

The duplication of the section of line between Alphington and Heidelberg, to facilitate traffic on this line, was commenced on 30th October. The work involves the widening of banks, cuttings, and bridges to accommodate the additional track, the construction of new station buildings at Darebin and Eaglemont, the provision of a new pedestrian subway at the former station, and the extension of the existing pedestrian subway at the latter.

The earthworks are practically complete, but the prevailing labour and material shortages have delayed progress otherwise.

In carrying out this duplication, certain expenditure has been incurred on incidental works which, in our opinion, should have been financed or partly financed by the local municipality. The Council asked that the overhead railway bridge at Ashby Grove between Ivanhoe and Eaglemont, which was admittedly narrow, be widened, but, as the bridge had been originally provided merely to admit of access between the portions of a property that had been severed when the railway was constructed, there was obviously no obligation on the Department to incur the expense of reconstructing it to meet changed conditions of land ownership and road traffic. We accordingly suggested that if the bridge were widened the Council should bear the cost.

Subsequent negotiations were so protracted that before finality was reached a decision became necessary as to whether or not the work was to include the widening of the bridge. We therefore intimated that we proposed to make provision for the bridge work, and asked for a contribution by the Council, but were recently advised that it was not prepared to contribute.

In these circumstances, other incidental works, which, if they are to be done, it would have been advantageous to undertake concurrently with the duplication, e.g., reconstruction of the overhead bridge at Waterdale-road between Ivanhoe and Darebin, and grade separation at Marshall-street, Ivanhoe, have not been included in the scheme.

There is a notable lack of recognition in this State of any obligation of bodies other than the railways to contribute towards the cost of abolishing level crossings by grade separation, and of installing special warning devices where necessary for greater safety. In South Africa for a number of years past local authorities, and the National Road Board, have made substantial payments towards the cost of such works. We again stress our view that such contributions are only equitable and that a similar principle should apply here.

To provide rail services for the State Housing Commission's areas on both sides of the old Outer Circle line, about half a mile beyond the present terminus at Ashburton, it is intended to reconstruct and electrify portion of the line and build a new terminal station. The work, which was commenced on 23rd April, also involves the provision of a car-storage siding at the Up end of Ashburton station. The earthworks for the siding have been completed, and those for the reconstruction of the line are well in hand. The new station building and platform have been commenced, but, here again, there have been the customary unavoidable delays.

To provide improved facilities for the handling of goods traffic, a commencement was made during the year with the construction of new marshalling yards at Seymour, on a site east of the main North-eastern line. The acquisition of land for the purpose necessitated the deviation of the Avenel-road, which is being carried out by the Seymour Shire at the expense of this Department, and has been almost completed. The earthworks for the new yards are well in hand, and the laying of tracks has commenced.

New or improved facilities for handling live-stock traffic were provided at Carpolac, Charlton, Cobran, Dimboola, Darnum, Hopetoun, Marnoo, Millbrook, Nhill, Sale, Terang, Watchupga, Whitfield, Wonthaggi, and Yarrani.

Improvements to stations included the provision of new buildings at Carrun, and the installation of an interlocked crossing at the Up end. New buildings were also provided at Pimpinio and Tallygaroopna, and improvements effected at Benalla, Darling, and Ringwood.

New departmental residences were built by contract at Bacchus Marsh, Box Hill, and St. Arnaud, to replace old residences not worthy of further maintenance, and eight residences were removed from various locations and re-erected at Gunbower (two), Koo-wee-rup, Korong Vale, Litchfield (two), Nyah West, and Redcliffs, where they were more urgently required. Residences at various other locations were improved and reconditioned, and the disused refreshment rooms at Stawell were converted to dwelling accommodation for the station master.

Track relaying and reconditioning operations were carried on during the year between Cheltenham and Mentone, Brighton Beach and Sandringham, and Ivanhoe and Heidelberg, also on sections of the Williamstown, Boort-Quambatook, Maryborough-St. Arnaud, and North-western lines. Other important improvements to tracks were the renewal and rearrangement of crossing work near "C" Box, Flinders-street, and the renewal of sleepers and ballast and widening of banks at a number of locations.

Mention must be made again of the very serious shortage of sleepers for ordinary maintenance requirements, arising from the insufficiency of labour, the position having further deteriorated since our last report. So far it has been possible to avoid imposing speed restrictions from this cause, except on a limited number of branch lines, but it cannot be expected that this situation will continue much longer.

Suburban Electrification Equipment.

Reports from the inspecting engineers in England show that the English portion of the manufacture of boiler and turbo-alternator plant for the modernization of Newport "A" Power Station is proceeding according to plan.

During the year, two pressure-reducing and de-superheating units, each having a capacity of 150,000 lb. per hour, were installed, to permit of the supply of steam from the existing new plant to the old turbines.

Owing to the persistent shortage of coal supplies, seven of the boilers in the old plant have been equipped with auxiliary oil burners. Work is proceeding with the conversion of the remaining boilers and the installation of an ultimate oil-storage capacity of 48,000 gallons.

The stations for the electrical protection of overhead equipment have been built at Edithvale, Oakleigh, Darling, and Essendon, and will be put into commission on delivery of the necessary high-speed circuit breakers. Progress has been made with improvements to the electrical protection of the signal power supply system. Work on both of these projects has been retarded owing to difficulties in obtaining equipment.

A contract has been accepted for the supply of rectifier units and associated equipment for new traction substations at Alphington (to replace that at Ivanhoe) and Box Hill.

The importance of maintaining supervisory control over the eastern and southern portion of the system has necessitated the provision of an alternative control cable between the Power Operation Room and Jolimont Sub-station. In the event of failure of the main control cable, change-over switches will enable the alternative cable to be brought into use.

Stores and Materials.

The value of stocks (excluding those of the Railway Construction Branch of the Board of Land and Works and of the Refreshment Services Branch) increased by £76,643 during the year, bringing the total at 30th June to £2,003,320.

Issues amounted to £3,985,119, which, although somewhat greater than the figure for the preceding year, represented a slight decrease in the rate of turnover, viz., 1.99, contrasted with 2.03.

Operations at the Reclamation Depot were satisfactorily maintained, and were about the same in volume as in the previous year. The value of materials reclaimed for use or for sale was £105,630.

The shortage of shipping and of manpower is still greatly retarding the flow of many types of materials, but useful assistance has been obtained from the purchase of surplus stocks of Commonwealth material through the Disposals Commission.

To ensure that all available material is used to the best advantage, a special departmental committee has been formed to determine priorities as between branches.

Reference is made elsewhere to the continued serious shortage of sleepers. Despite every effort to increase the output, the number purchased during the year, compared with the year before, fell by 78,434, and consumption (owing to the inadequate supplies) decreased by 127,014.

Fuel Oil.

The decision to convert 82 locomotives for oil burning necessitated the provision of storage accommodation at the locomotive depots at North Melbourne, Bendigo, Maryborough, Geelong, Ballarat, Ararat, Dimboola, and Traralgon. The necessary capacity was provided mainly by the purchase of twenty-seven 12,000-gallon tanks from the Commonwealth Disposals Commission.

Supplies to the tanks are maintained by fifteen 9,000 and one 2,000-gallon rail-tank wagons, which are filled at the distribution centre at Newport Workshops.

Diesel oil fuel was used in the early stages, but a light furnace oil is now being purchased in complete cargoes at a considerable reduction in price.

In order to secure the advantage of this method of purchase, it was necessary to obtain adequate storage accommodation, and an oil installation at Newcastle-street, Newport, was purchased from the Commonwealth for £30,000.

The installation consists of three concrete storage tanks, each with a capacity of 6,000 tons, together with pumping facilities, pipe lines, and buildings. The oil is pumped direct from the vessel at the wharf to the installation at Newcastle-street, and later to the distribution centre.

In all, approximately 54,000 tons of fuel oil with a value of £479,965 were purchased, of which 48,232 tons, costing £445,027, were issued for use in locomotives.

Coal Supplies.

The quantities of coal allocated to the Victorian railways during the year by the controlling authorities (the Commonwealth Coal Commission and the State Coal Committee) were as follows:—

	From State Coal Mine.	From Other Victorian Mines.	From New South Wales.		From Sundry Sources.	Total.
			By Sea.	By Land.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Large	84,565	16	78,490	157,463	1,510	322,044
Small	59,367	338	21,951	56,733	2,783	141,172
Total	143,932	354	100,441	214,196	4,293	463,216

Under another heading reference is made to the inadequacy of these supplies, even when supplemented by the use of large quantities of oil and firewood for locomotive purposes. Poor quality coal was also a source of late running and of additional expense. Only about 20 per cent. of the New South Wales coal received was of the type (Maitland) normally purchased.

The overlanding of coal from New South Wales again added greatly to working costs. After making allowance for a subsidy of £22,082 from the Commonwealth Coal Commission, the 214,196 tons overlanded during the year cost approximately £140,800 more than if the equivalent tonnage of Maitland coal had been obtained by sea. We were also called upon to reimburse the Coal Commission, under Price Fixing Regulations, amounts of £20,387 and £4,339 on large and small coal respectively, for increased production costs at the New South Wales mines. The subsidy of 5s. per ton was continued for coal from the State Coal Mine (the price paid for which is based upon the cost of New South Wales coal) involving approximately £36,000 for the year.

Overlanding was temporarily suspended by the Joint Coal Board from April until towards the end of June, when it recommenced on a reduced basis. We have been advised that no subsidy will in future be payable.

The coal received from sundry sources included approximately 1,450 tons of large coal contributed by the South Australian railways to enable sleeping cars to be run on the "Overland" express, 50 tons taken over from the Warracknabeal Gas Company, approximately 850 tons of small coal from the Commonwealth Grain Alcohol Distillery at Warracknabeal by direction of the State Coal Committee, and approximately 1,950 tons of small coal loaned to the Department by the State Electricity Commission and not yet returned.

Consumption for the year was 323,458 tons of large coal, at an average rate of 39s. 1·878d. per ton, and 140,276 tons of small coal at the average rate of 33s. 1·041d. per ton, or a total of 463,734 tons at a cost of £865,339.

Truck Covers.

The manufacturing programme adopted in 1944-45 was continued, and at the close of the year the stock had risen to 22,576, compared with 20,030 a year earlier.

No further purchases of flax tow canvas have been made. An order has been placed in England for 100,000 yards of high-grade tarpaulin canvas, but none of this came to hand during the year. A contract was also entered into with a Victorian manufacturer for the supply of 100,000 yards of similar canvas, deliveries of which have not yet commenced.

Refreshment Services.

Business in refreshment rooms and dining and buffet cars earned a revenue of £660,460, compared with £746,956 in the previous year.

The revenue derived from advertising (£42,656) and from bookstalls (£122,460) brought the total branch revenue up to £825,576, approximately £100,000 less than that of last year.

A dining room for the service of hot meals to the staff at the Spotswood workshops was opened during the year. At the Newport workshops, the old out-of-date dining room was vacated, and the business transferred to the modern premises formerly used as a canteen for aircraft workers in this area.

The supply of commodities is improving, but the staff shortage is still acute and limits our efforts to improve the service.

The Chalet, Mt Buffalo National Park, where a section of the accommodation is still closed because of want of staff, had a daily average guest occupancy of 129, the number of visitors booked in during the year being 4,645, or 348 more than in 1945-46. The buildings were repainted during the year. Other maintenance work, necessarily deferred in the war years, is now being undertaken.

The Staff.

The staff employed at the close of the year numbered 27,057, including casual labour equivalent to 593 men working full time. The comparable total a year earlier was 27,385.

The total time paid was equivalent to 27,912 full-time men working six days per week, compared with 28,045 in 1945-46, a decrease of 133. Of these totals, the numbers debitable to railway working expenses were 25,118 in 1946-47 and 24,938 in 1945-46. Although these figures present a broad basis for comparison as between year and year, they do not represent numbers of individuals, as the time paid for includes not only Sunday time and overtime, but also the time equivalent of all penalties paid for Saturday, Sunday, and overtime work.

An improvement in the number of employees in operating grades in the Transportation Branch was insufficient to meet requirements. Overtime working, as well as considerable deferment of annual leave, could not therefore be avoided. Additional efforts are being made to recruit staff, and full-time instructional classes in safe-working systems are being continued in an endeavour to meet the shortage of trained men.

Appointments to the Permanent Staff.

During the year 321 persons were appointed to the permanent staff, viz.:

Two hundred and thirty-two who had been employed as supernumeraries at the date of the outbreak of war—under Act No. 5038.

Eighty-three apprentices under the normal procedure prescribed by the Railways Act; and

Six engineers as “persons of known ability” under the provisions of Section 142 of the Railways Act.

In addition, six employees, who had previously been superannuated, were recalled to duty in the Department, and six permanent employees, who had resigned to join the armed forces during the war, were reinstated on the permanent staff under the provisions of the *Commonwealth Re-establishment and Employment Act 1945*.

Industrial Relations and Disputes.

The year under review was unfortunately marred by a series of industrial disputes unprecedented in the railway service, the history of which is briefly summarized hereunder:—

(1) STRIKE OF GOODS GUARDS FOR TWENTY-FOUR HOURS ON 16TH SEPTEMBER.

On this date the Goods Guards' Section of the Australian Railway Union ceased work for 24 hours in connexion with their demand that guards of goods and passenger steam trains be paid time and a half for all time in excess of 7 hours 20 minutes, and double time for all time in excess of 12 hours from sign on to sign off on any one shift, instead of the Award provision of time and a half for time worked after completing 10 hours, and double time for time worked after completion of 12 hours from the time of signing on.

Goods trains were cancelled for the day and loading was seriously delayed.

The claim was subsequently dealt with by the appropriate industrial tribunal, which liberalized payment for time on duty.

(2) GENERAL ONE DAY STOPPAGE ON 7TH OCTOBER.

On 22nd September, a mass meeting of combined railway workers convened by the Australian Railways Union passed a resolution demanding improved conditions, viz.:

- (1) Three weeks' annual leave.
- (2) Ten shilling industry allowance; £1 per week increase in the basic wage; full 6s. war loading; 6s. prosperity loading; the rigid enforcement of price control.
- (3) Time and a half for Saturdays, double time for Sundays, treble time for consecutive Sundays, Sunday time to be added to fortnightly period for computation of overtime.
- (4) All time on duty to be treated as active time, and overtime to be calculated on a daily basis.
- (5) Forty-hour week.
- (6) Payment for all certificates in safe working, &c.
- (7) Extra relieving staff in Melbourne area and all country districts.
- (8) Automatic appointment to the permanent staff, specifically including clerical workers and artisans; sick leave in first year of service.
- (9) Twenty per cent. increase in juvenile rates; 100 per cent. male rates for all females in male positions; minimum of 75 per cent. male basic wage for all females with all loadings and marginal rates as additional remuneration;

with an addendum that a claim for climatic allowances be proceeded with as soon as amendment is achieved in the wage-pegging regulations.

In forwarding this list of demands to the Honorable the Minister, the Union stated that, unless effective relief were afforded, it was felt that there would be a stoppage on a much wider scale than that of 16th September, and for a longer duration.

The Union also intimated that the Signalmen's Section had laid down a policy of refusing to report for duty for any special traffic at the conclusion of the Royal Show week, and that shunters had decided not to work any overtime after 6th October, which would necessitate a serious curtailment of goods traffic.

On 2nd October, the Minister conferred with us and representatives of the Australian Railways Union. At this conference we pointed out that we were doing everything possible to recruit additional staff, with the object of reducing the amount of overtime and working off annual leave that had accumulated owing to the shortage of manpower during the war; also that many of the items in the "nine-points programme" of the Union were matters for determination by the appropriate industrial tribunals, which were already dealing with some of the claims.

Despite the appeal of the Government and the Commissioners that they should continue at work, the great majority of railway employees ceased duty for 24 hours on 7th October.

(3) GENERAL STOPPAGE OF RAILWAY WORK FROM 21ST TO 29TH OCTOBER.

Concurrently with the demands of railway industrial organizations, tramway employees sought improved conditions from the Melbourne and Metropolitan Tramways Board, and the great majority of tramway and railway employees ceased work on 21st October, with the object of enforcing compliance with these demands. The railway stoppage lasted until 29th October, and during this period all railway services throughout the State were suspended.

In a continuous industry such as the railways it is not practicable to avoid calling on a large number of employees to work more than five days a week, as well as on Sundays and public holidays, and as it was realized that this retarded the efforts of the Department to attract staff, we informed the Trades Hall Disputes Committee, after consultation with the Government, that we would not oppose a claim before the appropriate industrial tribunal for payment of penalty rates for Saturday work.

The Disputes Committee was also informed, after consultation with the Government, that as the Full Arbitration Court had affirmed certain principles under which the annual leave of workers covered by Court Awards could be liberalized, the Department would not oppose, after the resumption of work, a variation of the Award to bring the annual leave of railway employees into line with that awarded by the Court to workers in the Gas Industry, viz. :—

	Per Annum.
(a) Day workers after 1 year and with up to 5 years' service ..	2 weeks.
(b) Day workers with more than 5 years' service, and shift workers after 1 year's service	3 weeks.

The claims for the appointment of supernumeraries to the permanent staff, and sick leave on a more liberal basis, involved amending legislation, on which action was promised by the Government, but other major claims relating to hours and wages, &c., could be determined only by industrial tribunals.

The industrial organizations concerned decided to resume work on 30th October, and in due course—

- (a) The Railways Classification Board in its State jurisdiction made an Award, which was approved by the Governor in Council, prescribing—
 - (i) that time on duty between midnight on Friday and midnight on Saturday should be regarded as overtime and paid for at time and a half; and
 - (ii) that time worked on a Saturday should be taken into account in the computation of overtime, subject to a maximum payment of double the ordinary rate;
- (b) An award was also made by the Commonwealth Arbitration Court providing for annual leave on the same basis as in the Gas Industry Award.

Although the Award of the Railways Classification Board in respect of penalties for Saturday work covered the majority of railway employees, many other sections of employees could not be included because their conditions of employment are governed by Awards of the Commonwealth Arbitration Court. The Locomotive Enginemen's Union accordingly approached the Court for a corresponding variation of their Award in respect of Saturday work, but without success.

We deemed it our duty to point out to the Government that so serious an anomaly, between important sections of railway employees, was bound to lead to further serious industrial trouble, and after discussion the Honorable the Premier intimated that, in order to avoid discrimination between sections of employees, we should apply the principles laid down in the Award of the Railways Classification Board to members of the Enginemen's Union and all other industrial organizations similarly placed.

Action was also taken by the Government in respect of other claims. On 24th December, an Act (No. 5195) was passed entitling persons who have been temporarily employed in the service for not less than two years to be appointed to the permanent staff subject to certain conditions.

On the same date, Act No. 5172 was passed to provide for daily paid employees to be granted sick leave with pay on the same basis as salaried officers.

Some of the other industrial claims, including that for a 40-hour week, are being dealt with by the Arbitration Court.

(4) WITHDRAWAL OF MEMBERS OF THE AMALGAMATED ENGINEERING UNION FROM METROPOLITAN WORKSHOPS AND NEWPORT POWER STATION ON 24TH MARCH, 1947.

For some time prior to March last, members of the Amalgamated Engineering Union in outside industry had been on strike in an endeavour to enforce a demand for increased wages, and on 24th March last the strike was extended by the organization to its members employed by this Department in the metropolitan area and at Newport Power Station. Members of other organizations in similar classifications ceased work in sympathy with them. Before this occurred, the maintenance of equipment was already in arrears through overtime limitations adopted by our staff.

On 14th April, additional employees were withdrawn from the Newport Power Station by the Australian Railways Union and the Federated Enginedrivers' and Firemen's Association, and on 30th April the Amalgamated Engineering Union withdrew its members from country workshops and depots.

The effect of these withdrawals upon train services is described elsewhere.

An Award providing for increased margins in the Metal Trades industry was made by Mr. G. Mooney, Conciliation Commissioner, but the organizations concerned were still dissatisfied and continued on strike.

A conference was subsequently convened by His Honor Chief Judge Drake-Brockman, and as a result the Unions decided to resume work and the Full Arbitration Court agreed to review the margins in the Metal Trades industry. Work in the railways was resumed on 8th May.

(5) CHANGE IN THE STATUS OF THE RAILWAYS CLASSIFICATION BOARD.

The Railways Classification Board, established under Act No. 3006 in 1919, comprises a County Court Judge as Chairman, two elected representatives of employees, and two nominees of the Commissioners, one of whom is a business man and the other a senior railway officer. The Board was created to determine, subject to the approval of the Governor in Council, the remuneration and working conditions of the great majority of railwaymen.

In 1924, however, the principal railway industrial organizations filed claims with the Commonwealth Arbitration Court, and for some years afterwards the work of determining railway rates and conditions was mainly carried out by the Court, whose Awards superseded those of the State tribunal.

In 1934, an arrangement was made under which the Railways Classification Board functioned as an instrument of the Court, under Section 36 of the Commonwealth Act, in investigating and reporting to it on claims made by the Australian Railways Union and the Federation of Salaried Officers.

In March of this year, following the submission of a new Log of Claims by the Australian Railways Union, His Honor Chief Judge Drake-Brockman issued an order establishing a Local Industrial Board. With the approval of the State Government, His Honor Judge Ellis was appointed Chairman of this Board, which also comprises two representatives nominated by the Australian Railways Union, and two representatives nominated by us, making the personnel the same as that of the Railways Classification Board which it superseded.

The function of the Local Industrial Board is to investigate and report to the Court on the wages and conditions of daily paid grades arising out of the new Log of Claims submitted by the Australian Railways Union.

During the year under review legislation was passed by the Federal Parliament amending the Commonwealth Conciliation and Arbitration Act, and providing for the appointment of a number of additional Conciliation Commissioners. It is not yet known to what extent these amendments will affect the future handling of railway industrial disputes.

Wage Fixing Tribunals.

Awards made by the Commonwealth Arbitration Court, following reports submitted by the Railways Classification Board as a State Industrial Authority under the Commonwealth Conciliation and Arbitration Act, provided for increased rates of payment involving an estimated additional cost in the vicinity of £29,000 per annum.

Variations of railway awards to increase annual leave, to accord payment at the rate of time and a half for duty performed on Saturday, and to include time worked on Sunday in the computation of overtime on a fortnightly basis, increased expenditure by approximately £411,000 per annum.

An award made by the Commonwealth Arbitration Court in respect of Metal Trades employees involved a cost of about £156,150 per annum, but portion of this increase did not apply until 10th August, 1947.

The issue by the Full Court of the Commonwealth Arbitration Court of an interim basic wage declaration, together with other cost of living adjustments, brought about an increase in the basic wage from 16s. 2d. to 16s. 4d. on 11th August, to 17s. 6d. on 1st December, and to 17s. 8d. on 4th May, involving a further estimated additional cost of approximately £670,500 per annum.

General Staff Comments.

Prior to a one-day stoppage in August, 1945, there had not been a major stoppage of work in the railway service for over 42 years, and it is a matter of great regret that this fine record, of which successive administrations have been proud, should have been broken, and that the good relations between the Department and its patrons should have been impaired by the recent strikes.

Railwaymen as a whole gave splendid service during the war, and, both then and since, many sections have been obliged to work considerable overtime and have had their holiday leave delayed. A protracted continuance of such conditions might well have been expected to lead to disaffection, but, as will have been seen, the matters upon which direct action was taken called finally for determination by industrial tribunals or by Parliaments, rather than by the administration.

The fact that action of the kind has not been confined to the railways, but is symptomatic of the times, affords little consolation, and there can be no doubt that the serious disturbances of train service caused not merely a considerable loss of revenue at the time, but also a loss of good will and some permanent deflection of traffic to competitive forms of transport.

Another serious effect, in our opinion, is that upon the minds of those who in the ordinary course might look to the railways as a career for themselves or their sons. With the termination of the war, we were hopeful of being able to recruit sufficient additional staff to curtail the working of overtime, and to grant the staff their holiday leave at regular intervals. These hopes, unfortunately, have not been realized, and the deficiency of staff for present requirements and for training for the future is a matter of much concern. Although there is a general shortage of labour, we feel sure that the great falling off in the number of youths and adults who formerly sought a railway career has been contributed to largely by the stoppages of work, and the propaganda associated with ever-increasing industrial demands, which wrongly give an impression of harsh working conditions and of a generally undesirable sphere of employment.

The Victorian Railways Institute.

For the second year in succession, after a very lengthy period of continuous growth, the membership of the institute has shown a reduction.

During the year, 2,712 new members were enrolled, as against 2,274 in the preceding year, but, owing to the increase in the number of retirements and resignations from the service, the nett loss of membership was 595.

Despite the reduction of membership, however, increased interest was taken in educational classes conducted in Melbourne and at country centres, the total enrolments during the year being 3,368, compared with 2,936 in 1946-47 and 2,413 in 1944-45.

Examination results were again very satisfactory, and the percentage of students who were successful in the various examinations in educational subjects was very high.

The revival of interest in sporting and social activities which followed the cessation of the war was also maintained.

Safe Driving Competition.

At the beginning of the year, 75 departmental road motor drivers were entered for the "Freedom from Accidents" competition of the National Safety Council of Australia, and 60 of them were successful in completing the year without an accident for which they could be held responsible. Four have completed 16 years of safe driving, one 15 years, three 14 years, two 13 years and four 11 years, and these fourteen drivers have been awarded a bar to their gold medallions.

Six drivers, having completed 10 years without any accident for which they were held to blame, received the gold medallion, while five received the silver medallion on completing five years' safe driving. Twelve others received bars to their silver medallions and 23 received certificates.

Tourist Services.

Interference with train services by coal shortages and industrial unrest had the effect of reducing the rail revenue at the Victorian Government Tourist Bureau by £67,695, compared with that of the preceding year.

Receipts from all activities at the bureau and branches, however, amounted to £932,300, an increase of £144,927 over the previous year's record.

The demand for tours and holiday travel is steadily increasing, and the popularity of the bureau as a travel centre is illustrated by the commission of £15,258 earned during the year on accommodation bookings, air travel, road motor services, &c., £5,366 more than in the preceding year.

The telephone inquiry section was busily engaged, and had to be reinforced not only during holiday periods but also when train restrictions varied from any cause. During the year it answered 759,698 enquiries. The volume of correspondence from country and outer-suburban clients was also heavy.

At the close of the year arrangements were in hand for the early re-opening of the branch offices at Brisbane and Adelaide.

Ambulance.

Interest in ambulance work was maintained by the staff, and during the year 580 employees passed first-aid examinations, making the total employees now qualified 5,340. Of these, 384 hold the 8th year Gold Life Membership Medal, and 702 the 5th year Silver Efficiency Medal.

A pleasing feature of the classes was the very high percentage of passes obtained.

The interstate railway ambulance competitions were resumed in November after a break of four years due to the war, and were held at Mt. Evelyn, in this State. Our representatives did excellently in gaining second place to an outstanding performance by the Queensland team.

Salaries and Wages.

The amounts disbursed in salaries and wages during the past eight years, excluding payments made to butty gang workers, were:—

							£
1946-47	..	..	..	..	..	..	9,421,264
1945-46	..	..	..	..	..	..	8,912,719
1944-45	..	..	..	..	..	..	8,828,090
1943-44	..	..	..	..	..	..	8,970,445
1942-43	..	..	..	..	..	..	8,670,724
1941-42	..	..	..	..	..	..	7,786,251
1940-41	..	..	..	..	..	..	6,661,937
1939-40	..	..	..	..	..	..	6,177,177

Pensions.

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

	1946-47.	1945-46.	Increase (+) or Decrease (-) in 1946-47.
	£	£	£
Pensions under Superannuation Act	426,387	412,230	+ 14,157
Pensions to officers and employees who were in the Service on 1st November, 1883	40,245	48,586	- 8,341
Total	466,632	460,816	+ 5,816

State Coal Mine.

After the payment of working expenses, loan redemption and interest charges, and allowing £20,978 for depreciation, the operation of the Mine resulted in a loss of £93,421.

The quantity of coal won during the year was 161,431 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 144,724 tons, the whole of which, with exception of 1,366 tons sold to the public of Wonthaggi, was supplied for railway use.

Sixteen days were lost during the year through industrial troubles.

The amount disbursed in wages was £282,427, the net average earnings being 34s. 3·54 per miner per shift.

The number of persons employed at 30th June was 764—a reduction of 107 in the last twelve months. The Victorian Housing Commission is at present engaged in the construction of 50 dwellings in Wonthaggi. Of this number twelve have been completed and are occupied. In order to attract labour to the mines, wide publicity is being given to the erection of the new houses, and it is hoped to obtain a sorely needed increase in man power.

Heads of Branches.

Mr. J. McClelland, having reached the age of 65 years, retired in February from the position of General Passenger and Freight Agent, which he had occupied with distinction for a period of seventeen years. For the time being, however, his services have been retained in a consultative capacity in connexion with a revision of fares and freight rates. Mr. McClelland had been in the Department for over 49 years, and we wish to record our appreciation of his highly valued services.

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

Secretary	Mr. E. C. Evers.
Chief Mechanical Engineer	Mr. A. C. Ahlston.
Chief Civil Engineer	Mr. A. G. Fletcher.
General Superintendent of Transportation	Mr. M. A. Remfry.
Chief Electrical Engineer	Mr. H. P. Colwell.
Comptroller of Accounts	Mr. L. J. Williamson.
General Passenger and Freight Agent	Mr. M. Ridgway.
Comptroller of Stores	Mr. H. S. Sergeant.
Superintendent of Refreshment Services	Mr. A. W. Keown.

Following a request by the Commonwealth Minister for Labour and National Service that an officer representing the Australian Railways Commissioners be one of five delegates to a conference on inland transport at Geneva, under the auspices of the International Labour Office, the nomination of Mr. A. G. Fletcher by the Commissioners of the various systems was accepted by the Commonwealth.

Mr. Fletcher travelled to England by air, and attended the conference from 6th to 17th May. As a result of arrangements made by the Agent-General, he was also enabled to attend the International Railways Congress, which began at Lucerne on 23rd June.

In addition, Mr. Fletcher has been engaged on personal investigation of many matters of railway practice and equipment. We greatly appreciate this opportunity of enabling him to obtain valuable information at first hand, and the assistance rendered by the State Government and the Agent-General in facilitating the arrangements.

In his absence, Mr. A. P. Taylor, the Assistant Head of the Branch, is acting as Chief Civil Engineer.

Appendices, &c.

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

We have the honour to be,

Sir,

Your obedient servants,

N. C. HARRIS, Chairman	} Victorian Railways Commissioners.
M. J. CANNY,	
R. G. WISHART,	



In Memoriam.

LIST OF OFFICERS AND EMPLOYEES NOT RECORDED IN 1945-46 WHO LOST THEIR LIVES
WHILST ON ACTIVE SERVICE.

Name.	Grade.	Name.	Grade.
BEDDOE, D. C. ..	Porter-in-Charge	HAY, T. N.	Apprentice Fitter and Turner
FISHER, A. K. ..	Engine Cleaner	KIMPTON, H. W. ..	Casual Labourer
HALLIDAY, W. S. ..	Casual Labourer	STUART, M.	Junior Clerk

APPENDIX

BALANCE-SHEET AT

LIABILITIES.									
	£	s.	d.	£	s.	d.	£	s.	d.
Face value of stocks and bonds allocated to the Railways ..	..	..	..	51,595,477	19	1			
<i>Less—</i> Securities purchased and cancelled by the National Debt Sinking Fund	5,214,813	14	3						
Deferred Renewals, Replacements and Maintenance Works from Loan Funds	522,485	17	10						
				<u>5,737,299</u>	<u>12</u>	<u>1</u>			
							45,858,178	7	0
Contribution from Revenue, &c., and the National Recovery Loan for Capital purposes—									
Proceeds of sale of State Lands				2,825,740	6	1			
Consolidated Revenue				1,377,782	15	4			
Developmental Railways Account				108,501	5	1			
National Recovery Loan	2,561,261	2	1						
Unemployment Relief Fund	2,761	0	0						
Commonwealth Defence Works Unemployment Relief Fund	39,470	1	5						
Trust Fund Railway Works (Defence Purposes) ..	421,715	12	7						
				<u>3,025,207</u>	<u>16</u>	<u>1</u>			
<i>Less—</i> Expenditure on other than Capital Works ..	1,149,803	2	0						
				<u>1,875,404</u>	<u>14</u>	<u>1</u>			
							6,187,429	0	7
Advances from Public Account (Act No. 3341) for Capital purposes ..							247,033	13	9
Provision for Deferred Maintenance							370,770	15	6
Provision for Accrued Leave							586,122	12	2
National Debt Sinking Fund Reserve							5,508,937	10	5
Railway Accident and Fire Insurance Reserve							100,000	0	0
Railway Renewals and Replacements Reserve				4,380,840	3	2			
Consolidated Revenue for Working Expenses Sales				26,161	6	9			
							<u>4,407,001</u>	<u>9</u>	<u>11</u>
Creditors for Sundry Accounts							1,026,361	10	5
Consolidated Revenue—									
Accumulated Deficit from 1.7.37 to 30.6.47				1,015,995	13	11			
Outstanding Income.. .. .				286,599	5	1			
							<u>1,302,594</u>	<u>19</u>	<u>0</u>
							<u>£65,594,429</u>	<u>18</u>	<u>9</u>

E. A. PEVERILL,

Auditor-General.

31st October, 1947.

No. 1.

30TH JUNE, 1947.

		ASSETS.								
		£	s.	d.	£	s.	d.	£	s.	d.
Railways—										
Way, Works, Buildings and Equipment	.. .. .	44,828,670	6	5						
Rolling Stock	.. .. .	6,798,331	1	0						
					51,627,001	7	5			
Electric Tramways—										
Way, Works, Buildings, and Equipment	.. .. .	112,546	1	0						
Rolling Stock	.. .. .	27,890	0	1						
					140,436	1	1			
Road Motor Public Services—										
Buildings and Equipment	.. .. .	6,051	0	0						
Rolling Stock	.. .. .	6,671	4	4						
					12,722	4	4			
Railways under construction	.. .. .				133,310	2	2			
Bridges for Railways not yet constructed	.. .. .				31,853	0	0			
Surveys	.. .. .				2,848	18	7			
					51,948,171	13	7			
Stores and Materials	.. .. .	2,006,749	2	6						
Stores and Equipment at Refreshment Rooms, &c.	.. .. .	130,187	5	3						
Materials in course of manufacture	.. .. .	133,054	7	10						
					2,269,990	15	7			
								54,218,162	9	2
Discounts and Expenses on Loans	.. .. .							444,625	18	7
Railway Renewals and Replacements Account	.. .. .							2,964,065	3	11
Cash at stations and in transit	.. .. .							118,674	0	4
Funds at Treasury—										
Trust Fund Surplus Railway Land	.. .. .				3,558	5	9			
Railway Accident and Fire Insurance Fund	.. .. .				100,000	0	0			
Railway Renewals and Replacements Fund—										
Cash	.. .. .	82,001	9	11						
Investment	.. .. .	4,325,000	0	0						
					4,407,001	9	11			
Railway Charges in Suspense	.. .. .				472,784	19	11			
Railways Stores Suspense Account	.. .. .				126,623	16	5			
Railways Repayment Fund	.. .. .				6,678	16	11			
National Debt Sinking Fund	.. .. .				294,123	16	2			
Railways Leave and Ordinary Maintenance Reserve Fund	.. .. .				956,893	7	8			
								6,367,664	12	9
Trust Securities	.. .. .							83,126	11	9
Sundry Debtors—										
Revenue Debtors	.. .. .				167,925	4	9			
Other Debtors	.. .. .				214,190	3	7			
								382,115	8	4
Deficit for the year 1946/47	.. .. .				1,482,168	6	2*			
Less—Accumulated surplus from 1.7.37 to 30.6.46	.. .. .				466,172	12	3			
								1,015,995	13	11
								£65,594,429	18	9

* This amount is exclusive of provision for the following items.

	£	£
Normal Depreciation for the year (excluding adjustments in respect of previous years £143,287)	650,409	
Less amount provided	339,679	
Under provision for the year		310,730
Annual Leave accrued during the year		32,690
Arrears of maintenance accrued during the year		124,000
		467,420

L. J. WILLIAMSON,
Comptroller of Accounts.
31st October, 1947.

APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1947 AND 1946
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—		Year ended 30th June—	
	1947.	1946.	1947.	1946.
Average Miles of Single Track Open, including Sidings	6,119	6,119	£	£
A.—MAINTENANCE OF WAY AND WORKS.				
Superintendence, Stationery, Printing and Advertising	269,605	243,786		
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	1,081,161	1,139,791		
Slips and Flood Repairs	72,579	72,852		
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	4,941	16,315		
Weighbridges, Scales, Lifting Cranes, &c.	131,234	141,792		
Electric Power Station Buildings, Masts and Fixtures	31,509	30,241		
Other Buildings, Platforms and Fixtures	20,346	16,541		
Stock Yards	293,682	298,257		
Water Services	18,340	21,170		
Machinery, Tools and Supplies	30,019	32,754		
Signals and Interlocking, Signal Boxes and Track Bonds	151,084	154,752		
Telegraph and Telephone Lines and Instruments	232,118	239,173		
Injuries to Employees or others	59,156	46,952		
Other Expenses	14,701	10,168		
Road Motors—Domestic Service	1,766	1,904		
	162	141		
	2,412,403	2,466,595		
ROLLING STOCK.				
B.—GENERAL SUPERINTENDENCE, ETC.				
General Superintendence, Motive &c. Superintendence, Stationery, Printing and Advertising	122,340	110,867		
C.—MAINTENANCE OF ROLLING STOCK.				
Steam Locomotives	967,790	1,034,236		
Electric Locomotives	3,666	3,768		
Electric Service Coaching Stock	244,107	249,542		
Steam Service Coaching Stock	248,017	220,948		
Goods Stock	319,017	315,766		
Rail Motors	20,069	21,185		
Road Motors—Domestic Service	5,243	6,667		
	1,807,909	1,862,112		
D.—MOTIVE POWER.				
Running Sheds, Labour and Supplies	115,533	106,898		
Drivers and Firemen	725,190	665,125		
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c.	1,174,476	887,112		
Oil, Tallow, Waste and other running supplies	32,337	31,775		
Water and Other Expenses, Injuries to Employees or others (Steam)	38,037	38,250		
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or others	189,384	183,444		
Rail Motor Operation	41,934	42,754		
	2,316,891	1,955,358		
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				
Steam Service	85,626	82,816		
Electric Service	31,964	31,803		
	117,590	114,619		
F.—TRANSPORTATION AND TRAFFIC.				
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	354,536	308,942		
Station Yard and Signal Service—Salaries, Wages, &c., of Staff	2,166,533	2,016,697		
Uniforms for Staff	19,877	17,979		
Fuel, Light, other Supplies and Expenses	110,176	116,123		
Guards, Conductors and other Trainmen—Wages, Expenses, Uniforms and Supplies	359,963	344,199		
Cleaning, Icing, Light, Supplies, &c., for Carriages	146,545	148,377		
Repairs and Renewals of Tarpaulins and Lashings	19,367	16,878		
Injuries to Employees	12,576	11,750		
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal	56,089	54,071		
Road Motors—Domestic Service	9,441	9,524		
	3,255,103	3,044,340		
G.—ELECTRICAL ENGINEERING BRANCH.				
General Superintendence, Stationery, Printing and Advertising	42,991	35,197		
Power Station	454,869	359,231		
Transmission and Distribution Systems, and Sub-stations	149,157	137,587		
Other Expenses and Injuries to Employees or others	852	1,089		
Other Operations	Cr. 39,220	Cr. 43,063		
Electrical Energy Purchased	23,901	44,921		
	632,550	534,962		
H.—MISCELLANEOUS OPERATIONS.				
Dining Car Service	42,815	43,324		
Refreshment Rooms Service	584,142	608,366		
Advertising Service	17,557	13,718		
Bookstalls Service	103,143	111,220		
	747,657	776,628		
I.—STORES BRANCH.				
	182,597	173,842		
J.—GENERAL EXPENSES.				
Commissioners' and Secretary's Offices	45,474	41,067		
Accountancy Branch	170,329	151,091		
Legal and Medical Expenses	16,327	14,527		
Stationery, Printing and Advertising	10,200	10,119		
Sundry other General Charges	55,261	54,320		
	297,591	271,124		
K.—OTHER EXPENDITURE.				
Contribution to the Railway Accident and Fire Insurance Fund	88,876	61,480		
Pensions	465,942	460,072		
Contribution to Railway Renewals and Replacements Fund	200,000	500,000		
Child Endowment Pay-roll Tax	220,176	206,207		
Long Service Leave	139,648	45,308		
Provision for Accrued Leave .. .. .	..	4,000		
	1,114,642	1,277,067		
Total	13,007,273	12,577,514		
Less expenditure charged to Special Funds*	91,490	46,388		
Working Expenses charged to Railway Revenue..	12,915,783	12,531,126		

* For details see page 6.

APPENDIX No. 3.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1947, AND 1946 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1947.				1946.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
			4,748				4,748	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country .. 3,222,193				Country .. 3,619,693			
	Suburban .. 7,086,928				Suburban .. 7,621,108			
	Goods 10,309,121				Goods 11,240,801			
	Total 15,539,188				Total 16,343,796			
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
	Journeys.	£	£	d.	Journeys.	£	£	d.
COUNTRY.								
First Class Passengers	2,990,909	1,190,301	253·31	88·86				
Second Class Passengers	5,388,395	1,416,578	301·46	105·51				
Season Tickets—								
First Class	930,622	74,136	15·78	5·52				
Second Class	1,389,588	43,583	9·27	3·26				
Workmen's Weekly Tickets—Second Class ..	509,580	13,602	2·90	1·00				
Total Country	11,209,094	2,738,200	582·72	203·95	196,117,567	6,787,553	1,429·56	144·92
SUBURBAN.								
First Class Passengers	38,363,822	959,974	4,324·21	32·51				
Second Class Passengers	42,496,831	842,987	3,797·24	28·55				
Season Tickets—								
First Class	34,544,916	592,027	2,666·79	20·05				
Second Class	30,552,160	426,291	1,920·22	14·44				
Workmen's Weekly Tickets—Second Class ..	12,998,160	191,064	860·65	6·46				
Total Suburban	158,955,889	3,012,343	13,569·11	102·01				
Passenger	170,164,983	5,750,543	1,211·15	133·87				
Parcels, Horses, Carriages, &c.		491,588	103·53	11·44		486,204	102·40	10·38
Mails		76,378	16·09	1·78		98,943	20·84	2·11
Miscellaneous		40,166	8·46	0·93		39,969	8·42	0·86
Total Parcels, &c.		608,132	128·08	14·15		625,116	131·66	13·35
Total Coaching		6,358,675	1,339·23	148·03		7,412,669	1,561·22	158·27
Goods								
Tons. 6,861,817	5,410,127	1,139·46	248·26		6,609,077	*5,439,358	*1,145·61	*255·82
Live Stock 699,956	598,253	126·00	27·46		*619,948	*519,206	*109·35	*24·42
Miscellaneous	100,293	21·12	4·60			99,941	21·05	4·70
Total Goods	7,561,773	6,108,673	1,286·58	280·32	*7,229,025	6,058,505	1,276·01	284·04
Sale of Electrical Energy		57,368	12·08			55,029	11·59	
Rents		163,271	34·39			158,828	33·45	
General Miscellaneous		41,633	8·77			38,025	8·14	
Total Power, Rents, and Miscellaneous ..		262,272	55·24			252,482	53·18	
Dining Cars		42,661	8·98			48,531	10·22	
Refreshment Rooms		617,799	130·12			698,425	147·10	
Advertising		42,656	8·98			42,930	9·04	
Bookstalls		122,459	25·80			135,513	28·54	
Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls ..		825,575	173·88			925,399	194·90	
Recoups by Treasury of loss resulting from—								
Reduction in outer suburban fares		21,000	4·42			24,000	5·05	
Working of certain lines of railway, &c. . .		689	0·14			1,994	0·42	
Concession fares to members of Defence Forces								
Included in Passenger Traffic above			£27,770		Included in Passenger Traffic above			£121,500
Total Earnings		13,576,884	2,859·49	209·69		14,675,049	3,090·78	215·49
WORKING EXPENSES.								
	Expenditure.	Per Average Mile Open.	Per Train Mi	Expenditure.	Per Average Mile Open.	Per Train Mile.		
Maintenance of Way and Works	£ 2,412,403	£ 508·00	d. 37·26	£ 2,466,595	£ 519·50	d. 36·22		
Rolling Stock—								
General Superintendence, Motive Superintendence, &c.	122,340	25·77	1·89	110,867	23·35	1·63		
Maintenance of Rolling Stock	1,807,909	380·77	27·92	1,852,112	390·08	27·20		
Locomotive Power	2,316,891	487·97	35·79	1,955,358	411·83	28·71		
Examination and Lubrication of Coaching and Goods Vehicles	117,590	24·77	1·81	114,619	24·14	1·68		
Contribution to Railway Renewals and Replacements Fund	200,000	42·12	3·09	500,000	105·31	7·34		
Transportation and Traffic	3,255,103	685·57	50·27	3,044,340	641·18	44·70		
Electrical Engineering Branch	632,550	133·22	9·77	534,962	112·67	7·86		
Miscellaneous Operations	747,657	157·47	11·54	776,628	163·57	11·40		
Stores Branch	182,597	38·46	2·82	173,842	36·62	2·55		
General Expenses	297,591	62·68	4·60	271,124	57·10	3·98		
Pensions	465,942	98·13	7·19	460,072	96·90	6·76		
Contribution to Railway Accident and Fire Insurance Fund	88,876	18·72	1·38	61,480	12·95			
Child Endowment Pay-roll Tax	220,176	46·37	3·40	206,207	43·43			
Long Service Leave	139,648	29·41	2·16	45,308	9·54	0·67		
Provision for Accrued Leave				4,000	0·84	0·06		
Total Working Expenses charged to Railway Revenue	13,007,273	2,739·52	200·89	12,577,514	2,649·01	184·69		
Less—Expenditure Charged to Special Funds ..	91,490†	19·27	1·41	46,388†	9·77	0·68		
Total Working Expenses charged to Railway Revenue	12,915,783	2,720·25	199·48	12,531,126	2,639·24	184·01		

* Estimated.

† For details see page 6.

APPENDIX No. 3—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1947.	1946.
	per cent.	per cent.
Maintenance of Way and Works*	18·54	19·61
Rolling Stock—		
General Superintendence, Motive Superintendence, &c.	·94	·88
Maintenance of Rolling Stock	13·89	14·73
Locomotive Power	17·82	15·55
Examination and Lubrication of Coaching and Goods Vehicles	·90	·91
Contribution to Railway Renewals and Replacements Fund	1·54	3·98
Transportation and Traffic	25·04	24·20
Electrical Engineering Branch	4·86	4·25
Miscellaneous Operations	5·75	6·17
Stores Branch	1·40	1·38
General Expenses	2·29	2·16
Pensions	3·58	3·66
Contribution to Railway Accident and Fire Insurance Fund	·68	·49
Child Endowment Pay-roll Tax	1·69	1·64
Long Service Leave*	1·08	·36
Provision for Accrued Leave .. .. .	..	·03
	100·00	100·00

* Including amounts charged to Special Funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1932, TO 30TH JUNE, 1947 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total	Per Average Mile Open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1932-33	4,721	4,721	75,088,156	15,905	650	1,857	20,622	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3·97
1933-34	4,721	4,721	75,626,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,603,073	4,572,038	9,175,111	1,943	11/11·82
1934-35	4,721	4,721	75,795,924	16,055	602	1,837	20,686	984	15,536,111	139,689,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1·54
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9·88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9·33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	999	17,916,763	137,894,076	7,258,369	4,790,269	4,944,806	9,735,075	2,062	10/10·40
1938-39	4,759	4,754	78,107,793	16,413	581	1,823	20,643	982	17,889,634	142,123,567	5,975,853	5,007,518	4,275,947	9,283,465	1,953	10/4·54
1939-40	4,759	4,759	77,670,794	16,321	582	1,818	20,453	961	17,007,970	144,649,075	6,186,989	5,224,730	4,636,862	9,861,592	2,072	11/7·16
1940-41	4,759	4,759	77,876,664	16,364	593	1,811	20,221	951	17,766,987	159,218,412	6,622,785	6,379,793	4,859,630	11,239,423	2,362	12/7·82
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,243,713	180,981,900	7,502,640	7,946,687	6,573,152	14,519,839	3,059	15/10·96
1942-43	4,758	4,758	78,301,039	16,457	589	1,802	20,389	965	18,436,533	195,830,057	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5·69
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4·23
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,863,031	15,258,317	3,214	18/8·15
1945-46	4,748	4,748	79,049,098	16,649	578	1,796	20,476	1,030	16,343,796	196,117,567	Est. 7,229,025	8,616,544	6,058,505	14,675,049	3,091	17/11·49
1946-47	4,748	4,748	79,461,181	16,736	581	1,780	20,693	1,054	15,539,188	170,164,983	7,561,773	7,468,211	6,108,673	13,576,884	2,859	17/5·69

* As from 1.7.37, the ledger values of capital assets were written down by £30,000,000 following the passing of the *Railways (Finances Adjustment) Act 1936* (No. 4429). The construction cost herein shown does not reflect this writing down. The depreciation which accrued in each year from and including 1937-38, however, has been deducted from the original cost and the expenditure out of the Railway Renewals and Replacements Fund in those years has been included.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1932, TO 30TH JUNE, 1947 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	Repayment to Public Account (Act No. 4499).			
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.														
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	£			
1932-33	1,628,237	2/1·51	17·24	\$1,464,041	310	1/10·93	14·77	988,674	1/3·49	10·47	£1,242,974	1/7·47	13·16	166,023	2·60	1·76	192,941	85,389	313,993	28,284	0·44	0·30	..	..	
1933-34	1,647,482	2/1·82	17·06	\$1,561,771	331	2/0·53	14·32	965,480	1/3·13	10·53	£1,191,226	1/6·67	12·08	165,575	2·59	1·80	187,369	87,361	321,579	19,775	0·31	0·22	..	..	
1934-35	1,713,789	2/2·47	18·19	\$1,570,137	333	2/0·26	14·84	1,003,370	1/3·50	10·65	£1,178,256	1/6·20	12·51	171,379	2·65	1·82	212,429	94,853	346,162	13,501	0·21	0·14	..	..	
1935-36	1,797,906	2/2·33	18·56	\$1,516,786	321	1/10·21	14·23	1,069,742	1/3·66	11·04	£1,263,884	1/6·50	13·04	173,454	2·54	1·79	201,471	98,824	364,012	18,807	0·28	0·19	..	..	
1936-37	1,874,436	2/2·14	18·40	\$1,626,953	345	1/10·69	14·45	1,154,077	1/4·10	11·39	£1,338,164	1/6·66	13·20	186,624	2·60	1·84	221,943	106,009	389,862	18,978	0·26	0·19	..	..	
1937-38	*2,121,588	2/4·42	21·70	\$1,777,119	376	1/11·80	14·45	1,337,054	1/5·91	13·73	1,300,597	1/5·42	12·59	206,564	2·77	2·12	248,194	121,524	403,008	25,856	0·34	0·26	250,000	..			
1938-39	2,254,293	2/6·24	24·28	\$1,513,563	318	1/8·30	14·80	1,411,125	1/6·93	15·20	1,164,518	1/3·63	12·54	211,275	2·83	2·28	280,262	126,564	437,989	40,762	0·55	0·44	225,000	50,000			
1939-40	*2,222,354	2/7·36	22·52	\$1,723,649	362	2/0·32	13·66	1,428,856	1/8·16	14·49	†1,249,723	1/5·64	12·08	200,902	2·83	2·04	330,263	125,837	444,782	35,509	0·50	0·36	200,000	50,000			
1940-41	*2,310,561	2/7·21	20·52	\$1,787,963	376	2/0·15	13·50	1,546,938	1/8·90	13·76	†1,281,306	1/5·30	11·18	202,550	2·74	1·80	331,799	127,034	545,947	24,656	0·33	0·22	525,000	100,000			
1941-42	*2,556,197	2/9·62	17·60	\$1,988,309	419	2/2·15	13·51	1,855,054	2/0·40	12·78	1,312,853	1/5·26	9·04	214,508	2·82	1·48	501,217	136,196	663,872	43,964	0·58	0·30	1,500,000	100,000			
1942-43	2,930,640	3/2·15	17·21	\$2,455,343	516	2/7·96	14·29	2,250,920	2/5·30	13·22	1,500,907	1/7·54	8·81	225,390	2·94	1·32	482,702	156,346	746,137	47,685	0·62	0·28	1,800,000	..			
1943-44	2,959,544	3/7·28	18·63	\$2,588,394	545	3/1·85	16·18	2,158,278	2/7·56	13·59	1,718,908	2/1·13	10·82	239,804	3·51	1·51	536,741	172,598	747,451	99,453	1·45	0·63	1,050,000	..			
1944-45	3,095,073	3/9·47	20·28	\$2,394,001	504	2/11·18	15·67	2,147,519	2/7·55	14·08	1,861,950	2/3·35	12·20	251,606	3·70	1·65	512,352	170,362	762,196	62,806	0·92	0·41	700,000	..			
1945-46	3,044,340	3/8·70	20·75	\$2,466,595	520	3/0·22	16·49	2,180,844	2/8·02	14·86	1,852,112	2/3·20	12·62	271,124	3·98	1·85	534,962	173,342	776,628	61,480	0·90	0·42	500,000	..			
1946-47	3,255,103	4/2·27	23·98	\$2,412,403	508	3/1·26	17·77	2,556,821	3/3·49	18·83	1,807,909	2/3·92	13·32	297,591	4·60	2·19	632,550	182,597	747,657	88,876	1·38	0·65	200,000	..			

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* Includes amounts charged to—Unemployment Relief Funds 1937-38, £50; 1939-40, £28; Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £1,196; 1940-41, Cr. £10; 1941-42, £134; Trust Fund Railway Works (Defence purposes), 1940-41, £3,991.

† Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £3,313; 1940-41, Cr. £197; Loan Funds—Deferred Renewals, Replacements, &c., 1939-40, £55,000; 1940-41, £25,000.

‡ Includes £100,000 for each of the years 1931-32 to 1936-37 inclusive, for depreciation of Rolling Stock.

§ Includes amounts charged to—Unemployment Relief Funds 1932-33, £29,135; 1933-34, £251,104; 1934-35, £151,139; 1935-36, £135,551; 1936-37, £162,061; 1937-38, £148,133; 1938-39, £119,302; 1939-40, £95,165; 1940-41, £1,795. Commonwealth Grant Rehabilitation (Stores and Floods)—1934-35, £20,890; 1935-36, £2,320; Commonwealth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; Public Account Advances Act No. 4499—1937-38, £222,400; Trust Fund Railway Works (Defence purposes)—1940-41, £1,701; 1941-42, £3,658; 1942-43, £2,452; 1943-44, £722; 1944-45, £1,126; Federal Aid Roads and Works Grant—1938-39, £20,000; 1939-40, £60,000; 1940-41, £42,762; 1941-42, £2,120; 1942-43, £118; Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £218,000; 1940-41, £224,285; 1941-42, £201; Surplus Revenue—1941-42, £20,000; 1942-43, £20,000; 1943-44, £17,886; 1944-45, £2,114; Deferred Maintenance Reserve—1945-46, £46,388; 1946-47, £36,842.

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

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

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1932, TO 30TH JUNE, 1947 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES)

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN- SIONS.	Adjust- ments. — Border Rail- ways.	TOTAL WORKING EXPENSES (Including Pensions, &c.)			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines (Including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EX- PENSES (including Loan Con- version ex- penses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
		Amount.	Per Average Mile Open.	Per Traffic Train Mile.			Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans. †					
		£	£	s. d.	£	£	£	£	s. d.	£	£	£	£	s. d.	£	£	£	£	£	£	£
1932-33	..	6,110,556	1,294	7/11·72	417,651	54,965	6,583,172	1,394	8/7·12	69,135	6,514,037	68·96	2,932,084	621	3/9·93	3·88	3·90	3,223,873	402,705	694,494	..
1933-34	..	6,150,618	1,303	8/0·41	424,056	52,841	6,627,515	1,404	8/7·88	251,104	6,376,411	69·50	2,798,700	593	3/7·87	3·69	3·70	3,181,736	354,335	737,371	..
1934-35	..	6,303,876	1,335	8/1·38	450,867	50,845	6,805,588	1,442	8/9·13	171,939	6,633,649	70·41	2,737,443	590	3/7·06	3·68	3·68	3,056,766	300,301	569,624	..
1935-36	..	6,504,976	1,378	7/11·25	489,392	..	6,994,368	1,482	8/6·41	137,871	6,856,497	70·76	2,833,428	600	3/5·49	3·73	3·72	3,032,530	301,530	509,632	..
1936-37	..	6,917,046	1,465	8/0·45	503,845	..	7,420,891	1,572	8/7·48	162,061	7,258,830	71·62	2,876,461	609	3/4·11	3·77	3·75	3,005,341	299,632	428,512	..
1937-38	..	7,791,504	1,650	8/8·37	484,381	..	8,275,885	1,753	9/2·86	445,633	7,830,252	80·43	1,904,823	403	2/1·52	4·08	2·46	1,840,531	303,034	238,742	..
1938-39	..	7,715,351	1,623	8/7·45	483,678	..	8,199,029	1,725	9/1·99	139,302	8,059,727	86·82	1,223,738	257	1/4·42	2·60	1·57	1,859,780	307,679	943,721	..
1939-40	..	8,011,875	1,684	9/5·06	482,940	..	8,494,815	1,785	9/11·87	436,406	8,058,409	81·72	1,803,183	379	2/1·44	3·76	2·32	1,879,991	318,011	394,819	..
1940-41	..	8,783,754	1,846	9/10·65	474,762	..	9,258,516	1,945	10/5·07	299,580	8,958,936	79·71	2,280,487	479	2/6·80	4·69	2·93	1,914,782	327,969	..	37,736
1941-42	307,503*	11,179,673	2,356	12/3·03	471,455	..	11,651,128	2,455	12/9·23	51,548	11,599,580	79·89	2,920,259	615	3/2·41	5·93	3·73	1,942,912	332,797	..	644,550
1942-43	1,012,581*	13,608,651	2,860	14/9·16	462,668	..	14,071,319	2,957	15/3·18	31,281	14,040,038	82·44	2,989,622	628	3/2·92	6·00	3·82	1,883,943	323,070	..	782,609
1943-44	502,685*	12,773,856	2,689	15/6·78	458,169	..	13,232,025	2,785	16/1·48	18,608	13,213,417	83·20	2,668,471	562	3/3·02	5·30	3·40	1,895,527	327,917	..	445,027
1944-45	417,451*	12,376,216	2,607	15/1·81	459,329	..	12,835,545	2,703	15/8·56	3,240	12,832,305	84·10	2,426,012	511	2/11·64	4·82	3·09	1,896,872	327,824	..	201,316
1945-46	255,515*	12,117,442	2,552	14/9·93	460,072	..	12,577,514	2,649	15/4·69	46,388	12,531,126	85·39	2,143,923	452	2/7·48	4·20	2·71	1,896,452	312,187	64,716	..
1946-47	359,824*	12,541,331	2,641	16/1·70	465,942	..	13,007,273	2,740	16/8·89	91,490	12,915,783	95·13	661,101	139	10·21	1·28	0·83	1,834,269	296,539	1,469,707	..

† This percentage is calculated on the loan liability allocated to the Railways. £30,000,000 of railway loan liability was transferred to the General Account of the State on 1st July, 1937.
 * 1941-42, Child Endowment Pay-roll Tax, £163,761; War Damage Insurance, £49,521; Air Raid Precautions, £113,221 (includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation, National Security Regulations, respectively).
 1942-43, Child Endowment Pay-roll Tax, £194,943; War Damage Insurance, £58,904; Long Service Leave, £12,970; Provision for Deferred Ordinary Way and Works Maintenance, £400,000; Provision for Accrued Leave, £285,000; Air Raid Precautions, £51,664 (includes £8,711 charged to Commonwealth-State A.R.P. Account).
 1943-44, Child Endowment Pay-roll Tax, £201,494; War Damage Insurance, £33,918; Long Service Leave, £33,559; Provision for Deferred Ordinary Way and Works Maintenance, £54,000; Provision for Accrued Leave, £167,771; Air Raid Precautions, £11,943.
 1944-45, Child Endowment Pay-roll Tax, £202,838; Long Service Leave, £35,659; Provision for Accrued Leave, £184,000; Air Raid Precautions, Cr. £5,076.
 1945-46, Child Endowment Pay-roll Tax, £206,207; Long Service Leave, £45,308; Provision for Accrued Leave, £4,000.
 1946-47, Child Endowment Pay-roll Tax, £220,176; Long Service Leave, £139,648.

APPENDIX No. 5.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1947, AND 30TH JUNE, 1946 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	Year ended 30th June—					
	1947.			1946.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Way and Works	383,681	2,002,962	2,386,643	292,676	1,906,914	2,199,590
Rolling Stock	479,790	2,782,569	3,262,359	613,834	2,609,282	3,223,116
Transportation and Traffic	58,359	2,734,738	2,793,097	51,832	2,536,633	2,588,465
Electrical	17,118	314,583	331,701	24,518	289,026	313,544
Other Branches	18,912	773,654	792,566	21,185	715,747	736,932
Total	957,860	8,608,506	9,566,366	1,004,045	8,057,602	9,061,647

APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30TH JUNE, 1947, AND 30TH JUNE, 1946 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	1947.			1946.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	132	151	283	106	148	254
Accountancy	432	220	652	362	286	648
Stores	124	596	720	110	598	708
Way and Works	413	6,876	7,289	401	6,472	6,873
Rolling Stock	485	8,830	9,315	447	8,718	9,165
Transportation and Traffic	1,997	5,493	7,490	1,666	5,728	7,394
Electrical	130	764	894	119	726	845
Refreshment Services	31	870	901	25	895	920
Total	3,744	23,800	27,544	3,236	23,571	26,807

This statement is compiled by averaging the number of individuals actually employed during each fortnightly pay period. In the case of casual employees the equivalent number of full-time men is included.

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL TIME PAID FOR* HAD BEEN WORKED BY EMPLOYEES IN FULL-TIME EMPLOYMENT AND WORKING ORDINARY HOURS. DURING THE YEARS ENDED 30TH JUNE, 1947, AND 30TH JUNE, 1946.

How Employed.	1947.	1946.
On Working Expenses	25,118	24,938
On Capital and Other Funds (including Electric Tramways and Road Motor Services)	2,794	3,107
Total	27,912	28,045

* The "time paid for" includes the time equivalent of all penalties paid for Saturday, Sunday, or overtime work.

APPENDIX No. 7.

STATEMENT SHOWING THE TOTAL COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1947.

(As from 1st July, 1937, £30,000,000 of Loan Liability was transferred to the State's General Account (*vide* Act 4429 of 1936). Full particulars are contained in Appendix No. 8 of the Annual Report for 1937-38. The figures shown in this statement are the costs as written down by £30,000,000 and by the depreciation since 1st July, 1937).

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	RAILWAYS.						
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction)	100·89	..	100·89	1,902	18	5,425,117
21.10.1862	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	2·60	53·77	56·37	758	314	622,290
19.9.1864	(a) Deniliquin to Moama	0·30	43·76	44·06	..	..	167,236
4.7.1876	Moama to Echuca (including portion of cost of Echuca bridge) .. .. .	..	1·06	1·06	..	..	15,936
4.7.1876	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. .. .	..	..	..	..	..	20,882
29.12.1878							
26.3.1926	Barnes to Balranald .. .. .	..	119·92	119·92	326	206	541,111
7.6.1881	Clarkefield to Lancefield .. .. .	..	14·50	14·50	1,675	1,072	45,809
1.10.1888	Heathcote Junction to Bendigo (including cost of cattle siding) .. .. .	..	67·82	67·82	1,450	526	279,437
22.8.1890	Carlsruhe to Daylesford	0·38	22·17	22·55	2,469	1,791	145,254
16.2.1880							
17.3.1880	Daylesford Junction to North Creswick .. .. .	..	23·11	23·11	2,292	1,429	141,512
16.2.1880							
17.3.1880							
15.1.1891	Redesdale Junction to Redesdale .. .. .	..	16·25	16·25	1,636	973	63,557
7.7.1874	Castlemaine to Dunolly	0·38	46·46	46·84	948	579	324,822
6.10.1874							
3.9.1878	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway)	0·28	32·73	33·01	943	611	167,493
23.12.1878	St. Arnaud to Donald .. .. .	..	23·86	23·86	868	374	98,186
26.1.1882							
22.4.1882	Donald to Birchip .. .. .	..	32·30	32·30	394	330	79,306
28.3.1893							
18.9.1899	Birchip to Woomelang .. .. .	..	26·45	26·45	351	260	72,472
15.1.1903	Woomelang to Mildura .. .. .	..	110·15	110·15	334	128	402,489
27.10.1903							
4.7.1910	Mildura to Merbein .. .. .	..	6·92	6·92	186	126	12,316
27.6.1925	Merbein to Yelta .. .. .	..	5·87	5·87	184	116	29,007
11.4.1924	Red Cliffs to Werrimull .. .. .	..	35·40	35·40	226	138	110,776
30.10.1925							
16.6.1931	Werrimull to Meringur .. .. .	..	15·23	15·23	303	193	51,900
12.5.1942	Meringur to Morkalla .. .. .	..	9·64	9·64	234	111	28,845
20.11.1888	(b) Nowingi towards Millewa South .. .. .	..	15·69	15·69	160	110	60,036
25.6.1912	Dunolly to Inglewood .. .. .	..	24·24	24·24	794	457	54,830
25.6.1912	Ouyen to Cowangie .. .. .	..	56·39	56·39	351	137	105,657
25.6.1912	Cowangie to Murrayville .. .. .	..	11·44	11·44	218	146	21,545
16.6.1884	Castlemaine (Maldon Junction) to Maldon .. .. .	..	10·24	10·24	1,177	890	43,309
24.3.1891	Maldon (Laanecoorie Junction) to Shelbourne .. .. .	..	9·89	9·89	1,126	649	49,529
7.7.1874	Maryborough to Ballarat	0·41	41·31	41·72	1,525	732	264,246
2.2.1875							
11.8.1881	Waubra Junction to Ballarat Racecourse .. .. .	..	2·10	2·10	1,508	1,466	5,885
1.10.1888	Waubra Junction to Waubra .. .. .	..	13·74	13·74	1,533	1,341	51,617
21.10.1876	Maryborough to Avoca .. .. .	..	14·93	14·93	885	721	46,183
18.11.1890	Avoca to Ararat .. .. .	..	39·04	39·04	1,215	763	105,744
28.5.1914	Ben Nevis (Crowlands) to Navarre .. .. .	..	22·87	22·87	885	720	40,212
19.9.1876	Bendigo to Inglewood	0·68	28·25	28·93	779	443	191,025
18.11.1876							
15.4.1882	Inglewood to Charlton .. .. .	..	42·82	42·82	639	422	195,675
20.4.1883							
1.10.1883	Charlton to Wycheproof .. .. .	..	16·48	16·48	521	356	106,495
8.3.1895	Wycheproof to Sea Lake .. .. .	..	47·89	47·89	357	172	73,138
29.6.1914	Sea Lake to Nandaly .. .. .	..	17·68	17·68	265	172	35,023
28.5.1919	Nandaly to Kulwin .. .. .	..	19·68	19·68	256	148	62,842
16.6.1920							
21.4.1887	Wedderburn Junction to Wedderburn .. .. .	..	4·86	4·86	660	554	10,871
2.7.1883	Korong Vale to Boort .. .. .	..	17·75	17·75	459	296	69,799
7.8.1894	Boort to Quambatook .. .. .	..	21·96	21·96	419	287	65,954
1.3.1900	Quambatook to Ultima .. .. .	..	30·23	30·23	371	256	51,329
1.7.1909	Ultima to Chillingollah .. .. .	..	20·17	20·17	263	164	28,232
28.1.1914	Chillingollah to Manangatang .. .. .	..	18·46	18·46	245	169	25,891
	Carried forward	105·92	1,255·48	1,361·40	..	..	10,610,820

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

APPENDIX No. 7—*continued.*STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued.*

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC— <i>continued.</i>	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	105·92	1,255·48	1,361·40	..	..	10,610,820
8.3.1921	Manangatang to Annuello .. .. .	..	14·44	14·44	200	172	57,784
5.6.1924	Annuello to Robinvale .. .. .	..	19·65	19·65	250	173	81,019
15.12.1882	Eaglehawk to Kerang .. .. .	..	72·99	72·99	742	255	282,521
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. .. .	..	35·16	35·16	286	225	129,175
30.5.1890		..	..	..	..	..	..
20.12.1924	Kerang to Murrabit .. .. .	..	16·11	16·11	267	244	83,998
16.3.1928	(a) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	38·59	38·59	251	214	202,561
27.5.1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	50,230
24.3.1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	60,000
29.3.1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	31,805
10.11.1915	Elmore to Cohuna .. .. .	..	57·09	57·09	438	264	90,719
1.7.1929	Albion to Broadmeadows	8·58	..	8·58	398	137	421,264
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	2,353,291
24.9.1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	30,582
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier)	3·99	35·21	39·20	113	10	1,292,225
6.4.1885		..	..	..	..	..	15,570
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. .. .	..	1·85	1·85	..	..	..
25.11.1876	Geelong to Colac .. .. .	..	50·24	50·24	469	10	341,156
27.7.1877		..	..	..	..	..	..
21.6.1923	Colac to Alvie .. .. .	..	8·76	8·76	518	402	43,850
2.7.1883	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	143,240
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	42·71	42·71	550	13	348,065
4.2.1890		..	..	..	..	..	..
4.2.1890	Warrnambool to Koroit .. .. .	..	9·36	9·36	245	19	68,957
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .	..	11·34	11·34	208	11	89,418
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	93,733
17.3.1890	Moriac to Wensleydale .. .. .	..	10·92	10·92	752	361	26,103
5.6.1891	Birregurra to Forrest .. .. .	..	19·80	19·80	579	363	95,580
7.8.1889	Irrewarra to Beac .. .. .	..	8·70	8·70	432	390	34,048
1.12.1910	Beac to Newtown .. .. .	..	34·95	34·95	443	388	72,365
25.9.1911		..	..	..	..	..	..
1.3.1902	(b) Colac to Beech Forest	0·21	29·45	29·66	1,748	225	38,252
20.6.1911	(b) Beech Forest to Crowes .. .. .	..	14·11	14·11	1,826	1,356	26,610
5.4.1892	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	80,860
4.2.1890	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	44,673
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5·50	47·75	53·25	1,725	46	1,639,914
9.9.1918	North Geelong to Fyansford .. .. .	..	2·93	2·93	212	56	2,937
11.8.1874	Ballarat to Ararat	4·34	52·95	57·29	1,517	960	528,745
7.4.1875	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	238,098
15.2.1876		..	..	..	..	..	..
14.4.1876	Stawell to Horsham	1·18	52·26	53·44	761	423	382,957
17.12.1878		..	..	..	..	..
5.2.1879	Stawell to Grampians .. .. .	..	15·84	15·84	815	621	133,946
26.6.1905	Horsham to Dimboola	0·36	21·10	21·46	477	361	
1.7.1882	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	1·35	61·87	63·22	631	315	483,930
19.1.1887		..	..	..	..	..
2.4.1884	Sunshine to Parwan	0·15	21·50	21·65	466	119	270,479
1.4.1886	Parwan to Gordon .. .. .	..	27·46	27·46	1,877	341	355,276
22.12.1886		..	..	..	..	..
16.2.1887	..	..	..	..	..	..
7.5.1879	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	127,163
26.12.1900	Bungaree Junction to Racecourse Reserve .. .. .	..	1·53	1·53	1,884	1,848	2,134
8.8.1913	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	397,685
12.9.1889	Ballarat East to Buninyong .. .. .	..	6·84	6·84	1,626	1,436	53,503
	Carried forward	137·08	2,368·36	2,505·44	..	..	21,957,241

(a) The balance of cost of the bridge has been borne by the Public Works Departments of New South Wales and Victoria.

(b) 2-ft. 6-in. gauge.

APPENDIX No. 7—*continued.*STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued.*

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—<i>continued.</i>	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	137·08	2,368·36	2,505·44	..	..	21,957,241
15.11.1886	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	10,233
1.8.1883	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	42,127
10.10.1890	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	59,300
17.1.1916	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	35,922
1.1.1904	(a) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	1·14	1·14	1,297	1,256	2,060
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1·28	64·78	66·06	1,028	572	370,328
29.10.1877							
19.12.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0·24	53·58	53·82	606	11	254,306
22.8.1890	Penshurst to Koroit .. .. .	..	33·12	33·12	725	207	86,535
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18·10	18·10	727	590	52,082
20.11.1888	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23·01	23·01	668	301	78,039
1.11.1915	Hamilton to Cavendish .. .. .	..	14·26	14·26	794	577	32,686
17.12.1917	Cavendish to Toolondo .. .. .	..	43·74	43·74	864	558	148,445
19.11.1920							
15.2.1884	Branxholme to Casterton .. .. .	..	32·09	32·09	572	149	115,959
1.9.1884	Heywood to Puralka (Mumbannar) .. .. .	..	38·51	38·51	422	85	99,418
20.6.1916							
28.11.1917	(b) Railways from Mumbannar and Murrayville to South Australian border in connexion with Railways to Mount Gambier and Pinnaroo .. .. .	..	18·18	18·18	351	192	56,514
29.7.1915							
1.6.1887	Lubeck to Rupanyup .. .. .	..	9·77	9·77	487	455	29,857
15.6.1909	Rupanyup to Marnoo .. .. .	..	15·33	15·33	404	450	13,669
25.7.1927	Marnoo to Bolangum .. .. .	..	6·40	6·40	579	495	29,329
12.5.1886	Murtoa to Warracknabeal .. .. .	..	31·20	31·20	464	360	166,091
5.1.1893	Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	50,815
6.3.1894	Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	32,757
6.5.1925	Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	95,942
25.8.1887	Horsham to Noradjuha .. .. .	..	19·95	19·95	488	395	62,259
24.9.1912	Noradjuha to Toolondo .. .. .	..	11·24	11·24	560	475	21,689
31.7.1894	East Natimuk to Goroke .. .. .	..	28·64	28·64	624	394	35,747
3.5.1927	Goroke to Carpolac .. .. .	..	9·05	9·05	437	462	42,285
19.6.1894	Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	31,445
2.11.1899	Jeparit to Rainbow .. .. .	..	18·47	18·47	388	263	22,647
26.6.1914	Rainbow to Yaapect .. .. .	..	10·59	10·59	294	237	19,142
10.12.1912	Jeparit to Lorquon .. .. .	..	13·68	13·68	395	271	20,785
27.6.1916	Lorquon to Yanac .. .. .	..	18·38	18·38	473	355	31,359
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5·00	..	5·00	148	14	309,462
30.11.1867							
18.4.1872	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	62·87	119·12	181·99	1,147	105	2,866,853
21.11.1873							
31.10.1927	Bowser to Peechelba .. .. .	..	12·32	12·32	503	461	53,890
14.6.1883	(c) Wodonga to River Murray (including portion of cost of bridge over River Murray)	1·94	..	1·94	538	312	33,226
9.9.1884	North Melbourne to Coburg	5·07	..	5·07	202	13	284,826
8.10.1889	Coburg to Somerton .. .. .	..	7·16	7·16	530	202	75,090
8.5.1888	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	210,810
8·5·1888	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	71,910
8.10.1889	Whittlesea Junction to Whittlesea	4·67	17·39	22·06	639	119	332,208
23.12.1889							
5.12.1904	Northcote Loop Line	0·13	..	0·13	128	119	11,448
16.11.1883	Tallarook to Yea .. .. .	..	23·69	23·69	698	488	137,218
12.11.1889	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	229,232
6.10.1891	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	23,775
28.10.1909							
13.1.1880	Mangalore to Shepparton	0·29	44·96	45·25	499	372	262,678
1.9.1881	Shepparton to Numurkah	2·14	18·61	20·75	376	348	69,071
1.10.1888	Numurkah to Cobram	0·20	21·47	21·67	376	355	58,898
1.9.1890	Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	41,875
26.8.1914	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	27,094
15.5.1917	Rushworth to Girgarre .. .. .	..	13·54	13·54	516	347	35,070
	Carried forward	223·89	3,389·14	3,613·03	..	..	29,241,647

(a) Closed for traffic until further notice.

(b) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

(c) The balance of the cost of the bridge has been borne by the New South Wales Government.

APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	223·89	3,389·14	3,613·03	..	..	29,241,647
13.1.1880	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	32,567
19.8.1887	Tatura To Echuca .. .. .	..	34·07	34·07	377	320	188,290
1.10.1888	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	41,966
22.11.1892	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	30,589
1.10.1888	Nurmkah to Nathalia .. .. .	..	13·79	13·79	356	335	34,272
15.12.1896	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	9,651
28.2.1905	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	21,332
9.7.1908	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	100,887
3.9.1883	Benalla to St. James .. .. .	..	20·33	20·33	583	450	74,663
6.5.1886	St. James to Yarrowonga .. .. .	..	19·86	19·86	514	414	78,900
15.8.1938	Yarrowonga to Oaklands .. .. .	..	38·20	38·20	488	412	219,248
30.6.1914	Benalla to Tatong .. .. .	..	18·00	18·00	760	556	26,641
14.3.1899	(a) Wangaratta to Whitfield .. .. .	..	30·49	30·49	811	481	16,623
7.7.1875	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	151,865
30.9.1876							
23.7.1891	Beechworth to Yackandandah .. .. .	..	12·84	12·84	1,912	981	76,614
17.12.1883	Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	61,505
17.10.1890	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	80,210
29.1.1879	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	53,627
10.9.1889	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	113,781
24.7.1891							
13.6.1916	Tallangatta to Cudgewa .. .. .	..	42·33	42·33	2,580	625	215,199
5.5.1921							
23.11.1891	Spencer-street to Flinders-street	0·76	..	0·76	33	17	496,714
13.9.1854	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne)						
13.5.1857	Flinders-street to St. Kilda						
8.2.1859	Princes-bridge to Richmond						
12.12.1859	Richmond to Cremorne						
19.12.1859	Windsor to North Brighton						
			Hobson's Bay Lines				
		16·62	..	16·62	53	9	2,726,631
24.9.1860	Richmond to Picnic Station						
22.12.1860	Cremorne to Windsor						
13.4.1861	Picnic Station to Hawthorn						
21.12.1861	North Brighton to Brighton Beach						
21.10.1901	Princes-bridge to Collingwood	2·22	..	2·22	85	23	232,246
8.5.1888	Collingwood to Heidelberg	2·97	2·52	5·49	196	68	321,639
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	102,114
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	78,602
2.9.1887	Brighton Beach to Sandringham	2·20	..	2·20	58	20	116,833
2.4.1879	South Yarra to Oakleigh	7·05	..	7·05	184	22	725,560
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's. Coal Mine and Herne's Oak to Yallourn)	11·89	108·78	120·67	513	8	1,348,107
8.10.1887			8·97	8·97	64	33	34,126
11.1.1922							
8.5.1888	Sale to Stratford Junction .. .. .	..	3·28	3·28	249	108	199,772
24.3.1890	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links) .. .. .	..	0·03	19·88	166	10	535,493
24.3.1891	Caulfield to Frankston	19·85	..	..	..	..	..
19.12.1881							
1.8.1882							
1.10.1888	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. .. .	..	18·99	18·99	327	10	82,267
17.12.1889							
10.9.1889	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	57,086
12.12.1921	Bittern to Red Hill .. .. .	..	9·91	9·91	631	43	65,319
7.2.1904	Springvale Cemetery Line .. .. .	..	1·60	1·60	231	145	11,184
1.10.1888	Dandenong Junction to Port Albert	1·63	115·65	117·28	746	10	675,179
13.1.1892							
29.6.1922	Koo-wee-rup to Yannathan .. .. .	..	11·00	11·00	353	22	37,083
9.5.1910	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	60,568
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	142,432
28.10.1892	Korumburra to Coal Creek .. .. .	..	0·89	0·89	735	630	4,997
1.6.1894	Black Diamond Junction to Black Diamond .. .. .	..	1·52	1·52	765	573	6,151
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. .. .	..	3·74	3·74	796	619	16,941
	Carried forward	289·08	4,112·06	4,401·14	..	..	38,947,121

(a) 2-ft. 6-in. gauge.

APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	289·08	4,112·06	4,401·14	..	..	38,947,121
5.2.1896	Jumbunna to Outtrim .. .. .	..	2·40	2·40	649	539	22,139
26.6.1905	(a, b) Welshpool to Welshpool Jetty .. .. .	..	..	..	..	..	1,063
8.2.1921	Alborton to Won Wron .. .. .	..	12·05	12·05	213	33	80,933
16.12.1921							
22.6.1923	Won Wron to Woodside .. .. .	..	9·68	9·68	326	139	38,876
12.5.1890	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	113,126
18.3.1892							
27.3.1917	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	99,508
28.4.1919							
8.5.1888	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	89,463
3.5.1910	(a, c) Moe to Walhalla .. .. .	..	22·06	22·06	1,323	174	64,432
10.4.1885	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	122,896
7.1.1886							
13.11.1883	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	67,615
18.3.1887	(d) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	174,825
8.5.1888	Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	290,619
10.4.1916	Maffra to Briagolong .. .. .	..	11·79	11·79	238	109	39,361
7.8.1889	Burnley to Darling	0·94	3·46	4·40	185	101	235,165
24.3.1890	Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,692
3.2.1929							
3.2.1929	Darling (near) to Glen Waverley .. .. .	..	5·94	5·94	..	..	164,002
5.5.1930							
3.4.1882	Hawthorn to Lilydale	11·52	8·20	19·72	484	41	837,068
1.12.1882							
15.5.1888	Lilydale to Healesville	0·26	15·11	15·37	351	230	168,982
1.3.1889							
19.12.1887	Hawthorn to Kew .. .. .	..	0·96	0·96	119	41	69,517
4.12.1889	Ringwood to Upper Ferntree Gully .. .. .	..	7·44	7·44	436	314	127,844
18.12.1900	(a) Upper Ferntree Gully to Gembrook .. .. .	..	18·22	18·22	1,057	412	46,311
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	96,222
21.10.1928	South Kensington to West Footscray	2·44	..	2·44	86	14	571,767
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,287,172
	Refreshment Services Buildings .. .. .	..	..	..	..	..	63,952
	Total cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	44,828,671
	Total mileage open for traffic at 30th June, 1947	304·76	4,443·28	4,748·04			
	ROLLING-STOCK—						
	Broad-gauge .. .. .	..	..	..	..	..	6,784,267
	Narrow-gauge .. .. .	..	..	..	..	..	14,064
	Total .. .. .	..	..	..	..	..	6,798,331
	TOTAL RAILWAYS .. .. .	..	..	..	..	..	51,627,002
	Carried forward .. .. .	..	..	..	..	..	51,627,002

(a) 2-ft. 6-in. gauge.

(b) Line closed for traffic 1.1.1941; portion dismantled.

(c) Platina to Walhalla closed for traffic 1.4.1944.

(d) Portion of siding beyond 171 miles 56 chains has been dismantled.

APPENDIX No. 7—*continued.*STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued.*

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC— <i>continued.</i>	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward .. ..	..	..	..	..	..	51,627,002
	ELECTRIC TRAMWAYS.						
	WAY, WORKS, BUILDINGS AND EQUIPMENT.						
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda and Brighton	5.18	..	5.18	59	7	76,386
	(a) Sandringham to Black Rock	2.21	0.21	2.42	112	41	36,160
	Total .. ..	..	..	..	..	..	112,546
	Total mileage of Tramways open for traffic	7.39	0.21	7.60			
	ROLLING-STOCK.						
	St. Kilda and Brighton .. ..	..	..	..	..	..	25,908
	Sandringham to Black Rock .. ..	..	..	..	..	..	1,982
	Total .. ..	..	..	..	..	..	27,890
	TOTAL ELECTRIC TRAMWAYS .. ..	..	..	..	..	..	140,436
	ROAD MOTOR PUBLIC SERVICES.						£
	Garage Buildings and Equipment .. ..	..	..	..	..	..	6,543
	Less Depreciation .. ..	..	..	..	..	..	492
	Road Motor Coaches and Trucks .. ..	..	..	..	..	..	27,584
	Less Depreciation .. ..	..	..	..	..	..	20,913
	TOTAL ROAD MOTORS .. ..	..	..	..	..	..	6,671
	TOTAL ROAD MOTORS .. ..	..	..	..	..	..	12,722
	LINES UNDER CONSTRUCTION.						
	(b) Euston to Lette (including portion of cost of bridge over River Murray) .. ..	..	..	..	..	..	131,685
	Ashburton Extension .. ..	..	..	..	..	..	1,625
	Total .. ..	..	..	..	..	..	133,310
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.						
	(b) Mildura and Abbotsford—Portion of cost of bridges over River Murray .. ..	..	..	..	..	..	22,934
	(c) Orbst—Snowy River bridge .. ..	..	..	..	..	..	8,919
	Total .. ..	..	..	..	..	..	31,853
	Surveys .. ..	..	..	..	..	..	2,849
	TOTAL COST of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, Works Pending Construction of Lines and Surveys .. ..	..	..	..	..	..	51,948,172
	Stores and Materials on hand and in transit .. ..	..	..	..	..	..	2,006,749
	Stores and Equipment on hand at Refreshment Rooms .. ..	..	..	..	..	..	130,187
	Materials in course of manufacture .. ..	..	..	..	..	..	133,054
	Total .. ..	..	..	..	..	..	2,269,990
	TOTAL COST—AS PER BALANCE SHEET .. ..	..	..	..	..	..	54,218,162

(a) 4-ft. 8½-in. gauge, 2.42 miles.

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

(c) The cost shown represents portion only of the cost of the bridge, the balance having been borne by the Country Roads Board.

NOTE.—Tracks on piers and wharfs, to ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 16.

APPENDIX No. 8.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE, 1946-47.

	Year Ended 30th June--			Year Ended 30th June--	
	1947.	1946.		1947.	1946.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric Locomotive ..	868	685
Country—Steam	2,317,982	2,677,252	” Steam	275,890	291,199
” Petrol Rail Motor ..	701,670	699,813	Ballast—Steam	99,418	156,135
Suburban—Steam	44,797	47,602	” Electric Locomotive ..	386	459
” Rail Motor	52,860	51,971	Electric Motor	6,028	7,503
” Electric Motor	6,988,996	7,521,092	Inspection .. ..	..	†
” Electric Locomotive ..	..	24	Water	10	†
MIXED—			Departmental Coal	275,525†	268,900†
Country—Steam	405,083	485,255	Casualty and Doubling ..	3,122	†
Suburban—Electric	550	839	Miscellaneous	3,499	†
GOODS—			Rail Motor	36,200	32,599
Steam	4,943,481	4,767,596	Total Departmental Miles ..	700,946	757,480
Electric Locomotive	79,630	87,781			
Electric Motor	4,139	4,571	SHUNTING.		
Total Traffic Train Miles ..	15,539,188	16,343,796	Steam Locomotive	2,478,795	2,525,194
			Electric Locomotive	64,150	70,392
			” Motor	4,875	4,173
			Fordson Tractor	5,327	6,178
			Rail Motor	5,756	6,470
			Total Shunting Miles	2,558,903	2,612,407
			LOCOMOTIVE MILEAGE.		
ASSISTANT MILEAGE—			Steam	11,616,678	11,889,684
Country Passenger—Steam ..	235,815	218,648	Electric Locomotive	173,945	195,018
Mixed—Steam	641	594	” Motor	7,004,714	7,538,234
Goods—Steam	170,313	139,482	Fordson Tractor	5,327	6,178
” Electric Locomotive	15,311	20,864	Rail Motor	796,486	790,853
Total Assistant Miles	422,080	379,588	Total Locomotive and Motor Miles	19,597,150	20,419,967
			PASSENGER VEHICLE MILEAGE.		
LIGHT MILEAGE—			Country—Steam	17,809,283	†
Country Passenger—Steam ..	5,140	5,550	” Rail Motor	1,182,708	1,178,764
Mixed—Steam	16	39	Suburban—Steam	198,393	†
Goods—Steam	357,151	306,238	” Electric	39,406,489	41,587,469
” Electric Locomotive	13,600	14,813	” Rail Motor	68,368	69,448
” Electric Motor	126	56	Total Passenger Vehicle Miles ..	58,665,241	†
Total Light Miles	376,033	326,696			
			GOODS VEHICLE MILEAGE.		
			Loaded	113,533,911	113,896,740
			Empty	42,938,200	39,328,485
			Total Goods Vehicle Miles	156,472,111	153,225,225
			Total Vehicle Miles	215,137,352	†
			GROSS TON MILEAGE.		
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT MILES)..	16,337,301*	17,050,080*	Passenger Trains—Steam ..	648,036,042	772,919,526
			” ” Electric	1,516,822,741	1,603,647,399
			Rail Motor	27,332,252	29,551,040
			Mixed Trains	104,890,999	126,489,036
			Goods Trains	2,665,742,485	2,576,842,954
			Total Gross Ton Miles	4,962,824,519	5,109,449,955

* These totals do not include Departmental Mileage.

† Equated.

‡ Records temporarily suspended.

APPENDIX No. 9.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1947.

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 ..	555	lb. 14,031,250	lb. 25,281	14	lb. 196,556	lb. 14,040	569	lb. 14,227,806	lb. 25,005
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	18	..	..	..	..	..	18	..	..

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers.)		Number.	Capacity (Passengers.)		Number.	Capacity (Passengers.)	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
* STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	193	10,936	57	..	..	..	193	10,936	57
2nd Class	350	25,307	72	40	1,243	31	390	26,550	68
Composite	171	9,189	54	..	..	..	171	9,189	54
Sleeping Cars—									
1st Class	21	420	20	..	..	..	21	420	20
Special Cars	5	125	25	..	..	..	5	125	25
Parlor Cars	3	98	32	..	..	..	3	98	32
Dining Cars	5	228	45	..	..	..	5	228	45
Buffet Cars	5	152	30	..	..	..	5	152	30
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans	665	..	..	6	..	..	671	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	50	..	..	..	..	..	50	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles	5	..	..	..	..	..	5	..	..
Total	1,483	46,455	..	46	1,243	..	1,529	47,698	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors—									
2nd Class { 20 Petrol }	25	568	23	..	..	..	25	568	23
{ 5 Diesel }									
Composite { 10 Petrol Electric }	15	825	55	..	..	..	15	825	55
{ 3 Petrol }									
{ 2 Diesel }									
Trailers—									
2nd Class	21	492	23	..	..	..	21	492	23
Composite	6	405	67	..	..	..	6	405	67
Luggage	3	..	..	..	..	..	3	..	..
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	73	2,319	..	..	..	..	73	2,319	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	373	33,708	90	..	..	..	373	33,708	90
2nd Class	468	38,676	83	..	..	..	468	38,676	83
Composite	35	3,290	94	..	..	..	35	3,290	94
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	882	75,674	..	..	..	..	882	75,674	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
Total .. ..	..	..	..	..	..	..	31	1,484	..

* Includes the following Victorian and South Australian Joint Stock Cars and Vans:— 9 First Class and 9 Second Class Cars, 16 Sleeping Cars, 9 Luggage Vans, and 1 Dynamometer Car.

APPENDIX No. 9—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
GOODS STOCK.									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons	21	483	23·0	1	10	10·0	22	493	22·4
Coal Wagons	323	4,964	15·4	..	..	..	323	4,964	15·4
Open Goods Wagons	15,532	280,297	18·0	203	2,233	11·0	15,735	282,530	17·9
Cattle Wagons	617	6,670	10·8	15	150	10·0	632	6,820	10·8
Sheep Wagons	1,354	14,142	10·4	..	..	..	1,354	14,142	10·4
Louvred Wagons	1,411	20,449	14·5	13	130	10·0	1,424	20,579	14·4
Refrigerator Wagons	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans	16	80	5·0	..	..	..	16	80	5·0
Flat Wagons	} 222	6,524	29·4	..	..	..	222	6,524	29·4
Bolster Wagons									
Brake Vans									
	(Included in Steam Coaching Stock.)								
Total	19,911	339,267	17·0	233	2,533	10·9	20,144	341,800	17·0
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	41	..	..	..	..	..	41	..	..
Water Trucks	156	..	..	..	..	..	156	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock.)								
Ballast Wagons	162	..	..	..	..	..	162	..	..
Gas Vehicles	5	..	..	..	..	..	5	..	..
Workmen's Sleeping Cars	332	..	..	..	..	..	332	..	..
Store Van	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks	12	..	..	..	..	..	12	..	..
Plough Van	1	..	..	..	..	..	1	..	..
Motor Inspection Cars (Petrol)	5	..	..	..	..	..	5	..	..
Other Vehicles	184	..	..	..	..	..	184	..	..
Total	899	..	..	..	..	..	899	..	..

ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)	9	161	6	167	15	328
Cars (Domestic Service)	7	(seating) 35	..	(seating) ..	7	(seating) 35
Trucks (Goods)	28	(seating) 2,066 cwt.	4	309 cwt.	32	2,375 cwt.
Trucks (Domestic Service)	49	2,634 ..	..	..	49	2,634 ..
Trailers—Goods .. ..	..	..	..	..	15	1,420 ..

APPENDIX No. 10.

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

Particulars.	Year 1946-47.	Year 1945-46.
1. Average Mileage of Railways open for Traffic	4,748	4,748
PASSENGER TRAFFIC.		
2. Passenger Train Mileage	{ Country .. 3,222,193	3,619,693
	{ Suburban .. 7,086,928	7,621,108
3. Earnings from Passengers Carried	{ Country .. £2,738,200	*
	{ Suburban .. £3,012,343	*
4. Number of Passengers Carried	{ Country .. 11,209,094	*
	{ Suburban .. 158,955,889	*
5. Number of Passengers Carried One Mile	{ Country .. *	*
	{ Suburban .. *	*
6. Average Miles each Passenger was Carried	{ Country .. *	*
	{ Suburban .. *	*
7. Average Number of Passengers per Car	{ Country .. *	*
	{ Suburban .. *	*
8. Average Earnings from each Passenger Journey	{ Country .. 4/10·63d	*
	{ Suburban .. 4·55d	*
9. Average Earnings per Passenger Mile	{ Country .. *	*
	{ Suburban .. *	*
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried	{ Country .. 2,385	*
	{ Suburban .. 716,018	*
11. Number of Passengers Carried One Mile	{ Country .. *	*
	{ Suburban .. *	*
12. Passenger Train Mileage	{ Country .. 686	770
	{ Suburban .. 31,923	34,329
13. Earnings from Passengers Carried	{ Country .. 582·72	*
	{ Suburban .. 13,569·11	*
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers	{ Country .. *	*
	{ Suburban .. *	*
15. Average Number of Cars	{ Country .. 8	*
	{ Suburban .. 6	6
16. Average Earnings from Passengers Carried	{ Country .. 16/11·95d	*
	{ Suburban .. 8/6·01d	*
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage	5,230,067	5,102,995
18. Earnings from Goods and Live Stock	£6,108,873	£6,058,505
19. Number of Tons Carried	7,561,773	Est. 7,229,025
20. Number of Tons Carried One Mile	981,907,933	*
21. Average Haul per Ton of Goods (Miles)	129·85	*
22. Average Tonnage per Loaded Truck	10·11	9·61
23. Average Train Load (Tons)	210	206
24. Average Earnings per Goods Train Mile	23s. 4·32d.	23s. 8·94d.
25. Average Earnings per Ton	17s. 9·78d.	Est. 16s. 9·14d.
26. Average Earnings per Ton Mile	1·49d.	*
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic)	1,593	Est. 1,523
28. Number of Tons Carried One Mile (Paying Traffic)	206,805	*
29. Goods Train Mileage	1,102	1,075
30. Earnings from Goods and Live Stock	£1,287	£1,276
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck	20·24	*
32. Average Train Load (Tons)	500	501
33. Average Number of Vehicles per Train—Loaded	21	22
34. Average Number of Vehicles per Train—Empty	8	7

* Records temporarily suspended.

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1947.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1946	100,000 0 0	By Expenditure for the year ended 30th June, 1947—	
„ Payment to Fund during the year ended 30th June, 1947, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	1,421 13 4
Railways £88,876 3 10		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	711 8 3
Electric Tramways 482 0 0	89,358 3 10	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	202 16 6
		(d) Amount paid as compensation to employees of the Com- missioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	26,494 12 3
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	2,418 19 6
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	57,850 8 7
		(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. ..	258 5 5
		„ Balance at 30th June, 1947	100,000 0 0
	£189,358 3 10		£189,358 3 10

APPENDIX No. 12.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA-BRIGHTON
AND SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAYS.

	ST. KILDA-BRIGHTON.		SANDRINGHAM-BLACK ROCK.	
	Year 1946-47.	Year 1945-46.	Year 1946-47.	Year 1945-46.
Average Mileage of Tramway Worked	5.18	5.18	2.42	2.42
Car Mileage	466,922	516,678	117,797	128,636
Number of Passengers carried	5,594,455	6,723,262	1,766,638	2,223,515
Average Fare paid per Passenger	2.44d.	2.36d.	2.19d.	2.15d.
GROSS REVENUE—				
Passengers	£56,957	£66,051	£16,131	£19,906
Parcels	7	11	25	26
Miscellaneous	381	378	168	186
TOTAL GROSS REVENUE	£57,345	£66,440	£16,324	£20,118
Per Passenger Car Mile	29.47d.	30.86d.	33.25d.	37.53d.
Per Mile of Single Track	£5,535	£6,413	£3,526	£4,345
ORDINARY WORKING EXPENSES—				
Transportation Account	£27,156	£25,429	£6,328	£6,168
Way and Works Account	5,881	6,637	1,201	1,071
Rolling Stock Account	11,821	11,469	3,138	3,242
Power Account	6,396	6,883	1,581	1,730
General Expenditure	726	708	199	178
Payment into Railway Accident and Fire Insurance Fund	375	278	107	84
Pensions	690	744	..	..
Child Endowment Pay-roll Tax	927	911	251	221
TOTAL WORKING EXPENSES	£53,972	£53,059	£12,805	£12,694
Per cent. of Gross Revenue	94.12	79.86	78.44	63.10
Per Passenger Car Mile	27.74d.	24.65d.	26.09d.	23.68d.
Per Mile of Single Track	£5,209	£5,121	£2,766	£2,742
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£3,373	£13,381	£3,519	£7,424
INTEREST CHARGES	£3,657	£3,851	£1,451	£1,495
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	360	403	143	157
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	243	262	96	102
	£4,260	£4,516	£1,690	£1,754
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	(Loss) £887	(Profit) £8,865	(Profit) £1,829	(Profit) £5,670

APPENDIX No. 13.

THE CHALET, MT. BUFFALO NATIONAL PARK.

(Including Hostel at Mt. Hotham.)

CAPITAL EXPENDITURE AT 30TH JUNE, 1947.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements	62,722	7	6	81,622	7	6
Equipment	23,183	9	3			
Stock	3,774	11	9	26,958	1	0
				£108,580	8	6

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1946.

	£	s.	d.		£	s.	d.
Stores, freight, and cartage	18,279	7	5	Accommodation and buffet sales ..	52,726	1	8
Salaries, wages and materials for operation and maintenance and depreciation of Equipment	42,200	5	8	Hire of sports material	3,615	9	6
Depreciation of Buildings	2,179	0	0	Motor services	4,754	8	0
Interest and Exchange—Buildings	2,680	8	6	Loss.. .. .	4,243	2	5
	£65,339	1	7		£65,339	1	7

APPENDIX No. 14.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1946-47.

REVENUE.		£	s.	d.	£	s.	d.
Revenue shown by the Railways		13,662,846	4	2			
To bring this amount into agreement with the Treasury figures deduct—							
Outstandings at 30th June, 1947, not included in the Treasury figures		286,599	5	1			
		<u>13,376,246</u>	19	1			
and add—							
Outstandings at 30th June, 1946, collected in 1946-47 and therefore included by the Treasury in that year		409,173	16	5			
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses		94	19	2			
		<u>13,785,515</u>	14	8			
Revenue as shown by the Treasury							

WORKING EXPENSES.		£	s.	d.	£	s.	d.
Working Expenses as shown by the Railways		13,007,672	5	0			
To bring this amount into agreement with the Treasury figures add—							
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn ..		200	7	6			
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses		94	19	2			
(3) Amount credited by the Treasury to Railway Renewals and Replacements Fund and by the Railways to Working Expenses		8,056	13	10			
		<u>13,016,024</u>	5	6			
Working Expenses as shown by the Treasury							
Net Revenue on the Treasury basis of Accounts					769,491	9	2

INTEREST, EXCHANGE, ETC.		£	s.	d.	£	s.	d.
The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is		2,137,342	5	4			
To bring this amount into agreement with the Treasury figures deduct—							
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn ..		200	7	6			
		<u>2,137,141</u>	17	10			
Interest, Exchange, &c., Charges as shown by the Treasury							
Deficit as shown by the Treasury					1,367,650	8	8

RAILWAY POSITION SUMMARIZED.		£	s.	d.
Revenue		13,662,846	4	2
Working Expenses		13,007,672	5	0
		<u>655,173</u>	19	2
Net Revenue				
Interest, Exchange, &c.		2,137,342	5	4
		<u>£1,482,168</u>	6	2
Deficit				

APPENDIX No. 15.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1947.

Nil.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1947.

Section.	Miles.
Euston to Lette (Construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed portion discontinued)	30½

LINES CLOSED FOR TRAFFIC AT 30TH JUNE, 1947.

Section.	Miles.	Date Closed.
Welshpool to Jetty	3·23	1·1·41
Platina to Walhalla	4	1·4·44

LINES DISMANTLED DURING THE YEAR ENDED 30TH JUNE, 1947.

Nil.

APPENDIX No. 16.

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 1946-47.	5' 3" gauge	3·30	6·57	2·5	292·18	4,328·95	4,633·50	4,966·89	1,028·56	5,995·45
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·5	292·39	4,443·28	4,748·04	5,081·64	1,037·64	6,119·28
	Electric Tramway*	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·5	299·78	4,443·49	4,755·64	5,096·63	1,039·04	6,135·67
Year 1945-46.	5' 3" gauge	3·30	6·57	2·5	292·18	4,328·95	4,633·50	4,966·89	1,028·65	5,995·54
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·5	292·39	4,443·28	4,748·04	5,081·64	1,037·73	6,119·37
	Electric Tramway*	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·5	299·78	4,443·49	4,755·64	5,096·63	1,039·13	6,135·76

		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 1946-47.	5' 3" gauge	3·30	6·57	2·5	292·18	4,328·95	4,633·50	4,966·89	1,028·97	5,995·86
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·5	292·39	4,443·28	4,748·04	5,081·64	1,038·05	6,119·69
	Electric Tramway*	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·5	299·78	4,443·49	4,755·64	5,096·63	1,039·45	6,136·08
Year 1945-46.	5' 3" gauge	3·30	6·57	2·5	292·18	4,328·95	4,633·50	4,966·89	1,028·65	5,995·54
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·13	123·88
	Total	3·30	6·57	2·5	292·39	4,443·28	4,748·04	5,081·64	1,037·78	6,119·42
	Electric Tramway*	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·5	299·78	4,443·49	4,755·64	5,096·63	1,039·18	6,135·81

* Of the electric tramway mileage, 5·18 miles of double track and 1·14 miles of siding were of 5' 3" gauge; the balance was of 4' 8½" gauge.

APPENDIX No. 17.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896)	559,440	16	2				Stores and Materials on hand and in transit	2,006,749	2	6
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820	50,000	0	0				Sundry Debtors	12,789	10	5
				509,440	16	2	Cash in Treasury and with Agent-General at 30th June, 1947	126,623	16	5
Advances from Loan Account subsequent to 30th June, 1896				1,390,559	3	10				
Sundry Creditors				246,162	9	4				
				£2,146,162	9	4		£2,146,162	9	4

APPENDIX No. 18.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Balance at 30th June, 1946	4,794,582	3	2	Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429, 1946-7	200,000	0	0	Rolling Stock	441,855	7	7
Rail Motor and Road Motor, &c., depreciation	7,606	8	5	Way and Works	282,307	7	0
Sundry sales and abolitions, &c.	21,450	3	0	Electrical Engineering	3,097	15	8
Interest on Investment	110,623	5	7	Balance held in Treasury at 30th June, 1947	4,407,001	9	11*
	£5,134,262	0	2		£5,134,262	0	2

* Includes £4,325,000 at credit of Investment Account.

APPENDIX No. 19.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1947.		Period 1st July, 1937 to 30th June, 1947.			During the Year ended 30th June, 1947.		Period 1st July, 1937 to 30th June, 1947.			
	£	s.	d.	£	s.	d.	£	s.	d.		
Special Appropriations	200,000	0	0	2,000,000	0	0	Normal Depreciation—				
Additional funds authorized by Parliament				4,950,000	0	0	Way, Works, Buildings, &c.	291,312	4	7	
Sundry depreciation provided in Working Expenses	7,606	8	5	288,863	5	4	Rolling Stock (including machinery and equipment in Rolling Stock Workshops)	396,518	7	7	
Sundry sales, abolitions, &c.	21,450	3	0	604,123	4	2	Electrical Engineering Plant and Equipment	101,042	7	7	
Interest on Investment	110,623	5	7	421,642	19	3	Electric Tramways, Rail Motors and Road Motors	4,823	8	8	
Balance at 30th June, 1947..	454,016	11	5	(See Contra)			Balance at 30th June, 1947	(See Contra)	1,718,755	18	11*
	£793,696	8	5	£8,264,629	8	9		£793,696	8	5	
									£8,264,629	8	9

* Excludes £4,375 Interest on Investments and £302,142 Sundry Sales required prior to 1942-43 to meet normal depreciation.

APPENDIX No. 20.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1947.	Year ended 30th June, 1946.
	£	£
New Lines and Surveys—		
Gross Expenditure	2,373	515
Credits .. .. .	..	8
Net Expenditure	2,373	507
Additions and Improvements on Existing Lines—		
Gross Expenditure	636,738	380,847
Credits	17,388	22,813
Net Expenditure	619,350	358,034
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	530,935	596,399
Credits	6,809	537
Net Expenditure	524,126	595,862
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	45,192	38,061
Credits .. .. .	..	1,639
Net Expenditure	45,192	36,422
Total Railways—		
Gross Expenditure	1,215,238	1,015,822
Credits	24,197	24,997
Net Expenditure	1,191,041	990,825
Electric Tramways (including Rolling Stock)—		
Gross Expenditure .. .. .	..	..
Credits	3,417	4,108
Net Expenditure	Cr. 3,417	Cr. 4,108
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	72	8,171
Credits	1,406	1,129
Net Expenditure	Cr. 1,334	7,042
Total—		
Gross Expenditure	1,215,310	1,023,993
Credits	29,020	30,234
Net Expenditure	1,186,290	993,759
Non-interest Bearing Funds	706,261	710,795
Interest Bearing Funds	480,029	282,964

APPENDIX No. 21.

ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEAR ENDED 30TH JUNE, 1947.

	Year Ended 30th June, 1947.					
	Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
				£	£	£
COUNTRY—						
Single Tickets.. .. .	452,489	1,024,430	1,476,919	347,284	410,567	757,851
Return Tickets	2,538,420	4,363,965	6,902,385	843,017	1,006,011	1,849,028
Periodical Tickets	930,622	1,389,588	2,320,210	74,136	43,583	117,719
Workmen's Weekly Tickets .. .. .	..	509,580	509,580	..	13,602	13,602
Total	3,921,531	7,287,563	11,209,094	1,264,437	1,473,763	2,738,200
METROPOLITAN (within 20 miles of Melbourne)—						
Single Tickets.. .. .	8,609,388	8,540,009	17,149,397	224,547	184,905	409,452
Return Tickets	29,074,914	33,089,664	62,164,578	712,218	633,745	1,345,963
Race and Special Picnic Tickets	679,520	867,158	1,546,678	23,209	24,337	47,546
Periodical Tickets	34,544,916	30,552,160	65,097,076	592,027	426,291	1,018,318
Workmen's Weekly Tickets .. .. .	..	12,998,160	12,998,160	..	191,064	191,064
Total	72,908,738	86,047,151	158,955,889	1,552,001	1,460,342	3,012,343*
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	76,830,269	93,334,714	170,164,983	2,816,438	2,934,105	5,750,543*
ROAD MOTOR PUBLIC SERVICES .. .. .	..	..	1,113,364	..	..	9,852
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. .. .	..	..	5,594,455	..	..	56,957
SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAY .. .. .	..	..	1,766,638	..	..	16,131

* Excluding £21,000 recouped by the Treasury in respect of the loss sustained by the reduction of Periodical Fares between the outer suburban stations and Melbourne, under direction of the Governor in Council.

APPENDIX No. 22.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEAR ENDED
30TH JUNE, 1947,
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Class of Goods.	Total Tons Carried.	Percentage to Paying Total.	Revenue.		Ton Miles.	Average Haulage Miles per Ton.	Average Rate per Ton Mile.
			Total.	Percentage to Total.			
			£				d.
First Class	59,321	0·86	128,137	2·32	7,772,395	131·02	3·96
Second Class	124,958	1·82	416,197	7·55	24,403,529	195·29	4·09
" Smalls "	51,672	0·75	129,676	2·35	6,084,711	117·76	5·11
" A " Class	424,526	6·19	446,006	8·09	61,483,923	144·83	1·74
" B " Class	151,035	2·20	224,450	4·08	20,780,128	137·58	2·59
" C " Class	203,644	2·97	381,332	6·92	28,436,356	139·64	3·22
Fruit, fresh	159,249	2·32	168,844	3·06	33,114,691	207·94	1·22
Butter	12,587	0·18	14,528	0·27	1,542,762	122·57	2·26
Other dairy produce	37,423	0·55	54,836	0·99	5,820,229	155·53	2·26
Fertilizers	452,447	6·59	161,086	2·92	70,527,026	155·88	0·55
Wheat	1,061,855	15·47	522,271	9·48	152,418,353	143·54	0·82
Flour, bran, pollard, and sharps	292,574	4·26	153,060	2·78	41,128,729	140·58	0·89
Hay, straw, and chaff	102,137	1·49	50,182	0·92	12,950,236	126·80	0·93
All other Agricultural produce	618,642	9·02	371,936	6·75	100,536,146	162·51	0·89
Wool	109,500	1·60	220,144	3·99	16,374,501	149·54	3·23
Timber	303,763	4·43	201,787	3·66	36,739,988	120·95	1·32
Firewood, briquettes, and pulp wood	936,632	13·65	456,610	8·28	119,766,720	127·87	0·91
Coal and coke	538,632	7·85	122,897	2·23	20,962,636	38·92	1·41
Stone, gravel, and sand	144,120	2·10	42,621	0·78	7,750,665	53·78	1·32
Miscellaneous	127,148	1·85	83,707	1·52	16,448,925	129·37	1·22
Goods at special rates	559,947	8·16	859,006	15·59	81,780,347	146·05	2·52
All other goods	390,005	5·69	201,799	3·66	24,072,351	61·72	2·01
Haulage, storage, demurrage, quayage, hire of tarpaulins, unloading, weighing, and other miscellaneous items .. .. .	..	..	100,293	1·81	..	..	..
Total tonnage of paying goods carried, and revenue derived therefrom	6,861,817	..	5,511,405	..	890,895,347	129·83	1·48
Live stock	699,956	..	598,253	..	91,012,586	130·03	1·58
Total tonnage of paying goods, and live stock carried, and revenue derived therefrom	7,561,773	..	6,109,658	..	981,907,933	129·85	1·49

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

NUMBER OF LIVE STOCK.

Calves	163,166
Cattle	635,180
Horses	28,619
Pigs	361,051
Sheep	8,959,355

INDEX TO APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

Section No.	Section No.	Section No.	Section No.	Section No.
Addington .. 12	Beveridge .. 53	Chewton .. 2	Drysdale .. 30	Golden Square .. 2
Adelaide Lead .. 9	Birchip .. 8	Chillingollah .. 18	Duffholme .. 49	Goldborough .. 8
Agnes .. 78	Birnam .. 32	Chiltern .. 53	Dumosa .. 16	Goodwood Siding .. 83
Albacutya .. 51	Birregurra .. 23	Chinikapook .. 18	Dunkeld .. 42	Goorambat .. 67
Alberton .. 78	Bittern .. 75	Claremont .. 69	Dunneworthy .. 9	Goornong .. 2
Albert Park .. 98	Blackburn .. 89	Clarkefield .. 2	Dunstown .. 25	Gorae .. 42
Alblon .. 2	Blowhard .. 12	Claybank .. 74	Dunolly .. 8	Gordon .. 25
Alblon Stone Siding .. 2	Bochara .. 43	Clayton .. 74	Dunolly Wheat .. 8	Goroke .. 49
Albistore .. 3	Boigbeat .. 16	Clematis .. 94	Dunolly Siding .. 8	Gould .. 85
Alexandra .. 59	Boinka .. 14	Clifton Hill .. 96	Duverney .. 37	Gowanford .. 18
Allansford .. 23	Boisdale .. 88	Clunes .. 11	Dwyer .. 69	Goyura .. 48
Allendale .. 5	Bolangum .. 47	Clyde .. 78	Dysart Defence .. 53	Graham .. 97
Almurta .. 81	Bolga .. 53	Coalville .. 84	Siding .. 53	Gramplans Wheat .. 46
Alphington .. 96	Bollinda .. 4	Cobden .. 34	Eaglehawk .. 18	Depot .. 46
Altona .. 28	Bolton .. 18	Cobram .. 66	Eaglemont .. 96	Granite .. 58
Alvie .. 33	Bonbeach .. 75	Coburg .. 55	East Camberwell .. 89	Grassdale .. 44
Amphitheatre .. 9	Bonegilla .. 53	Cocamba .. 18	East Kew .. 93	Great Western .. 25
Anderson .. 81	Bonnie Doon .. 58	Cockatoo .. 94	Eastmalvern .. 90	Greggwin .. 18
Angleside .. 69	Boolarra .. 86	Cohuna .. 21	East Metcalfe .. 6	Green Hill .. 6
Angliss' Siding .. 26	Boonoonar .. 8	Colac .. 23	East Nattmuk .. 49	Greensborough .. 96
Annuello .. 18	Booran .. 23	Colbinabbin .. 61	East Metcalfe .. 6	Greenwald .. 45
Anstey .. 55	Boorhaman .. 72	Coldestream .. 89	East Richmond .. 89	Grovedale .. 23
Antwerp .. 51	Boort .. 18	Coleraine .. 43	Ebden .. 53	Guildford .. 8
Arables .. 49	Boronla .. 94	Collingwood .. 96	Echuca .. 2	Gulpha Siding .. 2
Ararat .. 25	Borning .. 18	Collins' Siding .. 85	Echuca Wharf .. 2	Gunbower .. 21
Arcadia .. 60	Bowman .. 71	Colquhoun .. 74	Edgecombe .. 6	Gwyther .. 78
Ardeer .. 25	Bowser .. 53	Condah .. 42	Edi .. 69	Gymbowen .. 49
Arden Street .. 2	Box Hill .. 89	Congupna .. 60	Edithvale .. 75	Gypsum Siding .. 8
Argyle .. 57	Boys .. 78	Coolmurr .. 19	Elaine .. 24	Haddon .. 40
Arkona .. 51	Bradshaw .. 25	Cope Cope .. 8	Ellingamite .. 34	Hallam .. 74
Armada .. 74	Branxholme .. 42	Coragulae .. 33	Ellam .. 51	Hamilton .. 42
Armbrook Siding .. 27	Briagolong .. 88	Coram .. 32	Elmhurst .. 9	Hammond .. 61
Armstrong .. 25	Bridgewater .. 16	Cororooke .. 33	Elmore .. 2	Hampton .. 99
Armatage .. 23	Bright .. 71	Corio .. 23	Elphinstone .. 2	Happy Valley .. 41
Arnold .. 13	Brighton Beach .. 99	Corio Quay .. 23	Elsternwick .. 99	Harcourt .. 2
Ascot Vale .. 53	Brim .. 48	Coromby .. 48	Eltham .. 96	Hardle and Co's .. 27
Ashburton .. 92	Broadford .. 53	C.O.R. Siding (Laver- .. 23	Emberton .. 6	Siding .. 27
Ashens .. 25	Broadmeadows .. 53	ton) .. 23	Emerald .. 94	Hartwell .. 92
Aspendale .. 75	Broadstore .. 54	Cosgrove .. 64	Emu .. 8	Hastings .. 75
Auburn .. 89	Bronzewing .. 8	Cowangie .. 14	Englefield .. 50	Hattah .. 8
Aura .. 94	Brookfield .. 71	Cowwarr .. 87	Epping .. 56	Havelock .. 8
Austral Meat Siding .. 26	Brooklyn .. 27	Craigieburn .. 53	Epsom .. 2	Hawksburn .. 74
Aviation Siding .. 23	Brookwood Siding .. 27	Cranbourne and .. 78	Erica .. 85	Hawkesdale .. 36
Avenel .. 53	Broomfield .. 5	Sidings .. 78	Erwen .. 61	Hawthorn .. 89
Avoca .. 9	Brunswick .. 55	Creighton .. 53	Essendon .. 53	Hazelwood .. 86
Avonmore .. 2	Bruthen .. 74	Cressy .. 40	Eureka .. 38	Healesville .. 89
Axedale .. 57	Buansor .. 25	Creswick .. 11	Euroa .. 53	Heathcote .. 57
Baarmutha .. 70	Buckley .. 23	Crib Point .. 75	Eurobin .. 71	Heathcote Junction .. 53
Bacchus Marsh .. 25	Buckrabanyule .. 16	Crib Point Naval .. 75	Eversley .. 9	Heathmere .. 42
Baddaginnie .. 53	Buffalo .. 78	Base Siding .. 75	Everton .. 70	Heathmont .. 94
Bagshot .. 2	Bullabul .. 13	Crossley .. 23	Fairfield .. 96	Hedley .. 78
Bairnsdale .. 74	Bullarto .. 5	Crossover .. 83	Fairley .. 19	Heidelberg .. 96
Balaclava .. 99	Bullion .. 53	Crowes .. 32	Fairview .. 16	Hendersyde .. 63
Bald Hills .. 11	Bull Bull .. 83	Crowlands .. 10	Fawkner .. 55	Henty .. 44
Ballan .. 25	Buloke .. 8	Croxton .. 56	Ferguson .. 32	Heyfield .. 87
Ballararat .. 25	Bumberrah .. 74	Croydon .. 89	Fernbank .. 74	Heyington .. 90
Ballararat East .. 25	Bungaree .. 25	Cudgee .. 23	Fern Hill .. 5	Heywood .. 42
Balmattam .. 53	Bung Bong .. 9	Cudgewa .. 53	Fielder .. 94	High Camp .. 57
Balmoral .. 50	Buninyong .. 38	Culgoa .. 16	Flash Creek .. 78	Highett .. 75
Balnarring .. 77	Bunnaloo .. 22	Curdie .. 34	Fitzroy .. 56	Hill Plain Siding .. 2
Balranald .. 22	Bunyip .. 74	Curlewis .. 30	Flemington Bridge .. 55	Hillside .. 74
Bambill .. 15	Burnley .. 89	Curvo .. 8	Flynn .. 74	Hodde .. 78
Bandiana .. 53	Burraboi .. 22	Dahlen Siding .. 25	Footscray .. 26	Holmesglen .. 90
Bandford .. 53	Burroin .. 48	Daisy Hill .. 11	Ford's Siding .. 23	Homebush .. 9
Bandolter .. 53	Burrum .. 47	Dalmore .. 78	Forrest .. 31	Homewood .. 58
Bannerton .. 18	Burrumbeet .. 25	Dalyston .. 81	Forsyth's Siding .. 75	Hopetoun .. 48
Bannockburn .. 24	Burwood .. 92	Dandenong .. 74	Foster .. 78	Horsham .. 25
Banool .. 32	Bushy Park .. 88	Danyo .. 14	Fowler's Siding .. 56	Hughesdale .. 74
Banyena .. 47	Bylands .. 57	Darbyshire .. 53	Frankston .. 75	Hunter .. 21
Barfold .. 6	Byrne .. 69	Darebin .. 96	Fulham .. 74	Huntly .. 2
Barker .. 91	Byneside .. 63	Darling .. 86	Fyansford .. 29	Huntly Wheat Siding .. 2
Barnawartha .. 53	California Gully .. 16	Darling .. 90	Galah .. 14	Huon .. 53
Barnes .. 2	Caldermeade .. 78	Darling's Siding .. 2	Galaquill .. 48	Hurstbridge .. 96
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APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS					
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs								
SECTION NO 1																	
MELBOURNE																	
SPENDER STREET, COUNTRY	1328072	651498 9 5	211477 11 7	1178467 12 5	2088343 3 8	741269	820851	2	35	304	41	36	133	315	2765		
TOURIST BUREAU, COUNTRY	1934682	46899 9 3															
TOURIST BUREAU, SUBURBAN	588720	422697 18 11			422702 15 1												
FLINDERS STREET, COUNTRY	290	4 16 2	62136 7 2		520172 2 4												
FLINDERS STREET, SUBURBAN	1043978	173927 13 4															
PRINCE'S-BRIDGE, COUNTRY	11815137	284108 1 10															
PRINCE'S-BRIDGE, SUBURBAN	95394	10929 15 1			58358 17 5												
PRINCE'S-BRIDGE, SUBURBAN	2163493	47429 2 4															
TOTAL COUNTRY	3056164	1259053 16 9	273613 18 9	1178467 13 5	3089576 18 6	741269	820851	2	35	304	41	36	133	315	2765		
TOTAL SUBURBAN	15913602	378441 9 7															
SECTION NO 2																	
MELBOURNE - DENILQUIN																	
NORTH MELBOURNE	615363	8778 19 7	791 4 7	18708 11 3	9570 4 2	36985	124958										
ARDEM STREET					18708 11 3												
MIDDLE FOOTSCRAY	401286	6642 12 4	68 3 5		6710 15 9												
WEST FOOTSCRAY	812650	13649 13 11	738 11 11	38559 9 3	52947 15 1	37713	66752										
TOTTENHAM	294932	5444 11 4	169 7 8		5613 19 0												
WHITE CITY	2256	69 9 5			69 9 5												
MAIDSTONE				4340 19 4	4340 19 4	2684	377										
MUNISTONE				11926 13 11	11926 13 11	5451	7648										
RAFSTONE				1090 19 5	1090 19 5	350	669										
SUNSHINE	1032059	24307 16 9	3575 19 3	10895 1 7	38778 17 7	5695	25015										
ALBION	260755	5706 11 5	79 17 5		5786 8 10												
ALBION STONE SIDING				613 2 1	613 2 1	1694											
DARLING'S SIDING				9001 13 5	9001 13 5	37729	44274										
ST. ALBANS	205800	4227 19 8	94 13 3	12 4 4	4334 14 3	45	747										
SYDENHAM	11117	311 5 0	14 7 3	457 7 0	782 19 3	723	293	36	2	3		132	40		4		
DIGGER'S REST	9434	371 8 1	26 9 11	824 0 1	1221 18 1	2097	290	45	3			76	3				
SUNBURY	59541	3005 10 3	206 5 10	1566 4 10	4778 0 11	3892	3324	33	81	8	11	101	104	20	8		
CLARKEFIELD	8671	759 1 2	25 18 4	927 8 3	1712 7 9	1441	902	122	98	4	1	304	126		8		
RIDDELL	6748	730 6 6	58 11 4	508 8 0	1297 5 10	1313	425	15	18	2		84	28		1		
GISBORNE	5577	924 16 6	132 8 11	728 18 8	1786 4 1	941	1198	73	40	2	1	69	52		8		

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
MACEDON	15054	2444 13 6	155 16 4	697 1 11	3297 11 9	958	1265					1						6
WOODEND	17309	3391 10 6	263 9 9	3237 18 3	6892 18 6	5951	2179	91	12	13		66	27					18
CARLSRUHE	1331	167 4 4	7 12 0	267 9 7	442 5 11	136	53	70	13	2		38	3					2
KYNETON	23985	5182 3 11	543 7 2	8092 5 1	13817 16 2	9958	11450	591	157	11	19	681	138					1
REDESDALE JUNCTION	242	55 9 2	1 7 0	132 2 3	188 18 5	350	11											
MALMSBURY	5426	1250 6 5	55 11 7	543 14 0	1849 12 0	451	569	87	9	4		100	27					9
TARADALE	2819	387 5 6	18 18 4	269 2 6	675 6 4	656	222											1
ELPHINSTONE	2740	477 19 9	36 2 11	838 10 7	1352 13 3	566	615	55	28	2	2	34	8					1
CHEWTON	2754	576 11 3	34 9 11	72 1 11	683 3 1	136	106											
GASTLEMARINE	39541	10474 2 4	737 8 3	4947 18 1	16159 8 8	4374	14367	16	3	4		97	91					80
HARCOURT	3789	751 11 11	177 0 0	9729 12 11	10658 4 10	10644	1667					11	2					2
RAVENSWOOD	418	63 8 5	26 15 1	135 13 1	225 16 7	73	106	3				46	1					
KANGAROO FLAT	1165	440 4 5	166 2 7	713 18 7	1320 5 7	514	1474											
GOLDEN SQUARE	3935	1490 11 5	216 14 5	1813 5 2	3520 11 0	1920	11305											159
BENDIGO	97900	41490 5 11	5029 4 10	67056 6 8	113575 17 5	53703	81646	3042	761	141	94	2273	809				125	440
WHITE HILLS SIDING				1111 16 0	1111 16 0	1839	63											
EPSOM	83	20 10 10	2 3 11	1588 5 6	1611 0 3	1950	1896											
HUNTLY	3	3 5	6 8	61 3 10	61 13 11	131	103											
HUNTLY WHEAT SIDING				65 0 9	65 0 9	33												
BAGSHOT	65	14 10 11	4 5	17 10 1	32 5 5	11	204											
WELLSFORD	16	9 14 0		3 2	9 17 2		1											
GOCRNONG	562	177 6 3	24 8 8	3735 2 3	3936 17 2	6934	1048	30	32	3		85	15					7
AVONMORE	44	16 0 10		223 6 0	239 6 10	372	223					12	2					3
ELMORE	2011	780 5 4	148 17 7	7927 17 6	8857 0 5	12158	2003	222	87	5		97	13					4
ROCHESTER	4834	2297 19 8	335 1 2	10346 2 6	12979 3 4	11085	6189	391	116	20	89	187	29					19
STRATHALLAN	206	80 0 5	6 2 8	657 11 9	743 14 10	249	98					25	2					
ECHUCA	16578	7732 2 11	922 9 0	21661 3 0	30315 14 11	20405	28652	767	430	56	92	544	273					11
ECHUCA WHARF				1185 15 2	1185 15 2	2057	35											
MOAMA	575	181 14 3	48 11 0	1732 18 5	1963 3 8	229	350	179	68			80	7					2
BARNES	330	25 13 0	3 16 8	1710 3 3	1739 12 11	2375	224					10	1					1
MOIRA	378	25 4 5	10 8	789 12 9	815 7 10	367	76					29	3					
MATHOURA	2606	722 6 4	92 11 5	7685 1 1	8499 18 10	6023	705	359	91	3	1	31	17					2
GULPMA SIDING	154	72 10 6	16 1	1512 6 2	1585 12 9	710	80					28	5					1
HILL PLAIN SIDING	11	5 14 11			5 14 11													
SOUTHDOWN	28	20 19 11		412 3 3	433 3 2	334	171					43						
DEVILQUIN	6620	5136 9 9	494 3 1	48550 3 6	54180 16 4	10688	12394	3236	1352	25	4	83	75					3
SECTION NO 3 ALSLEY - BROADMEADOWS ALSTIRE				96 15 0	96 15 0	45	83											

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 4 LANCESFIELD LINE															
BOLINDA	1120	119 14 5	18 4	321 7 4	442 0 1	515	68	84	1			9	1	1	
MONEGETTA	1736	160 18 10	4 12 3	279 17 8	445 9 3	853	300					3			
NORTH MONEGETTA	1201	73 18 3	4 6 7	78 12 4	78 12 4	6	4								
ROMSEY	12104	1229 13 2	46 11 1	2409 1 5	3685 5 8	4556	1010	124	35	4		6		1	1
LANCESFIELD	7153	1207 16 10	59 5 10	3133 10 0	4397 13 6	6266	2479	171	32	3		7	1	1	
SECTION NO 5 DAYLESFORD LINE															
TYLDES	112	25 1 6	3 12 4	459 2 2	486 16 0	353	93	109	25			45	10	1	
FERN HILL	1191	175 4 6	12 13 5	1906 12 8	2094 15 7	3195	406					25	1	1	
TRENTHAM	4419	925 7 4	118 1 0	5427 19 0	6471 7 4	8742	2002	69		6		35	7	10	
LYONVILLE	1779	204 0 9	12 1 4	727 7 2	943 9 3	1344	148								
BULLARDO	1015	103 1 8	8 16 5	1368 12 2	1480 10 3	2631	320					3		2	
MUSK	807	66 6 11	10 13 8	1230 0 1	1307 0 8	1897	225								
DAYLESFORD	6425	2074 2 9	256 3 10	6555 14 10	8886 1 5	9210	4913	83	3	1		89	52	2	1
SAILOR'S FALLS	7	6 7		1068 14 6	1069 1 1	2261	22								
LEONARD	5	10 2		365 15 7	366 5 9	720	40								
WOMBAT	27	2 1 3		72 11 6	74 12 9	390	5								
ROCKLYN	35	2 19 6	1 1	26 19 7	30 0 2	108	46								
NEWLYN	662	40 14 4	6 7 11	9672 3 10	9719 6 1	14267	1027	35	19	1		59	13		
KINGSTON	1371	49 12 8	11 8 5	4491 7 2	4552 8 3	6964	465					15	3		
ALLENDALE	1777	54 17 11	5 2 11	2997 7 2	3057 8 0	3684	1484	125	14	1		56	4	3	
BROOMFIELD	338	10 11 11	2 4	11 10	11 6 1	1	1								
SECTION NO 6 REDESDALE LINE															
EDGECOMBE				17 7 7	17 7 7	39	11								
GREEN HILL				26 7 7	26 7 7	12	11								
EAST NETCALPE				288 17 7	288 17 7	645	53								
EMBERTON				7 15 9	7 15 9	6	6								
BARFOLD			1 1	351 5 6	351 6 7	243	40								
REDESDALE	1	2 9	7 10	2552 13 11	2553 4 6	5693	209	59							
SECTION NO 7 SHELBORNE LINE															
MUCKLEFORD				31 16 5	31 16 5	59	152								
MALDON	8	2 16 10	19 2 11	2461 6 4	2483 6 1	4533	1981						1		
POLLARD			2 5	18 10 0	18 13 3	10	10								
SHELBORNE			1 10 6	2741 17 1	2743 7 7	5044	775	6							
SECTION NO 8 CASTLEMAINE - YELLA															
CAMPBELL	331	75 1 4	10 2 10	67 15 7	142 19 9	122	48	2					11	7	2
GUILDFORD	447	113 15 1	10 10 6	220 16 5	345 2 0	450	217								
STRANWAY	152	46 12 3	6 2	12 18 7	59 17 0	21	4							1	
NEWSTEAD	1759	475 12 5	80 17 5	1518 15 6	2075 5 4	1042	938	58	7	3	19	46	33	2	
JOYCE'S CREEK	110	24 9 0	9 7	39 0 1	63 18 6	67	110								

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS					
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs								
MOOLORT	175	47 7 8	5 16 0	609 18 11	663 2 7	679	274	49				27	2				
STATE RIVERS & WATER SUPPLY SIDING				22 13 3	22 13 3		16										
CARISBROOK	1658	343 8 8	58 10 1	4364 15 9	4766 14 6	5416	804	196	8	1	19	127	40	5			
CARISTORE				85 17 10	85 17 10	63											
MARYBOROUGH	28716	10245 15 6	810 1 8	17828 1 5	28884 18 7	28584	18756	5	2	2	3	39	40	11	3		
SIMSON	8	7 6			7 6												
HAVELOCK	6	5 0	9 10	62 10 5	63 5 3	121	1										
BET BET	353	65 4 6	5 13 6	1271 1 5	1342 19 5	1873	309						1				
DUNOLLY	3160	1090 9 3	94 17 6	2491 12 8	3676 19 5	3818	1303	15	5	2		16	22	1			
DUNOLLY WHEAT SIDING				18865 16 11	18865 16 11	47652	97605										
GOLDSBOROUGH	243	79 19 8	7 8 10	1562 8 4	1649 16 10	2985	126										
BEALIBA	1971	577 13 2	65 13 10	6597 0 11	7240 7 11	9741	1013	23	3	2	9	15	2				
MAFFESCIONI'S SIDING				90 18 9	90 18 9	169											
EMU	276	78 6 3	12 13 8	3054 12 6	3145 12 5	4865	367	34			1	46	1	2			
CARAPOOCE	170	71 14 8	3 16 8	1346 15 2	1422 6 6	2107	180										
ST. ARNAUD	7087	4272 16 5	489 3 10	22049 8 1	26811 8 4	32457	18330	300	13	15	3	92	22	3			
SUTHERLAND	108	25 10 8	3 17 1	3627 17 11	3657 5 8	7423	410	51				7					
SWANWATER	44	11 19 1	5 8	3179 18 5	3192 3 2	4837	203	28				22	1				
COPE COPE	481	320 19 9	18 12 7	4744 5 1	5083 17 5	8374	780	66			1	16	3				
DONALD	4525	3062 18 4	371 5 0	13880 11 10	17314 15 2	16104	6934	557	52	15	13	127	12	8			
BULOKE							30										
LITCHFIELD	435	173 6 6	10 17 10	5108 8 0	5292 12 4	9168	429	35				14	1				
MASSEY	214	40 17 0	1 4	2860 6 4	2901 4 8	5474	153					2					
WATCHEM	1819	815 11 2	69 6 4	7748 10 1	8633 7 7	10044	1156	256	20	9	6	36	2	4			
MORTON PLAINS	19	6 10 0		2879 3 2	2885 13 2	5146	105	18				12		3			
BIRCHIP	3771	2450 6 6	239 4 10	7250 6 3	9939 17 7	7453	2911	314	11	2		137	14	6			
KARYRIE	162	29 2 4	5 6	216 8 11	245 16 9	6	42	35				8	1				
KINNABULLA	106	58 1 11	2 19 7	4058 5 4	4119 6 10	6176	353	57				2					
CURYO	610	306 15 4	18 6 4	3982 2 4	4307 4 0	5767	445	65	6			51					
WATCHUPGA	369	172 14 6	7 1 0	4489 5 0	4669 0 6	6831	439	37			2	5	1	2			
WOOMELANG	3066	2154 18 10	145 10 6	6194 11 6	8496 0 10	7397	2221	105	15	1	3	88	4				4
LASCHELLES	1059	982 14 4	69 4 9	3586 1 5	4638 0 6	4729	741	57				19					
GAMA	194	160 8 2	2 2 0	1573 5 1	1735 15 3	2052	302	27				8					
TORPEY'S SIDING				139 1 3	139 1 3	135		3									
TURRIFF	397	304 17 6	28 8 5	2289 19 6	2623 5 5	2742	653					15					
SPEED	971	764 10 10	48 9 7	3329 15 8	4142 16 1	4080	949	26	11	2	1	84	11	1			1
TEMPY	716	438 13 9	27 6 3	3337 6 7	3863 6 7	3928	657	25		1	1	34	1				
GYPSUM SIDING	100	64 14 0		804 14 3	869 8 3	1031	106					1					
BRONZEWINI	82	54 14 2	3 5 3	2257 0 5	2314 19 10	2639	46	2									
NUJGA	37	13 9 5	2	549 2 4	562 11 11	697	80					1					

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE			OUTWARDS				INWARDS				
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
OUYEN	5696	4335 5 2	402 16 0	6482 3 5	11220 4 7	6537	3902	204	4	17		281	3	8	1	
KIAMAL	115	54 0 11	2 9 3	2255 18 0	2312 8 2	2731	142	13	1			9				
TRIHITA	2	3 4		99 0 0	99 3 4	125										
HATTAM	136	137 11 7	7 3 5	502 5 0	647 0 0	1292	21	33	4			29				
HOWINGI	48	21 18 0	3 0 0	10304 15 9	10329 15 9	11249	128					11				
BOONONAR	62	39 14 6	11 7	169 1 10	209 7 11	251	11					4				
GARWAP	379	274 8 0	45 18 5	2695 7 6	3015 13 11	1786	386					11	1	2		
YATPOOL	32	12 13 7	14 19 2	129 11 6	157 4 3	193	34	1	1		3	13			1	
REDCLIFFS	6711	9087 5 0	1532 19 5	27985 9 11	38575 16 2	17563	28570					2	2	6		
IRYMPLE	850	1175 6 5	334 14 4	23311 10 4	24821 11 1	14032	7399			1	3	154	66	7	1	
MILDURA	25370	38205 3 1	4214 15 2	28117 0 0	70536 18 3	16132	52873	69	23	10	5	264	110	36	4	
HERBEIN			337 5 1	32086 12 2	32423 18 3	18440	9518							1		
YELTA				4138 2 11	4138 2 11	2408	2413									
SECTION NO 9																
<u>MARYBOROUGH - ARARAT</u>																
ADELAIDE LEAD	448	15 14 7	2 17 11		18 12 5											
BUNG BONG	11	13 6	3 11 9	421 14 10	425 0 1	847	33									
HOMEBUSH	351	27 1 4	1 3 0	172 7 6	200 11 0	341	12									
AYOCA	3958	410 18 6	74 10 4	5433 14 2	5889 3 0	8475	2153	156	14	6	5	68	14	2		
STOPPING PLACE	304	32 16 5			32 16 5											
STOPPING PLACE	511	51 1 9			51 1 9											
AMPHITHEATRE	1149	174 7 9	18 19 6	642 10 8	835 17 11	1443	411									
STOPPING PLACE	222	21 16 0			21 16 0											
STOPPING PLACE	12	17 2			17 2											
ELMHURST	635	108 18 0	19 16 5	1410 3 4	1538 17 9	1666	572	41	20	1		19	12			
STOPPING PLACE	50	8 5 2			8 5 2											
EVERSLEY	120	15 12 8	4 1	47 4 11	63 1 8	79	66									
BEN NEVIS	75	16 4 9	4 12 1	135 10 1	156 6 11	158	136					27			1	
DUNNEWORTHY	8	16 1		34 16 5	35 12 6	41	18									
WARRA-YADIN				13 0 4	13 0 4	22	22									
STOPPING PLACE	14	1 17 5			1 17 5											
SECTION NO 10																
<u>NAVARRE LINE</u>																
CROWLANDS			7 9	1490 10 0	1490 17 9	2355	80	11			1					
JOEL	2	7 0	6 1	1700 10 7	1701 3 8	2853	96									
LANDSBOROUGH	1	3 11	1 5 11	1542 19 3	1544 9 1	2135	527	18	2							
TULKARA	1	2 3	6 1	377 0 8	377 9 0	559	103									
NAVARRE			2 15 9	4374 3 11	4376 19 8	6871	320	12				3				
SECTION NO 11																
<u>BALLARAT - MARYBOROUGH</u>																
BELKIRK'S SIDING				1754 4 0	1754 4 0	3665	1846									
WAUBRA JUNCTION	117	4 6 2			4 6 2											
SULKY	714	28 14 11		39 7 7	68 2 6	74	69									
BALD HILLS	426	19 16 5	1 1		19 17 5									13	2	
GRESHWICK	16190	1398 5 0	91 14 0	778 9 11	2268 10 7	1210	722									

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
NORTH CRESWICK	2528	116 10 5	6 4 3	120 14 9	243 9 5	220	11											
TOURELLO	103	14 15 11	1 11 6	161 15 3	177 2 8	103	6	23	4	1		93	7	1				
CLUNES	6955	1015 13 0	93 8 1	2177 8 0	3286 9 1	2578	1206	46	14	1		77	52	1				
TALBOT	9464	830 13 2	92 1 2	2914 3 11	5636 18 3	5916	499	19	3	2		34	12	4				
DAISY HILL	273	18 5 2	17 6	16 6	19 19 2													
SECTION NO 12																		
<u>WAUBRA LINE</u>																		
MIDAS				65 9 6	65 9 6	117	12											
BLOWHARD				3525 12 6	3525 12 6	5950	244	19		2								
LEARMONTH			17 7	2864 14 2	2865 11 9	4411	207	2										
ADDINGTON				323 2 9	328 2 9	532	45	29										
WAUBRA			15 0	4995 16 3	4996 11 3	7149	531	40	6	1								
SECTION NO 13																		
<u>DUNDOLLY - INGLEWOOD</u>																		
PAINSWICK				206 1 11	206 1 11	392	16											
LAURIE			2 10	885 9 9	885 12 7	1542	56	1										
TARNAGULLA	71	7 0 10	5 10 0	1462 14 0	1475 5 8	2521	575											
LLANELLY	163	10 18 6	1 16 4	1223 19 3	1236 14 1	1953	233											
ARNOLD	11	1 3 11	2 1 7	1291 5 10	1294 11 4	1955	354	5										
BULLABUL				2 19 6	2 19 6	1												
SECTION NO 14																		
<u>QUYEN - PANITYA</u>																		
TIEGA	8	1 7 2	1 9	245 17 11	247 6 10	314	42											
GALAH	81	49 12 11	7 0 6	2567 19 11	2624 13 4	3259	204	25				5						
WALPEUP	574	417 5 2	53 16 5	4731 0 5	5202 2 0	5584	1307	48	9	1	3	24	5					1
TORRITA	250	229 9 3	18 3 4	1942 9 0	2190 1 7	2019	345	20	2	1								
UNDERBOOL	502	453 17 3	53 19 10	2644 3 1	3152 0 2	2514	1247	31	25	1	3	10						1
LINGA	180	116 8 2	9 3 7	6351 12 7	6477 4 4	6969	290	19	4		5	7						
BOINKA	94	68 5 2	9 8 11	982 4 2	1059 18 3	917	233	12				4						
TUTYE	88	77 8 2	18 0 9	2409 5 3	2504 14 2	2474	236	33	1	2		9						
COWANGIE	316	255 15 4	55 4 11	4312 2 10	4623 3 1	4326	1002	45		1		32						1
DANYO	57	48 2 11	5 3	932 11 2	980 19 4	814	226	7				2						
MURRAYVILLE	642	619 2 9	81 17 3	7089 5 3	7790 5 3	7229	1532	39			1	2						1
BARINA	2	2 2 9		4713 6 8	4715 9 5	5315	419	20				5						
PANITYA	11	3 3 8	9 3	7635 11 10	7639 4 9	7663	667	74		3	14	140						
SECTION NO 15																		
<u>REDCLIFFS - MORKALLA</u>																		
THURLA				9 18 0	9 18 0	3												
BENETOOK				100 8 11	100 8 11	26												
PIRLTA				429 10 0	429 10 0	570	7					3						
MERRINEE	5	14 0	13 8	944 6 9	945 14 5	1113	72					47						1
KARAWINNA			1 12 8	2009 3 10	2010 16 6	3447	121		1	2		8						

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
WERRIMULL			7 15 3	2113 11 0	2121 7 1	3015	377												
BAMBILL			5 7 6	2248 18 4	2249 3 0	3344	37												
YARRARA			1 18 7	1409 5 8	1411 4 3	1836	333												
MERINGUR			5 9 1	2431 1 8	2436 10 9	2779	261	4			1								
KARWEEN	1	0	7 3	482 8 2	482 16 3	634	20	8			1								
MORKALLA			1 3 0	841 7 0	842 10 0	794	69	6	1		1	4							
SECTION NO 16																			
<u>BENDIGO - KULWIN</u>																			
SANDHURST				1173 19 0	1173 19 0	397	647												
CALIFORNIA GULLY				399 4 1	399 4 1	388	1308												
EAGLEHAWK	1635	476 8 7	144 15 0	892 2 4	1513 5 11	1334	1127												
MARONG	184	41 2 4	13 1 0	340 3 3	394 6 7	446	323												
LEICARDT	32	7 14 1	1 14 0	713 9 1	722 18 0	1395	152	8			3								
DERBY	68	17 14 8	4 6 0	700 1 0	722 2 6	1148	245												
BRIDGEWATER	726	192 17 2	38 16 1	15493 8 4	15725 1 7	26881	24147	126	39		7								
INGLEWOOD	1352	494 19 9	106 8 8	4607 17 0	5209 6 3	7988	1551		2		2								
KURTING	41	18 18 7	3 0 2	1045 11 0	1067 9 9	1678	122												
GLENALBYN	59	18 0 8	3 15 6	1273 4 3	1295 0 5	2115	106												
WEDDERSBURN JUNCTION	563	313 11 11	40 11 8	526 4 7	880 8 2	267	256												
KORONG VALE	1651	601 13 7	89 4 1	1583 0 0	2273 17 8	1517	1149												
WYCHITELLA	276	100 19 0	7 13 8	2852 3 1	2960 15 9	4196	815												
BUCKRABANYULE	223	69 9 0	13 14 6	1777 7 11	1860 11 5	2728	292												
BARRAKEE	76	38 8 11	3 15 11	2807 7 8	2849 12 6	4545	282												
CHARLTON	1395	800 0 4	243 6 5	16887 1 3	17930 8 0	21269	15072	376	17		3								
TEDDYWADDY	116	32 3 11	2 0 3	348 19 1	383 3 3	294	121												
GLENLOTH	229	68 10 9	16 9 8	2736 15 8	2821 16 1	3613	285												
FAIRVIEW	12	2 17 0		1 19 1	4 16 1	1													
WYCHEPROOF	1560	812 17 11	162 4 5	13414 3 1	14389 5 5	17238	2696	370	5		5								
STOPPING PLACE	27	6 16 7			6 16 7														
DUBOSA	50	31 7 0		4969 3 11	5000 11 9	8622	354												
NULLAWIL	376	163 9 0	26 10 0	6091 15 0	6281 14 0	8521	913												
WARNE	24	22 3 9	16 5	2222 18 3	2245 18 5	3170	97												
OULGOA	248	149 13 5	26 4 9	4701 8 0	4877 6 2	6629	1055												
BERRIWILLOCK	331	162 13 7	65 4 0	7249 7 8	7477 6 1	10289	1320	110			1								
BOIGBEAT	25	12 9 5		3220 0 6	3232 10 0	4392	242												
SEA LAKE	601	427 4 11	179 2 9	12332 12 7	12939 0 3	14744	6293												
NINDA	23	2 6 4	6 3	446 12 11	449 5 6	526	103												
MYARRIN	131	31 19 3	1 6 3	3967 4 0	4000 9 6	6000	297												
MANDALY	393	50 4 4	14 18 9	3955 16 11	4021 0 0	4797	505												
PIER WILLAN	92	13 12 0	1 12 2	1544 10 5	1559 15 5	1888	210												
MITTYACK	159	45 19 1	11 10 6	3403 6 4	3446 15 11	3981	465												
LEITPAR	27	6 3 5	4 11	907 14 6	914 2 0	1167	40												
KULWIN	65	26 2 9	5 11 5	2877 16 3	2909 10 5	3338	344												

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS					
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs								
<u>SECTION NO 17</u> <u>WEDDERBURN LINE</u> WEDDERBURN		1 5 6	9 12 6	7121 1 4	7131 19 4*	12932	2068	5	2	5				1			
<u>SECTION NO 18</u> <u>KORONG VALE - LETTE</u>																	
BORUNG	117	46 3 3	8 12 3	1600 12 9	1655 8 3	2063	342	23				1					
MYSTIA	198	89 14 7	16 5 4	1748 5 2	1854 5 1	1575	403	89	11	1		1					
BOORT	4553	797 14 8	222 11 0	8612 10 9	9632 17 3	9032	2633	362	45	6	10	61	14	6			
BARRAPORT	314	103 13 1	7 8 8	5295 12 2	5406 13 11	7315	530	103					1				
GREDGWIN	253	55 8 11	6 11 5	2731 6 0	2793 7 2	3976	334	33			1						
OAKVALE	327	73 2 3	3 0 8	1306 18 2	1383 1 1	1758	129	20				4					
QUAMBATOOK	2142	854 1 9	193 2 7	12362 11 5	13409 15 9	15874	2450	161	6	8		54		2			
GANNIE	257	60 17 0	10 1 2	3885 19 0	3956 18 0	5642	237	25									
LALBERT	1566	481 9 4	68 17 0	8723 2 0	9273 9 2	10117	1057	189	3	2		42	1	1			
HEATIAN	239	134 7 11	6 6 7	7248 9 4	7389 3 10	10236	489	41		1		5	1	1			
ULTIMA	896	498 15 11	131 9 0	8107 4 5	8737 9 4	10801	1124	44	13	1		37		1			
GOWANFORD	47	15 9 7	1 1 8	3435 6 0	3451 18 1	4590	200	14				2					
WAITCHIE	122	79 14 4	13 10 9	4162 7 7	4255 12 8	5376	313	21				2					
CHILLINGBOLLAH	170	135 17 1	14 1 7	2378 9 6	2528 8 2	2766	298	26	5			16					
CHIMKAPOOK	221	211 5 5	17 7 5	4936 8 8	5165 1 6	6034	541	20				19					
OOCAMBA	86	80 14 1	1 1 0	497 8 9	579 3 10	658	31						3	1			
MANANGATANG	755	616 1 9	95 2 3	6881 9 3	7592 13 3	8112	1837	65	2	1		67	5	2			
BOLTON	80	49 19 3	7 18 7	8120 4 2	8178 2 0	9491	90	10				10					
KOIMBO	32	32 2 8	2 2 2	993 4 4	1025 9 2	1317	27										
ANNUELLO	108	76 16 9	14 8 9	2122 14 8	2214 0 2	2313	210	20				16		1			
MARGOoya	2	3 11 0		98 12 4	102 3 4	122	22										
BANNERTON	17	62 15 5	11 1 1	1678 19 6	1752 16 0	1566	188										
ROBINVALE	456	501 3 3	113 1 7	4828 3 11	5442 8 9	3133	2099	52	19	1		38	9	1			
<u>SECTION NO 19</u> <u>EAGLEHAWK - YUNGERA</u>																	
WOODVALE	17	7 7 8		12 14 0	20 1 8	24	65										
SEBASTIAN	244	58 4 0	4 5 4	212 11 0	275 0 4	210	109					4					
RAYWOOD	749	223 2 9	41 18 9	1317 0 5	1582 1 11	1780	472	60	12	2		51	5				
TANDARRA	466	112 18 9	13 8 6	1475 17 8	1602 4 11	2261	688	56				58	1	1			
DINGEE	864	273 8 5	29 6 4	1092 3 5	1394 18 2	778	1089	165	35	9		83	43	8			
PRAIRIE	339	128 9 0	11 13 11	1003 0 0	1143 2 11	621	547	92				32	2	3			
MITIAMO	812	263 19 11	64 3 4	2828 13 2	3156 16 5	3319	980	134	8			65	20				
MOLOGA	479	151 7 3	21 10 1	375 12 2	548 9 6	472	188	16				15					
PYRAMID	2272	1074 3 0	196 10 4	4763 3 5	5973 16 9	3404	2516	292	57	10	75	64	33	8			
MINCHA	394	99 11 2	13 5 3	440 19 5	553 15 10	193	248	58	2			27	4				

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
MAGORNA	668	328 1 8	33 5 6	1516 7 0	1877 14 2	702	741	114	32	4		24	7					
TRAGOWEL	322	168 12 6	14 18 5	843 1 4	1026 12 3	448	580	33	5			3						
KERANG	8672	5962 15 1	811 3 8	22416 6 2	29190 4 11	17780	20320	552	267	23	242	103	30	9	49			
FAIRLEY	2	1 8	1 3	200 13 1	200 16 0	74	11	26										
LAKE OHARM	426	183 18 7	16 16 9	2225 16 8	2426 12 0	1943	445	53	11			19	5				2	
MYSTIC PARK	427	141 19 6	11 9 4	3959 10 4	4112 19 2	4042	488	83				9						
TRESCO	599	319 17 5	33 1 6	1725 15 8	2078 14 7	1409	660											
LAKE BOGA	1585	871 10 4	158 2 2	3967 16 2	4997 8 8	4318	1361	41	6	1		7	2	2				
PENTAL	16	12 17 8		554 12 2	567 9 10	897	46											
SWAN HILL	11799	9870 7 6	944 13 11	14957 5 7	25772 7 0	13136	21945											
SWAN HILL LIVESTOCK				9537 4 6	9537 4 6		1	835	490	64	151	406	55	28				
WOORINEN	1132	287 15 6	50 9 11	1652 4 0	1990 9 5	1280	1578											
PIRA	274	68 16 10	3 13 0	2273 4 6	2345 14 4	4229	152	3				4						
NYAH WEST	2172	677 3 10	157 8 6	9284 2 2	10118 14 6	9265	4296	22	5			9	9	2				
MIRALIE	32	12 5 11	1 11	490 1 0	502 8 10	1034	163					11						
PIANGIL	1163	317 10 7	39 14 11	4704 19 0	5062 4 6	5837	1070	26	1	4		29	4					
ODONIMUP	8	5 12 8	1 16 1	2172 13 9	2180 2 6	2919	148	15		1		18	1	1				
NATYA	16	8 11 4	11 0 11	2786 10 3	2806 2 6	3923	224	27	7	11		27	7	11				
KOOLONONG	1	6 8		297 12 5	297 19 1	420	5					1						
KOORKAB	14	7 19 2	23 17 11	2038 10 2	2070 7 3	2561	134	8				5					1	
YUNGERA																		
SECTION NO 20																		
<u>KERANG - STONY CROSSING</u>																		
WESTBY				67 1 11	67 1 11	76	41											
MYALL				594 11 1	594 11 1	396	71	43										
MURRABIT	13	1 6 1	7 12 6	2539 4 11	2548 3 6	1568	1303	86	2	2		6	1					
SECTION NO 21																		
<u>COHUNA LINE</u>																		
HUNTER	77	17 11 6	2 10	1584 15 3	1602 9 7	2881	258	10									2	
WARRAGAMBA	71	17 12 2		323 15 9	341 7 11	286	223		11			3						
MO GOLL	8	4 15 6		250 2 3	254 17 9	147	128		8			4						
LOOKINGTON	629	337 6 8	65 1 1	1914 1 0	2316 8 9	909	2747	160	16	8	41	6	8	1				
KOTTA	129	61 18 6	8 10 2	1148 17 3	1219 5 11	1068	598	102	2		2	5						
ROSLYNMEAD	40	11 9 0		417 3 3	428 12 3	295	69	30				3						
PATHO	37	22 18 5	8	222 10 7	245 9 8	138	83	21	7									
GUNBOWER	402	286 16 0	58 14 2	2867 10 5	3213 0 7	2024	1469	46	83	6	41	2	6	4				
LEITCHVILLE	789	552 0 3	105 7 7	2998 15 10	3656 3 8	1563	2396	13	107	3	42	7	24	3				
KEELY	79	55 0 1	5 17 5	53 15 3	114 12 9	41	104	2										
COHUNA	1405	1081 9 8	189 4 7	10718 8 8	11989 2 11	10019	4287	75	345	2	140	11	28	1				

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS												
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs												
SECTION NO 22																								
BALRANALD LINE																								
BENARCA	11	3 15 2	2 0	226 19 8	230 16 10	373	65	15	16															
WOMBOOTA	36	9 15 0	1 2 7	678 15 9	689 13 4	279	236	77	18					11										
THYRA	1	3 6	3 3	924 14 2	925 0 11	250	42	141	14					47							1			
BUNNALOO	22	6 9 3	17 3	2196 3 11	2203 10 5	1254	205	242	36					70							2			
TANTONAN	2	9 2	10 4	469 15 1	470 14 7	221	47	57						3							1			
CALDWELL	22	8 2 1	2 9 4	1823 7 6	1833 18 11	1006	117	184	28					22							4			
YALLAKOOL	20	7 8 6	2 8 6	557 6 7	565 3 7	46	8	62	12					6							2			
WAKOOL	158	81 6 2	22 10 2	3824 5 4	3928 1 8	894	480	334	56					44							2			
BURRABOI	7	8 3 4	2 2 8	3538 18 1	3549 4 1	1735	303	278	45					49							1			
JIMAR'NGLE	7	4 4 11	11 0	293 1 2	297 17 1	246	9	14																
NIEMUR	16	16 15 8	10 5	2425 14 7	2443 0 8	1421	86	134	9					8							2			
DHURAGOON	9	10 0 6	11 1	144 17 2	155 8 9	48	84							1							1			
MOULAMEIN	132	105 7 5	66 2 4	6835 5 7	7006 15 4	2523	863	456	43					64							2			
PEREKERTEN	3	2 6 1	11 2	480 3 5	483 0 8	51	40	32	1					9										
MOOLPA				122 2 10	122 2 10	193																		
IMPIMI				46 17 10	46 17 10	4	2	4						15										
YANGALAKE				588 18 11	588 18 11	532	22	11						36							1			
BALRANALD	97	60 3 5	84 4 8	13463 5 8	13607 13 9	4753	2143	369	272					109							5			
SECTION NO 23																								
PAISLEY - PORT FAIRY																								
PAISLEY	2857	30 15 10		56492 10 4	56493 11 11	35122	595																	
OIL REFINERIES SIDING	6	1 1 7			65 18 8																			
GALVIN	4825	65 18 8		2808 15 10	4498 4 3	4711	1072							11							4			
LAVERTON	55555	1619 4 1	70 4 4		1333 4 10		495																	
AVIATION SIDING	44042	1322 3 7	11 1 3																					
WERRIBEE	317019	11473 8 9	605 1 8	2200 0 7	14278 11 0	2996	15003	141	424					227							1			
MANOR	2192	120 12 0	6 7 5	72 19 5	199 18 10	52	13	9						48										
LITTLE RIVER	9843	695 16 6	52 12 2	347 5 10	1095 14 6	813	169	8	5					29							2			
LARA	14539	980 7 11	78 10 1	6540 17 4	7599 15 4	26714	697	55						72							1			
CORIO	10594	1637 3 4	56 16 5	173 1 1	1867 0 10	26	694																	
DISTILLERS' SIDING				2203 2 8	2203 2 8	3849	9040																	
PHOSPHATE SIDING				54934 10 5	54934 10 5	140772	3997																	
NORTH SHORE	3513	371 2 4	13 14 1		384 16 5																			
CORIO QUAY AND HARBOUR TRUST SIDING				35794 6 3	35794 6 3	94423	5870							1800							12			
FORD'S SIDING				1970 16 6	1970 16 6	553	5149																	
INTERNATIONAL HARVESTER CO.'S SIDING				5977 1 0	5977 1 0	4623	7865																	
NORTH GEELONG	5925	815 19 6	101 15 5	32582 5 11	33500 0 10	26472	23808	1026	435					1152							33			
GEELONG	524635	89001 18 6	6254 2 11	52124 7 1	147380 8 6	61346	100199	1	53					2							39			

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
GEELONG TERMINAL				1630 9 1	1630 9 1	2231	41729											
GEELONG PIER				28796 10 5	28796 10 5	111798	39680											
SOUTH GEELONG	2550	547 3 4	86 9 8	1549 9 1	2183 2 1	2856	42319											
MARSHALL	132	14 12 6	1 14 9	199 10 2	215 17 5	322	186	5					17	2	4			1
GROVEDALE	13	11 11			11 11													
PETTAVEL	3	13 6		36 16 10	37 10 4	46	10						5					
MORIAC	1076	137 1 10	11 9 1	681 10 7	830 1 6	1317	127	19	1	4			95	1	3			
BUCKLEY	285	47 2 6	5 11 0	294 14 5	347 7 11	530	28	7					8					
WIMMELSEA	3917	821 2 10	66 1 6	5843 0 5	6730 4 9	16444	1134	62	31	2			74	48	3			
ARMYTAGH	304	60 12 5	5 16 1	37 2 2	103 10 8	95	59						2	2	1			
BIRREGURRA	4267	1105 13 2	88 17 0	2168 8 4	3362 18 6	2025	1673	135	152	1	6		84	65	3			1
WARNOOORT	361	111 14 7	6 6 8	140 4 9	258 6 0	174	147	10					2	1				
IRREWARRA	505	153 9 1	11 7 9	516 14 7	681 11 5	520	126	31	46				28	12				
COLLAG	31771	11796 13 4	1096 16 9	14703 2 2	27596 12 3	14340	25194	94	678	72	245		101	203	68			
LARPENT	1145	217 7 9	9 12 2	268 14 10	495 14 9	435	473	3	4				5	4				
PIRRON YALLOCK	1821	506 8 7	17 5 6	224 3 7	747 17 8	59	758	12	9	1				6	1			
STONEFORD	863	230 16 6	12 1 2	13 1 5	255 19 1	5	383											
POMBORNEIT	1928	354 16 10	13 12 5	720 15 9	1089 5 0	479	348	3		1			2	4				
WEERITE	466	147 17 9	27 0 4	1921 10 7	2096 8 8	475	728	64	220	3			1	171	1			
GAMPERDOWN	20661	8663 10 11	654 8 10	7742 2 6	17060 2 3	4204	13154	268	442	16	68		68	268	22			
BOORCAN	791	245 12 3	8 12 5	1292 13 4	1546 18 0	61	627	55	185	4			53	153				
TERANG	13990	6485 4 3	543 4 9	12806 18 11	19835 7 11	7365	16978	221	603	38	105		78	180	13			
GARVOG	1288	365 2 10	17 10 6	676 18 6	1059 11 10	103	933	9	93	3			12					
PANNURE	1651	464 9 2	15 5 9	1238 10 10	1718 5 9	849	1742							10				
CUDGEE	689	219 9 6	3 7 3	65 9 7	288 6 4	42	630			2				3				
ALLANSFORD	2828	1078 14 8	71 6 11	5798 16 4	6948 17 11	3877	8188	4	121	7			17	34	4			
WARRNAMBOOL	69554	19395 1 5	1746 19 9	13079 15 0	34221 16 2	7892	36784	37	594	18	82		56	40	22			
DENNISTON	134	19 13 3		24978 13 3	24998 6 6	23650	34139											
ILLAWA	319	155 9 11	9 18 1	3084 3 9	3249 11 9	4401	1496							1				
KOROIT	1884	1138 13 8	91 17 8	7845 12 3	9076 3 7	4106	4208	132	437	5			28	102	10			
CROSSLEY	6	10 1		1370 7 5	1370 17 6	1721	175											
KIRKSTALL	26	12 13 8		2 4 8	14 18 4	1	373											
MOYNE	37	8 8 6		95 19 11	104 8 5	18	342	24					1	1				
ROSEBROOK	6	14 4			14 4		182											
PORT FAIRY	6647	5110 18 2	396 3 2	8865 5 3	14372 6 7	4359	13483	104	94	5			19	7				
SECTION NO 24																		
GEELONG - BALLARAT																		
MOORABOOL	1123	50 14 0	5 9 5	35 13 4	91 16 9	20	27	4		2			21	1	3			
GHERINGHAP	3549	99 0 11	4 11 1	109 17 3	213 9 3	26	13		1				25	4				
BANNOCKBURN	7049	379 19 10	21 15 7	438 17 7	840 13 0	1180	353	3	1	1			16	12	2			
LETHBRIDGE	4675	362 19 7	17 14 6	154 2 8	534 16 9	324	144	2		2			4	3				
LETHBRIDGE QUARRIES				2 5 5	2 5 5	11												

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
MEREDITH	4012	510 19 0	26 13 9	760 19 1	1298 11 0	1290	1119	47	6	3		41	7	4		
ELAINE	1539	186 3 9	13 14 5	1203 7 4	1403 5 6	3098	697	22		1		6				
LAL LAL	1202	154 9 0	9 4 11	1636 14 7	1800 9 4	3198	186		1			1		1		
YENDON	700	83 0 4	14 0 10	116 0 5	213 1 7	69	269	29		2		3				
NAVIGATOR	168	17 4 0			17 4 0											
SECTION NO 25																
SUNSHINE - SERVICE TON																
LEATHERCLOTH SIDING				35 2 5	35 2 5		2466									
ARDCER				12710 9 6	12710 9 6	2712	6534									
DEER PARK	21291	375 5 8	27 1 6	975 6 9	1377 13 11	1683	1734					37				
RAVENHALL SIDING				89 2 5	89 2 5	10	264									
ROCKBANK	12360	454 19 6	29 13 5	406 19 11	891 12 0	1171	226	44				86	6	4		
MELTON	33748	1500 10 1	80 15 8	3110 5 0	4691 10 9	10571	1065	92	3	4		135	5	2		
STAUGHTON	221	12 10 11		128 7 5	140 18 4	360	3									
PANWAN	3837	260 11 9	26 18 7	1238 4 9	1525 15 1	4637	226	4		1		66		1		
BAGGHUS MARSH	53087	4820 7 11	297 11 3	8688 9 5	13806 8 7	33582	9712	41	33	2		52	35	8		
ROWSLEY	235	30 3 9	2 1 9	352 13 7	384 19 1	1200	56					1				
INGLTON	241	36 16 9	6 4 4	56 2 3	99 3 4	42	36	4				4				
BALLAN	24013	3485 4 6	154 6 6	2424 1 2	6063 12 2	3300	1259	248	76	5	1	323	109	9	1	
BRADSHAW	205	21 14 8	6 9	8 3	22 9 8											
LLANDEILO	57	6 10 4		167 19 2	174 9 6	328	57									
GORDON	8002	740 10 8	42 11 11	1390 5 9	2173 8 4	2738	523					1	1	1		
MILLBROOK	3127	210 11 3	4 5 7	1321 6 1	1536 2 11	2168	150	23	8	2		21	8	3		
WALLACE	3661	306 14 6	17 19 8	3766 14 0	4091 9 0	6452	1776	15		1	1	28	7			
BUNGAREE	9308	619 11 0	36 15 0	9381 2 4	10037 9 2	15576	985	28	1			17	7			
DUNNSTOWN	6772	292 4 9	11 8 0	2248 0 9	2551 14 4	4421	1180									
WARRENHEIP	9216	256 6 7	10 6 1	16 6 4	282 19 0	10	214					2				
BALLARAT EAST	4922	860 15 9	128 6 0	3766 3 0	4755 5 7	4443	18129									
BALLARAT	168274	58970 4 8	6113 2 9	76628 5 8	141711 13 1	65524	121058	1389	424	117	311	1734	681	175	591	
BALLARAT NORTH	652	78 0 3	1 2 2		79 2 5											
WHITE'S SIDING				3509 2 11	3509 2 11	5305	503									
WENDOUREE	33	5 2 1			5 2 1											
LINTON JUNCTION				8959 14 7	8959 14 7	15217	1268									
WINDERMERE	585	78 1 0	9 16 9	1472 15 3	1560 13 0	2359	688	2				16	2	1		
BURRUMBEET	959	137 17 0	14 18 9	1868 12 6	2021 9 1	2931	305	23	7	6		18	7	5		
TRAWALLA	677	162 13 0	19 12 2	1103 18 0	1286 3 2	1528	478	23	1			6	3			
BEAUFORT	11019	2828 0 5	225 19 2	4191 17 6	7245 17 1	5422	3939	123	35	5	7	115	56	5	6	
MIDDLE CREEK	625	100 11 6	7 19 9	1043 15 6	1152 6 9	1386	213	24	7	1		2	2			
BUANGOR	1561	333 2 5	29 9 9	1015 17 5	1378 9 7	611	578	75	22	3		17	5	4		
DOBIE	40	13 1 5	1 6 2	7 5 5	21 13 0	21	132									
ARARAT	30216	12351 19 9	973 5 0	5184 17 2	18510 2 9	3276	15753	85	16	17	5	170	105	26	8	
ARMSTRONG	536	65 11 11	8 0 3	7 3 5	80 15 7	3	24									

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE			OUTWARDS				INWARDS					
						Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
GREAT WESTERN	2318	370 11 10	39 7 5	1355 8 7	1765 7 10	1649	728					4	2				
STANCLL	23466	9572 6 0	677 12 10	18013 19 11	28263 18 9	22345	18628	169	9	5	2	275	67	12			4
DEEP LEAL	157	32 11 3	3 7 2	64 15 7	100 14 0	215	27										
GLENORCHY	2208	489 12 9	77 17 2	3336 9 11	3903 19 10	3363	1108	142	3	3	3	245	1	3			
WAL WAL	788	148 8 2	9 6 7	791 2 6	948 17 3	972	262					9					
LUESCK	1097	367 11 7	34 14 2	3453 13 2	3855 18 11	4416	554	118		1		73					
ASHMEN	19	5 15 0		21 10 11	27 5 11	7											
MARMALAKE				8700 4 1	8700 4 1	11602	153280										
MURTOA	10205	4846 8 1	305 14 6	19446 13 6	24558 16 1	27370	18298	73	21	5	11	48	7	4			
JUNE	961	383 6 5	39 5 2	6880 10 3	7303 1 10	10968	1447	13		4	7	64		1			2
DOON	724	401 6 7	49 10 3	6243 13 3	6694 10 1	10124	936	6	1		4	1	1				1
MORSHAM	28201	18326 2 3	1679 0 9	30359 10 1	50364 13 1	30190	34957	1097	34	27	67	849	35	17			
DRIFIELD SIDING				1171 15 2	1171 15 2	1737	260										
PIMPHIO	633	81 5 3	18 16 1	5442 5 6	5542 6 10	9923	592	6				3					
WALL	272	39 5 11	7 0 6	3748 5 4	3794 11 9	6039	464										
DIMBOOLA	9416	4967 11 2	350 16 4	9940 15 11	15259 3 5	15166	9746	132	14	5	58	143	20	9			
GERANG GERUNG	569	88 18 6	15 13 9	3390 15 9	3495 8 0	6581	660										
KIATA	686	130 12 4	13 0 9	1771 11 6	1915 4 7	3638	350	18				4					
SALISEURY	55	10 15 10		2111 18 3	2122 14 1	3755	187										
NHILL	8622	5610 6 0	564 18 4	15364 5 7	21539 9 11	15796	7425	265	48	12	35	179	13	6			
TARRANGINNIE	77	12 4 3		2141 14 5	2154 0 5	4324	517					3					
DIAPOR	506	87 1 7	8 2 2	2126 9 3	2221 13 0	2532	313					4					
MIRAM	459	90 9 1	38 10 9	6762 8 4	6891 8 2	9317	1021	34	2			58	1				
KANIVA	4077	2477 10 11	178 3 2	13101 14 5	15757 8 6	14902	3679	239	37	16	29	195	14	5			2
LILLIMUR	565	132 4 9	11 1 4	8204 17 3	8348 3 4	11581	1317	20				7					
SERVICETON	2467	851 16 2	32 17 7	6537 1 2	7421 14 11	8217	918	46	9	1	21	75	8	2			
SECTION NO 26																	
<u>WILLIAMSTOWN LINE</u>																	
SOUTH KENSINGTON	325509	4441 5 4	71 13 1	5271 13 0	9784 11 5	22352	59201										
ANGLISS SIDING				4439 11 3	4439 11 3	22641	7506										
FOOTSCRAY	4461596	79701 1 7	1746 0 4	66364 12 9	147811 14 8	128922	93209										
SEDDON	1262997	21556 18 10	265 18 2		21822 17 0												
YARRAVILLE	2249504	40568 17 5	542 17 2	47640 3 5	88751 18 0	104615	30783										
SPOTSWOOD	561559	9439 18 8	1406 1 9	234158 3 1	245004 3 6	140740	193952										
NEWPORT	2629773	51739 13 10	772 12 5	8867 10 0	61379 16 3	5710	37623										
AUSTRAL MEAT SIDING				2409 19 6	2409 19 6	10268	1510					1664	969				2
NORTH WILLIAMSTOWN	1294148	27295 1 6	385 7 7	366 15 11	28047 5 0	122	8220										
WILLIAMSTOWN BEACH	764101	16404 19 2	190 2 9		16595 1 11												
WILLIAMSTOWN	584511	13077 2 1	224 11 11		13301 14 0	40474	196099										
WILLIAMSTOWN PIER	27360	699 12 0	12 5 2	10266 19 6	10978 16 8												

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO 27																		
NEWPORT - SUNSHINE																		
THOMAS' SIDING				2299 5 6	2299 5 6	15109	17211											
MCKENZIE AND HOLLAND SIDING							40											
GALTEX SIDING				31232 14 0	31232 14 0	17832	339											
JAS. HARDIE AND CO'S SIDING				3015 10 10	3015 10 10	1996	14042											
SOUTH BROOKLYN				4760 9 2	4760 9 2	12661	4144					2128	110					22
BROOKWOOD SIDING							2700											
LITTLE BROOKLYN SIDING				11 15 2	11 15 2	19	502							14		1		708
VICTORIAN IRON MOULDING CO'S SIDING				615 10 3	615 10 3	335	1195											
READY MIXED CONCRETE LTD. SIDING							17236											
PROSSOR SIDING				386 17 0	386 17 0	2187	570											290
SMORGAN SIDING				381 9 3	381 9 3	2462	266											
ARMBROOK SIDING				71 0 6	71 0 6	32	364											
WILLIS' SIDING				113 14 0	113 14 0	288												
MELBOURNE QUARRIES SIDING (DEFENCE DEPT.)				82 15 2	82 15 2	26	914											
WILLIAMS' HIGHFIELD SIDING				81 8 3	81 8 3	290												
BROOKLYN STANLEY QUARRIES SIDING				585 1 5	585 1 5													834
				77 16 8	77 16 8	59												
SECTION NO 28																		
ALTONA LINE																		
SEAHOLME	233032	4440 15 8	24 14 5		4465 10 1													
ALTONA	439036	9400 10 4	141 15 7	1 0 0	9543 5 11	3	2151											
SECTION NO 29																		
FYANSFORD LINE																		
FYANSFORD				71938 15 5	71938 15 5	118859	76736											
SECTION NO 30																		
QUEENSCLIFF LINE																		
CHEETHAM'S SALT SIDING				10812 11 11	10812 11 11	17965	250											
LEOPOLD				45 9 0	45 9 0	75	10											
OURLEWIS				47 17 0	47 17 0	81	3											
DRYSDALE	5	6 4	1 9 6	284 11 3	286 7 1	562	692											
MANNERIM				64 11 0	64 11 0	86	11											
QUEENSCLIFF	7	4 14 3	20 4 7	5590 1 5	5615 0 3	9319	3143											

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	Number o Passenger Journeys	Revenue	PARCELS, ETC. Revenue	GOODS AND LIVESTOCK Revenue	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
								OUTWARDS				INWARDS							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
SECTION NO 31																			
FORREST LINE																			
WOOREL	21	3 9 9		41 8 5	44 12 2	36	136												
DEAN MARSH	180	41 15 4	5 18 10	1055 14 2	1103 8 4	2013	638			3	2								
PENNYROYAL	59	13 15 8	7 11	52 8 1	66 11 0	78	181	1											
MURROON	61	18 3 2	14 9	329 16 7	348 14 6	544	91	3											
BARWON	235	69 11 11	2 8 11	917 12 9	989 13 7	1776	158												
GERANGAMETE	32	5 4 2	1 7	3 3 1	8 8 10	8	6												
YAUHER	20	7 4 5	2	158 4 0	165 8 7	331	15	2											
FORREST	448	144 17 10	12 11 2	2728 3 4	2885 12 4	4944	1622												1
SECTION NO 32																			
CROWES LINE																			
CORAM	1	0					10												
BARONGAROOK	2	1 3	4 3	1 15 8	2 1 2	1	2												
BIRNAM							3												
KAWARRAN	1	1 10	10 6	1213 9 5	1214 1 9	2760	98												1
LOVAT	1	5	7 1	7 1	14 7		3												
GELLIBRAND	10	14 3	1 10 5	665 2 1	667 6 9	1156	505	3	2					6	3				
BANDOL				10 14 1	10 14 1	18	42												
WIMBA			1 10	6 10 7	6 12 5	6	5												1
MC DEVITT							5												
DINMONT			3 0	56 17 3	57 0 3	64	27												4
BEECH FOREST	5	8 11	5 4 10	1211 8 5	1217 2 2	1605	628							18	17				
FERGUSON			7 2	438 9 10	438 17 0	599	206												
WEEAPROINAH			2 3 6	732 10 5	734 13 11	1036	193							11	4				
PILE SIDING				349 15 0	349 15 0	516													
WYELANGTA			5 11	480 6 1	480 12 0	680	103												1
STALKER							1												
LAVERS HILL			1 0 0	1974 8 5	1975 8 5	2643	434	3	20	1				1	45				
CROWES			14 8	217 4 9	217 19 5	257	111												
SECTION NO 33																			
ALVIE LINE																			
COROROOKE				3921 13 4	3921 13 4	5398	1068												
CORAGULAC				4215 11 4	4215 11 4	5837	338												
ALVIE				1789 11 3	1789 11 3	2709	574												
SECTION NO 34																			
TIMBOON LINE																			
NAROGHIE				3140 2 6	3183 3 6		245												
COBDEN	19	2 0 7	40 15 0	3140 8 0	3183 3 7	1899	6466	68	42					19	11				3
ELINGAMITE	3	2 11		125 12 1	125 15 0	3	179	25						17					
GLENFYNE	2	2 5	1 8	18 8 4	18 12 5	52	502												
CURDIE	111	2 19 3	6 2	15 14 0	18 19 5	10	315												

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
VICTORIAN AGRICULTURAL LIME SIDING TIMBORN	85	2 9 1	33 10 0	4934 14 9 3602 19 9	4934 14 9 3638 18 0	13512 3417	29 6585	81	63	9	42	67	30	9	1
SECTION NO 35 MORTLAKE LINE MORTLAKE			25 13 4	6055 5 11	6080 19 3	2794	7501	223	128	1		12	14	12	
SECTION NO 36 KOLICIT - HAMILTON WARRONG WOOLSTHORPE HAWKESDALE MINHAMITL PURDEET			3 3 6 0	367 5 0 2564 14 9 609 6 9 20 8 3	367 5 0 2564 18 0 609 12 9 20 8 3	54 399 128 10	149 1963 1564 974 601	42 189 68	139	1		10 10 6	4 1	1	
PENSHURST TABOR YATCHAW	44	32 17 10	23 12 0 1 0	4928 8 5 104 11 11 503 3 5	4984 18 3 104 12 11 503 3 5	1722 144 242	2476 62 133	147 144 34	220 4	1					
SECTION NO 37 GHERINGHAI - MAROONA MURRUMBidgee INVERLEIGH DOROO WINBEEL POORNEET	50 1 41 2	15 15 3 8 12 8 9 10 4	20 17 2 2 13 1 8 7 7	22 4 11 471 6 4 167 16 0 310 19 3 139 1 8	22 4 11 507 18 9 170 10 7 331 15 7 139 12 0	35 819 532 106 129	2 130 30 84 210	21 12	7			22 10 10 12	22 3 65	2	
DUVERNEY BERRYBANK GNARKEET LISMORE DERRINALLUM	29 114 12 171 124	10 18 3 43 14 11 5 10 8 65 11 1 43 4 10	4 7 3 10 9 7 3 3 8	571 11 2 2541 10 0 1049 7 9 4100 7 0 2849 15 5	586 16 8 2595 14 6 1058 2 1 4228 16 8 2937 7 1	1225 3162 1921 4679 1000	148 1052 555 2717 1790	1 154 36	1 16 4			2 106 10 78 83	8 8 18 200	1 1 2 5	1
VITE VITE PURA PURA NERRIN NERRIN WESTMERE MININERA TATYOON	79 96 119 321 192 109	31 10 6 46 7 1 51 4 2 150 12 9 71 4 8 41 7 3	11 14 5 8 5 0 17 12 1 43 19 9 11 17 0 9 8 6	575 16 3 1293 13 0 577 11 9 7243 6 9 1166 17 3 2367 6 10	619 1 2 1348 5 11 646 8 0 7437 19 3 1249 19 9 2418 2 7	334 498 334 7351 1157 3367	700 295 520 2614 627 830	67 111 26 263 30 45		3 6 4 1		52 21 14 43 8 11	138 2 21 40 16 1	4 6 1 1 2 1	
SECTION NO 38 BUNINYONG LINE EUREKA BUNINYONG				3709 9 5 130 19 7	3709 9 5 130 19 7	5960 204	4396 60								488
SECTION NO 39 REDAN SUPPLY AND DEVELOPMENT DEPARTMENT'S SIDING				935 4 2 699 13 7	935 4 2 699 13 7	490 734	467 15								

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS	INWARDS						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO 40															
BALLARAT - IRREWARRA															
CARDIGAN	34	1 1 0			1 1 0										
KOPKE	41	2 11 6	7 5		2 18 11										
HADDON	435	19 18 0	7 5	424 18 3	445 3 8	555	185								
SMYTHESDALE	1541	41 1 5	3 8 1	283 7 10	327 17 4	588	229								
SCARSDALE	3800	87 10 5	2 19 9	1237 1 8	1327 11 10	2097	65								
NEWTOWN															
BERRINGA	2101	67 11 2	7 3 7	526 5 0	600 19 9	1160	79				29				
ILLABAROOK	1	2 1	1 4 11	526 1 9	526 1 9	2056	166								
ROKEWOOD			2 18 2	228 8 7	229 15 7	389	175								
WERNETH			6 0	895 11 0	898 9 2	1539	460	3	1						
				569 10 8	569 16 8	1104	372								
GRESSY															
BARPINBA	250	84 17 0	29 17 2	1900 15 3	2015 9 5	1937	694	231	14	3	2	119	15	3	
BEEAC			10 3 0	439 18 3	439 19 9	481	78	20	1			4			
ONDIT				2072 2 9	2082 5 9	2713	1223	11	2			2	1		
				430 2 7	430 2 7	618	85								
SECTION NO 41															
NEWTOWN - SKIPTON															
HAPPY VALLEY	1616	74 1 8		1713 4 10	74 1 8	2406	572	17	2			2			
LINTON	3217	204 10 1	12 2 11	244 4 5	1929 17 10	181	420	49	2						
PITONG				3479 9 0	244 4 5	3480	3471	287	76	5		40		1	
SKIPTON															
SECTION NO 42															
PORTLAND LINE															
LANGI LOGAN	24	8 4 3	15 5	749 17 2	758 16 10	1404	101								
MARONA	607	173 17 6	32 18 6	1532 3 5	1738 19 5	883	790	167	28			25	30		
CALVERT SIDING	1	1 10		254 18 7	255 0 5	410	213								
WILLAURA	2076	766 15 0	180 5 1	8106 17 6	9053 17 7	8255	3164	275	107	10		153	10	8	
STAVELY	373	94 1 8	9 4 4	1028 12 8	1131 18 8	1021	304	47	1			12	1	1	
GLENTHOMPSON															
DUNKELD	2276	544 10 11	63 4 4	2104 6 9	2712 2 0	837	1898	124	75	6		89	93	6	
MOUTAJUP	3287	660 5 5	57 19 2	8616 15 6	3335 0 1	934	1465	159	52	2		58	117	2	
STRATHKELLAR	592	52 3 11	5 12 0	206 12 8	264 8 7	210	512								
HAMILTON	317	38 3 3	6 9 6	1444 7 0	1488 19 9	1063	855	7				20	4		
	17053	12332 13 4	1625 1 4	27423 9 5	41381 4 1	19779	29400	886	460	78		400	315	21	
BRANXHOLME															
GONDAH	2571	453 5 1	58 11 7	3575 17 7	4087 14 3	679	2320	146	198			26	49	18	
MYAMYN	1500	384 8 10	29 16 5	2786 1 2	3200 6 5	917	2374	207		1		77	87	16	
MILLTOWN	632	119 17 10	6 2 7	126 13 2	252 13 7	57	689								
HEYWOOD	516	137 7 7	5 1 7	100 6 2	242 15 4	206	236								
	2637	1026 16 6	115 8 6	2477 10 5	3619 15 5	649	4101	126	56			19	70	22	
HEATHMERE															
GORAE	133	49 4 10		194 7 9	243 12 7	282	373								
PORTLAND NORTH	185	77 8 2	4 2	658 12 10	736 5 2	586	809								
PORTLAND	926	402 1 1	26 9 2	24738 8 3	25166 18 6	17298	2148	8	21					1	
	4327	2396 7 6	657 18 3	7572 14 4	10627 0 1	3580	11216					25	18	1	
												907	143		

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 43															
<u>COLERAINE LINE</u>															
BOCHARA	2	2 6		8 15 8	8 18 2	3	249								
WANNON	136	11 9 7	2 4	446 17 5	458 9 4	52	520	33		2		2			
PARKWOOD	2	4 10	6	118 7 7	118 12 11	4	478								
COLERAINE	1706	463 6 1	145 11 2	7476 7 8	8085 4 11	3024	7077	317	119	3	47	99	74	4	
SECTION NO 44															
<u>CASTERTON LINE</u>															
GRASSDALE	213	70 18 3	4 19 3	1427 0 11	1502 18 5	231	1260	58	87			7	9		
MERINO	1099	463 17 7	59 9 1	2596 3 1	3119 9 9	1045	2930	63	79	3	14	17	3		
HENTY	169	69 12 1	4 13 2	1949 2 10	2023 8 1	115	181	87	137	2	18	93	52		
SANDFORD	486	163 3 3	15 16 3	4804 2 11	4983 2 5	85	306	397	269	3	34	118	33	3	
CASTERTON	1103	547 11 1	269 5 8	10193 17 2	11010 13 11	5963	9060		1	1	27	2	3	1	
SECTION NO 45															
<u>MT GAMBIER - BORDER LINE</u>															
SINCLAIR				67 13 6	67 13 6	168	93	3							
LYONS			18 1	214 10 2	215 8 3	13	346	14	13				1		
GREENWALD	5	1 5 5	10 2	56 12 2	58 7 9	22	266								
WINNAP			3 16 0	475 1 1	478 17 1	182	632	37	1			13	2		
DARTMOOR	3	3 7 0	3 2 10	6490 10 11	6497 0 9	4960	740	58	45			14	11		
MARP				12 2	12 2		47								
PURALKA			5 3 9	1057 7 1	1062 10 10	383	963	24	32			29	25		
RENNICK			1 0	21 17 1	21 18 1	16	52								
SECTION NO 46															
<u>STAWELL - GRAMPPIANS LINE</u>															
GRAMPPIANS WHEAT DEPOT				28 0 2	28 0 2										
SECTION NO 47															
<u>LUBECK - BOLANGUM</u>															
JACKSON				1454 2 2	1454 2 2	2390	61								
RUFANYUF	2	2 3 1	13 9 3	7304 15 0	7320 7 4	10445	7632	43		3			3	2	
BURRUM				2943 0 4	2943 0 4	6877	374								
BANYENA				3601 14 5	3601 14 5	7378	303	61		1				1	
MARNOD			2 15 11	6086 2 11	6088 18 10	11405	1265	102	8	2		6			
BOLANGUM				2307 10 0	2307 10 0	4958	393					2			
SECTION NO 48															
<u>MURTOA - PATCHEWOLLOCK</u>															
COROMBY	202	15 16 1	3 19 6	2081 5 3	2101 0 10	2835	196	12				1			
MINYIP	1990	779 19 5	135 10 7	9717 19 0	10633 9 0	17625	2606	138	17	4	12	49	1	2	
NULLAN	39	7 9 2	1 7	2453 1 2	2460 11 11	5710	89								
SHEEP HILLS	301	135 8 11	13 9 4	7238 10 0	7487 8 3	14297	613	65	3	2		82		2	
MELLIS	15	8 18 7		19 16 5	28 15 0	6	61								
WARRACKNABEAL	5618	3260 17 8	408 6 2	18922 6 9	22591 10 7	19984	20976	644	19	19	46	331	19	6	
BATCHICA				910 19 1	910 19 1	2239	91								
LAH	52	8 18 10		3400 15 0	3409 13 10	6750	461	36		2				3	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
BRIM	569	287 14 7	49 13 4	5974 19 9	6312 7 8	11473	1543	104	13	2		13		1		
GALAQUIL	183	66 13 8	8 1 5	2731 16 3	2806 11 4	6184	678					3				
BEULAM	1532	869 5 3	85 4 9	8189 12 8	9144 2 8	12170	3242	210	6	6	1	76		2		
ROSEBERRY	231	156 16 8	16 11 3	5433 2 5	5606 10 4	8144	852	77		2		58		1		
GOYURA	329	58 19 1	15 1	768 12 8	828 6 0	977	145									
HOPETOUN	1779	1092 10 1	222 8 9	10265 11 1	11580 9 11	13970	3317	150	1	6	3	114	6	3		
BURROIH				556 12 1	556 12 1	716	27									
DATTUCK				356 18 3	356 18 3	469	13									
YARTO	11	5 4 5		621 16 5	627 0 0	820	53	1				1				
WILLA	8	2 7 4		834 6 9	836 14 1	1107	19					3				
PATCHEWOLLOCK	73	23 19 6	20 19 8	6840 14 2	6885 13 4	9299	1272	47	2	2		85	2	1		
SECTION NO 49																
<u>HORSHAM - CARPOLAG</u>																
REMLAW	15	17 4		1085 3 4	1086 0 8	1818	133									
VECTIS	42	4 19 11		2365 1 8	2370 1 7	4634	180									
QUANTONG	285	25 2 8	3 4 7	4902 0 8	4930 7 11	3976	850									
EAST NATIMUK	60	7 7 11		64 14 2	72 2 1	39						1				
NATIMUK	2152	476 4 8	97 14 8	4614 11 9	5188 11 1	7909	1541	10	3	1		36	1	1		
ARAPILES	48	8 8 10		1552 14 11	1561 3 9	2139	218									
MITRE	764	121 12 3	17 7 11	1076 5 7	1215 5 9	1351	378				1					
DUFFHOLME	16	4 8 6		375 8 4	379 16 0	515	68					9				
GYMBOWEN	1016	230 14 11	13 14 6	2787 1 3	3031 10 8	2852	936	40		1	6	2				
GOROKE	2402	811 6 2	98 2 11	5129 3 2	6038 12 3	2585	4061	263	23	9		301	23	6		
MORTAT				1666 7 11	1666 7 11	1766	3177					7				
CARPOLAG				5504 6 3	5504 6 3	4048	3297	118	1			522	42			
SECTION NO 50																
<u>EAST NATIMUK - HAMILTON</u>																
NORADJUHA	138	13 14 6	3 4 3	1842 7 4	1859 6 1	2014	838	9	1			1				
JALLUMBA	88	12 16 10	1 14 5	1340 11 8	1355 2 11	1528	723	16		1				1		
TOOLONDO	287	43 2 4	16 15 11	721 3 5	781 1 8	606	394	11	4							
JEFFRIES	72	13 3 4	15 6	83 9 8	97 8 6	107	282									
KANAGULK	114	21 18 3	2 16 7	668 16 9	693 11 7	703	1618					1				
BALMORAL	376	93 17 11	41 15 7	4311 2 8	4446 16 2	3018	5176	69	5	1	1	40	8	6		
ENGLEFIELD	194	30 14 7	1 5 11	353 8 2	385 8 8	398	501					8		2		
VASEY	143	23 4 8	3 2 9	945 19 3	972 6 8	725	967	52		1		36		3		
GATUM	19	4 16 6	13 3	198 18 1	204 7 10	169	462	6	1	1		3	1	1		
URANGARA	2	4 1	3 0	15 16 4	16 3 5	13	186									
CAVENDISH	1058	88 10 1	13 1 2	1734 12 2	1836 3 5	824	2759	37	3	2		17	8	2		
KYUP	98	13 0 7	2 0 11	63 10 0	78 11 6	64	335					1				
KANAWALLA							207									

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
SECTION NO 51																			
DIMBOOLA - YAAPZET																			
ARKONA	2	4 6		1647 16 6	1648 1 0	3419	175												
ANTWERP	82	12 7 4	4 2 2	5369 15 8	5386 5 2	9299	481	47											
YARRANYURK	43	12 14 5	3 14 1	1973 8 0	1989 16 6	4842	670												
JEPARIT	227	63 6 11	118 0 5	6517 7 7	6698 14 11	7831	2581	91	7	6	19	100	1						
ELLAM	9	2 11 8	4 0	2406 6 11	2409 2 7	4197	393	23	1			1							
PULLUT																			
RAINBOW	5	10 10	4 9	2790 9 7	2791 5 2	4589	428	1											
ALBAGUTYA	270	127 2 7	120 2 5	15500 4 5	15747 9 5	18728	5382	132	15	9	23	93	9						
YAAPZET			4 12 0	3780 15 8	3785 7 8	6630	764	7		1									
SECTION NO 52																			
JEPARIT - YANAG																			
DETPA	1	4 5	5 1	6178 7 5	6178 16 11	10146	454	30	1	1		3							
LORQUON	3	9 2	1 18 10	7604 11 11	7606 19 11	11033	919		11	1									
METHERBY	6	1 5 10	9 4 1	6803 12 5	6814 2 4	10253	756					2	1						
YANAG			4 10 3	9399 12 8	9404 2 11	13832	1545	11	2			1	1						
SECTION NO 53																			
MELBOURNE - GURDEWA																			
KENSINGTON	1240944	17141 18 9	299 17 11	11651 5 8	29093 2 4	51592	107091												
NEWMARKET	940233	14585 0 0	344 10 2	33360 17 0	48290 7 2	2161	19926	8584	5089	73		35015	22053	34	734				13
NEWMARKET SHOW SIDING	26470	640 7 9	8 11	448 11 5	1089 8 1	19	44	34	93	62	26	22	34						
ASCOT VALE	1595658	24466 2 0	543 16 2	1 6	25009 19 8		2												
MOONEE PONDS	2084031	36630 16 4	746 7 2		37377 3 6		3												
ESSENDON																			
GLENBERVIE	2712061	50575 8 4	1184 19 9	791 14 11	52552 3 0	612	27973												
NORTH ESSENDON	474935	9171 11 0	124 5 2		9295 16 2														
PASCOE VALE	381720	6741 17 8	108 9 7		6850 7 3														
GLENROY	436746	7759 2 7	179 14 9		7938 17 4														
	276737	5371 14 8	103 19 0	497 15 10	5973 10 4	2865	22534												
BROADMEADOWS																			
SOMERTON	119355	2879 19 10	121 19 7	383 5 2	3385 4 7	221	996	2	21	4		520	492		17				1
CRAIGIEBURN	8688	213 14 1	4 15 0	70 8 4	288 17 5	78	329	1											
DONNYBROOK	570	55 7 7	17 14 7	148 8 6	221 10 8	45	1138	34	18			155	124		7				1
BEVERIDGE	1625	137 10 3	25 16 5	250 11 9	413 18 5	360	218	34	22	8		85	69		6				
	930	83 15 9	18 18 8	305 11 4	408 5 9	514	120	66	36	3		44	37		2				
WALLAN																			
LIGHTWOOD	5089	540 11 0	42 14 2	517 15 0	1101 0 2	322	432	71	67	1		221	340		4				2
HEATHCOTE JUNCTION	22	1 4 3			1 4 3														
WANDONG	3125	285 11 1	6 0 8		291 11 9														
KILMORE EAST	2857	316 14 5	25 3 8	559 18 5	901 16 6	2555	377					1			3				
	4861	933 6 1	62 12 5	512 5 10	1508 4 4	111	99	61	58	5		322	167		13				11

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
BROADFORD	11861	2434 4 2	169 11 11	2047 9 8	4651 5 9	4660	1833	66	6	3	3	98	14	7		
MCDUGALL				3468 10 2	3468 10 2	5688	12545									
TALLAROOK	3512	597 0 0	66 17 4	541 14 8	1205 12 0	644	487	60	32	1	1	37	11	2		
DYSART (DEFENCE SIDING)				2082 7 0	2082 7 0	1931	329									
SEYMOUR	50903	12786 16 6	717 9 3	9404 8 2	22908 13 11	11069	11022	309	198	30		279	137	23	7	
SEYMOUR MOBILIZATION SIDING				4780 17 9	4780 17 9	3227	628									
MANGALORE	2688	466 5 2	16 0 3	689 5 9	1171 11 2	1383	326	32			2	13	10	2		
AVENEL	2809	677 18 6	71 9 4	1722 9 9	2471 17 7	3238	993	73	11	1		40	22	2		
MONEA	41	9 17 9	1 18 7	110 0 3	121 16 7	74	24					6	2			
LOCKSLEY	614	111 8 0	28 14 7	174 4 5	314 7 0	57	156	23				17				
LONGWOOD	2415	479 0 1	39 10 11	2773 9 10	3292 0 10	4163	1186	145	8	1		19	6	4		
CREIGHTON	93	27 1 3	14 19 2	154 14 4	196 14 9	127	51									
EUROA	11337	4071 4 1	581 2 1	7547 9 1	12199 15 3	5872	5682	557	148	11		131	78	13	3	
BALMATTUM	102	29 15 6	5 1 4	500 4 9	535 1 7	35	135					13	3	1		
VIOLET TOWN	5258	1315 4 2	149 8 0	3990 3 7	5454 15 9	4177	1845	272	47	7	10	68	43	7		
BADDAGINNIE	1302	340 5 2	41 1 10	1144 7 0	1525 14 0	641	823	87	56	2	6	31	10	4		
BENALLA	40928	13513 1 9	1362 2 5	17544 15 6	32419 19 8	13535	11574	934	573	22	48	382	158	26	2	
WINTON	780	121 3 6	7 19 3	264 5 9	393 8 6	487	744					1				
GLENROWAN	4197	805 4 6	72 6 5	3447 4 9	4324 15 8	2159	1364	234	157	4		62	9	8		
WANGARATTA	53316	23368 3 3	1889 18 7	25444 14 5	50702 16 3	19680	31335	659	1294	99	293	243	392	51	75	
BOWSER	266	60 6 6	7 14 6	1476 10 0	1544 11 0	1083	289	119	67	5		13	24	6		
SPRINGHURST	7476	3422 1 2	102 10 11	4716 2 3	8240 14 4	4463	1599	330	67	2		21	1	2		
CHILTERN	5511	1925 2 6	131 6 5	3278 19 10	5335 8 9	3671	1660	38	84	10		7	8	1		
BARNAWARTHA	2537	933 18 10	68 14 2	3580 18 9	4583 11 9	1226	1035	197	241	12		10	10	8		
WODONGA	19065	8131 12 4	1618 19 4	79666 1 3	89416 12 11	8982	213931	4679	5409	412	372	226	1033	159	85	
BANDIANA				21973 1 0	21973 1 0	8954	2531									
BANDIORB				11527 5 3	11527 5 3	2641	1471									
BANDOLIER				461 7 4	461 7 4	129										
BONEGILLA	31	1 13 4														
STOPPING PLACE NO.37	24	1 13 2														
EBDEN	215	37 1 3	16 12 4	1556 15 4	1610 8 11	390	834	90	48	2		2	1	1		
HUON	753	327 11 2	14 10 8	3209 16 11	3551 18 9	1979	2061	22	60	1		1	2	1		
STOPPING PLACE NO.38	22	4 13 4			4 13 4											
BOLGA	71	20 19 8		18 5	21 18 1		25									
TATONGA	25	11 13 7		268 8 6	280 2 1				32							
TALLANGATTA	6580	3175 13 4	252 10 9	8691 2 3	12119 6 4	1759	5055	237	719	37	136	100	117	19		
BULLION				114 18 8	114 18 8	136	750									
DARBYSHIRE				3 14 2	3 14 2	3	25									
KOETONG	1	2 3	2 2	474 0 0	474 4 5	80	23	19	41			3				
SHELLEY	32	18 1 0	6 0 0	1622 7 3	1646 8 3	510	1161	39	57	1		1	3			
BEE TOOMBA			1 19 9	559 0 11	561 0 8	39	301	14	54			46	27	1		
CUDGEWA	11	19 13 5	54 13 10	13024 16 1	13099 3 4	2487	5892	214	1075	46	27	26	120	34	9	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
<u>SECTION NO 54</u> BROADSTORE				4717 9 1	4717 9 1	1645	3317											
<u>SECTION NO 55</u> <u>COBURG LINE</u>																		
MACAULAY	337076	4411 14 1	146 10 5	3044 6 4	7602 10 10	4978	19721	62					25					
FLEMINGTON BRIDGE	234722	3210 12 5	97 16 6		3308 8 11													
ROYAL PARK	299518	9688 17 8	240 0 8		9928 18 4													
SOUTH BRUNSWICK	342169	5422 8 4	905 9 6	1821 4 11	8149 2 9	2368	15659											
BRUNSWICK	483629	7552 0 7	552 1 9	185 11 0	8289 13 4	158	10271											
ANSTEY	509073	7998 11 11	409 13 11		8408 5 10													
MORELAND	839543	12429 11 6	770 0 7	2012 10 9	15212 2 10	3658	41832											
COBURG	1354870	22810 0 1	1148 6 11	1106 15 9	25065 2 9	786	21526											
BATMAN	296223	5169 12 10	201 12 8	96 9 2	5467 14 8	64	1508											
MERLYNSTON	538760	9596 6 10	142 11 4		9738 18 2													
FAWKNER	107780	1892 5 2	52 15 9		1945 0 11													
STOPPING PLACE NO.13	889	15 19 4			15 19 4													
CAMPBELLFIELD	21373	376 0 6	5 1 8		381 2 2													
STOPPING PLACE NO.14	12631	277 15 5			277 15 5													
NORTH CAMPBELLFIELD	2493	43 14 0	1 13 11		45 7 11													
<u>SECTION NO 56</u> <u>PRESTON - WHITTLESEA</u>																		
NORTH CARLTON	119351	1562 13 1	240 15 3	744 6 4	2547 14 8	1197	11002											
NORTH FITZROY	221597	3060 15 0	1481 11 11	1666 11 6	6208 18 5	1157	24242											
FITZROY				1116 6 7	1116 6 7	462	63384											
RUSHALL	261595	3792 14 10	75 12 9		3868 7 7													
MERRI	320874	4216 3 11	96 19 8		4313 3 7													
NORTHCOTE	534209	7402 13 7	392 9 7	1965 19 0	9761 2 2	4008	14936											
CROXTON	583345	9458 8 4	243 0 8		9701 9 0													
THORNBUARY	647471	10944 12 4	312 12 0	1926 13 8	13183 18 0	3115	276											
BELL	671584	11804 1 0	419 11 11	466 8 3	12690 1 2	532	24431											449
PRESTON	1045599	19496 19 4	300 5 5		19797 4 9		2											
REGENT	1342235	24464 5 7	280 1 10		24744 7 5		2											
RESERVOIR	1167274	22235 17 7	439 14 8	519 4 6	23194 16 9	291	6151											1
KEON PARK	22837	376 7 9	3 17 9		380 5 6													1
FOWLER'S SIDING				7 4 11	7 4 11	4	528											
THOMASTOWN	33131	674 10 1	21 4 9	12 9 6	708 4 4	19	901											1
STOPPING PLACE NO.8	133	17 0			17 0													
EPPING	36685	845 12 10	45 12 6	8 13 8	899 19 0	12	1085						10	3	1			2
STOPPING PLACE NO.34	291	9 2 11			9 2 11													
STOPPING PLACE NO.39	265	3 19 8			3 19 8													
SOUTH MORANG	25553	610 3 8	15 15 0	6 18 3	632 16 11	6	131						4					1

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
STOPPING PLACE NO.33	301	10 2 6			10 2 6												
STOPPING PLACE NO. 9	2222	80 15 2			80 15 2												
MERUDA	24187	704 18 10	29 7 6	17 1 11	751 8 3	26	416	4				13	5	2			
STOPPING PLACE NO.26	1295	51 8 7			51 8 7												
YAN YEAN	7667	322 19 0	11 11 7	61 4 10	395 15 5	84	1067		4	1		8	3	3			
STOPPING PLACE NO.10	2020	107 13 3			107 13 3												
STOPPING PLACE NO.17	384	24 18 8			24 18 8												
WHITTLESEA	46206	2167 8 1	98 8 8	2667 12 0	4933 8 9	5869	1651	34	60		5	35	20	6			
SECTION NO 57 WALLAN - BERRI																	
LESLIE	17	2 5 11	1 10	73 4 9	75 12 6	334	1										
BYLANDS	500	46 1 2		73 9 9	119 10 11	85	103	22				16					
STOPPING PLACE	2																
KILMORE	2845	481 8 6	180 19 3	817 11 3	1479 19 0	714	1878	46	6	1	5	60	6	1	104		
WILLOWMAVIN	79	14 1 9	6 6 11	153 4 4	173 13 0	57	37	37				6	1				
MORANDING	124	15 19 8	2 0 8	24 10 5	42 10 9	19	1										
HIGH DAMP	287	55 13 8	7 8 5	2072 1 5	2135 3 7	6687	69	70	8	2		18	4	2			
PYALONG	551	103 0 4	27 11 10	2673 6 6	2803 18 8	8248	190	92	9	2		23	8	1			
STOPPING PLACE	86	8 2 7			8 2 7												
STOPPING PLACE	16	2 14 4			2 14 4												
STOPPING PLACE	94	19 14 10			19 14 10												
TOOBORAO	948	194 15 6	15 9 4	3174 6 0	3384 10 10	7968	254	70	5	1		34	7	3			
STOPPING PLACE	114	9 3 10			9 3 10												
STOPPING PLACE	54	11 16 0			11 16 0												
STOPPING PLACE	2	12 4			12 4												
STOPPING PLACE	62	8 12 5			8 12 5												
ARGYLE	795	137 17 9	14 16 4	4601 5 0	4753 19 1	10747	92					1					
STOPPING PLACE	4	1 5 4			1 5 4												
STOPPING PLACE	63	20 17 5			20 17 5												
STOPPING PLACE	290	93 12 11			93 12 11												
HEATHCOTE	2782	886 16 10	124 10 4	8166 3 1	9177 10 3	17534	1870	52	4	5	1	70	26	6	1		
STOPPING PLACE	1	6			6												
DERRINAL			7 9	1346 16 8	1347 4 5	2966	43	19	5			8	6				
KNOWSLEY			1 11 4	4559 6 7	4560 17 11	9589	185	93				77	7				
INGHAM				568 8 7	568 8 7	866											
AXEDALE				1284 14 7	1284 14 7	2525	157	14	14	2		13	5	3	1		
LONGLEA				462 17 4	462 17 4	1045	36										
RANGELEA																	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK															
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS															
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS											
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs											
SECTION NO 58 MANSFIELD LINE																							
TRAWOOL	116	24 11 6	1 17 0	238 13 7	265 2 1	502	72	15					8	1									
GRANITE	41	9 11 0			9 11 0																		
KERRISDALE	233	46 6 1	7 10 11	120 5 0	174 2 10	16	330	39	19				18	2	1								
HOMWOOD	272	64 11 9	11 8 10	674 16 4	750 16 11	46	597	139	31	3	9		34	4	2								
YEA	1663	610 10 8	191 19 11	3009 9 1	3811 19 8	2141	4675	191	134	8	14		175	82	14					1			
CHEVIOT	7	2 5 9		195 8 6	197 14 3	3	65	51					28	6									
MOLESWORTH	90	34 6 8	7 15 10	984 4 0	1026 6 6	1158	503	38	59	4			27	52	10								
CATHKIN	108	44 12 8	10 8 11	97 3 6	152 5 1	98	126		1	1			37	26	1								
YARCK	314	104 17 10	17 11 8	825 18 1	948 7 7	351	635	74	32	1			17	8									
KANUMBRA	35	10 2 4	3 15 9	300 7 9	314 5 10	71	159	43					18										
MERTON	103	51 15 9	9 17 8	1017 19 8	1079 13 1	952	807	63	12	2			10	3	2								
WOODFIELD	56	23 0 6	4 9 11	526 18 8	554 9 1	291	227	52	16	1			6	1									
BONNIE DOON	251	113 14 4	18 18 10	1829 11 3	1962 4 5	1217	554	111	72	2			9	7	3								
MAINDAMPLE	104	47 11 0	5 1 7	812 1 6	864 14 1	113	575	94	37	1			7	1									
PHOSPHATE COMPANY SIDING				1655 3 1	1655 3 1	2265																	
MANSFIELD	2197	950 2 7	221 0 9	12968 5 2	14139 8 6	7081	5601	676	514	14	1		82	27	14								
SECTION NO 59 ALEXANDRA LINE																							
KORIELLA			8 8	480 16 6	481 5 2	320	208	52					23										
ALEXANDRA	14	5 13 2	47 5 5	6334 11 0	6387 9 7	6109	4949	176	111	3	25		121	55	7								
SECTION NO 60 SEYMOUR - MYWEE																							
TARILKA	668	170 0 4	16 7 7	976 0 10	1162 8 9	846	276	82	36	3	2		70	26	9								
NAGAMBIE	4015	1256 15 9	174 3 8	6379 16 1	7810 15 6	11530	1564	225	59	4			161	22	14								
WAHRING	450	145 5 6	11 17 3	1152 3 2	1309 5 11	1541	369	98	6				27	1									
MURCHISON EAST	14505	5850 0 3	329 4 4	4220 18 6	10400 3 1	2671	2010	290	62	9			107	36	9								
ARADIA	1604	350 1 0	32 1 11	1652 11 0	2034 13 11	2048	506	110	11				46	3	2								
TOOLAMBA	2566	656 0 8	70 12 7	3217 18 10	3944 12 1	4039	1026	143	37	4	1		36	25	6					1			
MOOROPNA	7378	3256 6 9	432 6 4	18258 3 8	21946 16 9	22530	21349	93	18	6			16	2	2					1			
SHEPPARTON	34634	14632 9 0	2540 11 11	38607 1 4	55780 2 3	38438	46893	641	190	103	117		232	27	25					34			
OONGUPNA	346	139 17 8	3 3 10	387 9 2	530 10 8	294	922	36	4	2			8	10									
TALLYGAROPNA	2030	617 0 4	49 8 10	1367 5 1	2033 14 3	2476	2134	32	14	3			10	9	1					1			
WUNGHNU	2215	401 3 0	30 9 5	1117 10 3	1549 2 8	2279	473	49	18	3	1		10							1			
NUMURKAH	11458	4756 19 5	394 4 6	3020 17 3	8172 1 2	3307	5163	67	22	10			22	3	1					1			
KATUNGA	252	94 7 5	11 3 7	1793 6 6	1898 17 6	3727	635	93	10	3			5	1	2					2			
STRATHMERTON	940	342 16 1	69 4 7	1593 10 2	2005 10 10	1574	392	77	28	5			1	7	3					3			
MYWEE	103	35 8 10	7 1	763 16 9	799 12 8	995	107	36					1	4									

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 61															
MURCHISON EAST - GOLDBINABBIN															
MURCHISON	224	31 17 0	46 1 11	614 3 4	692 2 3	1197	1396						2		
HAMMOND	319	312 14 10		478 19 6	791 14 4	499	43								
WARANGA	18	15 0		482 10 10	483 5 10	1083							3		
RUSHWORTH	4906	2152 15 6	194 4 0	9644 15 1	11991 14 7	17445	1868	35	4	1			3		
ERWEN	5	1 19 2	7 1	1064 11 11	1066 18 2	2076		21					1		
WANALTA	13	6 11 0	2 10	1442 17 0	1449 10 10	2644	228	22						1	
GOLDBINABBIN	98	51 10 1	11 8 5	6120 1 6	6183 0 0	10200	969	54	4	2					
SECTION NO 62															
GIRGARRE LINE															
STAMHOPE	731	366 7 3	114 13 4	2962 17 10	3443 18 5	2209	2773	140	25	2					
GIRGARRE	169	93 12 10	17 16 11	982 13 11	1094 3 8	811	1867	26	20						
SECTION NO 63															
TOOLAMBA - ECHUCA															
HENDERSYDE	84	33 10 8			33 10 8										
TATURA	5184	2049 8 3	342 10 5	5446 18 6	7838 17 2	3715	6224	179	160	18	108	92	76	22	
BYRNESIDE	223	91 16 0		335 1 7	426 17 7	65	255	58	5	1		10	9	1	
MERRIGUM	3671	925 3 8	139 8 8	2570 14 3	3635 6 7	2082	2081	116	20			8	79		
KYABRAM	24534	4895 0 5	527 18 3	19826 14 7	25249 13 3	16104	12716	385	301	30	165	100	91	29	
KY VALLEY	275	53 18 8			53 18 8										
STOPPING PLACE NO.32	99	37 11 6			37 11 6										
TONGALA	32680	2137 13 3	186 0 4	4133 15 2	6457 8 9	2359	4707	107	135	11	83	26	19	8	
STOPPING PLACE NO.28	141	19 2 5			19 2 5										
KOYUGA	1121	172 19 4	16 18 7	493 0 6	682 18 5	178	382	53	12			6	6	1	
KANYAPELLA	18	7 15 1			7 15 1										
STOPPING PLACE NO.30	69	10 19 3			10 19 3										
SECTION NO 64															
KATAMATITE LINE															
PINE LODGE	148	23 2 9		2212 4 7	2235 7 4	4938	670								
LAMROCK				631 14 1	631 14 1	1434									
COSGROVE	621	117 0 6	7 15 11	3551 3 8	3676 0 1	6700	721	44							
DOOKIE	2456	716 3 2	108 9 2	3686 13 8	4511 6 0	5905	1604	92	27	4					
YABBA SOUTH	4	7 4		17 2	1 4 6		55								
YABBA NORTH	180	52 4 0	12 13 0	2601 2 8	2665 19 8	4025	484								
YOUANMITE	208	82 9 11	6 9 5	1912 8 9	2001 8 1	3081	463						1		
KATAMATITE	563	243 11 4	29 3 11	4119 5 7	4392 0 10	6619	1133	123	22	1	8	3		1	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
SECTION NO 65																
PICOLA LINE																
WAATA	359	138 2 8	8 14 11	1158 11 11	1305 9 6	2977	436	49	1	3		4				
NATHALIA	2531	1215 13 3	217 17 11	6143 1 4	7576 12 6	8895	2186	164	5	2	1	4		1		
BARWO	21	12 9 5	2 6 7	33 11 1	48 7 1	19	17									
PICOLA	1035	513 4 4	50 15 2	15688 12 0	16252 11 6	26187	855	96	46	4				1		
SECTION NO 66																
COBRAM LINE																
YARROWEYAH	127	49 6 0	18 11 3	1320 7 7	1388 4 10	1479	1076	60	10	1	2	1				
COBRAM	1985	1218 1 3	333 4 10	16234 17 1	17786 3 2	18636	8004	555	53	4	39	44	10		3	
SECTION NO 67																
SEBALLA - OAKLANDS																
GRESNEY	1	2 1			2 1		62									
GOORAMBAT	2137	413 3 7	18 5 4	4570 14 8	5002 3 7	7018	1021	152	12	10		6	1			
NOORAMUNGA	799	75 3 7	13 3	46 6 3	122 3 1	64	80									
DEVENISH	2928	547 5 4	87 16 4	5072 13 1	5707 14 9	7577	1270	168	14	7		18	11		9	
ST. JAMES	3078	789 14 7	58 16 3	5450 2 11	6298 13 9	8379	1251	188	12	1		14	4		1	
TUNGAMAH	3766	981 2 8	62 17 8	4638 3 0	5682 3 4	5958	1252	203	16	2		12	7		2	
TELFORD	442	146 12 5	3 3 5	3239 4 8	3389 0 6	6106	486	59	1							
YARRAWONGA	8776	5246 6 0	395 11 1	20039 2 8	25680 19 9	24228	10724	753	26	6		103	4		2	
MULYARRA				93 2 9	93 2 9		13									
MULWALA	2	5 4		1175 11 3	1175 16 7		68									
SLOANE	6	4 9 3		1672 1 10	1676 11 1		400	103	12					1		
WARRAGOON	26	13 14 0	1 7 5	1830 19 0	1846 0 5	2045	394	73	9					1		1
RENNIE	94	43 12 5		5039 14 4	5083 6 9	4139	844	313	13		20	5				
SANGER	9	4 17 5	4 3	3735 2 1	3740 3 9	2857	591	287	14	2				3		
WANGAMONG	12	6 2 1		1144 2 10	1150 4 11	866	123	63			6					
SECTION NO 68																
TATONG LINE																
VACUUM OIL CO'S SIDING							4268									
KARN							21									
LIMA	8	15 8		567 3 10	567 19 6	265	1302					76				
TATONG	10	1 4 2	4 4	470 0 0	471 8 6	617	568					5				
SECTION NO 69																
WHITFIELD LINE																
TARJOORA	11	12 5			12 5											
LACEBY	21	15 11			15 11											
OXLEY	143	7 16 5	1 2	4 5 1	12 2 8	1	164									
SKEMAN	48	3 9 2			3 9 2											
DOCKER	110	8 1 5	8 2	34 18 3	43 7 10	79	363									
BYRNE	123	10 12 2			10 12 2											
MOYHU	267	23 11 4	7 19 3	1154 12 1	1186 2 8	810	1220	3	82	2		3	6		3	
ANGLESIDE	88	8 9 8			8 9 8											
GLAREMONT	19	1 6 6			1 6 6											
DWYER	24	2 1 7			2 1 7											

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
EDI	189	19 19 5	17 8	133 11 6	154 8 7	152	294						5	2		
HYEM	33	14 10			14 10											
KING VALLEY	100	7 12 2	3 1 1	92 10 10	103 4 1	89	230									2
JARROTT	111	2 17 11			2 17 11											
PIEPIER	10	1 0 2			1 0 2											
WHITFIELD	305	34 10 3	14 9 8	1054 3 11	1103 3 10	1049	971	8	43	3				10	3	
SECTION NO 70 YACKANDANDAH LINE																
LONDRIGAN	82	33 13 8	11 19 8	323 10 0	369 3 4	507	340									
TARRAWINGEE	372	36 9 6	3 5 2	217 8 8	257 3 4	480	255									
EVERTON	712	167 15 11	5 11 4	916 2 0	1089 9 3	621	461	31	65				10	4		
BAARMUTHA	78	12 1 8	8 8 8	23 3 11	35 14 3	20										
BEECHWORTH	5376	2157 11 1	399 8 3	2674 9 1	5231 8 5	3046	6393	21	10	1	4	54	37	6	1	
WOORAGEE				43 2 10	43 2 10	58	116									
YACKANDANDAH	113	100 8 5	25 9 9	1055 10 11	1181 9 1	823	1767	2	21	1					1	
SECTION NO 71 BRIGHT LINE																
BROOKFIELD	277	40 9 9	1 5 2	98 1 4	139 16 3	145	92									
BOWMAN	558	153 13 6	12 5 0	750 18 3	916 16 9	342	812	54	49	1			10	4	1	
GAPSTED	524	142 8 8	1 18 9	239 19 11	384 7 4	188	91						1			
MYRTLEFORD	3328	1429 4 6	234 13 0	6003 14 1	7667 11 7	4110	4177	65	250	2	1	16	18	4	2	
OVENS	287	117 13 2	8 16 4	2477 15 10	2604 5 4	2421	718									
EUROBIN	89	30 13 3	7 1 11	351 7 8	389 2 10	299	426							1		
POREPUNKAH	915	495 12 10	22 1 4	372 6 1	890 0 3	314	617						11	4	4	
BRIGHT	1163	659 12 1	120 10 5	5710 1 8	6490 4 2	5536	5794	1	1	1			2		5	
SECTION NO 72 PEECHLBA LINE																
BOORHAMAN			3 3	1555 0 8	1555 3 11	2486	277	58							1	
PEECHLBA			5 9	8149 16 1	8150 1 10	13639	538	105	8							
SECTION NO 73 WAHGUNYAH LINE																
LILLIPUT	78	18 17 6		2 18 9	21 16 3	1	206									
RUTHERGLEN	4172	1841 4 6	249 3 7	11550 19 4	13641 7 5	14917	5072	56	19	6			13	5	4	
WAHGUNYAH	5379	2813 13 4	376 3 2	12277 2 1	15466 18 7	8344	13744	685	86	9	2	7	14	4	2	
SECTION NO 74 MELBOURNE - ORBOST																
HAWKSBURN	1009843	16768 7 1	264 7 5		17032 14 6											
TOORAK	722328	13692 11 6	252 17 1	573 12 7	14519 1 2	196	23865									
ARMADALE	1134260	21928 15 0	353 7 5	1 14 11	22283 17 4		10									
MALVERN	2062927	41895 3 2	778 10 3	167 0 4	42840 13 9	109	15642									
GAULFIELD	2937083	71400 18 1	1194 15 2	840 6 10	73436 0 1	621	17459			17					54	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS												
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS								
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs								
GARNEGIE	1840353	36370 7 8	397 17 0		36768 4 8		2													
MURRUMBEENA	1689724	33754 3 0	427 3 9	55 12 10	34236 19 7	90	5930													
HUGHESDALE	1124309	22650 10 3	338 13 0		22989 3 3		1													
OAKLEIGH	2925449	63714 19 4	1132 16 11	6168 8 3	71016 4 6	8321	42391													
EASTOAKLEIGH	182801	3452 9 10	190 13 9		3643 3 7		82													
CLAYTON	336385	7143 15 11	482 18 0	120 11 10	7747 5 9	215	2190													
SPRINGVALE	693334	16518 13 6	623 10 3	3957 16 5	21100 0 2	3689	19803													
SANDOWN PARK	226	11 4 8			11 4 8															
NOBLE PARK	546879	12170 11 1	226 10 8		12397 1 9															
DANDENONG	983349	35894 14 7	2498 3 8	7654 17 10	46047 16 1	6749	25115	5	557	152	129	88	2208	230	1067					
MALLAM	4341	138 15 9	6 2 1	4 3 5	149 1 3	2	177					9	11							
NARRE WARREN	9327	475 17 1	152 7 11	1162 13 4	1790 18 4	3107	1428	12	7	6		17	96	7						
BERWICK	27295	1486 18 11	90 16 8	146 7 10	1724 3 5	56	2196	28	11	7		14	75	14						
BEACONSFIELD	20105	1216 4 9	68 2 8	134 6 7	1418 14 0	240	592				1	41	7	2						
OFFICER	8857	607 19 4	55 16 1	367 2 8	1030 18 1	405	1188	37	13			47	41	1						
PAKENHAM	25358	2525 2 4	220 11 7	1937 15 5	4683 9 4	2008	4316	38	79	3		74	185	6						
NAR NAR GOON	15975	1512 14 9	88 16 7	287 18 2	1889 9 6	286	2043	12	25	1		27	55	3						
TYNONG	8764	1026 10 3	55 5 6	927 0 9	2008 16 6	1692	1309	7	7	1		22	9	2						
GARFIELD	12324	1807 13 1	114 7 5	1891 19 11	3814 0 5	3262	2035	16	60	5	2	19	22	8						
BUNYIP	9775	1541 1 3	103 13 9	1871 15 0	3516 10 0	2905	3106	9	26	1		28	19							
LONGWARRY	7794	1440 5 4	121 6 10	1671 12 1	3233 4 3	2789	7409	16	8	1		36	30	3						
DROUIN	16648	3716 5 2	296 15 5	2281 14 5	6294 15 0	4266	9750	10	23	31		55	42	9						
WARRAGUL	57166	15117 3 9	1060 15 6	9333 17 3	25511 16 6	7354	36311	133	969	25	258	238	415	34	45					
NILMA	1194	184 15 9	16 6 2	133 2 11	334 4 10	642	661					1								
DARNUM	1079	237 8 11	33 9 6	580 7 4	851 5 9	425	1086	15	134			41	71	3	1					
YARRAGON	4329	1100 19 4	102 11 0	3608 1 4	4811 11 8	6229	4229	20	117		1	28	22	2	1					
TRAFALGAR	13609	3752 11 6	285 1 4	4981 15 1	9019 7 11	5156	9939	19	386	41	138	146	319	38	16					
MOE	34040	11175 11 1	313 17 2	2549 3 7	14038 11 10	2690	6810	11	88	1		35	187	4						
YALLOURN	28	18 14 4	165 5 10	251416 12 7	251600 12 9	579533	11240			1		16	2							
MORWELL	22752	7321 2 3	493 16 10	4463 10 0	12278 9 1	1372	8262	69	325	2	108	124	146	12	62					
MARYVALE				75006 14 5	75006 14 5	69984	114370													
TRARALGON	24710	8613 9 4	688 18 1	7510 2 3	16812 9 8	6836	12163	85	216	19	286	122	250	22	23					
LOY YANG	17	6 4 7			6 4 7		14													
FLYNN	243	88 12 0	1 18 11	782 9 4	873 0 3	379	169	21	99	1		5	8		1					
ROSEDALE	4511	1021 2 1	76 2 11	2389 0 10	3486 5 10	931	1082	191	97	3		77	88	3						
KILMANY	870	342 17 9	32 1 4	1580 15 2	1955 14 3	1454	557	106	47	2		22	5	2						
FULHAM	90	33 0 2	7 2	98 8 9	131 16 1	187	123					1	1							
SALE	25959	12781 17 2	1057 2 7	13208 7 9	27047 7 6	10007	23256	208	307	16	103	90	69	24	81					
MONTGOMERY	4	7 8		166 12 3	166 19 11	292	289													
STRATFORD	3164	1385 2 10	150 9 9	3517 18 5	5053 11 0	3994	1087	62	64	2		82	129	3	1					

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
MUNRO	229	51 13 0	3 17 9	1690 10 4	1746 1 1	3244	187											
FERNBANK	598	189 16 2	12 18 3	2874 5 2	3076 19 7	6636	348											
LINDENOW	1931	767 10 11	62 6 3	6042 10 1	6872 7 3	8615	1601	40	54	2	19	30	12	6				
HILLSIDE	210	102 16 8	21 14 6	1661 4 4	1785 15 6	2450	366	7	72			1	9	1				1
BAIRNSDALE	19876	15263 16 11	975 11 0	20231 4 1	36470 12 0	14091	21195	590	540	75	176	142	201	53				23
NICHOLSON				393 6 3	393 6 3	370	220											
CLAYBANK				3 13 6	3 13 6	1												
BUMBERRAH	5	9 2	9 7	806 9 5	807 8 2	843	957	38	1		18	1	14	2				
MOSSIFACE			2 8 6	730 19 5	733 7 11	981	41					1	2					
BRUIHEN	36	6 1 8	56 8 6	8294 18 9	8357 8 11	6548	3921	14	88	4		10	3	3				
GOLQUHOUN				21 4 11	21 4 11	33	3											
NOWA NOWA	79	13 18 10	18 16 10	8256 13 1	8289 8 9	8749	2292	43	14	6	6	7	8					
TOSTAREE	97	8 14 6	9	3277 3 2	3285 18 5	2441	208											
WAYGARA	3	6 0		97 18 7	98 4 7	82												
ORBOST	122	13 5 8	98 10 11	22771 0 8	22882 17 3	13042	7493	133	750	30	148	55	79	33				1
SECTION NO 75																		
<u>STONY POINT LINE</u>																		
GLENNHUNTLY	2006874	41471 8 11	447 5 0	151 11 4	42070 5 3	111	19008											
ORMOND	2005225	39890 12 3	444 13 6		40335 5 9		3											
MCKINNON	1239495	25170 13 7	229 17 4		25400 10 11		1											
BENTLEYGH	1767767	35891 0 7	1353 10 2		37244 10 9		10											
MOORABBIN	578415	12670 4 1	465 5 0	311 6 3	13446 15 4	274	14797			4								5
NIGHETT	526318	10873 12 7	325 0 6		11198 13 1													
CHELTENHAM	953320	22156 4 4	718 17 5	313 4 0	23188 5 9	811	10896											1
WENTONE	1376348	35151 1 4	480 1 4	37 14 11	35668 17 7	56	5518											6
PARKDALE	1048224	26488 10 9	239 13 2		26728 3 11		1											
MORDIALLOC	957434	26713 1 10	430 19 10	263 15 1	27407 16 9	306	3670		1	13								3
ASPENDALE	329724	8419 6 8	76 12 9	8 3 2	8504 2 7	14	1118											
EDITHVALE	704909	18135 3 1	188 10 7		18323 13 8		2											
OHELSEA	1019415	28292 11 4	338 4 1	176 12 3	28807 7 8	133	3724											
FORSYTH'S SIDING				2027 5 11	2027 5 11	11764												
BONBEACH	262229	9097 18 2	72 18 1	6 5	9171 2 8													
GARRUM	323862	10957 18 3	165 8 8	176 12 9	11299 19 8	30	409			7			82	74	2			2
SEAFORD	193821	7927 6 11	150 18 7	1249 19 2	9328 4 8	7383	339											
FRANKSTON	844846	49472 15 5	1362 6 3	2061 5 6	52896 7 2	9534	8765			1	4	19	9	5				
LANGWARRIN	424	19 0 7			19 1 6		127											
BAXTER	5572	238 0 10	77 19 7	16 3 0	332 3 5	9	174	3	1			5	6	2				
SOMERVILLE	11138	850 14 0	106 8 2	868 1 4	1825 3 6	741	3383			5			42	13				1
TYABB	5150	575 8 1	145 10 9	1486 8 5	2207 7 3	1705	1365			6			5	13				2
MASTINGS	10617	1035 15 10	87 18 6	436 9 7	1560 3 11	385	1241			1			24	17				3
BITTERN	3289	581 7 9	96 1 8	443 10 0	1120 19 5	322	466				3	3	52	79				3
ORIB POINT	27802	18297 12 0	153 5 1	249 9 4	18700 6 5	60	5637	33	18									1

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
GRIB POINT NAVAL BASE STONY POINT	75140 5524	5717 7 6 1113 5 8	352 18 6	204 11 7	5717 7 6 1670 15 9	290	1049	2				28	2	5		
SECTION NO 76 <u>MORNINGTON LINE</u> MOOROODUC MORNINGTON	4	4 11 0	85 14 9 10 6	488 7 2 1576 0 6	489 1 11 1666 2 0	456 763	865 6707	15 1	11	1 2		64 58	96 6	3 3		1
SECTION NO 77 <u>RED HILL LINE</u> BALNARRING MERRICKS RED HILL	4 1	1 4 6 3		50 3 11 209 18 9 678 1 3	50 3 11 210 0 1 678 7 6	16 126 1515	545 1026 1932	25	13	1	3					
SECTION NO 78 <u>DANDENONG - PORT ALBERT</u> LYNDHURST CRANBOURNE AND SIDINGS GLYDE TOORADIN DALMORE	3385 15141 5132 3592 2286	138 19 2 971 2 7 412 3 1 438 4 10 206 7 11	7 17 7 78 4 6 28 13 6 42 16 10 35 12 9	163 11 3 3367 3 8 73 16 7 112 11 8 228 10 8	310 8 0 4416 10 9 514 13 2 593 13 4 470 11 4	472 14608 50 57 592	719 6217 651 348 634	1 23 13 14		19	2 4		87 52 25 9	15 96 21 24 1		
KOO WEE RUP MONOMEITH CALDERMEADE LANG LANG NYORA	17361 811 1871 4823 7053	1738 18 1 107 14 7 263 1 2 924 13 8 1396 18 0	116 11 2 4 11 4 14 7 11 156 13 1 65 3 11	6042 1 6 397 17 0 150 6 9 246 6 4 855 17 9	7897 10 9 510 2 11 427 15 10 1327 13 1 2317 19 8	12184 12 26 115 1629	4233 404 394 2140 4872	15 18	114 123	6 3		23 6 8 59 22	67 264 26 129 34	11 1 1 4 1		4
LOCH JEETHO BENA WHITELAW KORUMBURRA AND COAL CREEK SIDING	4140 491 1472 44 13642	724 16 6 115 10 5 348 11 5 10 9 1	60 4 5 34 10 7 23 18 8 1 7	651 3 5 75 11 5 206 6 8	1436 4 4 225 12 5 578 16 9 10 10 8	312 89 55	1802 70 1165	20 2 14	100	6	53	48 8 20	15 1 15	4 1 1		
KARDELLA RUBY LEONGATHA KNOX SIDING GWYTHER	583 543 12253	99 1 5 128 5 1 4520 3 4	7 7 1 139 1 11 879 14 7	128 14 2 261 9 2 9656 11 10 2 14 6	235 2 8 528 16 2 15056 9 9 2 14 6	42 17 9804 11	346 330 18702 38	30 26 62	43	25	158	15 4 86	1 13 211			4
KOONWARRA TARWIN MEENIYAN STONY CREEK BUFFALO	964 1185 3933 1378 1153	174 11 2 284 1 8 988 9 4 320 15 0 224 2 5	7 11 10 14 7 8 85 12 5 19 1 4 16 8 9	221 15 7 73 11 1 2687 14 5 536 7 9 303 4 11	403 18 7 372 0 5 3761 16 2 876 4 1 543 16 1	50 31 1650 480 112	832 242 4865 704 720	25 4 45 18 14	15 3		102	13 5 49 5 6	14 6 18 19 21	2 4 4 1		

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS						
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS		INWARDS				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
BOYS	67	9 5 7		13 15 9	23 1 4	37	9							
FISH CREEK	3244	983 13 0	84 7 6	2424 9 9	3492 10 3	2699	2935	36	65	3		34	50	5
RODDLE	423	128 13 4	9 3 6	15 2 4	152 19 2	6	344						1	
FOSTER	2735	1146 1 11	103 2 5	1647 8 9	2896 13 1	998	4445	23	79	1	47	44	85	5
BERRISON	702	154 19 2	13 9 7	10 5 8	176 14 5	6	277							
TOORA	2429	1058 14 6	131 19 4	2340 17 6	3531 11 4	1357	4332	13	97	12	54	21	31	13
ARRIS	141	81 14 9		32 12 2	114 6 11	22	261						16	
WELSHPOOL	1608	690 19 8	70 19 1	489 0 5	1250 19 2	332	1362	12	25	3	2	4	1	3
HEXLEY	466	175 10 5	10 10 6	796 1 7	982 2 6	95	421	15	71	1	44	7	17	2
BELLIONDALE	599	315 19 0	25 9 9	936 2 0	1277 10 9	642	257	40	85		2	36	44	1
ALBERTON	1141	591 6 4	39 2 9	1583 0 5	2213 9 6	751	463	39	38		35	5	20	
FORT ALBERT	592	77 5 11	1 5 1	4 0	78 15 0		49							
SECTION NO 79														
<u>ALBERTON - WOODSIDE</u>														
YARRAM	5049	2836 0 6	341 12 6	6744 17 1	9922 10 1	3773	6956	56	304	2	188	77	57	2
DEVON				46 10 3	46 10 3	101	4							
GALROSSIE				10 15 9	10 15 9		13	2						
WON WRON				427 12 2	427 12 2	893	17	2						
NAPIER				740 13 2	740 13 2	1592								
WOODSIDE	1	2 5		550 18 4	551 0 9	721	361	20	5				1	
SECTION NO 80														
<u>TRINITY LINE</u>														
BAYLES			12 4 8	6188 18 0	6201 2 8	23303	3301	1		3		2		
CATANI				90 13 9	90 13 9	151	784					9	2	
YARRATHAN				6 18 6	6 18 6	14	764							
SECTION NO 81														
<u>WONTHAGGI LINE</u>														
WONLEIGH	723	179 13 7	24 13 10	248 6 8	452 14 1	13	252	4	68			10	17	3
KERMOT	846	192 11 0	7 9 4	600 6 2	800 6 6	23	397	47	134	2		39	39	
ALMURTA	830	226 6 4	18 17 6	504 2 0	749 5 10	40	327	11	132	1	1	10	75	
GLEN FORBES	1083	202 10 11	13 6 11	683 9 4	899 7 2	403	457	9	27		2	6	24	
WOOLAMAI	1093	257 12 5	21 8 11	292 16 1	571 17 5	83	527	21	39	1		18	51	1
ANDERSON	2647	570 19 0	42 7 11	1124 17 8	1738 4 7	728	2278	25	64	2		24	46	2
MITCHELL'S SIDING				2333 17 8	2333 17 8	6958								
KILGUNDA	1327	206 9 3	15 18 7	5 2 3	227 10 1	6	121							
DALYSTON	1176	330 11 5	51 19 9	1930 7 11	2312 19 1	1079	4286	63	103		110	51	29	5
STATE COAL MINE				566 5 5	566 5 5	125	1742							
WONTHAGGI	15015	5660 19 3	761 18 9	1581 18 10	8004 16 10	862	7217	23	51	5	33	49	26	3
SECTION NO 82														
<u>OUTRIM LINE</u>														
JURBUNNA			13 5	1486 14 1	1487 7 6	2651	2803				48			

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
SECTION NO 83																			
WARRAGOH - NOOJEE																			
LILLIOO				5 7	5 7														
BULM BULM			1 16 7	611 0 1	612 16 8	1420	906												
ROKEBY			6 0	916 13 0	916 19 0	2087	745												
CROSSOVER			2 8	467 18 3	468 0 11	331	15												
NEERIM SOUTH			19 5 2	839 11 8	858 16 2	625	2023	2	133		8	31	45						2
NEERIM			3 17 5	1488 16 6	1492 13 11	2543	744	2		1	1	8	1						
MAYOOK			3 16 11	5258 7 6	5262 4 5	12029	1216			4		1	5						4
GOODWOOD SIDING				4157 13 9	4157 13 9	7811													
NOOJEE			9 1 2	9966 0 2	9975 1 4	16894	1117												
TOORONGA RIVER EXTENSION				5136 6 4	5136 6 4	8992													
SECTION NO 84																			
THORNSDALE LINE																			
GOALVILLE	26	3 1 0	1 7 1	3 10 8	7 18 9	1	64												
NARRAGAN	73	2 17 11	8 10	236 1 0	239 7 9	258	451	20											
THORNSDALE	23	1 4 5	5 4 3	4116 3 2	4122 11 0	7649	2527	68	3			6							1
SECTION NO 85																			
WALHALLA LINE																			
GOULD	5	8 8	3 12 3	665 8 7	669 9 6	1371	76												
MOONDARRA	12	8 8	12 11	934 12 10	935 14 5	1414	183				2		3	1					2
WATSON	1	5	5 10		6 3														
GOLLINS' SIDING	1	4		3239 18 4	3239 19 8	5003	63												
ERIGA	55	3 1 1	24 13 1	6204 1 3	6231 15 5	10793	916	9	5	2		8	7						
KNOTT'S SIDING																			
PLATINA			2 7	633 2 0	633 4 7	1082	917												
SECTION NO 86																			
MIRBOO NORTH LINE																			
HAZELWOOD							67												
YINNAR	1186	238 1 1	35 0 6	1453 5 3	1726 6 10	2010	2687	3	21	2		6	1						
BOOLARRA	1626	365 10 2	46 4 3	1805 7 10	2217 2 3	2251	2271	12	13	7		16	29						4
DARLIMURLA	518	27 13 8		89 9 4	117 3 0	190	1												
MIRBOO NORTH	862	261 18 3	150 15 4	5511 8 8	5924 2 3	6279	5074	60	94	3	93	56	58	8					16
SECTION NO 87																			
TRARALGON - STRATFORD																			
ELNGARRY	2395	458 8 10	35 16 5	2146 3 0	2640 8 3	887	1494	58	223		1	47	60						
TOONGABBIE	1897	280 12 9	19 8 0	500 8 3	800 9 0	335	629	36	13			23	25						
DOONWARR	2645	678 7 1	54 8 10	1315 13 11	2048 9 10	1901	646	23	41	8	1	16	21	3					10
DAWSON	22	11 4 9		97 7 6	108 12 10	211	32												
HEYFIELD	4435	1606 3 3	98 9 7	3278 5 11	5062 18 9	2763	2395	82	159	16	14	37	75	3					
TIMBESHA	2364	929 18 11	58 18 10	2419 4 9	3408 2 6	639	1720	58	254	12	42	15	88	11					1
MAFFRA	7496	3768 15 3	373 14 5	33005 19 5	37148 9 1	30389	43624	52	245	19	5	37	90	13					2
POWERBOOYRT				30 8 8	30 8 8	63	83												

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
SECTION NO 88 BRIARLONG LINE																			
BOISDALE				201 16 5	201 16 5	1783	185												1
BUSHY PARK				295 16 0	295 16 0	257	67												
BRIARLONG				2903 5 8	2903 5 8	5478	289	3	11										
SECTION NO 89 HEALESVILLE LINE																			
EAST RICHMOND	392860	6412 15 2	257 7 2		6670 2 4														
BURNLEY	541978	8331 5 0	304 6 1	3462 6 0	12097 17 1	9260	109858												
HAWTHORN	587406	9741 7 6	754 2 2	114 0 0	10609 10 6	114	13470												
GLENFERRIE	1229139	23381 17 6	564 13 4		23946 10 0														
AUBURN	1241339	22079 12 7	298 17 2		22378 9 9														1
CAMBERWELL	1567653	32570 0 1	708 8 5	396 5 8	33674 14 2	341	26802												
EAST CAMBERWELL	664136	12788 6 4	146 17 9		12935 4 1														
CANTERBURY	1344477	28482 12 6	459 18 5	17 11	28943 8 0		15												
CHATHAM	996605	19351 18 3	150 9 7		19502 7 0														
SURREY HILLS	1288384	25685 5 4	303 18 4	33 5 1	26022 8 9	45	15734												
MONT ALBERT	1073183	20381 14 6	189 2 1		21070 16 7														1
BOX HILL	2585807	57243 18 3	1133 14 7	1948 11 1	60326 3 11	984	16618		1	2									7
BLACKBURN	821402	17933 6 2	506 2 1	6341 6 0	24780 15 1	8065	5091												
NUNAWADING	345994	7795 14 4	211 9 0		8007 4 2		7												
MITCHAM	898645	21247 4 4	456 17 1	1099 14 4	22803 15 9	846	9709												
RINGWOOD	973232	26105 11 2	809 16 2	600 11 3	27515 18 7	504	6679			3	1								2
RINGWOOD EAST	106745	2628 19 9	39 19 11		2668 19 8														
CROYDON	815731	24499 10 6	677 1 5	221 7 0	25397 19 9	352	5154												2
MOOROODARK	37716	1314 11 6	123 12 5	250 12 8	1688 16 7	118	85												2
CAVE HILL SIDING				10448 19 7	10448 19 7	29220													
LILYDALE	308250	18458 16 5	553 9 2	669 18 0	19682 4 5	1094	5044	18	44	5	1	67	55						3
COLDSTREAM	2578	197 1 9	53 13 6	131 7 4	382 2 7	27	511	16	1	2		28	45						3
YERING	1579	116 8 8	19 15 6	176 2 3	312 6 5	33	619	27	40	1		35	141						1
YARRA GLEN	13502	1096 13 5	120 15 7	281 7 9	1498 16 9	437	1582	13	13	1	1	20	29						2
TARRAWARRA	326	41 19 11		1 10 5	43 10 4	1	144						1						1
HEALESVILLE	36323	5274 0 7	469 16 0	15136 9 11	20880 7 4	42524	5110	40	12	4		84	95						27
SECTION NO 90 BURNLEY - GLEN WAVERLEY																			
KEYINGTON	127134	2014 14 0	20 7 5		2035 1 5														
KOOYONG	329261	6008 3 0	60 13 5		6068 16 5														
TOORONGA	835802	14637 16 7	244 0 3	12 8 9	14894 5 7	24	8941												
GARDINER	831667	16248 1 8	178 0 8		16426 2 4														
GLEN IRIS	1086626	22022 14 3	142 8 7		22165 2 0														

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
DARLING	963254	19492 8 5	189 15 1	35 0 7	19717 4 1		6628												
EASTMALVERN	660363	13082 3 5	160 13 9	1 2	13242 18 4		1												
HOLMESGLEN	9832	181 10 0	5 4 2		186 14 2														
JORDANVILLE	14984	328 10 1	5 7 7	9	333 18 5														
MOUNT WAVERLEY	36494	751 17 5	27 17 11	19 1	780 14 5	1	283												
SYNDAL	40620	836 17 8	6 3 5		843 1 1														
GLEN WAVERLEY	81439	1811 19 5	168 4 5	13 0 7	1993 4 5	30	1065												
SECTION NO 91																			
<u>Kew Line</u>																			
BARKER	74262	1122 4 0	14 8 2		1136 12 2														
KEW	177557	2540 14 7	166 6 6	145 19 9	2853 0 10	145	25328												
SECTION NO 92																			
<u>Ashburton Line</u>																			
RIVERSDALE	230600	4207 11 1	36 8 7		4243 19 8		2												
WILLISON	317540	5689 5 3	20 13 9		5709 19 0														
HARTWELL	689914	13004 13 3	112 13 5		13117 6 8														
BURWOOD	744362	13413 19 8	311 3 5		13725 3 1		3												
ASHBURTON	670611	12570 14 7	191 16 9	3 0	12762 14 4														
SECTION NO 93																			
<u>East Kew Line</u>																			
SHENLEY	29508	465 14 1			465 14 1														
ROYSTEAD	77159	1369 4 0			1369 4 0														
DEEPDENE	216287	3772 10 10	4 9 5		3777 0 3														
EAST KEW	135935	2300 5 10	4 8 5		2304 14 3														
SECTION NO 94																			
<u>Ringwood - Gembrook</u>																			
HEATHMONT	64874	1516 2 9	14 11 7		1530 14 4														
BAYSWATER	277568	7520 16 10	405 9 3	103 8 7	8029 14 8	190	6406			2			4	2				1	
BORONIA	454747	12946 7 11	351 6 0	2 5 9	13299 19 8	1	39												
LOWER FERNTREE GULLY	227955	8588 16 1	114 4 3	741 18 0	9444 18 4	2398	1273	6					25	5				1	
UPPER FERNTREE GULLY	668554	34413 18 8	616 9 11	395 6 7	35425 15 2	528	2033												
UPWEY	2927	120 6 5	14 2 8	2 1 0	136 10 1	1	21												
TEGOMA	1095	54 6 11	21 0 0	1 9	75 8 8														
BELGRAVE	12713	829 11 7	44 13 0	17 13 4	891 17 11	32	804												
SELBY	613	30 1 8		5 0	30 6 8		1												
AURA	111	4 9 0		6 5	4 15 5		120												
OLEMATIS	257	11 11 1		1 4 2	12 16 11	1	8												
EMERALD	1375	74 3 4	73 9 1	134 0 3	281 12 8	96	1337				3		60	22				11	
NOBELIUS SIDING	30	1 7 3	26 3 0	156 16 1	184 6 4	38	5												
LAKESIDE	406	27 2 7			27 2 7														
WRIGHT	35	2 0 3			2 0 3														
GOOKATOO	1041	71 19 8	21 6 2	234 3 10	2127 9 8	5067	477												3
FIELDER	15	16 5			16 5														
GEMBROOK	671	55 19 7	21 6 5	223 5 11	300 11 11	260	719			2	1		22						4

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS												
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS								
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs								
SECTION NO 95																				
WARRBURTON LINE																				
MOUNT EVELYN	47169	3075 16 5	179 3 1	50 8 6	3305 8 0	71	2017												2	
WANDIN	23567	1634 18 11	157 15 6	92 3 10	1884 18 3	121	1136			3		3							15	
SEVILLE	5075	515 8 8	29 0 6	27 7 4	571 16 6	53	654			2		16		23					4	
KILLARA	873	108 17 11	19 2	23 17 0	133 14 1	108	107							2					1	
WOORI YALLOO	4285	592 0 9	65 8 3	72 15 3	730 4 3	108	738	2	5					6	29				1	
LAUNCHING PLACE	6294	823 16 5	72 0 5	339 0 6	1234 17 4	521	1928	6	31	3				21	70				7	
YARRA JUNCTION	7660	1142 7 0	75 12 11	6396 3 5	2614 3 4	17453	1970			1				15	1				6	
WESBURN	5691	884 11 4	40 15 2	2500 8 2	3425 14 8	3731	578			5				14	28				3	
MILLBROVE	4718	489 13 10	38 18 4	958 3 4	1466 15 6	2238	598												1	
WARRBURTON	16319	3283 0 10	341 10 8	4762 14 9	8387 6 3	5794	6897							3	7				6	
LA LA EXTENSION				2229 6 1	2229 6 1	5931														
SECTION NO 96																				
HURSTBRIDGE LINE																				
JOLIMONT	190263	2837 15 3	63 16 10		2901 12 1															
WEST RICHMOND	517676	7704 2 8	635 13 0		8339 15 8															
NORTH RICHMOND	521508	8435 8 5	438 10 7		9063 19 0															
GOLLINGWOOD	513091	7881 2 6	366 16 3		8247 18 9															
VICTORIA PARK	640275	10513 13 3	507 9 4	6703 6 4	17724 8 11	23373	74489													
OLIFTON HILL	1173761	17161 14 8	494 7 9		17656 2 5		2													
WESTGARTH	509661	8987 12 2	111 10 2		9099 2 4															
DENNIS	983628	15832 2 9	188 1 8		16020 4 5															
FAIRFIELD	1586348	26958 6 8	331 5 7	7588 8 2	34878 0 2	4693	41614													
ALPHINGTON	780339	13903 12 5	127 0 1	222 5 2	14252 17 2	255	2469													
DAREBIN	441246	9075 19 10	69 9 2		9145 9 0															
IVANHOE	1598656	33884 1 3	362 7 6	476 14 0	34723 2 9	429	6288													
EAGLEMONT	616089	11870 4 3	78 9 5		11948 13 8															
HEIDELBERG	998125	21130 11 11	223 10 5	427 12 10	21781 15 2	327	11000			3									1	
ROSAHNA	299894	5582 18 2	85 18 5		5668 16 7															
MADLEOD	96080	1940 8 6	65 3 0		2005 11 6		3													
MONT PARK				68 3 0	68 3 0	28	3183													
WATSONIA	99388	2303 12 6	62 7 0		2365 19 6		1													
GREENSBOROUGH	361897	8962 12 7	184 13 9	39 19 5	9187 5 9	52	3901			2									1	
MONTMORENCY	282659	6545 17 8	52 4 0		6598 1 8															
ELTHAM	382712	10620 9 3	182 12 3	22 14 9	10825 16 3	12	4170			5										
DIAMOND CREEK	102184	2596 14 7	81 19 3	23 10 8	2702 4 6	8	337													
WATTLE GLEN	40702	1340 1 0	4 5 7		1344 6 7															
HURSTBRIDGE	97918	3982 8 6	185 18 3	39 10 8	4207 17 5	42	2180							3	1					

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK																								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS																								
	Number of Passenger Journeys	Revenue		Revenue				OUTWARDS				INWARDS																				
		Revenue	Revenue	Revenue		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs																			
SECTION NO 97																																
PORT MELBOURNE LINE																																
MONTAGUE	200507	2877	5 5	46	15 5		2924	0 0																								
NORTH PORT	440345	6792	14 11	167	16 0		6960	11 9																								
GRAHAM	726174	10478	19 10	245	6 0		10724	6 8																								
PORT MELBOURNE	240192	3680	3 7	98	11 11	23230 2 9	27008	18 3	16136	345647											11											
SECTION NO 98																																
ST. KILDA LINE																																
SOUTH MELBOURNE	720275	9977	8 6	625	11 0		10612	19 6														11										
ALBERT PARK	1162091	16370	8 5	316	17 3	2 3	16687	7 11														1										
MIDDLE PARK	1331597	15667	5 6	284	18 0		15952	3 6																								
ST. KILDA	4062782	52914	4 9	708	7 2	44 7 7	53666	19 6														7895										
SECTION NO 99																																
BRIGHTON - SANDRINGHAM																																
RICHMOND	1234806	25237	6 5	1568	10 0		26805	16 5																								
SOUTH YARRA	1349512	22474	16 2	1664	13 6		24139	9 8															1									
PRAHRAN	847397	13438	18 4	891	6 2		14330	4 6																								
WINDSOR	1154547	17623	14 9	608	19 0	729 3 9	18961	18 4	585	33332																						
SALAOLAYA	1289819	22825	8 2	395	16 4		23221	4 6																								
RIPONLEA	1208949	21857	17 2	287	19 9		22145	16 11																								
ELSTERNWICK	2616862	47983	6 11	861	16 9	127 7 11	48972	11 7	69	11684																						
GARDENVALE	1482151	28416	5 11	285	9 3		28701	15 2															1									
NORTH BRIGHTON	2382890	48652	16 9	700	12 6	367 13 0	49721	3 1	241	11575																						
MIDDLE BRIGHTON	2048555	41843	13 1	671	14 1	39 3 4	42554	10 6	45	10544																						
BRIGHTON BEACH	1029869	21118	4 8	249	1 5		21347	6 1															1									
HAMPTON	2279950	48224	5 4	495	13 5	3 0	48720	2 7															11									
SANDRINGHAM	3205274	70264	19 4	1178	11 7	31 12 3	71447	3 2	68	10191																						

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS												
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
<u>TRAFFIC DERIVED FROM OTHER STATES</u>																								
NEW SOUTH WALES STATIONS	266832	231253 16 6	66790 19 11	462715 11 6	760760 7 11	425822	448464																	
QUEENSLAND ...	21288	14430 10 2	3114 15 1	30850 18 5	48396 3 8	24713	34871																	
SOUTH AUSTRALIAN ...	88996	128284 3 11	22017 1 4	280361 16 6	430663 1 9	130886	81755																	
COMMONWEALTH ...	6846	4726 12 11	1217 0 0	4341 19 8	10285 12 7	2118	2087																	
WESTERN AUSTRALIAN ...	16715	23533 9 2	3728 18 6	6163 3 10	33425 11 6	3553	7180																	
TASMANIAN ...	1965	3610 16 5			3610 16 5																			
THOMAS COOK AND SONS TO NEW SOUTH WALES, SOUTH AUSTRALIA ETC.	509	563 12 10			563 12 10																			
TOTALS	403151	406403 1 11	96868 14 10	784433 9 11	1287705 6 8	587092	574357																	
<u>ELECTRIC TRAMWAYS</u>																								
ST. KILDA - BRIGHTON	5594455	57344 14 1			57344 14 1																			
SANDRINGHAM - BLACK ROCK	1766638	16324 3 5			16324 3 5																			
<u>ROAD MOTOR PUBLIC SERVICES</u>																								
	1113364	9852 3 9	61 17 4	2378 13 1	12292 14 2																			